

TAC MOTORCYCLE MONITOR - 2022

GAME CHANGERS



Final report of findings

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EXECUTIVE SUMMARY

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EXECUTIVE SUMMARY

This report presents the findings from the 2022 Motorcycle Monitor survey. The research includes a range of topics including travel habits, riding activity, speeding, fatigue, drinking behaviour and attitudes, use of protective gear and other ad hoc topics such as crash history, up-skilling/training and learning to ride experience.

Motorcycle riding

The majority of respondents (70%) have ridden a motorcycle in the last 12 months. The majority of time spent riding is for recreational purposes on-road (48% of the time), a further 24% of time spent riding is for commuting purposes, 23% of time is spent riding for recreation off-road and only 5% of time is spent riding for working purposes.

Nearly 1-in-4 (23%) respondents have not ridden in the last 12 months or have stopped riding and may decide to ride in the future (lapsed riders) and fewer than 1-in-10 (7%) stopped riding and may not decide to ride again (former riders).

Learning to ride

Most respondents learned to ride a motorcycle by the time they were 26 years old - half (50%) started riding a motorcycle when they were under 18 years, with a further 30% started riding when they were older than 18 but younger than 26 years.

The majority (80%) keep their motorcycle skills up to date and the most common source they use to brush up on their skills is YouTube (54%), followed by information they get from friends and family (43%) and visiting a motorcyclist website (34%).

Training courses are predominantly attended to assist with getting learners permit or licences (42%). That said, 60% attended between one and five post-licence training courses.

Motorcycle riding behaviours and attitudes

Overall, the majority of respondents tend not to undertake behaviours that they perceived to be dangerous when riding a motorcycle, such as riding when they knew they were over the legal blood alcohol limit or riding when they thought they were under the legal blood alcohol limit while drinking alcohol (98% and 78%, respectively), speeding (47% - 64%), riding without protective gear on long (97%) or short (80%) trips and riding while very tired (79%).

In terms of perceptions, most respondents think that is dangerous to ride while over the legal blood alcohol limit (87%), although riding when you know you are under the legal blood alcohol limit (but have been drinking) is perceived less dangerous; 1-in-3 (29%) respondents think it is not at all dangerous and 26% think the level of risk is relatively low.

The perception that riding **up to 3km/h over** the speed limit in a 60km/h or a 100 km/h zone is dangerous is relatively low (24% and 30%, respectively). While, riding **over the 3km/h limit** is perceived less dangerous in a 100km/h zone.

Regarding other behaviours, most respondents think that riding without protective gear when going on long trips (91%), short trips (68%), riding while tired (79%) and taking the eyes off the road for two seconds (68%) is extremely dangerous.

Motorcycle safety

Overall, there is a general agreement that motorcyclists should always wear protective motorcycle clothing while riding, with 9-in-10 (90%) of respondents agreeing with this statement.

The most commonly used gear is the helmet – 96% of riders wear a helmet all the time – followed by riding gloves (85%), a riding jacket (72%), specific riding boots that cover the ankles (59%) and riding pants (53%).

In terms of motorcycle safety features, the most commonly known motorcycle safety feature is ABS (Anti-lock braking system) – most people are aware of this feature (90%), 7-in-10 (70%) report considering this for their next motorcycle and over half (55%) have it in their current motorcycle.

Crash history

Around half (47%) of the participants that have ridden a motorcycle in the past said they have had a crash while riding a motorcycle. Half of these incidents (53%) happened 11 years or more ago.

In the majority of cases where riders crashed while riding with others, the rider received assistance from someone they were riding with (73%) and 2-in-5 (42%) thought the assistance they received was very important.

Finally, only 1-in-4 respondents (24%) said they have provided first aid assistance to a rider who had crashed, including those they were riding with or other riders.

RESEARCH CONTEXT

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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.

The study included three 'touch points' with participants, i.e. online survey, paper survey and telephone interviews.

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.



RESEARCH OVERVIEW

Motorcycle Monitor - 2022	
Fieldwork	Q1'22: w/c 21 Feb – w/c 4 April, 2022 Q2'22: w/c 2 May – w/c 20 Jun, 2022 Q3'22: w/c 25 Jul – w/c 12 Sep, 2022 Q4'22: w/c 21 Nov – w/c 12 Dec, 2022
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	Q1'22: n=335 Q2'22: n=263 Q3'22: n=222 Q4'22: n=129*
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 – demographic profile used for weighting is available in the next page.

Note: In Q4'22, regions and locations affected by the flood events in Victoria during October – November 2022 were excluded from the sample, therefore the sample size in Q4'22 is lower compared to other quarters.

DEMOGRAPHICS



Profile

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

Age	% unweighted	% weighted	% population
18-25 Y.O.	13%	4%	4%
26-39 Y.O.	21%	24%	24%
40+ Y.O.	67%	72%	72%

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 of 1,000 and 99,999 i.e., Warrnambool, Sale, Benalla)	30%	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%

Licence type	% unweighted	% weighted	% population
Full motorcycle licence	80%	91%	91%
Learner or probationary licence	17%	7%	7%
No licence	2%	2%	2%

DETAILED FINDINGS

3

MOTORCYCLE RIDING



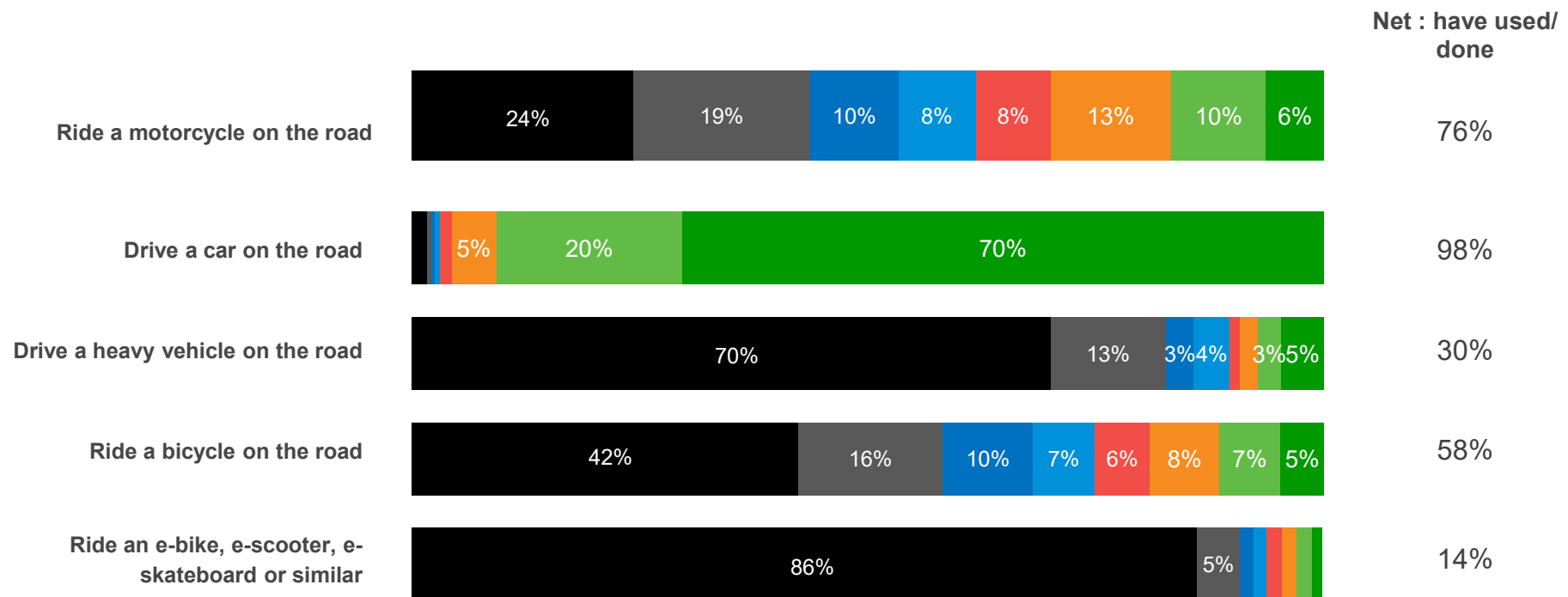
MOTORCYCLE RIDING - SUMMARY

- 3-in-4 (76%) respondents ride a motorcycle on the road (for any purpose i.e., commuting, work, recreation), with 70% saying they have ridden a motorcycle in the last 12 months.
 - Respondents aged 40+ years, females and full licence holders are less likely than the average to have ridden a motorcycle in the last 12 months.
- Among those who have ridden a motorcycle in the past 12 months, the average time spent driving a car is higher (81%) than the time spend riding a motorcycle (19%).
- When looking to understand the types of riding, the majority of time spent riding is for recreational purposes on-road (48% of the time), a further 24% of the time spent riding is for commuting purposes, 23% of time riding is for recreation off-road and only 5% of time spent riding is for working purposes.
 - Respondents aged 18-25 and 26-39 years old are more likely to spend time riding for commuting purposes (36% and 31% of the time, respectively), meanwhile respondents aged 40+ years are more likely to ride for recreation on-road (54% of the time).
- Nearly 1-in-4 (23%) respondents have not ridden in the last 12 months, or have stopped riding and may decide to ride in the future (lapsed riders) and fewer than 1-in-10 (7%) stopped riding and do not intend to ride again (former riders).
 - Respondents over 40 years, and females are significantly more likely than the average to be either lapsed or former riders, meanwhile full licence holders are more likely than average to be lapsed riders.
 - Among those who haven't ridden a motorcycle in the last 12 months, the main reasons for not riding is no longer owning a motorcycle (73%). Meanwhile, among those who stopped riding and do not intend to ride again, the main reasons for stopping are safety concerns (65%) followed by not being interested in riding / motorcycles (39%) and a preference to use other modes of transport (39%).

GETTING ABOUT



The majority of respondents (98%) drive a car when getting about in general and tend to drive regularly – 5 to 7 days a week. Riding a motorcycle is also a way of getting about for most respondents, with 76% of respondents saying they ride at least occasionally.



■ Never ■ Once every six months or less ■ Every couple of months ■ About once a month ■ About once a fortnight ■ About once a week ■ 2-4 days a week ■ 5-7 days a week

Missing cases are excluded in analysis.

12 – © Ipsos | TAC Motorcycle Monitor - 2022 Note: Data labels for findings under 3% are not presented in charts

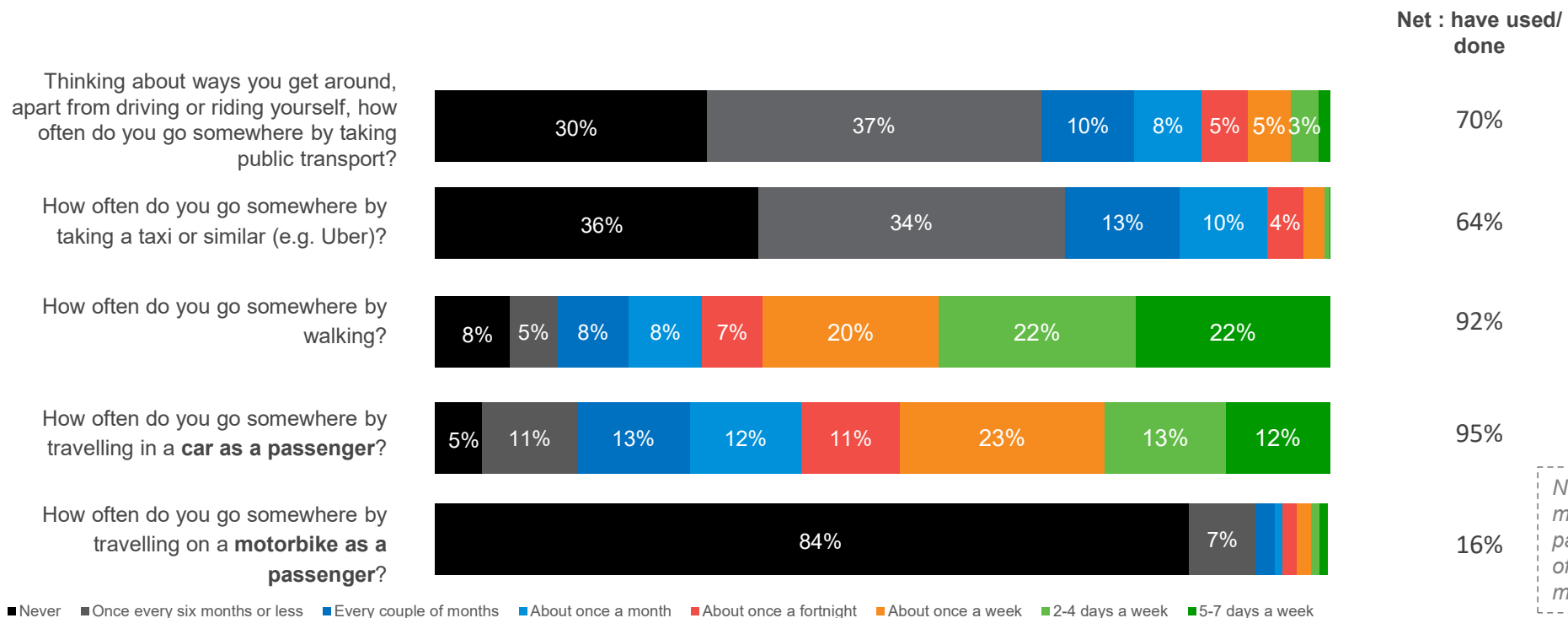
M2. The following questions are about how often you do a number of things when driving, riding, or getting about in general. Please provide the answer that best describes how often you do these things. We understand it can be difficult to be exact. Base: Total sample n = from 941 to 948, depending on the statement. Weight: WEIGHT FINAL (EXCL. R&L STATUS).



GETTING ABOUT (CONT.)



Most respondents (95%) also travel by car as a passengers. A large proportion also travel using public transport, or by taking taxi or using ridesharing services such as Uber – respondents aged 26-39 years and those living in major urban areas are more likely to travel by taking a taxi or similar when compared to the average (81% and 74%, respectively).



Note: travelling on a motorbike as a passenger is used less often than other modes of transport.

Missing cases are excluded in analysis.

13 – © Ipsos | TAC Motorcycle Monitor - 2022 *Note: Data labels for findings under 3% are not presented in charts*

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. We understand it can be difficult to be exact. Base: Total sample n = from 941 to 948, depending on the statement. Weight: WEIGHT FINAL (EXCL. R&L STATUS).



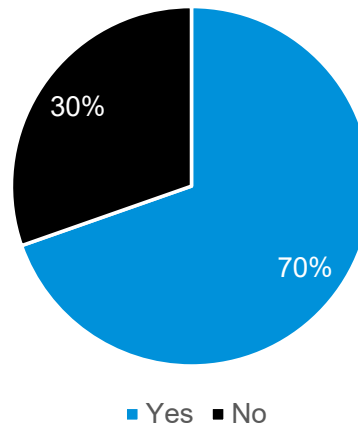
MOTORCYCLE RIDERS



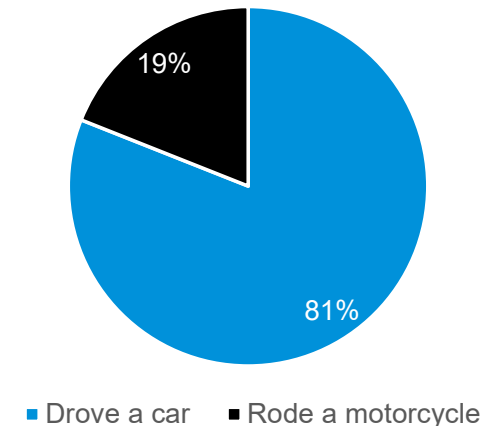
While the majority of respondents (70%) have ridden a motorcycle in the last 12 months, respondents spend more time on average driving a car than riding a motorcycle (on or off-road) – 81% vs 19%. When looking at differences across sub-groups, respondents aged 40+ years, and females are less likely than the average to have ridden a motorcycle in the last 12 months. Meanwhile, those with probatory licence or learner's permit were more likely to say they have ridden in the last 12 months.

	Have ridden in the last 12 months
Age	
18-25 years old	94%
26-39 years old	78%
40+ years old	65%
Gender	
Male	72%
Female	53%
Licence type	
Full licence	68%
Probatory licence	93%
Learner's permit	97%

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



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



##% Significantly higher compared to average @ 95% SI

##% Significantly lower compared to average @ 95% c.i.

Missing cases are excluded in analysis.

14 – © Ipsos | TAC Motorcycle Monitor - 2022 Note: Data labels for findings under 3% are not presented in charts

R1. Have you ridden a motorcycle in the last 12 months, either on or off-road? Base: Total sample n = 946. // 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 n=644. (Weight for both: WEIGHT FINAL (EXCL. R&L STATUS)).



Active riders are predominantly those who have ridden in the last 12 months. Meanwhile, nearly 1-in-4 (23%) respondents are **lapsed riders** and fewer than 1-in-10 (7%) are **former riders**. Respondents over 40 years and females are significantly more likely than the average to be either lapsed or former riders, meanwhile full licence holders are more likely to be lapsed riders.



Never had a break from riding since learning to ride and ride regularly	21%
Never had a break from riding since learning to ride but only ride occasionally	23%
Had a break from riding and have started riding again	17%
Stopped riding and may decide to ride in the future	31%
Stopped riding and do not intend to ride again	8%
Have never ridden a motorcycle but I intend to ride in the future	0.03%

	Lapsed riders	Former riders
Age		
18-25 years old	3%	2%
26-39 years old	18%	2%
40+ years old	25%	9%
Gender		
Male	21%	6%
Female	33%	13%
Licence type		
Full licence	24%	7%
Probatory licence	7%	0%
Learner's permit	3%	0%

Note: only 1% of Active Riders have not ridden in the last 12 months.

Missing cases are excluded in analysis.

R4. Which of the following best describes your motorcycle riding history? Base: Total sample n = 947. Weight: WEIGHT FINAL (EXCL. R&L STATUS).

Significantly higher compared to average @ 95% c.i.

Significantly lower compared to average @ 95% c.i.

TYPES OF RIDING – ON-ROAD



The majority of respondents (87%) reported riding on the road in the last 12 months. On average, the majority of the time is spent riding for recreational purposes on-road (48% of the time), a further 24% of the time is spent riding for commuting purposes and only 5% riding for working purposes. Respondents aged 18-25 and 26-39 years old are more likely to spend time riding for commuting purposes (36% and 31% of the time, respectively), meanwhile respondents aged 40+ years are more likely to ride for recreation on-road (54% of the time). When asking respondents how many kilometres they ride on the road per month, nearly 4-in-10 (37%) said they rode between 101-500 kms per month, 3-in-10 (29%) said they rode up to 100 kms per month and 2-in-10 (20%) rode 501 kms or more.

Average percentage of time spent riding...

48%

RECREATION ON-ROAD

24%

COMMUTING PURPOSES

5%

WORKING PURPOSES (EXCL. COMMUTING)

Average kms ridden on road per month...

	Total	Commuting	Working	Recreation on-road
Up to 100kms per month	29%	24%	17%	30%
101-500 kms per month	37%	38%	34%	38%
501-1000 kms per month	14%	18%	18%	13%
1001-1500 kms per month	2%	3%	3%	2%
1501+ kms per month	4%	4%	7%	4%
Don't know	14%	13%	22%	12%

###% Significantly higher compared to average @ 95% c.i.

###% Significantly lower compared to average @ 95% c.i.

16 – © Ipsos | TAC Motorcycle Monitor - 2022 Note: Data labels for findings under 3% are not presented in charts. Missing cases are excluded in analysis.

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? Base: Have ridden a motorcycle in the last 12 months n=660. Filter: Sum at TYP IS 100% And gave a km estimate or don't know at RID1. Weight: WEIGHT FINAL (EXCL. R&L STATUS)./ Average km ridden on road per month – Base: Have ridden a motorcycle on the road in the last 12 months n=584.



TYPES OF RIDING – OFF-ROAD



Meanwhile, just over 1-in-10 (13%) respondents have ridden a motorcycle off-road in the last 12 months. On average, riding off-road for recreation represents 23% of the total time spent riding either on and off road. The majority of those who have ridden a motorcycle off-road only rode for a few hours per month, with 59% saying they rode off-road for recreation for up to eight hours per month.

Average percentage of time spent riding...

23%

RECREATION OFF-ROAD

Average hours ridden **off road** per month...

	Total
Up to 8 hours per month	59%
9-20 hours per month	12%
21-49 hours per month	9%
50+ hours per month	5%
Don't know	15%

PRIMARY MOTORCYCLE RIDDEN

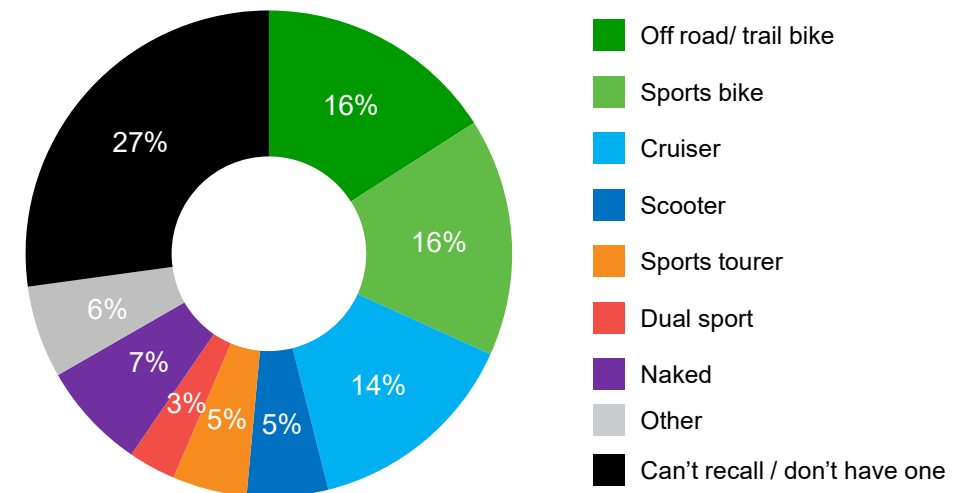
When looking at the types of motorcycles respondents ride most often, more than 1-in-10 said they ride an off road/ trail bike (16%), a sports bike (16%) or a cruiser bike (14%).

The majority of respondents (65%) ride a bike that is aged 5+ years and around 4-in-10 ride a bike with an engine capacity of 251-700 cc (40%) or 700cc+ (38%).

Age of motorcycle



Engine Capacity



MC1. Thinking about the one motorcycle you ride most often, what type of motorcycle is it? Base: Total sample n=932 | MC3. In which year was it manufactured? Base: Has a motorcycle in the household n=632 | MC5. What capacity is the engine? Base: Has a motorcycle in the household n=642. Weight: WEIGHT FINAL (EXCL. R&L STATUS).

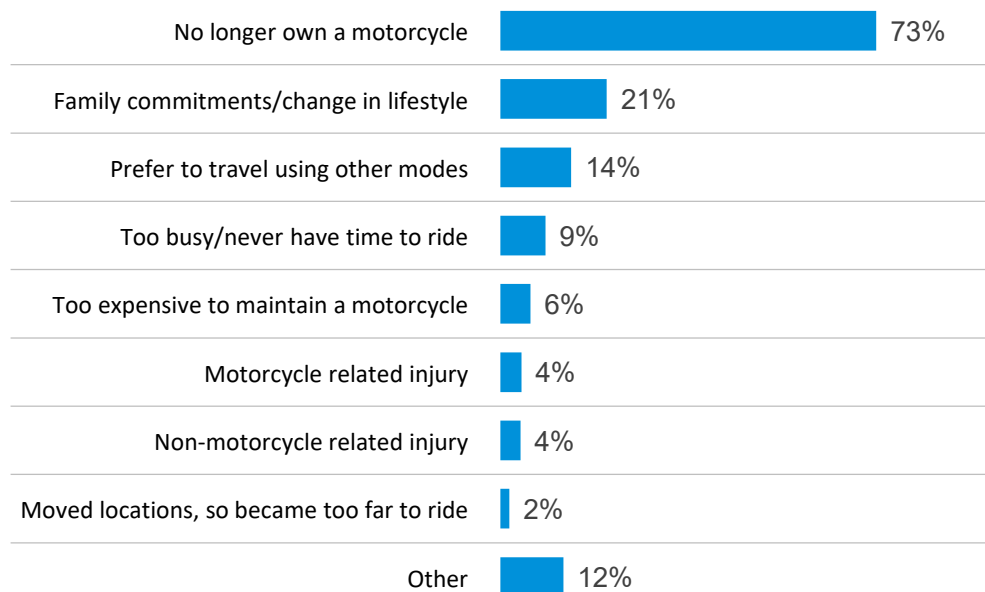
REASONS FOR NOT RIDING



Among those who haven't ridden a motorcycle in the last 12 months, the main reasons for not riding are: no longer owning a motorcycle (73%), a change in lifestyle or family commitments (21%), and a preference to use other modes of transport (14%). Meanwhile, among those who stopped riding and do not intend to ride again, the main reason for stopping riding is safety concerns (65%) followed by not being interested in riding / motorcycles (39%) any longer and a preference to use other modes of transport (39%).

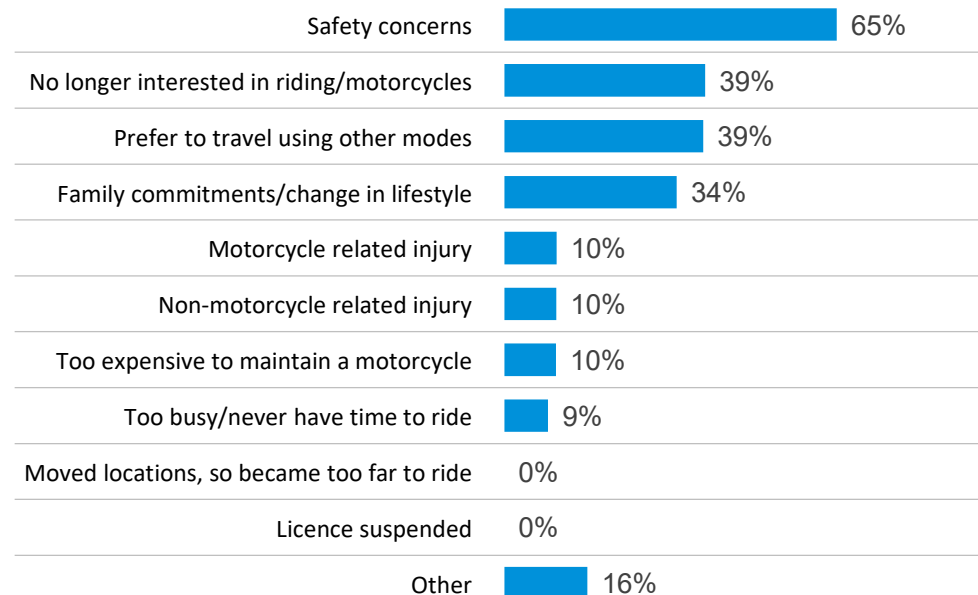
Main reasons haven't ridden a motorcycle in the past 12 months

Base n=277



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

Base n=55

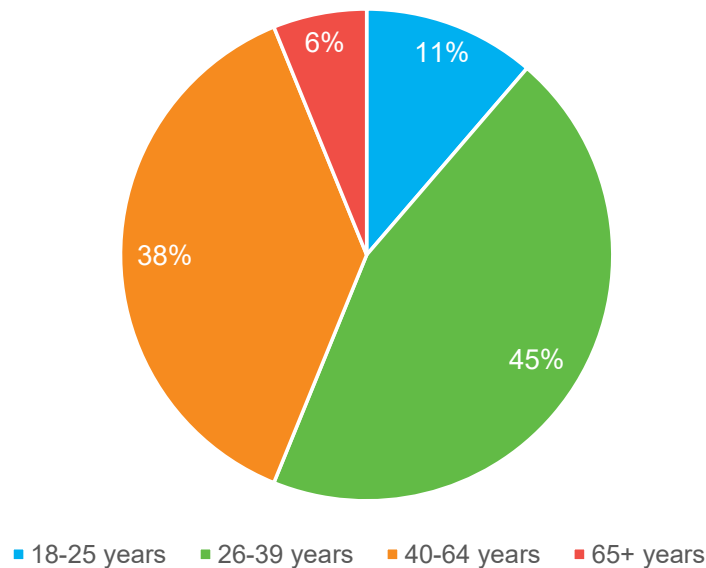


R2. What are the main reasons why you haven't ridden a motorcycle in the last 12 months? Base: Have not ridden in the last 12 months n=277. | R7. What are the main reasons you stopped riding? Base: Has stopped riding and does not intend to ride again n=55. Weight: WEIGHT FINAL (EXCL. R&L STATUS).

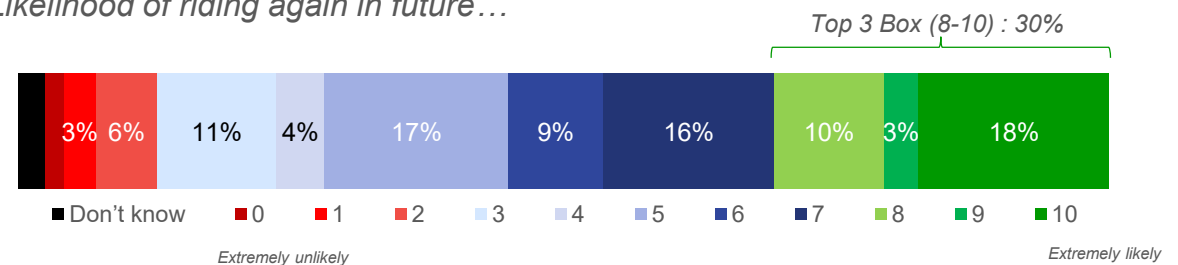
AGE WHEN STOPPED RIDING AND LIKELIHOOD OF RIDING AGAIN

Nearly half (45%) of the riders that had stopped riding said they were between 26-39 years when they ceased riding and nearly 4-in-10 (38%) said they were aged between 40-64 years. Among those who said they have stopped but may decide to ride again in the future, the likelihood of them riding again is moderate, with 3-in-10 indicating they were likely to ride again (through rating their likelihood ≥ 8 out of 10), likelihood to ride again is significantly higher among those aged 26-39 years old (47%).

Age of riders when they stopped riding



Likelihood of riding again in future...



Over 4-in-10 respondents that had a break and started riding again said the break was more than 6 years ago and 1-in-4 said the most recent break was less than 12 months ago...



Missing cases are excluded in analysis.

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 n=286. | 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 n=151. | 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) n=309. Weight: WEIGHT FINAL (EXCL. R&L STATUS).

LEARNING TO RIDE

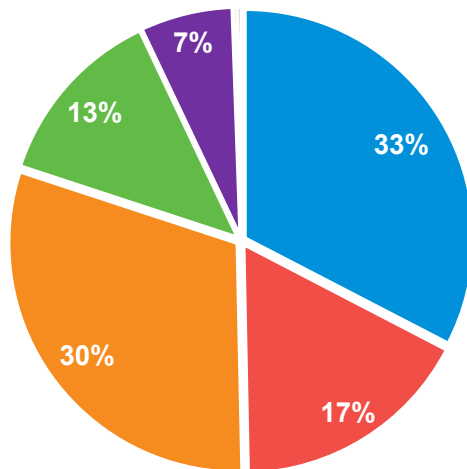
LEARNING TO RIDE - SUMMARY

- Most respondents learned to ride a motorcycle when they were less than 26 years old - half (50%) started riding a motorcycle when they were under 18 years, with a further 30% started riding when they were aged 18 to 25 years.
 - Women are generally more likely than men to start riding later in life, nearly 3-in-10 women (27%) started riding when they were between 26-39 years. Meanwhile, over half of men (52%) said they started riding when they were under 18 years and nearly a third (30%) said they started riding when they were aged between 18-25 years.
- In terms of how riding skills are maintained, among those who have ridden in the last 12 months, 4-in-5 (80%) said they keep their motorcycle skills up to date. The most common source respondents use to brush up on their skills is YouTube (54%), followed by information they get from friends and family (43%) and visiting a motorcyclist website (34%).
- Training courses are predominantly attended to assist with getting learners permit or licences (42%). In addition, riders also use training courses to improve their road riding skills (30%), to learn to ride a specific type of motorcycle (10%) or to improve their racing skills (9%).
- Of those who attended a training course, one third (32%) attended at least one post-licence training and more than 1-in-4 (28%) attended between two and five training courses. More than half (53%) said the last training they attended was more than 5 years ago and 3-in-10 (31%) said it was within the past five years.
- Overall, respondents have the perception that their riding skill level is better than other riders – either slightly (52%) or better/ much better (41%).

LEARNING TO RIDE

Most respondents reported starting riding a motorcycle before they were 26 years old - half (50%) started riding a motorcycle when they were under 18 years, with a further 30% that started riding when they were aged between 18 and 25 years. When compared to males, females are significantly less likely to have started riding before they were 18 years (29% vs. 52%) and more likely to have started riding when they were 26-39 years (27% vs. 11%). Overall, there is a perception that personal riding skill level is better compared to other riders – either slightly (52%) or better/ much better (41%).

Age started riding a motorcycle



- Under 15 years ■ 15-17 years ■ 18-25 years ■ 26-39 years
- 40-60 years ■ 61-74 years ■ 75+ years

Level of motorcycle riding skill compared to others



- A much better rider ■ A better rider ■ A slightly better rider ■ An about average rider ■ I don't know

Missing cases are excluded in analysis.

L1. At what age did you start 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 n=441. Weight: WEIGHT FINAL (EXCL. R&L STATUS).

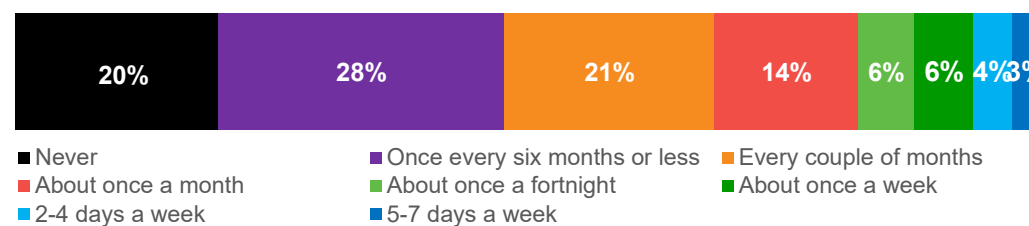
LEARNING TO RIDE – HOW SKILLS ARE MAINTAINED



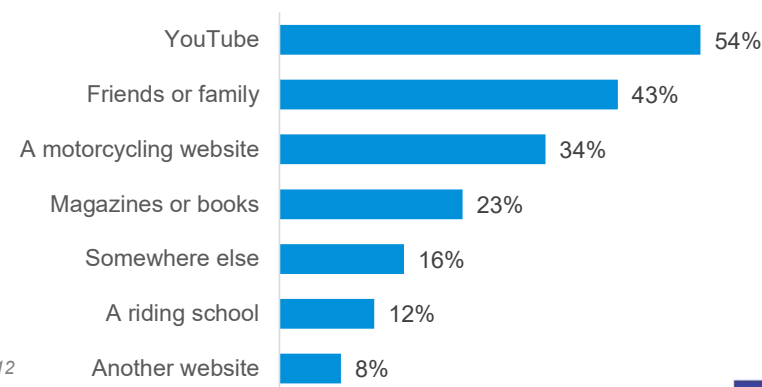
Among those who have ridden in the last 12 months, 4-in-5 (80%) said they keep their motorcycle skills up to date. More than a quarter (28%) say they brush up their skills every six months or less, 2-in-10 (21%) advised they do so every couple of months, more than 1-in-10 (14%) about once a month and nearly 2-in-10 (18%) doing it more often that once a month.

The most common source respondents use to brush up on their skills is YouTube (54%), followed by information they get from friends and family (43%) and visiting a motorcyclist website (34%).

How frequently motorcycle skills are kept up to date



Resources to brush up on skills



Missing cases are excluded in analysis.

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 n=323. | 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 n=264. Weight: WEIGHT FINAL (EXCL. R&L STATUS).

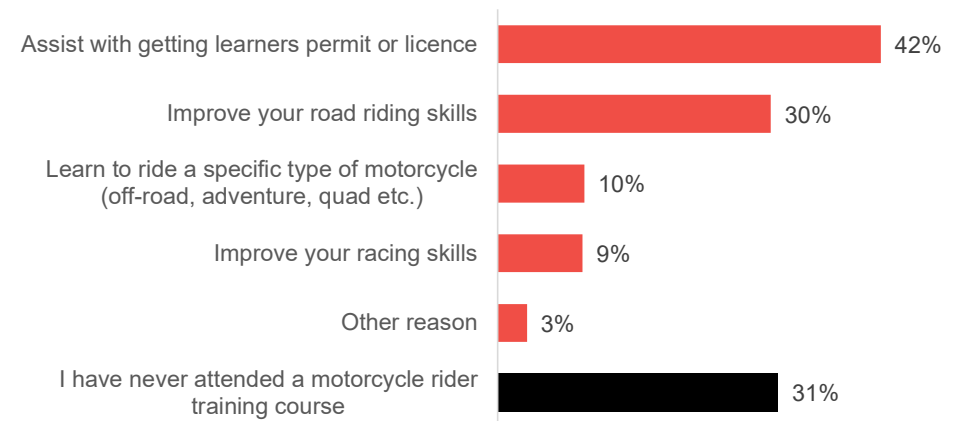
LEARNING TO RIDE – TRAINING



The main reason prompting respondents to attend a motorcycle training course was to assist with getting their learners permit or licence (42%). In addition, 3-in-10 (30%) use training courses to improve their road riding skills and 1-in-10 (10%) use them to learn to ride an specific type of motorcycle or to improve their racing skills (9%).

Of those who attended a training course, one third (32%) attended at least one post-licence training and more than 1-in-4 (28%) attended between two and five training courses. Over half (53%) said the last training they attended was more than 5 years ago and about 1-in-3 (31%) said it was within the past five years.

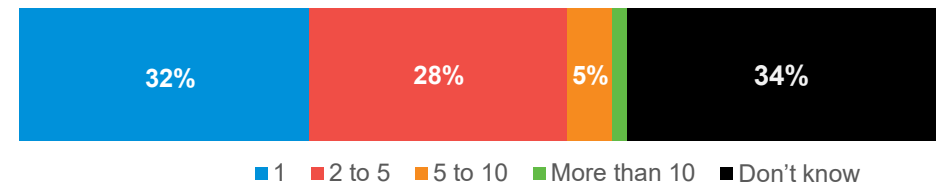
Attended a motorcycle training course for any of these reasons?



How long ago was the most recent motorcycle training?



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



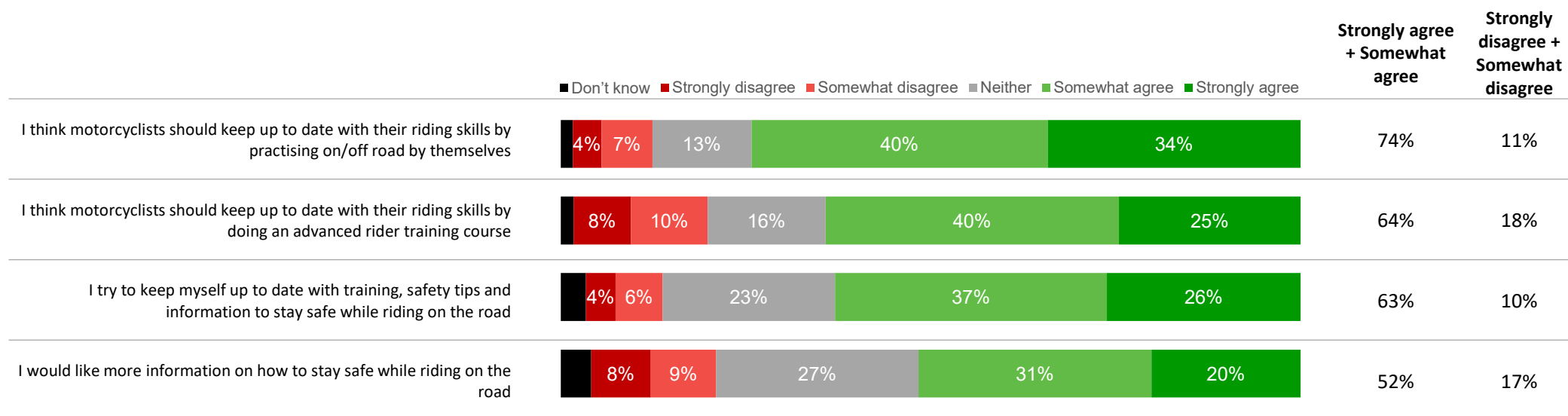
Missing cases are excluded in analysis.

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 n=323. | L7. How long ago did you most recently attend a motorcycle training course? L8. How many post-licence training courses have you ever attended? Base – Ad hoc module: Attended a motorcycle training course n=222. Weight: WEIGHT FINAL (EXCL. R&L STATUS).

ATTITUDES WHEN RIDING A MOTORCYCLE



Overall, there is agreement that motorcyclists should keep up to date with their riding skills. Three-in-four (74%) respondents agree that practicing (on or off the road) is a way motorcyclists should improve their riding skills, and almost two thirds (64%) agree motorcyclists should undertake an advanced rider training course as a way of keeping up to date. In addition, over 6-in-10 (63%) respondents try to keep updated with training, safety tips and information to stay safe while riding and half (52%) would like to receive more information on this topic.



Missing cases are excluded in analysis.

AT. To what extent do you agree or disagree with the following statements? Base: 2022 (Jan-Dec); Weight: WEIGHT FINAL (EXCL. R&L STATUS); base n=946.

MOTORCYCLE RIDING – BEHAVIOURS AND ATTITUDES

A motorcyclist wearing a red and black riding suit and a helmet is riding a red sport motorcycle on a paved road. The road is next to a body of water, with a white railing separating the road from the water. In the background, there are hills and a cloudy sky. A dark-colored SUV is visible in the distance on the right side of the road.

MOTORCYCLE RIDING BEHAVIOURS AND ATTITUDES-SUMMARY

Riding after drinking alcohol

- The vast majority of riders reported they have not ridden a motorcycle when they knew or thought they were over the legal blood alcohol limit in the last 12 months (98%). Furthermore, the majority (78%) advised they had not ridden a motorcycle after drinking alcohol even when knowing or believing they were under the legal blood alcohol limit. That said, 1-in-5 (20%) said they have ridden at least once when they knew or thought they were under the legal blood alcohol limit – males are more likely than females to have done so (22% vs. 1%).
- In terms of perceptions, most respondents think that riding while over your legal blood alcohol limit is extremely dangerous (87%). Meanwhile, riding when you know you are under the legal blood alcohol limit is perceived less dangerous – 1-in-3 (29%) respondents think it is not at all dangerous and 26% think the level of risk is relatively low.
- This coincides with the perception of the highest number of standard alcoholic drinks riders should be able to have and still consider riding, with (26%) considering one standard drink is fine, 24% considering that two standard drinks are fine and nearly half (48%) of the respondents thinking they would not ride after drinking any alcohol.

Speeding

- Respondents were most likely to report speeding behaviours in 100 km/h zones. That said, the majority of respondents who have ridden in the past 12 months said they have not intentionally ridden up to (55%) or more than (64%) 3km/h over the speed limit in a 60 km/h zone and around half said they have not intentionally ridden up to (47%) or more than (51%) 3km/h over the speed limit in a 100 km/h zone.

MOTORCYCLE RIDING BEHAVIOURS AND ATTITUDES-SUMMARY

Speeding

- In terms of the perceived risk of speeding, half of the respondents (50%) think that riding up to 3km/h over the limit in a 100 km/h zone is not dangerous at all and 42% think the same about the 60 km/h zones. Riding more than 3km/h over the limit in a 60km/h zones is more likely to be perceived dangerous, with 3-in-10 (31%) thinking it is extremely dangerous in 60 km/h zones and 1-in-4 (26%) thinking the same in a 100 km/h zone.

Other behaviours when riding a motorcycle

- Riding without protective gear when going on long trips is the behaviour that most people (97%) avoid doing. Meanwhile, nearly 2-in-10 (16%) said they ride some of the time without protective gear when going for short trips.
- 18% have ridden some of the time while very tired – riders aged 18-25 years are more likely than average to have ridden (some of the time) while very tired (33%).
- 1-in-10 (10%) said they listened to music or talked on a mobile phone using headphones/ Bluetooth or helmet system while riding, some of the time.

MOTORCYCLE RIDING BEHAVIOURS AND ATTITUDES-SUMMARY

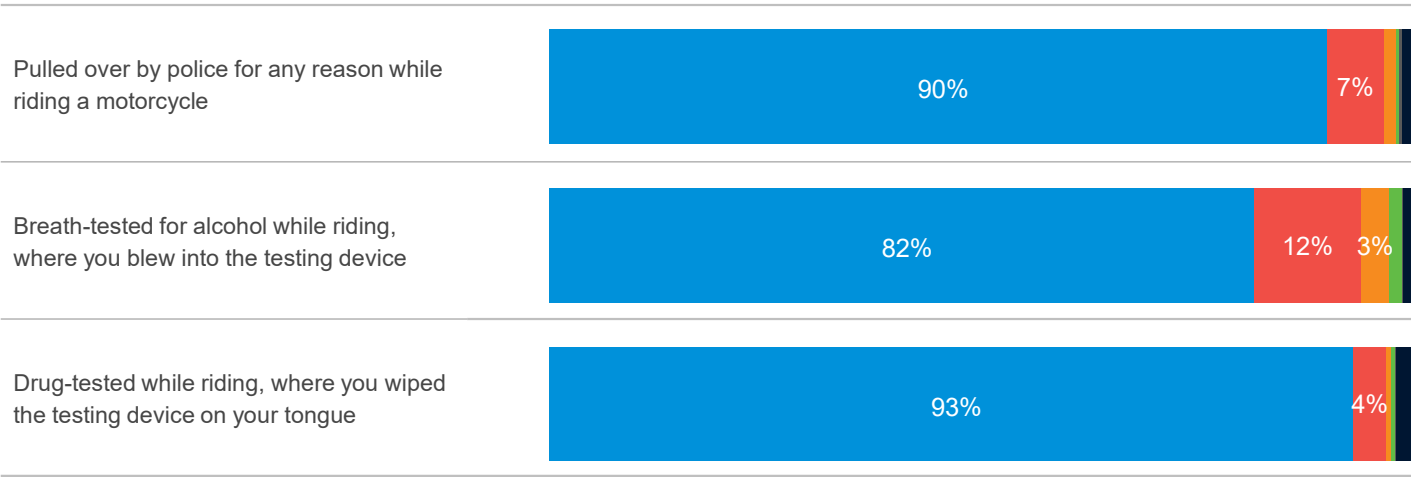
Other behaviours when riding a motorcycle

- In terms of how dangerous these behaviours are perceived, most respondents think that riding without protective gear when going on long trips (91%), short trips (68%), riding while tired (79%) and taking the eyes off the road for two seconds (68%), are all extremely dangerous. Meanwhile, the perception that using headphones, Bluetooth or in helmet systems for listening to music (40%) and talking on a mobile phone (50%) is extremely dangerous tends to be lower, yet most riders avoid doing this.
- There is an overall consensus that the only remedy for feeling tired while riding is to stop and rest – with 95% of respondents agreeing with this statement.
- Finally, the perception that drivers are not always aware of motorcyclists when they are driving and that they don't understand what it is like to be a motorcyclist is very high (83% and 90% agree with these statements, respectively), which could potentially be contributing reasons as to why the majority of respondents (68%) agree that sometimes risks need to be taken when riding to avoid a dangerous situation.

RIDING BEHAVIOURS

A relatively low proportion of respondents said they have been pulled over by the police or been tested (either for alcohol or drugs) while riding a motorcycle in the past 12 months. Those who spend time on the road for commuting purposes or while working are more likely than recreational drivers to have been pulled over by the police or tested for alcohol or drugs while riding a motorcycle. Breath-testing for alcohol is the most common reason for riders to be stopped on the road.

Behaviours when riding in the past 12 months...



Commuting	Working	Recreation on-road
Net: have been pulled over/ tested		
12%	14%	9%
22%	27%	19%
7%	13%	5%

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

Missing cases are excluded in analysis.

POL. In the past 12 months, how many times have you been... Base: Have ridden a motorcycle in the last 12 months base n = 663; Base: Sum at TYP IS 100% - Commuting n=374; Working Purposes n=127; Recreating on-road n=524; Recreating off-road n=258. Weight: WEIGHT FINAL (EXCL. R&L STATUS).

DRINKING WHILE RIDING



The majority of riders have not ridden a motorcycle when they knew or thought they were over the legal blood alcohol limit (98%) or following drinking when they knew or thought they were under the legal limit (78%). That said, 1-in-5 (20%) said they have ridden at least once when they knew or thought they were under the legal blood alcohol limit after drinking – males are more likely than females to have done so (22% vs. 1%).

When looking at the perception of the number of standard alcoholic drinks riders could have and still consider riding, nearly half of respondents (48%) won't consider riding after drinking any alcohol. A quarter (26%) consider they could ride after one drink and nearly the same proportion (24%) consider they could ride after two standard drinks. A very low proportion (2%) consider riders could still consider riding after having three or more drinks.

Riding when drinking alcohol?

Ridden a motorcycle when you knew or thought you were **over your legal blood alcohol limit**, even slightly? (i.e. 0 or 0.05 BAC)?

98%

Ridden a motorcycle after drinking alcohol when you knew or thought you were **under the legal blood alcohol limit**?

78%

8% 5% 7%

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

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



26%

24%

2%

48%

One Two Three or more I would not ride after drinking any alcohol Prefer not to say

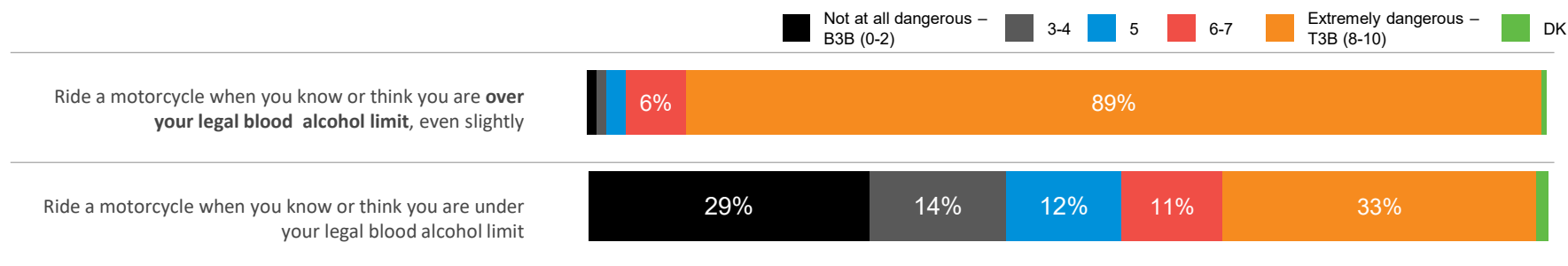
ALC. In the last 12 months, how many times have you...ALC2. What is the highest number of standard alcoholic drinks you would have and still consider riding? Base: Have ridden a motorcycle in the last 12 months AND drink alcohol base n = 513. Weight: WEIGHT FINAL (EXCL. R&L STATUS).



ATTITUDES TOWARDS DRINKING WHILE RIDING



Most respondents perceive riding while over the legal blood alcohol limit is extremely dangerous (87%). Meanwhile, riding after drinking when you know you are under the legal blood alcohol limit is perceived less dangerous – 1-in-3 (29%) respondents think it is not at all dangerous and 26% think the level of risk is relatively low.



Missing cases are excluded in analysis.

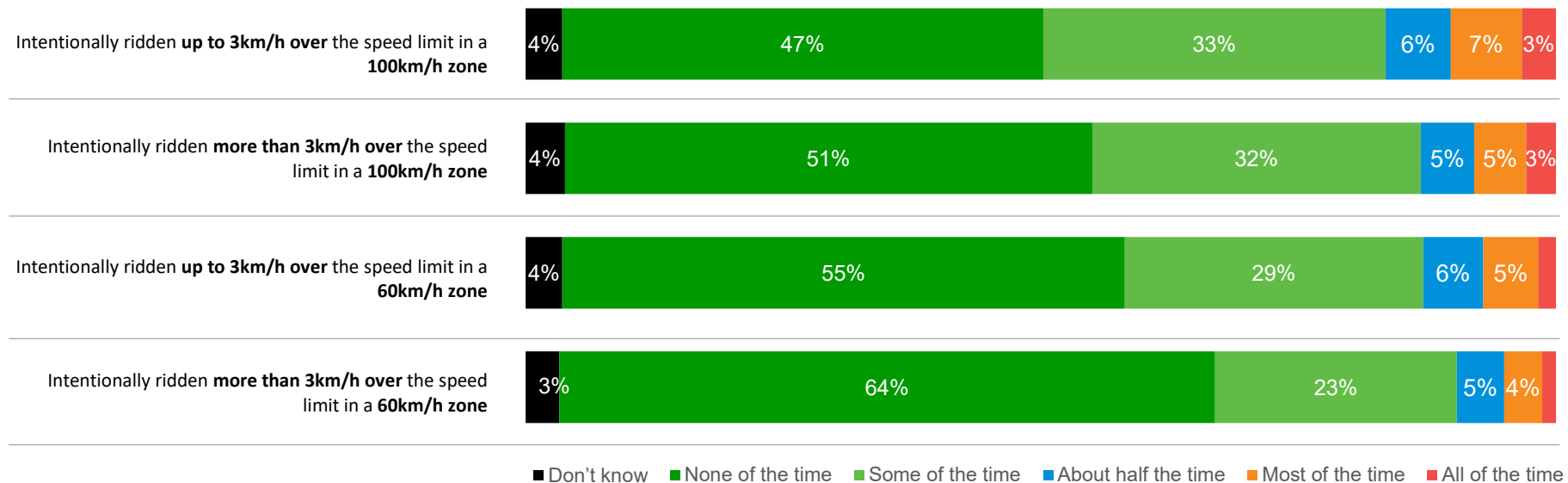
DAN. For each of the following statements, using a scale where 0 is “not dangerous at all” and 10 is “extremely dangerous” how dangerous do you think it is to... Base: Total sample n=946. Weight: WEIGHT FINAL (EXCL. R&L STATUS).

33 – © Ipsos | TAC Motorcycle Monitor - 2022 Note: Data labels for findings under 3% are not presented in charts



SPEEDING

Despite being moderate, speeding behaviours are more likely to happen in a 100 km/h zone – males and full licence holders are significantly more likely than the average to have ridden (some of the time) 3km/h over the speed limit in a 100 km/h zone (34%). That said, the majority of respondents who have ridden in the past 12 months said they have not intentionally ridden up to (55%) or more than (64%) 3km/h over the speed limit in a 60 km/h zone and around half said they have not intentionally ridden up to (47%) or more than (51%) 3km/h over the speed limit in a 100 km/h zone.



Missing cases are excluded in analysis.

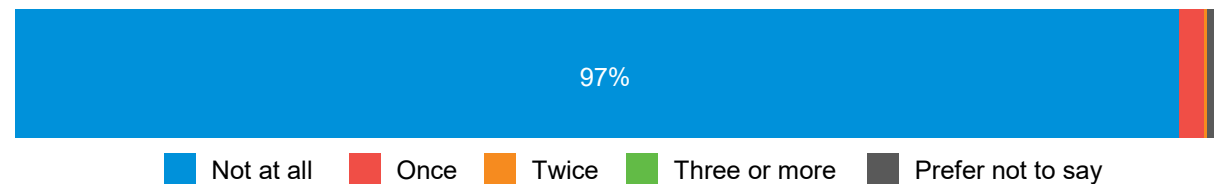
BEH1. Thinking about the last three months, when you were riding, how often have you... Base: Have ridden a motorcycle in the last 12 months; base n=672. Weight: WEIGHT FINAL (EXCL. R&L STATUS).

SPEEDING

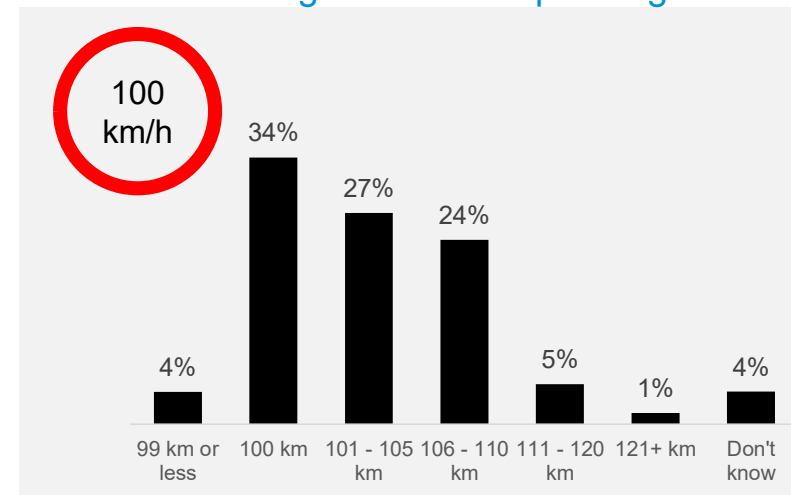
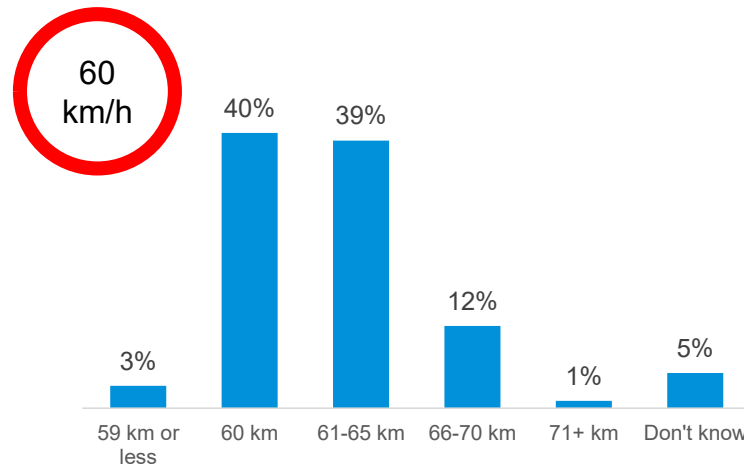
Most riders said they have not been caught speeding in the last 12 months (97%).

The majority (79%) of respondents consider that the speed limit in a 60 km/h zone should be allowed to be up to 65 km/h before being booked. Meanwhile 6-in-10 (61%) consider that the speed limit in a 100 km/h zone should be up to 105 km/h before being booked, and 1-in-4 (24%) consider the limit in this zone should effectively be between 106-110 km/h.

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?

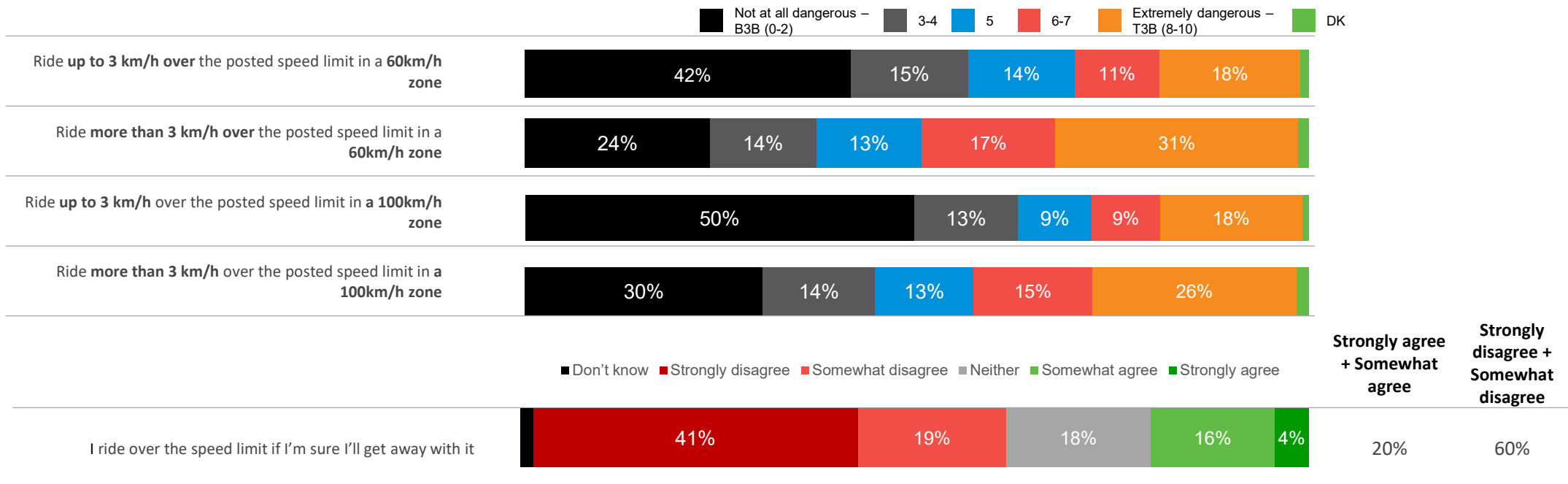


Missing cases are excluded in analysis.

SEP1. 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; base n= 665. | 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; base n= 659. | 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; base n= 665. Weight: WEIGHT FINAL (EXCL. R&L STATUS).

ATTITUDES TOWARDS SPEEDING

In terms of the perceived risk of speeding, half (50%) of the respondents think that riding up to 3km/h over the limit in a 100 km/h zone is not at all dangerous and 42% think the same about the 60 km/h zones. Riding more than 3km/h over the limit in the 60 km/h zones is more likely to be perceived dangerous, with 3-in-10 (31%) thinking it is extremely dangerous in 60 km/h zones and 1-in-4 (26%) thinking the same in a 100 km/h zone. In addition, the willingness to ride over the speed limit seems to be low with 3-in-5 (60%) respondents disagreeing that they ride over the speed limit if they know they will get away with it.

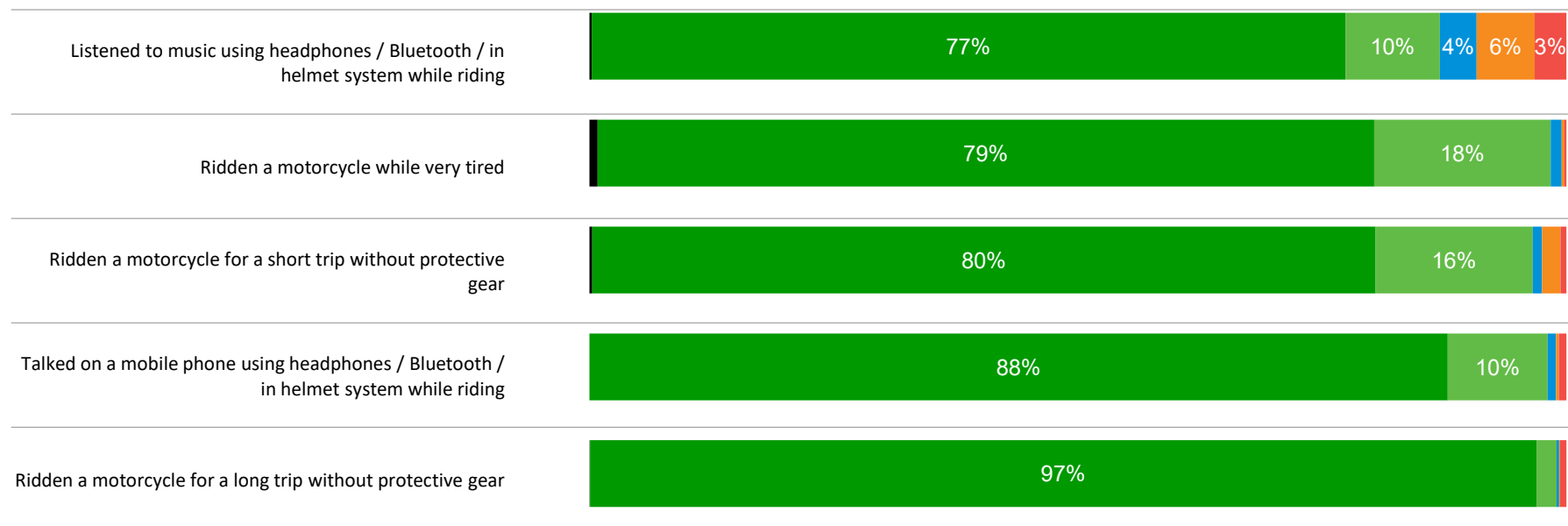


DAN. For each of the following statements, using a scale where 0 is "not dangerous at all" and 10 is "extremely dangerous" how dangerous do you think it is to... Base: Total sample n=946. | SPE2. How fast should people be allowed to ride a motorcycle in a 60km/h zone without being booked for speeding? | 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 base n = 665. | AT. To what extent do you agree or disagree with the following statements? Base: 2022 (Jan-Dec); Weight: WEIGHT FINAL (EXCL. R&L STATUS); base n=946. Weight: WEIGHT FINAL (EXCL. R&L STATUS).

OTHER BEHAVIOURS WHILE RIDING A MOTORCYCLE



Regarding other behaviours, we see that most people report embracing safe behaviours and avoid doing any of the things described below, with riding without protective gear when going on long trips being the behaviour most people avoid doing (97%). One-in-10 (10%) respondents said they listened to music or talked on a mobile phone using headphones/ Bluetooth or helmet system while riding some of the time. Meanwhile, nearly 2-in-10 (16%) said they ride without protective gear when going for a short trip some of the time and 18% said they have ridden while very tired some of the time – riders aged 18-25 years are more likely than average to have ridden (some of the time) while very tired (33%).



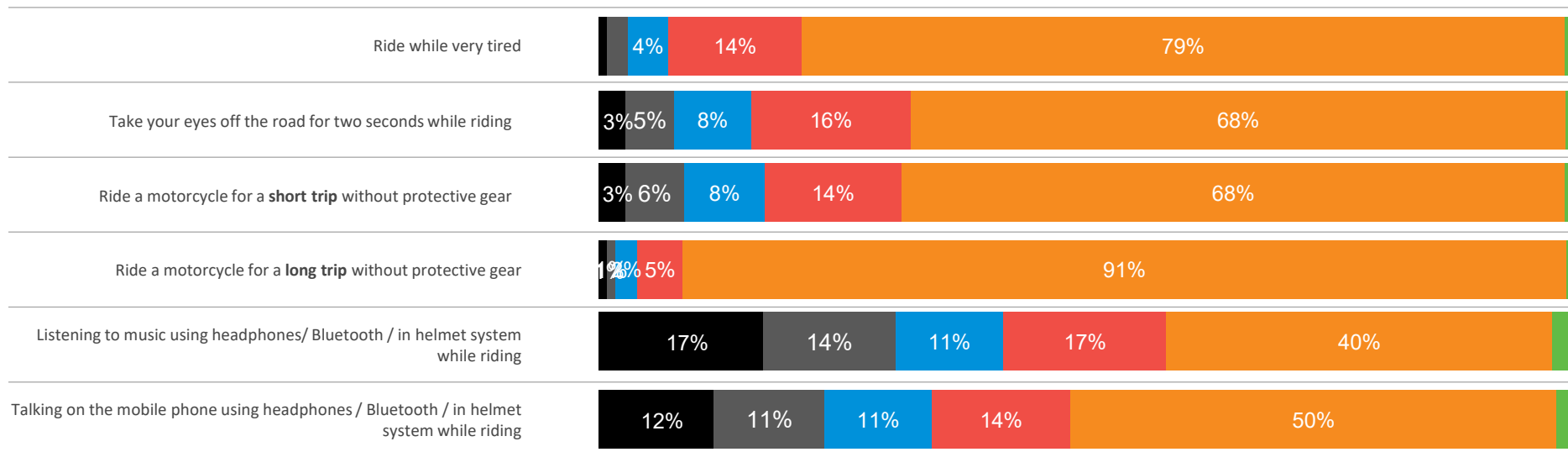
Missing cases are excluded in analysis.

■ Don't know ■ None of the time ■ Some of the time ■ About half the time ■ Most of the time ■ All of the time

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; Weight: WEIGHT FINAL (EXCL. R&L STATUS); base n= 672.

ATTITUDES TOWARDS OTHER BEHAVIOURS

Reflecting the results seen for reported behaviours, most respondents think that riding without protective gear when going on long trips (91%), short trips (68%), riding while tired (79%) and taking the eyes off the road for two seconds (68%) are all extremely dangerous. Meanwhile, the perception that using headphones, Bluetooth or in helmet systems for listening to music and talking on a mobile phone is extremely dangerous tends to be lower (40% and 50%, respectively), yet most riders avoid doing this.



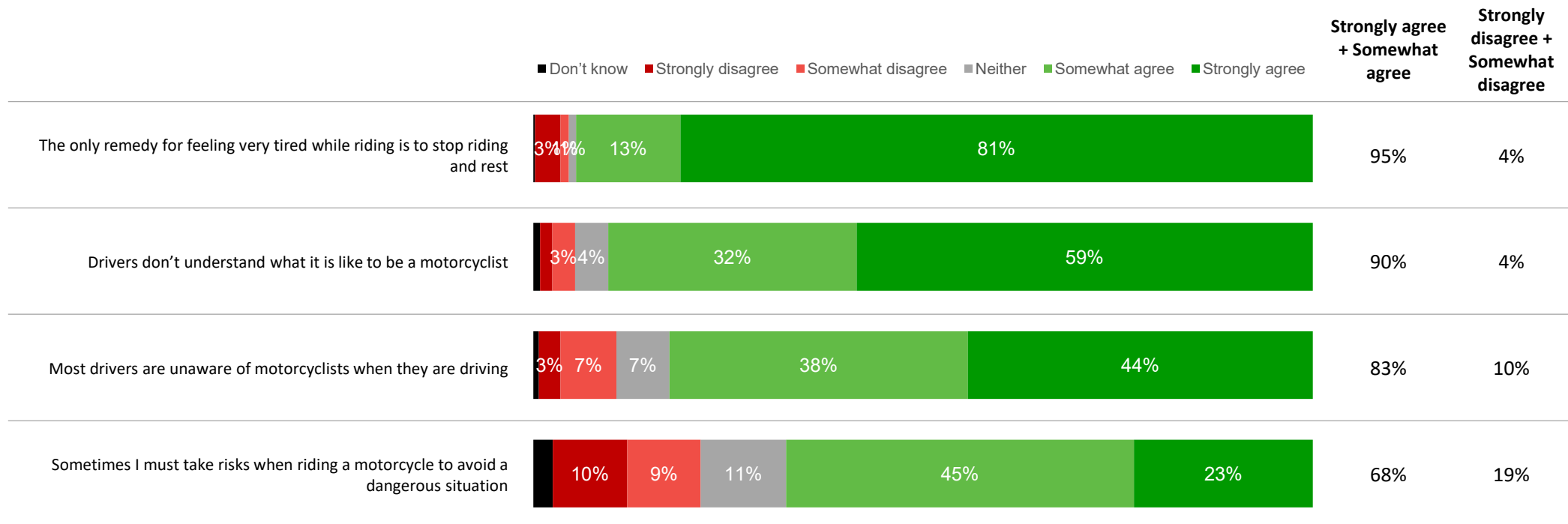
Missing cases are excluded in analysis.

Not at all dangerous – B3B (0-2)
 3-4
 5
 6-7
 Extremely dangerous – T3B (8-10)
 DK

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 n=946.

OTHER ATTITUDES

There is an overall consensus that the only remedy for feeling tired while riding is to stop and rest – with 95% of respondents agreeing (strongly or somewhat) with this statement. There is a perception that drivers are not always aware of motorcyclists when they are driving (83% agree with this statement) and that they don’t understand what is like to be a motorcyclist (90% agree with this statement), which could potentially be some of the reasons why the majority of respondents (68%) agree that sometimes risks need to be taken when riding to avoid a dangerous situation.



AT. To what extent do you agree or disagree with the following statements? Base: 2022 (Jan-Dec); Weight: WEIGHT FINAL (EXCL. R&L STATUS); base n=946.

39 – © Ipsos | TAC Motorcycle Monitor - 2022 Note: Data labels for findings under 3% are not presented in charts. Missing cases are excluded in analysis.



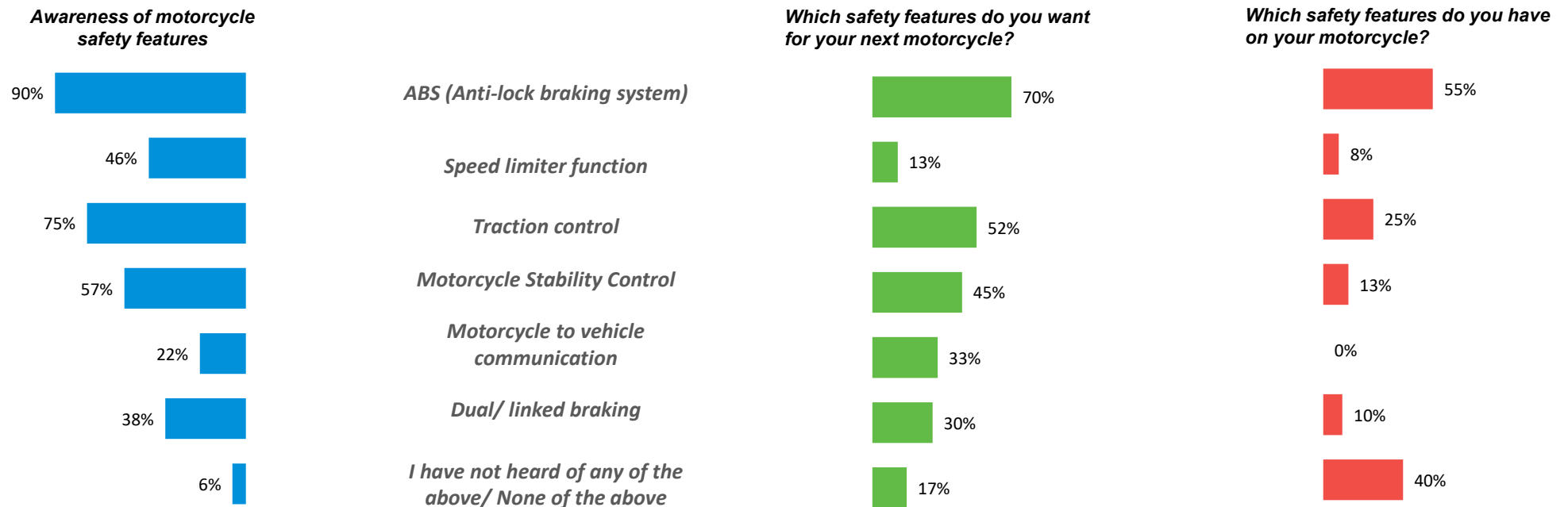
MOTORCYCLE SAFETY

MOTORCYCLE SAFETY - SUMMARY

- The motorcycle safety feature with most awareness is ABS (Anti-lock Braking System) – most respondents are aware of this feature (90%), 7-in-10 (70%) would like this for their next motorcycle and over half (55%) have it in their current motorcycle.
- Traction control and motorcycle stability control are also features that riders are more likely to consider or already have.
- In terms of protective motorcycle clothing, there is a general agreement that motorcyclists **should always** wear motorcycle clothing while riding, with 9-in-10 (90%) of respondents agreeing with this statement.
- The most common gear used by riders is the helmet – 96% of riders wear a helmet all the time while riding. Three quarters (76%) ride wearing a full face helmet, 11% wear open face helmets and 12% wear both types.
- A large proportion also wear riding gloves (85%), riding jackets (72%) and specific riding boots that cover the ankles (72%). Meanwhile, motorcyclists were least likely to own and therefore ride wearing a one piece riding suit (82% don't own it and never wear it).

MOTORCYCLE SAFETY FEATURES

The motorcycle safety feature with greatest awareness is ABS (Anti-lock braking system) – most respondents are aware of this feature (90%), 7-in-10 (70%) say they would want this for their next motorcycle and over half (55%) have it in their current motorcycle. Traction control and motorcycle stability control are also features that riders are more likely to desire in the future or already have. When looking at differences among sub-groups, respondents aged 18-25 years and males are more likely to be aware of at least one of these safety features. Meanwhile those living in rural areas are more likely to consider ABS, tracking control, stability control and vehicle communication in their next motorcycle (see appendix for data among sub-groups).



Missing cases are excluded in analysis.

FEA. Have you heard of any of the following motorcycle safety features? Base : Have ridden a motorcycle in the last 12 months n=664.

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 n=463.

FEA3. Which of these safety features would you want for your next motorcycle? Base : Have ridden a motorcycle in the last 12 months n=661.

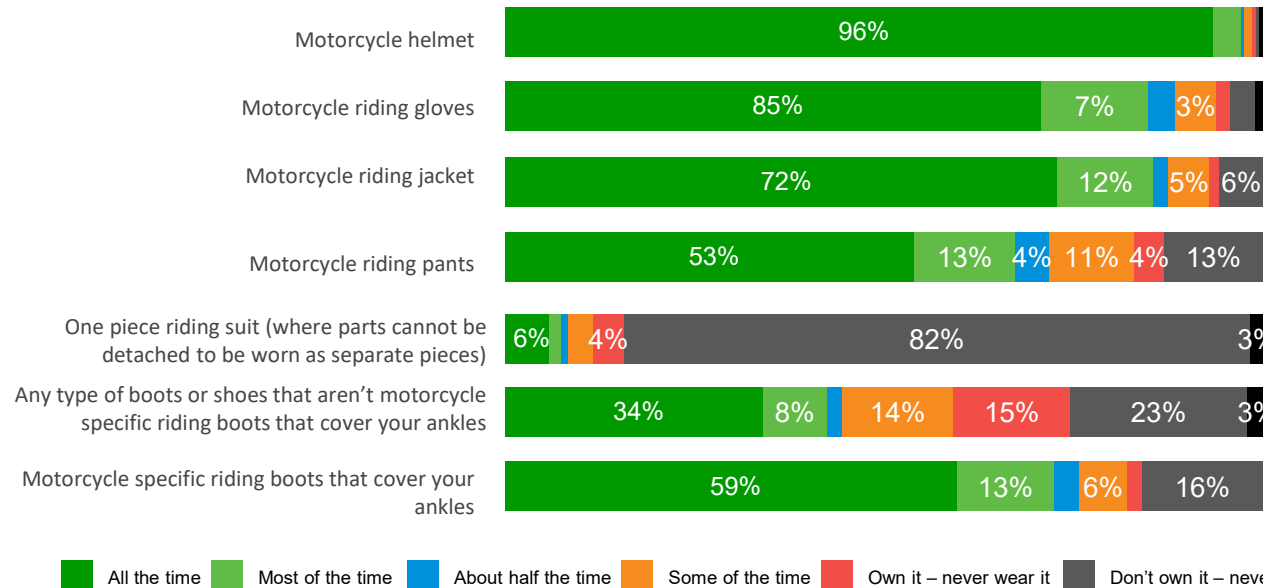
PROTECTIVE MOTORCYCLE CLOTHING

Most motorcyclists say they always ride wearing a helmet (96%) and riding gloves (85%). A large proportion also report wearing a riding jacket all the time (72%) and specific riding boots that cover the ankles most of the time (72%).

Riding pants are less likely to be worn, with 67% of participants saying they wear riding pants most of the time.

Meanwhile, motorcyclists were least likely to own and therefore ride wearing a one piece riding suit (82% don't own it and never wear it).

Three quarters (76%) ride wearing a full face helmet. This is significantly higher than those who wear open face helmets (11%) and those who wear both a full face or open face helmet (12%).



Note: Among those who ride, at least occasionally, without wearing a helmet, the main reasons to do so are riding on their own property/ off road, riding a short distance and riding low speed.

Type of helmet used



76%
Full face helmet



11%
Open face helmet

12%

Both – open and full face

Missing cases are excluded in analysis.

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 n=664

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 n=653..

PROTECTIVE MOTORCYCLE CLOTHING



Seasonality – Quarter-on-Quarter

No significant differences are noted when looking at the gear respondents reported wearing quarter-on-quarter. The proportion of riders that report wearing a motorcycle helmet, riding gloves, riding jackets and pants remained relatively steady across the year.

	Q1'22	Q2'22	Q3'22	Q4'22
Motorcycle helmet				
All the time	94%	97%	98%	97%
Most of the time	4%	1%	0%	2%
Own it – never wear it	0%	1%	0%	0%
Don't own it – never wear it	0%	0%	1%	0%
Motorcycle riding gloves				
All the time	83%	82%	87%	91%
Most of the time	7%	10%	6%	2%
Own it – never wear it	1%	1%	0%	1%
Don't own it – never wear it	2%	2%	1%	1%
Motorcycle riding jacket				
All the time	72%	71%	71%	77%
Most of the time	11%	12%	15%	11%
Own it – never wear it	1%	2%	0%	2%
Don't own it – never wear it	7%	5%	6%	4%
Motorcycle riding pants				
All the time	50%	54%	51%	64%
Most of the time	12%	14%	13%	15%
Own it – never wear it	7%	2%	3%	3%
Don't own it – never wear it	13%	13%	15%	9%

##% Significantly higher than previous quarter @ 95% c.i.

##% Significantly lower than previous quarter @ 95% c.i.

44 – © Ipsos | TAC Motorcycle Monitor - 2022 Missing cases are excluded in analysis.

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 Q1 n=215; Q2 n= 189; Q3 n= 155; Q4 n= 105

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 Q1 n=210; Q2 n= 186; Q3 n= 152; Q4 n= 105

PROTECTIVE MOTORCYCLE CLOTHING



Seasonality – Quarter-on-Quarter

Similarly, the proportion of riders that had worn a one piece riding suit and boots or shoes that cover the ankles (both those that were and weren't specific riding boots) remained relatively steady. That said, there is a directional increase noted in the proportion of riders that wore motorcycle specific riding boots that cover the ankles in the last quarter of 2022.

The 'Protect your entire body on every ride' campaign, in market during mid-Feb to mid-march and late-Sep to mid-Oct 2022, is likely contributing to the significant increase perceived for usage of motorcycle specific riding boots. The confronting creative, and specific image of the injured foot, is likely effective in conveying the message about perceived importance in wearing protective boots when riding.

	Q1'22	Q2'22	Q3'22	Q4'22
One piece riding suit (where parts cannot be detached to be worn as separate pieces)				
All the time	7%	4%	4%	8%
Most of the time	2%	2%	1%	2%
Own it – never wear it	5%	3%	3%	6%
Don't own it – never wear it	81%	86%	86%	71%
Any type of boots or shoes that aren't motorcycle specific riding boots that cover your ankles				
All the time	35%	32%	31%	39%
Most of the time	9%	9%	9%	6%
Own it – never wear it	13%	19%	14%	15%
Don't own it – never wear it	20%	24%	23%	27%
Motorcycle specific riding boots that cover your ankles				
All the time	54%	57%	55%	78%
Most of the time	16%	12%	15%	6%
Own it – never wear it	2%	3%	2%	0%
Don't own it – never wear it	18%	16%	17%	9%

##% Significantly higher than previous quarter @ 95% c.i.

##% Significantly lower than previous quarter @ 95% c.i.

Missing cases are excluded in analysis.

45 – © Ipsos | TAC Motorcycle Monitor - 2022

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 Q1 n=215; Q2 n= 189; Q3 n= 155; Q4 n= 105

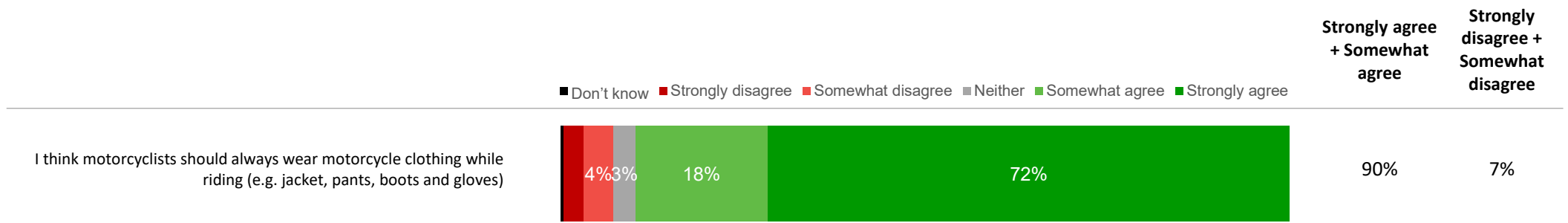
MS2. Thinking about the type of helmet you wear when riding a motorcycle, do you wear a full face helmet or an open face helmet, or both?. Base : Have ridden a motorcycle in the last 12 months Q1 n=210; Q2 n= 186; Q3 n= 152; Q4 n= 105



ATTITUDES ABOUT MOTORCYCLE CLOTHING



There is a general agreement that motorcyclists should always wear motorcycle clothing while riding, 9-in-10 (90%) of respondents agree (strongly or somewhat) with this.

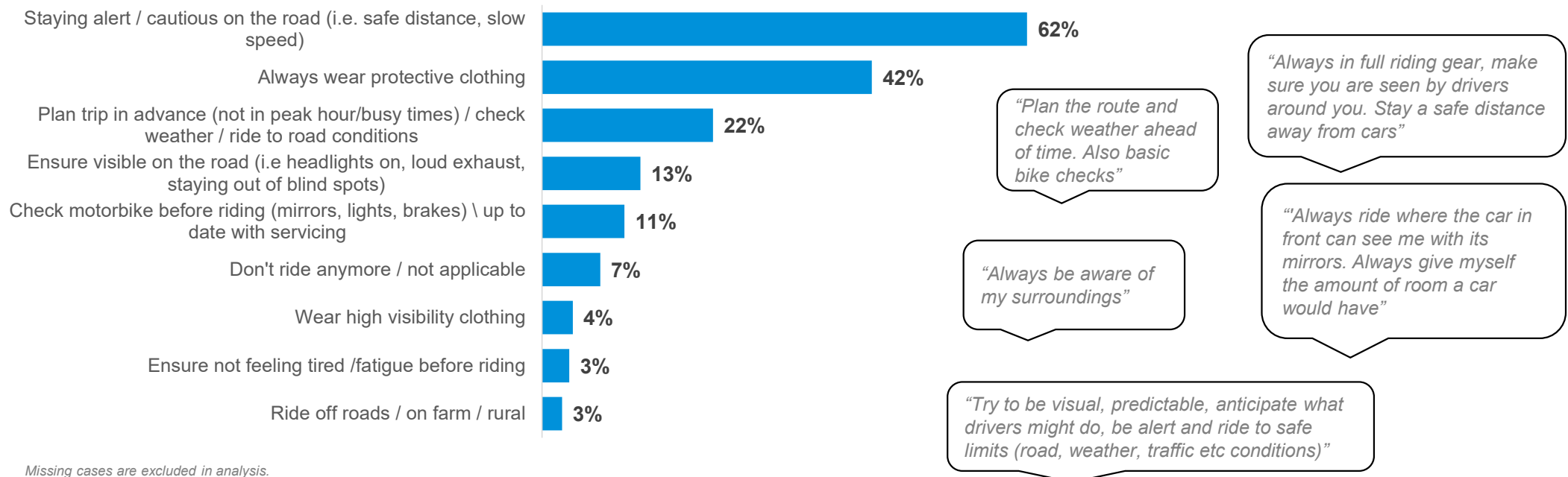


Missing cases are excluded in analysis.

AT. To what extent do you agree or disagree with the following statements? Base: Total sample n=946; Weight: WEIGHT FINAL (EXCL. R&L STATUS).

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

In terms of strategies to keep safe when riding on the road, more than 6-in-10 respondents mentioned their strategy includes staying alert / being cautious on the road (i.e., safe distance, slow speed), over 4-in-10 mentioned wearing protective gear all the time and over 2-in-10 mentioned they plan their trip in advance, checking the weather before riding and ride to road conditions.



Missing cases are excluded in analysis.

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 n=923; Weight: WEIGHT FINAL (EXCL. R&L STATUS).

CRASH HISTORY

CRASH HISTORY - SUMMARY

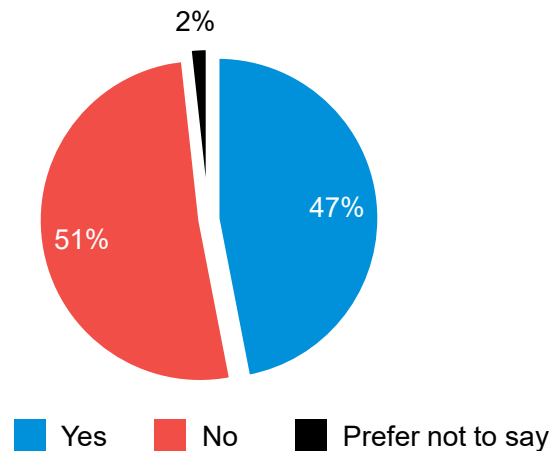
- Around half (47%) of the participants that have ridden a motorcycle in the past said they have had a crash while riding a motorcycle. Half of these incidents (53%) happened 11 years or more ago.
 - Males are more likely to report having had a crash compared to females (49% vs. 30%) – which is likely due to males riding more actively.
- In the majority of the incidents, motorcyclists were driving alone (68%) and the crash didn't involve another vehicle (64%). Among those that said the crash involved another vehicle, 60% said the crash happened at an intersection and, among those, 73% said the incident happened due to the other person failing to give way.
- Over 7-in-10 (73%) of respondents who crashed while riding with others received assistance from someone they were riding with and 2-in-5 (42%) thought the assistance they received was very important.
- Finally, 1-in-5 respondents (24%) said they have provided first aid assistance to a rider who had crashed, including those they were riding with or other riders.

CRASH HISTORY

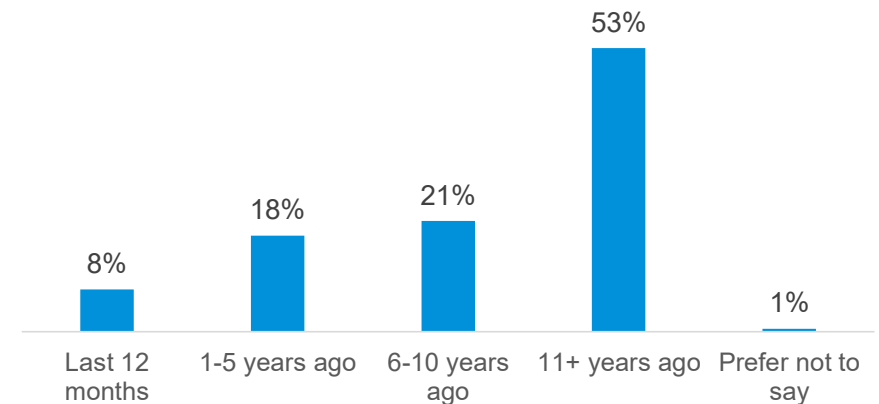


Around half (47%) of the respondents that have ridden a motorcycle in the past said they have had a crash while riding a motorcycle. Half of these incidents (53%) happened 11 years or more ago, and less than 1-in-10 (8%) happened in the last 12 months. When looking at differences across subgroups, males are more likely to report having had a crash compared to females (49% vs. 30%) – which is likely due to males riding more actively.

Have you ever had a crash while riding a motorcycle?



Timing of last motorcycle crash



Missing cases are excluded in analysis.

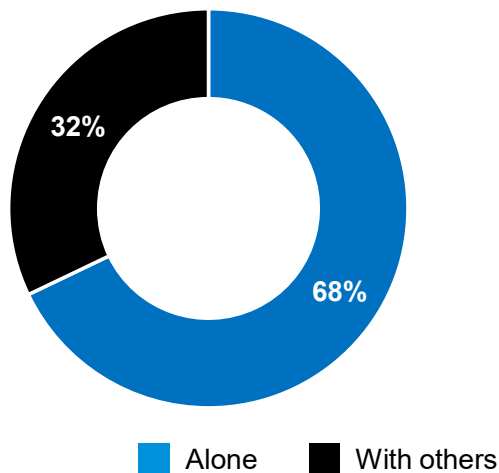
MC7. Have you ever had a crash while riding a motorcycle, not including dropping your bike while stationary and not including a crash that occurred while participating in motorcycle sport? Base : Have ridden a motorcycle in the past n=940.

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 n=418.

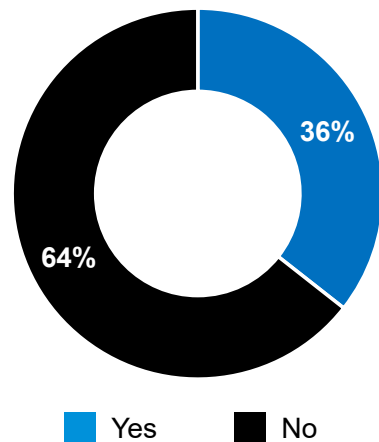
CRASH HISTORY

In the majority of the incidents motorcyclists were driving alone (68%) and the crash didn't involve another vehicle (64%). Among those that said the crash involved another vehicle, 60% said the crash happened at an intersection and, among those, 73% said the incident happened due to the other person failing to give way.

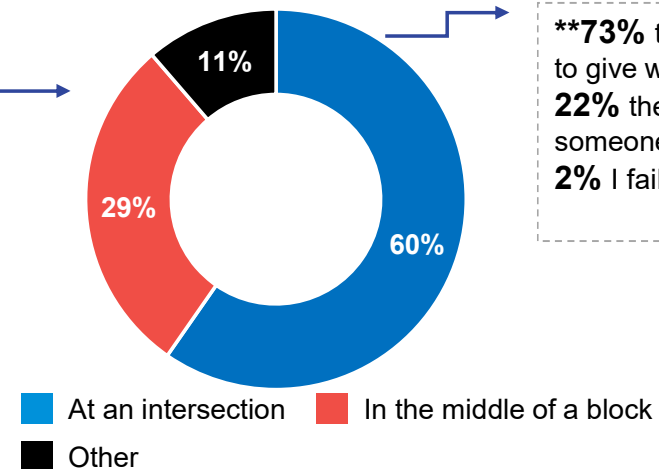
Crashed while riding



Crash involved another vehicle



Crash occurred at...



****73%** the other person failed to give way
22% the crash didn't involve someone failing to give way
2% I failed to give way

Missing cases are excluded in analysis.

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 n=210.

CRA3. Was the crash...? Base – Ad hoc module: Crash involved another vehicle n=74.

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 n=43. **Small sample size, interpret with caution.

CRASH HISTORY

Among those who had experienced a crash while riding with others, more than 7-in-10 (73%) received assistance from someone they were riding with. Of them, 2-in-5 (42%) said the assistance they received was very important and 1-in-3 (32%) said it was moderately important to their recovery.

Finally, nearly 1-in-4 respondents (24%) said they have provided first aid assistance to a rider who had crashed, including those they were riding with or other riders. When looking at differences across subgroups, those more likely to have provided first aid assistance to a rider are those living in other urban areas (35%), active riders (27%) and full licence holders (25%).

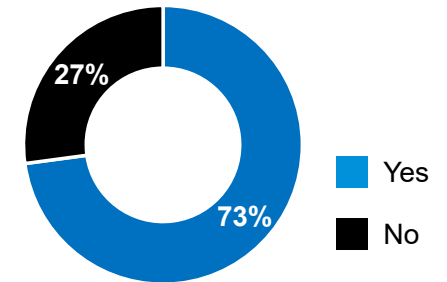
Missing cases are excluded in analysis.

CRA5. Did you receive assistance from someone you were riding with after crashing your motorcycle? Base – Ad hoc module: Crashed while riding with others n=68.

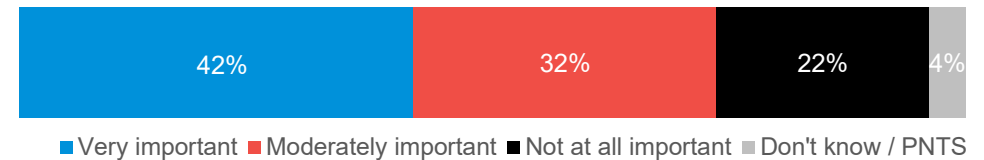
CRA6. How important was that assistance in your recovery? Base – Ad hoc module: Received assistance n=50.

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 n=441.

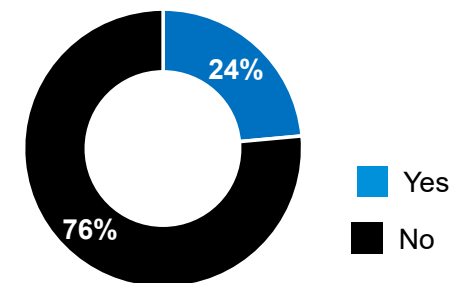
Received assistance from someone they were riding with after crashing?



How important was assistance in your recovery?



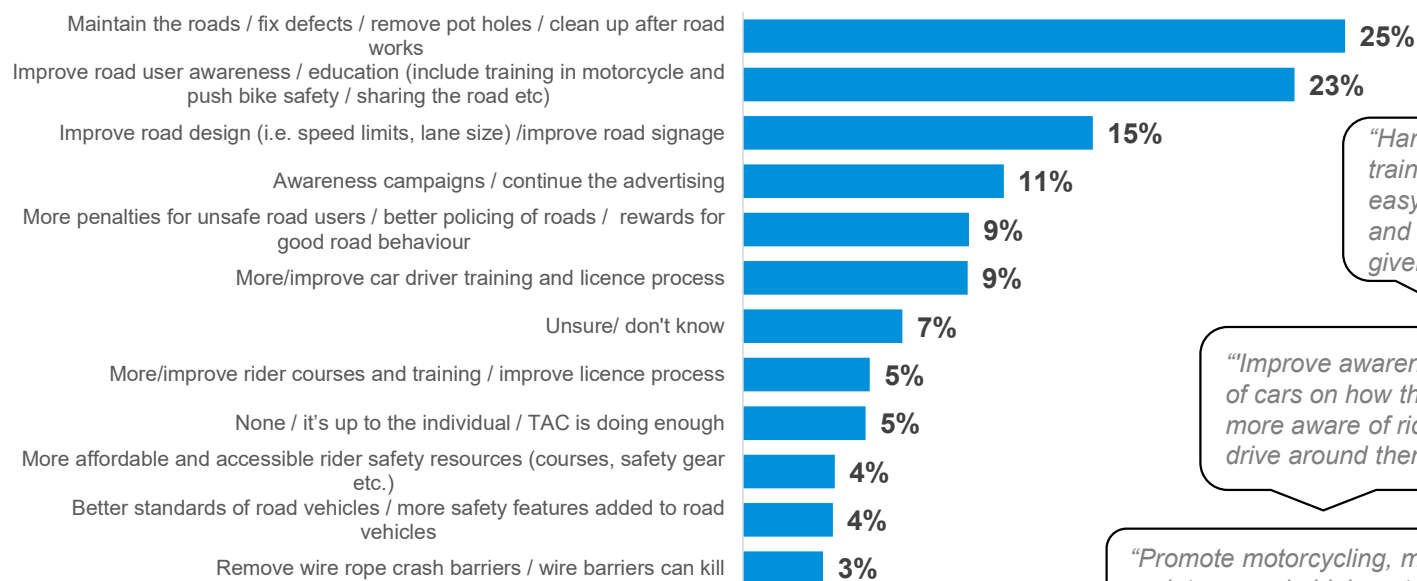
Provided assistance to a rider who had crashed?



WHAT SHOULD TAC DO TO IMPROVE ROAD SAFETY?



When asking respondents what TAC should do to improve road safety, the majority of mentions were related to road maintenance/ fixing defects/ removing pot holes and cleaning up after road works (25%), there were also mentions about TAC improving road user awareness/ education (including training in motorcycle and push bike safety/ sharing the road) (23%) and improving road design (speed limits/ lane zones) and road signage (15%).



"Harder tests and training. I feel its too easy to get a license and its a privilege not a given."

"Advertisements about how difficult it is to see a motorbike on the road and how difficult it is to [swerve] safely on a bike. Cars assume you are much more manoeuvrable than them or can"

"Improve awareness to drivers of cars on how they can be more aware of riders and how to drive around them!"

"Promote motorcycling, more road maintenance in high motorcycle use areas i.e., regional roads away from highways"

"...I see dangerous potholes on roads all over Victoria that pose a real threat to less observant riders/me when in poor lighting conditions. Some sections of major freeways have no lamps, which is massively dangerous to motorcyclists who, as a result, may not see debris etc on the road. Better education of non-motorbike riders somehow?"

Missing cases are excluded in analysis.

D9. What should TAC do to improve road safety in Victoria? Base: Total sample n=924; Weight: WEIGHT FINAL (EXCL. R&L STATUS).

APPENDIX



HOW TO READ THIS REPORT

Statistical test

The data from the Motorcycle Monitor 2022 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 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 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 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

2022 RESULTS

MOTORCYCLE SAFETY FEATURES

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

	Age				Gender			Location			
Column % n	NET	18-25	26-39	40+	NET	Male	Female	NET	Major Urban	Other Urban	Rural Balance
ABS (Anti-lock braking system)	90%	98% ↑	93%	88%	90%	91% ↑	77% ↓	90%	91%	90%	85%
	600	110	137	353	600	522	78	600	359	181	60
Speed limiter function	46%	65% ↑	56% ↑	40% ↓	46%	48% ↑	24% ↓	46%	46%	46%	44%
	308	68	83	157	308	281	27	308	184	91	33
Traction control	75%	89% ↑	80%	71% ↓	75%	77% ↑	54% ↓	75%	75%	74%	75%
	496	98	117	281	496	443	53	496	294	149	53
Motorcycle Stability Control	57%	72% ↑	58%	56%	57%	59%	44%	57%	55%	57%	66%
	380	71	87	222	380	338	42	380	220	116	44
Motorcycle to vehicle communication	22%	38% ↑	19%	21%	22%	23%	13%	22%	20%	21%	28%
	142	35	26	81	142	128	14	142	82	41	19
Dual / linked braking	38%	39%	33%	40%	38%	40% ↑	18% ↓	38%	37%	40%	38%
	249	42	50	157	249	225	24	249	144	82	23
ABS (Anti-lock braking system) + Speed limiter function + Traction control + Motorcycle Stability Control + Motorcycle to vehicle communication + Dual / linked braking	94%	100% ↑	95%	93%	94%	95% ↑	84% ↓	94%	94%	92%	95%
	627	113	141	373	627	544	83	627	373	187	67
I have not heard of any of the above	6%	0% ↓	5%	7%	6%	5% ↓	16% ↑	6%	6%	8%	5%
	37	1	7	29	37	25	12	37	18	16	3

Base: 2022 (Jan-Dec) AND ACTIVE RIDERS (RIDDEN IN PAST 12 MONTHS); Weight: WEIGHT FINAL (EXCL. R&L STATUS); base n = 664; total n = 669; 5 missing; effective sample size = 542 (82%); 30% filtered out

Multiple comparison correction: False Discovery Rate (FDR) (p = 0.05)

Missing cases are excluded in analysis.

FEA. Have you heard of any of the following motorcycle safety features? Base : Have ridden a motorcycle in the last 12 months n=664.

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 n=463.

FEA3. Which of these safety features would you want for your next motorcycle? Base : Have ridden a motorcycle in the last 12 months n=661.

MOTORCYCLE SAFETY FEATURES

FEA2. Which of these safety features do you have on the road motorcycle you currently ride most often

	Age				Gender			Location				
Column % n	NET	18-25	26-39	40+	NET	Male	Female	NET	Major Urban	Other Urban	Rural	Balance
ABS (Anti-lock braking system)	55%	65%	58%	53%	55%	55%	59%	55%	59%	54%	35%	
	259	49	63	147	259	220	39	259	177	66	16	
Speed limiter function	8%	21%	5%	8%	8%	8%	6%	8%	9%	4%	13%	
	39	11	7	21	39	33	6	39	25	8	6	
Traction control	25%	37%	21%	26%	25%	26%	20%	25%	28%	23%	15%	
	116	21	24	71	116	102	14	116	78	31	7	
Motorcycle Stability Control	13%	20%	15%	11%	13%	13%	5%	13%	14%	11%	9%	
	60	10	17	33	60	55	5	60	38	17	5	
Motorcycle to vehicle communication	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	0	0	0	0	0	0	0	0	0	0	0	
Dual / linked braking	10%	5%	8%	11%	10%	10%	10%	10%	9%	11%	13%	
	47	6	9	32	47	39	8	47	26	16	5	
My bike has none of these features	40%	31%	38%	42%	40%	41%	36%	40%	37%	41%	59%	
	180	30	37	113	180	160	20	180	105	54	21	

Base: ACTIVE RIDERS (RIDDEN IN PAST 12 MONTHS) AND 2022 (Jan-Dec); Weight: WEIGHT FINAL (EXCL. R&L STATUS); base n = from 149 to 463; total n = 669; 520 missing; effective sample size = 375 (81%); 30% filtered out

Multiple comparison correction: False Discovery Rate (FDR) (p = 0.05)

Missing cases are excluded in analysis.

FEA. Have you heard of any of the following motorcycle safety features? Base : Have ridden a motorcycle in the last 12 months n=664.

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 n=463.

FEA3. Which of these safety features would you want for your next motorcycle? Base : Have ridden a motorcycle in the last 12 months n=661.

MOTORCYCLE SAFETY FEATURES

FEA3. Which of these safety features would you want for your next motorcycle

	Age				Gender			Location			
Column % n	NET	18-25	26-39	40+	NET	Male	Female	NET	Major Urban	Other Urban	Rural Balance
ABS (Anti-lock braking system)	70%	77%	72%	68%	70%	71%	65%	70%	75% ↑	68%	53% ↓
	469	81	108	280	469	407	62	469	292	139	38
Speed limiter function	13%	31% ↑	15%	10%	13%	13%	12%	13%	16%	10%	8%
	96	28	25	43	96	80	16	96	63	27	6
Traction control	52%	58%	55%	51%	52%	52%	55%	52%	59% ↑	49%	33% ↓
	357	61	86	210	357	303	54	357	232	102	23
Motorcycle Stability Control	45%	57%	45%	44%	45%	44%	54%	45%	51% ↑	40%	32%
	309	57	69	183	309	257	52	309	201	84	24
Motorcycle to vehicle communication	33%	45%	33%	32%	33%	32%	38%	33%	40% ↑	23% ↓	23%
	223	47	50	126	223	184	39	223	158	48	17
Dual / linked braking	30%	46% ↑	29%	29%	30%	29%	39%	30%	35%	23%	29%
	218	46	48	124	218	178	40	218	141	57	20
I don't want any of these features on my next bike	17%	12%	11%	20%	17%	17%	17%	17%	11% ↓	22%	32% ↑
	108	16	15	77	108	92	16	108	44	43	21

Base: ACTIVE RIDERS (RIDDEN IN PAST 12 MONTHS) AND 2022 (Jan-Dec); Weight: WEIGHT FINAL (EXCL. R&L STATUS); base n = 661; total n = 669; 8 missing; effective sample size = 539 (82%); 30% filtered out

Multiple comparison correction: False Discovery Rate (FDR) (p = 0.05)

Missing cases are excluded in analysis.

FEA. Have you heard of any of the following motorcycle safety features? Base : Have ridden a motorcycle in the last 12 months n=664.

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 n=463.

FEA3. Which of these safety features would you want for your next motorcycle? Base : Have ridden a motorcycle in the last 12 months n=661.

REPORTED RESULTS PRIOR TO 2022

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%
Column n	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

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

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TAC MOTORCYCLE MONITOR - 2022

GAME CHANGERS



Final report of findings

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