

TAC MOTORCYCLE MONITOR - 2024

Final report of findings

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EXECUTIVE SUMMARY

01

EXECUTIVE SUMMARY

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

Getting About

The 2024 Motorcycle Monitor survey reveals that 71% had ridden a motorcycle (on or off road) in the previous 12 months; of these, 92% had ridden on road in that time. The majority of time riding is for recreational purposes on-road (53%), followed by commuting (24%). Cruisers were the most common type of motorcycle ridden (17%).

Motorcycle Safety – Protective Clothing and Footwear

Usage of motorcycle safety features among active riders of road bikes has increased since 2022; 31% of riders in 2024 reported having none of the safety features enquired about vs. 40% in 2022 (a significant difference). Helmets remain the most used protective gear item (97%), followed by riding gloves (86%) and riding jackets (72%).

Motorcycle-specific riding boots were the most common form of protective footwear worn by riders all the time (59%). The proportion of riders wearing ankle boots all the time that were not specifically designed for motorcycling increased significantly from the

previous year (from 32%) suggesting that this type of footwear may still provide a sense of safety to some riders.

Motorcycle Safety – Safety Features

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



EXECUTIVE SUMMARY

Motorcycle Riding - Experience with Police While Riding

Interactions with police while riding has increased year on year, with reported breath-testing for alcohol (23% vs 17% in 2023) and drug testing (9% vs 6% in 2023) increasing significantly.

Motorcycle Riding - Drinking and Riding

Significantly more respondents said they hadn't ridden a motorcycle after drinking (even when they thought they were under the legal limit) from the previous year (80% vs 74% in 2023).

The proportion of riders who said they would consider riding after one or more standard alcoholic drinks decreased

significantly in 2024 (48% vs 57% in 2023). However, perceptions remain divided, with 48% of riders believing that riding after drinking one or two standard drinks is acceptable. Despite this, respondents were significantly more likely to consider it extremely dangerous to ride after drinking when you know or think you are under the legal blood alcohol limit in 2024 (33% vs 28% in 2023).

Motorcycle Riding - Speeding

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

the speed limit. While this behaviour is similar across both speed zones, riders appear to be more careful with speeding in a 60 km/h zone.

Female riders are more cautious of speeding whether riding in 60 or 100 km/h zones, being significantly more likely than males to avoid speeding.

Self-Reported Riding Skills

The majority of respondents (92%) believe they are better riders than average, confidence in riding skills has increased, with significantly more riders rating themselves as a better or much better rider than average in 2024 (47% vs 35% in 2023).



EXECUTIVE SUMMARY

Keeping Motorcycle Skills Up to Date

Among those who have ridden in the previous 12 months, almost four in five (78%) reported keeping their motorcycle skills up to date, half (50%) advising they refresh their skills at least every couple of months.

Resources for Refreshing Riding Skills

The most common resource utilised to refresh riding skills remains YouTube (60%), followed by learning from friends and family (43%) and visiting motorcycle websites (31%).

Motorcycle Safety – Recommendations for TAC

There is an increased perception that more needs to be done by the TAC in terms of education, training, and licensing processes for both riders and drivers; evidenced by mentions of 'improving car driver training and licensing process' (23% vs 15% in 2023) and 'Improving/ offering more rider courses, training, license process' (11% vs 5% in 2023) increasing significantly in 2024.

E-Transport Devices

Unsurprisingly one-off, or first-time use of e-devices may be declining in 2024; the proportion of e-device riders riding once every six months or less

decreased significantly (6% vs 9% in 2023) while fewer e-bike and e-scooter users reported 'just trying it out' as their reason for e-device usage in 2024 (10% vs 30% in 2023 and 28% vs 50% in 2023, respectively).

Shared paths and dedicated bike lanes are perceived as safe by most e-device users for riding e-transport devices (67% and 61% respectively). In line with this, e-bike and e-scooter users increasingly prefer using bike lanes and shared paths, although riding on the road remains common for both e-bike (80%) and e-scooter users (58%).



RESEARCH CONTEXT AND OBJECTIVES

02

RESEARCH CONTEXT AND OBJECTIVES

Background

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

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

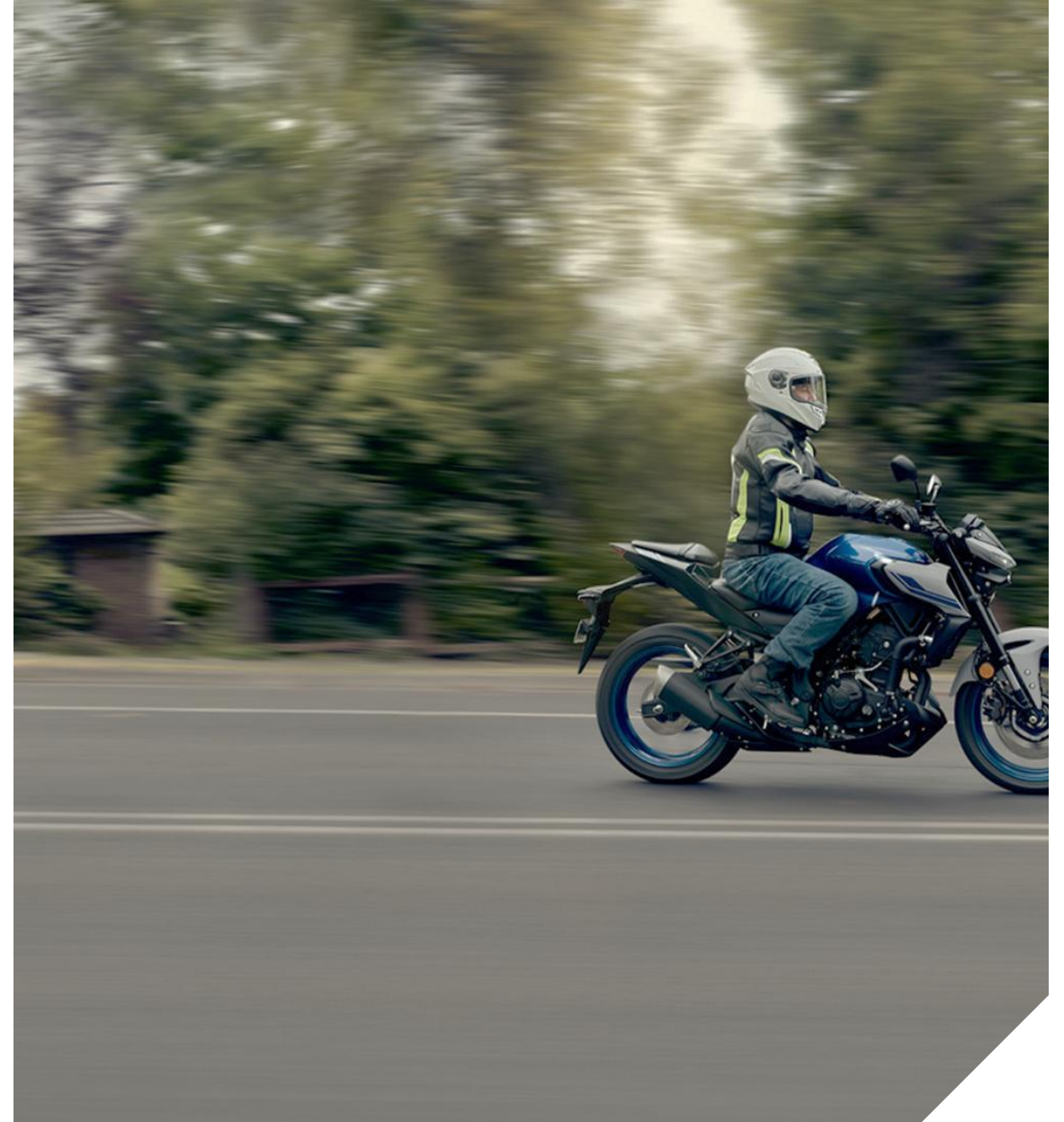
The methodology was designed to optimise response rates by allowing participants the flexibility to participate in this study using their preferred mode of completion.

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

Research Objectives

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

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



RESEARCH OVERVIEW

Motorcycle Monitor - 2024	
Fieldwork	Q1'24: w/c 19 Feb – w/c 1 Apr 2024 Q2'24: w/c 6 May – w/c 17 Jun 2024 Q3'24: w/c 29 Jul – w/c 9 Sep 2024 Q4'24: w/c 14 Oct – w/c 25 Nov 2024
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	Q1'24: n=220 Q2'24: n=252 Q3'24: n=250 Q4'24: n=285
Weighting	Results were weighted by gender, age, location and licence type to reflect the Victorian Motorcyclist population. The weighting scheme follows the demographic profile of the motorcycle licence and registration population from the VicRoads database. The demographic profile used for weighting is available in the next page.

DEMOGRAPHICS

Gender	% unweighted	% weighted	% population
Male	84%	87%	87%
Female	16%	13%	13%

Age	% unweighted	% weighted	% population
18-25 Y.O.	15%	4%	4%
26-39 Y.O.	20%	24%	24%
40+ Y.O.	64%	72%	72%

Licence type	% unweighted	% weighted	% population
Full motorcycle licence	86%	91%	91%
Learner or probationary licence	13%	7%	7%
No licence	1%	2%	2%

Location	% unweighted	% weighted	% population
Major Urban (All urban Centres with a population of 100,000 or more i.e., Melbourne, Geelong, Ballarat)	61%	57%	57%
Other Urban (All urban Centres with a population between 1,000 and 99,999 i.e., Warrnambool, Sale, Benalla)	28%	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).	11%	12%	12%

DETAILED FINDINGS: MOTORCYCLE RIDING

03

MOTORCYCLE RIDING



MOTORCYCLE RIDING - SUMMARY

Time Spent Riding Motorcycles

On average, respondents spent approximately one-fifth of the time they spend riding or driving riding a motorcycle (19%), either on or off-road. Most respondents (72%) were active riders who had ridden in the last 12 months, while one in five (20%) were lapsed riders, and fewer than one in ten (8%) were former riders.

On-Road Riding

Ninety-two percent of respondents who had ridden in the last 12 months reported riding on the road in 2024. The majority of time is spent riding for recreational purposes on-road (53%), followed by commuting (24%) and working purposes (6%).

Off-Road Riding

The proportion of respondents who rode off-road remained relatively steady at 38% in 2024.

Types of Motorcycles Ridden

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

Reasons for Not Riding

Among those who haven't ridden a motorcycle in the last 12 months, the main reasons were no longer owning a motorcycle (73%), changes in lifestyle or family commitments (21%), and preference for other modes of transport (14%). For those who have stopped riding and do not intend to ride again, safety concerns (52%) and changes in lifestyle or family commitments (37%) were the most common reasons.

E-Transport Device Usage

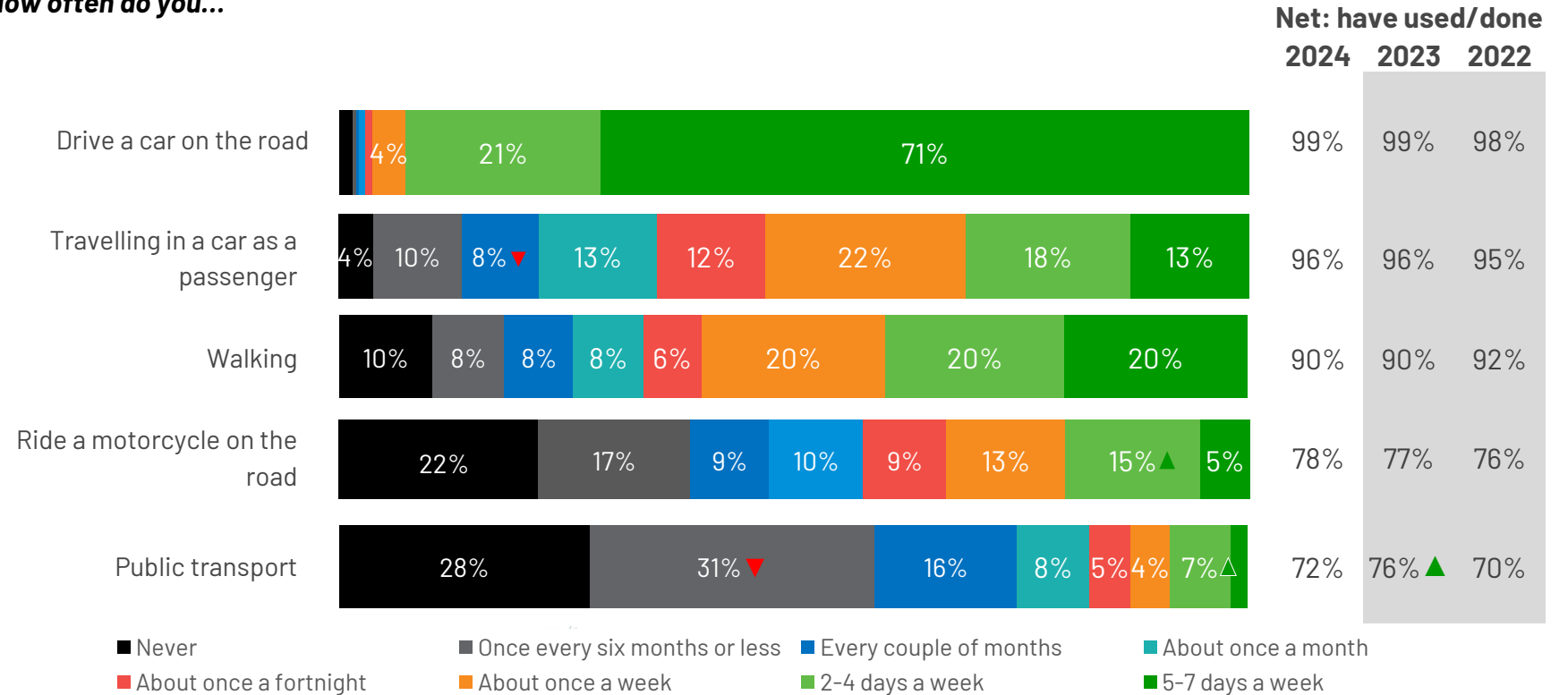
Usage of e-transport devices was slightly lower in 2024 (17%) compared to 2023 (19%), but still higher than 2022 levels.

GETTING ABOUT

Consistent with previous years, respondents rely heavily on cars as a mode of transport, either as a drivers or as passengers. The primary mode of transport used remains the car, with ninety-nine percent of respondents using a car for general transportation, with 71% driving as regularly as 5 to 7 days a week, while 96% of respondents travelled by car as a passenger.

The motorcycle is also a popular means of transportation for most respondents, with 78% reporting riding on the road at least once every six months or less, holding relatively steady year-on-year. The frequency of riding motorcycle on the road varies widely, the percentage of participants riding between 2-4 days saw a significant increase, rising from 11% in 2023 to 15% in 2024.

How often do you...



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

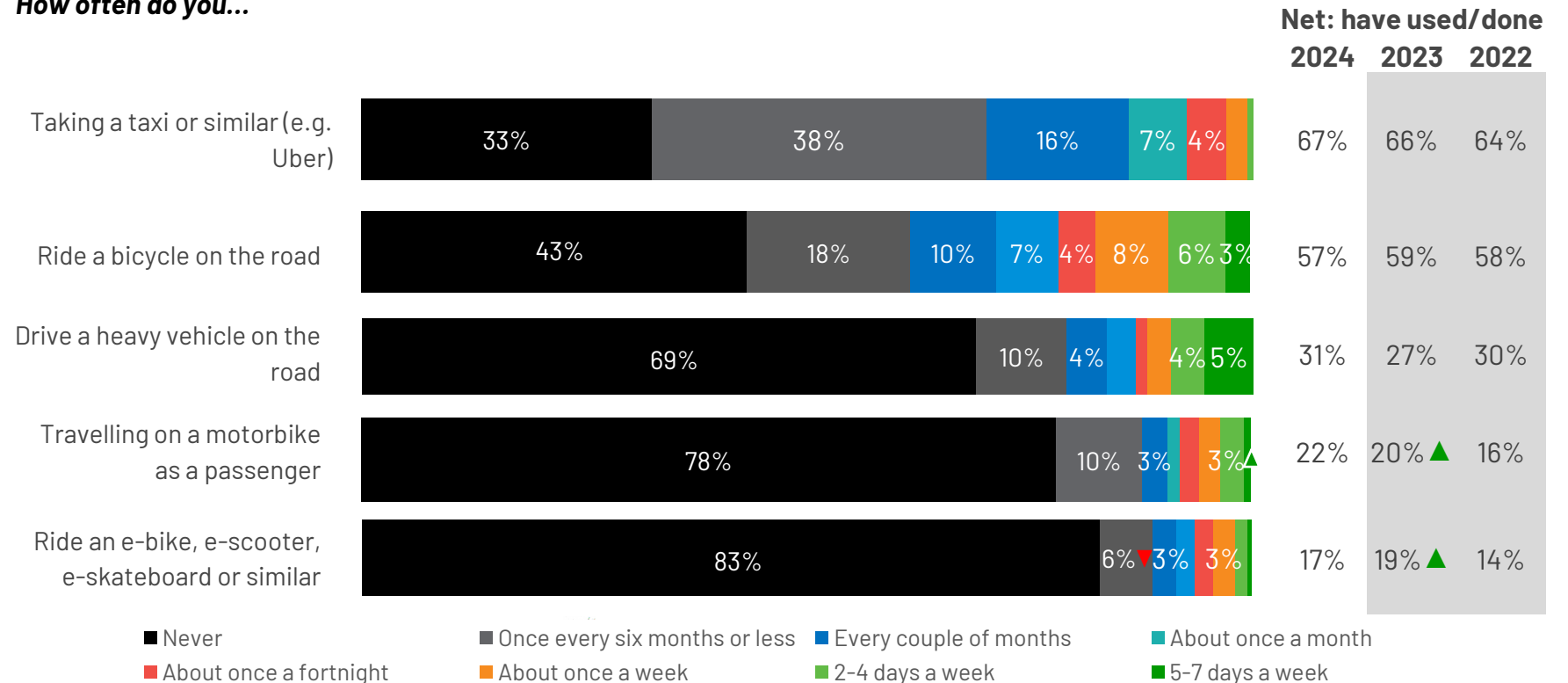
▲▼ Significantly higher/lower compared to previous year @ 95% c.i.

GETTING ABOUT

In 2024, reported use of each transportation mode remained relatively steady when compared to the previous year.

Usage of e-transport devices was slightly lower in 2024 (17%) when compared to the previous year (19%), albeit still higher than results seen in 2022 (significant at 90% c.i.).

How often do you...



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

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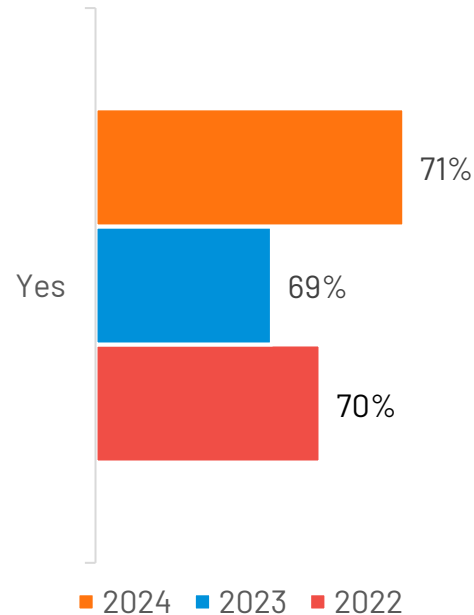
MOTORCYCLE RIDERS

The proportion of respondents who have ridden a motorcycle in the last 12 months remained relatively steady in 2024 at 71%.

Differences observed across demographic profiles also remain unchanged since 2022, with respondents aged 40+ years, females, and those holding a full licence remaining less likely than the average to have ridden a motorcycle in the last 12 months.

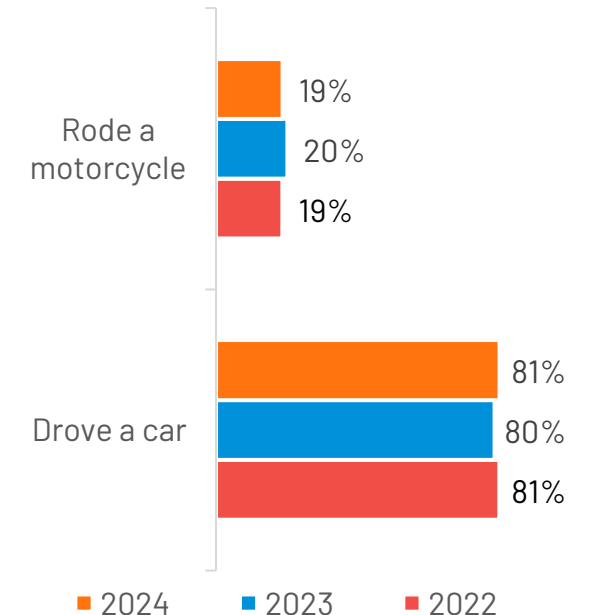
Meanwhile, the average time spent riding a motorcycle also remained consistent year on year, with approximately one fifth of respondents' time (19%) being spent riding a motorcycle, either on or off road, as opposed to driving a car.

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



Year 2024	Have ridden in the last 12 months
Age	
18-25 years old	84%
26-39 years old	82%
40+ years old	68%
Gender	
Male	74%
Female	56%
Licence type	
Full licence	71%
Probationary licence	96%
Learner's permit	96%

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



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

MOTORCYCLE RIDERS

Consistent with previous years, in 2024, respondents of the Motorcycle Monitor survey were primarily active riders who had ridden in the last 12 months (72%). One in five respondents were lapsed riders (20%), and fewer than one in ten (8%) were former riders.

Respondents over 40 years were significantly more likely than the average respondent to be former riders, while females were significantly more likely to be either lapsed or former riders.

72%

Active Riders

20%

Lapsed Riders

8%

Former Riders

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

Year 2024	Lapsed riders	Former riders
Age		
18-25 years old	15%	0%
26-39 years old	17%	1%
40+ years old	21%	11%
Gender		
Male	18%	8%
Female	30%	14%
Licence type		
Full licence	20%	9%
Probationary licence	4%	0%
Learner's permit	0%	4%

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

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



TYPES OF RIDING – ON-ROAD

Nine out of ten (92%) respondents who had ridden in the last 12 months reported riding on the road in 2024.

Most respondents report riding 101-500 kms per month in 2024 (39%), followed by up to 100kms per month (32%). Those riding for commuting purposes are more likely than the average rider to ride for longer distances, between 501-1,000 kms per month, albeit still only a low proportion of riders (6%).

Consistent with the previous year, on average, the majority of time is spent riding for recreational purposes on-road (53%, up 2pp YoY), followed by commuting purposes at 24% (down 1pp YoY) and working purposes at 6%.

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



Average kms ridden on road per month...

	Total			Commuting			Working			Recreation on-road		
	2024	2023	2022	2024	2023	2022	2024	2023	2022	2024	2023	2022
Up to 100kms per month	32%	32%	29%	22%	26%	24%	25%	22%	17%	31%	31%	30%
101-500 kms per month	39%	35%	37%	44%	38%	38%	38%	36%	33%	40%	37%	37%
501-1000 kms per month	13%	12%	14%	16%	16%	18%	17%	23%	18%	13%	13%	13%
1001-1500 kms per month	4%	4%	2%	5%	6%▲	3%	3%	6%	3%	4%	4%	2%
1501+ kms per month	4%	4%	4%	4%	4%	4%	5%	4%	7%	4%	4%	4%
Don't know	9%	12%	14%	8%	10%	13%	12%	10%▼	23%	8%	11%	13%

Average percentage of time spent riding...

53%

RECREATION ON-ROAD

24%

COMMUTING PURPOSES

6%

WORKING PURPOSES (EXCL. COMMUTING)

TYP. Thinking about your riding over the last 12 months, approximately what percentage of the time did you ride in the following categories? / RID1. Thinking now about how many kilometres you rode ON ANY motorcycle on the road for any reason over the last 12 months, how many kilometres did you ride? Base: Have ridden a motorcycle in the last 12 months Year 2022 n=500; Year 2023 n=543; Year 2024 n=627. 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 Year 2022 n=584; Year 2023 n=619; Year 2024 n=685. Note: Missing cases are excluded in analysis.

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

TYPES OF RIDING – OFF-ROAD

In 2024, the proportion of respondents who rode off-road remained relatively steady at 38% compared to 34% in 2023.

The proportion of riders who rode exclusively off-road was 8% in 2024, compared to 9% in 2023; remaining significantly lower than figures seen in 2022 (13%). Similarly, the average amount of time spent riding off-road was unchanged from 2023, remaining at 18%, significantly lower than the 23% seen in 2022.

Consistent with 2023, the majority of those who rode a motorcycle off-road only did so for a few hours per month, with 62% reporting up to eight hours of off-road recreational riding per month.

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



Average hours ridden off road per month...

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

Average percentage of time spent riding...



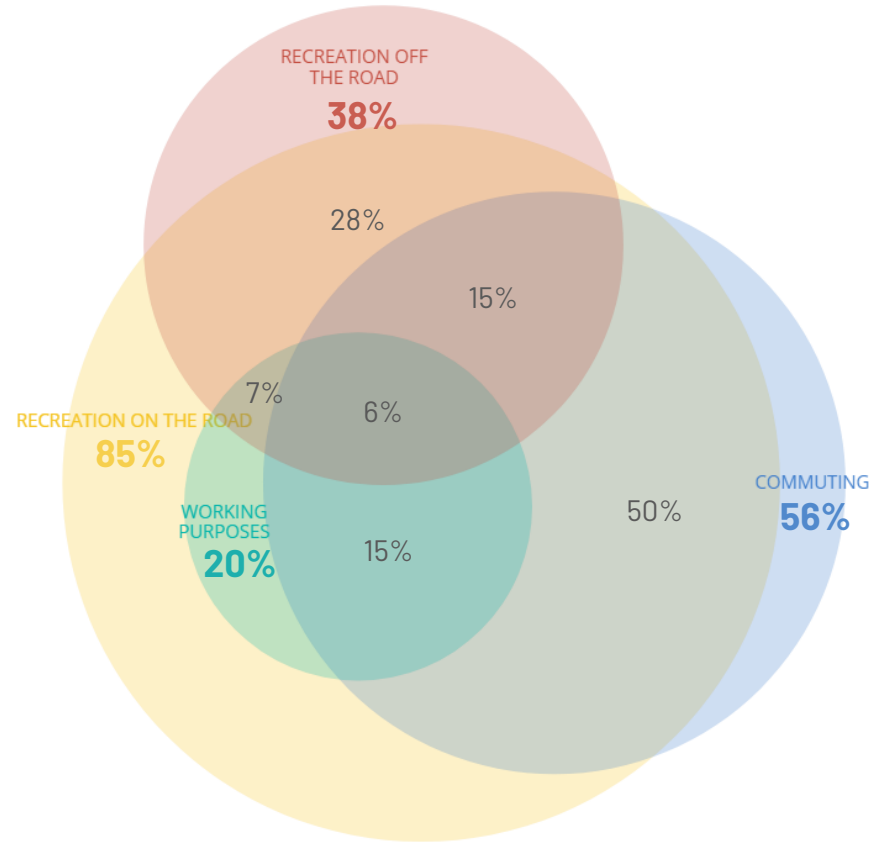
TYP. Thinking about your riding over the last 12 months, approximately what percentage of the time did you ride in the following categories? / RID2. Thinking now about how many hours you rode ON ANY motorcycle off road for any reason over the last 12 months, how many hours did you ride? Base: Have ridden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

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

PROPORTION OF RIDERS BY TYPE OF RIDING

When analysing the proportion of riders by type of riding, results revealed that the most prevalent type of riding is on-road recreation (i.e., riding on public roads, highways, freeways), with 85% of riders (up 3pp YoY) who have ridden in the last 12 months reporting this activity. This is followed by riding for commuting purposes at 56% (down 1pp YoY), recreation off-road (i.e., tracks in national parks or on private property) at 38% (up 4pp YoY), and riding for working purposes at 20% (down 2pp YoY).

Consistent with results seen in 2023, the most significant overlap in terms of riding types occurs between on-road recreational riding and commuting with 50% of those who have ridden in the last 12 months reporting riding for both purposes.



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

TYP. Thinking about your riding over the last 12 months, approximately what percentage of the time did you ride in the following categories? Base: Have ridden a motorcycle in the last 12 months. Year 2024 n= 744. Weight: WEIGHT FINAL (EXCL. R&L STATUS).

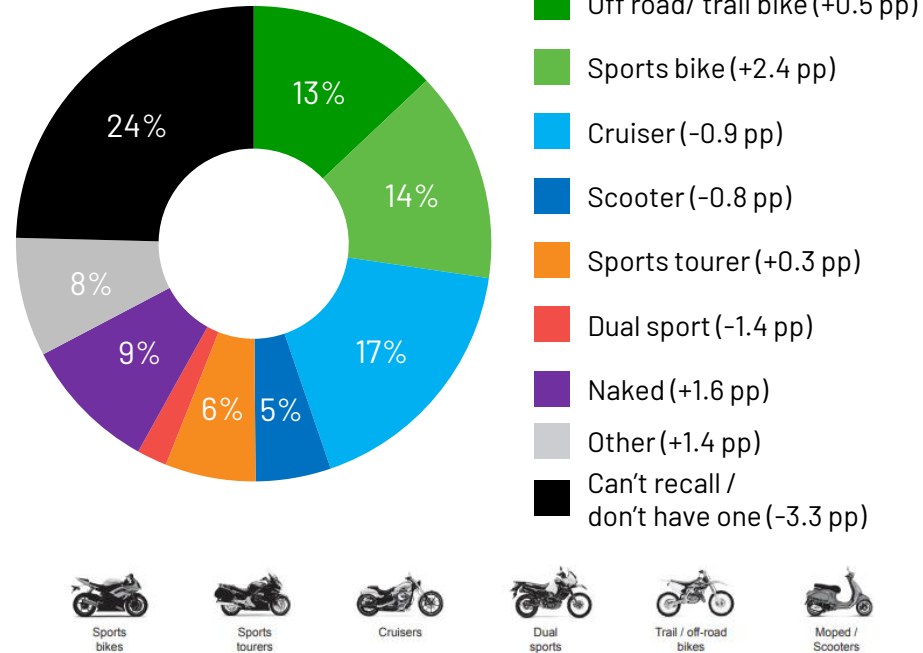
PRIMARY MOTORCYCLE RIDDEN

In terms of the motorcycle type most often ridden by respondents, Cruisers were again the most common in 2024, at 17%, holding relatively steady following a significant increase in 2023 to 18% from 14% in 2022.

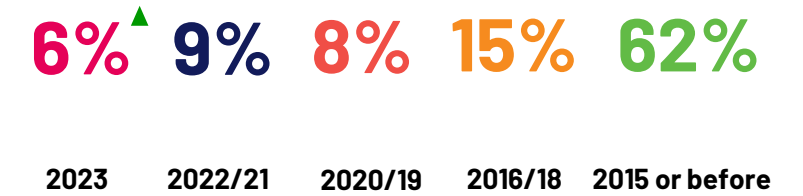
Following cruisers, sports bikes and off-road/trail bikes remain among the most common type of motorcycles ridden. Sports bikes have overtaken off-road/trail bikes as the second most common type of motorcycle ridden in 2024 (14% and 13%, respectively).

Consistent with results seen in 2023, the majority of respondents (62%) ride a bike manufactured in 2015 or prior, and approximately eight in ten (79%) ride a bike with an engine capacity of 251-700 cc (35%) or 700cc+ (44%).

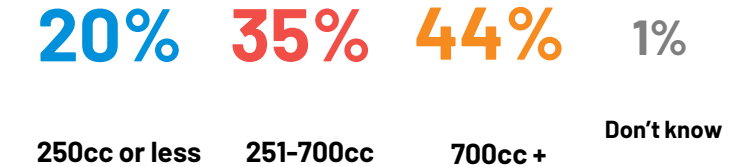
Motorcycle ridden most often



Manufactured year



Engine Capacity



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

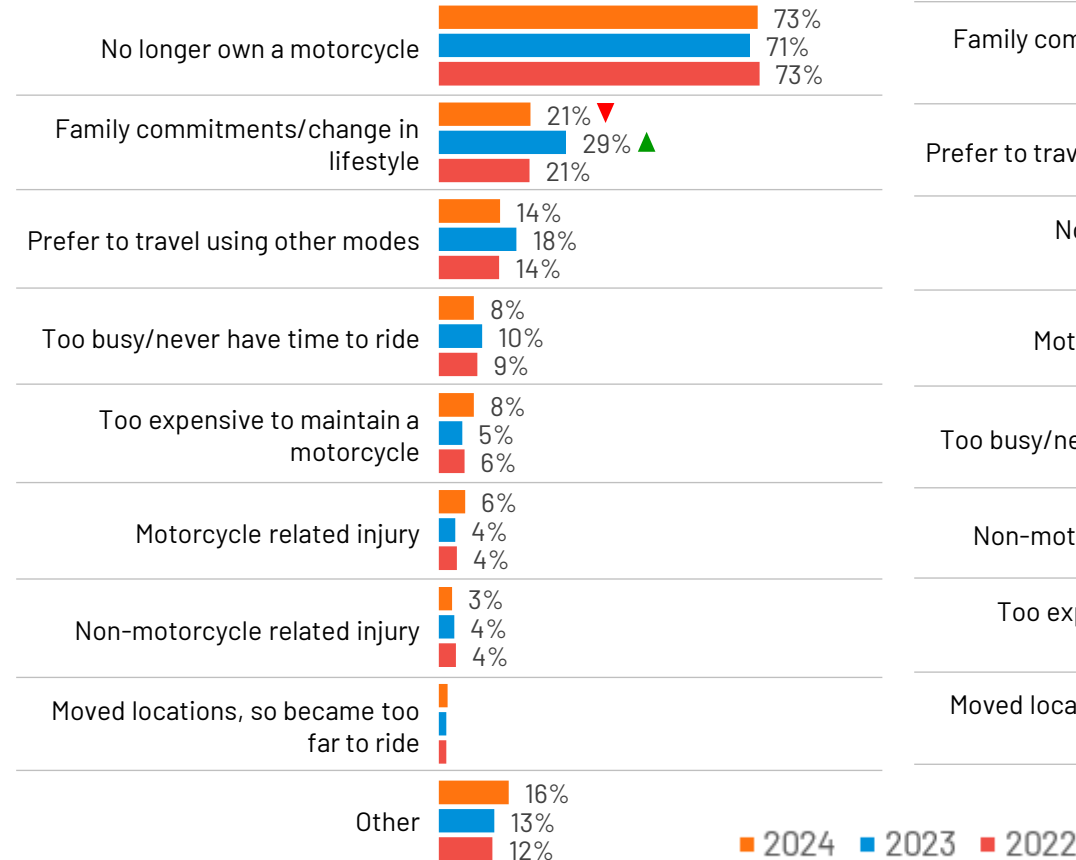
▲▼ Significantly higher/lower compared to previous year @ 95% c.i.

REASONS FOR NOT RIDING

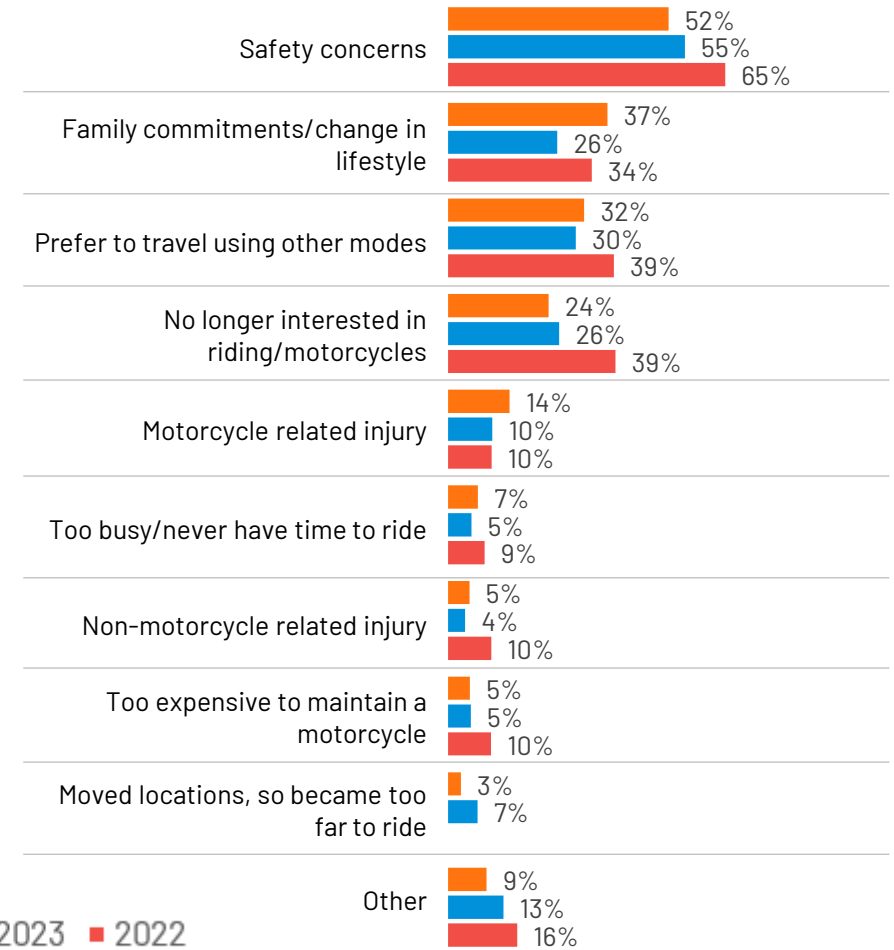
Consistent with previous years, among those who haven't ridden a motorcycle in the last 12 months, the main reasons were no longer owning a motorcycle (73%), changes in lifestyle or family commitments (21%), and preference for other modes of transport (14%). The proportion of respondents not riding due to a change in lifestyle or family commitments has returned to levels seen in 2022 (21%), due to a significant decrease from 29% in 2023.

For those who have stopped riding and do not intend to ride again, the most common reason remains safety concerns (52%). This was followed by changes in lifestyle or family commitments (37%) and a preference for other modes of transport (32%) in 2024.

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



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



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

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

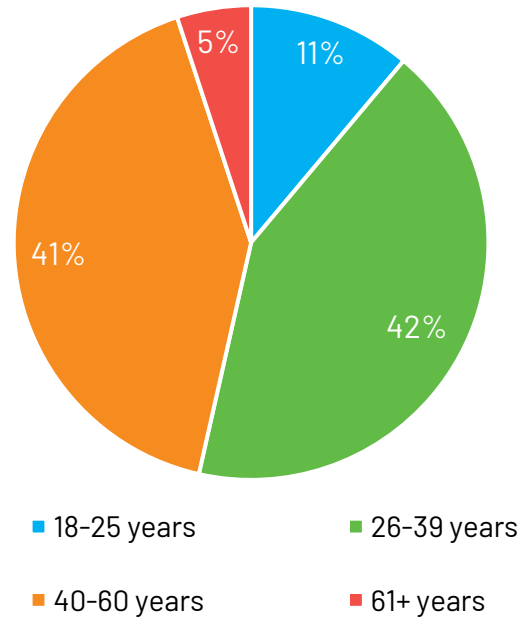


AGE WHEN STOPPED RIDING AND LIKELIHOOD OF RIDING AGAIN

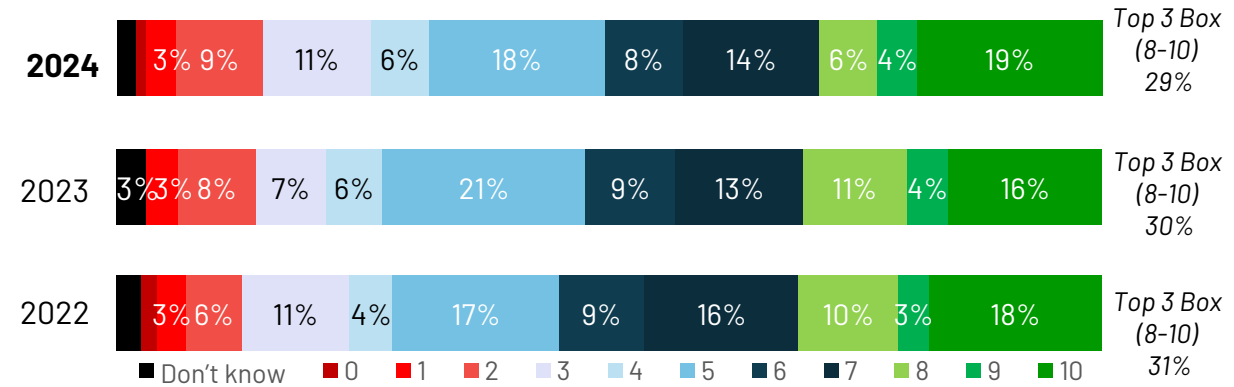
The age of riders when they stopped riding remains similar year on year, with more than half (53%) of the riders who stopped riding doing so between the age of 18-39 years, while 41% stopped riding when they were between 40-64 years old.

Among those who have stopped riding but may decide to ride again in the future, the likelihood of them riding again is moderate, with approximately three in ten (29%) indicating they were likely to ride again (through a self reported rating of 8 or above out of 10 in their likelihood of riding again)

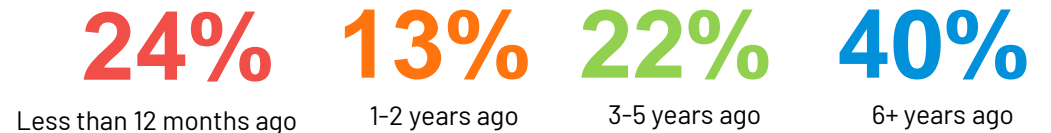
Age of riders when they stopped riding



Likelihood of riding again in future...



Just under 4-in-10 (38%) respondents that had a break and started riding again said the break was more than 6 years ago and almost 1-in-4 (23%) said the most recent break was less than 12 months ago...



R6. [HAS STOPPED RIDING AND MAY DECIDE TO RIDE IN THE FUTURE] What is the likelihood that you will ride again in the future? Base: Stopped riding and may decide to ride again in the future Year 2022 n=286; Year 2023 n=277; Year 2024 n=255. | R5. [HAD A BREAK FROM RIDING AND HAS STARTED RIDING AGAIN] Approximately, how long was the most recent break? Base: Stopped riding but has started riding again Year 2022 n=151; Year 2023 n=136; Year 2024 n=169. | *R8. How old were you when you stopped riding? Base: Stopped riding (may decide to ride again in the future or do not intend to ride again) Year 2022 n=347; Year 2023 n=350; Year 2024 n=338. Weight: WEIGHT FINAL (EXCL. R&L STATUS). Note: R8 results for Year 2022 were revised and updated in 2023. Note: Data labels for findings under 3% are not presented in charts. Missing cases are excluded in analysis.

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

DETAILED FINDINGS: MOTORCYCLE SAFETY

06

DETAILED FINDINGS: MOTORCYCLE SAFETY - SUMMARY

Motorcycle Safety Features

Usage of motorcycle safety features among active riders of road bikes has increased since 2022. This is demonstrated by 31% advising they had none of the listed safety features in 2024 compared with 40% in 2022.

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

Protective Motorcycle Clothing

Helmets remain the most used item with 97% of riders wearing a helmet all the time, followed by riding gloves (86%), and riding jackets (72%). Those riding for on-road recreation were significantly more likely than the average rider to wear a riding jacket (94%), while those riding off-road for recreation were significantly less likely (87%).

Motorcycle-specific riding boots were the most common form of protective footwear worn by riders all the time (59%), followed by any type of boots (not motorcycle specific) that cover riders' ankles (38%). The proportion of riders wearing ankle boots all the time, even those not specifically designed for motorcycling, increased significantly from the previous year (from 32%).

Attitudes About Motorcycle Clothing

Most respondents (88%) agree (strongly or somewhat) that motorcyclists should always wear motorcycle clothing while riding. The level of agreement declined significantly when compared to 2023 (88% compared to 92%) but remains at very high levels.

Strategies to Keep Safe When Riding a Motorcycle

Strategies suggested by respondents to keep safe when riding a motorcycle on the road include 'staying alert/being cautious on the road' (54%), 'wearing protective gear all the time' (47%), and 'planning the trip in advance' (27%).

What Should TAC Do to Improve Road Safety?

When asked what steps the TAC should take to improve road safety, the most common responses related to 'road maintenance, fixing defects, removing potholes, and cleaning up after roadworks' (34%).

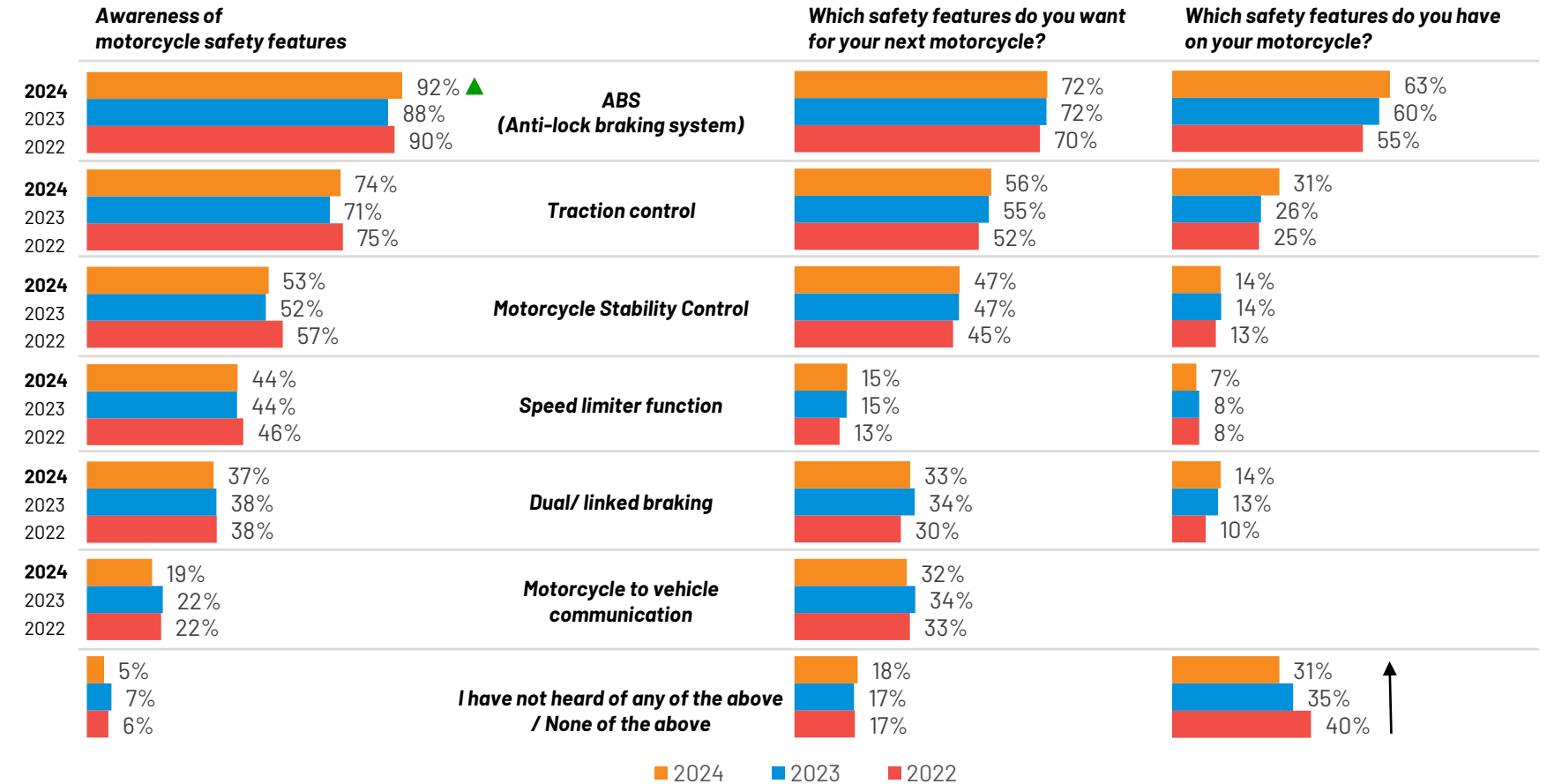
There is also an increased perception that more needs to be done by the TAC in terms of education, training, and licensing processes for both riders and drivers. Mentions of 'improving car driver training and licensing process' increased significantly to 23%, overtaking 'improving road user awareness and education' as the second most common mention. Additionally, 'Improving/ offering more rider courses, training, license process' (11%) also increased significantly, showing a growing desire for more road user training and improved driving and riding skills among Victorian road users.

MOTORCYCLE SAFETY FEATURES

Usage of motorcycle safety features among riders of road bikes or e-scooters (last 12 months) is in a directional increase since 2022 – in 2024 40% of riders didn't have any of the listed safety features, this figured is now at 31% (significantly below 2022).

Usage of motorcycle safety features among riders of road bikes or e-scooters (last 12 months) is in a directional increase since 2022 – in 2024 40% of riders didn't have any of the listed safety features, this figured is now at 31% (significantly below 2022).

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



FEA. Have you heard of any of the following motorcycle safety features? Base: Have ridden a motorcycle in the last 12 months Year 2022 n=664; Year 2023 n=679; Year 2024 n=744. FEA2. Which of these safety features do you have on the road motorcycle you currently ride most often? Base: Have ridden a motorcycle in the last 12 months and bike most often ridden is a road bike or scooter Year 2022 n=463; Year 2023 n=478; Year 2024 n=554. FEA3. Which of these safety features would you want for your next motorcycle? Base: Have ridden a motorcycle in the last 12 months Year 2022 n=661; Year 2023 n=679; Year 2024 n=744. Note: Data labels for findings under 3% are not presented in charts' Missing cases are excluded in analysis.

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

(-+ # pp) Percentual point difference vs year 2022

PROTECTIVE MOTORCYCLE CLOTHING

In terms of protective motorcycle gear, consistent with previous years, helmets remain the most used item, with 97% of riders wearing it all the time (up 1pp YoY), followed by riding gloves (86% all the time, up 3pp YoY), and riding jackets (72% all the time, steady YoY). Those riding for on-road recreation were significantly more likely than the average rider to wear a riding jacket (from some of the time to all of the time)(94%), while those riding off-road for recreation were significantly less likely (87%)

In terms of helmet type, preference remained consistent when compared to the previous year, with most riders (76%, up 5pp YoY) wearing a full-face helmet.

Helmet used

(-+ # pp) Percentual point difference vs year 2023

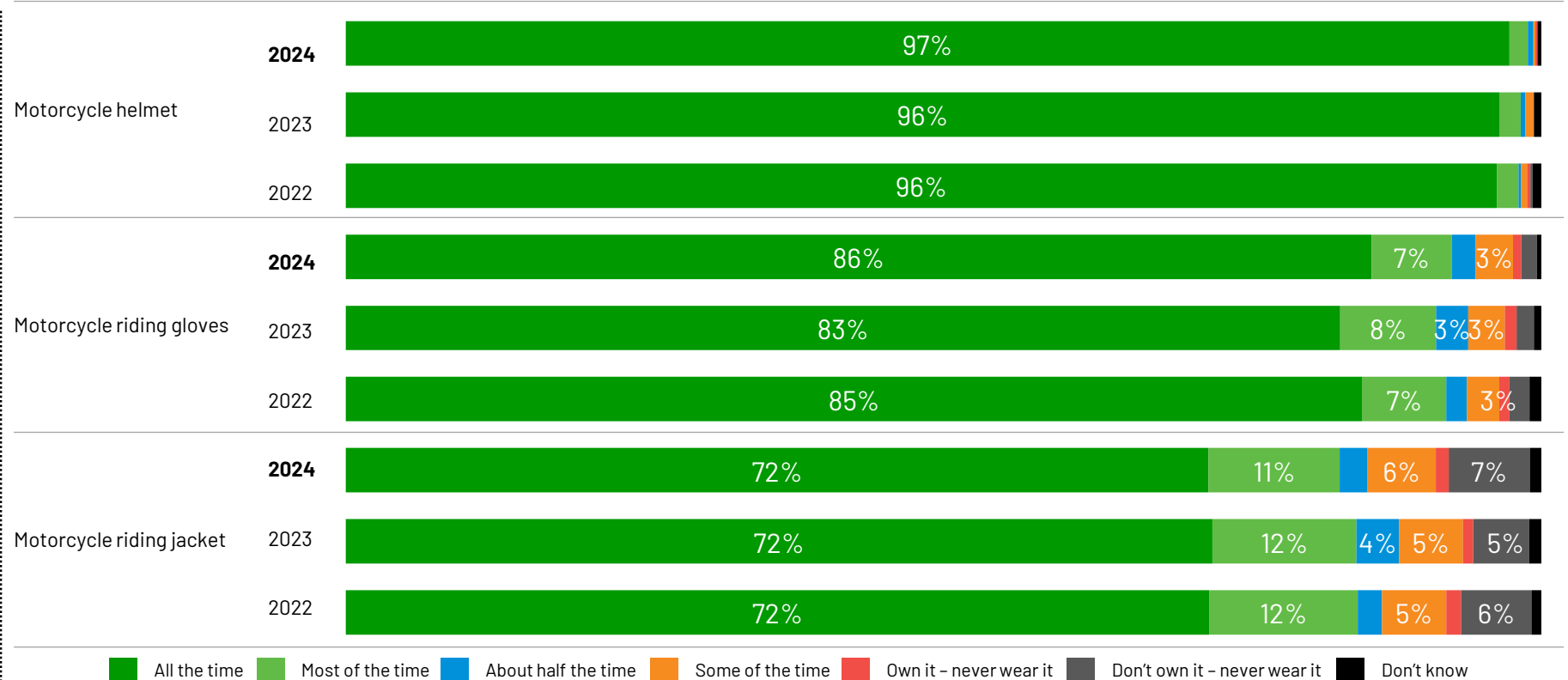


76%
Full face helmet
(+5 pp)



9%
Open face helmet
(-2 pp)

15%
Both
(-3 pp)



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

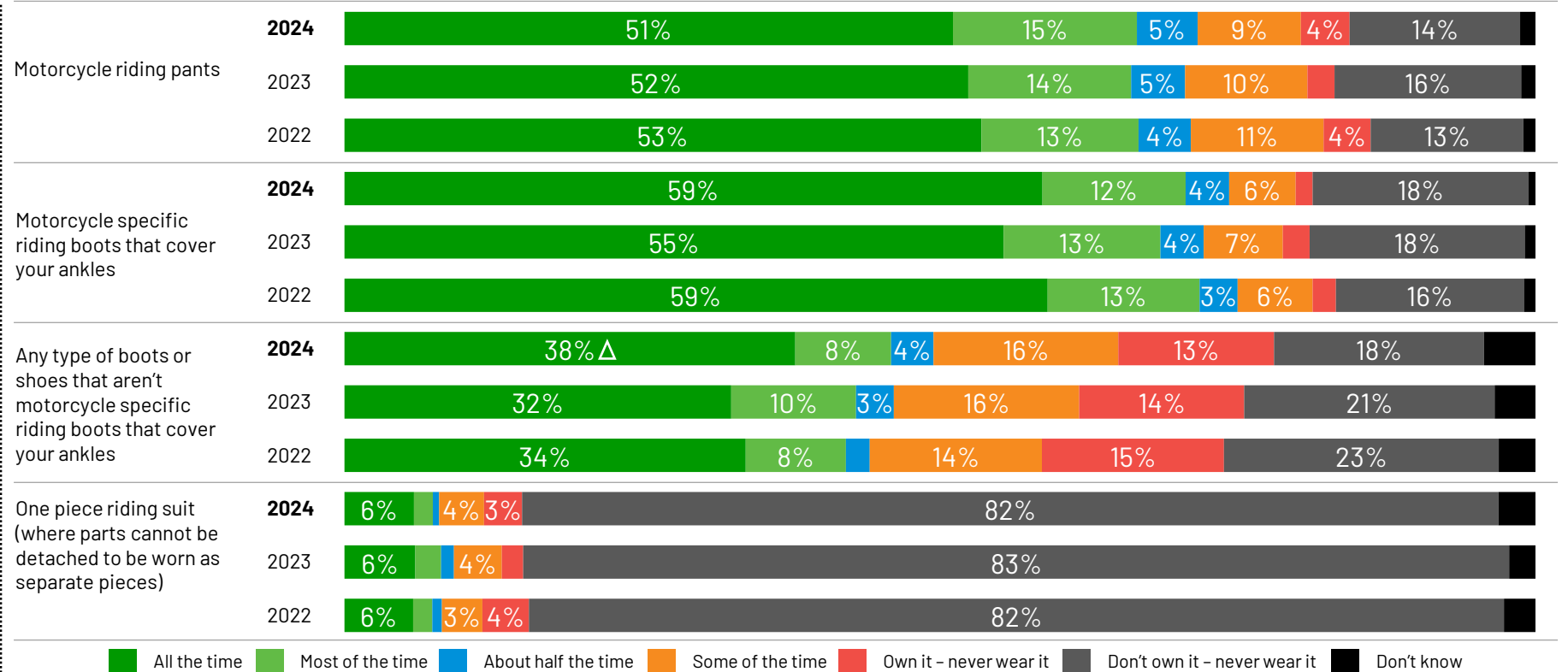
▲▼ Significantly higher/lower compared to previous year @ 95% c.i.



PROTECTIVE MOTORCYCLE CLOTHING

Consistent with previous years, motorcycle specific riding boots were the most common form of protective footwear worn by riders, with six in ten riders wearing these all the time (59%), compared to four in ten riders who wore any type of boots that weren't specific to motorcycle riding, but covered their ankles (38%). The proportion of riders wearing ankle boots all the time, even those not specifically designed for motorcycling, increased significantly from previous year (32%). This suggests that this type of footwear may still provide a sense of safety to some riders.

One-piece riding suits remains the least popular form of protective motorcycle clothing, with more than eight in ten (82%) respondents reporting they never wear this type of gear.



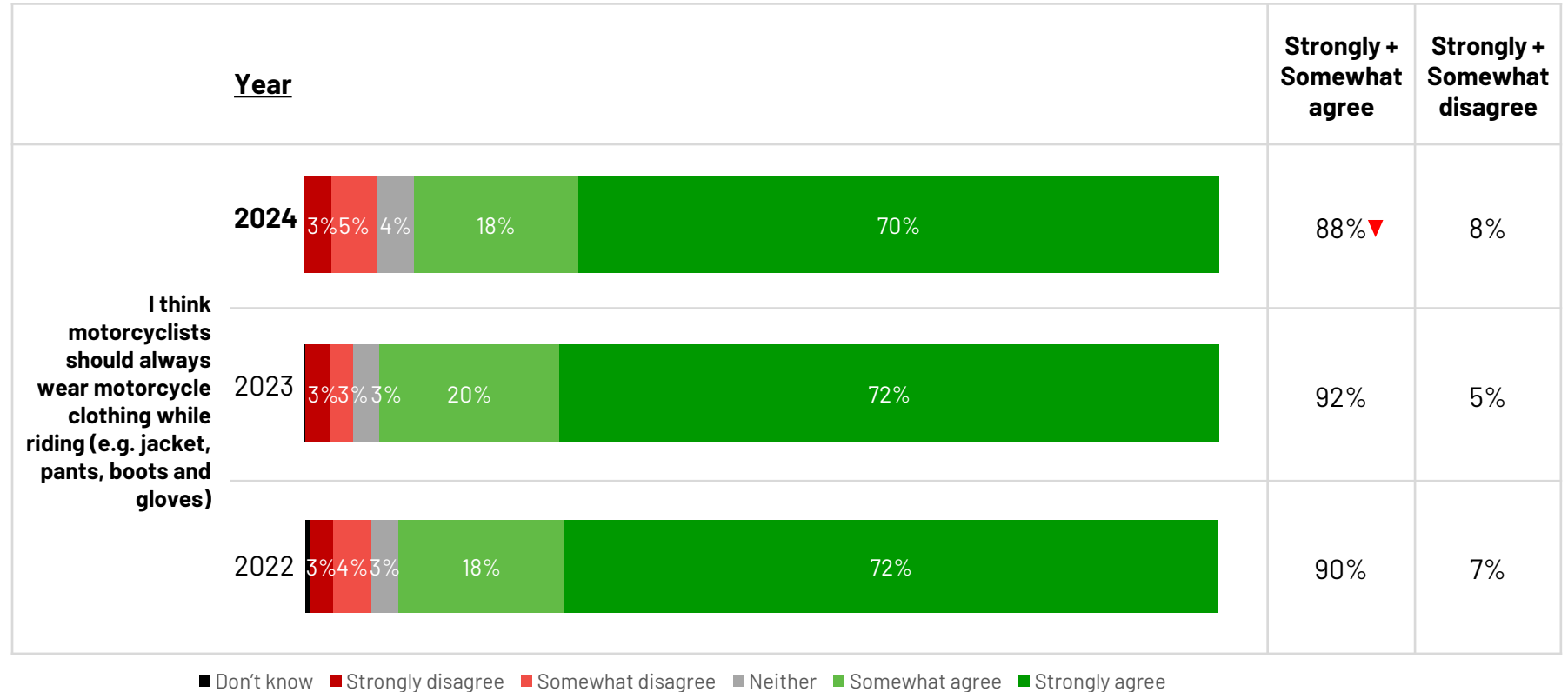
Quarter-on-quarter results are available in the appendix section.

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

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

ATTITUDES ABOUT MOTORCYCLE CLOTHING

Coinciding with similar levels of usage of motorcycle protective gear, most respondents (88%) agree (strongly or somewhat) that motorcyclists should always wear motorcycle clothing while riding. The level of agreement declined significantly when compared to 2023 (88% compared to 92%) but remains at very high levels.

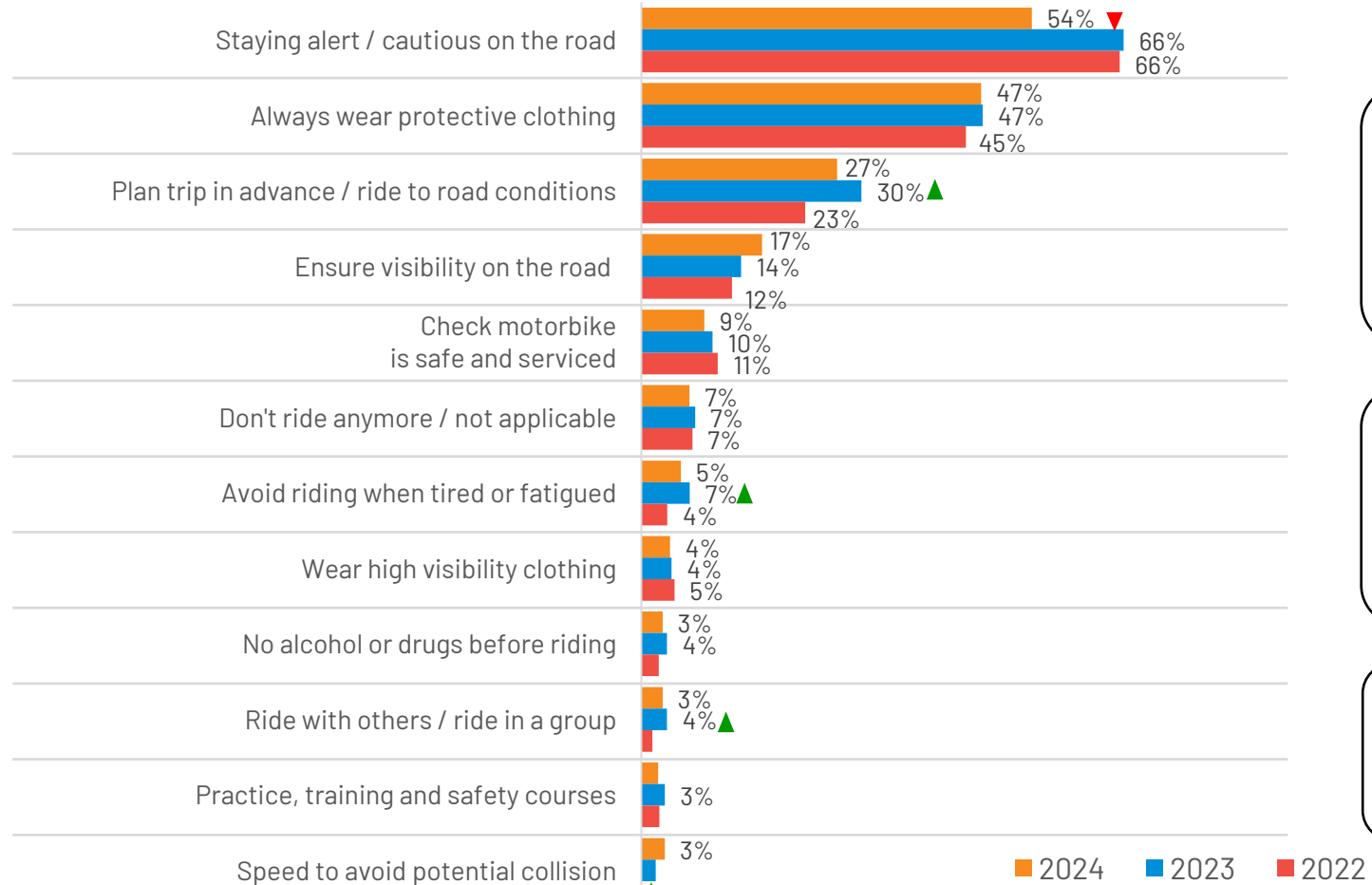


AT. To what extent do you agree or disagree with the following statements? Base: Total sample Year 2022 n=946; Year 2023 n=962; Year 2024 n=1,007. Weight: WEIGHT FINAL (EXCL. R&L STATUS). Note: Data labels for findings under 3% are not presented in charts; Missing cases are excluded in analysis.

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

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

Strategies, spontaneously suggested by respondents, to keep safe when riding a motorcycle on the road include 'staying alert / being cautious on the road (i.e., safe distance, slow speed)' – 54%, down 12pp YoY. This is again followed by 'wearing protective gear all the time' (47%, steady YoY), and 'planning the trip in advance' (27%, down 3pp YoY).



Anticipate drivers moves and intended actions, assume that drivers will not see you, wear protective clothing

Road placement, protective gear, plan trip before I start, always looking at other drivers

Full protective gear, plan trip, don't ride when tired, ride cautiously

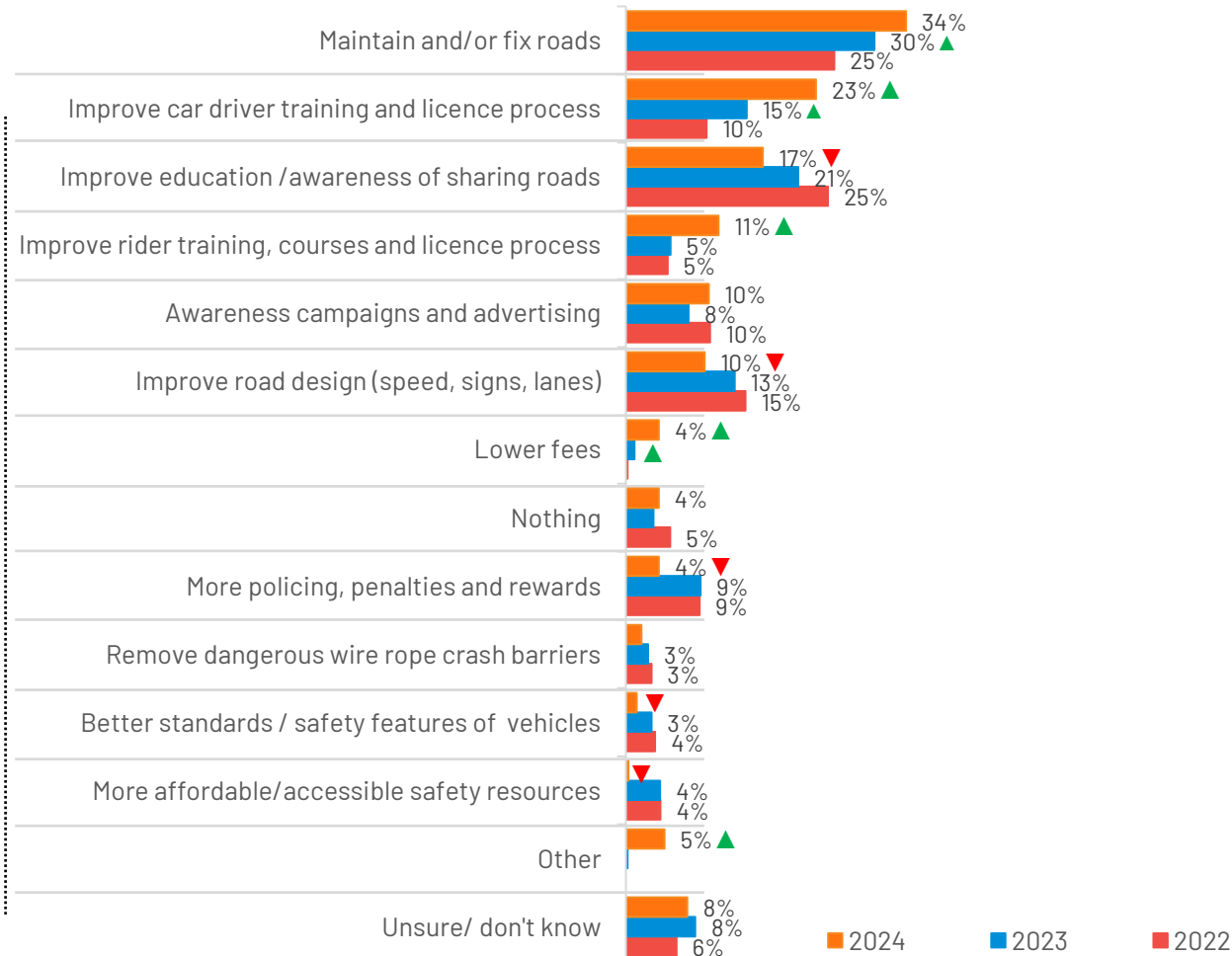
SAF1. What strategies do you use to keep safe when riding a motorcycle on the road? This could include how you ride, your bike and clothing, how you plan your trips or something else. Base: Total sample Year 2022 n=923; Year 2023 n=961; Year 2024 n= 995. Weight: WEIGHT FINAL (EXCL. R&L STATUS). Note: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

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

WHAT SHOULD TAC DO TO IMPROVE ROAD SAFETY?

Meanwhile, when asked what steps the TAC should take to improve road safety, the most common responses referred to 'road maintenance, fixing defects, removing potholes, and cleaning up after roadworks' (34%, up 4 pp YoY).

There is also an increased perception that more needs to be done by the TAC in terms of education, training and licencing process for both riders and drivers. Mentions of 'improving car driver training and licensing process' increased significantly to 23% (up 8pp YoY), overtaking 'improving road user awareness and education' (17% down 4pp YoY) as the second most common mention. Additionally, 'Improving/ offering more rider courses, training, licence process' also increased significantly (from 5% to 11% YoY), showing a growing desire for more road user training and improved driving and riding skills among Victorian road users.



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

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

"Fix the roads. A pothole is annoying in a car, potentially fatal on a bike."

"Implement more training and awareness for people when they learn to drive a car..."

"Educate both motorcyclists and drivers about shared road rules on the road"

DETAILED FINDINGS: MOTORCYCLE RIDING BEHAVIOURS AND ATTITUDES

05

MOTORCYCLE RIDING BEHAVIOURS AND ATTITUDES – SUMMARY

Experience With Police While Riding

Interactions with police while riding has increased year on year. Breath-testing for alcohol remains the most common reason for riders to be stopped on the road and increased significantly year on year, with 23% of riders having been breath-tested at least once in the past 12 months. Similarly, drug testing has also increased significantly year-on-year, with 9% of riders having been drug tested at least once in the past 12 months.

Riding after Drinking Alcohol

Most respondents said they didn't ride a motorcycle when they believed they might be over the legal blood alcohol limit (98%), or after drinking when they thought they were under the legal limit (80%) in the last 12 months.

Compared to the previous year, significantly more respondents said they hadn't ridden a motorcycle after drinking, even when they thought they were under the legal blood alcohol limit (80% vs 74%).

A significant decrease in this behaviour is seen particularly among those who reported doing so three or more times in the last 12 months (6%).

The proportion of riders who would consider riding after one or more standard alcoholic drinks decreased significantly from 57% in 2023 to 48% in 2024. However, perceptions remain divided, while 51% of respondents would not ride after drinking any alcohol, 48% believed that riding after drinking one or two standard drinks was acceptable.

Riding while over the legal blood alcohol limit remains perceived as extremely dangerous by most participants (91%). Riding after drinking when you know or think you are under the legal blood alcohol limit is perceived as less dangerous than riding when you are over your legal blood alcohol limit,

When compared to the previous year, significantly more respondents considered it extremely dangerous to ride after drinking when you know or think you are under the legal blood alcohol limit (33% vs 28%).

Speeding

Most riders said they have not been caught speeding in the last 12 months (97%). Across both 100km/h and 60 km/h zones, riders are significantly more likely to intentionally ride up to 3 km/h (at least some of the time) than ride more than 3 km/h over the speed limit. While this behaviour is similar across both zones, riders are more careful with speeding in a 60 km/h zone.

Female riders are more cautious of speeding when riding in both 60 and 100 km/h zones, being significantly more likely than males to avoid speeding.

The perceived risk of speeding more than 3km/h over the posted speed limit is higher than speeding only up to 3km/h. Perceived risk also remains slightly higher for 60km/h zones than 100km/h zones, with 28% of respondents believing it is extremely dangerous to ride more than 3km/h over the speed limit in a 60km/h zone, compared to 25% when thinking about 100 km/h zones.

MOTORCYCLE RIDING BEHAVIOURS AND ATTITUDES – SUMMARY

Other Behaviours When Riding a Motorcycle

Most riders report avoiding riding without protective gear for both long (96%) and short trips (77%). Although not significant, the slight increases seen from 2023 revealed a slight recovery in those never riding without protective gear.

Usage of headphones, Bluetooth, or in-helmet systems for both listening to music and talking on a mobile phone remains significantly more common than it was in 2022, with results in 2024 holding steady when compared to the previous year.

Attitudes towards behaviours while riding

Most riders believe it is extremely dangerous to ride a motorcycle without protective gear for both long (90%) and short trips (66%).

Usage of headphones, Bluetooth, or in-helmet systems for both listening to music and talking on a mobile phone remain the least dangerously rated behaviours while riding in 2024.

Agreement with statements related to fatigue remain at high levels in 2024, with 94% of respondents agreeing that 'the only remedy for feeling very tired while riding is to stop riding and rest'.

The perception that drivers are not always aware of motorcyclists when they are driving (86%) and that drivers don't understand what it is like to be a motorcyclist (91%) remains common in 2024, with most respondents agreeing with these statements.

Most riders also agree that, sometimes, some level of risks is needed to avoid dangerous situations when riding a motorcycle (70%).

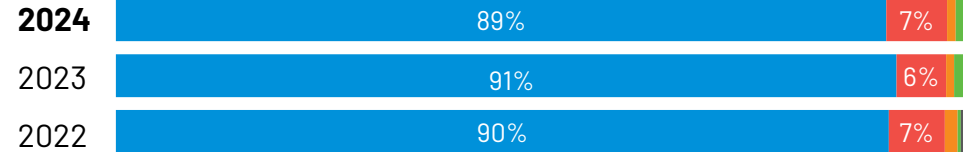
RIDING BEHAVIOURS

Breath-testing for alcohol remains the most common reason for riders to be stopped on the road and increased significantly year on year, with almost one quarter of riders (23%) having been breath-tested at least once in the past 12 months, (up 6pp YoY). Similarly, drug testing has increased significantly year-on-year, with almost one in ten riders (9%) reporting having been drug tested at least once in the past 12 months (up 3pp YoY). Increases observed from previous year coincide with a higher number of alcohol screening test conducted by Victoria Police as part of their focused enforcement efforts to reduce road trauma[^].

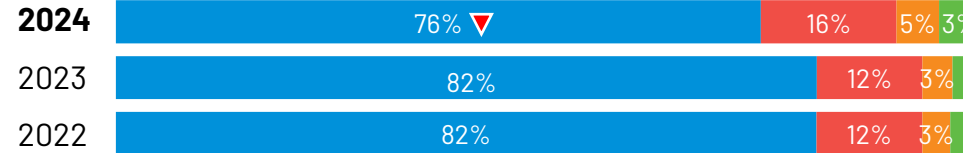
Experiences when riding in the past 12 months...

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

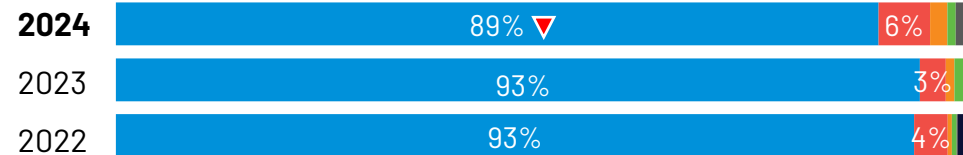
Pulled over by police for any reason while riding a motorcycle



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



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



	Commuting			Working			Recreation on-road		
	Net: have been pulled over/ tested								
	2024	2023	2022	2024	2023	2022	2024	2023	2022
Any reason	13%	10%	12%	10%	16%	14%	11%	9%	9%
Breath-tested	28%	23%	22%	32%	22%	27%	25%	20%	19%
Drug-tested	11%	9%	7%	11%	10%	13%	10%	7%	5%

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

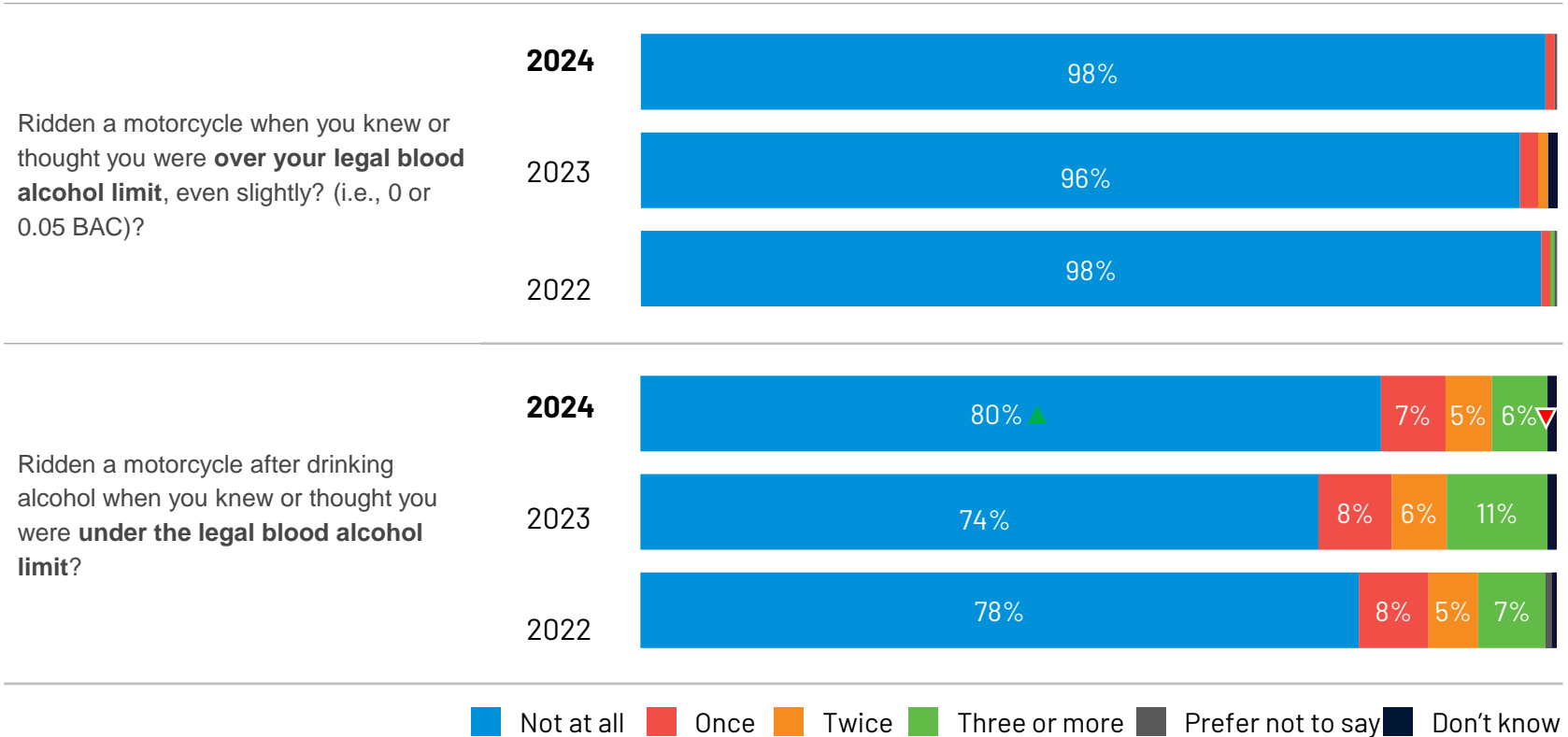
▲▼ Significantly higher/lower compared to previous year @ 95% c.i.

DRINKING WHILE RIDING

In terms of behaviours, consistent with previous years, most respondents said they didn't ride a motorcycle when they believed they might be over the legal blood alcohol limit (98%, up 2pp YoY), or after drinking when they thought they were under the legal limit (80%, up 6pp YoY) in the last 12 months.

In 2024, four-in-five (80%) respondents said they haven't ridden a motorcycle even when they thought they were **under** the legal blood alcohol limit, this figure has increased significantly from 74% in 2023. A significant decrease in this behaviour is seen particularly among those who reported doing do three or more times in the last 12 months (6%, down 5pp YoY).

Riding when drinking alcohol...



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

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

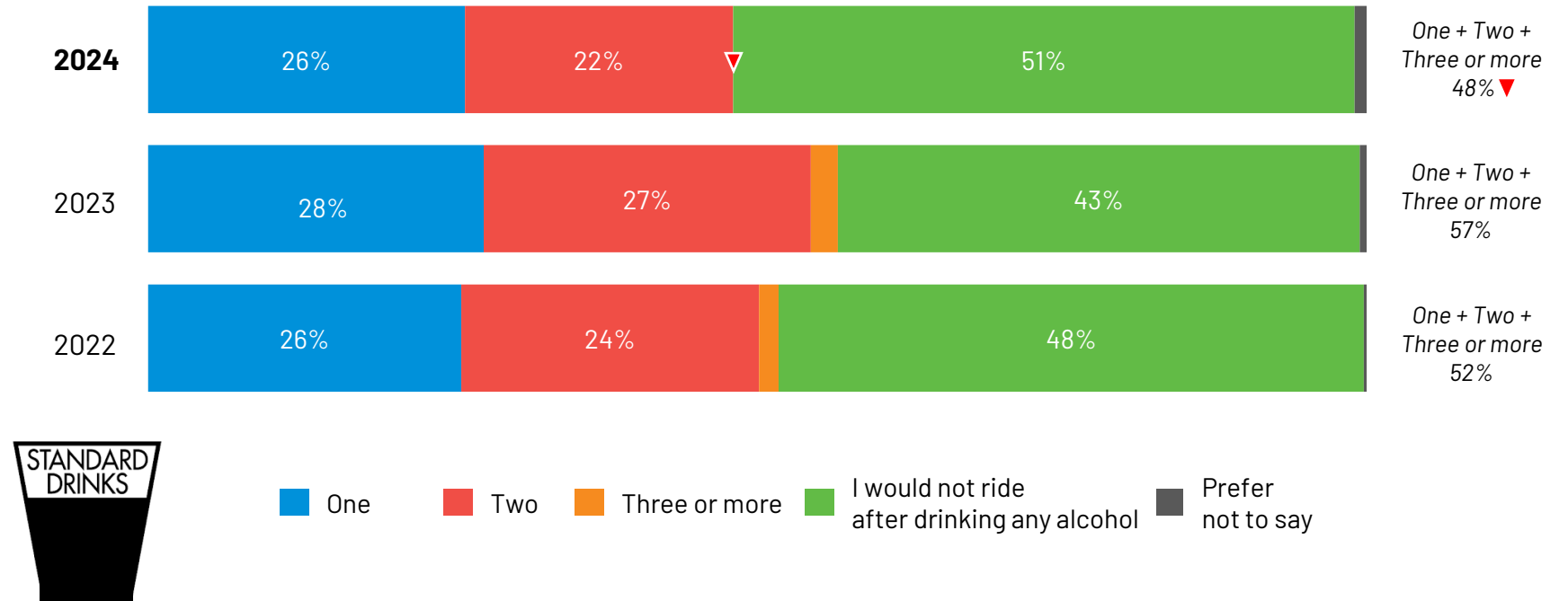
DRINKING WHILE RIDING

Coinciding with drinking and riding behaviours, the number of standard alcoholic drinks riders would have and still consider riding has decreased in 2024. Half of respondents (51%) would not ride after drinking any alcohol (up 8pp from 2023).

The proportion of riders who would consider riding after one or more standard alcoholic drinks decreased significantly from 57% in 2023 to 48% in 2024.

However, perceptions remain divided, with 48% of respondents believing that riding after drinking one or two standard drinks is acceptable.

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



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

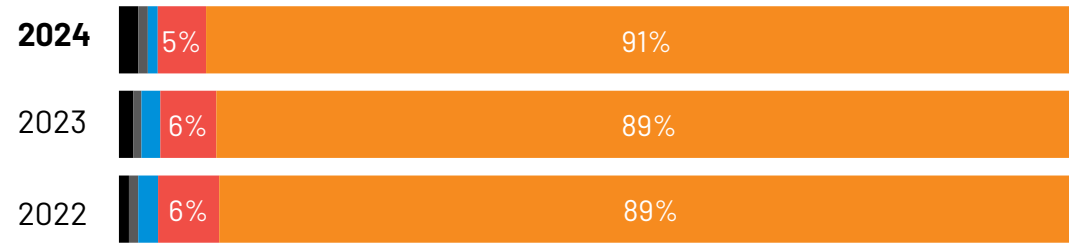
▲▼ Significantly higher/lower compared to previous year @ 95% c.i.

ATTITUDES TOWARDS DRINKING WHILE RIDING

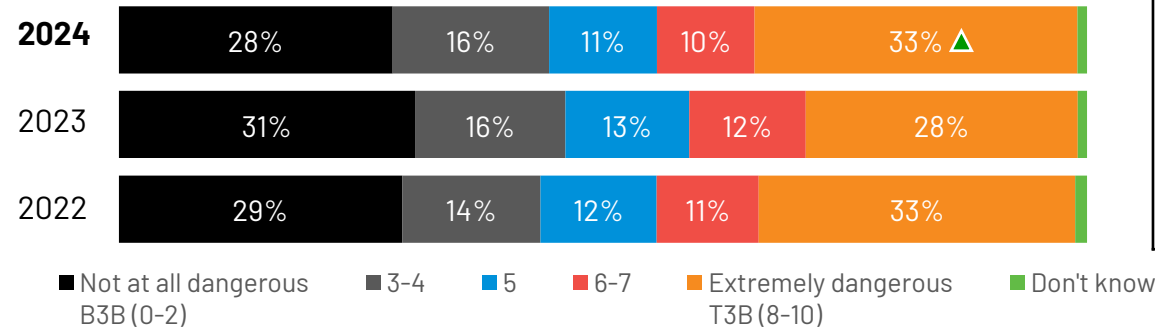
Although riding after drinking when you know or think you are **under** the legal blood alcohol limit is still perceived as less dangerous than riding when you are over your legal blood alcohol limit, with one third (33%) of respondents considered it is extremely dangerous to do so; this figure is significantly higher year-on-year (up 5pp from 28% in 2023), coinciding with the significant decreases seen for drink and riding behaviours and what appears to be an increase in enforcement.

Meanwhile, in line with previous years, most participants (91%) perceived riding while over the legal blood alcohol limit is also as extremely dangerous (up 2pp from 89% in 2023).

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



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



Not at all dangerous - B3B (0-2)			Extremely dangerous - T3B (8-10)		
2024	2023	2022	2024	2023	2022
2%	2%	1%	91%	89%	89%
28%	31%	29%	33% ▲	28%	33%

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

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

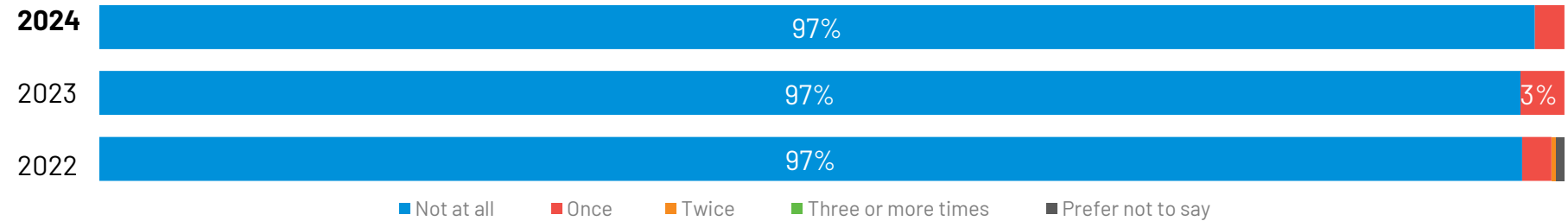
SPEEDING

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

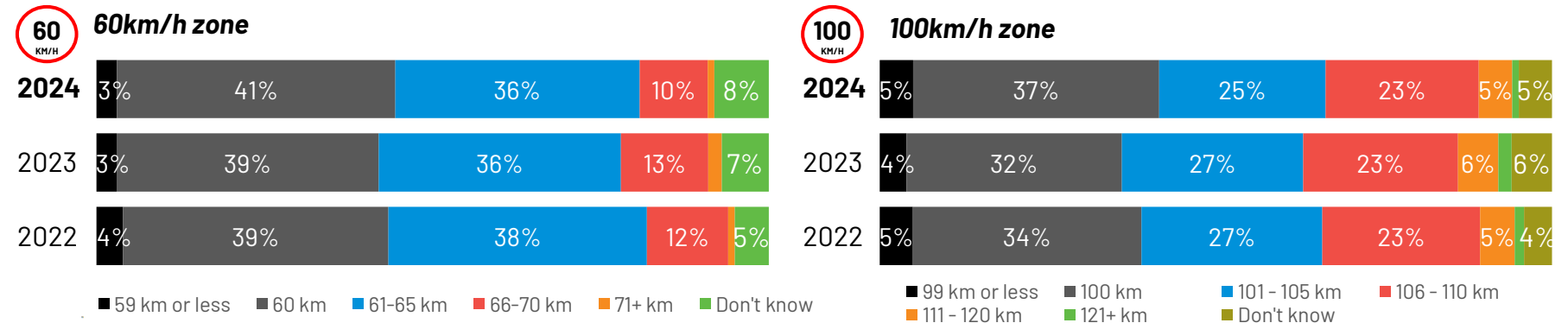
The perception of how fast riders should be allowed to ride without being booked for speeding varies. In a 60km/h zone, similar to previous years, two in five (41%) agree that the limit should be 60km/h, meanwhile over one third (36%) think the limit should be up to 65 km/h before being booked.

In zones with a 100km/h limit, almost two in five (37%) believe this is an appropriate limit, while one quarter of respondents (25%) think it should be between 101-105km/h and a further 23% think it should be between 106-110 km/h. No major changes were seen year on year.

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



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



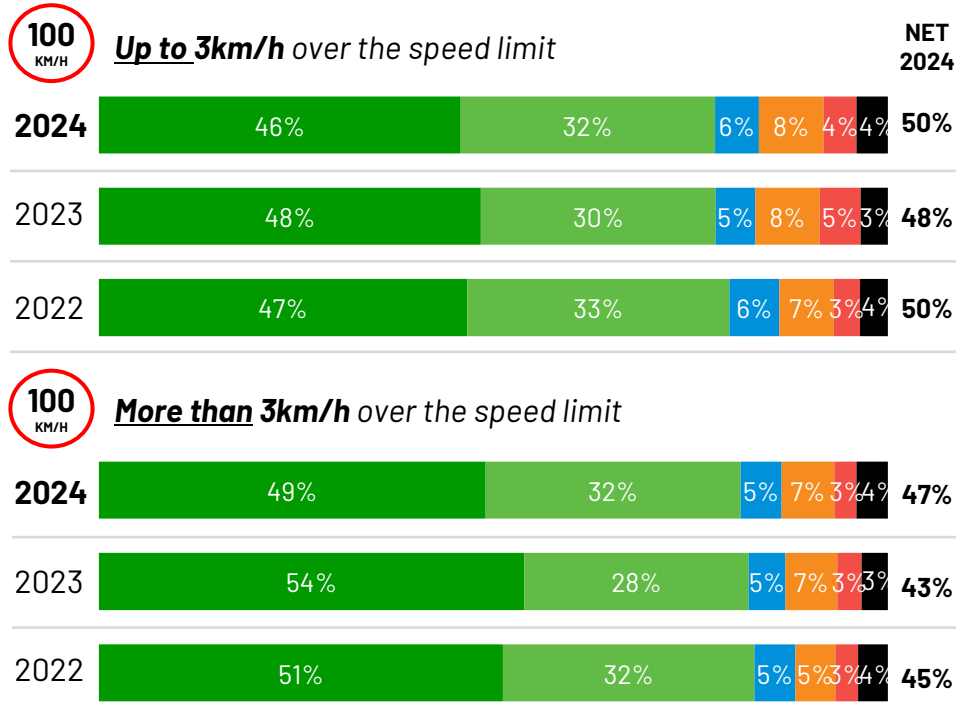
SPE1. How many times have you been caught speeding on your motorcycle in the last 12 months? Base: Have ridden a motorcycle in the last 12 months; Year 2022 n=665; Year 2023 n=679; Year 2024 n=744. | SPE2. How fast should people be allowed to ride a motorcycle in a 60km/h zone without being booked for speeding? Base: Have ridden a motorcycle in the last 12 months; Year 2022 n=659; Year 2023 n=679; 2024 n=744. | SPE4. How fast should people be allowed to ride a motorcycle in a 100km/h zone without being booked for speeding? Base: Have ridden a motorcycle in the last 12 months; Year 2022 n=665; Year 2023 n=640; 2024 n=702. Weight: WEIGHT FINAL (EXCL. R&L STATUS). Note: Data labels for findings under 3% are not presented in charts

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

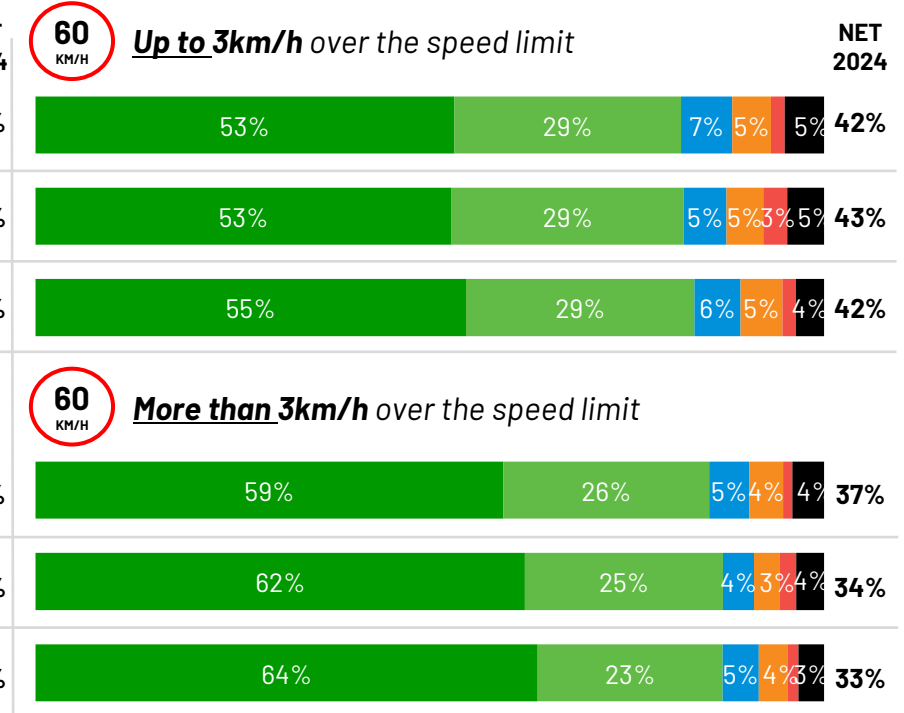
SPEEDING

Speeding behaviours remain relatively steady year-on-year, with moderate speeding behaviours identified. Across both 100km/h and 60 km/h zones, riders are significantly more likely to intentionally ride up to 3 km/h (at least some of the time) than ride more than 3 km/h over the speed limit. While this behaviour is similar across both zones, riders are more careful with speeding in a 60 km/h zone. Over two in five (43%) said they have ridden up to 3 km/h in a 60 km/h zone compared to 37% who said they have ridden more than 3 km/h in the same zone. Female riders are more cautious of speeding when riding in both 60 (up to 3 km/h over 68%, more than 3 km/h over 74%) and 100 km/h zones (up to 3 km/h over 65%, more than 3 km/h over 69%), being significantly more likely than males to avoid speeding in 60 (up to 3 km/h over 52%, more than 3 km/h over 58%) and 100km/h zones (up to 3 km/h over 44%, more than 3 km/h over 47%)

In a 100km/h zone, has intentionally ridden...



In a 60km/h zone, has intentionally ridden...



■ 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; Year 2022 n=672; Year 2023 n=679; Year 2024 n=744. Weight: WEIGHT FINAL (EXCL. R&L STATUS). Note: Data labels for findings under 3% are not presented in charts; Missing cases are excluded in analysis.

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

ATTITUDES TOWARDS SPEEDING

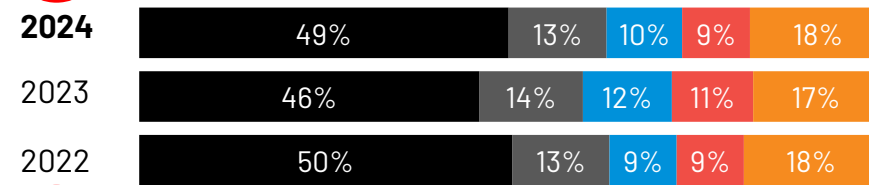
Coinciding with speeding behaviours, and consistent with results seen in previous years, the perceived risk of speeding more than 3km/h over the posted speed limit is higher than speeding only up to 3km/h. Perceived risk also remains slightly higher for 60km/h zones than 100km/h zones, with 28% of respondents believing it is extremely dangerous to ride more than 3km/h over the speed limit in a 60km/h zone, compared to 25% when thinking about 100 km/h zones.

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

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

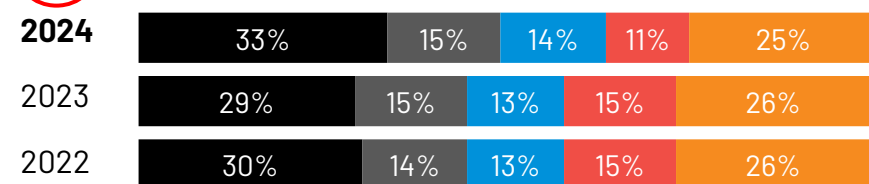
100
KM/H

Up to 3km/h over the speed limit in a 100km/h zone



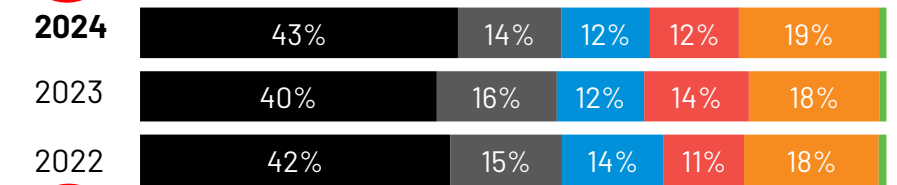
100
KM/H

More than 3km/h over the speed limit in a 100km/h zone



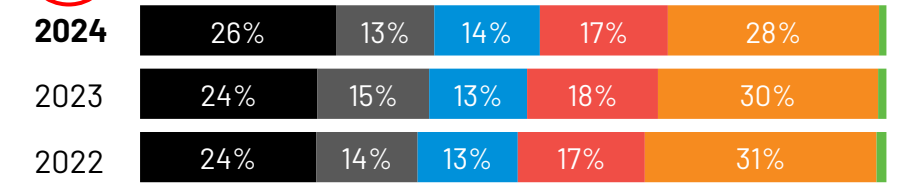
60
KM/H

Up to 3km/h over the speed limit in a 60km/h zone



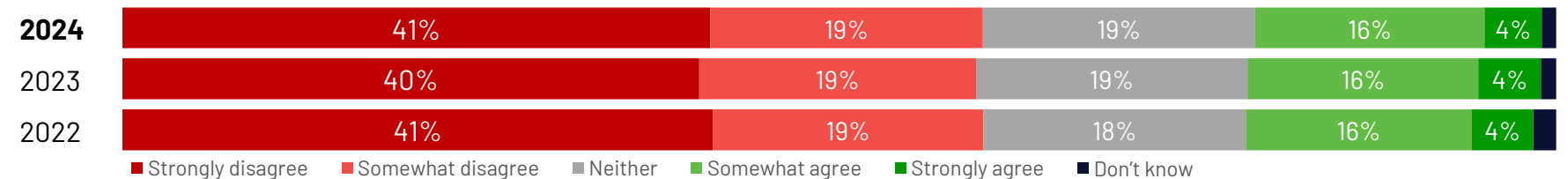
60
KM/H

More than 3km/h over the speed limit in a 60km/h zone



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

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



■ Strongly disagree ■ Somewhat disagree ■ Neither ■ Somewhat agree ■ Strongly agree ■ Don't know

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

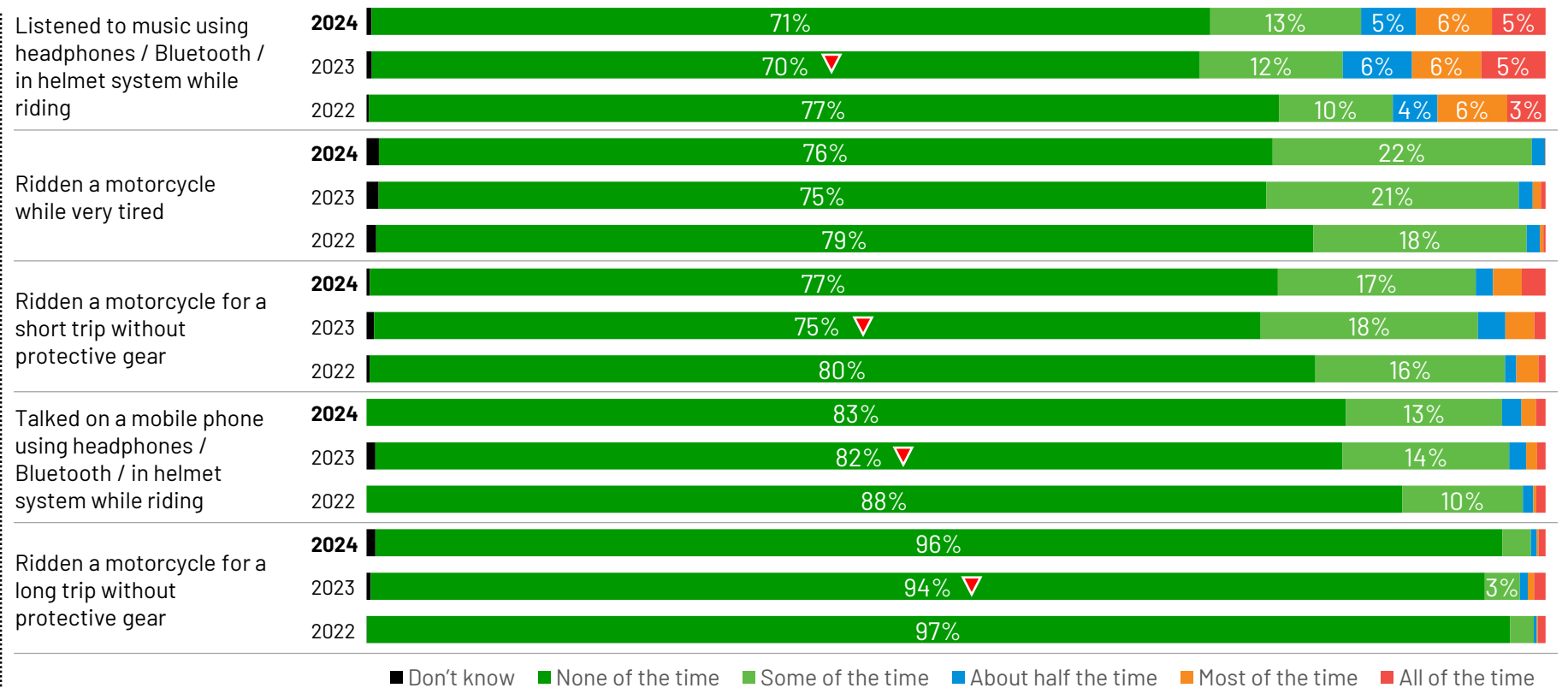
▲▼ Significantly higher/lower compared to previous year @ 95% c.i.

OTHER BEHAVIOURS WHILE RIDING A MOTORCYCLE

Other behaviours while riding a motorcycle remain relatively steady year-on-year.

Most riders avoid riding without protective gear for both long (96%, up 2pp YoY) and short trips (77%, up 2pp YoY). Although not significant, the slight increases seen from 2023 revealed a slight recovery in those never riding without protective gear.

Usage of headphones, Bluetooth, or in-helmet systems for both listening to music and talking on a mobile phone remains significantly more common than it was in 2022, with results in 2024 holding steady when compared to the previous year.



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

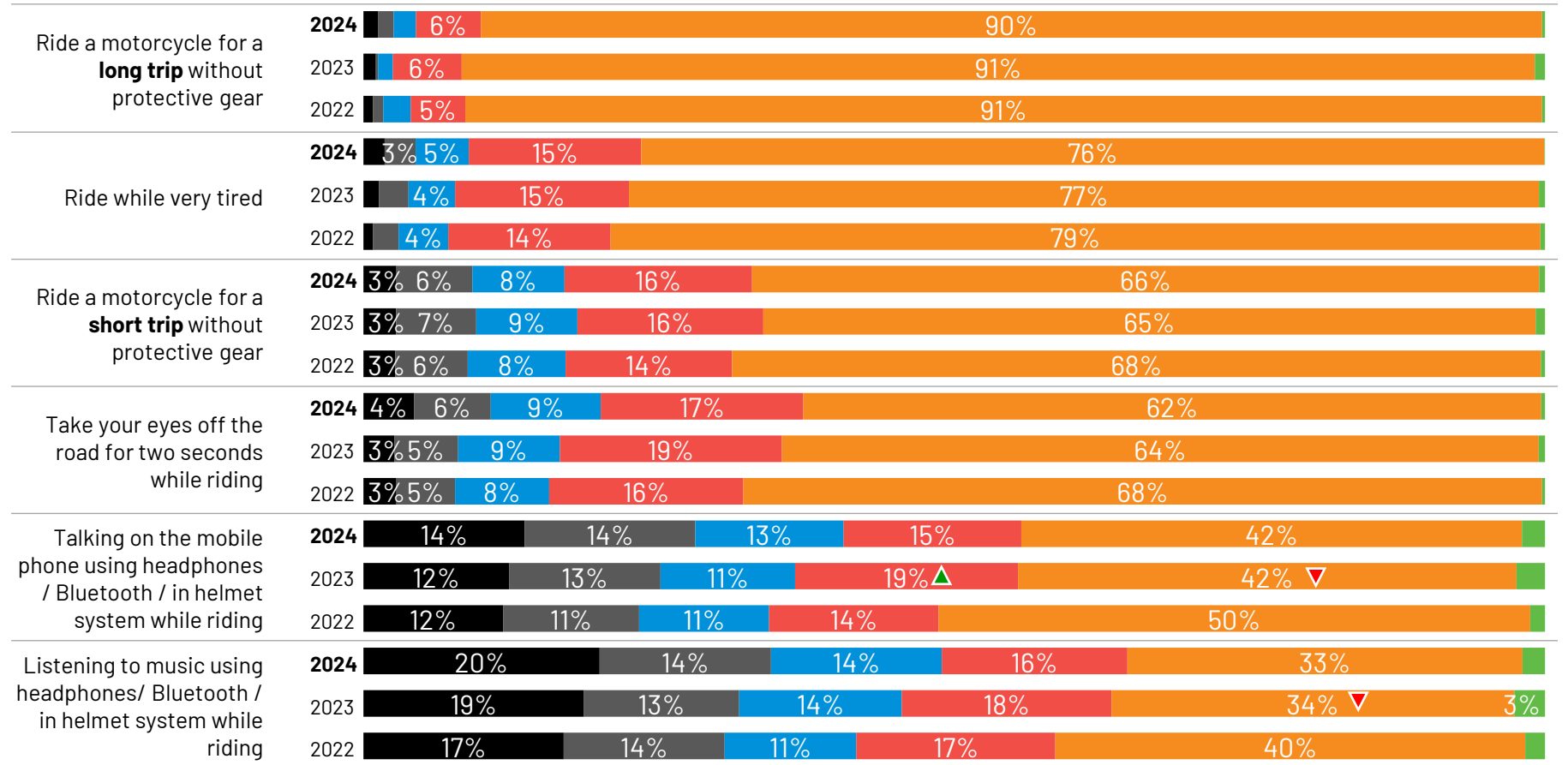
▲▼ Significantly higher/lower compared to previous year @ 95% c.i.

ATTITUDES TOWARDS OTHER BEHAVIOURS

Reflecting the results seen for reported behaviours, attitudes towards such behaviours while riding remain relatively steady year-on-year.

Most riders believe it is extremely dangerous to ride a motorcycle without protective gear for both long (90%) and short trips (66%).

Usage of headphones, Bluetooth, or in-helmet systems for both listening to music and talking on a mobile phone remain the least dangerously rated behaviours while riding in 2024.



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

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

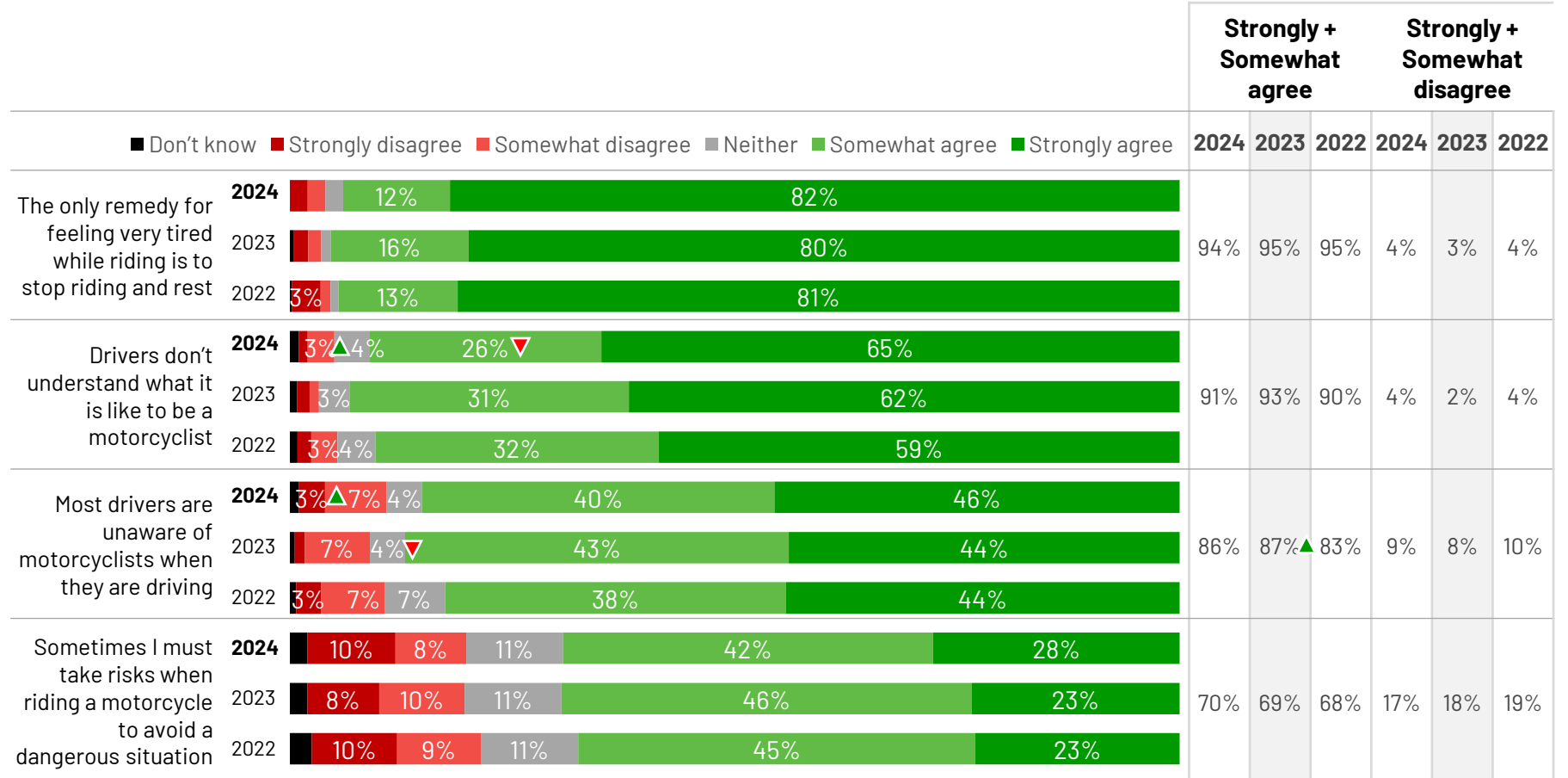


OTHER ATTITUDES

Attitudes held by respondents remained steady year on year, with no major changes. Agreement with statements related to fatigue remain at high levels in 2024, with 94% of respondents agreeing that 'the only remedy for feeling very tired while riding is to stop riding and rest'.

Similarly, the perception that drivers are not always aware of motorcyclists when they are driving (86%) and that drivers don't understand what it is like to be a motorcyclist (91%) remains common in 2024, with most respondents agreeing with these statements.

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



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

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

DETAILED FINDINGS: LEARNING TO RIDE

04

LEARNING TO RIDE - SUMMARY

Perceived Riding Skills

The majority of respondents (92%) believe they are better riders than the average rider, rating themselves a slightly better or a much better rider. Motorcycle riders' confidence improved in 2024, with significantly more respondents rating themselves as better or much better than the average rider (47%) when compared to 2023 (35%).

Keeping Motorcycle Skills Up to Date

Among those who have ridden in the last 12 months, almost eight in ten (78%) reported keeping their motorcycle skills up to date, half (50%) said they refresh their skills at least every couple of months.

Resources for Refreshing Riding Skills

The most common resource utilised to refresh riding skills remains YouTube (60%), followed by learning from friends and family (43%) and visiting motorcycle websites (31%).

Reasons for Attending Motorcycle Training Courses

The primary reason to attend a motorcycle training course in 2024 was 'attaining a learner's permit or licence' (47%), while one in four (27%) did so to improve their riding skills.

Frequency and Recency of Training Courses

Of those who attended a training course, one in five attended only one (22%), while another one in five attended between two and five post-licence trainings (21%). Almost two-thirds (62%) of those who attended at least one course said the most recent training was more than 5 years ago.

Attitudes Towards Maintaining Riding Skills

Agreement that riding skills should be kept up to date remains strong. Practising remains seen as the most useful way to maintain riding skills with (77%), followed by advanced training courses (61%).

Interest in Learning About Road Safety

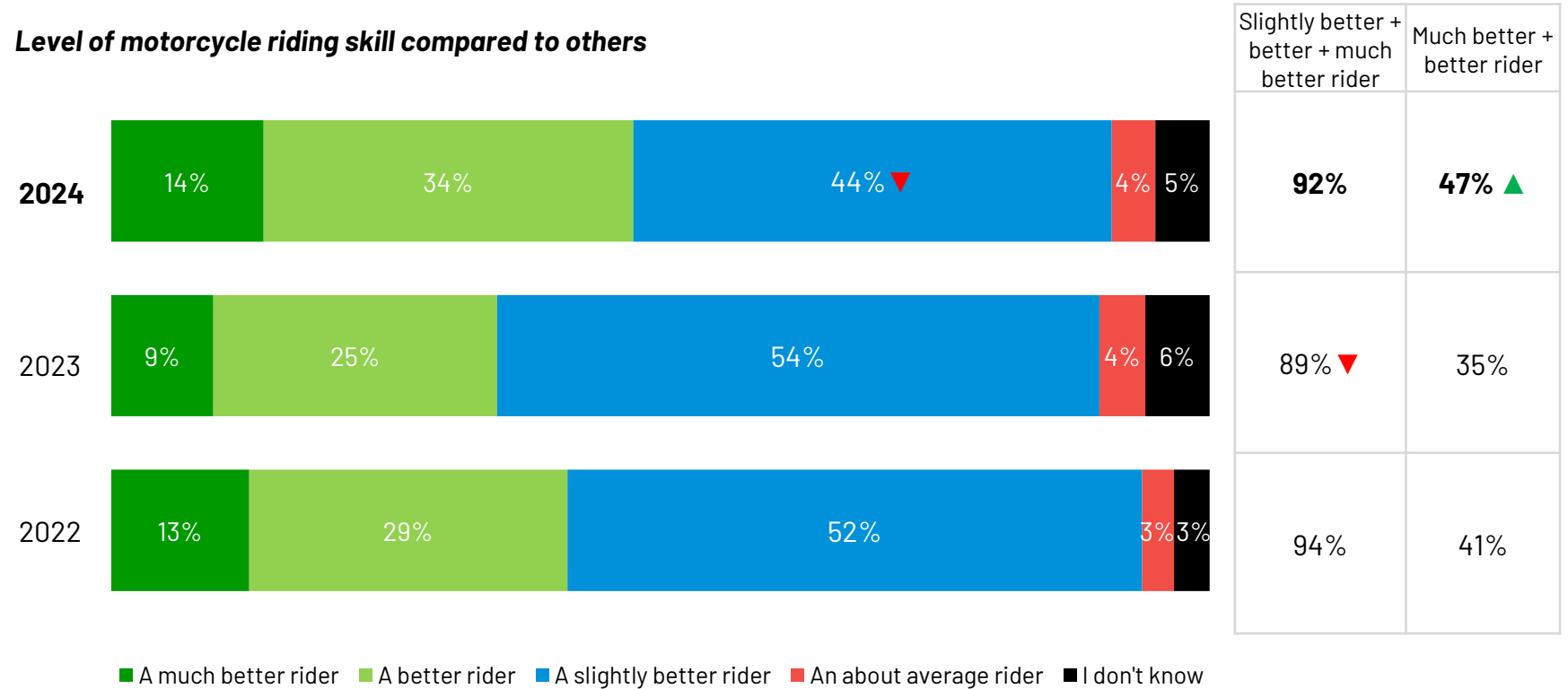
Six in ten riders (61%) currently keep their skills up to date while 48% express a desire to learn more about road safety while riding. A smaller proportion of respondents (21%) disagreed that they would want to learn more about safe riding (21%), a significant increase when compared to the previous year.

LEARNING TO RIDE

Motorcycle riders' confidence in their riding skills improved significantly this year. Self reported ratings of perceived riding skills have strengthened in 2024, with significantly more respondents rating themselves as better or much better than the average rider (47%) when compared to 2023 (35%).

Similarly, the majority of respondents (92%) believe they are better riders than the average rider, rating themselves from a slightly better to a much better rider.

Level of motorcycle riding skill compared to others



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

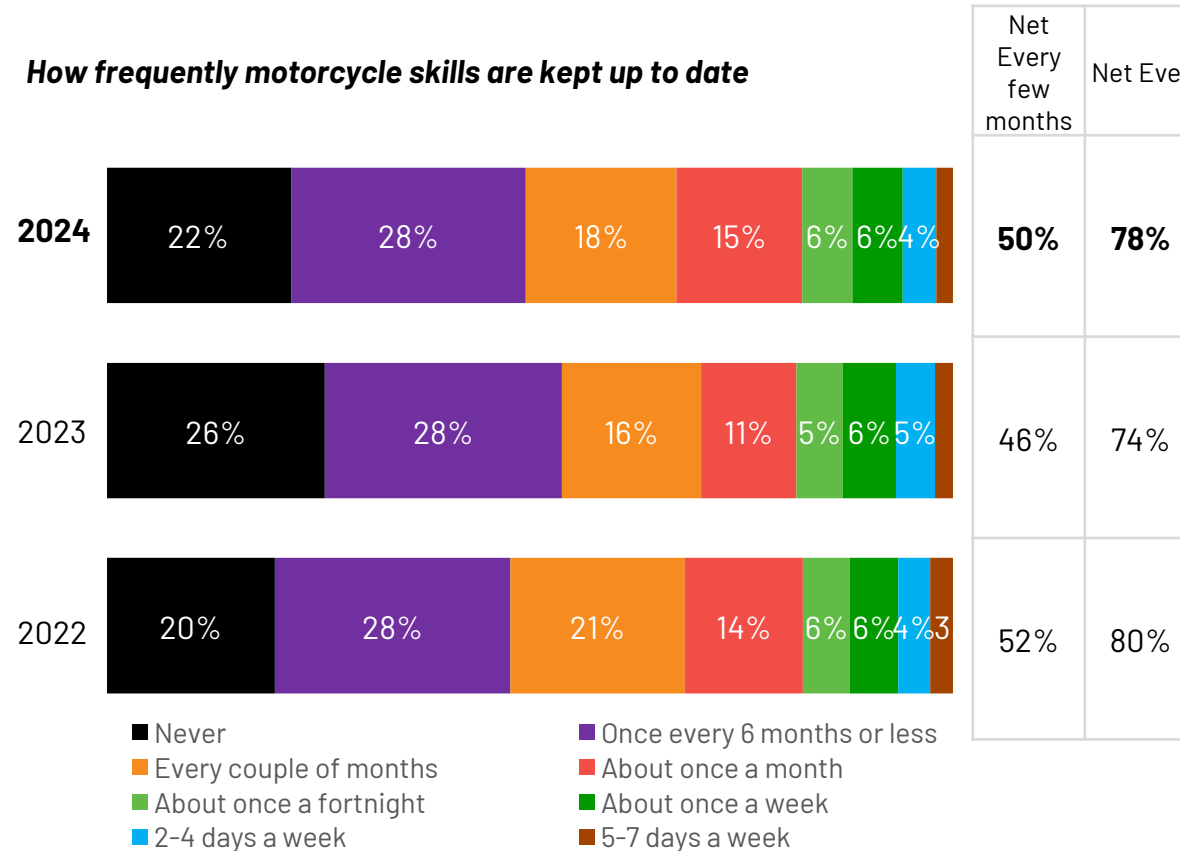
▲▼ Significantly higher/lower compared to previous year @ 95% c.i.

LEARNING TO RIDE – HOW SKILLS ARE MAINTAINED

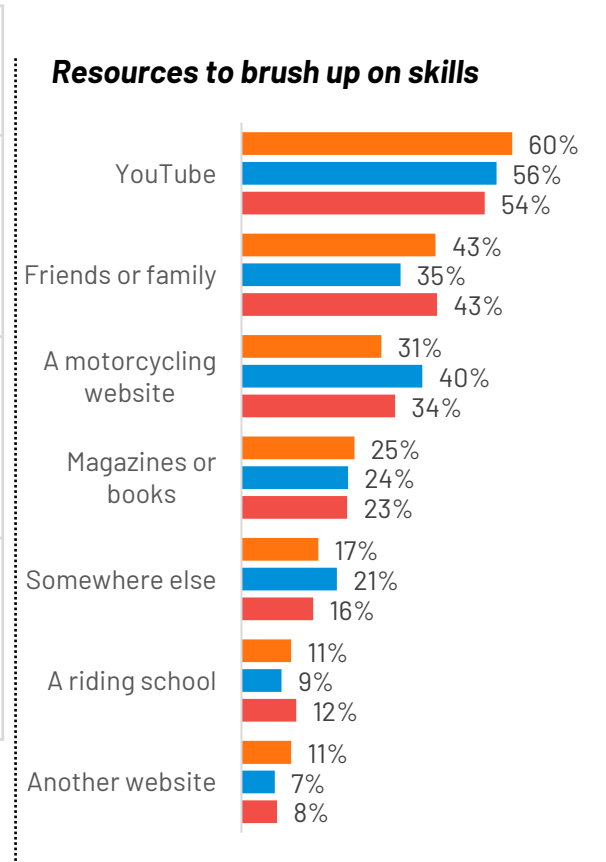
Among those who have ridden in the last 12 months, almost eight in ten (78%, up 4 pp YoY) reported keeping their motorcycle skills up to date, while half (50%) refresh their skills at least every couple of months.

The most common resource utilised to refresh riding skills remains YouTube, with 60% of riders now accessing this resource to brush up on skills. In 2024, learning from friends and family (43%) and visiting motorcycle websites (31%) were also commonly used resources. No significant differences were noted year-on-year.

How frequently motorcycle skills are kept up to date



Resources to brush up on skills



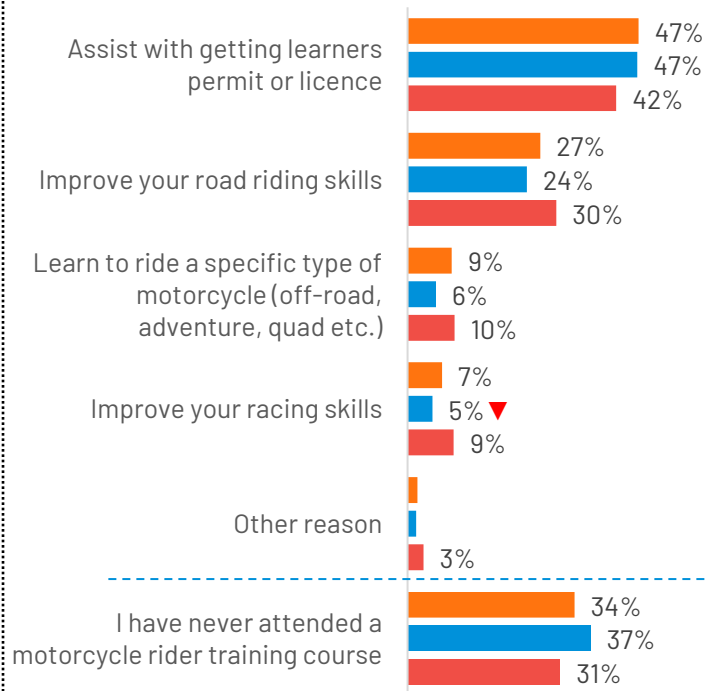
L4. How frequently do you brush up your motorcycle skills to keep up to date with riding? Base – Ad hoc module: has ridden a motorcycle in the last 12 months Year 2022 n=323; Year 2023 n=249; Year 2024 n=304. | L4B. Which of the following resources do you use to brush up on your skills? Base – Ad hoc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

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

LEARNING TO RIDE – TRAINING

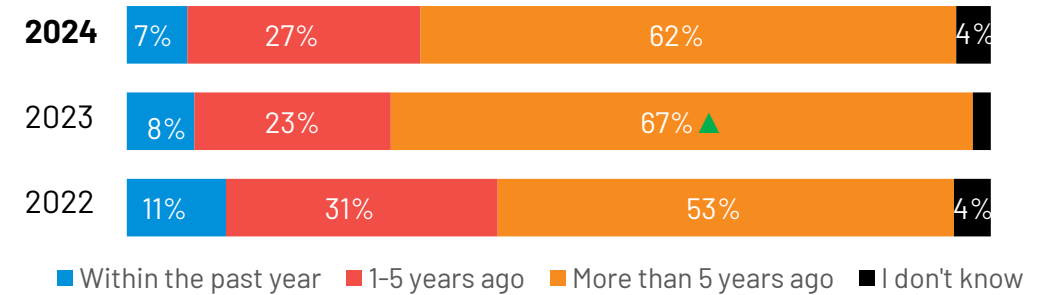
In 2024, the primary reason prompting respondents to attend a motorcycle training course was 'attaining a learner's permit or licence' (47%). Meanwhile, one in four (27%) did so to improve their riding skills. The proportion of respondents who said they attended a course to improve their racing skills was almost one-in-ten (7%). Of those who attended a training course, one in five attended only one (22%), while an additional one in five attended between two and five post-licence training (21%). Almost two-thirds (62%) of those who attended at least one course said the most recent training was more than 5 years ago.

Attended a motorcycle training course for any of these reasons?

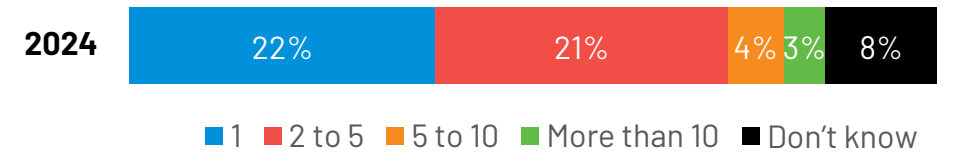


L6. Have you ever attended a motorcycle rider training course for any of the following reasons? Base – Ad hoc module: has ridden a motorcycle in the last 12 months Year 2022 n=323; Year 2023 n= 334; Year 2024 n=394. | L7. How long ago did you most recently attend a motorcycle training course? Base –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

How long ago was the most recent motorcycle training?



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



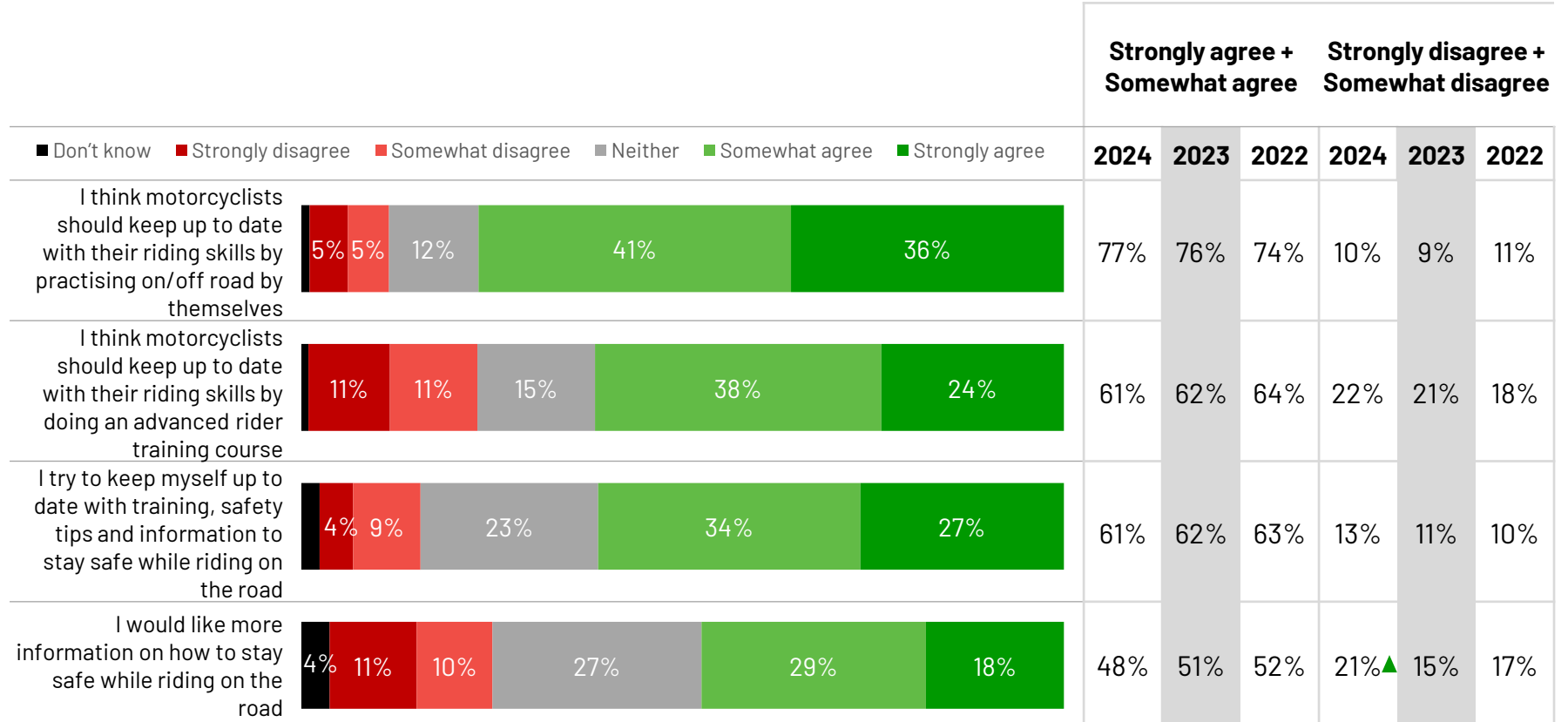
In Q3'23, the answer option 'none' was added to L8. How many post-licence training courses have you ever attended?, for those who responded with 'Assist with getting learners permit or licence' at L6. Have you ever attended a motorcycle rider training course for any of the following reasons? Data prior to Q3'23 can be found in the appendix. Sample size for Q3'2023 is below n=30, results are not shown.

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

ATTITUDES WHEN RIDING A MOTORCYCLE

In terms of attitudes, agreement that riding skills should be kept up to date remains strong. Practising remains the most useful way to maintain riding skills, with most respondents (77%) agreeing with this statement. Advanced training courses are also seen as a resource for staying updated (61%), although to a lesser extent.

Riders show interest in keeping their skills up to date, with six in ten (61%) already doing so, and almost half (48%) expressing a desire to learn more about road safety while riding. A smaller proportion of respondents (21%) disagreed that they would want to learn more about safe riding (21%), a significant increase when compared to the previous year.



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

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

DETAILED FINDINGS: E- DEVICES

08

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

DETAILED FINDINGS: E-DEVICES

E-Transport Devices Usage

Nearly one in five (17%) respondents reported riding an electronic transport device (e-bike, e-scooter, e-skateboard, or similar) at least once every six months in 2024.

E-bikes remain the most commonly used e-transport device in 2024 (53%), followed by e-scooters (49%).

Ownership and Rental

E-device riders were more likely to own e-bikes (83%) while e-scooters are more often rented (69%).

Reason for E-Device Usage

E-bikes continue to be used mostly for recreation purposes (70%), followed by socialising or entertainment (34%). E-scooters are most commonly used for socialising or entertainment (26%).

'Just trying it out' was reported by fewer e-bike and e-scooter users in 2024 (10% and 28%, respectively) when compared to the previous year (30% and 50%

respectively).

The proportion of e-device riders riding once every six months or less also decreased significantly from 9% in 2023 to 6%, suggesting one-off, or first-time use of e-devices may be declining.

E-Transport Devices Usage Location

In line with safety perceptions, preference for bike lanes and bike paths is growing among e-bike users. Although riding on the road remains the most common for e-bike users (80%), dedicated bike lanes (73%) and on shared paths/bike paths (73%) increased when compared to 2023. E-scooter users are more likely to be ridden in dedicated bike lanes (76%), or shared paths/bike paths (66%), although riding on the road is reported by over half of e-scooter users (58%).

Speed Limits

Fewer e-device users rode only on roads up to 60km/h in 2024, although 28% of e-device users ride only on roads up to 60km/h for every trip, fewer e-device

users rode only on roads up to 60km/h for most trips in 2024 (25% vs 45%), and more did so for only some of their trips (23% vs 8%). This aligns with the maximum speed capabilities of the e-transport devices used as most e-transport device owners have a device with a maximum speed capability of 25-50km/h (82%).

Safety Perceptions Among E-Transport Device Riders

Shared paths and dedicated bike lanes are perceived as safer for riding e-transport devices (67% and 61% respectively).

Approximately half (51%) of those who have ridden an e-transport device consider it safe to ride on roads with a speed limit of 50km/h or less, while perception of safety is reduced for roads with a speed limit of 60km/h (20%).

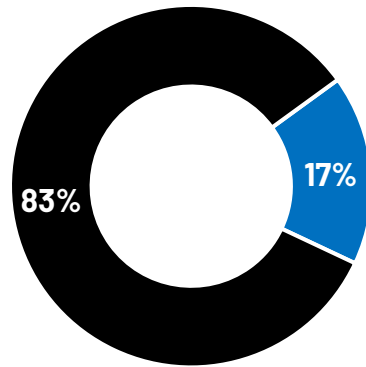
E-TRANSPORT DEVICES

Nearly one in five (17%) respondents reported riding an electronic transport device (e-bike, e-scooter, e-skateboard, or similar) at least once every six months in 2024.

E-bikes remain the most commonly used e-transport device in 2024 (53%), followed by e-scooters (49%).

Consistent with results seen in the latter half of 2023, e-device riders were more likely to own e-bikes (83% up YoY from 62%), while e-scooters are more often rented (69%).

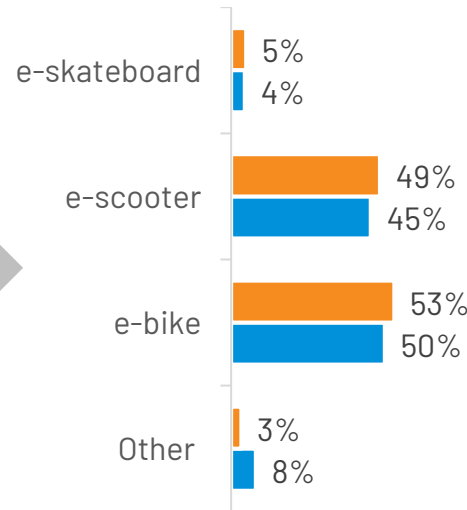
Have ridden an e-bike, e-scooter, e-skateboard or similar



2023: Yes 19%, No 81%

■ Yes ■ No

Type of e-transport device ridden



■ 2024 ■ 2023

Type of e-transport device ridden

	Owned		Hired/rented		Borrowed	
	2024	2023	2024	2023	2024	2023
e-scooter	29%	30%^	69%	65%^	13%	7%^
e-bike	83%	62%^	16%	28%^	7%	14%^

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

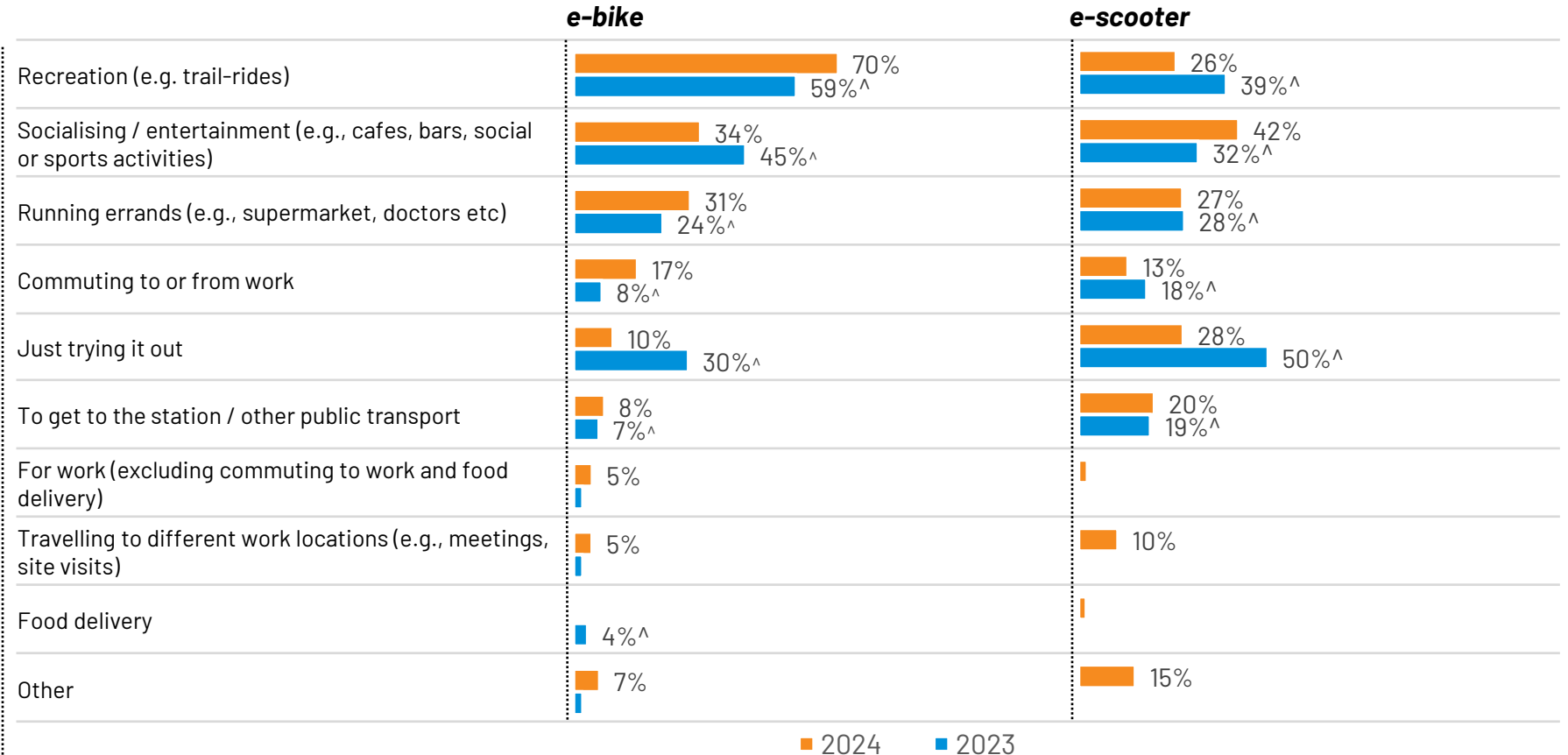
M2. The following questions are about how often you do a number of things when driving, riding, or getting about in general...? Base: Total sample Q3 & Q4 2023 n=492; Year 2024 n= 1,007 | M3.A. You mentioned you ride an e-bike, e-scooter, e-skateboard or similar, which of these devices do you ride? Base: Have ridden an e-transport device Q3 & Q4 2023 n=95; Year 2024 n= 187. | E1. Thinking about all the times you have ridden an e-bike, e-scooter, e-skateboard or similar in the last 12 months, were these owned, hired or borrowed?; Base: Ad hoc module - have used an e-bike in the last 12 months Q3 & Q4 2023 n=36; Year 2024 n= 63; have used an e-scooter in the last 12 months Q3 & Q4 2023 n=36 (small sample size, interpret with caution); Year 2024 n= 78. Due to low sample size, significance testing as not conducted year on year.

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

E-TRANSPORT DEVICES – REASON FOR E-DEVICE USAGE

Looking at reasons for e-device usage, in 2024, e-bikes continue to be used mostly for recreation purposes (70%), followed by socialising or entertainment (34%). Meanwhile, e-scooters most commonly used for socialising or entertainment (26%).

'Just trying it out' was reported by fewer e-bike and e-scooter users in 2024 (10% and 28%, respectively) when compared to the previous year (30% and 50% respectively). Similarly, as seen on slide 15, the proportion of e-device riders riding once every six months or less also decreased significantly from 9% in 2023 to 6%, suggesting one-off, or first-time use of e-devices may be declining.



[^]Small sample size (2023 n=36), please interpret with caution. Sample size for e-skateboard is below n=30, results are not shown.

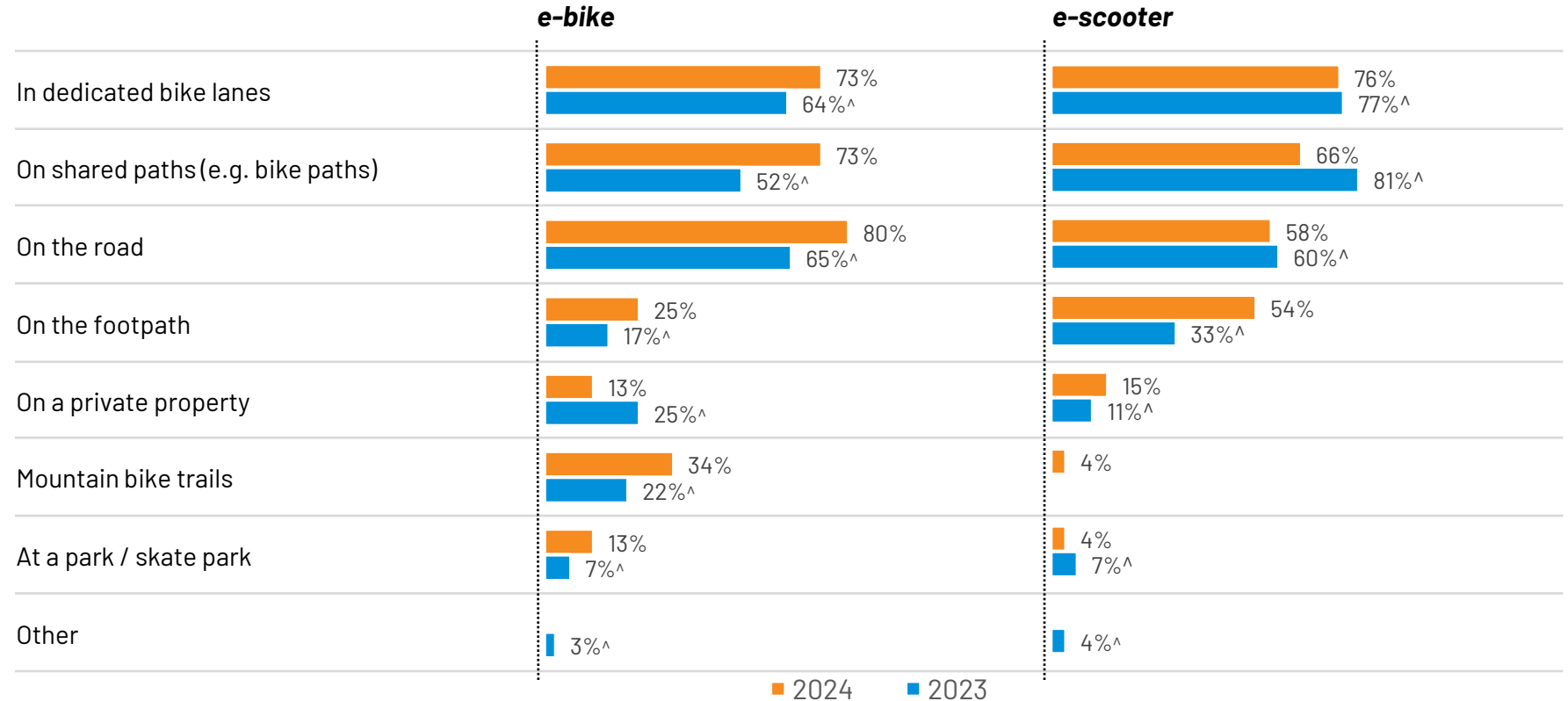
E2. For what reason do you usually use an..... Base: Ad hoc module – have used an e-bike in the last 12 months Q3 & Q4 2023 n=36; Year 2024 n= 63; have used an e-scooter in the last 12 months Q3 & Q4 2023 n=36 (small sample size, interpret with caution); Year 2024 n= 78. Due to low sample size, significance testing as not conducted year on year..

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

E-TRANSPORT DEVICES – THEIR USAGE LOCATION

In line with safety perceptions, preference for bike lanes and bike paths is growing among e-bike users. Although riding on the road remains the most common for e-bike users (80%), dedicated bike lanes (73% up 9pp YoY) and on shared paths/bike paths (73%, up 21pp YoY) increased when compared to 2023.

Consistent with results seen in 2023, E-scooter users are more likely to ride in dedicated bike lanes (76%), or shared paths/bike paths (66%), although riding on the road is reported by over half of e-scooter users (58%).



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

E3. Thinking of your typical journeys, which of the following would you ride on when using an.... Base: Ad hoc module: Have ridden an e-transport device Q3 & Q4 2023 n=74; Year 2024; 140; have used an e-bike in the last 12 months Q3 & Q4 2023 n=36; Year 2024 n= 63; have used an e-scooter in the last 12 months Q3 & Q4 2023 n=36 (small sample size, interpret with caution); Year 2024 n= 78.

Due to low sample size, significance testing as not conducted year on year.

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

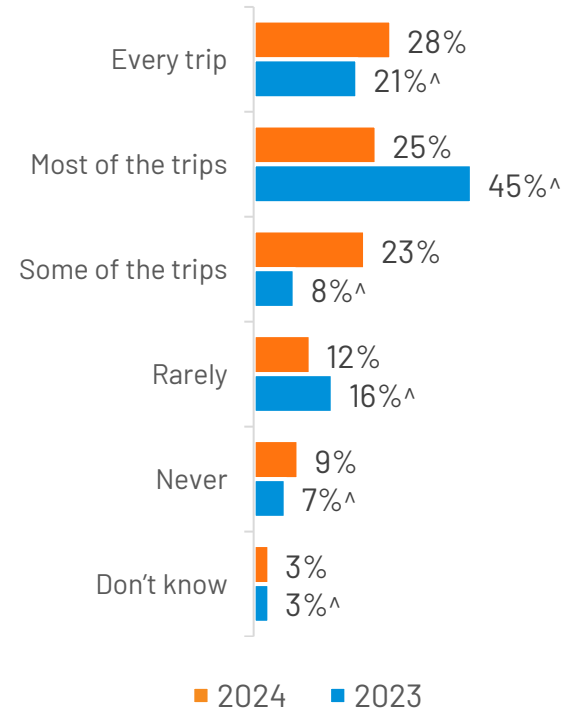
E-TRANSPORT DEVICES – SPEED LIMITS

In terms of e-device speed, although almost three in ten e-device users ride only on roads up to 60km/h for every trip, this behaviour seems to be less common among other e-device users in 2024, with results suggesting there are fewer e-device users riding only on roads up to 60km/h for most trips in 2024 (25% down 20pp YoY), and more doing so for only some of their trips (23% up 15% YoY). This aligns with the maximum speed capabilities of the e-transport devices used.

Most e-transport device owners have a device with a maximum speed capability of 25-50km/h.

Finally, no major changes were observed when looking at speed capacity or frequency of riding at the maximum speed of e-devices, for at least part of the trip, when compared to 2023.

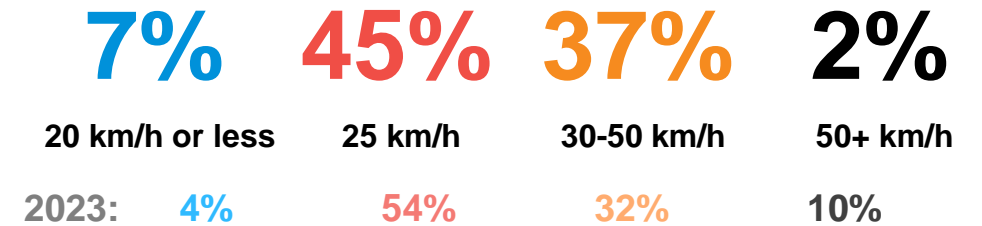
How often only roads up to 60 km/h are used....



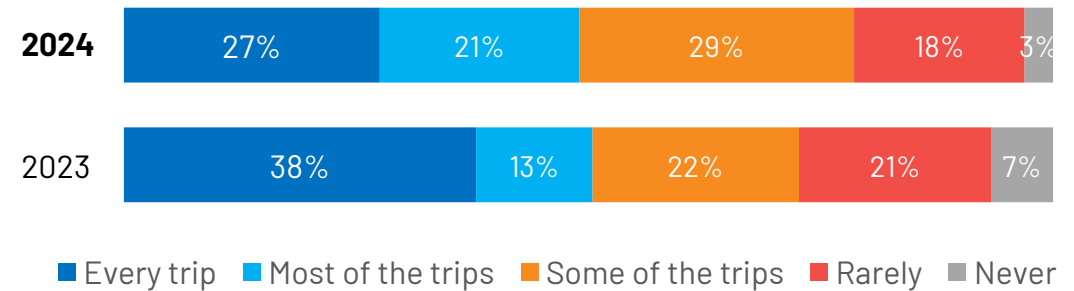
[^]small sample size (2023 n=44), please interpret with caution. *e-transport device users= those who ride an e-bike, e-scooter, e-skateboard or similar

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

Speed capability of e-transport device in 2024



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



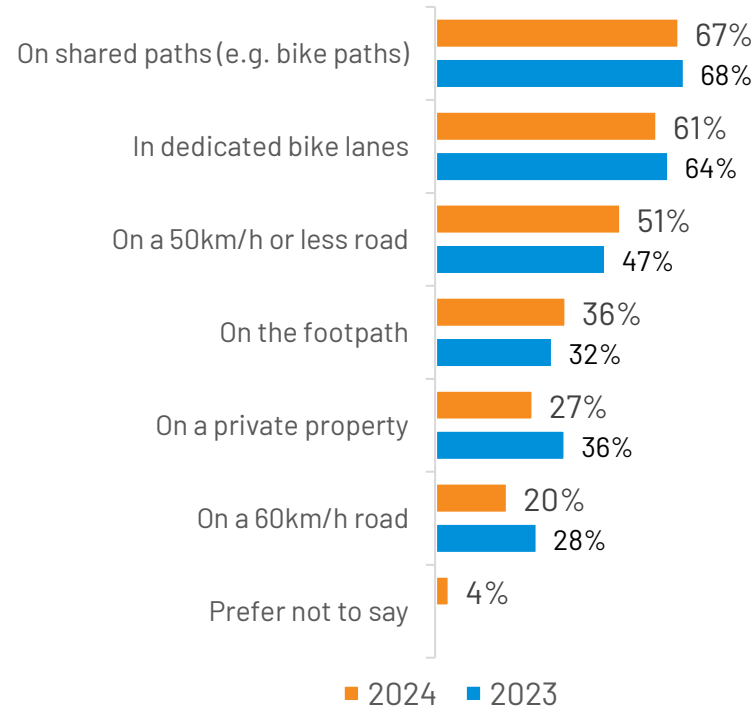
▲▼ Significantly higher/lower compared to previous year @ 95% c.i.

SAFETY PERCEPTIONS AMONG E-TRANSPORT DEVICE RIDERS

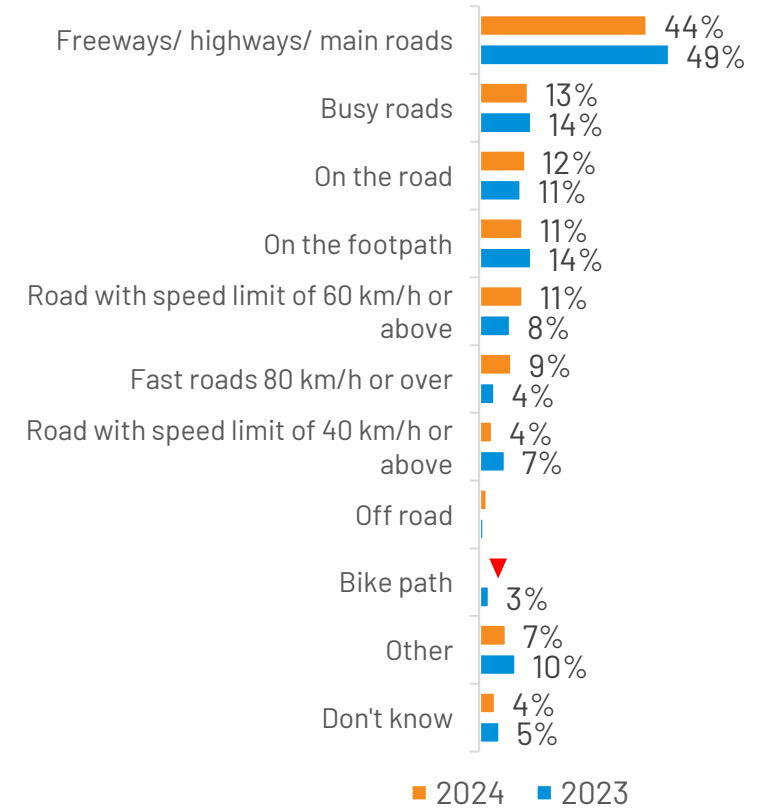
In line with usage location in 2024, shared paths and dedicated bike lanes are perceived as safer for riding e-transport devices (67% and 61% respectively), consistent with results seen in 2023. Similarly, approximately half (51%) of those who have ridden an e-transport device consider it safe to ride on roads with a speed limit of 50km/h or less, while perception of safety is reduced for roads with a speed limit of 60km/h (20%).

Similar to results seen in 2023, e-transport device riders are most likely to avoid riding on freeways, highways, or main roads due to perceived safety concerns (44%).

Situations where e-transport device riders feel safe riding



Situations where e-transport device riders feel unsafe riding



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

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

APPENDIX

09

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

Year 2024

Column %	NET	Engine Capacity			Age		
		250cc or less	251-700cc	701cc or larger	18-25	26-39	40+
No items	1%	2%	1%	0%	1%	1%	1%
1	6%	15% ↑	6%	3% ↓	2%	8%	6%
2	11%	20% ↑	8%	10%	12%	13%	11%
3	14%	17%	14%	13%	22%	17%	12%
4	19%	13%	23%	17%	24%	17%	19%
5 or more	49%	32% ↓	49%	58% ↑	39%	45%	51%
Average	4.09	3.28 ↓	4.14	4.43 ↑	3.91	3.93	4.16
Column n	744	136	280	279	147	167	430

Year 2022

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

Year 2023

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

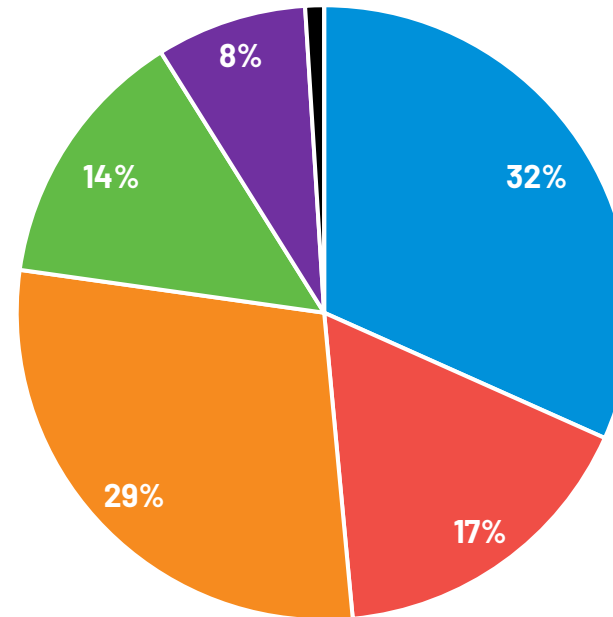
Filter: 2024 (Jan-Dec) AND ACTIVE RIDERS; Weight: WEIGHT FINAL (EXCL. R&L STATUS); base n = 774. 2023 (Jan - Dec) AND ACTIVE RIDERS; Weight: WEIGHT FINAL (EXCL. R&L STATUS); base n = 679. 2022 (Jan-Dec) AND ACTIVE RIDERS; Weight: WEIGHT FINAL (EXCL. R&L STATUS); base n = 669.

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

LEARNING TO RIDE - AGE

Consistent with previous years, most riders begin learning to ride a motorcycle at a young age. The most common age to begin riding was under 15 years of age, with nearly three in ten (32%) respondents learning to ride at this age. An additional 17% learned to ride between the ages of 15-17 years old while 29% were aged 18-25.

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

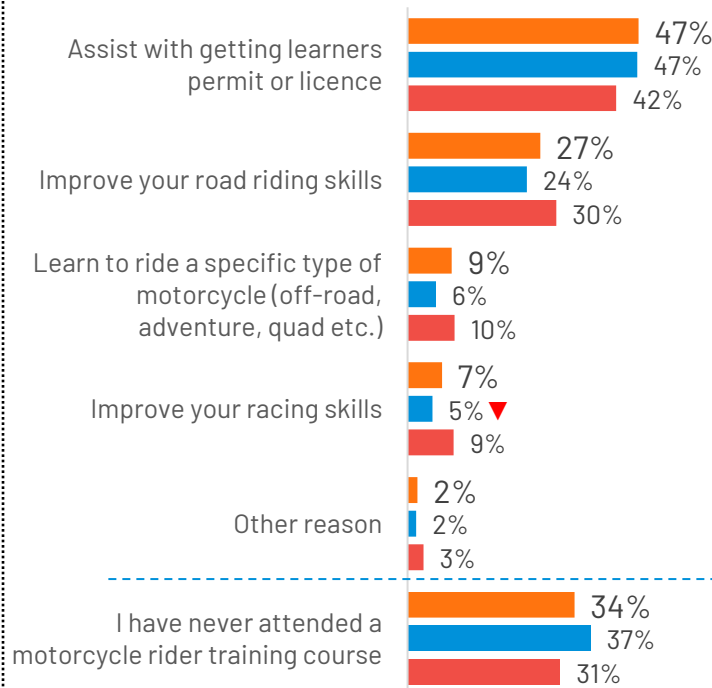
L1. At what age did you start riding a motorcycle? Base - Ad hoc module: Total sample Year 2022 (Q2 & Q3) n=441; Year 2023 (Q1 & Q2) n=346; Year 2025 (Q3 & Q4) n=394. Weight: WEIGHT FINAL (EXCL. R&L STATUS). Note: Data labels for findings under 3% are not presented in charts. Missing cases are excluded in analysis.

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

LEARNING TO RIDE – TRAINING

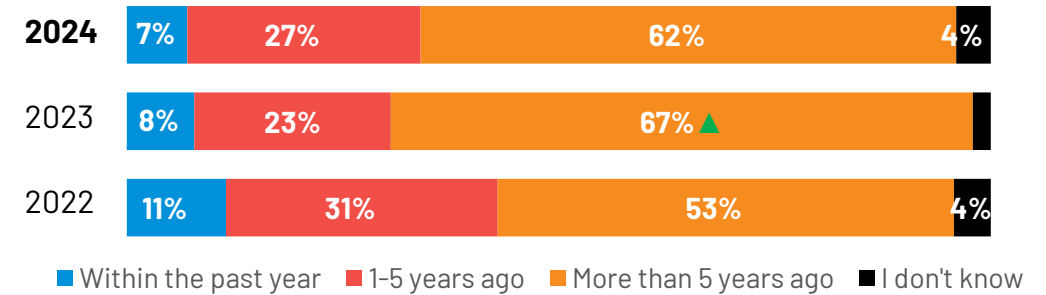
In 2023, of those who attended a training course, over two in five (43%) attended at least one post-licence training and one in five (21%) attended between two and five training courses. Two-thirds (67%) of those who attended at least one course said the most recent training was more than 5 years ago.

Attended a motorcycle training course for any of these reasons?

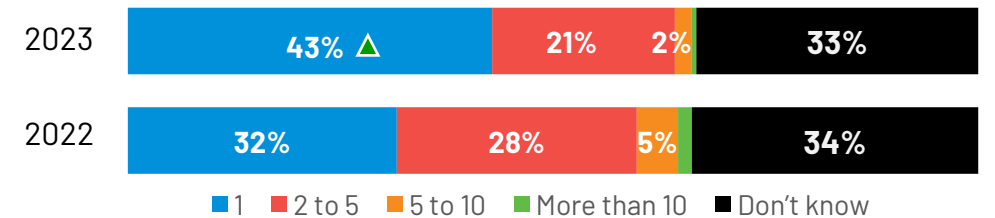


L6. Have you ever attended a motorcycle rider training course for any of the following reasons? Base – Ad hoc module: has ridden a motorcycle in the last 12 months Year 2022 n=323; Year 2023 n= 334; Year 2024 n=394. | L7. How long ago did you most recently attend a motorcycle training course? Base –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

How long ago was the most recent motorcycle training?



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



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

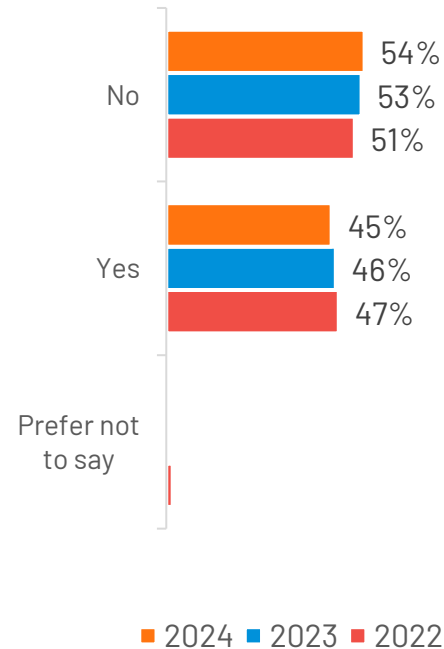
▲▼ Significantly higher/lower compared to previous year @ 95% c.i.

CRASH HISTORY

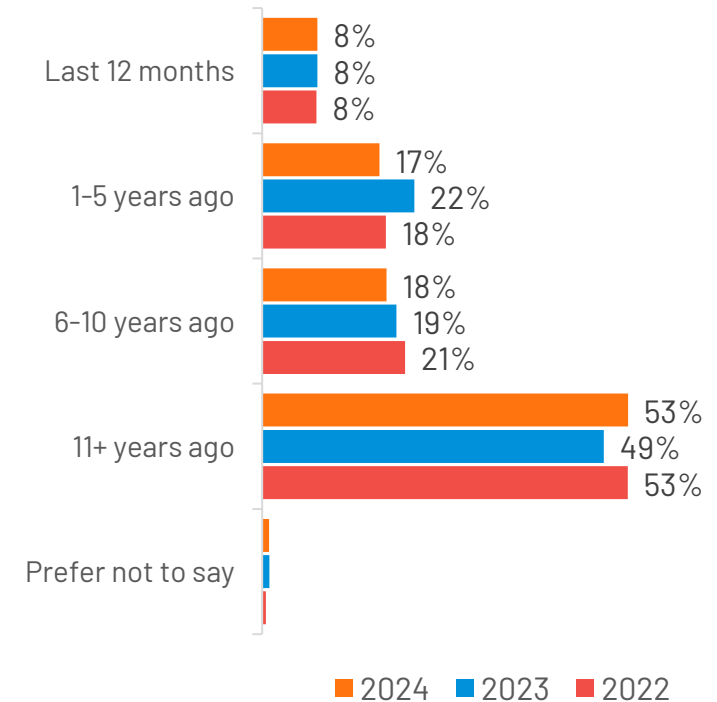
The percentage of respondents who reported ever having experienced a motorcycle crash in 2023 remained steady year over year (YoY) at 45%.

Slightly over half of these incidents (53%) occurred more than 11 years ago, and fewer than one in ten (8%) took place within the last 12 months.

Have you ever had a crash while riding a motorcycle?



Timing of last motorcycle crash

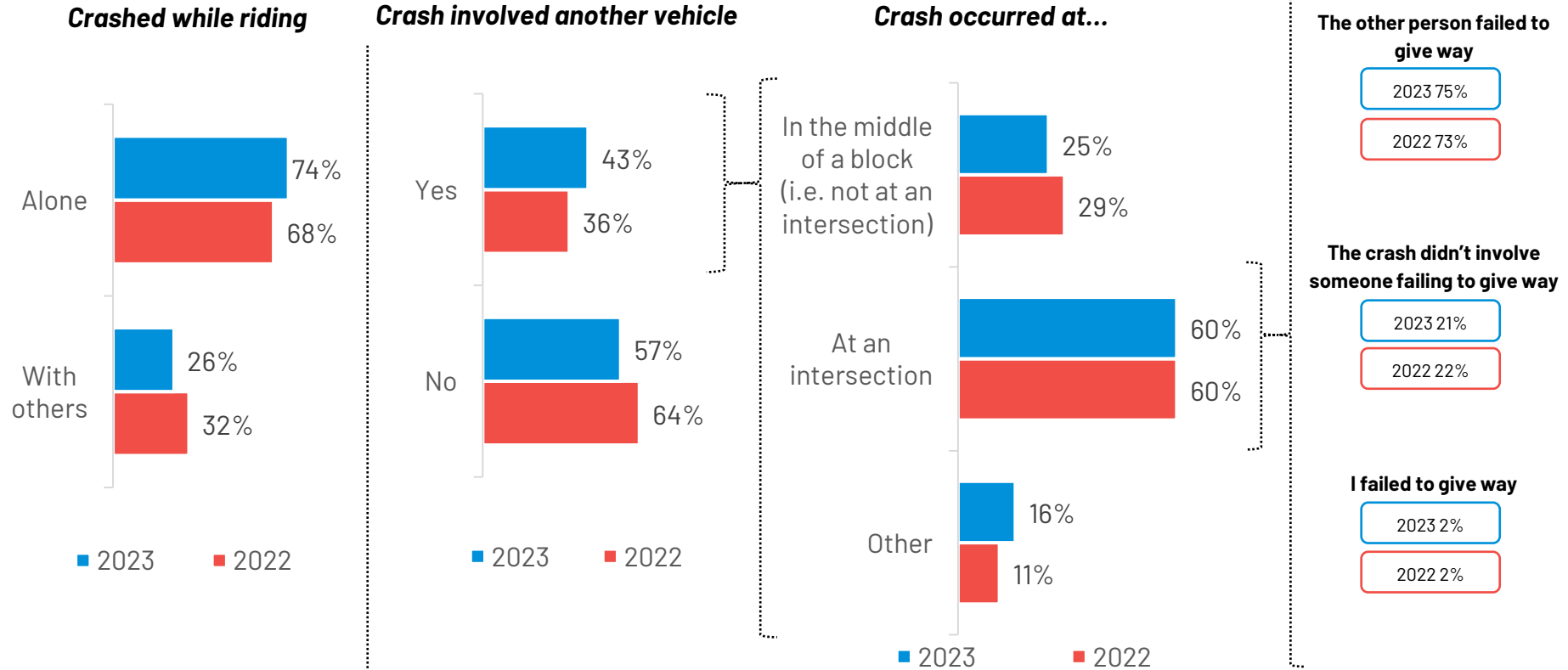


MC7. Have you ever had a crash while riding a motorcycle, not including dropping your bike while stationary and not including a crash that occurred while participating in motorcycle sport?
 Base: Have ridden a motorcycle in the past Year 2022 n=940; Year 2023 n=959; Year 2024 n= 1,007. Q24. Thinking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

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

DETAILED FINDINGS: CRASH HISTORY 2022-2023

Similar to the findings reported in 2022, the majority of these incidents involved solo motorcyclists (74%), a figure that saw a slight YoY increase, albeit not significant. While most incidents did not involve another vehicle (57%), 2023 saw a directional increase in crashes involving another vehicle, up from 36% in 2022 to 43%. Among those who reported a crash involving another vehicle, 60% said it occurred at an intersection, and of those, 75% attributed the incident to the other party's failure to yield.



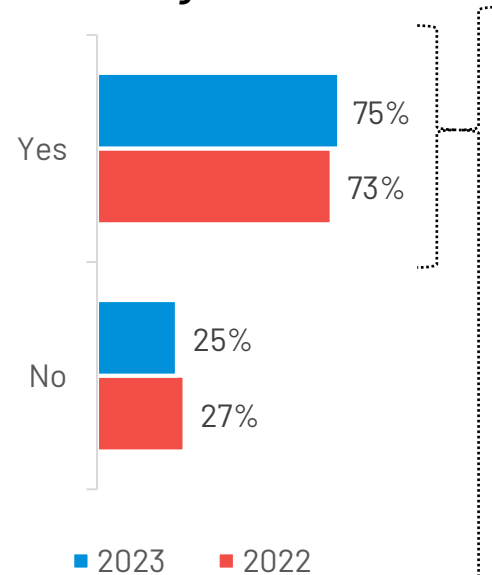
CRA1. In the previous section you mentioned that you have had a crash while riding a motorcycle, thinking about the most recent motorcycle crash you were involved in....Were you riding...?
 CRA2. Did the crash involve another vehicle Base - Ad hoc module: Have ridden a motorcycle in the past and had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

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

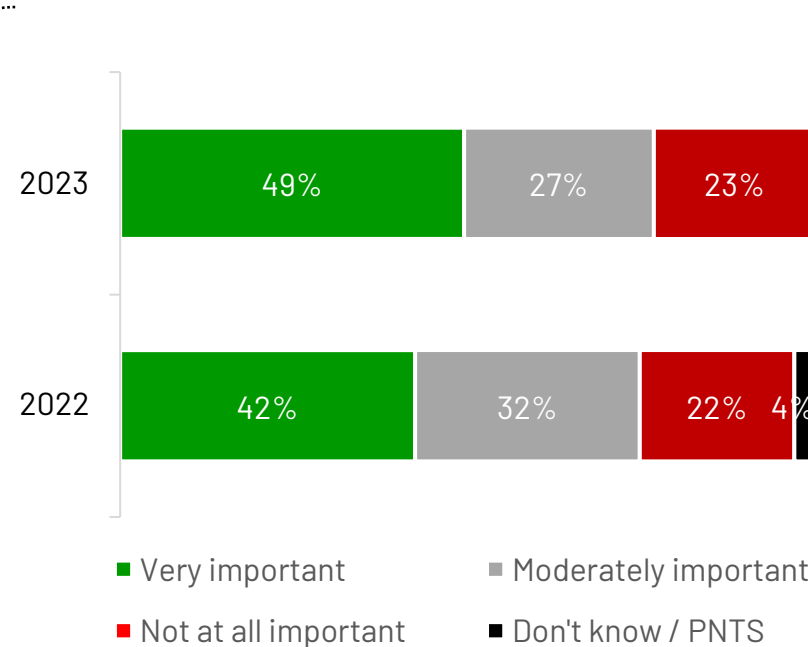
DETAILED FINDINGS: CRASH HISTORY 2022-2023

The experience of receiving assistance after a crash and providing help to another rider showed no significant change YoY. Among those who had crashed while riding with others, 75% reported receiving help from a fellow rider. Nearly half of them (49%) said this assistance was crucial to their recovery, a figure that showed a slight increase from 2022, although not significantly so. In terms of giving assistance, nearly one in four respondents (23%) reported providing first aid to a crashed rider, including those they were riding with and others. This figure remained consistent YoY.

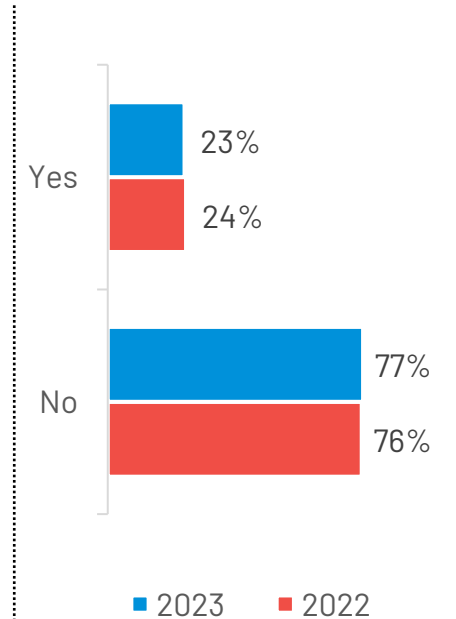
Received assistance from someone they were riding with after crashing?



How important was assistance in your recovery?



Provided assistance to a rider who had crashed?



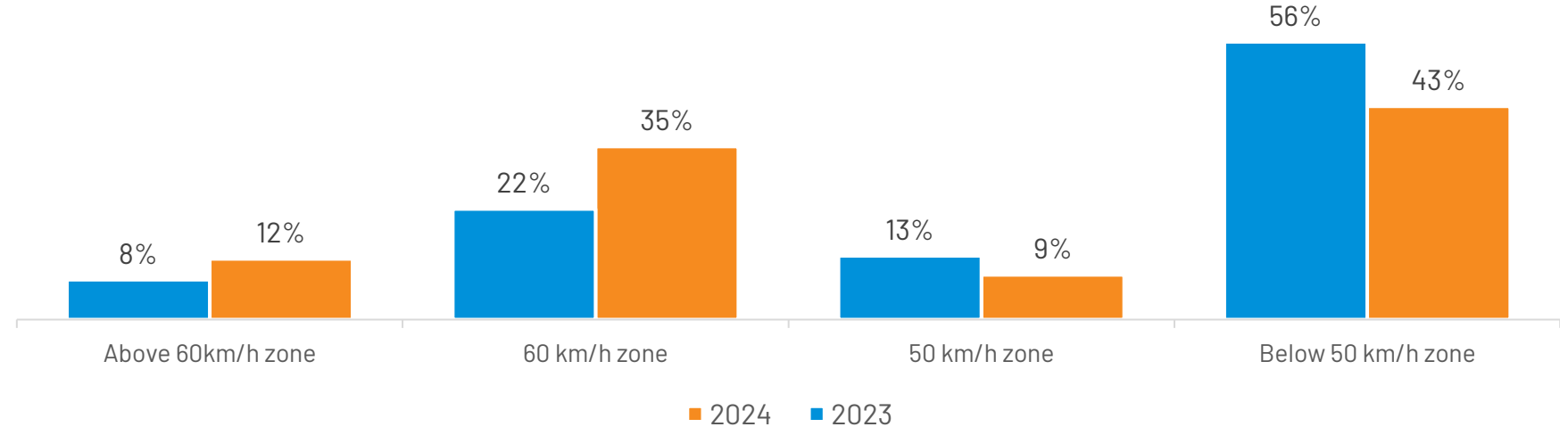
CRA5. Did you receive assistance from someone you were riding with after crashing your motorcycle? Base - Ad hoc module: Crashed while riding with others Year 2022 n=68; Year 2023 n=40. CRA6. How important was that assistance in your recovery? Base - Ad hoc module: Received assistance Year 2022 n=50;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

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

E-TRANSPORT DEVICES – SPEED LIMITS

Results suggest that almost half of e-transport device users prefer to ride in areas with a speed limit below 50km/h (43% down 13pp YoY).

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



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

E4. You mentioned that you usually ride an e-bike, e-scooter or an e-skateboard on the road. What are the speed limits of the roads you typically ride an e-bike, e-scooter, e-skateboard or similar on? Base: Q3 & Q4 2023 n=44; Year 2024 n= 24 (small sample size, interpret with caution).

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

PROTECTIVE MOTORCYCLE CLOTHING

Seasonality – Quarter-on-Quarter

Looking at results quarter-on-quarter, no significant changes were seen in 2024. Similar to previous years, among those who ride, at least occasionally, without wearing a helmet, the main reasons for doing so are riding on their own property/off-road and riding short distances.

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

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

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



PROTECTIVE MOTORCYCLE CLOTHING

Seasonality – Quarter-on-Quarter

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

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

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



PROTECTIVE MOTORCYCLE CLOTHING

Seasonality – Quarter-on-Quarter

Finally, consistent with previous years the proportion of riders that have worn a one-piece riding suit and boots or shoes that cover the ankles (both those that were and weren't specific riding boots) remains steady.

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

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

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

HOW TO READ THIS REPORT

10

HOW TO READ THIS REPORT

Statistical test

The data from the Motorcycle Monitor 2022, 2023 and 2024 survey has been presented in a combination of charts and tables, typically at the overall level, and also where significant differences were found between groups.

Significant differences are noted when results are significantly different at a 95% confidence interval, this means we can be 95% confident that the difference observed reflects a true difference in the population of interest and is not a result of chance. Where significance testing has been conducted between a group where respondents fell into more than two categories, significance testing has been used that test one category against the average of all the other categories. For example, if it was noted that those aged 18-25 years were significantly more likely

to report a certain behaviour, we would be comparing those aged 18-25 years with everyone else (i.e. the average of those aged 18-25 years vs. the average of those aged 26-39 years, 40+ years), not the overall average.

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

Base sizes, notes on rounding

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

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

HOW TO READ THIS REPORT

Definitions of sub-groups

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

HOW TO READ THIS REPORT

Definitions of sub-groups

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

REPORTED RESULTS PRIOR TO 2022

11

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%
<i>Column n</i>	692	776	798	762	1024	967	970	1037	933

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

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

REPORTED RESULTS PRIOR TO 2022

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

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

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

Filter: Had a break from riding but started riding again

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

REPORTED RESULTS PRIOR TO 2022

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

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

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

Filter: Not ridden in last 12 months

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

REPORTED RESULTS PRIOR TO 2022

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

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

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

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

REPORTED RESULTS PRIOR TO 2022

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

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

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

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

REPORTED RESULTS PRIOR TO 2022

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

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

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

Filter: If ridden in the last 12 months

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

REPORTED RESULTS PRIOR TO 2022

AT5. - Agreement/disagreement with statements about fatigue

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

AT5. - Agreement/disagreement with statements about fatigue

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

REPORTED RESULTS PRIOR TO 2022

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

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

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

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

REPORTED RESULTS PRIOR TO 2022

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

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

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%
<i>Column n</i>	<i>357</i>	<i>403</i>	<i>506</i>	<i>487</i>	<i>460</i>	<i>726</i>	<i>672</i>	<i>644</i>	<i>695</i>	<i>600</i>

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

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

REPORTED RESULTS PRIOR TO 2022

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

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

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

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

REPORTED RESULTS PRIOR TO 2022

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

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

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

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

REPORTED RESULTS PRIOR TO 2022

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

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

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

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

REPORTED RESULTS PRIOR TO 2022

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

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

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

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

REPORTED RESULTS PRIOR TO 2022

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

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

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

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

REPORTED RESULTS PRIOR TO 2022

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

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

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

Total Sample Weighted; Base 2021 n=1,028

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

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