

TAC MOTORCYCLE MONITOR – 2025

Final report of findings

February 2026

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EXECUTIVE SUMMARY

01

EXECUTIVE SUMMARY

The Motorcycle Monitor provides an overview of the attitudes and behaviours of Victorian motorcyclists (and those with a registered motorcycle).

Getting About

Riding activity continues to climb: 74% rode a motorcycle (on- or off-road) in the past 12 months, up 3 percentage points year-on-year, continuing the trend since 2023.

Recreational on-road riding accounts for 49% of motorcycle usage, followed by commuting at 28%. Cruisers remain the most common type of motorcycle ridden (17%).

Motorcycle Safety – Protective Motorcycle Clothing

Helmets are almost universal and remain the most used protective gear item (98%), followed by riding gloves (84%) and riding jackets (72%).

For protective footwear, most riders consistently wear motorcycle-specific riding boots (59%), while 33% opt for ankle boots not specifically designed for motorcycling when riding.

Motorcycle Safety – Safety Features

Usage of motorcycle safety features among active riders of road bikes continues to improve, only 29% of riders

in 2025 reported riding without any of the safety features compared to 40% of riders in 2022.

Riders aged 18-24 remain more likely than the average rider to ride a motorcycle with ABS in 2025. Those riding for commuting purposes also remain more likely to desire safety features on their next motorcycle, while those riding for recreation off-road were less likely.



EXECUTIVE SUMMARY

Motorcycle Riding - Experience with Police While Riding

Police interactions while riding have remained stable year-on-year, with breath-testing for alcohol (23%) and drug testing (9%) in the last 12 months holding steady since 2024.

Motorcycle Riding - Drinking and Riding

Almost all riders (98%) avoid riding when potentially over the legal limit, while three-quarters (76%) abstain from riding after any alcohol intake even when under the legal limit, though this has decreased 4 points from 2024, reverting to pre-2024 levels.

The proportion of riders who said they

would consider riding after one or more standard alcoholic drinks remained steady in 2025 (47%, compared to 48% in 2024). Perceptions remain divided, with 52% of riders believing that riding after drinking one or two standard drinks is acceptable, despite 30% considering it extremely dangerous to ride after drinking when under the legal blood alcohol limit (down from 33% in 2024).

Motorcycle Riding - Speeding

As seen in previous years, in both 100km/h and 60 km/h zones, riders are significantly more likely to intentionally ride up to 3 km/h (at least some of the time) than to ride more than 3 km/h over

the speed limit. Though this tendency occurs in both zones, riders appear to be more cautious with speeding in a 60 km/h zone.

Female riders remain significantly more cautious than males of speeding whether riding in 60 or 100 km/h zones.

Self-Reported Riding Skills

Self-reported skills remain stable from 2024, with 92% believing they are better riders than the average rider



EXECUTIVE SUMMARY

Keeping Motorcycle Skills Up to Date

Among those who have ridden in the previous 12 months, almost eight in ten (79%) reported keeping their motorcycle skills up to date, while over half (54%) refresh their skills at least every couple of months.

Resources for Refreshing Riding Skills

The most common resource utilised to refresh riding skills remains YouTube (52%), followed by learning from friends and family (42%) and visiting motorcycle websites (32%).

Motorcycle Safety – Recommendations for TAC

In 2025, there is an increased perception that the TAC needs to do more for road safety, with significant year-on-year increases in mentions of motorcycle safety education and training (24%), improving road infrastructure (12%), safety enforcement (9%), and affordable safety resources (5%). Road maintenance remains the top concern at 33% of respondents, relatively stable from 2024.

E-Transport Devices

In 2025, one-off or first-time use of e-devices continued to decline, with the proportion of e-device riders using them once every six months or less,

decreasing from 9% in 2023 to 5% in 2025.

The main reason for e-scooter usage in 2025 was 'just trying it out' (39%), followed by socialising or entertainment (33%). E-bikes remain primarily recreational (63%), with socialising or entertainment second (25%)

Shared paths and dedicated bike lanes continue to be perceived as safe by most e-device users for riding e-transport devices (78% and 70% respectively). In line with this, e-bike and e-scooter users prefer using bike lanes and shared paths, although riding on the road remains common for both e-bike (77%) and e-scooter users (57%).



RESEARCH CONTEXT AND OBJECTIVES

02

RESEARCH CONTEXT AND OBJECTIVES

Background

In 2022, Ipsos was commissioned to undertake the TAC Motorcycle Monitor Survey, the survey is conducted quarterly, and the results are reported annually. The results from the survey help TAC to better understand the views of both active and passive motorcycle riders, as well as those with a motorcycle registered in their name.

Findings from the research are used to inform public education campaigns and policy development.

The methodology was designed to optimise response rates by allowing participants the flexibility to participate in this study using their preferred mode of completion.

Participants have the option to choose from an online survey, a paper survey or a telephone interview.

Research Objectives

The purpose of this research is to measure and track changes in road user attitudes and self-reported behaviour and identify potential areas of concern in the community.

The research covers a range of topics including travel habits, riding activity, speeding, fatigue, drinking behaviour and attitudes, use of protective gear and other ad hoc modules such as crash history, up-skilling/training and learning to ride experience as well as a recently added e-device module.



RESEARCH OVERVIEW

Motorcycle Monitor - 2025	
Fieldwork	Q1'25: w/c 24 February – w/c 7 April 2025 Q2'25: w/c 12 May – w/c 23 June 2025 Q3'25: w/c 4 August – w/c 15 September 2025 Q4'25: w/c 20 October – w/c 1 December 2025
Methodology	Online survey, with option to request a paper copy or phone interview.
Sample specifications	Victorians who have a motorcycle licence and/or motorcycle registered in their name.
Sample size	Q1'25: n= 266 Q2'25: n= 277 Q3'25: n= 290 Q4'25: n= 273
Weighting	Results were weighted by gender, age, location and licence type to reflect the Victorian Motorcyclist population. The weighting scheme follows the demographic profile of the motorcycle licence and registration population from the VicRoads database. The demographic profile used for weighting is available in the next page.

DEMOGRAPHICS

Gender	% unweighted	% weighted	% population
Male	83%	87%	87%
Female	17%	13%	13%

Age	% unweighted	% weighted	% population
18-25 Y.O.	14%	4%	4%
26-39 Y.O.	23%	24%	24%
40+ Y.O.	62%	72%	72%

Licence type	% unweighted	% weighted	% population
Full motorcycle licence	85%	91%	91%
Learner or probationary licence	14%	7%	7%
No licence	1%	2%	2%

Location	% unweighted	% weighted	% population
Major Urban (All urban Centres with a population of 100,000 or more i.e., Melbourne, Geelong, Ballarat)	59%	57%	57%
Other Urban (All urban Centres with a population between 1,000 and 99,999 i.e., Warrnambool, Sale, Benalla)	31%	31%	31%
Rural Balance (Remainder of State/Territory and includes Bounded Localities (centres with population of between 200 and 999 i.e., Taradale, Venus Bay, Fish Creek).	10%	12%	12%

DEMOGRAPHICS

How Long Motorcyclists have lived in Victoria	% unweighted	% weighted
Less than 1 year	1%	0%
1-2 years	2%	2%
3-5 years	3%	3%
6-10 years	8%	7%
More than 10 years	31%	33%
Always lived in Victoria (since childhood)	56%	55%
I do not live in Victoria	0%	0%

Country of Birth	% unweighted	% weighted
Australia	75%	75%
In another country	23%	23%
Prefer not to say	2%	2%

D6. How long have you lived in Victoria? Base: 2025 n=836. / D7. Where were you born? Base: 2025 n=836. Weight: WEIGHT FINAL (EXCL. R&L STATUS). Note: Hard copy completes are not recorded for D6 and D7.

DETAILED FINDINGS: MOTORCYCLE RIDING

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MOTORCYCLE RIDING



MOTORCYCLE RIDING – SUMMARY

Time Spent Riding Motorcycles

The proportion of respondents who have ridden a motorcycle in the last 12 months rose to 74% in 2025 (up 3pp YoY), continuing the upward trend observed since 2023. When asked what percentage of time spent riding a motorcycle as opposed to driving a car, the proportion of time spent riding also increased (21% vs 19% in 2024).

Most respondents (74%) were active riders who had ridden in the last 12 months, while one in five (20%) were lapsed riders, and fewer than one in ten (6%) were former riders.

The proportion of riders in 2025 who had never had a break from riding and reported riding regularly (26%) continues to increase slightly year-on-year, continuing the upward trend observed since 2023 (22% in 2024, 21% in 2023).

On-Road Riding

Ninety percent of respondents who had ridden in the last 12 months reported riding on-road in 2025. The majority of on-road riding time is devoted to recreational purposes (49%), followed by commuting (28%) and working purposes (5%).

In line with the trend suggesting riders are riding more often this year, the average amount of time spent riding for commuting purposes increased significantly in 2025 (31% vs 26% in 2024).

Off-Road Riding

The proportion of respondents who rode off-road remained relatively stable at 34% (down 4 pp YoY), with most (58%) reporting they ride on average up to 8 hours per month.

Types of Motorcycles Ridden

Cruisers remain the most common type of motorcycle ridden (17%), followed by sports bikes (14%) and off-road/trail bikes (13%).

Reasons for Not Riding

Among those who haven't ridden a motorcycle in the last 12 months, the main reasons were no longer owning a motorcycle (68%), changes in lifestyle or family commitments (25%), and preference for other modes of transport (14%).

For those who have stopped riding and do not intend to ride again, safety concerns (53%) and changes in lifestyle or family commitments (23%) were the most common reasons.

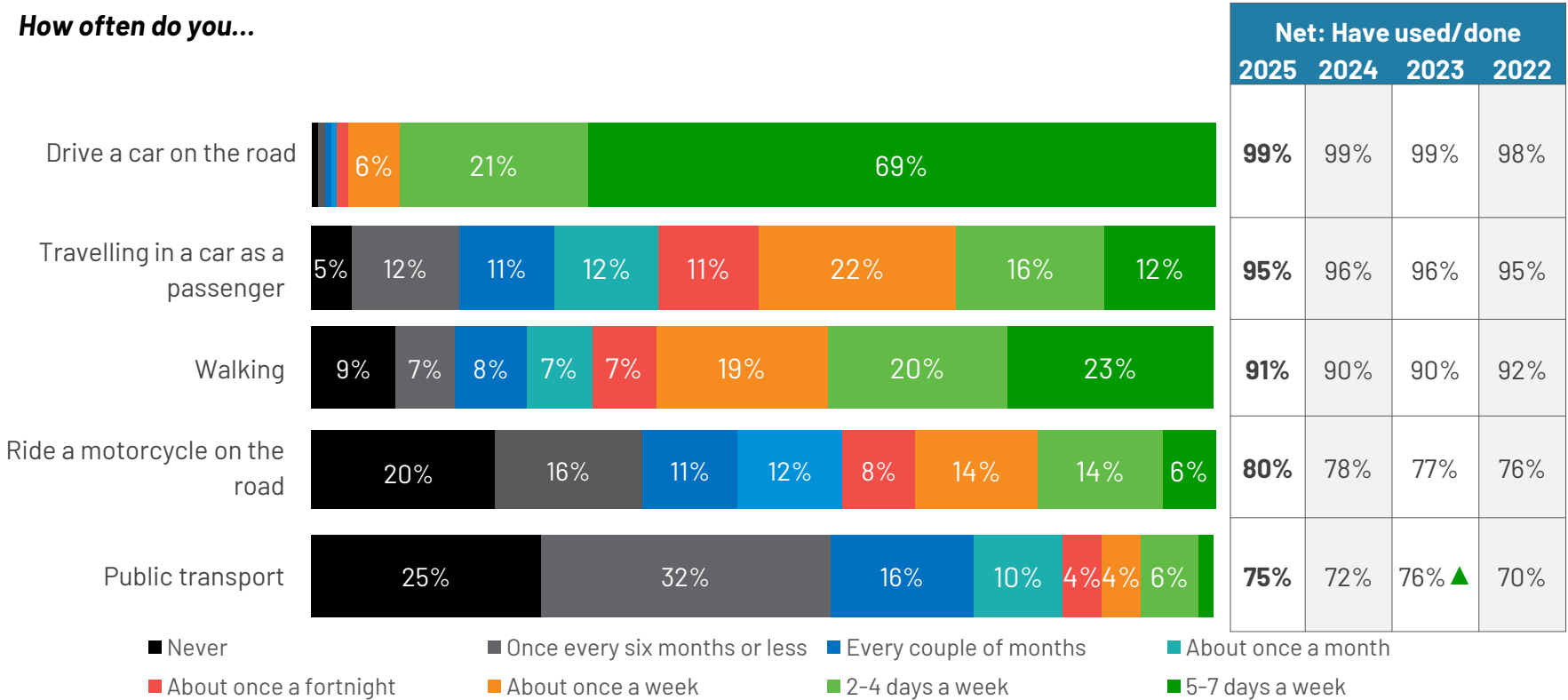
E-Transport Device Usage

Usage of e-transport devices continues to decline slightly year-on-year (15% down 2pp YoY) returning to similar levels observed in 2022 (14%).

GETTING ABOUT

In line with previous years, respondents rely heavily on cars for transportation, whether driving the vehicles themselves or as passengers. The primary mode of transport used remains the car, with ninety-nine percent of respondents using a car for general transportation and 69% of them driving as regularly as 5 to 7 days a week. Additionally, 95% of respondents travelled by car as a passenger.

The motorcycle is also a popular means of transportation for most respondents, with 80% reporting riding on the road at least once every six months or less, increasing incrementally since 2023. The frequency of riding motorcycle on the road varies widely, but most participant ride between 2 to 4 days (14%) or about once a week (14%).

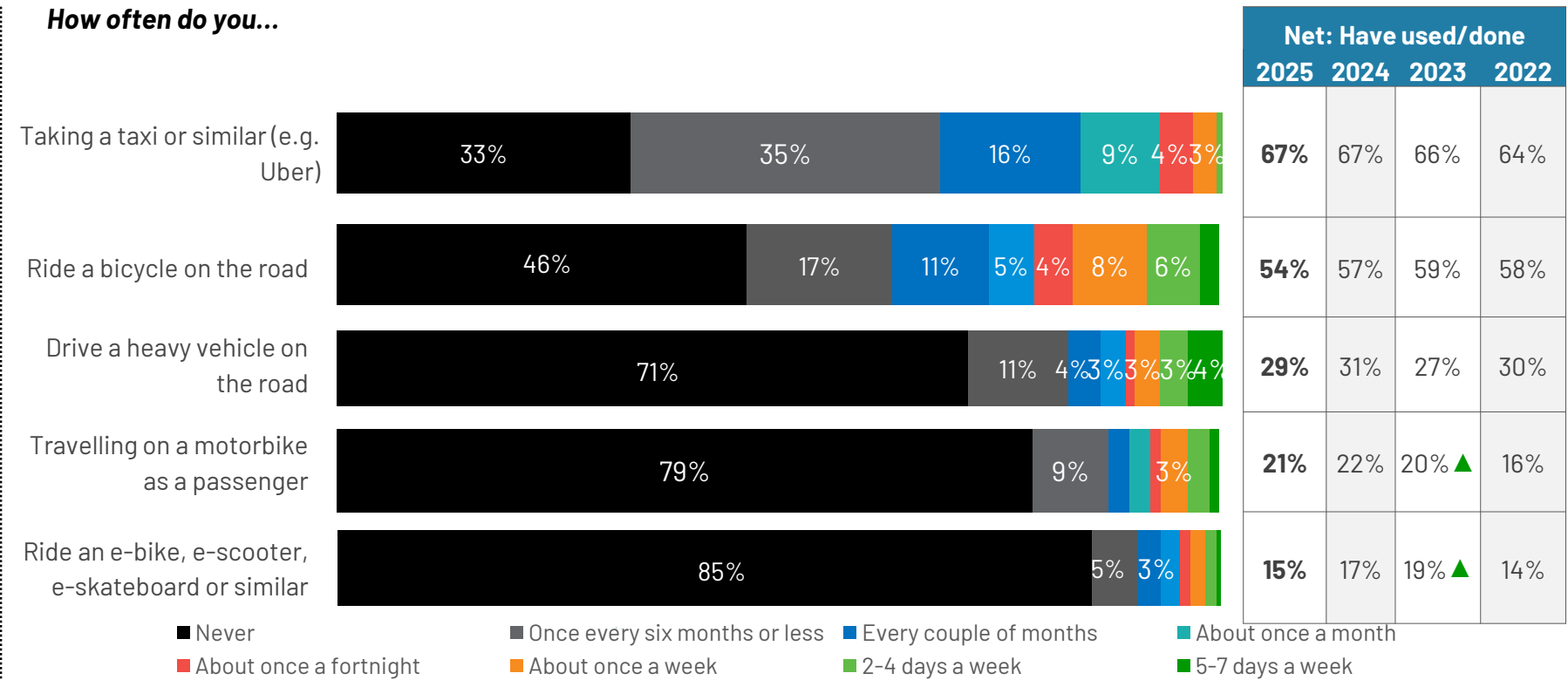


M1. The following questions are about how often you do a number of things when driving, riding, or getting about in general. Please provide the answer that best describes how often you do these things; M2. The following questions are about how often you do a number of things when driving, riding, or getting about in general. Please provide the answer that best describes how often you do these things. Base: Total sample Year 2022 n = from 941 to 948, depending on the statement; Year 2023 n = 962; Year 2024 n = 1007; Year 2025 n = 1,106. Weight: WEIGHT FINAL (EXCL. R&L STATUS). Note: Data labels for findings under 3% are not presented in charts; Missing cases are excluded in analysis.

GETTING ABOUT

The reported use of each transportation mode remained relatively steady in 2025 compared to the previous year.

Usage of e-transport devices (15%) continues to show an incremental decrease year-on-year, steadily returning toward levels observed in 2022 (14%), following a peak in 2023 (19%).



M1. The following questions are about how often you do a number of things when driving, riding, or getting about in general. Please provide the answer that best describes how often you do these things; M2. The following questions are about how often you do a number of things when driving, riding, or getting about in general. Please provide the answer that best describes how often you do these things. Base: Total sample Year 2022 n = from 941 to 948, depending on the statement; Year 2023 n = 962; Year 2024 n = 1007; Year 2025 n = 1,106. Weight: WEIGHT FINAL (EXCL. R&L STATUS). Note: Data labels for findings under 3% are not presented in charts; Missing cases are excluded in analysis.

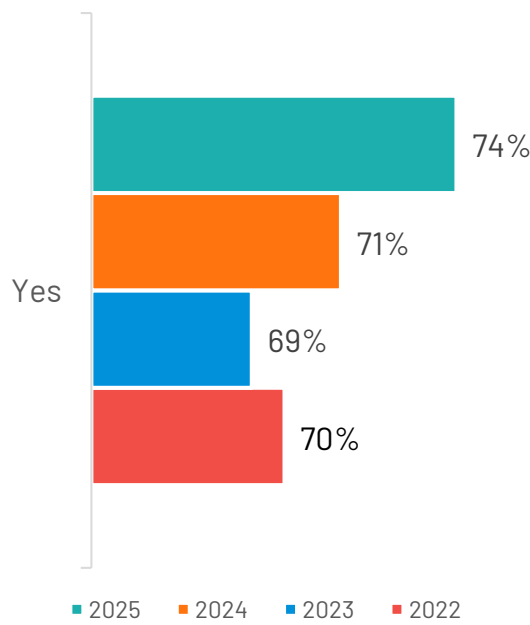
MOTORCYCLE RIDERS

The proportion of respondents who have ridden a motorcycle in the last 12 months rose to 74% (up 3 pp) in 2025, continuing the upward trend observed since 2023.

Additionally, when asked what percentage of time riders spent riding a motorcycle (either on or off-road) as opposed to driving a car, the proportion of time spent riding increased compared to the previous year (21% vs 19%).

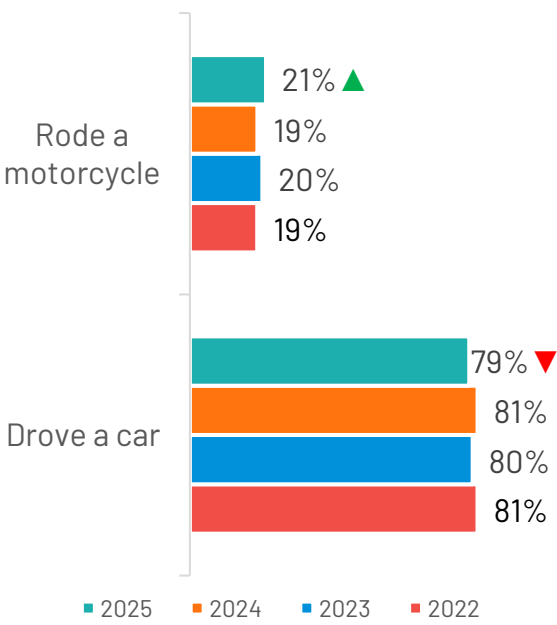
Differences observed across demographic profiles remain unchanged, with respondents aged 40+ years and females remaining less likely than the average to have ridden a motorcycle in the last 12 months.

% Who have ridden a motorcycle in the last 12 months - Total sample



Year 2025	Have ridden in the last 12 months
Age	
18-25 years old	95%
26-39 years old	78%
40+ years old	71%
Gender	
Male	76%
Female	61%
Licence type	
Full licence	73%
Probationary licence	92%
Learner's permit	97%

Average time spend riding a motorcycle (on or off-road) as opposed to driving a car - Total sample



R1. Have you ridden a motorcycle in the last 12 months, either on or off-road? Base: Total sample Year 2022 n=946; Year 2023 n=962; Year 2024 n=1,007; Year 2025 n=1,106. / R3. Thinking about your time spent riding and driving over the last 12 months, approximately what percentage of the time would you say you rode a motorcycle (on or off-road) as opposed to driving a car? Base: Have ridden a motorcycle in the last 12 months Year 2022 n=664; Year 2023 n=679; Year 2024 n=744; Year 2025 n=1,106 (Weight for both: WEIGHT FINAL (EXCL. R&L STATUS)). Missing cases are excluded in analysis.

▲ ▼ Significantly higher/lower compared to previous year @ 95% c.i.
Significantly higher compared to average @ 95% c.i.
Significantly lower compared to average @ 95% c.i.



MOTORCYCLE RIDERS

Consistent with previous years, the 2025 respondents were predominantly active riders who had ridden within the past 12 months (74%). One-fifth of respondents were lapsed riders (20%), while fewer than one-tenth (6%) were former riders.

The proportion of riders who have never had a break from riding and ride regularly continues to increase slightly year-on-year, continuing the trend observed since 2023.

In 2025, respondents over 40 years and females were significantly more likely than the average respondent to be former riders.



	Year 2025	Year 2024	Year 2023	Year 2022
Never had a break from riding since learning to ride and ride regularly	26%	22%	21%	21%
Never had a break from riding since learning to ride but only ride occasionally	23%	25%	26%	24%
Had a break from riding and have started riding again	16%	17%	15%	17%
Stopped riding and may decide to ride in the future	29%	27%	30%	31%
Stopped riding and do not intend to ride again	6%	9%	8%	6%
Have never ridden a motorcycle but I intend to ride in the future	0.10%	0% ▲	0.39%	0.04%

Year 2025	Lapsed riders	Former riders
Age		
18-25 years old	4%	0%
26-39 years old	20%	1%
40+ years old	21%	8%
Gender		
Male	19%	5%
Female	26%	13%
Licence type		
Full licence	21%	6%
Probationary licence	5%	2%
Learner's permit	3%	0%

R4. Which of the following best describes your motorcycle riding history? Base: Total sample Year 2022 n=859 ; Year 2023 n=962 Year 2024 n = 1,007; Year 2025 n =1,106. Weight: WEIGHT FINAL (EXCL. R&L STATUS). Note: only 1% of Active Riders have not ridden in the last 12 months.

▲ ▼ Significantly higher/lower compared to previous year @ 95% c.i.
Significantly higher compared to average @ 95% c.i.
Significantly lower compared to average @ 95% c.i.



TYPES OF RIDING – ON-ROAD

Nine out of ten (90%) respondents who had ridden in the last 12 months reported riding on the road in 2025.

In line with the trend suggesting riders are riding more often this year, the average amount of time spent riding for commuting purposes increased significantly in 2025 (31% vs 26% in 2024). While the majority of riding time was spent on recreational on-road purposes (54%), consistent with previous years, while riders spent the least amount of time riding for work-related purposes at 5%.

Most respondents report riding 101-500 kms per month in 2025 (41%), followed by up to 100kms per month (30%). Those riding for commuting purposes are more likely than the average rider to ride for longer distances, between 501-1,000 kms per month, albeit still only a low proportion of riders (16%).

Riders who have ridden on the road in the past 12 months...



Average percentage of time spent riding...

Average kms ridden on-road per month...

	Total				Commuting				Working				Recreation on-road			
	'25	'24	'23	'22	'25	'24	'23	'22	'25	'24	'23	'22	'25	'24	'23	'22
Up to 100kms per month	30%	32%	32%	29%	21%	22%	26%	24%	21%	25%	22%	17%	29%	31%	31%	30%
101-500 kms per month	41%	39%	35%	37%	45%	44%	38%	38%	42%	38%	36%	33%	40%	40%	37%	37%
501-1000 kms per month	13%	13%	12%	14%	16%	16%	16%	18%	14%	17%	23%	18%	14%	13%	13%	13%
1001-1500 kms per month	4%	4%	4%	2%	5%	5%	6%	3%	3%	3%	6%	3%	4%	4%	4%	2%
1501+ kms per month	5%	4%	4%	4%	7%	4%	4%	4%	11%	5%	4%	7%	6%	4%	4%	4%
Don't know	7%	9%	12%	14%	6%	8%	10%	13%	9%	12%	10%	23%	8%	8%	11%	13%

49%
RECREATION ON-ROAD

28%
COMMUTING PURPOSES

5%
WORKING PURPOSES (EXCL. COMMUTING)

TYP. Thinking about your riding over the last 12 months, approximately what percentage of the time did you ride in the following categories? / RID1. Thinking now about how many kilometres you rode ON ANY motorcycle on the road for any reason over the last 12 months, how many kilometres did you ride? TYP Base: Have ridden a motorcycle in the last 12 months Year 2022 n=500; Year 2023 n=543; Year 2024 n=627; Year 2025 n= 702. Filter: Sum at TYP IS 100% and gave a km estimate at RID1. / RID1 Base: Have ridden a motorcycle on the road in the last 12 months Year 2022 n=584; Year 2023 n= 619; Year 2024 n=685; Year 2025 n= 767. Weight: WEIGHT FINAL (EXCL. R&L STATUS)Note: Missing cases are excluded in analysis.

▲ ▼ Significantly higher/lower compared to previous year @ 95% c.i.
Significantly higher compared to average @ 95% c.i.
Significantly lower compared to average @ 95% c.i.



TYPES OF RIDING – OFF-ROAD

In 2025, the proportion of respondents who rode off-road remained relatively steady year-on-year, at slightly over one in three (34% down 4pp YoY) while the average time spent riding off-road was 19%.

The proportion of riders who rode exclusively off-road remained relatively steady compared to the previous year (10% up 2pp YoY).

Consistent with previous years, the majority of those who rode a motorcycle off-road only did so for a few hours per month, with most (58%) reporting up to eight hours of off-road recreational riding per month.

Riders who have ridden off-road in the past 12 months...



Average hours ridden off road per month...

	Total			
	2025	2024	2023	2022
Up to 8 hours per month	58%	62%	59%	59%
9-20 hours per month	15%	10%	8%	12%
21-49 hours per month	7%	6%	9%	9%
50+ hours per month	5%	8%	8%	5%
Don't know	14%	14%	15%	15%

Average percentage of time active riders spent riding off road...



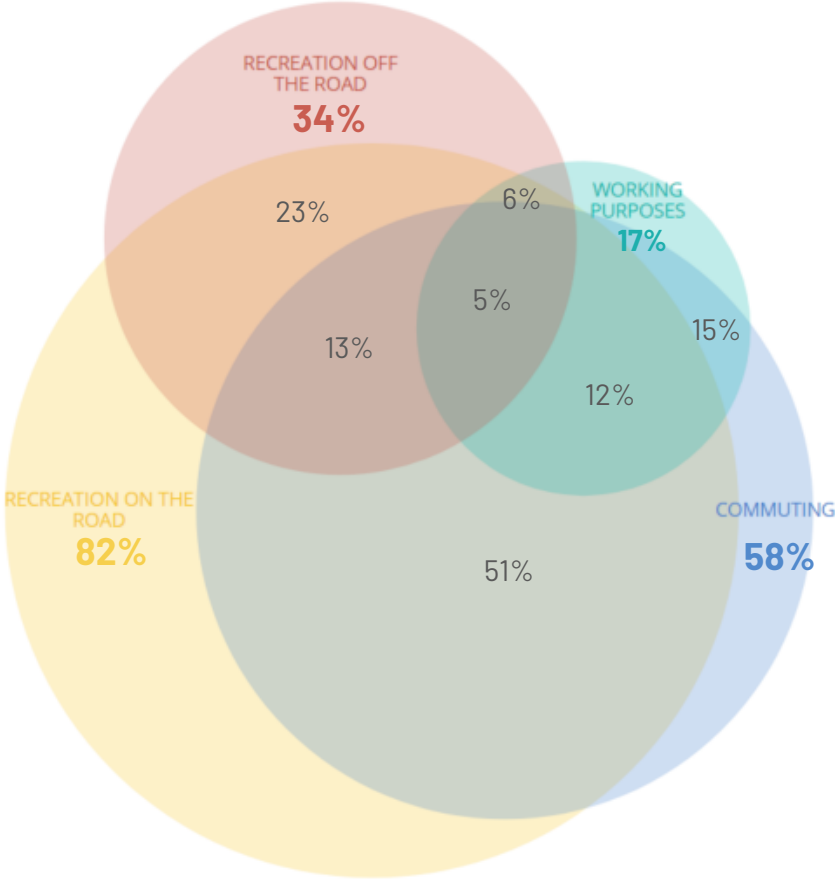
TYP. Thinking about your riding over the last 12 months, approximately what percentage of the time did you ride in the following categories? / RID2. Thinking now about how many hours you rode ON ANY motorcycle off road for any reason over the last 12 months, how many hours did you ride? Base: Have ridden a motorcycle in the last 12 months Year 2022 n=258; Year 2023 n= 229; Year 2024 n= 274; Year 2025 n= 287. Filter: Sum at TYP IS 100%. Weight: WEIGHT FINAL (EXCL. R&L STATUS). Missing cases are excluded in analysis.

▲ ▼ Significantly higher/lower compared to previous year @ 95% c.i.
##% Significantly higher compared to average @ 95% c.i.
###% Significantly lower compared to average @ 95% c.i.

PROPORTION OF RIDERS BY TYPE OF RIDING

When analysing the proportion of riders by type of riding, results revealed that on-road recreation (i.e., riding on public roads, highways, freeways) remains the most prevalent activity, with 82% of riders who have ridden in the last 12 months reporting this type of riding (down 3pp YoY). This was followed by commuting purposes at 58% (up 2pp YoY), off-road recreation (i.e., tracks in national parks or on private property) at 34% (down 4pp YoY), and work-related riding at 17% (down 1pp YoY).

Consistent with findings from 2024, the greatest overlap among riding types exists between on-road recreational riding and commuting, with 51% of those who have ridden in the last 12 months reporting they have ridden for both purposes.



Note: Venn diagrams can only perfectly depict the intersection of three or fewer variables. Diagrams with more than three variables become an approximation.

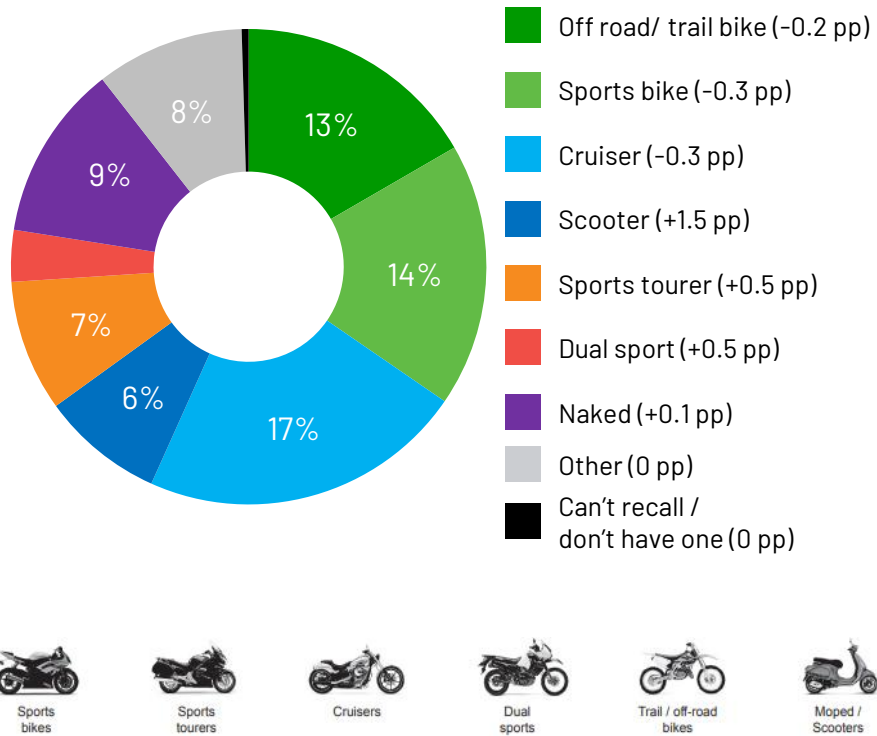
TYP. Thinking about your riding over the last 12 months, approximately what percentage of the time did you ride in the following categories? Base: Have ridden a motorcycle in the last 12 months.
Year 2025 n = 844. Weight: WEIGHT FINAL (EXCL. R&L STATUS).

PRIMARY MOTORCYCLE RIDDEN

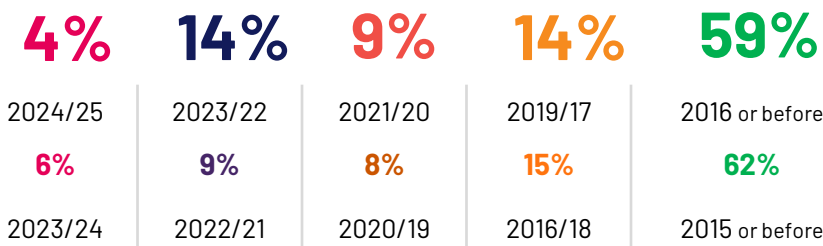
The most common motorcycle type ridden by respondents in 2025 remained Cruisers (17%), consistent with previous years, followed by sports bikes (14%) and off-road/trail bikes (13%).

The majority of respondents ride a bike manufactured in 2016 or earlier (59%) while approximately eight in ten respondents (81%) ride a bike with an engine capacity of either 251-700cc (39%) or 700cc+ (42%).

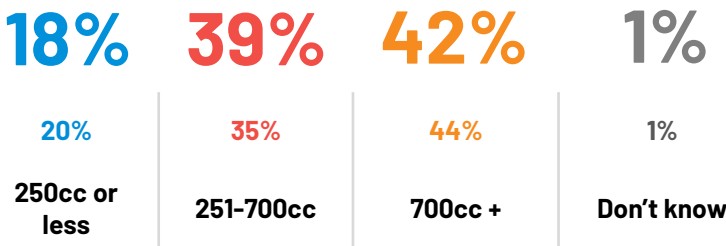
Motorcycle ridden most often



Manufactured year



Engine capacity



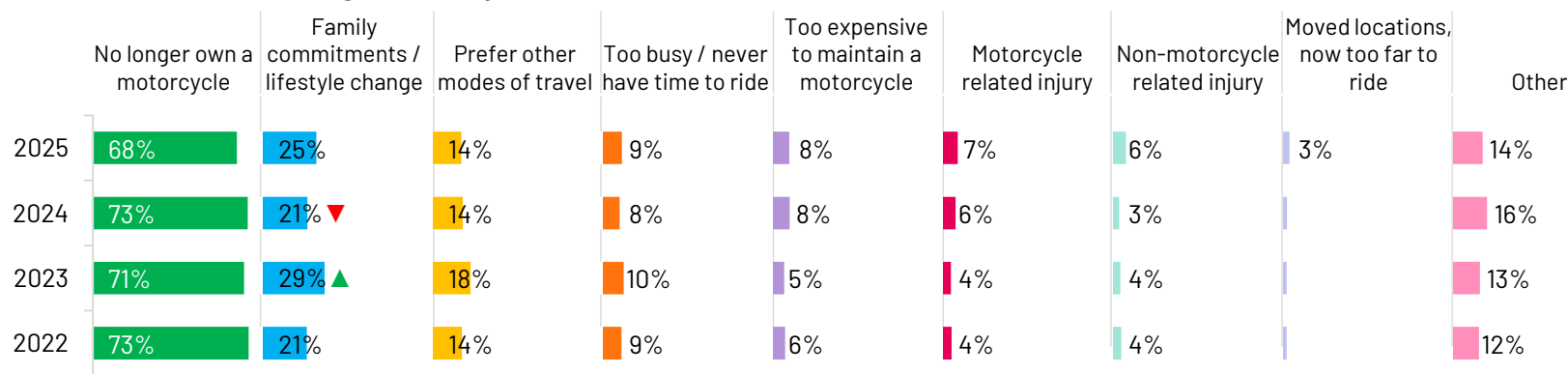
MC1. Thinking about the one motorcycle you ride most often, what type of motorcycle is it? Base: Total sample Year 2022 n=932; Year 2023 n=959; Year 2024 = 1,007; Year 2025 n = 1,106 | MC3. In which year was it manufactured? Base: Has a motorcycle in the household and recall the type Year 2022 n=632; Year 2023 n=658; Year 2024 n= 714; Year 2025 n = 817 | MC5. What capacity is the engine? Base: Has a motorcycle in the household Year 2022 n=690; Year 2023 n= 711; Year 2024 n= 775; Year 2025 n = 876. Weight: WEIGHT FINAL (EXCL. R&L STATUS). Note: Data labels for findings under 3% are not presented in charts. Missing cases are excluded in analysis.

REASONS FOR NOT RIDING

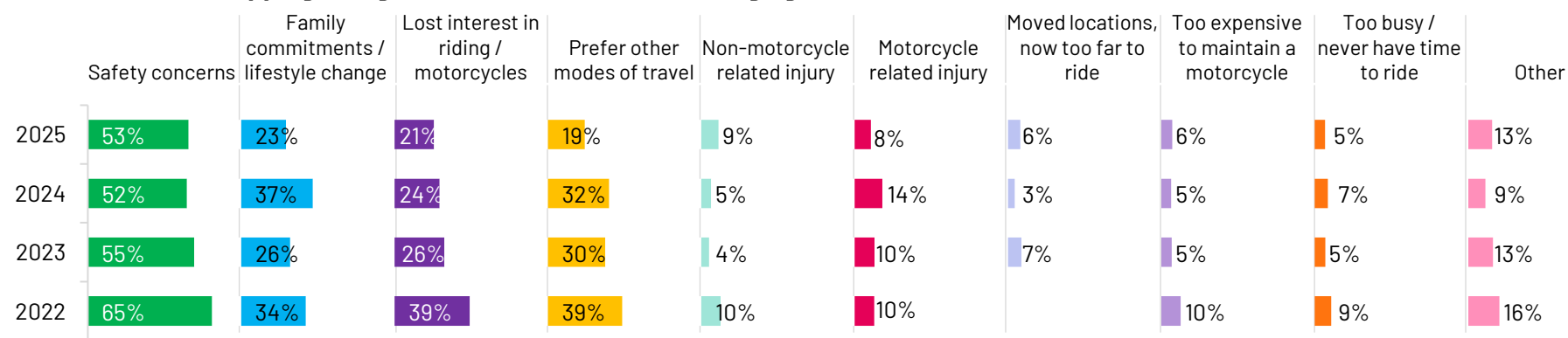
Consistent with previous years, among those who haven't ridden a motorcycle in the last 12 months, the main reasons were no longer owning a motorcycle (68%), changes in lifestyle or family commitments (25%), and preference for other modes of transport (14%).

For those who have stopped riding permanently and do not intend to ride again, safety concerns remain the most common reason (53%), followed by changes in lifestyle or family commitments (23%) and lost interest in riding (21%).

Main reasons for not riding a motorcycle in the past 12 months



Main reasons for stopping riding with the intention of not riding again



R2. What are the main reasons why you haven't ridden a motorcycle in the last 12 months? Base: Have not ridden in the last 12 months Year 2022 n=277; Year 2023 n=281; Year 2024 n=263; Year 2025 n=262. | R7. What are the main reasons you stopped riding? Base: Has stopped riding and does not intend to ride again Year 2022 n=55; Year 2023 n=73; Year 2024 n=83; Year 2025 n=63. Weight: WEIGHT FINAL (EXCL. R&L STATUS). Note: Data labels for findings under 3% are not presented in charts. Missing cases are excluded in analysis.

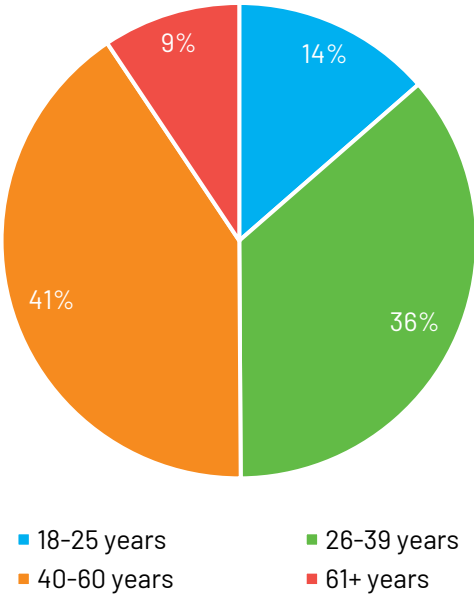
▲ ▼ Significantly higher/lower compared to previous year @ 95% c.i.

AGE WHEN STOPPED RIDING AND LIKELIHOOD OF RIDING AGAIN

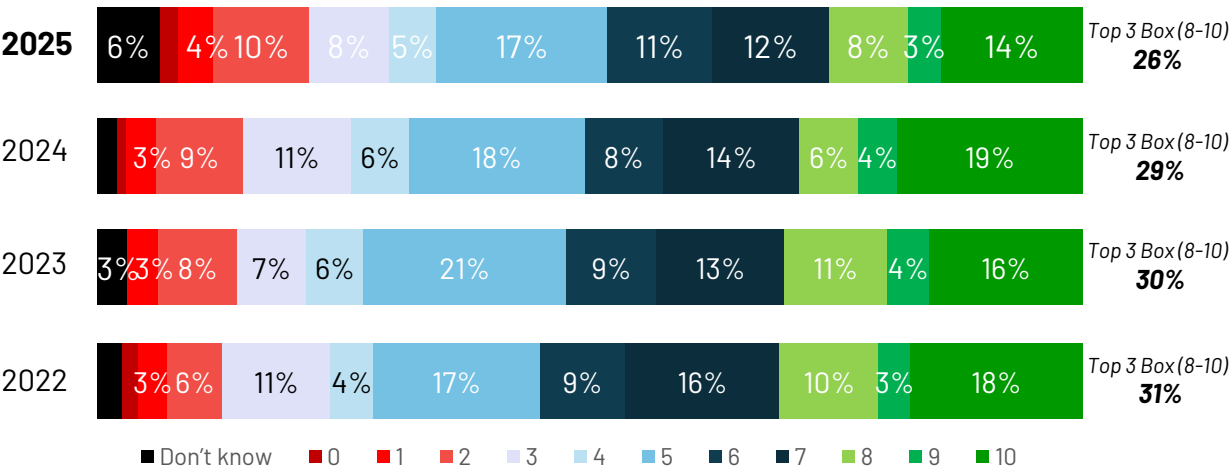
The age at which riders stopped riding remains similar year-on-year, with half (50%) stopping between ages 18-39, while one-in-four (41%) stopped between the ages of 40-60.

Among those who have stopped riding but may resume in the future, the likelihood of returning is moderate, with approximately one in four (26%) indicating they were likely to ride again (rating their likelihood 8 or above out of 10).

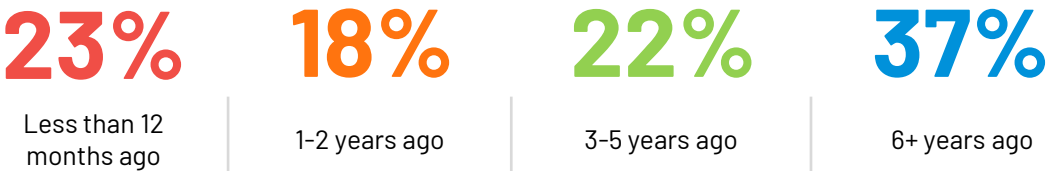
Age of riders when they stopped riding



Likelihood of riding again in future...



Just under 4-in-10 (37%) respondents that had a break and started riding again said the break was more than 6 years ago and almost 1-in-4 (23%) said the most recent break was less than 12 months ago...



R6. [HAS STOPPED RIDING AND MAY DECIDE TO RIDE IN THE FUTURE] What is the likelihood that you will ride again in the future? Base: Stopped riding and may decide to ride again in the future Year 2022 n=286; Year 2023 n=277; Year 2024 n=255; Year 2025 n=300. | R5. [HAD A BREAK FROM RIDING AND HAS STARTED RIDING AGAIN] Approximately, how long was the most recent break? Base: Stopped riding but has started riding again Year 2022 n=151; Year 2023 n=136; Year 2024 n=169; Year 2025 n=173. | *R8. How old were you when you stopped riding? Base: Stopped riding (may decide to ride again in the future or do not intend to ride again) Year 2022 n=350; Year 2023 n=350; Year 2024 n=338; Year 2025 n=363. Weight: WEIGHT FINAL (EXCL. R&L STATUS). Note: R8 results for Year 2022 were revised and updated in 2023. Note: Data labels for findings under 3% are not presented in charts. Missing cases are excluded in analysis.

DETAILED FINDINGS: MOTORCYCLE SAFETY

04

DETAILED FINDINGS: MOTORCYCLE SAFETY - SUMMARY

Motorcycle Safety Features

Usage of motorcycle safety features among active riders of road bikes has steadily increased since 2022. This is demonstrated by 29% advising they had none of the listed safety features in 2025 compared with 40% in 2022.

Those aged 18-24 are more likely than other age groups to ride a motorcycle with an ABS. Those riding for commuting purposes were also more likely to desire safety features on their next motorcycle, while those riding for recreation off-road were less likely.

Protective Motorcycle Clothing

Helmets remain the most used item with 98% of riders wearing a helmet all the time, followed by riding gloves (84%), and riding jackets (72%). While those riding for on-road recreation or commuting purposes were

significantly more likely than the average rider to wear a riding jacket at least some of the time (95%)

Motorcycle-specific riding boots were the most common form of protective footwear worn by riders all the time (59%), followed by any type of boots (not motorcycle specific) that cover riders' ankles (33%).

Attitudes About Motorcycle Clothing

Most respondents (89%) agree (strongly or somewhat) that motorcyclists should always wear motorcycle clothing while riding.

Strategies to Keep Safe When Riding a Motorcycle

Strategies suggested by respondents to keep safe when riding a motorcycle on the road include 'staying alert/being cautious on the road' (65%), 'wearing protective gear all the time' (47%), and 'planning the trip in advance' (25%).

What Should TAC Do to Improve Road Safety?

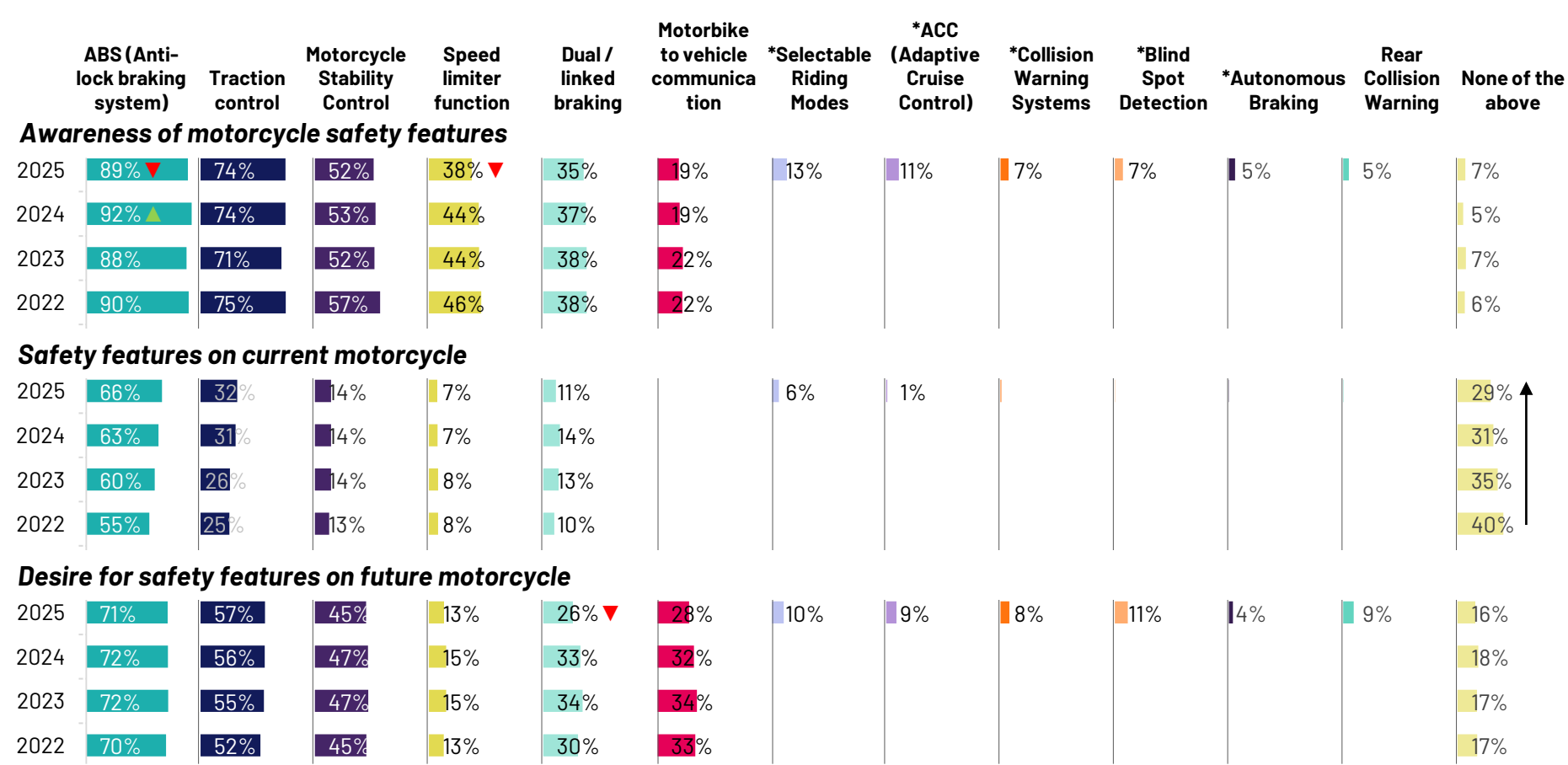
When asked about steps the TAC should take to improve road safety, 'road maintenance' remained the most common response (33%). However, there was a significant increase in mentions of 'road awareness and motorcycle safety education' (24%), along with notable increases in 'improving road design and infrastructure' (12%), 'more road safety enforcement' (9%), and other safety initiatives, suggesting riders are seeking more diverse safety interventions beyond infrastructure maintenance.

MOTORCYCLE SAFETY FEATURES

Usage of motorcycle safety features among riders of road bikes or e-scooters who rode in the last 12 months has steadily increased since 2022, with the proportion of riders without any listed safety features dropping from 40% in 2022 to 29% currently.

ABS remains the safety feature that respondents are most aware of, currently have, or desire for future use, despite a significant decrease in awareness of ABS in 2025 compared to the previous year (89% down 3 pp YoY). Riders aged 18-24 years continue to be more likely than average to ride motorcycles equipped with ABS.

Consistent with previous year, commuting riders were more likely to desire safety features on their next motorcycle, while off-road recreational riders were less likely to prioritise them.



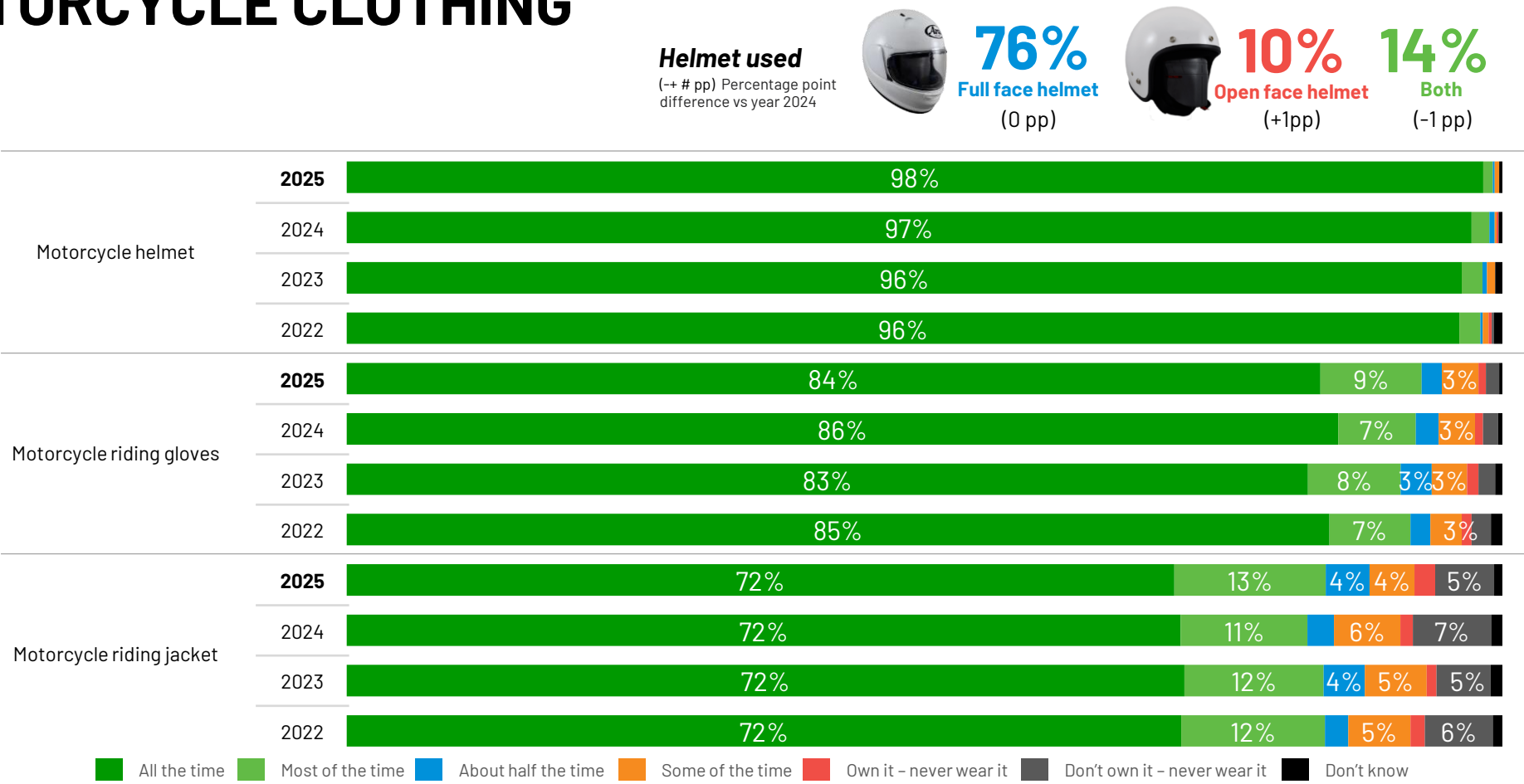
FEA. Have you heard of any of the following motorcycle safety features? / FEA3. Which of these safety features would you want for your next motorcycle? Base: Have ridden a motorcycle in the last 12 months Year 2022 n=664; Year 2023 n=679; Year 2024 n=744 ; Year 2025 n=843. FEA2. Which of these safety features do you have on the road motorcycle you currently ride most often? Base: Have ridden a motorcycle in the last 12 months and bike most often ridden is a road bike or scooter Year 2022 n=463; Year 2023 n=478; Year 2024 n= 554; Year 2025 n=629. Note: Data labels for findings under 3% are not presented in charts; Missing cases are excluded in analysis; Hard copy completes are not recorded for FEA, FEA2 and FEA3 from Q4 2025 onwards.

PROTECTIVE MOTORCYCLE CLOTHING

Regarding protective motorcycle gear, consistent with previous years, helmets remain the most frequently worn item with almost all (98%) riders wearing them all the time (up 1pp YoY). This was followed by riding gloves (worn all the time by 84% of riders, down 2pp YoY), and riding jackets (worn all the time by 72% of riders).

Helmet type preferences remained consistent with the previous year, with the majority of riders (76%) reporting the use of full-face helmets, while approximately one-in-ten use open face (10%) or a combination of both (14%).

Finally, those riding for on-road recreation and commuting purposes were significantly more likely than the average rider to wear a riding jacket at least some of the time in 2025 (95%).



Quarter-on-quarter results are available in the appendix section.

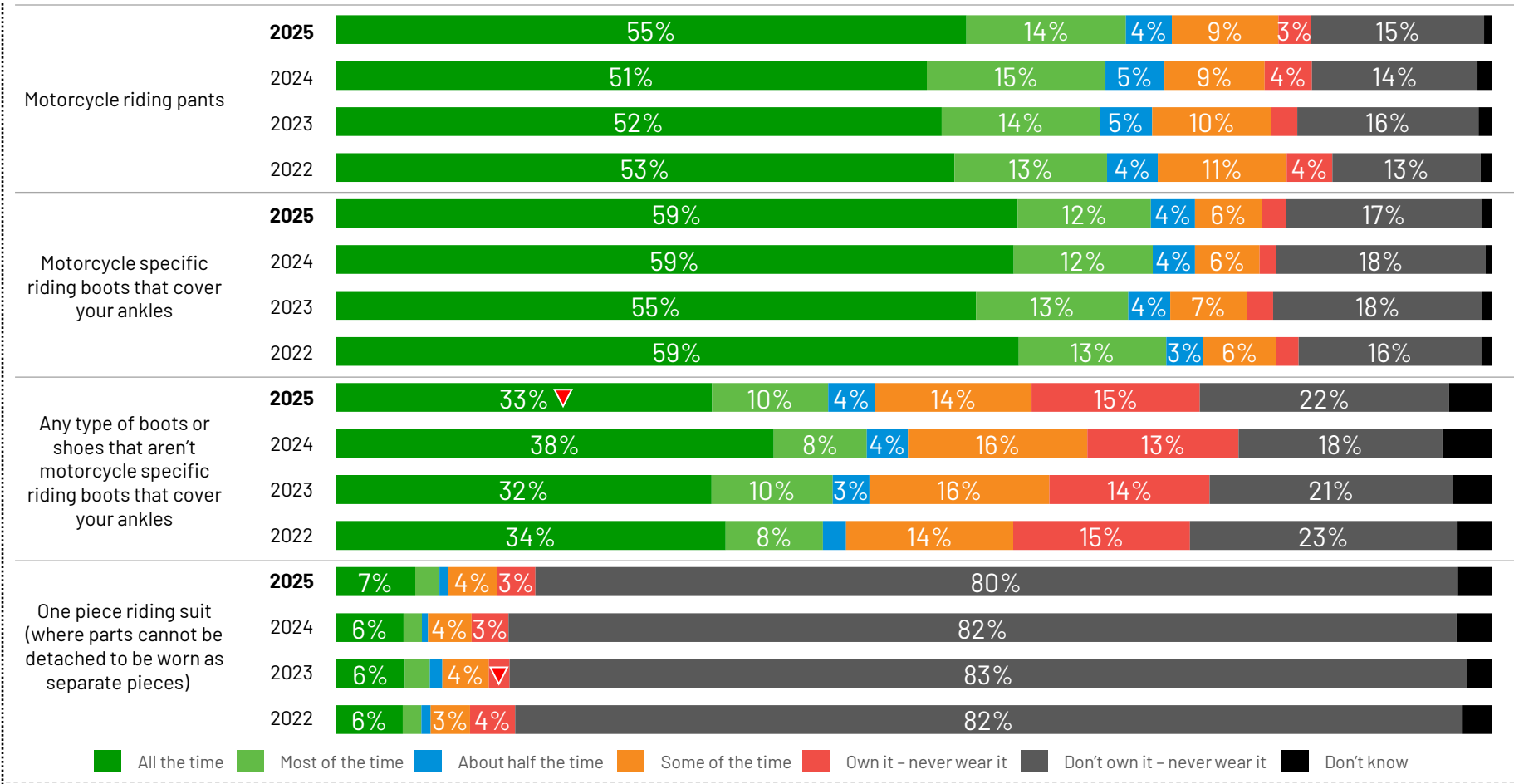
MS. Thinking about your riding over the last 3 months, how often do you wear the following items of protective motorcycle clothing? Base: Have ridden a motorcycle in the last 12 months Year 2022 n=664; Year 2023 n=679; Year 2024 n= 744 ; Year 2025 n = 843. MS2. Thinking about the type of helmet you wear when riding a motorcycle, do you wear a full face helmet or an open face helmet, or both?. Base: Have ridden a motorcycle in the last 12 months Year 2022 n=653; Year 2023 n=676; Year 2024 n= 740 ; Year 2025 n = 841. Note: Data labels for findings under 3% are not presented in charts; Missing cases are excluded in analysis.

PROTECTIVE MOTORCYCLE CLOTHING

Consistent with previous years, motorcycle specific riding boots were the most common form of protective footwear worn by riders, with six in ten riders wearing these all the time (59%), compared to four in ten riders who wore any type of boots that weren't specific to motorcycle riding, but covered their ankles (33%).

The proportion of riders wearing ankle boots all the time (those not specifically designed for motorcycling) decreased in 2025 (33% down 5pp YoY), returning to levels observed in 2023 and earlier.

One-piece riding suits remain the least popular form of protective motorcycle clothing, with eight in ten respondents (80%) never wearing this type of gear.



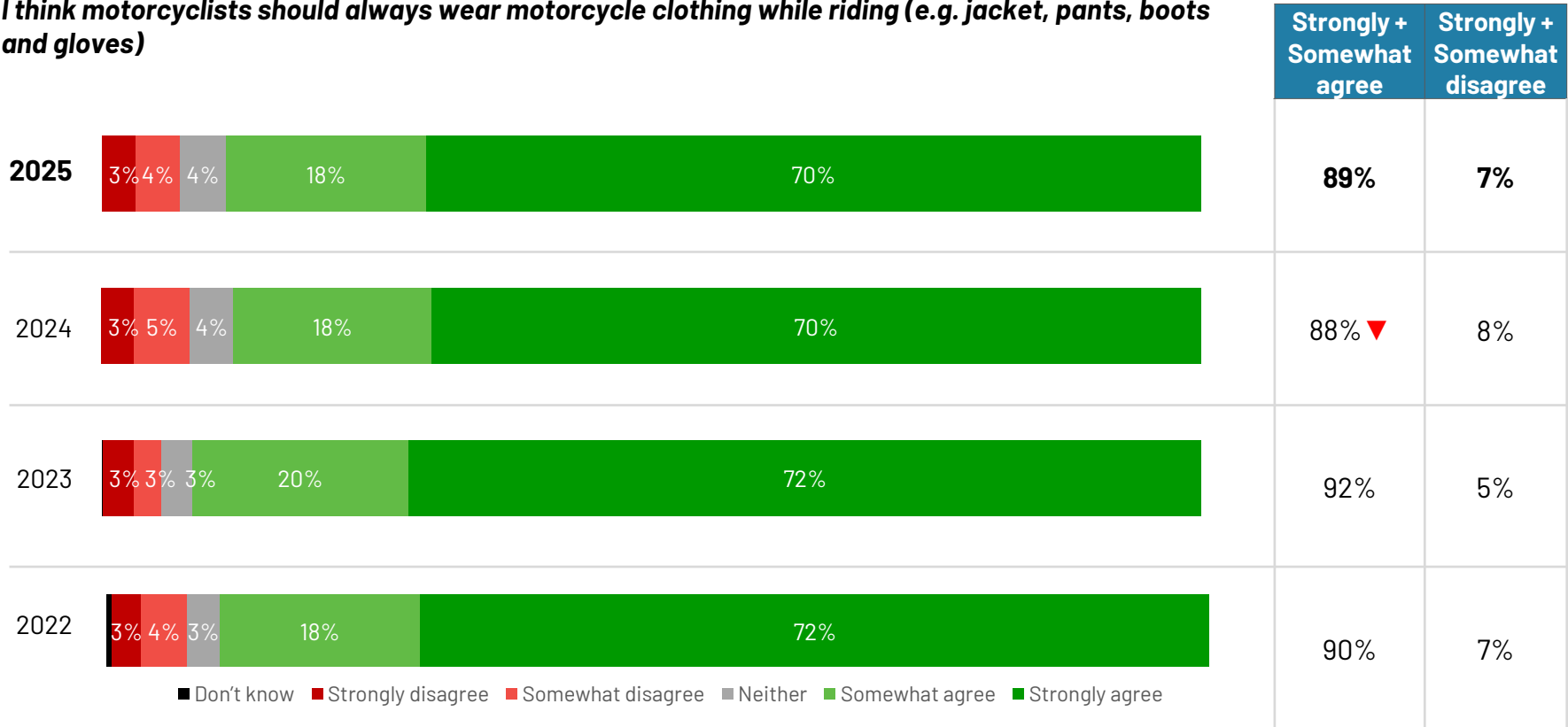
Quarter-on-quarter results are available in the appendix section.

MS. Thinking about your riding over the last 3 months, how often do you wear the following items of protective motorcycle clothing? Base: Have ridden a motorcycle in the last 12 months Year 2022 n=664; Year 2023 n=679; Year 2024 n=744; Year 2025 n=843. Note: Data labels for findings under 3% are not presented in charts' Missing cases are excluded in analysis.

ATTITUDES ABOUT MOTORCYCLE CLOTHING

Aligning with levels of protective gear usage, most respondents (89%) agree (either strongly or somewhat) that motorcyclists should always wear motorcycle clothing while riding, maintaining a similar level of agreement seen in 2024 (88%).

I think motorcyclists should always wear motorcycle clothing while riding (e.g. jacket, pants, boots and gloves)

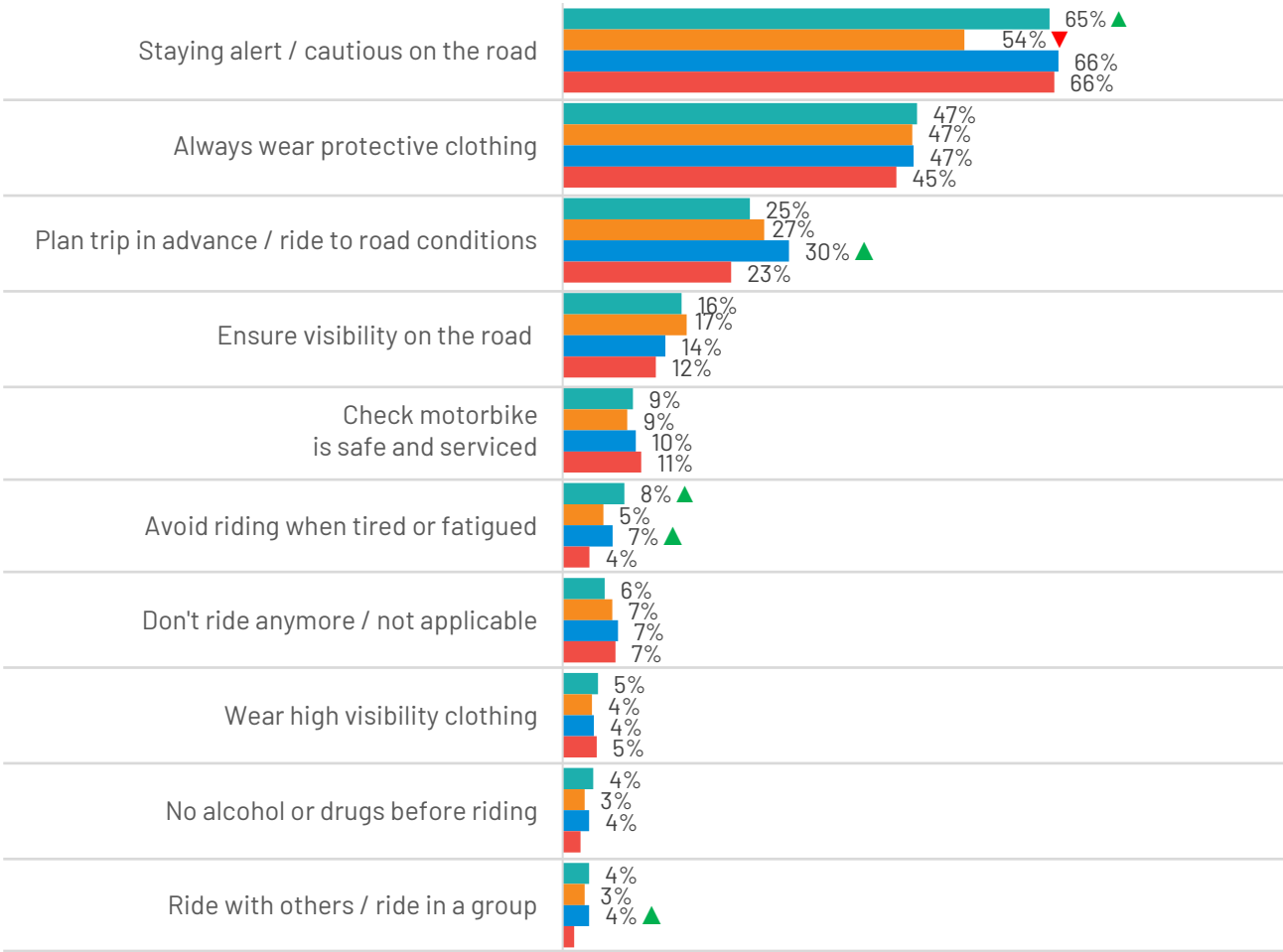


AT. To what extent do you agree or disagree with the following statements? Base: Total sample Year 2022 n=946; Year 2023 n=962; Year 2024 n= 1,007; Year 2025 n = 1,106. Weight: WEIGHT FINAL (EXCL. R&L STATUS). Note: Data labels for findings under 3% are not presented in charts; Missing cases are excluded in analysis.

STRATEGIES USED TO KEEP SAFE WHEN RIDING A MOTORCYCLE ON THE ROAD

Respondent mentions of 'staying alert / being cautious on the road' (i.e., safe distance, slow speed) as a strategy to keep safe when riding increased significantly in 2025 (65% up 9pp YoY), returning to levels seen in 2023 and earlier.

Consistent with 2024, the second most common strategy mentioned 'wearing protective gear all the time' (47%, steady YoY), and 'planning the trip in advance' (25%, down 2pp YoY).



Clothing, protective gear, cautious riding, pre-emptive riding, making sure I know where I'm going.

Wear protective clothing, helmet and boots, when riding on the road I am cautious of other car drivers and my speed.

Full protective clothing, always checking side streets, keeping safe distance from traffic, I'm just super cautious whenever I am on the bike.

■ 2025 ■ 2024 ■ 2023 ■ 2022

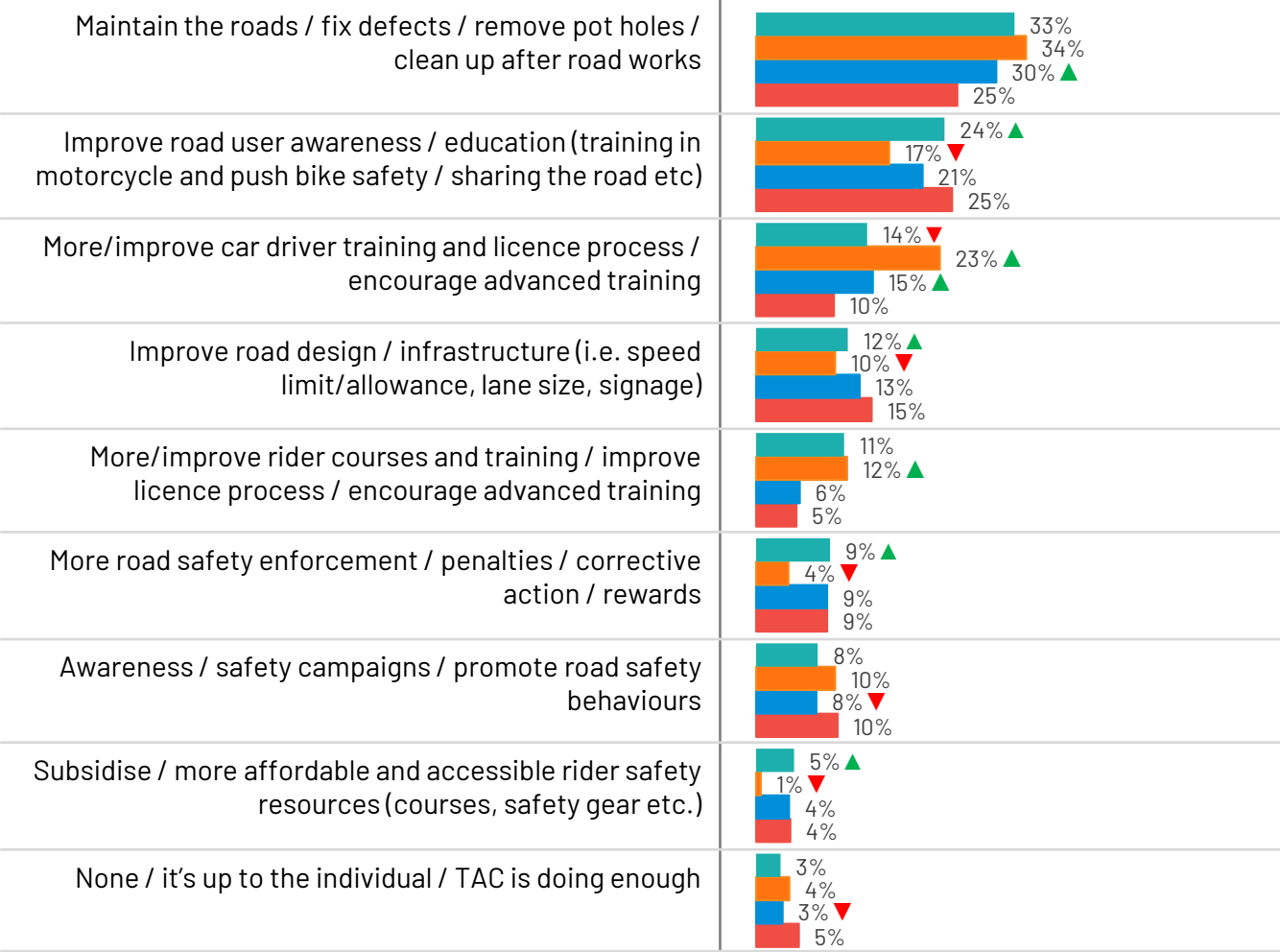
SAF1. What strategies do you use to keep safe when riding a motorcycle on the road? This could include how you ride, your bike and clothing, how you plan your trips or something else Base: Total sample Year 2022 n=923; Year 2023 n=961; Year 2024 n= 995; Year 2025 n= 1,106. Weight: WEIGHT FINAL (EXCL. R&L STATUS). Note: Data labels for findings under 3% are not presented in charts; Missing cases are excluded in analysis.

WHAT SHOULD TAC DO TO IMPROVE ROAD SAFETY?

When asked what steps the TAC should take to improve road safety, the perception that more needs to be done by the TAC in terms of road awareness and motorcycle safety education and training increased significantly compared to the previous year (24%, up 7pp YoY).

While ‘improving road design and infrastructure’ (12%, up 2pp YoY), ‘more road safety enforcement’ (9%, up 5pp YoY), ‘more affordable and accessible rider safety resources’ (5%, up 4pp YoY), also had significant increase in mentions in 2025 compared to 2024.

Consistent with previous years, the most common responses referred to ‘road maintenance’ (i.e., fixing defects, removing potholes, and cleaning up after roadworks), reported by one-in-three respondents (33%, down 1 pp YoY).



Improve road conditions.
Improve motor car driver awareness.
Improve motorcycle rider awareness.

Better road design.
Offer free rider training.
Enforcement of traffic laws.

Invest in safer road designs, better lighting, and improved signage.
Expand dedicated cycling lanes and pedestrian crossings to reduce conflicts with vehicles.

2025 2024
2023 2022

D9. What should TAC do to improve road safety in Victoria? Base: Total sample Year 2022 n=924; Year 2023 n=956; Year 2024 n=1,000; Year 2025 n=1,106. Weight: WEIGHT FINAL (EXCL. R&L STATUS). Note: Data labels for findings under 3% are not presented in charts; Missing cases are excluded in analysis.

▲ ▼ Significantly higher/lower compared to previous year @ 95% c.i.



DETAILED FINDINGS: MOTORCYCLE RIDING BEHAVIOURS AND ATTITUDES

05

MOTORCYCLE RIDING BEHAVIOURS AND ATTITUDES – SUMMARY

Experience With Police While Riding

Breath-testing for alcohol remains the most common reason riders are stopped on the road, with nearly one quarter (23%) of respondents reporting being breath-tested at least once in the past 12 months, maintaining levels observed in 2024. Drug testing rates have also remained stable, with approximately one in ten riders (9%) reporting having been tested in the past year.

Riding after Drinking Alcohol

Riders continue to demonstrate strong responsibility regarding alcohol consumption. Almost all riders (98%) report avoiding riding when potentially over the legal limit, while most (76%) abstain from riding after any alcohol consumption even when believing they are under the blood alcohol limit.

Attitudes toward alcohol consumption and riding remain divided, with almost half (47%) avoiding riding

after any alcohol consumption while just more than half (52%) would consider riding after drinking.

Speeding

Speeding behaviours remain steady, with riders more commonly exceeding limits by small margins (up to 3km/h) rather than larger ones. Female riders demonstrate significantly greater caution, with 73% avoiding minor speeding compared to 53% of males in a 60km/h zone.

Risk perceptions align with these behaviours, as exceeding limits by more than 3km/h is viewed as considerably more dangerous than minor violations (28% vs 18% in 60km/h zones; 29% vs 20% in 100km/h zones).

Other Behaviours When Riding a Motorcycle

Safety consciousness remains consistent, with most

riders wearing protective gear on both long (96%) and short trips (77%) and avoiding riding while tired (77%).

Attitudes Towards Behaviours While Riding

Risk perceptions align with behaviours: 90% view long trips without gear as extremely dangerous versus 65% for short trips. Riding while tired (77%) and taking eyes off the road (64%) are seen as high-risk, while headphone use for music (32%) and calls (42%) are rated least dangerous.

Strong safety awareness persists with most (94%) agreeing that rest is the only fatigue remedy. Although almost three-in-four (70%) agree some risk-taking is sometimes necessary to avoid dangerous situations.

Finally, riders continue to report feeling misunderstood, with most (91%) believing drivers don't understand motorcycling and (87%) are unaware of motorcyclists on the road.

RIDING BEHAVIOURS

Slightly more than one-in-ten respondents (13%) reported being pulled over by police for any reason while riding a motorcycle in the past 12 months.

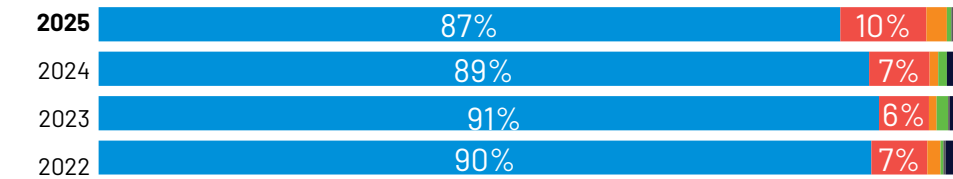
Breath-testing for alcohol remains the most common reason riders are stopped on the road, with nearly one quarter (23%) of respondents reporting being breath-tested at least once in the past 12 months—maintaining the levels observed in 2024. Drug testing rates have also remained stable, with approximately one in ten riders (9%) reporting having been tested in the past year.

Results have remained consistent with the elevated levels first observed in 2024, coinciding with Victoria Police’s enhanced enforcement efforts as part of the 2024–2028 Road Safety Strategy.

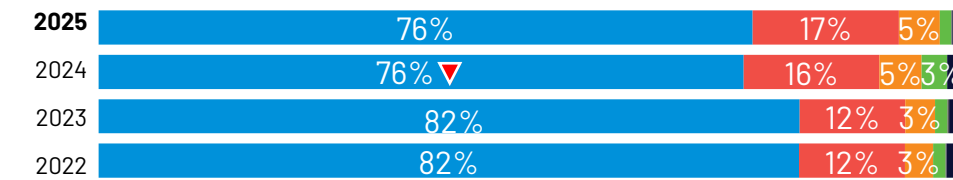
Experiences when riding in the past 12 months...

Not at all Once Twice Three or more Prefer not to say Don't know

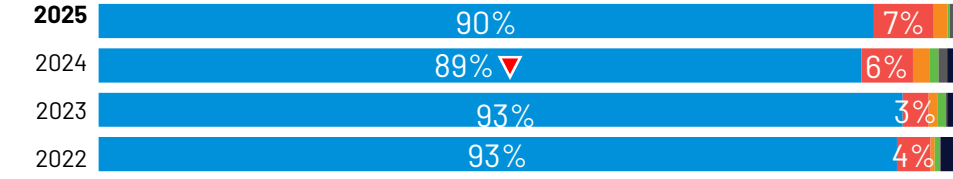
Pulled over by police for any reason while riding a motorcycle



Breath-tested for alcohol while riding, blowing into the testing device



Drug-tested while riding, wiping the testing device on your tongue



POL. In the past 12 months, how many times have you been... Base: Have ridden a motorcycle in the last 12 months base Year 2022 n=663; Year 2023 n=679; Year 2024 n=744; Year 2025 n= 843. Base: Sum at TYP IS 100% - Commuting Year 2022 n=374; Year 2023 n=408; Year 2024 n=444; Year 2025 n= 522; Working Purposes Year 2022 n=127; Year 2023 n=141; Year 2024 n=159; Year 2025 n= 160; Recreating on-road Year 2022 n=524; Year 2023 n=559; Year 2024 n=633; Year 2025 n= 694. Weight: WEIGHT FINAL (EXCL. R&L STATUS). Note: Data labels for findings under 3% are not presented in charts; Missing cases are excluded in analysis.

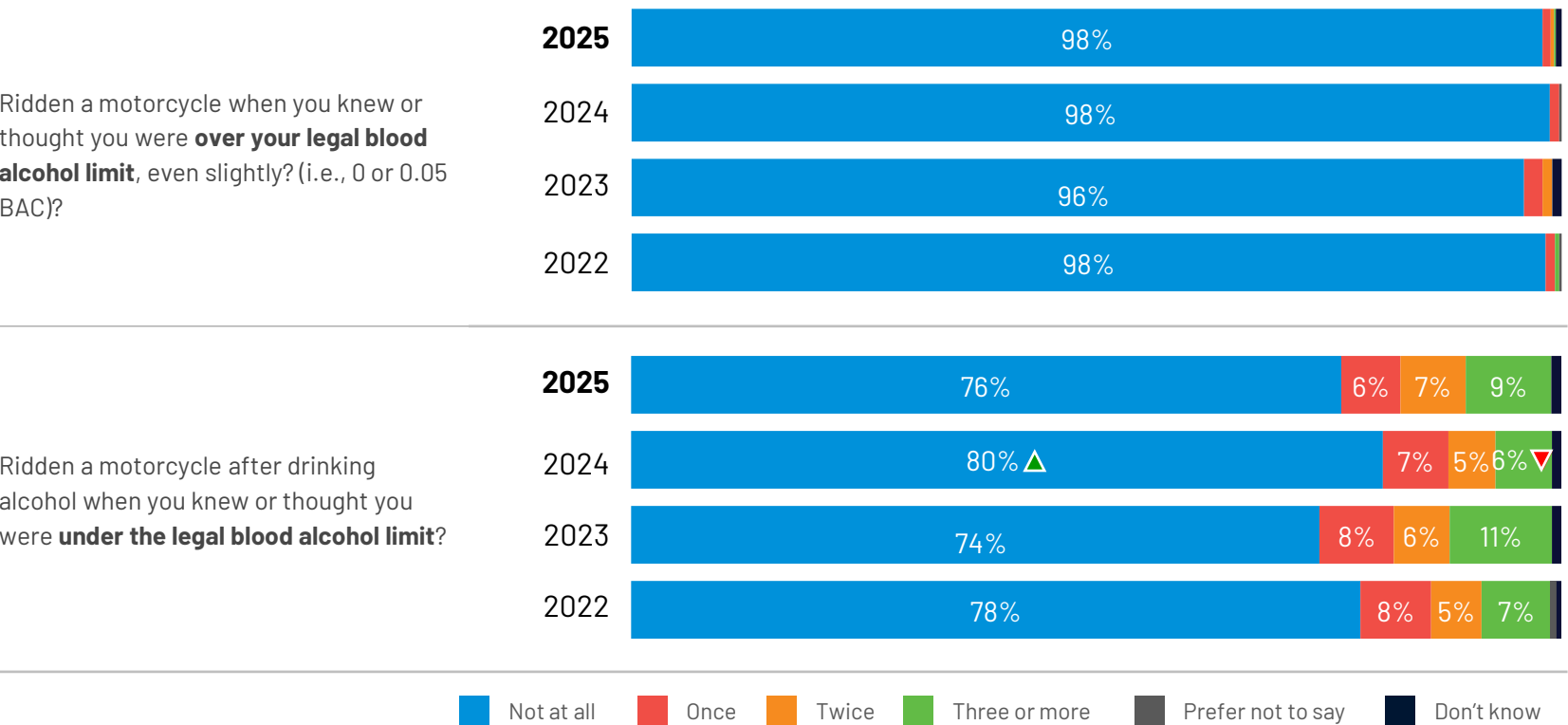
Net: Have been pulled over/ tested												
	Commuting				Working				Recreation on-road			
	'25	'24	'23	'22	'25	'24	'23	'22	'25	'24	'23	'22
Any reason	16%	13%	10%	12%	17%	10%	16%	14%	13%	11%	9%	9%
Breath-tested	31%	28%	23%	22%	33%	32%	22%	27%	25%	25%	20%	19%
Drug-tested	13%	11%	9%	7%	15%	11%	10%	13%	9%	10%	7%	5%

▲ ▼ Significantly higher/lower compared to previous year @ 95% c.i.

DRINKING WHILE RIDING

In terms of behaviours, riders continue to demonstrate strong responsibility regarding alcohol consumption. Almost all riders (98%) report avoiding riding when potentially over the legal limit, while most (76%) abstain from riding after any alcohol consumption—even when believing they are **under** the blood alcohol limit and legally permitted to ride. The latter figure, though down 4 percentage points year-over-year, has returned to levels seen prior to 2024.

Riding when drinking alcohol...



ALC. In the last 12 months, how many times have you... Base: Have ridden a motorcycle in the last 12 months AND drink alcohol base Year 2022 n=513; Year 2023 n=530; Year 2024 n=559; Year 2025 n=613. Weight: WEIGHT FINAL (EXCL. R&L STATUS). Note: Data labels for findings under 3% are not presented in charts; Missing cases are excluded in analysis.

▲ ▼ Significantly higher/lower compared to previous year @ 95% c.i.

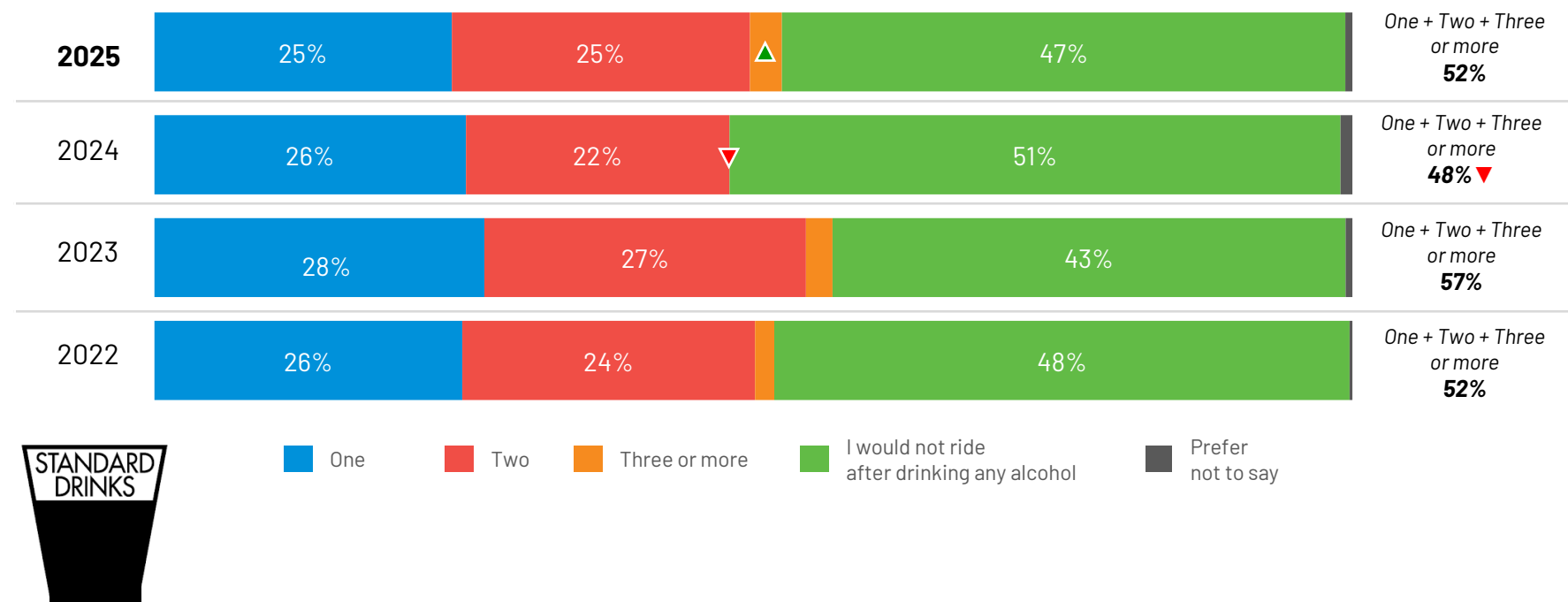


DRINKING WHILE RIDING

Attitudes toward alcohol consumption and riding remain divided. While nearly half of respondents (47%) avoid riding after any alcohol consumption, just over half (52%) would consider riding after one or more standard drinks.

Of those who would consider riding after drinking, two standard drinks appears to be the threshold. While an equal proportion of one-in-four riders would ride after one (25%) or two standard drinks (25%), this drops dramatically for three or more drinks (2%).

Highest number of standard alcoholic drinks riders would have and still consider riding



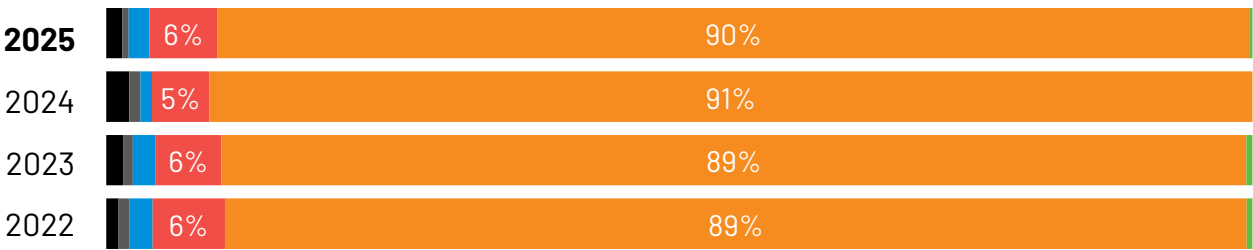
ALC2. What is the highest number of standard alcoholic drinks you would have and still consider riding? Base: Have ridden a motorcycle in the last 12 months AND drink alcohol base Year 2022 n=513; Year 2023 n=530; Year 2024 n=559; Year 2025 n = 613. Weight: WEIGHT FINAL (EXCL. R&L STATUS). Note: Data labels for findings under 3% are not presented in charts; Missing cases are excluded in analysis.

ATTITUDES TOWARDS DRINKING WHILE RIDING

Consistent with historical trends, riders perceive different levels of danger when riding after drinking alcohol, depending whether consumption exceeds the legal blood alcohol limit.

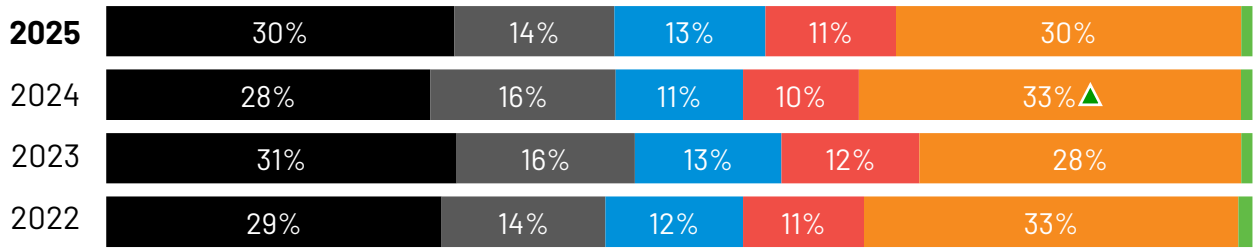
Nearly all respondents (90%) considered over-the-limit riding to be extremely dangerous, compared to just one-third (30%) who view under-the-limit riding with the same severity.

Ride a motorcycle when you know or think you are over your legal blood alcohol limit, even slightly



Not at all dangerous – B3B (0-2)	Extremely dangerous – T3B (8-10)
1%	90%
2%	91%
2%	89%
1%	89%

Ride a motorcycle when you know or think you are under your legal blood alcohol limit



Not at all dangerous – B3B (0-2)	Extremely dangerous – T3B (8-10)
30%	30%
28%	33%▲
31%	28%
29%	33%

■ Not at all dangerous B3B (0-2) ■ 3-4 ■ 5 ■ 6-7 ■ Extremely dangerous T3B (8-10) ■ Don't know

DAN. For each of the following statements, using a scale where 0 is "not dangerous at all" and 10 is "extremely dangerous" how dangerous do you think it is to... Base: Total sample Year 2022 n=946; Year 2023 n=962; Year 2024 n=1,007; Year 2025 n=1,106. Weight: WEIGHT FINAL (EXCL. R&L STATUS). Note: Data labels for findings under 3% are not presented in charts. Missing cases are excluded in analysis.

▲ ▼ Significantly higher/lower compared to previous year @ 95% c.i.

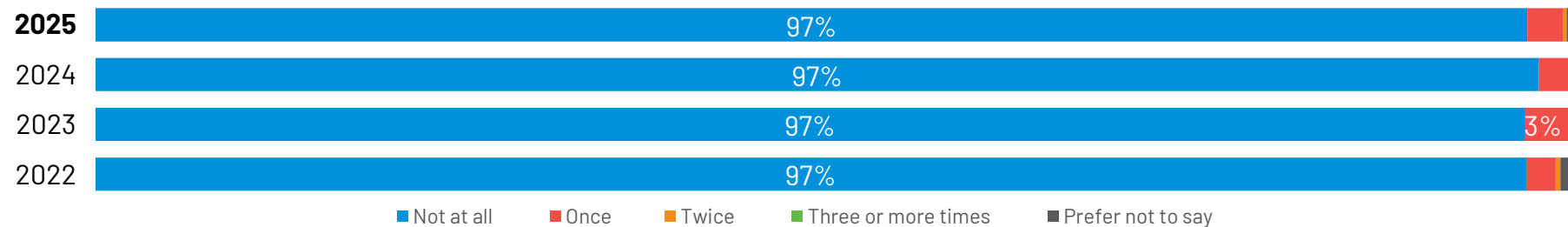
SPEEDING

In terms of speeding, most riders said they have not been caught speeding in the last 12 months (97%, unchanged YoY).

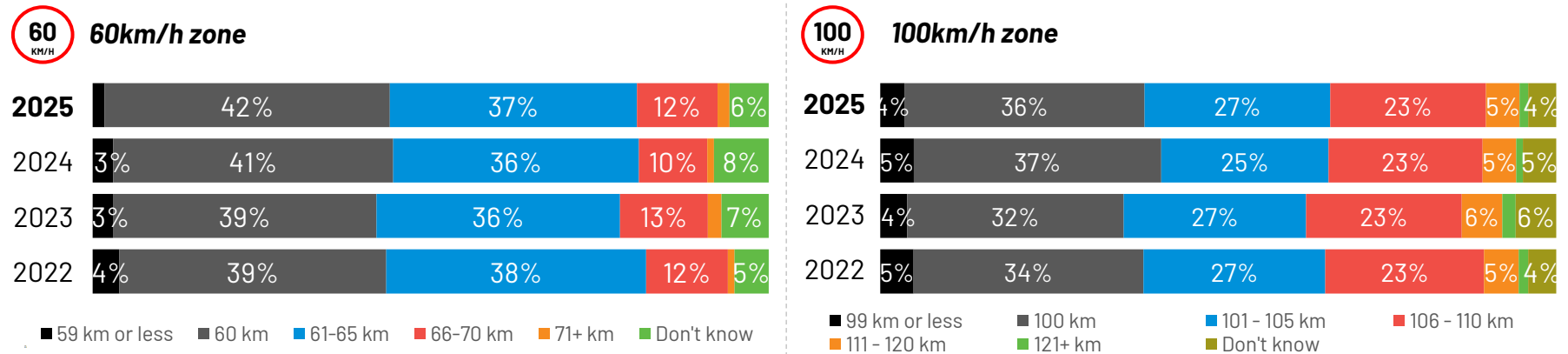
The perception of how fast riders should be allowed to ride without being booked for speeding varies. In a 60km/h zone, similar to previous years, two in five (42%) agree that the limit should be 60km/h, meanwhile nearly two in five (37%) think the limit should allow up to 65 km/h before being booked.

In zones with a 100km/h limit, nearly two in five (36%) believe 100km/h is an appropriate limit, while more than one in four respondents (27%) think it should be between 101-105km/h, and a further 23% think it should be between 106-110 km/h. No major changes were seen year-on-year.

Speeding – how many times have you been caught speeding in the last 12 months?



How fast should people be allowed to ride without being booked for speeding in a...

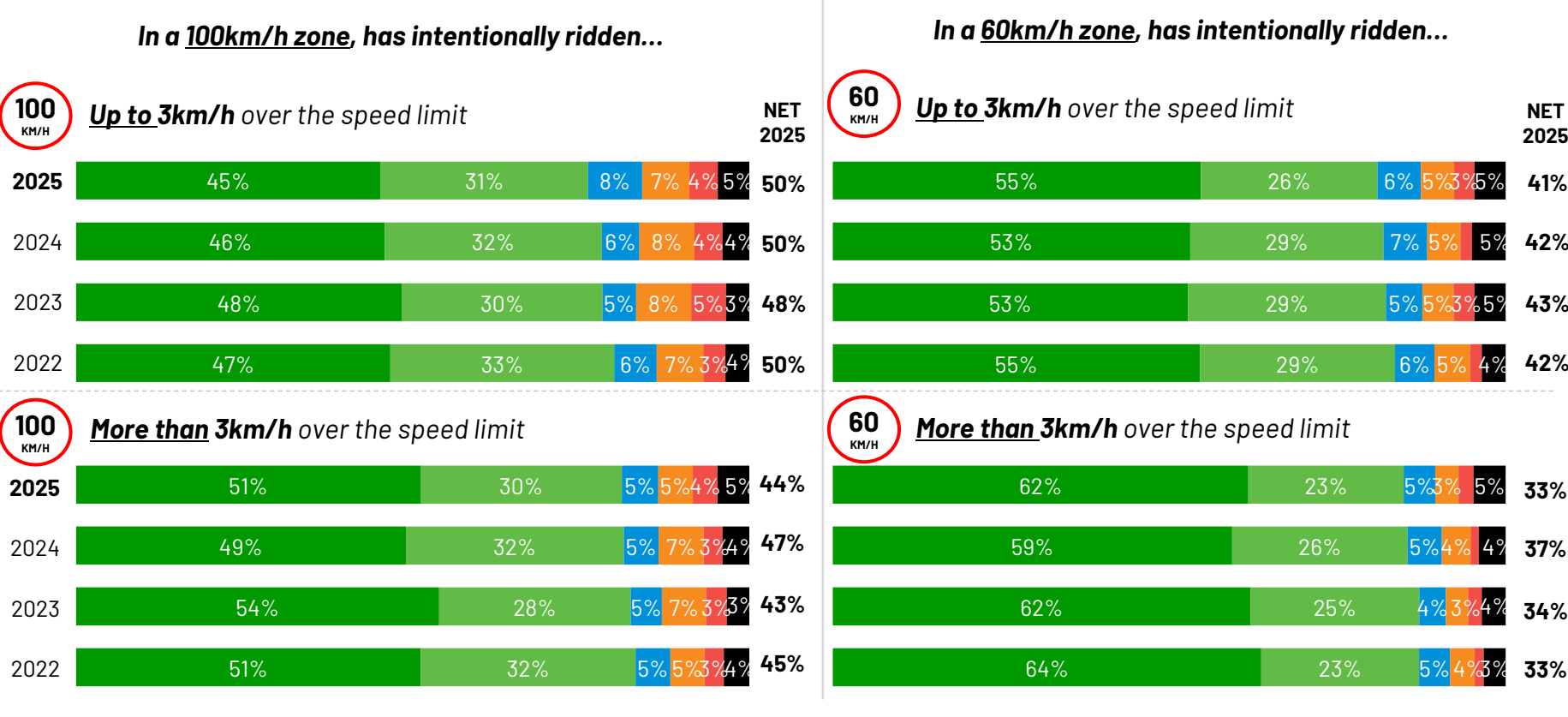


SPE1. How many times have you been caught speeding on your motorcycle in the last 12 months? Base: Have ridden a motorcycle in the last 12 months; Year 2022 n=665; Year 2023 n=679; Year 2024 n=744; Year 2025 n=843. | SPE2. How fast should people be allowed to ride a motorcycle in a 60km/h zone without being booked for speeding? Base: Have ridden a motorcycle in the last 12 months; Year 2022 n=669; Year 2023 n=679; 2024 n=744; Year 2025 n=843. | SPE4. How fast should people be allowed to ride a motorcycle in a 100km/h zone without being booked for speeding? Base: Have ridden a motorcycle in the last 12 months; Year 2022 n=669; Year 2023 n=679; 2024 n=744; Year 2025 n=843. Weight: WEIGHT FINAL (EXCL. R&L STATUS). Note: Data labels for findings under 3% are not presented in charts

SPEEDING

Year-on-year speeding behaviours remain steady, characterised by moderate violations. Riders in both 100km/h and 60km/h zones more commonly exceed speed limits by small margins (up to 3km/h) rather than larger ones (more than 3km/h). Caution is notably higher in 60km/h zones, where 41% of riders limit their speeding to 3km/h over, compared to 33% who exceed this threshold.

Female riders demonstrate significantly greater caution regarding speeding than male riders across all speed zones. In 60km/h zones, 73% of female riders avoid speeding by up to 3km/h and 79% avoid exceeding by more than 3km/h, compared to only 53% and 60% of male riders, respectively. Similar patterns emerge in 100km/h zones, where 73% of female riders avoid minor speeding (up to 3km/h) and 79% avoid major speeding (more than 3km/h), versus 42% and 48% of male riders.



BEH1. Thinking about the last three months, when you were riding, how often have you... Base: Have ridden a motorcycle in the last 12 months; Year 2022 n=672; Year 2023 n=679; Year 2024 n=744; Year 2025 n= 843. Weight: WEIGHT FINAL (EXCL. R&L STATUS). Note: Data labels for findings under 3% are not presented in charts; Missing cases are excluded in analysis.

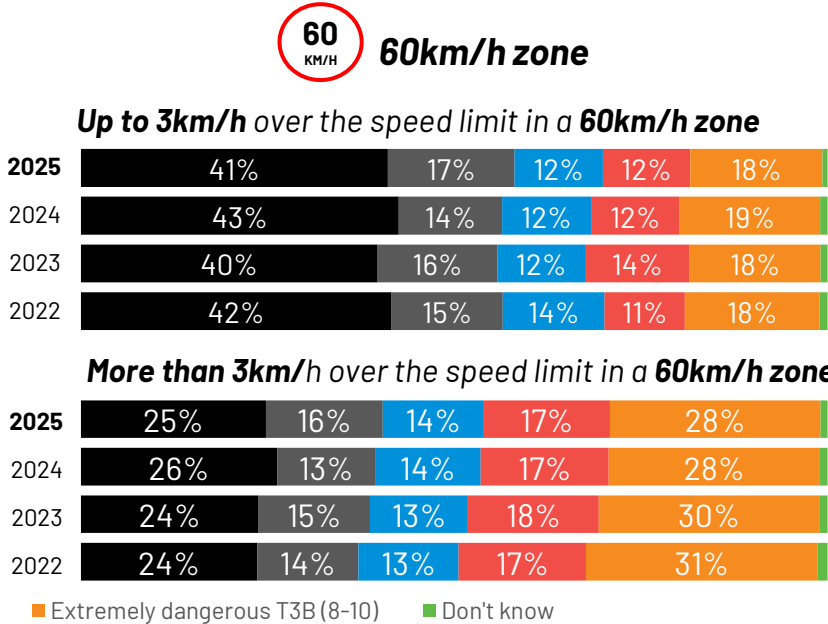
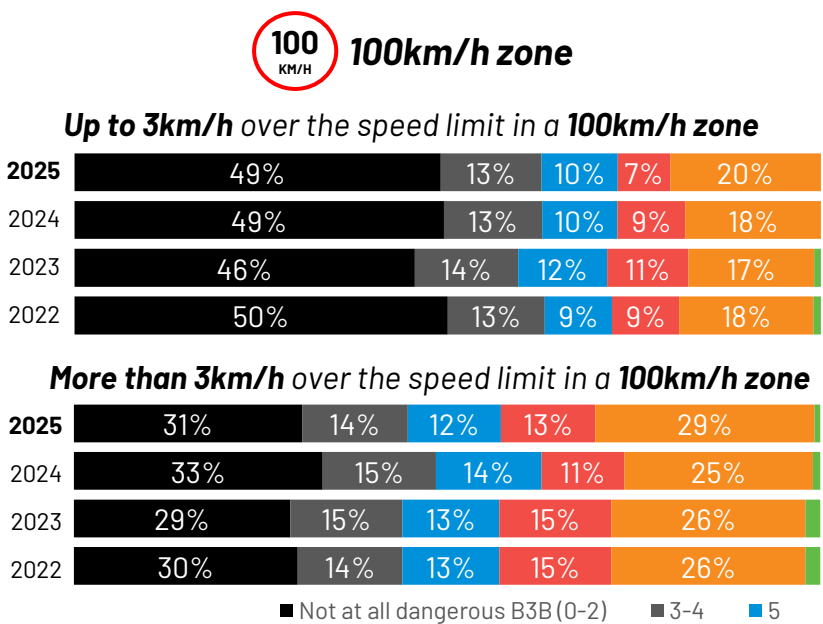
ATTITUDES TOWARDS SPEEDING

Mirroring actual riding behaviours, the perceived risk of speeding more than 3km/h over the posted speed limit is higher than speeding only up to 3km/h across both 60km/h and 100km/h zones.

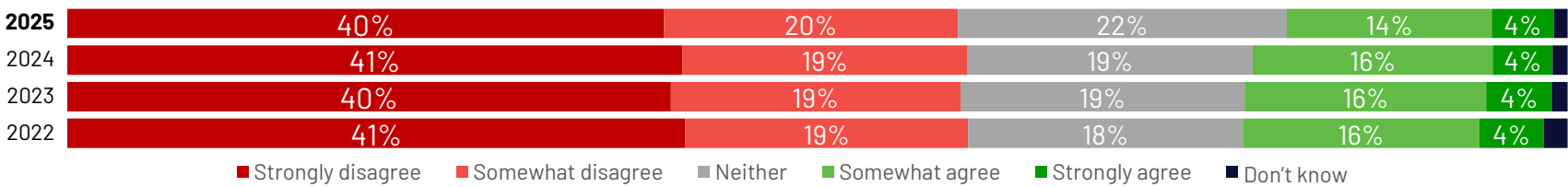
While 18% of riders consider it extremely dangerous to exceed 60km/h limits by up to 3km/h, this rises to 28% of riders for greater speeds. The pattern holds in 100km/h zones (20% vs. 29%), maintaining trends observed in previous years

Additionally, willingness to ride over the speed limit remains low with three in five (60%) respondents disagreeing that they would ride over the speed limit, even if they know they would get away with it.

How dangerous do you think it is to ride...



I ride over the speed limit if I'm sure I'll get away with it



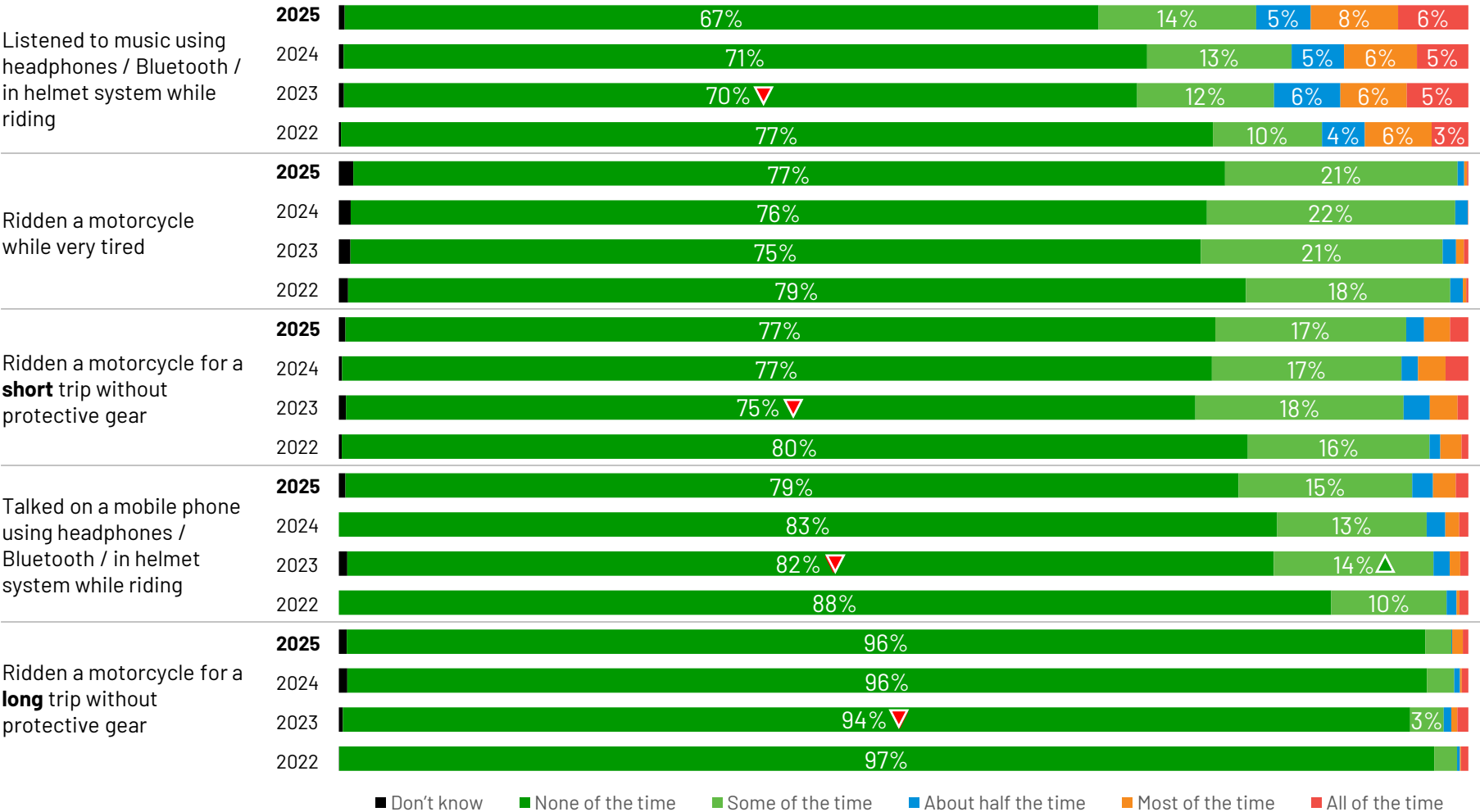
DAN. For each of the following statements, using a scale where 0 is "not dangerous at all" and 10 is "extremely dangerous" how dangerous do you think it is to... Base: Total sample Year 2022 n=946; Year 2023 n=962; Year 2024 n=1,007; Year 2025 n=1,106. | AT. To what extent do you agree or disagree with the following statements? Base: Total sample Year 2022 n=946; Year 2023 n=962; Year 2024 n=1,007; Year 2025 n=1,106. Weight: WEIGHT FINAL (EXCL. R&L STATUS). Note: Data labels for findings under 3% are not presented in charts. Missing cases are excluded in analysis.

OTHER BEHAVIOURS WHILE RIDING A MOTORCYCLE

Other behaviours while riding a motorcycle remain relatively steady year-on-year. While riders increasingly embrace technology integration (music/phone use), their approach to physical safety (fatigue management, protective gear) remains unchanged, indicating these are viewed as distinct risk categories.

Riders show consistent safety consciousness, with nearly all (96%) wearing protective gear on long trips while 77% maintain this standard for short trips. Similarly, most riders avoid riding while very tired (77%).

Usage of headphones, Bluetooth, or in-helmet systems remains relatively stable compared to the previous year, with a slight, non-significant increase among riders listening to music (33%) and taking phone calls while riding (20%)—continuing a gradual upward trend in this behaviour across years.



BEH1. Thinking about the last three months, when you were riding, how often have you... Base: Have ridden a motorcycle in the last 12 months Year 2022 n=673; Year 2023 n=679; Year 2024 n=744; Year 2025 n=843. Weight: WEIGHT FINAL (EXCL. R&L STATUS) Note: Data labels for findings under 3% are not presented in charts; Missing cases are excluded in analysis.

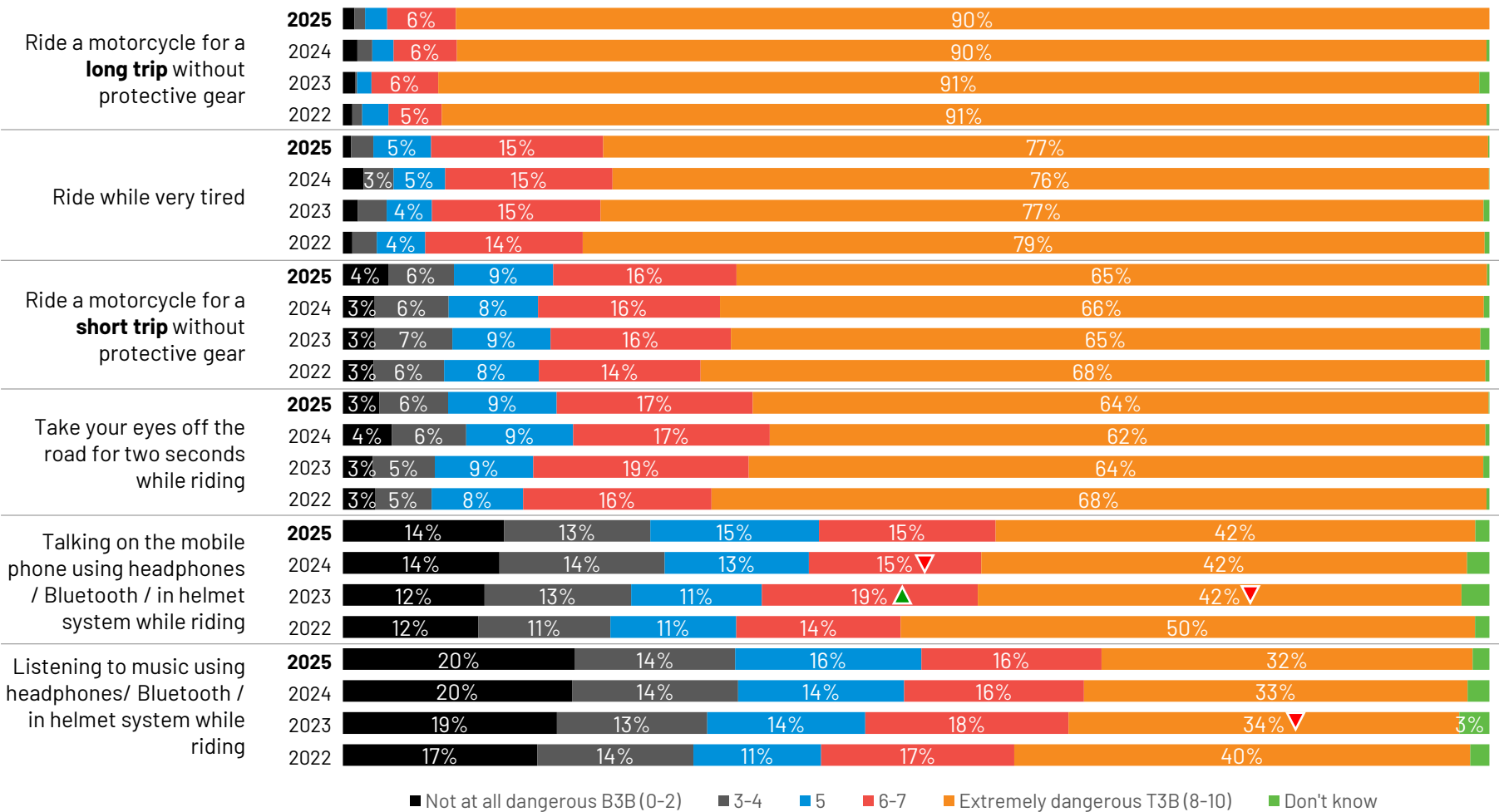


ATTITUDES TOWARDS OTHER BEHAVIOURS

Rider attitudes align with their reported behaviours, remaining steady year-on-year and demonstrating distinct perceptions across different risk categories.

Riders show consistent awareness of safety risks, with nearly all (90%) viewing long trips without protective gear as extremely dangerous while 65% apply this assessment to short trips. Similarly strong risk perceptions emerge for riding while very tired (77%) and taking eyes off the road for two seconds (64%).

Usage of headphones, Bluetooth, or in-helmet systems for both listening to music (32%) and talking on a mobile phone (42%) remain the least dangerously rated behaviours while riding in 2025.



DAN. For each of the following statements, using a scale where 0 is "not dangerous at all" and 10 is "extremely dangerous" how dangerous do you think it is to... Base: Total sample Year 2022 n=946; Year 2023 n=962; Year 2024 n= 1,007; Year 2025 n = 1,106. Note: Data labels for findings under 3% are not presented in charts. Missing cases are excluded in analysis.

▲ ▽ Significantly higher/lower compared to previous year @ 95% c.i.

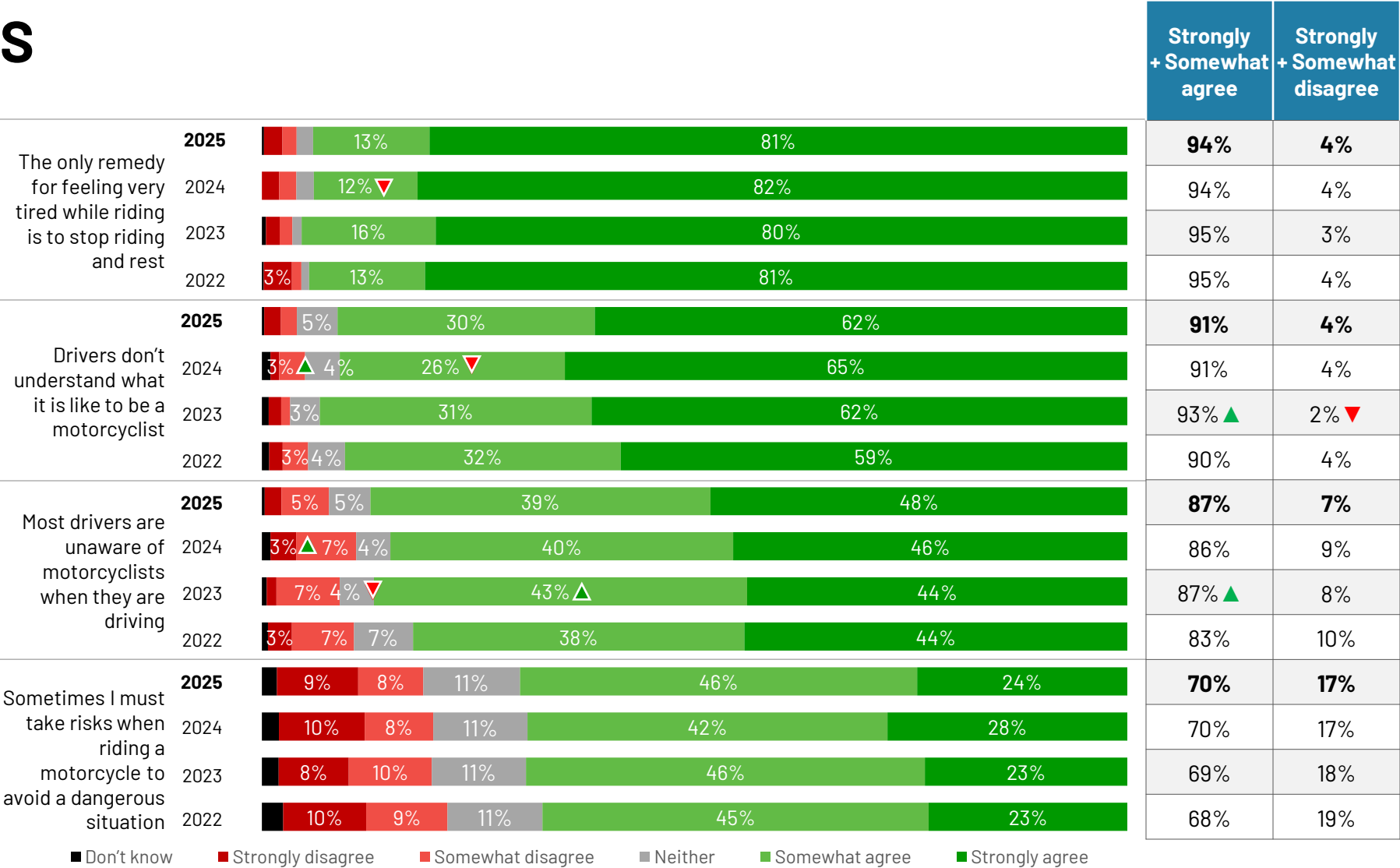
OTHER ATTITUDES

Attitudes held by respondents regarding motorcycle safety and the motorcyclist-driver relationship on the road remained steady year-on-year, with no major changes.

Attitudes toward fatigue management continue to demonstrate strong safety awareness, with 94% of respondents agreeing that 'the only remedy for feeling very tired while riding is to stop riding and rest'.

Motorcyclists continue to report feeling misunderstood and overlooked by drivers, with most agreeing that drivers don't understand the motorcycling experience (91%), and believe drivers are unaware of motorcyclists on the road (87%).

Finally, over three in five respondents (70%) agreed that, sometimes, some level of risks is needed to avoid dangerous situations when riding a motorcycle.



AT. To what extent do you agree or disagree with the following statements? Base: Year 2022 n=946; Year 2023 n=962; Year 2024 n= 1,007; Year 2025 n = 1,106. Weight: WEIGHT FINAL (EXCL. R&L STATUS). Note: Data labels for findings under 3% are not presented in charts; Missing cases are excluded in analysis.

▲ ▼ Significantly higher/lower compared to previous year @ 95% c.i.

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DETAILED FINDINGS: LEARNING TO RIDE

06

LEARNING TO RIDE - SUMMARY

Perceived Riding Skills

Self-reported ratings of perceived riding skills remain high in 2025, with the majority of respondents (92%) rating themselves as slightly better, better or much better than the average rider.

Age of Learning to Ride

Consistent with previous years, most riders begin learning to ride a motorcycle at a young age. The most common age to begin riding was 18-25 years (34%), followed closely by those aged 15 years or below (27%).

Keeping Motorcycle Skills Up to Date

Among those who have ridden in the last 12 months, almost eight in ten (79%) reported keeping their motorcycle skills up to date, while more than half (54%) refresh their skills at least every couple of months.

Resources for Refreshing Riding Skills

The most common resource utilised to refresh riding skills remains YouTube (52%), followed by learning from friends and family (42%) and visiting motorcycle websites (32%).

Reasons for Attending Motorcycle Training Courses

In line with previous years, the primary reason to attend a motorcycle training course was 'attaining a learner's permit or licence' (48%), while nearly one in four (23%) did so to improve their riding skills.

Frequency and Recency of Training Courses

Of those who attended a training course, one in five attended only one (23%), while an additional one in five attended between two and five post-licence trainings (21%). Almost two-thirds (64%) of those who attended at least one course said the most recent training was more than 5 years ago, while one in four (25%) reported their most recent training course was in the past 1-5 years.

Attitudes Towards Maintaining Riding Skills

Regarding attitudes toward skill maintenance, riders show consistent support for keeping their abilities current. Practice remains the most valued method for maintaining riding skills, with three in four riders (77%) agreeing with this approach. Advanced training courses are also recognised as useful resources (65%), though viewed as somewhat less valuable than regular practice.

Interest in Learning About Road Safety

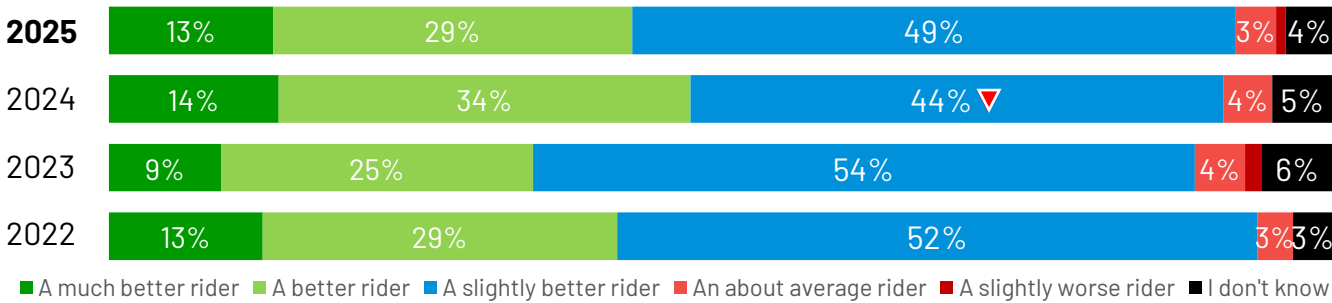
Riders demonstrate interest in maintaining their skills through training and safety resources, with nearly two-thirds (64%) indicating they already engage in such activities to stay safe on the road. Half of riders (50%) agree they would like more information on how to stay safe while riding on the road.

LEARNING TO RIDE

Self reported ratings of perceived riding skills remain high in 2025, with most respondents rating themselves as slightly better, better or much better than the average rider (92%).

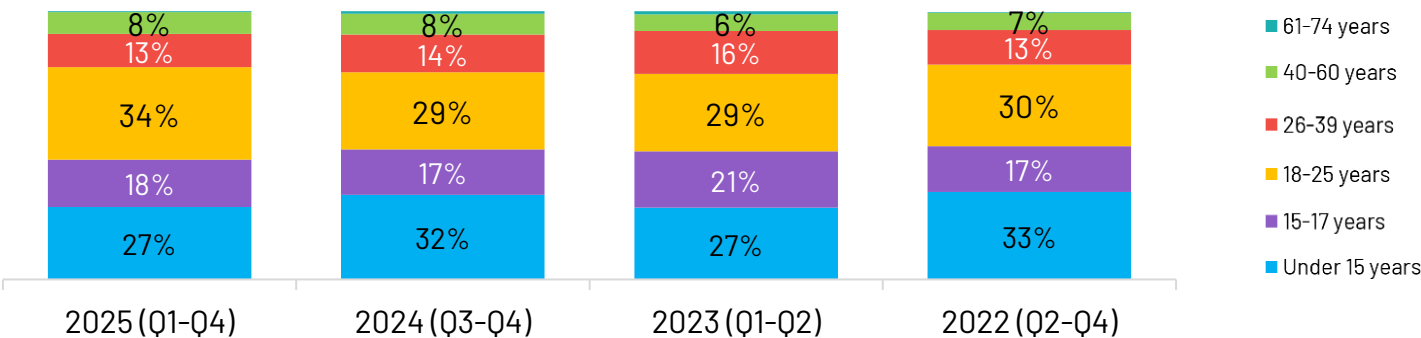
Consistent with previous years, most riders begin learning to ride a motorcycle at a young age. The most common age to begin riding was 18-25 years of age, with three in ten (34%) respondents learning to ride at this age. This was followed closely by those aged under 15 years (27%).

Level of motorcycle riding skill compared to others



Slightly better + better + much better rider	Much better + better rider
92%	43%
92%	47% ▲
89% ▼	35%
94%	41%

Age started riding a motorcycle



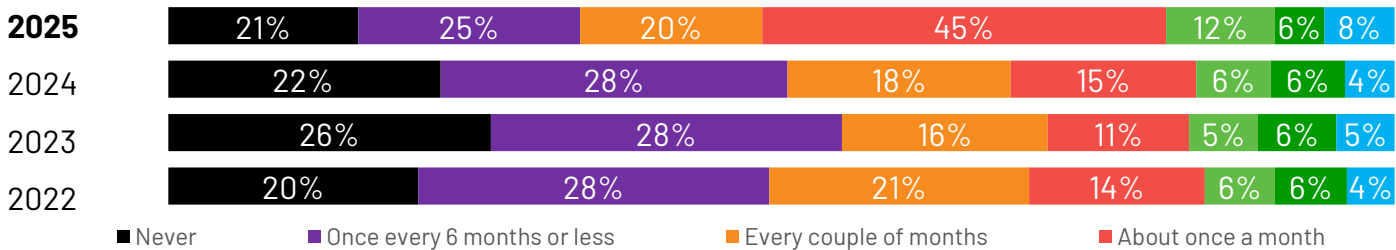
L5. Thinking about how you compare to the average motorcycle rider on Victorian roads, would you say you are ... Base – Ad hoc module: Total sample Year 2022(Q2 & Q3) n=441; Year 2023(Q1 & Q2) n=346; Year 2024(Q3 & Q4) n=394; Year 2025(Q1-Q4) n=827. Weight: WEIGHT FINAL (EXCL. R&L STATUS). L1. At what age did you start riding a motorcycle? Base – Ad hoc module: Total sample Year 2022 (Q2 & Q3) n=441; Year 2023(Q1 & Q2) n=346; Year 2024(Q3-Q4) n=394; Year 2025(Q1-Q4) n=827. Weight: WEIGHT FINAL (EXCL. R&L STATUS). Note: Data labels for findings under 3% are not presented in charts. Missing cases are excluded in analysis..

LEARNING TO RIDE – HOW SKILLS ARE MAINTAINED

Among those who have ridden in the last 12 months, almost eight in ten (79%) reported keeping their motorcycle skills up to date, while over half (54%, up 4pp YoY) refresh their skills at least every couple of months.

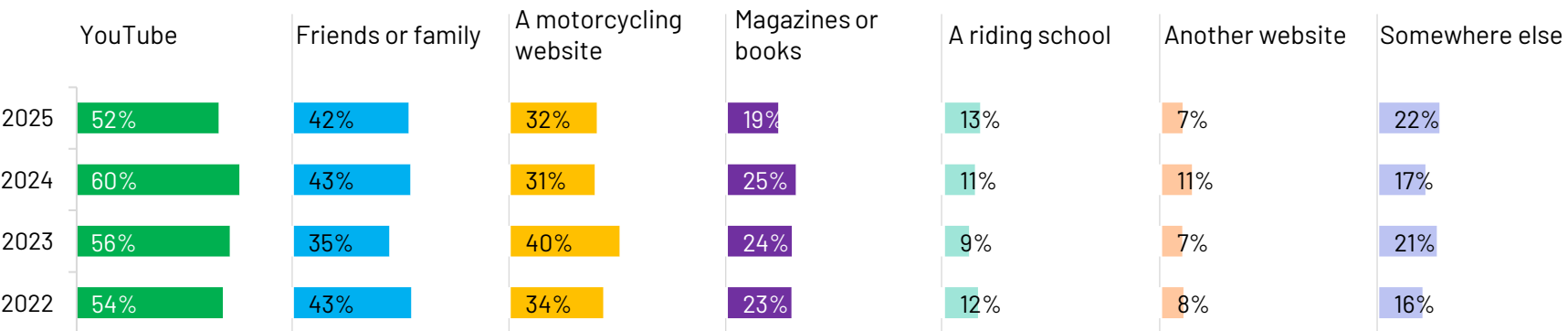
The most common resource utilised to refresh riding skills remains YouTube, with approximately half of riders who brush up on their skills (52%, down 8pp YoY) accessing this resource. In line with previous years, learning from friends and family (42%) and visiting motorcycle websites (32%) were also commonly used resources. No significant differences were noted year-on-year.

How frequently motorcycle skills are kept up to date



Net: Every few months	Net: Ever
54%	79%
50%	78%
46%	74%
52%	80%

Resources to brush up on skills



L4. How frequently do you brush up your motorcycle skills to keep up to date with riding? Base – Ad hoc module: has ridden a motorcycle in the last 12 months Year 2022 n=323; Year 2023 n=249; Year 2024 n=304; Year 2025 n = 635. | L4B. Which of the following resources do you use to brush up on your skills? Base – Ad hoc module: has ridden a motorcycle in the last 12 months and do brush up their skills Year 2022 n= 264; Year 2023 n=188; Year 2024 n= 241; Year 2025 n = 514. Weight: WEIGHT FINAL (EXCL. R&L STATUS). Missing cases are excluded in analysis.

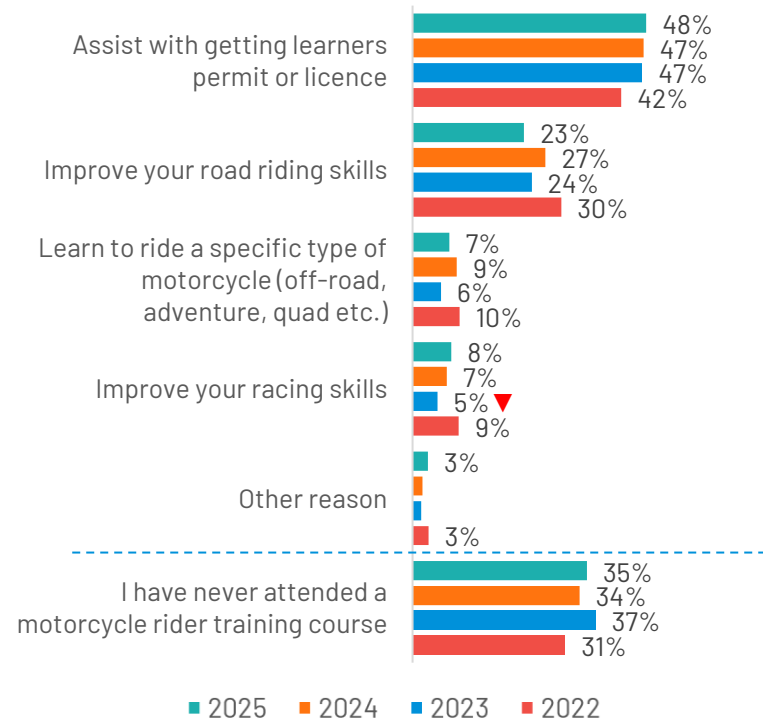
LEARNING TO RIDE – TRAINING

In line with previous years, the primary reason prompting respondents to attend a motorcycle training course was ‘attaining a learner’s permit or licence’ (48%), followed by ‘improving riding skills’ (23%).

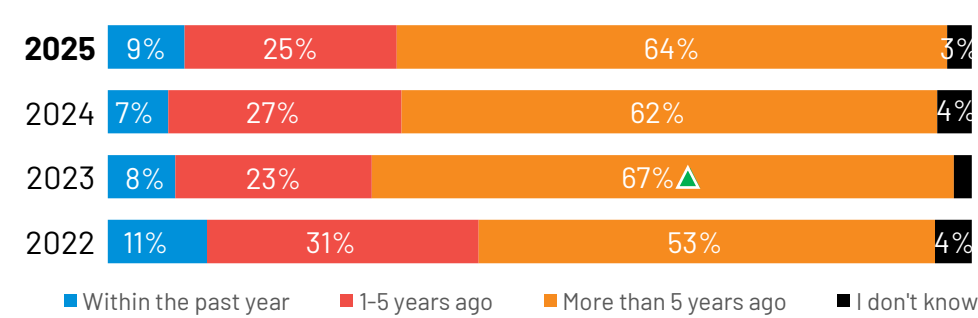
Almost two-thirds (64%) of those who attended at least one course said the most recent training was more than 5 years ago, while one-in-four (25%) reported their most recent training course was in the past 1-5 years.

Of those who attended a training course, one in five attended only one (23%), while an additional one in five attended between two and five post-licence training (21%).

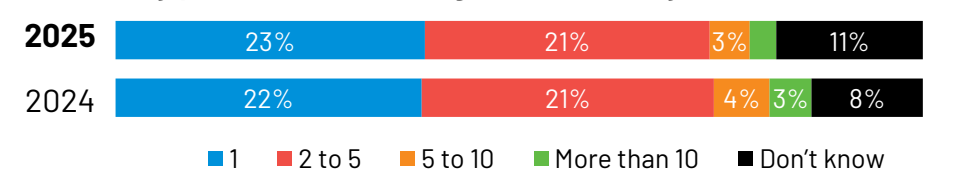
Attended a motorcycle training course for any of these reasons?



How long ago was the most recent motorcycle training?



*How many post-licence training courses have you ever attended?



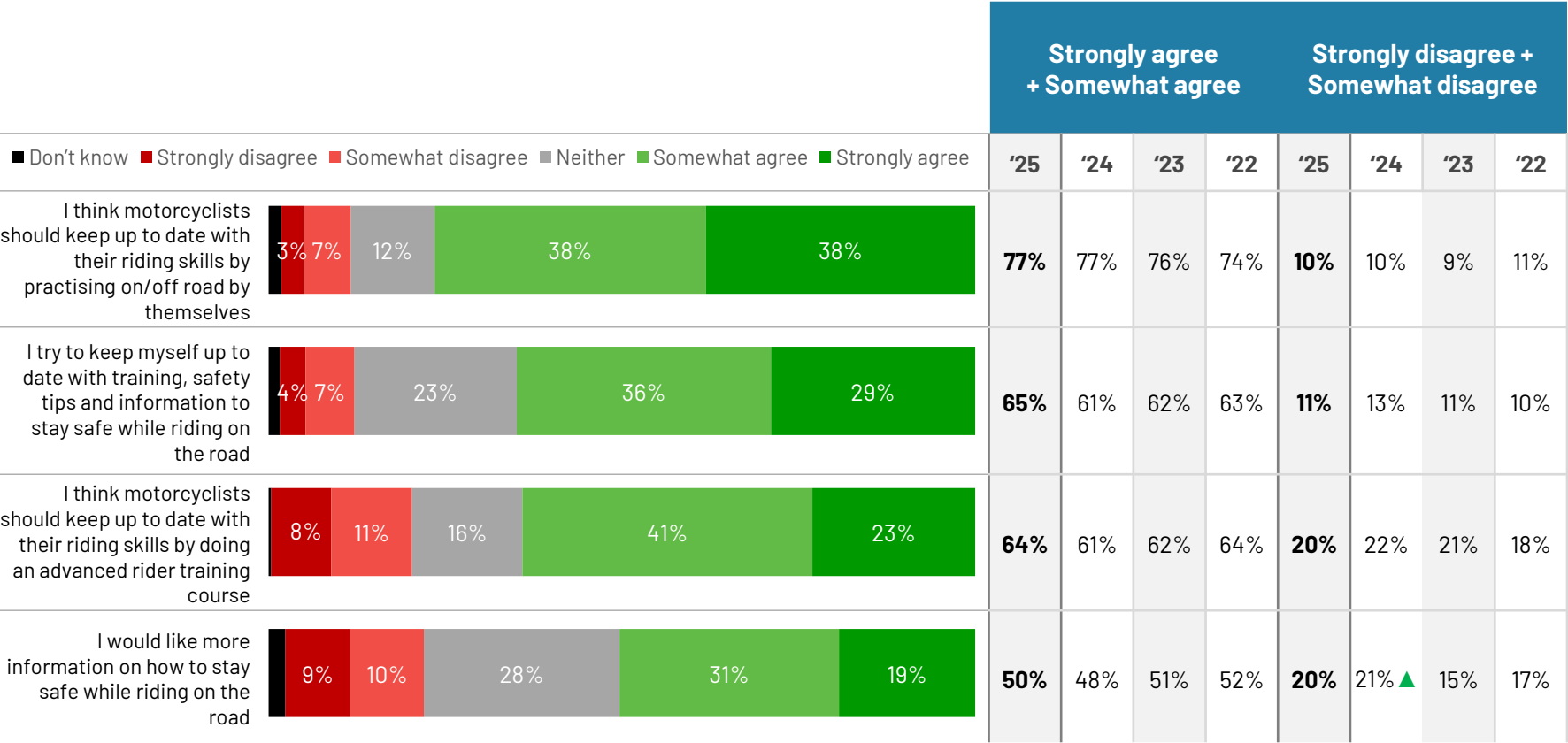
*Data prior to Q3'23 can be found in the appendix. Sample size for Q3'2023 is below n=30, results are not shown.

L6. Have you ever attended a motorcycle rider training course for any of the following reasons? Base – Ad hoc module: has ridden a motorcycle in the last 12 months Year 2022 n=323; Year 2023 n= 334; Year 2024 n=394; Year 2025 n= 827. | L7. How long ago did you most recently attend a motorcycle training course? Base – Ad hoc module: Attended a motorcycle training course Year 2022 n=222; Year 2023 n= 212; Year 2024 n=263; Year 2025 n= 542. Weight: WEIGHT FINAL (EXCL. R&L STATUS). L8. How many post-licence training courses have you ever attended? Base – Ad hoc module: Attended a motorcycle training course Year 2024 n=263; Year 2025 n= 542. Missing cases are excluded in analysis. Note: Data labels for findings under 3% are not presented in charts

ATTITUDES WHEN RIDING A MOTORCYCLE

Regarding attitudes toward skill maintenance, riders show consistent support for keeping their abilities current. Practice remains the most valued method for maintaining riding skills, with three-in-four (77%) rider agreeing with this approach. Advanced training courses are also recognised as useful resource among riders (65% agree), though this resource is viewed as somewhat less valuable than regular practice.

Riders demonstrate interest in maintaining their skills through training and safety resources, with nearly two-thirds (64%) indicating they already engage in such activities to stay safe on the road. While half (50%) agree they would like more information on how to stay safe while riding on the road.



AT. To what extent do you agree or disagree with the following statements? Base: Year 2022 n=946; Year 2023 n= 962; Year 2024 n=1,007; Year 2025 n = 1,106. Weight: WEIGHT FINAL (EXCL. R&L STATUS). Note: Data labels for findings under 3% are not presented in charts. Missing cases are excluded in analysis.

DETAILED FINDINGS: E- DEVICES

07

Please note: Some metrics in this section are based on a small sample size (n=<50). Additional notes highlight where this is applicable have been included in this section. Interpret these results as indicative only. Due to low sample size, significance testing was not conducted year-on-year.

DETAILED FINDINGS: E-DEVICES

E-Transport Devices Usage

More than one in seven (15%) motorcycle monitor respondents reported riding an electronic transport device (e-bike, e-scooter, e-skateboard, or similar) at least once every six months in 2025.

E-bikes remain the most commonly used e-transport device (61%), followed by e-scooters (42%).

Ownership and Rental

Consistent with previous years, e-device riders were more likely to own e-bikes (78%). E-scooter ownership and rental patterns have shown some fluctuation over time, with ownership increasing (48% up from 29% in 2024) while renting decreased (51% down from 69%), resulting in a roughly even split between owning and renting e-scooters in 2025.

Reason for E-Device Usage

E-bikes continue to be used mostly for recreation purposes (63%), followed by socialising or

entertainment (25%). The main reason for e-scooter use in 2025 was 'just trying it out' (39%), followed by socialising or entertainment (33%).

E-Transport Devices Usage Location

E-bike riders continue to show preference for designated cycling infrastructure in 2025, with the road (77%), shared paths (71%), and dedicated bike lanes (68%) remaining the most popular places to ride. While e-scooters are still used on shared paths, the road and dedicated bike lanes (58%, 57% and 52%, respectively), a downward trend is emerging in the use of e-scooters on designated cycling infrastructure compared to previous years.

Speed Limits

The proportion of e-device users riding on roads up to 60km/h for every trip continues to increase, with more than four in ten (42%) now riding only on roads up to 60km/h for every trip, up from 28% in 2024. Additionally, most e-transport device owners have a

device with a maximum speed capability of 25km/h (54%), followed by 30-50km/h (35%).

Safety Perceptions Among E-Transport Device Riders

Shared paths and dedicated bike lanes continue to be perceived as safe for riding e-transport devices (78% and 70% respectively).

Half of those who have ridden an e-transport device consider it safe to ride on roads with a speed limit of 50km/h or less (50%), while perception of safety is reduced for roads with a speed limit of 60km/h (25%).

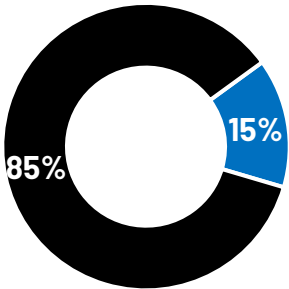
E-transport device riders are most likely to avoid riding on freeways, highways, or main roads due to perceived safety concerns (44%).

E-TRANSPORT DEVICES

Over one-in-ten (15%) respondents reported riding an electronic transport device (e-bike, e-scooter, e-skateboard, or similar) at least once every six months in 2025. E-bikes remain the most commonly used e-transport device (61%) among motorcycle riders, followed by e-scooters (42%).

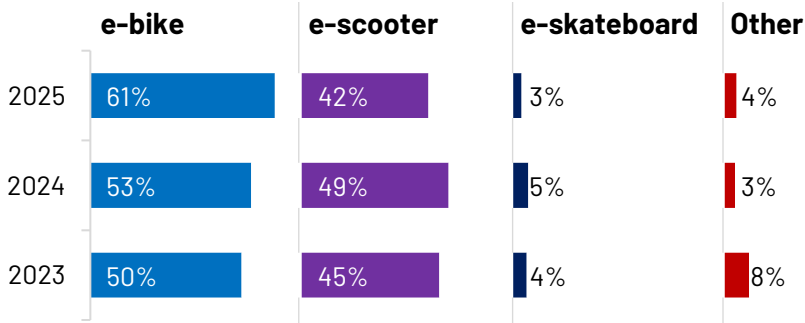
Consistent with results seen in previous years, e-device riders were more likely to own e-bikes (78%, down YoY from 83%). Whereas e-scooter ownership and rental patterns have shown some fluctuation over time. Though not statistically significant, ownership of e-scooters has increased slightly (48%, up YoY from 29%) while renting has shown a slight decrease (51%, down YoY from 69%). These changes show a shift toward a roughly even split between owning and renting e-scooters in 2025.

Have ridden an e-bike, e-scooter, e-skateboard or similar



2024: Yes 17%, No 83%

Type of e-transport device ridden



Type of e-transport device ridden

	Owned			Hired/ rented			Borrowed		
	'25	'24	'23^	'25	'24	'23^	'25	'24	'23^
e-scooter	48%	29%	30%	51%	69%	65%	16%	13%	7%
e-bike	78%	83%	62%	28%	16%	28%	14%	7%	14%

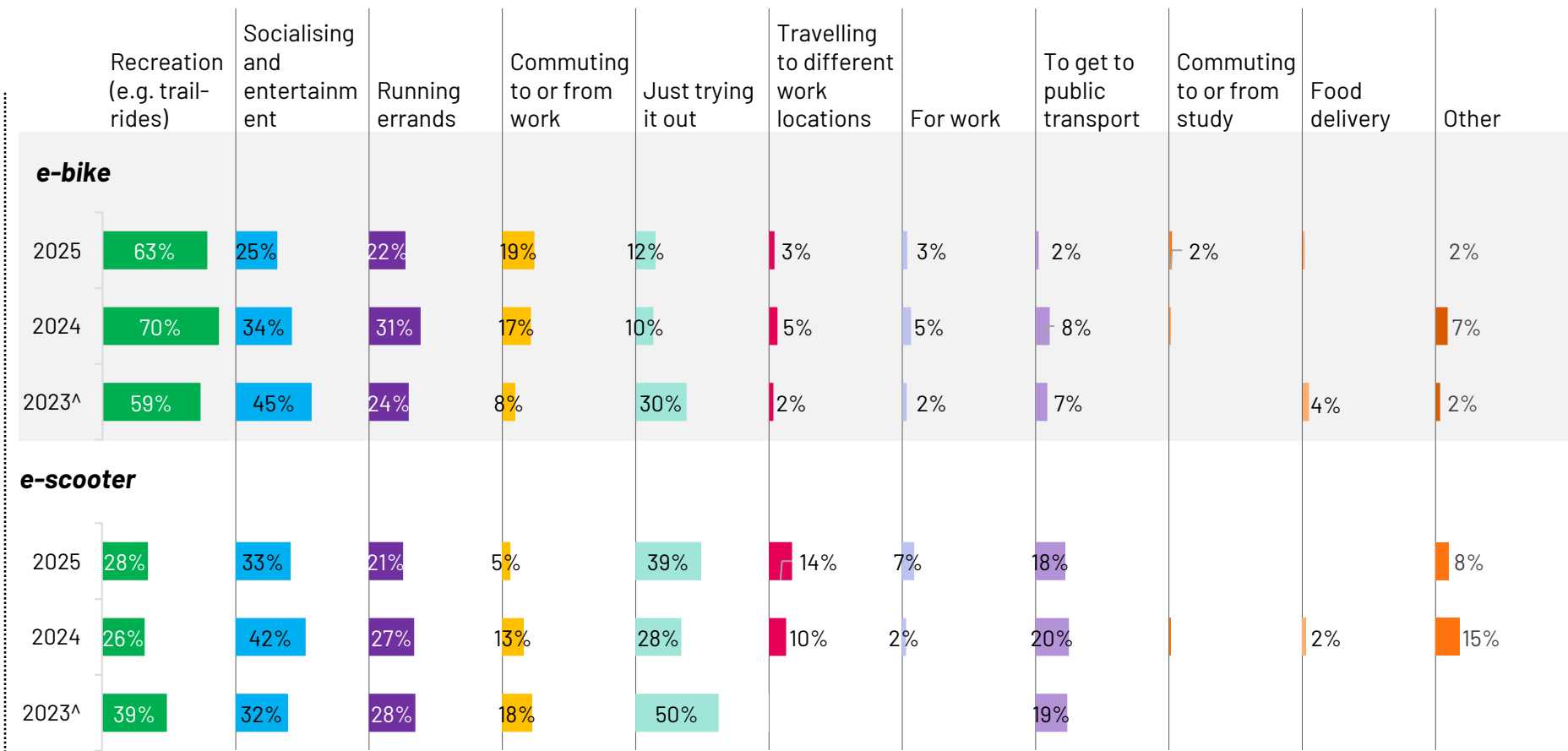
^Small sample size (n=36), please interpret with caution. Sample size for e-skateboard is below n=30, results are not shown.

M2. The following questions are about how often you do a number of things when driving, riding, or getting about in general...? Base: Total sample Q3 & Q4 2023 n=492; Year 2024 n= 1,007; Year 2025 n= 1,106 | M3_A. You mentioned you ride an e-bike, e-scooter, e-skateboard or similar, which of these devices do you ride? Base: Have ridden an e-transport device Q3 & Q4 2023 n=95; Year 2024 n= 187; Year 2025 n= 156. | E1. Thinking about all the times you have ridden an e-bike, e-scooter, e-skateboard or similar in the last 12 months, were these owned, hired or borrowed?; Base: Ad hoc module – have used an e-bike in the last 12 months Q3 & Q4 2023 n=36; Year 2024 n= 63; Year 2025 n= 70 / have used an e-scooter in the last 12 months Q3 & Q4 2023 n=36 (small sample size, interpret with caution); Year 2024 n= 78 ; Year 2025 n= 51. Due to low sample size, significance testing was not conducted year-on-year..

E-TRANSPORT DEVICES – REASON FOR E-DEVICE USAGE

Looking at reasons for e-device usage among motorcycle riders, the main reason for e-scooter use in 2025 was ‘just trying it out’, which increased, albeit not significantly, compared to the previous year (39%, up 8pp YoY). This was followed by e-scooter use for socialising or entertainment (25%).

Meanwhile, e-bikes continue to be used mostly for recreation purposes (63%), followed by socialising or entertainment (25%).

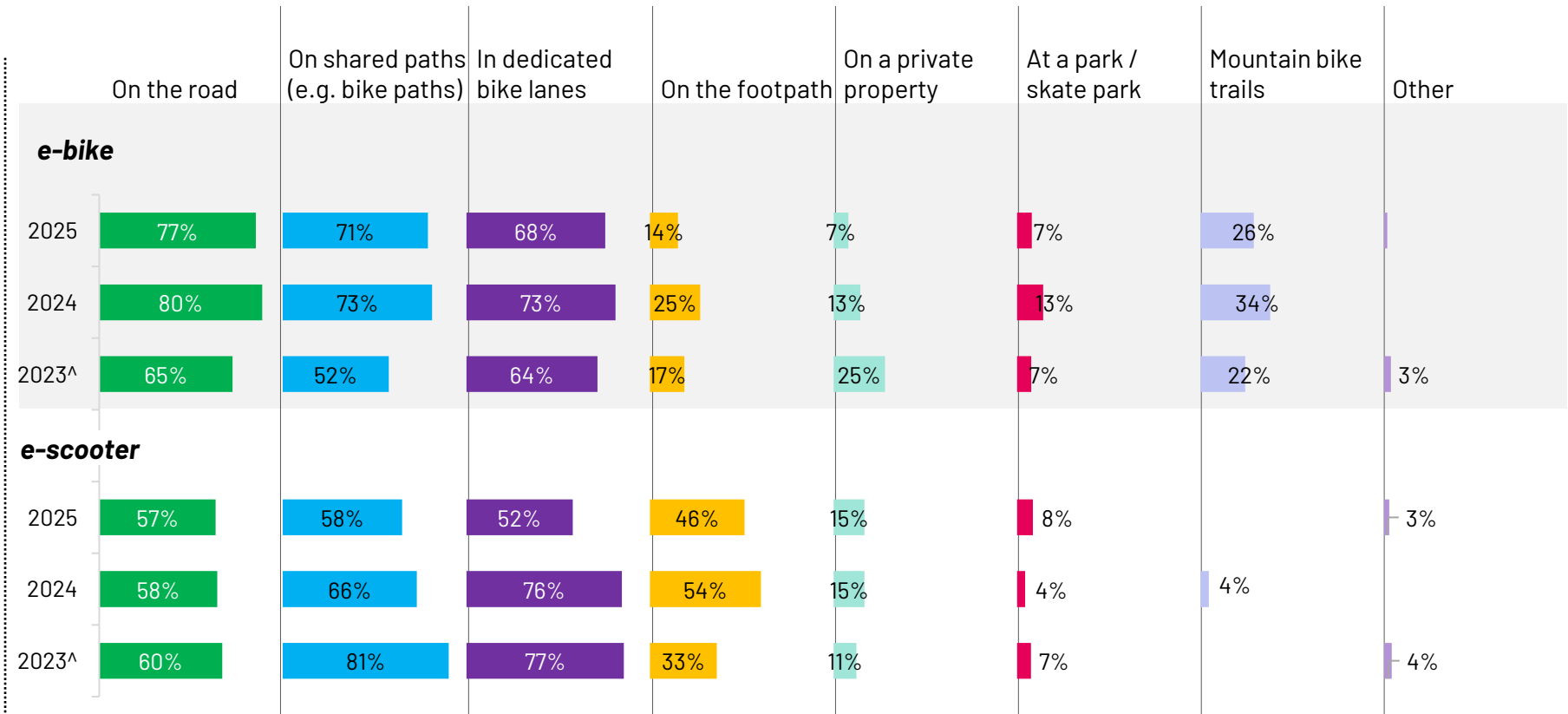


^Small sample size (2023 n=36), please interpret with caution. Sample size for e-skateboard is below n=30, results are not shown.
E2. For what reason do you usually use an..... Base: Ad hoc module – have used an e-bike in the last 12 months Q3 & Q4 2023 n=36; Year 2024 n= 63 ; Year 2025 n = 70; have used an e-scooter in the last 12 months Q3 & Q4 2023 n=36 (small sample size, interpret with caution); Year 2024 n= 78 ; Year 2025 n = 51. Due to low sample size, significance testing as not conducted year-on-year.). Note: Data labels for findings under 2% are not presented in charts; Missing cases are excluded in analysis

E-TRANSPORT DEVICES – THEIR USAGE LOCATION

Among the motorcycle riders sampled, those who also rode an e-bike continue to show a preference for designated cycling infrastructure in 2025, with on the road (77%), on shared paths (71%), and in dedicated bike lanes (68%) remaining the most popular places to ride an e-bike.

Meanwhile, although the use of e-scooters on shared paths (58%), the road (57%) and dedicated bike lanes (52%) remain prevalent, compared to previous years, a downward trend is emerging in the use of e-scooters in designated and shared cycling lanes.



^Small sample size (2023 n=36), please interpret with caution.*e-transport device users= those who ride an e-bike, e-scooter, e-skateboard or similar

E3. Thinking of your typical journeys, which of the following would you ride on when using an.... Base: Ad hoc module: Have used an e-bike in the last 12 months Q3 & Q4 2023 n=36; Year 2024 n= 63 ; Year 2025 n = 70; have used an e-scooter in the last 12 months Q3 & Q4 2023 n=36 (small sample size, interpret with caution); Year 2024 n= 78 ; Year 2025 n = 51. Due to low sample size, significance testing as not conducted year-on-year Note: Data labels for findings under 2% are not presented in charts.

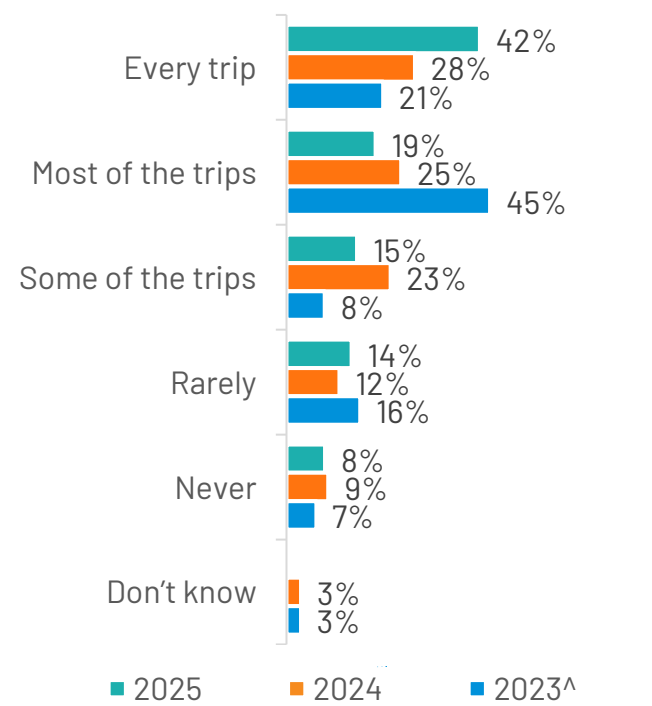
E-TRANSPORT DEVICES – SPEED LIMITS

In terms of e-device speed, the proportion of riders riding on roads up to 60km/h for every trip continues to increase, with more than four in ten e-device users (42%) now riding only on roads up to 60km/h for every trip, up 14 percentage points year-on-year. Conversely, fewer e-device users are riding on such roads for most trips (19%) or some trips (15%).

Moreover, most e-transport device owners have a device with a maximum speed capability of 25km/h (54%), followed by 30-50km/h (35%).

Finally, no significant changes were observed when looking at speed capacity or frequency of riding at the maximum speed of e-devices, for at least part of the trip, when compared to 2024.

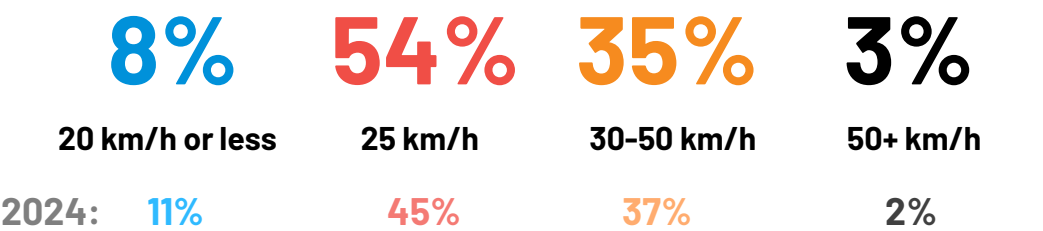
How often only roads up to 60 km/h are used....



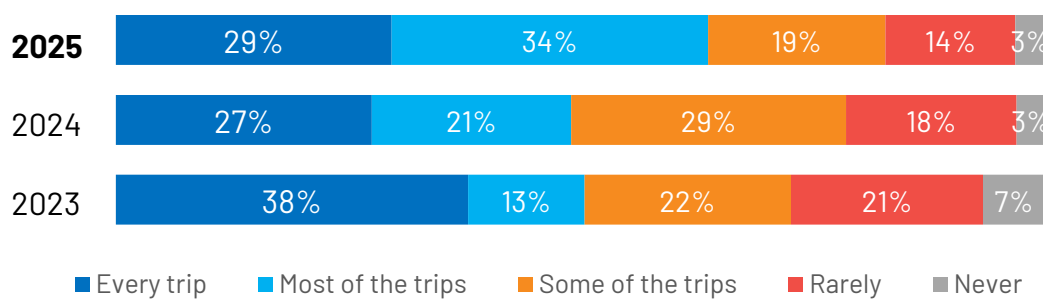
^Small sample size (2023 n=33-44), please interpret with caution. *e-transport device users= those who ride an e-bike, e-scooter, e-skateboard or similar

E5. How often can you get to where you want to go on an e-bike, e-scooter or e-skateboard using only roads up to 60km/h? Base: Ad hoc module: On-road riders of e-transport devices Q3 & Q4 2023 n=44 (small sample size, interpret with caution.); Year 2024 n= 84; Year 2025 n = 76. | E8. What is the maximum speed capability of your e-bike, e-scooter, e-skateboard or similar on flat ground? Base: Ad hoc module: e-transport device owner Q3 & Q4 2023 n=33 (small sample size, interpret with caution.); Year 2024 n= 73; Year 2025 n =71. | E9. How frequently do you ride at the maximum speed of your e-transport device for at least part of the trip? Base: Ad hoc module: e-transport device owner Q3 & Q4 2023 n=33 (small sample size, interpret with caution.); Year 2024 n= 70; Year 2025 n = 71. Due to low sample size, significance testing as not conducted year-on-year.

Speed capability of e-transport device in 2025



Frequency of riding at the maximum speed for at least part of the trip



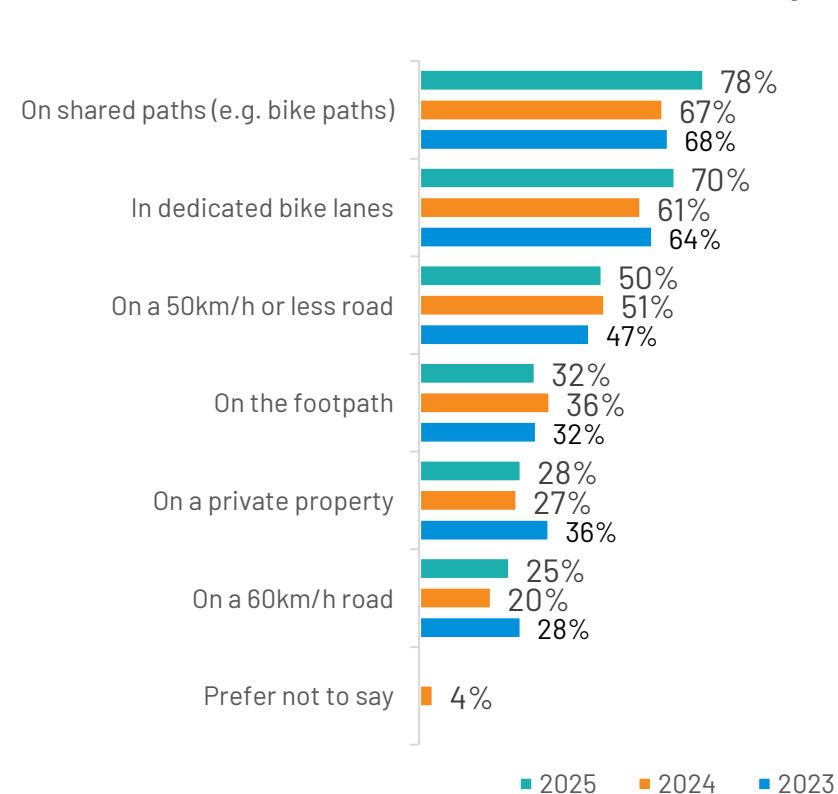
SAFETY PERCEPTIONS AMONG E-TRANSPORT DEVICE RIDERS

In line with usage location, shared paths and dedicated bike lanes continue to be perceived as safer for riding e-transport devices (78% and 70% respectively), consistent with results seen in previous years.

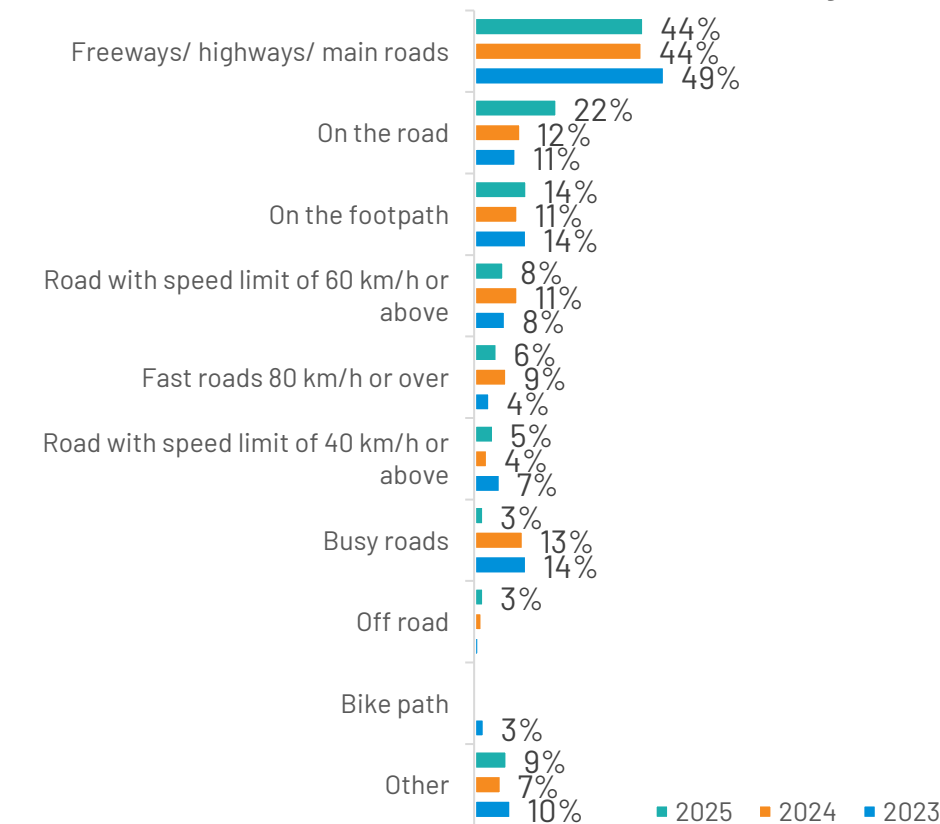
Similarly, half of those who have ridden an e-transport device consider it safe to ride on roads with a speed limit of 50km/h or less (50%). While perception of safety is reduced for roads with a speed limit of 60km/h, one-in-four (25%) perceive these roads as safe.

In line with results seen in 2024, e-transport device riders are most likely to avoid riding on freeways, highways, or main roads due to perceived safety concerns(44%).

Situations where e-transport device riders feel safe riding



Situations where e-transport device riders feel unsafe riding



E6. In which of the following situations do you feel safe riding an e-bike, e-scooter, e-skateboard or similar?; E7. Where wouldn't you ride an e-bike, e-scooter, e-skateboard or similar? Open response. Base: Ad hoc module: e-transport device owner Q3 & Q4 2023 n=33 n=74; Year 2024 n= 140; Year 2025 n= 116. Due to low sample size, significance testing as not conducted year-on-year.

APPENDIX

08

NUMBER OF MOTORCYCLE CLOTHING ITEMS WORN ALL THE TIME (PAST 3 MONTHS) BY ENGINE CAPACITY AND AGE

Year 2025

		Engine Capacity			Age		
Column %	NET	250cc or less	251-700cc	701cc or larger	18-25	26-39	40+
No items	1%	2%	1%	0%	1%	1%	1%
1	8%	18% ↑	7%	5%	5%	7%	8%
2	11%	16%	10%	8%	16%	12%	10%
3	14%	14%	16%	10%	20%	17%	12%
4	18%	12%	23% ↑	16%	18%	21%	17%
5 or more	49%	38%	42% ↓	60% ↑	41%	42%	52% ↑
Average	4.1	3.5 ↓	4.0	4.4 ↑	3.9	3.9	4.1
Column n	843	132	353	298	152	201	490

Year 2024

		Engine Capacity			Age		
Column %	NET	250cc or less	251-700cc	701cc or larger	18-25	26-39	40+
No items	1%	2%	1%	0%	1%	1%	1%
1	6%	15% ↑	6%	3% ↓	2%	8%	6%
2	11%	20% ↑	8%	10%	12%	13%	11%
3	14%	17%	14%	13%	22%	17%	12%
4	19%	13%	23%	17%	24%	17%	19%
5 or more	49%	32% ↓	49%	58% ↑	39%	45%	51%
Average	4.1	3.3 ↓	4.1	4.4 ↑	3.9	3.9	4.2
Column n	744	136	280	279	147	167	430

Year 2023

		Engine Capacity			Age		
Column %	NET	250cc or less	251-700cc	701cc or larger	18-25	26-39	40+
No items	2%	3%	1%	2%	3%	3%	2%
1	7%	14%	7%	4%	8%	11%	6%
2	10%	14%	10%	8%	12%	12%	10%
3	15%	12%	15%	15%	16%	15%	14%
4	18%	25%	20%	15%	23%	19%	18%
5 or more	47%	32% ↓	48%	56% ↑	37%	39%	51%
Average	4.0	3.5 ↓	4.1	4.3 ↑	3.7	3.7 ↓	4.1 ↑
Column n	679	124	267	231	142	155	382

Year 2022

		Engine Capacity			Age		
Column %	NET	250cc or less	251-700cc	701cc or larger	18-25	26-39	40+
No items	3%	3%	2%	0% ↓	1%	4%	3%
1	6%	14% ↑	3% ↓	5%	4%	8%	5%
2	10%	17% ↑	9%	7%	16%	9%	9%
3	14%	19%	14%	11%	19%	13%	14%
4	20%	18%	24%	18%	23%	23%	19%
5 or more	47%	29% ↓	48%	60% ↑	37%	43%	50%
Average	4.0	3.3 ↓	4.2	4.4 ↑	3.8	3.9	4.1
Column n	669	121	265	223	114	148	407

MS. How often do you wear the following items of protective motorcycle clothing. Filter: 2025 (Jan-Dec) AND ACTIVE RIDERS; Weight: WEIGHT FINAL (EXCL. R&L STATUS); base n = 843. Filter: 2024 (Jan-Dec) AND ACTIVE RIDERS; Weight: WEIGHT FINAL (EXCL. R&L STATUS); base n = 744. 2023 (Jan - Dec) AND ACTIVE RIDERS; Weight: WEIGHT FINAL (EXCL. R&L STATUS); base n = 679. 2022 (Jan-Dec) AND ACTIVE RIDERS; Weight: WEIGHT FINAL (EXCL. R&L STATUS); base n = 669.

PROTECTIVE MOTORCYCLE CLOTHING

	Q1 2022	Q2 2022	Q3 2022	Q4 2022	Year 2022	Q1 2023	Q2 2023	Q3 2023	Q4 2023	Year 2023	Q1 2024	Q2 2024	Q3 2024	Q4 2024	Year 2025	Q1 2025	Q2 2025	Q3 2025	Q4 2025	Year 2025
Motorcycle helmet																				
All the time	94%	97%	98%	97%	96%	97%	97%	98%	94%	96%	95%	99%	98%	97%	97%	98%	97%	99%	99%	98%
Most of the time	4%	1%	0%	2%	2%	1%	2%	0%	4%	2%	3%	1%	1%	1%	2%	0%	2%	1%	0%	1%
Own it – never wear it	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Don't own it – never wear it	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Motorcycle riding gloves																				
All the time	83%	82%	87%	91%	85%	85%	79%	86%	82%	83%	91%	84%	86%	84%	86%	82%	86%	84%	85%	84%
Most of the time	7%	10%	6%	2%	7%	5%	9%	6%	11%	8%	3%	7%	8%	8%	7%	10%	8%	8%	9%	9%
Own it – never wear it	1%	1%	0%	1%	1%	2%	2%	0%	0%	1%	0%	1%	1%	1%	1%	1%	1%	1%	0%	1%
Don't own it – never wear it	2%	2%	1%	1%	2%	0%	3%	1%	2%	1%	0%	3%	1%	2%	1%	1%	1%	2%	1%	1%

MS. Thinking about your riding over the last 3 months, how often do you wear the following items of protective motorcycle clothing? Base: Have ridden a motorcycle in the last 12 months 22' Q1 n=215; Q2 n=189; Q3 n=155; Q4 n=105; Year 2022 n=664 | 2' Q1 n=174; Q2 n=149; Q3 n=164; Q4 n=192; Year 2023 n=679 | 24' Q1 n=155; Q2 n=187; Q3 n=176; Q4 n=226; Year 2024 n=744 | 25' Q1 n=195; Q2 n=213; Q3 n=228; Q4 n=207; Year 2025 n=843. Missing cases are excluded in analysis.



PROTECTIVE MOTORCYCLE CLOTHING

	Q1 2022	Q2 2022	Q3 2022	Q4 2022	Year 2022	Q1 2023	Q2 2023	Q3 2023	Q4 2023	Year 2023	Q1 2024	Q2 2024	Q3 2024	Q4 2024	Year 2024	Q1 2025	Q2 2025	Q3 2025	Q4 2025	Year 2025
Motorcycle riding jacket																				
All the time	72%	71%	71%	77%	72%	76%	69%	76%	69%	72%	72%	71%	76%	70%	72%	73%	69%	74%	72%	72%
Most of the time	11%	12%	15%	11%	12%	8%	13%	10%	16%	12%	10%	12%	9%	12%	11%	8%	17%	13%	14%	13%
Own it – never wear it	1%	2%	0%	2%	1%	1%	0%	0%	2%	1%	1%	2%	1%	1%	1%	1%	4%	1%	1%	2%
Don't own it – never wear it	7%	5%	6%	4%	6%	5%	5%	2%	6%	5%	7%	9%	4%	6%	7%	7%	3%	6%	5%	5%
Motorcycle riding pants																				
All the time	50%	54%	51%	64%	53%	51%	49%	54%	54%	52%	49%	47%	61%	48%	51%	57%	54%	53%	55%	55%
Most of the time	12%	14%	13%	15%	13%	15%	12%	13%	15%	14%	13%	15%	15%	18%	15%	10%	14%	14%	17%	14%
Own it – never wear it	7%	2%	3%	3%	4%	4%	1%	2%	2%	2%	8%	4%	3%	2%	4%	3%	3%	3%	2%	3%
Don't own it – never wear it	13%	13%	15%	9%	13%	14%	18%	15%	16%	16%	14%	19%	9%	15%	14%	17%	13%	14%	16%	15%

MS. Thinking about your riding over the last 3 months, how often do you wear the following items of protective motorcycle clothing? Base: Have ridden a motorcycle in the last 12 months 22' Q1 n=215; Q2 n=189; Q3 n=155; Q4 n=105; Year 2022 n=664 | 23' Q1 n=174; Q2 n=149; Q3 n=164; Q4 n=192; Year 2023 n=679 | 24' Q1 n=155; Q2 n=187; Q3 n=176; Q4 n=226; Year 2024 n=744 | 25' Q1 n=195; Q2 n=213; Q3 n=228; Q4 n=207; Year 2025 n=843. Missing cases are excluded in analysis.

PROTECTIVE MOTORCYCLE CLOTHING

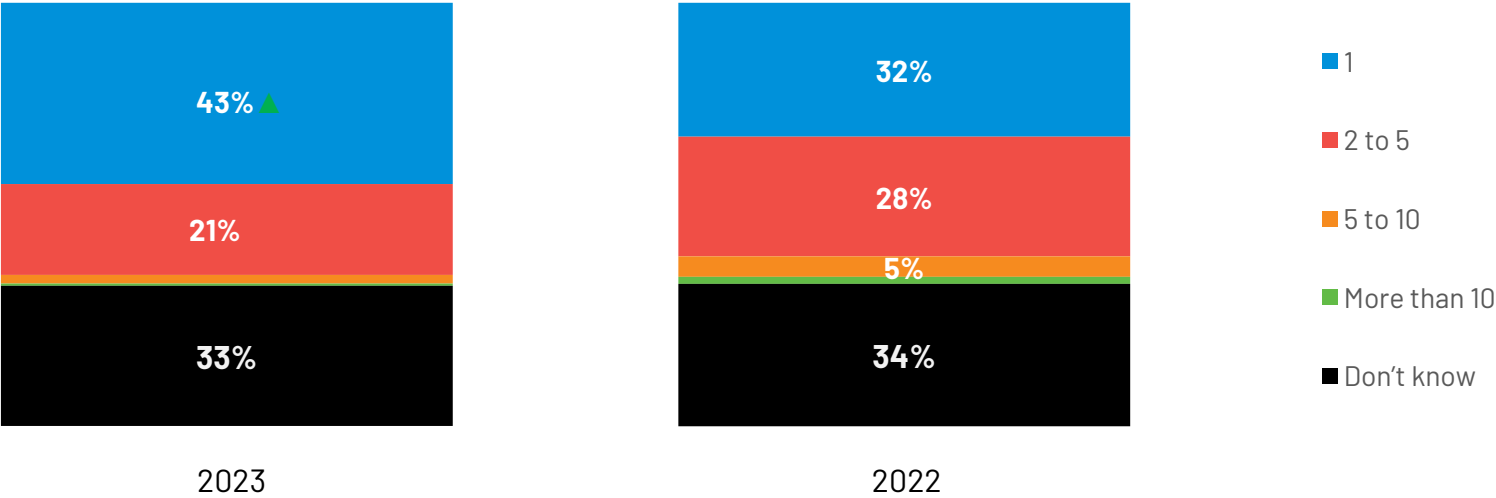
	Q1 2022	Q2 2022	Q3 2022	Q4 2022	Year 2022	Q1 2023	Q2 2023	Q3 2023	Q4 2023	Year 2023	Q1 2024	Q2 2024	Q3 2024	Q4 2024	Year 2024	Q1 2025	Q2 2025	Q3 2025	Q4 2025	Year 2025
One piece riding suit (where parts cannot be detached to be worn as separate pieces)																				
All the time	7%	4%	4%	8%	6%	3%	12%	6%	3%	6%	9%	7%	5%	3%	6%	5%	9%	8%	6%	7%
Most of the time	2%	2%	1%	2%	2%	1%	1%	4%	2%	2%	3%	0%	1%	2%	2%	3%	2%	2%	2%	2%
Own it – never wear it	5%	3%	3%	6%	4%	2%	3%	2%	1%	2%	2%	5%	3%	3%	3%	5%	3%	3%	2%	3%
Don't own it – never wear it	81%	86%	86%	71%	82%	84%	76%	83%	87%	83%	82%	84%	82%	81%	82%	80%	77%	81%	81%	80%
Any type of boots or shoes that aren't motorcycle specific riding boots that cover your ankles																				
All the time	35%	32%	31%	39%	34%	35%	33%	31%	31%	32%	41%	43%	37%	32%	38%	32%	28%	36%	34%	33%
Most of the time	9%	9%	9%	6%	8%	7%	11%	11%	12%	10%	5%	10%	7%	9%	8%	8%	9%	12%	11%	10%
Own it – never wear it	13%	19%	14%	14%	15%	16%	14%	11%	15%	14%	9%	13%	12%	17%	13%	12%	18%	14%	14%	15%
Don't own it – never wear it	20%	24%	23%	27%	23%	23%	19%	24%	19%	21%	22%	15%	16%	17%	18%	22%	23%	20%	21%	22%
Motorcycle specific riding boots that cover your ankles																				
All the time	54%	57%	55%	78%	59%	54%	58%	56%	54%	55%	57%	57%	62%	59%	59%	59%	61%	59%	56%	59%
Most of the time	16%	12%	15%	6%	13%	13%	12%	14%	13%	13%	10%	10%	13%	15%	12%	13%	11%	12%	10%	12%
Own it – never wear it	2%	3%	2%	0%	2%	4%	2%	3%	1%	2%	1%	1%	1%	2%	1%	2%	4%	2%	1%	2%
Don't own it – never wear it	18%	16%	17%	9%	16%	21%	16%	14%	20%	18%	18%	22%	16%	17%	18%	17%	13%	15%	23%	17%

MS. Thinking about your riding over the last 3 months, how often do you wear the following items of protective motorcycle clothing? Base: Have ridden a motorcycle in the last 12 months 22' Q1 n=215; Q2 n=189; Q3 n=155; Q4 n=105; Year 2022 n=664 | 23' Q1 n=174; Q2 n=149; Q3 n=164; Q4 n=192; Year 2023 n=679 | 24' Q1 n=155; Q2 n=187; Q3 n=176; Q4 n=226; Year 2024 n=744 | 25' Q1 n=195; Q2 n=213; Q3 n=228; Q4 n=207; Year 2025 n=843. Missing cases are excluded in analysis.

LEARNING TO RIDE – TRAINING – HISTORICAL DATA

DATA FROM Q1 2022 – Q2 2023

How many post-licence training courses have you ever attended?



In Q3'23, the answer option 'none' was added to L8. How many post-licence training courses have you ever attended?, for those who responded with 'Assist with getting learners permit or licence' at L6. Have you ever attended a motorcycle rider training course for any of the following reasons?

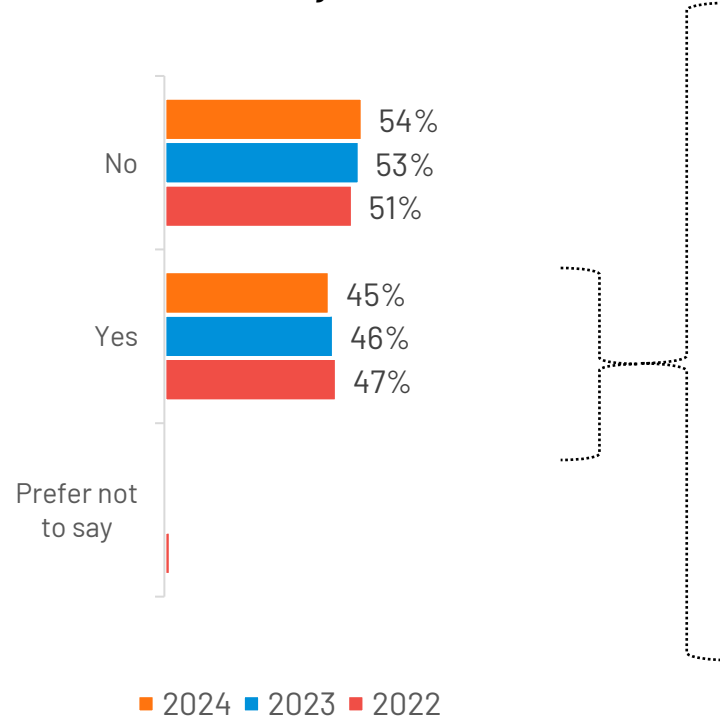
L6. Have you ever attended a motorcycle rider training course for any of the following reasons? Base – Ad hoc module: has ridden a motorcycle in the last 12 months Year 2022 n=323; Year 2023 n= 334; Year 2024 n=394. | L7. How long ago did you most recently attend a motorcycle training course? Base – Ad hoc module: Attended a motorcycle training course Year 2024 n=263. Weight: WEIGHT FINAL (EXCL. R&L STATUS). L8. How many post-licence training courses have you ever attended? Base – Ad hoc module: Attended a motorcycle training course Year 2022 n=222; Year 2023 n= 212; Year 2024 n=263. Weight: WEIGHT FINAL (EXCL. R&L STATUS). Missing cases are excluded in analysis. Note: Data labels for findings under 3% are not presented in charts

▲▼ Significantly higher/lower compared to previous year @ 95% c.i.

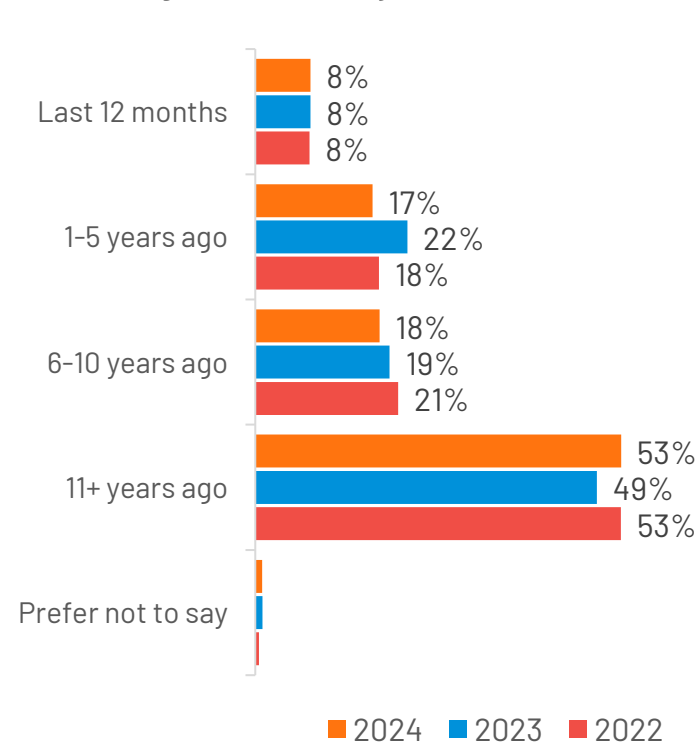
CRASH HISTORY - HISTORICAL DATA

DATA FROM Q1 2022 – Q3 2023 - CRASH HISTORY MODULE SWITCHED OFF IN Q3 2023

Have you ever had a crash while riding a motorcycle?



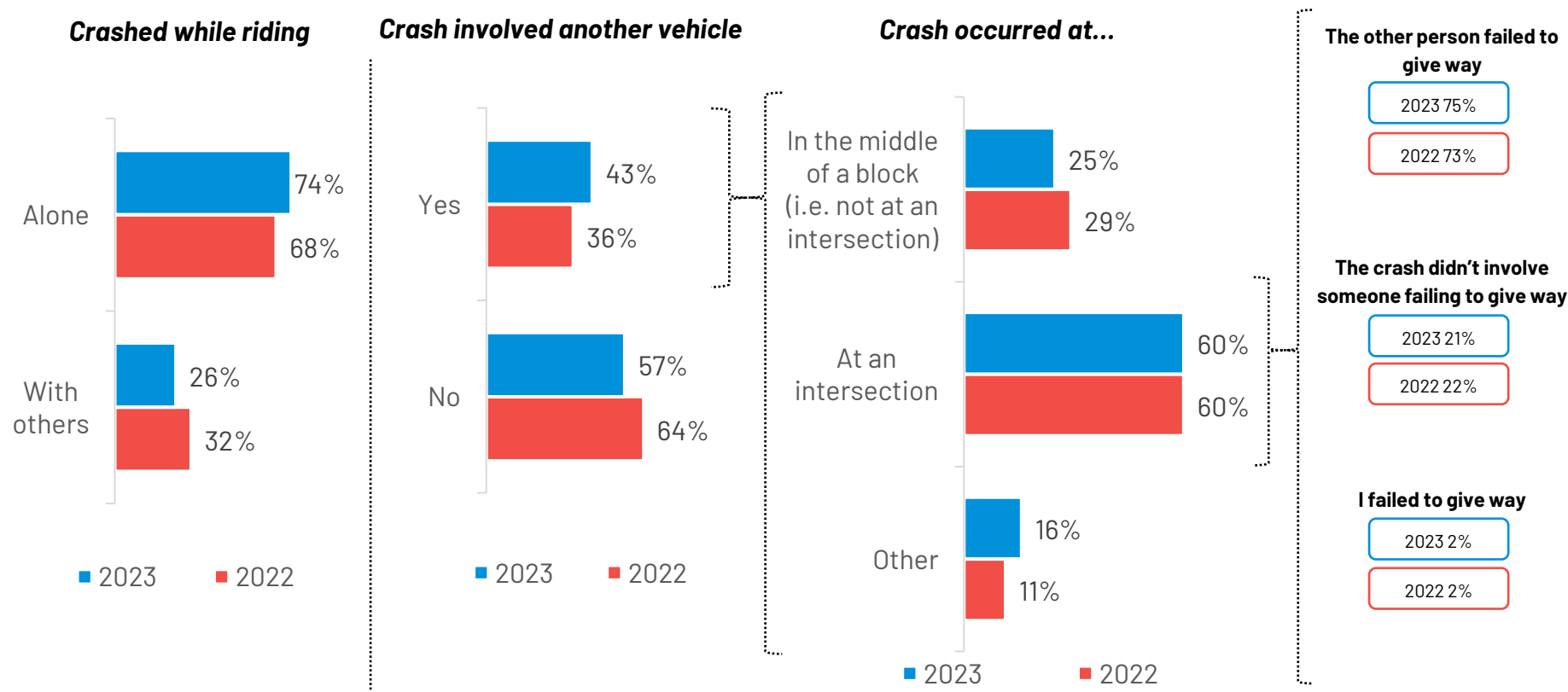
Timing of last motorcycle crash



MC7. Have you ever had a crash while riding a motorcycle, not including dropping your bike while stationary and not including a crash that occurred while participating in motorcycle sport? Base: Have ridden a motorcycle in the past Year 2022 n=940; Year 2023 n=959; Year 2024 n=1,007. Q24. Thinking about the most recent motorcycle crash you were involved in, when did it occur?. Base : Have ridden a motorcycle in the past and had a crash Year 2022 n=420; Year 2023 n=426; Year 2024 n= 429. Missing cases are excluded in analysis.

DETAILED FINDINGS: CRASH HISTORY - HISTORICAL DATA

DATA FROM Q1 2022 – Q3 2023 - CRASH HISTORY MODULE SWITCHED OFF IN Q3 2023

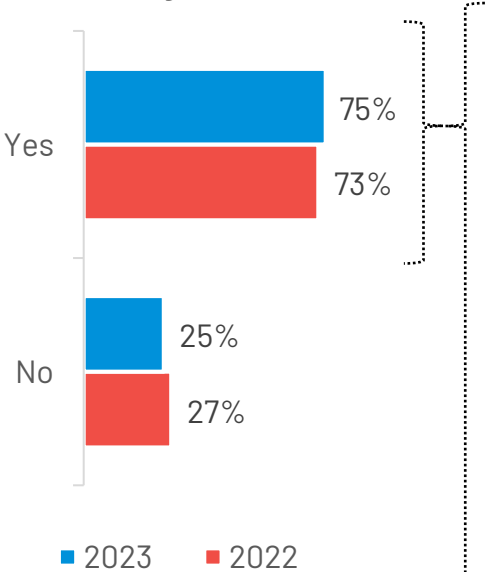


CRA1. In the previous section you mentioned that you have had a crash while riding a motorcycle, thinking about the most recent motorcycle crash you were involved in....Were you riding...? CRA2. Did the crash involve another vehicle Base – Ad hoc module: Have ridden a motorcycle in the past and had a crash Year 2022 n=210; Year 2023 n=162..CRA3. Was the crash...? Base – Ad hoc module: Crash involved another vehicle Year 2022 n=74; Year 2023 n=70. CRA4. As far as you can tell, did the crash involve someone failing to give way? Base – Ad hoc module: Crash happened at an intersection Year 2022 n=43; Year 2023 n=42. Note: Missing cases are excluded in analysis.

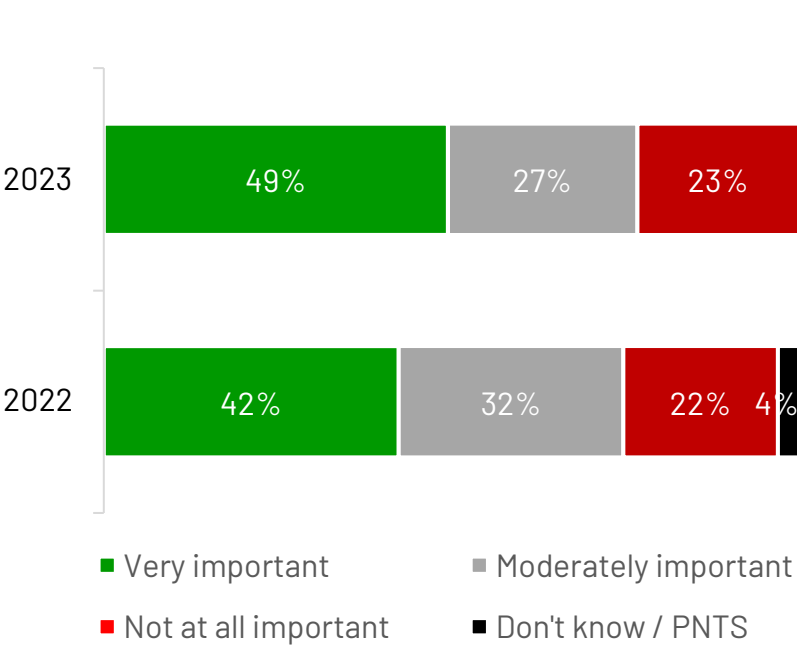
DETAILED FINDINGS: CRASH HISTORY - HISTORICAL DATA

DATA FROM Q1 2022 – Q3 2023 - CRASH HISTORY MODULE SWITCHED OFF IN Q3 2023

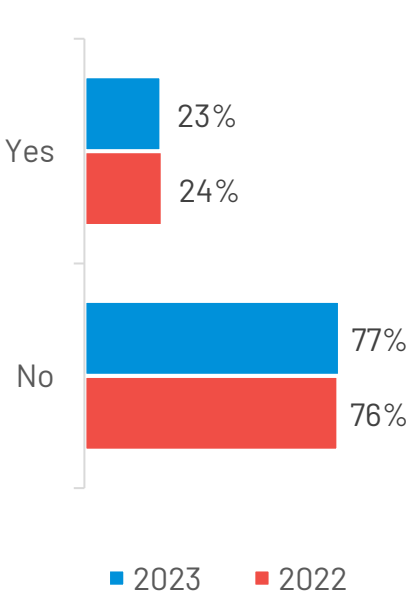
Received assistance from someone they were riding with after crashing?



How important was assistance in your recovery?



Provided assistance to a rider who had crashed?

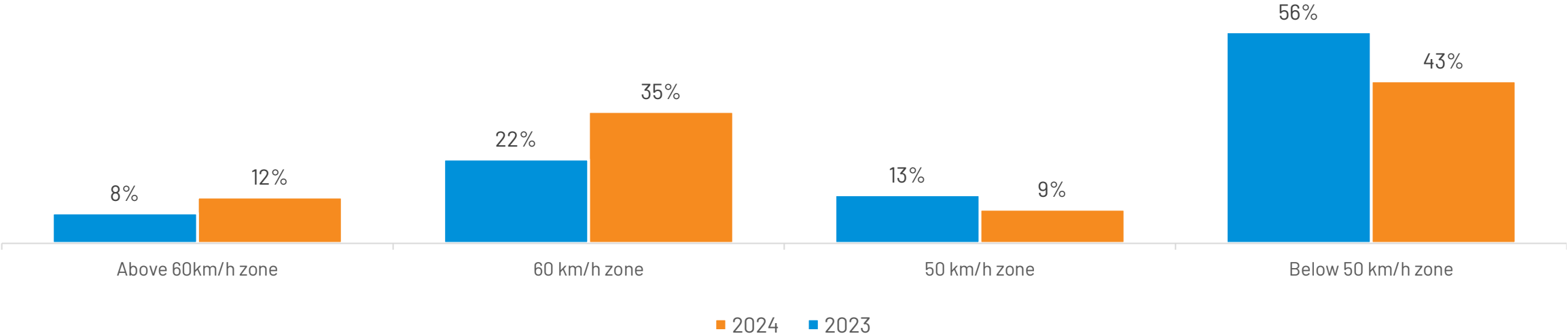


CRA5. Did you receive assistance from someone you were riding with after crashing your motorcycle? Base – Ad hoc module: Crashed while riding with others Year 2022 n=68; Year 2023 n=40. CRA6. How important was that assistance in your recovery? Base – Ad hoc module: Received assistance Year 2022 n=50; Year 2023 n=30. CRA8. Have you ever provided first aid assistance to a rider who had crashed? This could include riders you were riding with or other riders. Base – Ad hoc module: Total sample Year 2022 n=441; Year 2023 n=347. Note: Missing cases are excluded in analysis.

E-TRANSPORT DEVICES – SPEED LIMITS – HISTORICAL DATA

DATA FROM Q3 2023 – Q2 2024

^Speed limit of roads they typically ride on....



*^small sample size, please interpret with caution.*e-transport device users= those who ride an e-bike, e-scooter, e-skateboard or similar*

E4. You mentioned that you usually ride an e-bike, e-scooter or an e-skateboard on the road. What are the speed limits of the roads you typically ride an e-bike, e-scooter, e-skateboard or similar on? Base: Q3 & Q4 2023 n=44; Year 2024 n= 24 (small sample size, interpret with caution.)In Q2'24, the answer options were updated from single to multiple response. Data from Q3'24 is available in the main report.



HOW TO READ THIS REPORT

09

HOW TO READ THIS REPORT

Statistical test

The data from the Motorcycle Monitor 2022-2025 survey has been presented in a combination of charts and tables, typically at the overall level, and also where significant differences were found between groups.

Significant differences are noted when results are significantly different at a 95% confidence interval, this means we can be 95% confident that the difference observed reflects a true difference in the population of interest and is not a result of chance. Where significance testing has been conducted between a group where respondents fell into more than two categories, significance testing has been used that test one category against the average of all the other categories. For example, if it was noted that those aged 18-25 years were significantly more likely to report a certain behaviour, we would be comparing those aged 18-25 years with everyone else (i.e. the average of those aged 18-25 years vs. the average of those aged 26-39 years, 40+ years), not the overall average.

For quarter-on-quarter results, significant testing is performed versus the previous quarter.

Base sizes, notes on rounding

Base sizes may vary due to respondents that completed the survey on paper copy missing a response. Please note that missing cases have been excluded from the analysis.

In some cases, percentages have been rounded to the nearest integer and nets may not add to 100%, instead they may add to 99% or 101% due to rounding. Nets for multiple responses may also add to more than 100% as respondents are allowed to select more than one option.

HOW TO READ THIS REPORT

Definitions of sub-groups

Segment	Definition
Location – Major urban	All urban Centres with a population of 100,000 or more i.e., Melbourne, Geelong, Ballarat
Location – Other urban	All urban Centres with a population of between 1,000 and 99,999 i.e., Warrnambool, Sale, Benalla
Location – Rural balance	Remainder of State/Territory and includes Bounded Localities (centres with population of between 200 and 999 i.e., Taradale, Venus Bay, Fish Creek)
Rider activity – Active riders	Those who have ridden in the last 12 months either on or off road OR had a break from riding and have started riding again
Rider activity – Lapsed riders	Those who have not ridden in the last 12 months, either on or off road AND described themselves as regular or occasional riders OR have not ridden in the last 12 months, either on or off road AND have stopped riding and may decide to ride again in the future.
Rider activity – Former riders	Those who have not ridden in the last 12 months, either on or off road AND have stopped riding and do not intend to ride again
Rider activity – Future riders	Those who have not ridden in the last 12 months, either on or off road AND have never ridden a motorcycle but intend to ride in the future.

HOW TO READ THIS REPORT

Definitions of sub-groups

Segment	Definition
Riding purpose – Commuting	Those who ride for commuting purposes (going to work, study, shops)
Riding purpose – Working purposes	Those who ride for working purposes (excluding commuting to work)
Riding purpose – Recreation on-road	Those who ride for recreation on-road (public roads, highways, freeways)
Riding purpose – Recreation off-road	Those who ride for recreation off-road (tracks in national parks or on private property)
Licence status - Full motorcycle licence	Those who said they have a full motorcycle licence
Licence status - Probationary licence (P-plates)	Those who said they have a Probationary (P-plates) motorcycle licence
Licence status – Learner’s permit (L-plates)	Those who said they have a Learner’s permit (L-plates) motorcycle licence
No licence	Those who said they don’t have/ never held a motorcycle/ motor-scooter licence

REPORTED RESULTS PRIOR TO 2022

10

The following tables include data prior to 2022 reported by Wallis Social Research on behalf of TAC

REPORTED RESULTS PRIOR TO 2022

M2. How often, if ever, do you drive or ride the following (Motorcycles) on the road...

Column %	2017	2018	2019	2020	2021
NET: Ever	66%	65%	70%	72%	72%
More than once a week	14%	16%	14%	15%	15%
Every one or two weeks	8%	17% ↑	17%	20%	15%↓
About once a month	8%	7%	9%	8%	10%
Less than once a month	36%	26% ↓	30%	29%	33%
Never	34%	35%	30%	28%	28%
Column n	1020	961	964	1026	932

M2. - How often, if ever, do you drive or ride the following (Motorcycles) on the road...

Total sample; Weighted sample; 2017 base n=1019, 2018 base n=961, 2019 base n=964, 2020 base n=1026, 2021 base n=932

↑↓ Indicates statistically significant difference compared to respondents not in that category

REPORTED RESULTS PRIOR TO 2022

R3. Percentage of time spent riding a motorcycle vs driving a car (2012 – 2021)

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
51% or more	10%	8%	12%	9%	11%	11%	12%	9%	10%	11%
41-50%	3%	2%	3%	5%	3%	4%	5%	3%	3%	4%
31%-40%	4%	6%	4%	5%	5%	5%	5%	5%	4%	3%
21%-30%	8%	7%	8%	7%	7%	7%	7%	7%	7%	6%
11%-20%	10%	12%	13%	12%	15%	14%	12%	17%	14%	13%
Up to 10%	65%	64%	60%	62%	59%	60%	59%	58%	61%	63%
Column n	440	493	582	596	534	800	758	731	789	677

R3. - Thinking about your time spent riding and driving over the last 12 months, approximately what percentage of the time would you say you rode a motorcycle (on or off-road) as opposed to drove a car?

Filter: Ridden in the last 12 months; Weighted; 2012 base n=440, 2013 base n=493, 2014 base n=582, 2015 base n=596, 2016 base n=534, 2017 base n=800, 2018 base n=758, 2019 base n=731, 2020 base n=789, 2021 base n=677

REPORTED RESULTS PRIOR TO 2022

AT7. To what extent do you agree or disagree with the following statements – Drivers don't understand what it is like to be a motorcyclist?

	2013	2014	2015	2016	2017	2018	2019	2020	2021
NET: Agree	92%	86%	90%	89%	93%	89%	89%	92%	93%
Don't know		1%	1%	1%		1%	1%	1%	1%
NET: Disagree	5%	6%	4%	4%	3%	4%	5%	3%	4%
Neither	3%	6%	5%	7%	4%	6%	5%	4%	3%
Somewhat agree	31%	30%	31%	29%	28%	27%	32%	30%	32%
Strongly agree	61%	56%	59%	60%	65%	62%	57%	62%	61%
Column n	491	572	592	518	791	747	723	785	668

AT7. - To what extent do you agree or disagree with the following statements – Drivers don't understand what it is like to be a motorcyclist?

Base: Those who have ridden in the last 12 months.

Weighted sample; 2013 base n=491; 2014 base n=572; 2015 base n=592; 2016 base n=518; 2017 base n=791; 2018 base n=748; 2019 base n=723, 2020 base n=783, 2021 base n=668

REPORTED RESULTS PRIOR TO 2022

AT9. To what extent do you agree or disagree with the following statements – Most drivers are unaware of motorcyclists when they are driving?

Column %	2017	2018	2019	2020	2021
NET: Agree	83%	82%	86%	86%	89%
Don't know		2%	1%	1%	1%
Strongly disagree	2%	1%	1%	2%	2%
Somewhat disagree	5%	6%	5%	6%	3%
Neither	9%	9%	7%	6%	5%
Somewhat agree	42%	39%	47%	41%	47%
Strongly agree	42%	43%	39%	45%	41%
Column n	792	748	722	785	668

AT9. - To what extent do you agree or disagree with the following statements - Most drivers are unaware of motorcyclists when they are driving?

Base: Those who have ridden in the last 12 months;

Weighted sample; 2017 base n=792, 2018 base n=749, 2019 base n=723, 2020 base n=785, 2021 base n=668.

REPORTED RESULTS PRIOR TO 2022

LIC1. Do you have a motorcycle licence?

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
No Licence	2%	3%	2%	5%	3%	3%	2%	2%	2%	2%
Learner's Permit	1%	4%	4%	3%	4%	4%	2%	2%	3%	3%
Probationary licence	1%	4%	3%	4%	3%	4%	5%	5%	4%	4%
Full licence	96%	89%	91%	89%	90%	89%	91%	91%	91%	91%
Column n	548	703	781	799	763	1025	969	971	1027	924

LIC1. - Do you have a motorcycle licence?

Total 2021 sample; Weighted sample; total n=924

REPORTED RESULTS PRIOR TO 2022

LIC2. How old were you when you got your motorcycle licence?

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Under 17	9%	7%	8%	7%	5%	9%	9%	8%	7%	6%
18-25	58%	61%	56%	59%	60%	60%	58%	59%	61%	61%
26-39	24%	22%	22%	22%	22%	22%	22%	21%	20%	22%
40+	8%	8%	9%	9%	14%	9%	11%	12%	12%	10%
Column n	501	555	692	722	652	966	922	913	956	848

LIC2. - How old were you when you got your motorcycle licence?

Filter: Full and probationary licence only/ no longer hold a licence; Weighted sample; 2012 base n=501, 2013 base n=555, 2014 base n=692, 2015 base n=722, 2016 base n=652, 2017 base n=966, 2018 base n=922, 2019 base n=913, 2020 base n=956, 2021 base n=848

REPORTED RESULTS PRIOR TO 2022

LIC3. How old were you when you got your motorcycle learner’s permit?

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Under 26 years	72%	46%	40%	61%	31%	47%	37%	35%	38%	36%
26-39 years	28%	25%	35%	30%	28%	36%	50%	47%	37%	50%
40 years and over	0%	28%	25%	8%	41%	17%	13%	18%	26%	14%
Column n	22	117	79	83	56	40	29	31	46	49

LIC3. - How old were you when you got your motorcycle learner’s permit?

Filter: Learner licence only; Weighted sample; 2012 base n=22, 2013 base n=117, 2014 base n=79, 2015 base n=83, 2016 base n=56, 2017 base n=40, 2018 base: n=29, 2019 base: n=31, 2020 base n=46, 2021 base n=49



REPORTED RESULTS PRIOR TO 2022

R4. Which of the following best describes your motorcycle riding history?
R1. Have you ridden a motorcycle in the last 12 months (either on or off-road)?

	2013	2014	2015	2016	2017	2018	2019	2020	2021
Active riders	42%	55%	54%	53%	56%	52%	56%	57%	53%
Lapsed riders	48%	40%	37%	39%	34%	37%	34%	34%	38%
Former riders	10%	5%	9%	8%	10%	11%	10%	9%	9%
Column n	690	774	791	762	1024	967	970	1037	933

R4. - Which of the following best describes your motorcycle riding history?

R1. - Have you ridden a motorcycle in the last 12 months (either on or off-road)?

All respondents; Weighted, n=933



REPORTED RESULTS PRIOR TO 2022

R1. Have you ridden a motorcycle in the last 12 months (either on or off-road)?

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
	71%	57%	62%	66%	60%	62%	61%	66%	66%	62%
Column n	545	694	777	793	761	1024	968	972	1036	933

R1. - Have you ridden a motorcycle in the last 12 months (either on or off-road)?

Filter: excludes never ridden a motorcycle; Total sample; Weighted sample; 2021 base n=933



REPORTED RESULTS PRIOR TO 2022

R4. Which of the following best describes your motorcycle riding history?

	2013	2014	2015	2016	2017	2018	2019	2020	2021
I have never had a break from riding since learning to ride and ride regularly	16%	20%	18%	15%	15%	16%	17%	19%	15%
I have never had a break from riding since learning to ride but only ride occasionally	18%	21%	22%	23%	23%	20%	24%	23%	20%
I had a break from riding and have started riding again	9%	17%	16%	16%	18%	16%	15%	15%	18%
I have stopped riding and may decide to ride again in the future	46%	37%	34%	38%	34%	37%	34%	34%	38%
I have stopped riding and do not intend to ride again	10%	5%	9%	8%	10%	11%	9%	9%	9%
I have never ridden a motorcycle	1%	0%	1%	0%	0%	0%	1%	0%	0%
Column n	692	776	798	762	1024	967	970	1037	933

R4. - Which of the following best describes your motorcycle riding history?

Total sample; Weighted; 2013 base n=692; 2014 base n=776, 2015 base n=798, 2016 base n=762, 2017 base n=1024, 2018 base n=971, 2019 base n=970 2017 base n=1024, 2018 base n=971, 2019 base n=970, 2020 base = 1,037, 2021 base n=933

REPORTED RESULTS PRIOR TO 2022

R5. Approximately, how long was the most recent break?

Column %	2013	2014	2015	2016	2018	2019	2020	2021
Up to 11 months	28%	40%	50%	39%	25%	19%	14%	16%
1-2 years	19%	30%	18%	22%	22%	26%	21%	22%
3-5 years	31%	12%	13%	19%	19%	15%	22%	19%
6 years or more	22%	18%	18%	19%	34%	40%	43%	43%
Column n	72	114	117	126	198	173	184	183

R5. - Approximately, how long was the most recent break?

Filter: Had a break from riding but started riding again

Weighted; 2013 base n=72; 2014 base n=114, 2015 base n=117, 2016 base n=126, 2017 base n=214, 2018 base n=198, 2019 base n=173, 2020 base n=184, 2021 base n=183

REPORTED RESULTS PRIOR TO 2022

R2. Reasons why motorcyclists have not ridden in the last 12 months (2013 – 2021)

	2013	2014	2015	2016	2017	2018	2019	2020	2021
No longer own a motorcycle	69%	65%	61%	66%	66%	65%	64%	71%	70%
Family commitments/change in lifestyle	42%	47%	37%	34%	29%	31%	25%	26%	25%
Too busy/never have time to ride	21%	22%	14%	16%	11%	7%	7%	12%	7%
Prefer to travel using other modes (drive, cycle, public transport etc.)	17%	16%	23%	15%	17%	16%	17%	12%	17%
Too expensive to maintain a motorcycle	6%	7%	8%	11%	8%	5%	6%	7%	5%
Motorcycle related injury	7%	2%	3%	2%	4%	3%	8%	5%	4%
Moved locations, so became too far to ride	4%	4%	4%	1%	1%	1%	4%	1%	3%
Non-motorcycle related injury	2%	4%	7%	4%	3%	3%	6%	3%	4%
Other	7%	6%	5%	4%	11%	12%	15%	9%	13%
Column n	164	163	143	165	187	179	233	237	252

R2. - What are the main reasons why you haven't ridden a motorcycle in the last 12 months? Multiple responses

Filter: Not ridden in last 12 months

Weighted; 2012 base n=89, 2013 base n=164; 2014 base n=163, 2015 base n=143, 2016 base n=165, base n=189, 2018 base n=179, 2019 base n=233, 2020 base n=237, 2021 base n=252

REPORTED RESULTS PRIOR TO 2022

TYPA/B/C. - Approximately what percentage of the time did you ride in the following categories excluding any riding you might do for work purposes?

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Commuter	44%	55%	54%	53%	53%	52%	56%	53%	56%	60%
Recreational on-road	82%	79%	79%	79%	72%	77%	78%	79%	79%	77%
Recreational off-road	41%	54%	43%	37%	42%	41%	32%	44%	37%	39%
<i>Column n</i>	354	399	495	473	470	746	692	659	726	628

TYPA/B/C. - Approximately what percentage of the time did you ride in the following categories excluding any riding you might do for work purposes?

Filter: Active riders; Weighted; 2012 base n=354; 2013 base n=399; 2014 base n=495; 2015 base n=473; 2016 base n=470, 2017 base n=746, 2018 base n=692, 2019 base n=659, 2020 base n=726, 2021 base n=628

REPORTED RESULTS PRIOR TO 2022

RID1A/B/C. - Thinking now about how many kilometres you rode ON ANY motorcycle on the road for any reason over the last 12 months... (Per week; per month or per year)

Column %	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Don't know	21%	17%	27%	24%	25%	18%	20%	24%	21%	19%
1,501 or more kms per month	4%	3%	3%	2%	3%	3%	5%	4%	4%	4%
1,001-1,500 kms per month	3%	3%	3%	5%	3%	5%	2%	3%	4%	3%
501-1,000 kms per month	11%	9%	11%	8%	9%	9%	13%	9%	12%	13%
101-500 kms per month	29%	23%	28%	32%	34%	34%	28%	27%	31%	28%
Up to 100 kms per month	33%	45%	28%	29%	28%	32%	31%	32%	29%	33%
Column n	440	496	583	603	518	786	744	713	656	547

RID1A/B/C. - Thinking now about how many kilometres you rode ON ANY motorcycle on the road for any reason over the last 12 months... (Per week; per month or per year)

Filter: Ridden in the last 12 months; Weighted; 2012 base n=440; 2013 base n=496; 2014 base n=583; 2015 base n=603; 2016 base n=518; 2017 base n=770; 2018 base n=728, 2019 base n=699, 2020 base n=656, 2021 base n=547

REPORTED RESULTS PRIOR TO 2022

RID2A/B/C- Thinking now about how many hours you rode on any motorcycle off-road for any reason over the last 12 months? An approximate number is OK.

Column %	2017	2018	2019	2020	2021
50 hours or more	3%	3%	3%	3%	2%
21-49 hours per month	5%	5%	4%	4%	5%
8-20 hours per month	11%	10%	11%	9%	10%
Up to 8 hours per month	31%	28%	27%	23%	27%
None / unsure	50%	53%	54%	61%	56%
Column n	763	727	598	745	646

RID2A/B/C- Thinking now about how many hours you rode on any motorcycle off-road for any reason over the last 12 months? An approximate number is OK.

Filter: If ridden in the last 12 months

Weighted; 2017 base n=763; 2018 base n=727, 2019 base n=598, 2020 base n=745, 2021 base n=646

REPORTED RESULTS PRIOR TO 2022

AT5. - Agreement/disagreement with statements about fatigue

Column %	2013	2014	2015	2016	2017	2018	2019	2020	2021
NET: Agree	94%	93%	95%	95%	93%	94%	94%	96%	95%
Don't know	2%	1%	-	1%	-	1%	-	-	1%
Strongly agree	85%	80%	85%	79%	80%	84%	79%	83%	84%
Somewhat agree	9%	13%	10%	16%	13%	10%	15%	13%	11%
NET: Neutral / disagree	5%	5%	4%	5%	6%	5%	5%	4%	5%
Column n	490	573	591	520	791	746	721	782	668

AT5. - Agreement/disagreement with statements about fatigue

Weighted; 2013 base n=490; 2014 base n=573; 2015 base n=591; 2016 base n=520; 2017 base n=791; 2018 base n=747; 2019 base n=721; 2020 base n=780; 2021 base n=668 / Neutral and don't know responses not shown)

REPORTED RESULTS PRIOR TO 2022

BEH1. - How often have you intentionally ridden above the speed limit in a 60km/h zone, even if by only a few kms per hour, in the last three months?

Column %	2017	2018	2019	2020	2021
NET: Ever	40%	44%	45%	39%	41%
All of the time	1%	1%	1%	0%	0%
Most of the time (More than half but not all)	4%	3%	5%	3%	5%
About half the time (50%)	7%	6%	6%	5%	6%
Some of the time (Less than half but not never)	29%	34%	33%	30%	30%
None of the time	57%	54%	53%	57%	56%
Don't know	3%	2%	2%	3%	2%
Column n	790	748	722	782	663

BEH1. - How often have you intentionally ridden above the speed limit in a 60km/h zone, even if by only a few kms per hour, in the last three months?

Base: Ridden in the last 12 months - Weighted; 2015 base n=591; 2016 base n=520; 2017 base n=790; 2018 base n=748, 2019 base n=722, 2020 base n=782, 2021 base n=663

REPORTED RESULTS PRIOR TO 2022

BEH2. - Intentionally ridden above the speed limit in a 100km/h zone, even if by only a few km's per hour?

Column %	2017	2018	2019	2020	2021
NET: Ever	48%	48%	51%	42%↓	45%
All of the time	1%	1%	3%	1%	1%
Most of the time (More than half but not all)	7%	4%	6%	5%	9%↑
About half the time (50%)	6%	5%	6%	6%	6%
Some of the time (Less than half but not never)	34%	38%	36%	30%	29%
None of the time	49%	51%	48%	55%↑	53%
Don't know	3%	1%	1%	3%	2%
Column n	789	747	723	782	662

BEH2. - Intentionally ridden above the speed limit in a 100km/h zone, even if by only a few km's per hour?

Base: Ridden in the last 12 months - Weighted; 2017 base n=789; 2018 base n=747, 2019 base n=723, 2020 base n=782, 2021 base n=662

↑↓ Indicates statistically significant difference compared to respondents not in that category

REPORTED RESULTS PRIOR TO 2022

AT1. - To what extent do you agree or disagree with the following statement?
I ride over the speed limit if I'm sure I'll get away with it.

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
NET: Agree	19%	18%	21%	24%	19%	20%	26%	23%	19%	18%
Don't know	1%	1%	1%	1%	2%	1%	1%	2%	1%	2%
Strongly agree	3%	3%	6%	5%	6%	6%	7%	5%	4%	4%
Somewhat agree	16%	15%	15%	19%	13%	14%	18%	18%	15%	14%
Neither	15%	17%	16%	15%	18%	14%	16%	18%	15%	20%
Somewhat disagree	20%	18%	21%	16%	16%	17%	20%	16%	17%	16%
Strongly disagree	45%	47%	41%	44%	45%	48%	37%	40%	48%	44%
Column n	440	489	569	592	521	789	789	723	780	665

AT1. - To what extent do you agree or disagree with the following statement? I ride over the speed limit if I'm sure I'll get away with it.

Base: Ridden in the last 12 months - Weighted; 2012 base n=440; 2013 base n=489; 2014 base n=569; 2015 base n=592; 2016 base n=521; 2017 base n=789; 2018 base: n=749; 2019 base n=723; 2020 base n=780; 2021 base n=665.

REPORTED RESULTS PRIOR TO 2022

SPE2. - How fast should people be allowed to ride a motorcycle in a 60km/h zone without being booked for speeding?

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Don't know	3%	6%	6%	8%	7%	5%	6%	4%	5%	7%
67 km/h or above	4%	6%	9%	8%	9%	8%	13%	10%	6%	7%
64-66 km/h	21%	18%	18%	28%	29%	31%	27%	29%	28%	28%
61-63 km/h	8%	7%	9%	11%	18%	14%	13%	16%	21%	21%
Up to 60 km/h	63%	64%	58%	45%	37%	43%	41%	42%	40%	37%
Column n	358	403	510	488	465	727	672	653	696	600

SPE2. - How fast should people be allowed to ride a motorcycle in a 60km/h zone without being booked for speeding?

Filter: Active riders; Weighted; 2012 base n=358; 2013 base n=403; 2014 base n=510; 2015 base n=488; 2016 base n=465; 2017 base n=727, 2018 base n=680, 2019 base n=653, 2020 base n=696, 2021 base n=600

REPORTED RESULTS PRIOR TO 2022

SPE4 - How fast should people be allowed to ride a motorcycle in a 100km/h zone without being booked for speeding?

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Don't know	2%	5%	4%	8%	5%	6%	5%	3%	4%	5%
111 km/h or above	8%	6%	9%	9%	7%	8%	9%	8%	6%	5%
106-110 km/h	19%	19%	20%	21%	25%	27%	29%	28%	23%	25%
101-105 km/h	16%	14%	19%	22%	29%	24%	24%	24%	33%	32%
Up to 100 km/h	55%	55%	48%	40%	33%	36%	33%	37%	34%	32%
Column n	357	403	506	487	460	726	672	644	695	600

SPE4 - How fast should people be allowed to ride a motorcycle in a 100km/h zone without being booked for speeding?

Filter: Active riders; Weighted; 2012 base n=357; 2013 base n=403; 2014 base n=506; 2015 base n=487; 2016 base n=460; 2017 base n=726; 2018 base n=672, 2019 base n=644, 2020 base n=695, 2021 base n=600

REPORTED RESULTS PRIOR TO 2022

POL1. - Have you been pulled over by police for any reason while riding your motorcycle in the last 12 months?

Column %	2017	2018	2019	2020	2021
Yes	16%	17%	14%	17%	13%
No	83%	83%	85%	83%	87%
Don't know / Refused	1%	1%	1%	0%	0%
Column n	727	675	647	697	598

POL1. - Have you been pulled over by police for any reason while riding your motorcycle in the last 12 months?

Filter: Active riders; Weighted; 2012 base n=359; 2013 base n=506; 2014 base n=404; 2015 base n=486; 2016 base n=467; 2017 base n=725, 2018 base n=675, 2019 base n=647, 2020 base n=697, 2021 base n=598



REPORTED RESULTS PRIOR TO 2022

POLB. - In the last 12 months, how many times, if any have you been breath-tested when riding your motorcycle

	2015	2016	2017	2018	2019	2020	2021
NET: Breath tested	20%	19%	19%	24%	24%	19%	15%
Two or more times	10%	7%	8%	6%	8%	8%	5%
Once	10%	12%	11%	17%	12%	12%	10%
Zero	79%	80%	79%	76%	81%	81%	85%
Column n	491	467	729	674	644	695	595

POLB. - In the last 12 months, how many times, if any have you been breath-tested when riding your motorcycle

Filter: Active riders; Weighted; 2021 base n=595

REPORTED RESULTS PRIOR TO 2022

FEA. - Have you heard of any of the following motorcycle safety features?

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
ABS (Antilock braking system)	77%	75%	79%	81%	84%	89%	86%	90%	87%	88%
Traction control	58%	53%	53%	57%	58%	66%	62%	66%	70%	74%
Motorcycle Stability Control								42%	54%	53%
Speed limiter function	32%	30%	29%	38%	37%	46%	38%	47%	48%	52%
Motorcycle to vehicle communication									35%	22%
I have heard of none of the above	13%	16%	11%	12%	14%	7%	9%	7%	10%	8%
Column n	359	405	511	491	468	565	672	307	516	597

FEA. - Have you heard of any of the following motorcycle safety features?

Filter: Active riders; Weighted sample; 2012 base n=359; 2013 base n=405; 2014 base n=511; 2015 base n=491; 2016 base n=468; 2017 base n=565, 2018 base n=672, 2019 base n=307, 2020 base n=516, 2021 base n=597

REPORTED RESULTS PRIOR TO 2022

ATB - To what extent do you agree or disagree with the following statement. I think motorcyclists should always wear motorcycle clothing (jacket, pants, boots and gloves) while riding

	2017	2018	2019	2020	2021
NET: Agree	84%	86%	82%	88%	86%
Strongly agree	69%	71%	64%	67%	68%
Somewhat agree	16%	19%	18%	17%	17%
Neither	5%	4%	6%	4%	5%
Somewhat disagree	5%	5%	6%	3%	5%
Strongly disagree	6%	5%	6%	5%	5%
Column n	792	748	721	784	665

ATB - To what extent do you agree or disagree with the following statement. I think motorcyclists should always wear motorcycle clothing (jacket, pants, boots and gloves) while riding

Filter: Ridden in the last 12 months; Weighted sample; Base n=665

REPORTED RESULTS PRIOR TO 2022

MC7 - Have you ever had a crash while riding a motorcycle, not including dropping your bike while stationary and not including a crash that occurred while participating in motorcycle sport?

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
No	46%	54%	53%	59%	54%	56%	58%	58%	60%	58%
Yes	54%	46%	47%	41%	46%	44%	42%	42%	40%	42%
Column n	545	694	778	794	748	1021	960	959	1029	925

MC7 - Have you ever had a crash while riding a motorcycle, not including dropping your bike while stationary and not including a crash that occurred while participating in motorcycle sport?

Filter: Total sample (excluding refused); Weighted sample; 2012 base n=545; 2013 base n=694; 2014 base n=778; 2015 base n=794; 2016 base n=748; 2017 base n=1021; 2018 base n=960, 2019 base n=959, 2020 base n=1,029, 2021 base n=925

REPORTED RESULTS PRIOR TO 2022

D6. - Would you like to make any suggestions to the TAC about what they can do to improve rider safety?

Column %	2017	2018	2019	2020	2021
None / it's up to the individual / riders are responsible for their own actions	27%	23%	21%	23%	27%
Improve road user awareness /education (include training in motorcycle and push bike safety/sharing the road etc)	12%	16%	17%	18%	21%
Awareness campaigns / continue the advertising	3%	4%	6%	9%	5%↓
Maintain the roads / fix defects / remove pot holes / clean up after road works	5%	5%	5%	7%↑	9%
Remove wire rope crash barriers / wire barriers can kill	2%	6%↑	6%	4%↓	2%↓
Make the wearing of protective clothing mandatory	4%	3%	3%	3%	2%
More/improved car driver training	4%	3%	3%	3%	2%
Improve road design / consider road safety in road design	0%	1%	2% ↑	2%	2%
Make the wearing of high visibility vests and jackets mandatory	4%	2%	3%	2%	2%
Comprehensive learner rider courses / more supervised training	3%	3%	3%	2%	4%
Column n	1028	971	972	1037	933

D6. - Would you like to make any suggestions to the TAC about what they can do to improve rider safety?

Total Sample Weighted; Base 2021 n=1,028

↑↓ Indicates statistically significant difference compared to respondents not in that category

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