

# Motorcycle Monitor 2013

Prepared for the Transport and Accident Commission  
REPORT OF FINDINGS

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# 1. Executive summary and research implications

The Motorcycle Monitor was conducted for the second time in 2013 by the Ipsos Social Research Institute on behalf of the Transport and Accident Commission (TAC) in Victoria.

The study was undertaken to gather detailed information about motorcycle riders, their attitudes toward road safety, and behaviour while riding. The intention was to gain a fully representative sample of the motorcycle rider population. The survey was conducted online or by telephone. In 2013, respondents were also offered the option of completing the survey by hardcopy. A total of 703 motorcycle licence or registration holders completed the survey in June-July 2013 from a sample of 2,350.

## Learning to ride

In 2013, the majority of respondents held a full motorcycle licence (92%). A combined 5% had either a learner's or probationary licence. The average age that full licence or probationary licence holders received their licence (excluding any time on their Ls) was 24.3 years old.

The average age respondents said they had learnt to ride was 19.0 years old. Males tended to start riding at an earlier age than females (18.4 compared to 23.5 years old). Those who lived outside of Melbourne and off-road riders were also more likely to start riding at an earlier age (22% started riding under the age of 11).

Respondents predominately learnt to ride away from a rider course environment (50% were self-taught, 20% by parents compared to 31% who were taught by an accredited riding instructor). However, when asked specifically what, if any, rider courses they had attended, 59% said they had taken part in a motorcycle rider training course of some sort.

A common theme was that those who had learnt at a young age were more likely to have learnt to ride off-road or on an off-road bike (94% of those who learnt to ride 10 years of age or younger learnt to ride off-road on private property).

Close to four in ten respondents reported they were experienced riders by the time they had applied for their learner's permit (39%). This was higher among active riders (55%), and recreational off-road riders (69%).

## Riding activity

The majority of respondents (63%) had ridden a motorcycle in the last 12 months, with respondents aged 18-25 more likely to have done so than their older counterparts (90% compared to 54%). As in 2012, family commitments and/or no longer owning a motorcycle were provided as the key reasons for not riding in the last 12 months.

In 2013, a higher proportion of riders were classified as former riders and lapsed riders than in 2012 i.e. they had stopped riding and did not intend to ride in the future; or they had stopped riding but may decide to ride again in the future (50% in 2013 vs. 37% in 2012). This is likely due to changes in the methodology in 2013 including the more inclusive language used in correspondence, the opportunity to draw the sample closer to the fieldwork period and the use of the hardcopy questionnaire.

Four in ten (40%) of respondents in 2013 were active riders i.e. they had ridden in the last 12 months either regularly or occasionally or had started riding again after a break (compared to 55% in 2012).

In 2013, riders tended to travel shorter distances than in 2012: a higher proportion of respondents travelled up to 100km per month (47% vs. 33%). By far the most common reason for riding was for recreational purposes on-road - 79% of active riders had done some recreational on-road riding in the last 12 months. In addition, a higher proportion of respondents in 2013 rode to commute (53% vs. 44% in 2012). An increase in those who did any off-road riding was also evident in 2013 (53% vs. 41% in 2012).

## Attitudes towards speeding and speeding behaviour

Respondents were asked a series of questions relating to their attitudes and behaviour in relation to speeding including questions about travel speed and being pulled over by police.

When asked about their own speeding behaviour, close to seven in ten (69%) reported that they would not 'ride over the speed limit if I'm sure I'll get away with it' - an increase of six percentage points from 63% in 2012.

In comparing Motorcycle Monitor data and trends on attitudes towards speeding in 2013 compared to 2012: similar proportions of riders reported people should only ride up to 60kph or 100kph in zones with these speed limits.

Two thirds of respondents nominated a speed limit of 60km or lower as the speed that people should be able to travel without being booked (66%). Regardless of the speed nominated, more than half of respondents said they would never ride above that speed in a 60km zone (56%).

In contrast, when the same question was asked about a 100km zone, fewer nominated the exact speed limit or slower as the speed people should be able to ride before being booked (57%).

In relation to 100 kph zones however, respondents in 2013 were less likely to report that they would never ride at or above the speed they nominated as acceptable.

## Random breath and drug testing

Only seventeen (17%) and three per cent (3%) of riders had done a random breath or drug test in the last 12 months. Random breath testing was more common among those who rode more than 20% of the time compared to driving, those who commuted, and those who owned at least one bike. Among those who reported that they had ridden their motorcycle when they were over the legal blood alcohol limit, the main reasons cited included that they were over the limit because they had consumed alcohol the night before riding and that they had to do so in order to get home or to work.

## Motorcycle/scooter ownership

More than half of all respondents (56%) did not have a motorcycle at home. Approximately one in five reported having only one bike kept at home (22%) with an equal proportion having two or more. There was a ten percentage point increase in the proportion of respondents reporting that the bike they rode was most often owned by another person in their household to 15%. As expected, active riders were significantly more likely to currently have a bike kept at home (88%) – with the majority reporting that the bike they mainly rode was their own (89%).

The most common type of bike active riders said they mainly rode continued to be a road bike (64% of active riders mainly rode a road bike vs. 67% in 2012). Almost three in ten mainly rode an off-road/trail bike (29% vs. 23% in 2012) and only three per cent (3%) a scooter (vs. 9% in 2012). The most common brands were the same as in 2012: Honda, Yamaha and Suzuki motorcycles.

Almost half of those respondents who planned to purchase a motorcycle intended to do so within the next 12 months and were most likely to buy a road bike (69%). Half of these respondents intended to look for Antilock braking system (ABS) for their new bike (50%).

## Protective motorcycle clothing

In comparing Motorcycle Monitor data and trends in 2013 to 2012, a greater proportion of riders owned a complete set of gear.

Virtually all respondents said they owned at least one helmet, pair of riding gloves or boots, motorcycle jacket, pair of pants or a one piece riding suit. The most common items of protective gear owned were helmets (99% owned at least one); and pairs of gloves (owned by 95%). In total, 70% of active riders owned a complete set of gear - i.e. at least one helmet, pair of riding gloves and boots, jacket and pants (or one piece riding suit).

Riders on learner or probationary licences were less likely to own more items of protective clothing while those who had been involved in a crash, those who owned more than one motorcycle and those who owned motorcycles with larger engines tended to own more items.



Almost all respondents (98%) said they wore a motorcycle helmet all the time. Over eight in ten respondents (84%) reported they wore gloves all the time. Riding jackets were worn all the time by 71% of respondents and riding boots worn all the time by 61% of respondents. Riding pants were worn all the time less frequently – 56% said all of the time (although this represented a significant increase up from 42% in 2012).

A significantly greater proportion of active riders reported they always wore a complete set of gear when they rode than in 2012 - i.e. they always wore either both jacket and pants (or a one piece suit) with a helmet, gloves, and boots (43% vs. 32% in 2012). A lack of ownership of any one of these items was a key factor in the relatively low proportion of respondents wearing a 'full set' of gear all of the time. However, owning a complete set did not necessarily mean that protective gear was worn all the time.

## Motorcycle crash history

All respondents were asked whether they had ever experienced a crash. In comparing Motorcycle Monitor data from 2013 to 2012, several findings were similar, including the proportion of riders who had experienced a crash, the location where they crashed, and to whom the fault was attributed, and the proportion of those who received compensation as a result.

Just under half of all respondents had ever experienced a crash (47%), slightly fewer than in 2012 (54%). Male riders were significantly more likely to have ever experienced a crash in the past (49%) as were riders aged 26 and over (49%).

Half (50%) of respondents who had experienced a crash indicated they had needed medical attention as a result (vs. 45% in 2012). The majority of those who had needed medical treatment for their most recent crash reported this had been more than 10 years ago (56%). Given that riders in the sample were skewed towards the older age groups, this suggests that crashes requiring medical treatment were more likely to happen in the earlier years of their riding careers.

Sealed roads in built-up areas were the most common crash locations mentioned by respondents (51%). Respondents were most likely to believe another party was at fault (46%) in their most recent crash requiring medical treatment, with a further one in five saying they were at fault (18%). A third (33%) of respondents who had ever experienced a crash received compensation or income support as for injuries they obtained as a result, most (80%) of whom received this from the TAC.

## Implications of the research

The change in the data collection methodology in 2013 appears to have made the survey more attractive to those who were no longer actively riding. However, despite there being a relatively smaller proportion of active riders than in 2012 (i.e. they had ridden in the last 12 months either regularly or occasionally). The findings across both years remained broadly consistent amongst both active riders and those who no longer ride regularly.

The results from the 2013 Motorcycle Monitor confirmed that issues around protective motorcycle clothing continued to be salient, with just under half (43%) of riders reporting that they did not wear a complete set of protective clothing every time they rode and riders continuing to report that a full set of protective clothing was not necessary. This research suggests that the less experienced the rider, the less likely they are to own multiple items of clothing. This of course may be strongly linked to the fact that ownership of protective clothing may increase with years of motorcycle riding activity (particularly as cost is barrier to owning multiple items). However, the fact that those who had had a crash or had motorcycles with greater engine capacity were significantly more likely to own more protective clothing suggests that age is not necessarily the only factor associated with owning multiple items. While there are clearly opportunities to making it socially unacceptable to even learn to ride without a complete set of protective gear, based on the research, one of the many challenges includes the fact that many riders have prior off-road experience before 'officially' learning to ride or getting their licence.

Riders nominated a number of ways in which the TAC could act, including improving road user awareness and education. A proportion nominated awareness campaigns and advertising specifically and a similar proportion nominated that wearing protective clothing should be mandatory. There is an opportunity to influence both the behaviour of the rider themselves as well as that of road users more broadly given that a proportion of riders who had a crash admitted they were at fault.

The general sentiment among motorcycle riders was that riding while tired could be as dangerous as drunk driving; and that the only remedy was rest. Another potential area to address that was uncovered in the research was attitudes towards riding while fatigued, particularly among younger riders aged 18-25, especially as they were less likely to stop.

Lastly, while methodologically, changes to the survey data collection provided more in-depth feedback from the 'inactive' motorcyclists, the challenge continues to be surveying scooter riders. While targeting growth rider segments such as female riders is relatively easy due to classifying information from the VicRoads database, it would be beneficial to be able to identify scooter owners to be able to delve in more detail with this small but distinct group of the motorcycle licence community.



## 2. Research Context

### 2.1 Background to project

#### Transport Accident Commission objectives

The TAC's objectives under the Act include:

- reducing the cost to the Victorian community of compensation for transport accidents;
- reducing the incidence of transport accidents;
- providing suitable and just compensation in respect of persons injured or who die as a result of transport accidents in the most socially and economically appropriate manner;
- determining claims for compensation speedily and efficiently;
- providing suitable systems for the effective rehabilitation of persons injured as a result of transport accidents;
- managing the Transport Accident Scheme (Scheme) as effectively, efficiently and economically as possible; and
- ensuring the Scheme emphasises accident prevention and effective rehabilitation.

#### TAC Road Safety Motorcycle Research Program

Motorcycle rider attitudes and behaviours have been surveyed on an ad-hoc basis in recent years, generally as part of other surveys. In 2009, the TAC commissioned a survey to specifically track motorcycle rider attitudes and behaviours in relation to road safety issues, and to measure the prompted recall of motorcycle advertising campaigns when on air.

In 2012, the Motorcycle Monitor Survey was undertaken to gather detailed information about motorcycle riders, their attitudes toward road safety and their behaviour while riding their motorcycles with the intention to gain a fully representative sample of the motorcycle rider population. The survey was repeated in 2013 to further build on this research.

### 2.2 Research objectives

The core aims of the 2013 study were to explore the characteristics of the Victorian motorcycle rider population in terms of their:

- general demographic characteristics;
- riding attitudes and behaviours; and
- attitudes toward motorcycle related road safety issues.

Specifically, the key issues explored in the 2013 survey included:

- how often motorcyclists ride;
- their riding activity and purpose;
- the types/number of bikes owned;
- awareness of motorcycle safety features; and
- attitudes and behaviour regarding risk taking and, protective gear.

Additional questions were also included in the 2013 survey to further explore riders' learning experience, experiences with random drug testing and riding under the influence, and riding while fatigued.

# 3. Survey Design

## Data collection method

The Motorcycle Monitor 2012 was administered as an online survey with an option for participants to complete the survey via telephone if they preferred. There were changes in how respondents could complete the survey in 2013 compared to 2012. In addition to online and telephone options, a hardcopy version of the survey was mailed as part of the reminder process, offering a third way of taking part in the study.

All respondents were initially sent an invitation letter in the mail with details on how to complete the survey online or over the phone. A reminder letter including a hardcopy version of the survey was sent to those who had not completed the survey within 10 days of receiving the initial invitation.

Approximately 10 days after the reminder letters and hardcopy surveys were received; reminder calls were made to people who had not completed the survey. At this stage, potential participants were also offered the opportunity to complete the survey over the phone if they preferred to do so.

Overall, 2,312 of the motorcycle licence or registration holders received at least a letter by mail or a telephone call to invite them take part in the study. The remainder had either opted out of the survey, or were return to senders where there was no valid phone number for a reminder call.

Fieldwork was conducted from 11 June 2013 through to 24 July 2013.

## Sampling

A random selection of 2,350 Victorians with either a motorcycle licence and/or a motorcycle registered in their name was invited to take part.

The sample included a booster of 350 Victorians who had either a Learners' or Probationary motorcycle licence. Compared to 2012, a higher proportion of the mail-out was allocated to female riders, a growing segment of the motorcycle rider population. A higher number of invitations were also sent to motorcyclists living in regional locations due to the relatively lower response rates in 2012.

In 2013, the TAC had the opportunity to draw the sample and population statistics a month prior to fieldwork commencing, allowing for more accurate sampling. In contrast, the sample for the 2012 survey was drawn approximately 11 months prior to fieldwork taking place.

## Response rates

The overall response rate for the study was 30%.

There were 703 survey completions in total with fewer opting to conduct the survey by phone than in 2012. In total, 63% (n=445) were completed online, 34% (n=241) by hardcopy and an additional 2% (n=17) by telephone interview.

**Table 1: Key fieldwork figures**

	<b>n=</b>	<b>% of total mail-out</b>
Mail-out 1 – Survey invitation	2,350	100%
Mail-out 2 – Survey reminder	2,148	91%
Reminder calls attempted	1,589	68%
Reminder calls completed	840	36%
<b>TOTAL Survey completions online</b>	<b>445</b>	<b>19%</b>
<b>TOTAL Survey completions hardcopy</b>	<b>241</b>	<b>10%</b>
<b>TOTAL Survey completions by phone</b>	<b>17</b>	<b>1%</b>
<b>TOTAL completions</b>	<b>703</b>	<b>30%</b>
<i>Opt-outs</i>	<i>4</i>	<i>0%</i>
<i>Return to senders</i>	<i>69</i>	<i>3%</i>
<i>Subtotal Out of scope (return to sender with no valid phone number)</i>	<i>34</i>	<i>1%</i>
<i>Hardcopy surveys received after closing date</i>	<i>13</i>	<i>1%</i>

An analysis of the characteristics of hardcopy respondents was similar to respondents who had completed the survey over the phone in 2012.

In addition, while in 2012, female response rates were slightly higher than males, in 2013, the gap between the response rates for female vs. male was noticeably greater. In 2013 the response rate for females was 39% vs. 28% for male motorcyclists. The difference between the two groups in 2012 was only 3%. In 2013, a higher than average increase in response rates was also evident among young riders aged 18-25 (26% response rate vs. 22% in 2012).

There are a number of key differences between the profile of respondents in 2013 and 2012 that should be noted by readers when considering the findings of this report. The key difference in the make-up of respondents in 2013 compared to 2012 was a higher number of completions among Victorians who had not ridden in the last 12 months (44% of all respondents compared to 29% in 2012) and among those who had stopped riding but may decide to ride in the future (48% of respondents compared to 35% in 2012). It is believed this is most likely due to rewording of the invitation and reminder letters to be more inclusive of those who had a motorcycle licence regardless of whether or not they were currently riding rather than the introduction of the hardcopy version of the survey.

The following table compares the response rate for key subgroups for 2013 compared to 2012.

**Table 2: Mail out and response rates for 2013 for key rider groups**

Characteristics according to sample information from VicRoads database		2013			2012
		Responses n=	Total Mail-out n=	Response rate (exc. out of scope)*	Response rate (exc. out of scope)*
<b>Total</b>		<b>703</b>	<b>2350</b>	<b>30%</b>	<b>28%</b>
<b>Gender</b>	Female	192	496	39%	30%
	Male	511	1854	28%	27%
<b>Age</b>	18-25 years	266	1036	26%	22%
	26-39 years	198	668	30%	28%
	40-74 years	239	608	39%	36%
<b>Location</b>	Metropolitan Melbourne	405	1385	29%	28%
	Balance of Victoria	298	965	31%	27%
<b>Licence and registration status</b>	Registration only	17	96	18%	22%
	Licence only	377	1334	28%	25%
	Registration and licence	309	920	34%	36%
<b>Licence type*</b>	Full	470	1415	33%	28%
	Probationary	79	261	30%	30%
	Learner	151	639	24%	23%
<b>SEIFA quintiles</b>	1	93	298	31%	25%
	2	114	328	35%	25%
	3	122	447	27%	28%
	4	179	677	26%	30%
	5	188	580	32%	26%
	Not classified	7	20	35%	26%

*\*2013 figures based on motorcycle licence. 2012 data uses driver licence as a proxy as motorcycle licence was not included in the sample file*

## Weighting

The mailing sample structure took into account anticipated participation rates for different rider groups but also allowed for enough sample to conduct analyses within key groups such as young male riders, and female riders. As mentioned, sub-sample of the mail-out was also allocated to learner and probationary licence holders.

A weighting scheme was developed to realign the number of responses received so that the data would reflect the characteristics of the Victorian motorcyclist population and responses from oversampled sub-groups or groups with higher response rates were not overstated in the results.

The weighting scheme that was developed was based on motorcycle licence and registration population statistics from the VicRoads database extracted in June 2013 and took into account the following attributes:

- age;
- gender;

- location;
- licence type and; whether they had a registered motorcycle linked to their home address.

The following table compares the characteristics of the actual riding population in June 2013 compared to the number of surveys mailed out. The data was weighted to realign the number received to the proportion of these groups observed in the population.

**Table 3: Sample attributes and population comparisons**

Sample attributes and population figures	% of mail-out	% of completions (unweighted)	Population figures (%)
<b>Registration and licence status</b>			
Both registration and licence***	57%	44%	63%
Registration or licence only**	43%	56%	37%
<b>Licence type</b>			
Full motorcycle licence**	62%	67%	95%
Learner or probationary licence***	38%	33%	5%
<b>Gender</b>			
Female***	21%	27%	12%
Male**	79%	73%	88%
<b>Age</b>			
18-25**	45%	38%	6%
26-39**	29%	28%	26%
40+***	26%	34%	68%
<b>Location</b>			
Metropolitan Melbourne***	59%	58%	62%
Balance of Victoria**	41%	42%	38%

\*\* "weighted down" to be in line with the proportions in the population as mail-out higher than proportion in population (over-sampled)

\*\*\* "weighted up" to be in line with the proportions in the population as mail-out lower than proportion in population (under-sampled)

Note: Table based on attributes from sample file as of June 2013

Based on VicRoads data Victorian motorcyclists were predominately male (89%). They also tended to be skewed towards the older age brackets with 68% of motorcycle licence or registration holders aged 40 years plus. Close to one in three respondents was aged between 26 and 39 years (26%) and a minority of licence and registration holders were aged under 25 (6%). These weighted figures for 2013 are shown in Figure 1 below.

**Figure 1: Age and gender (weighted sample) – 2013**



Q1 Age

Q2 Gender

Filter: Excluding never ridden a motorcycle; Weighted sample; Base n = 701

Note: Figure based on reported age at time of survey and excludes those who did not provide an age

With the exception of the demographics in the appendix, the research results presented in this report are weighted to be representative of the whole motorcycle riding population rather than just those who completed the survey.

Limited analysis was also conducted to explore whether there were differences according to the sample data from the VicRoads database including variables such as the Socio Economic Index for Areas (SEIFA) quintiles based on the postcode of residence from the VicRoads data base.

## Reading this report

2012 data has been included in this report for illustrative purposes however, results are only statistically different where stated. Where results differ from the 2012 Motorcycle Monitor report, this likely is due to questions being asked to different cohorts of riders in 2013.

Note, most questions in the hardcopy questionnaire were addressed to those who had ridden in the last 12 months. Where questions were asked of different rider groups between completion methods in 2013, the results in this report cover respondents common across all completion methods.

Tests of significance were conducted between key rider characteristics such as age, gender, riding purpose and ownership characteristics. These were conducted at the 95% level of confidence and are reported where appropriate.

A sample of n=703 enables us to be 95% confident that at the overall level, a feature of the Victorian motorcycle rider population we are testing is within a range of  $\pm 4.2\%$  of what the survey tells us. For example, this means that if we find that 50% of respondents said they had ridden a motorcycle in the last 12 months, we can be 95% confident that between 45.8% and 54.2% of the population represented by the sample actually did this.

A 'significant difference' means we can be 95% confident the difference observed between the two samples reflects a true difference in the population of interest, and is not a result of chance. Such descriptions are not value judgements on the importance of the difference. The reader is encouraged to make a judgement as to whether the differences are 'meaningful' or not.

Where significance testing has occurred between pairs such as male vs. female riders this has been undertaken as an independent samples tests. However, where significance testing has occurred between more than two categories within a group e.g. main motorcycle type ridden (road bike, off-road bike; and scooter), the significance testing used tests one category against the average of the others that are not in that category combined. Such a test is ideal for multiple comparisons as it reduces the likelihood of displaying a significant difference where one does not exist.

Statistically significant differences within tables are displayed by green (9↑) and red figures/arrows (2↓). Green figures indicate the figure reported is statistically higher; red indicate the figure is statistically lower.



# Research findings

## 4. Learning to ride

The following section covers details of when and how respondents learnt to ride.

In comparing Motorcycle Monitor data on learning to ride in 2013 with 2012, there was no real difference in ages at which riders learned to ride or in who taught them to ride.

In 2013, the majority of respondents held a full motorcycle licence (92%). A combined 5% had either a learner's or probationary licence. The average age that respondents received their motorcycle licence (excluding any time on their Ls) was 23.9 years old.

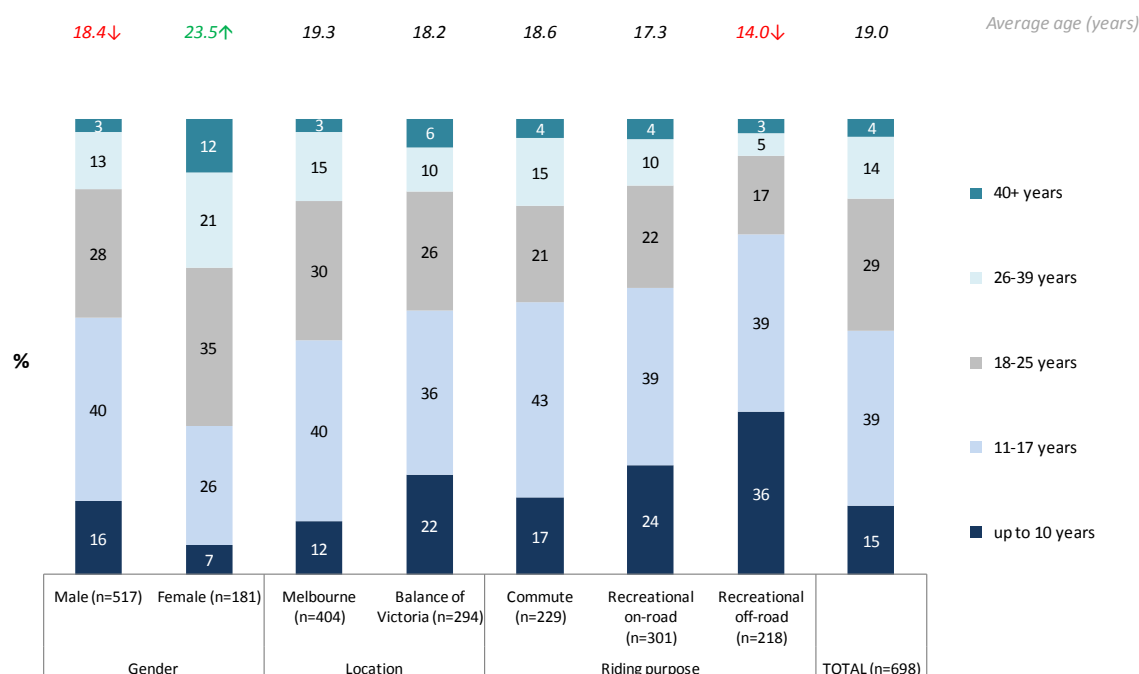
The average age respondents said they had learnt to ride was 19.0 years old. Males tended to start riding at an earlier age than females (18.4 compared to 23.5 years old). Those who lived outside of Melbourne and off-road riders were also more likely to start riding at an earlier age (22% started riding under the age of 11).

Respondents predominately learnt to ride away from a rider course environment (50% were self-taught, 20% by parents compared to 31% who were taught by an accredited riding instructor). However, when asked specifically what, if any, rider courses they had attended, 59% said they had taken part in a motorcycle rider training course of some sort.

### 4.1 Age respondents started riding a motorcycle

On average, participants started riding a motorcycle at 19.0 years of age. This compares with an average age of 17.6 in 2012 where there was a higher proportion of active riders in the sample who tend to start riding at a younger age. As was the case in 2012, respondents most likely learnt to ride between the ages of 11 and 17 (39%) followed by just under three in ten (29%) who learnt to ride between the ages of 18 and 25. The distribution in age for 2013 was similar to that shown in 2012.

**Figure 2: Distribution and average age respondents started riding a motorcycle by selected rider characteristics – 2013 only**



Q11. At what age did you start riding a motorcycle?

Total sample; Weighted sample; total n = 698.

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

Note: Excludes those who had never ridden a motorcycle

As seen in Figure 2, similar to 2012, women were generally older than men when they first started to ride (23.5 vs. 18.4 years old for men). Notably, two in five (40%) male respondents said they first learnt to ride between the ages of 11-17 years. An additional 16% said they had learnt to ride before they were 11 years old.

Those living outside of metropolitan Melbourne tended to start riding at a younger age than those who lived in the city just over one in five (22%) having first learnt to ride under the age of 11.

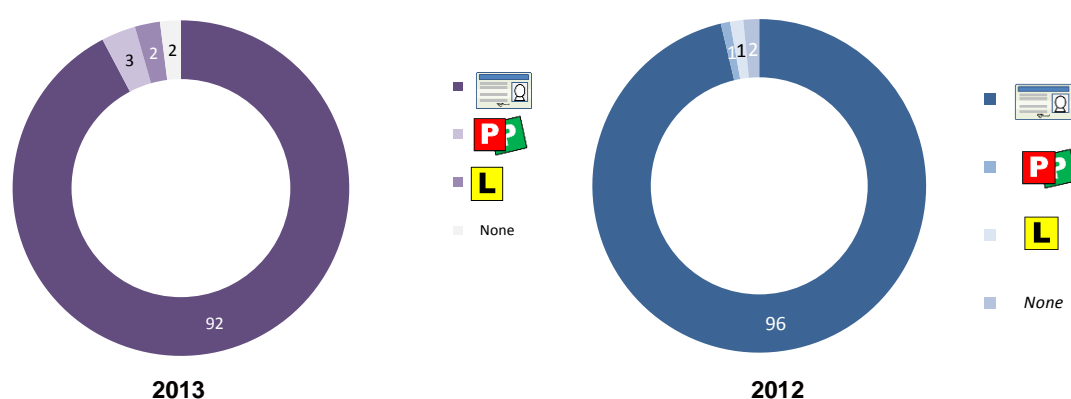
Recreational off-road riders were more likely to have started riding at a younger age (14.0 years) than those who ride for commuting purposes (18.6 years) or ride recreationally on-road (17.3 years). Over a third of recreational off-road riders (36%) started to ride before they were ten years old, compared with only one in six commuters (17%) (See Figure 2).

Active riders were more likely than lapsed and former riders to have learnt to ride under the age of 11 (25% compared with 10% and 2% respectively) Conversely, those who were no longer riding and did not intend to do so in the future were more likely than active riders to have learnt to ride between the ages of 18 and 25 (49% compared with 21%). This suggests that riding at a young age can be an influencing factor in continuing to ride as an adult as well as 'not giving up the dream'.

## 4.2 Motorcycle licence status

In 2013, approximately 363,000 Victorians held a motorcycle licence<sup>1</sup> The vast majority of respondents (92%) said they held a full motorcycle licence consistent with 2012 respondents (96% or approximately 335,000 Victorians). In 2013 a higher proportion (5% or approximately 21,000 Victorians) had either a learner's or probationary licence (2%) compared to 2012. A minority of respondents reported they did not have a motorcycle or scooter licence (2%).

**Figure 3: Motorcycle licence status - 2012 vs. 2013**

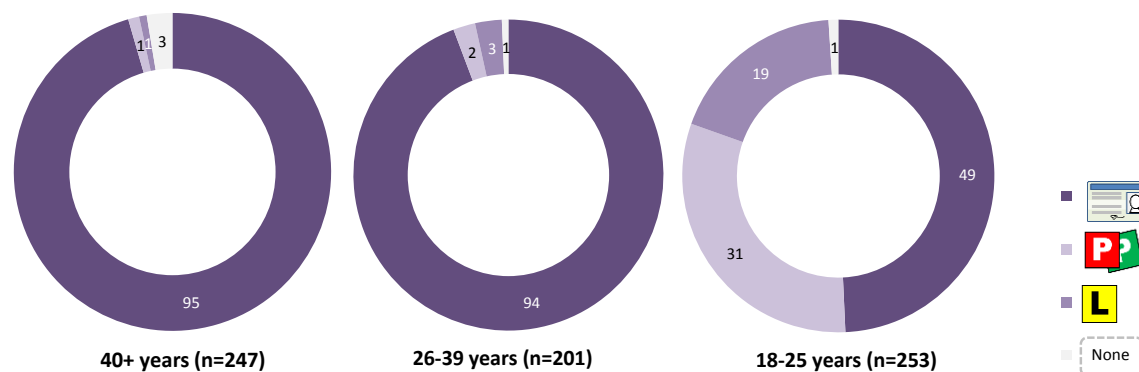


Q4. Do you have a motorcycle licence?  
Total sample; Weighted sample; 2012 base n = 548, 2013 base n=703.

<sup>1</sup> Based on VicRoads database of motorcycle licence holders extracted in June 2013.

As in 2012, riders under the age of 26 were more likely to hold either a learner's permit or a probationary licence compared to other age groups (19% held a learners permit and 31% held a probationary licence) (See Figure 4).

**Figure 4: Motorcycle licence status by age - 2013**



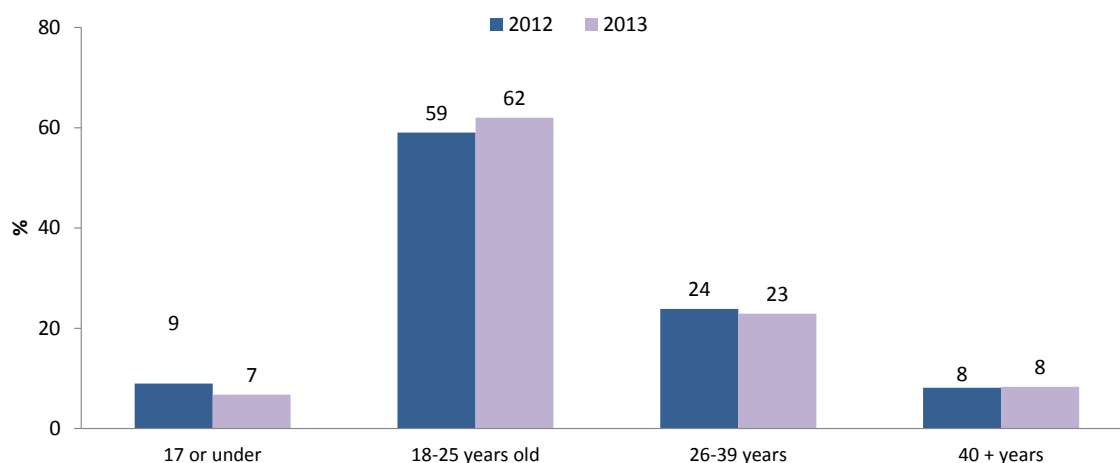
Q4. Do you have a motorcycle licence?  
Total sample; Weighted sample; base n=703.

## 4.3 Age motorcyclists applied for their licence

### Full licence holders

On average, full licence and probationary licence holders first got their Ps or full motorcycle licence at 24.3 years. There were no real differences between 2012 and 2013, with the majority of respondents saying that they were aged between 18 and 25 when they had first acquired their motorcycle licence (62% vs. 59% in 2012).

**Figure 5: Age full/probationary licence holders got their licence (2012 vs. 2013)**

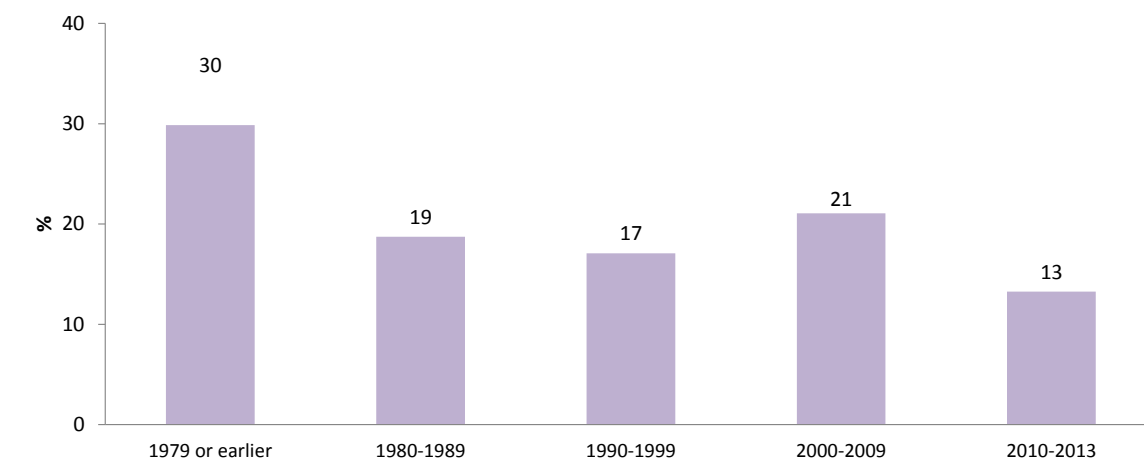


Q5. How old were you when you got your motorcycle licence?  
Filter: Full and probationary licence only; Weighted sample; 2012 base n = 512, 2013 base n=570

Those who rode more than 20% of the time were more likely to have applied for the full or probationary licence at a younger age than those who rode less often (21.8 compared to 25.2) – consistent with who were actively riding being more likely to have learnt to ride at a younger age in the first place.

More than one in ten respondents had applied for their motorcycle licence in the last three years (13%). Just over one in five (21%) had applied between 2000 and 2009. Similar proportions had applied in the two decades prior to this (See Figure 6)

**Figure 6: Year applied for licence (Full and probationary licence holders) 2013**



Q5. How old were you when you got your motorcycle licence?

Q1. Age

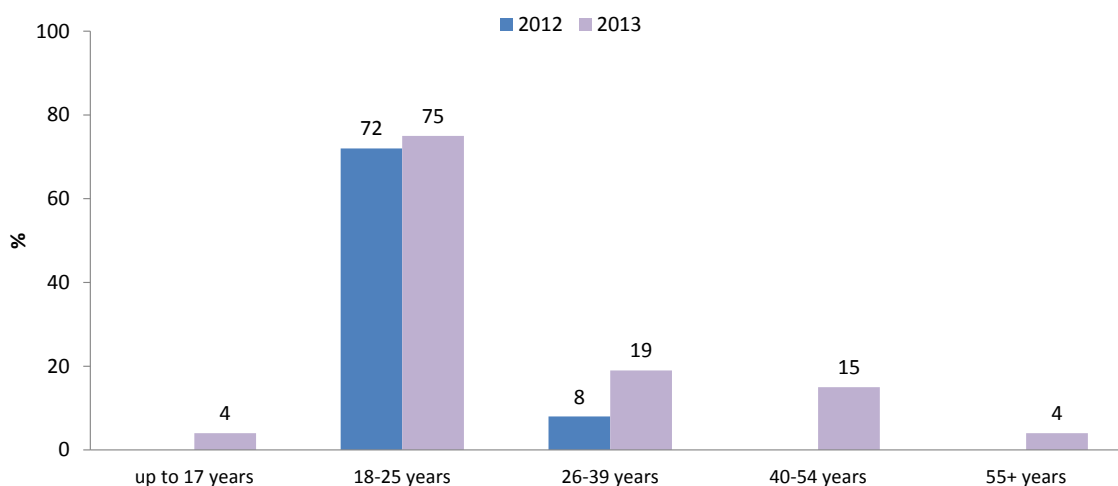
Filter: Full and probationary licence only; Weighted sample; 2013 base n=570

In terms of the gap between first learning to ride and applying for their full/probationary licence, one in five reported that there was no gap – that they had learnt at the time they were applying for their licence (22%). Forty-two percent (42%) of full and probationary licence holders, learnt to ride one to five years before gaining their licence; and for one in three (33%) there was a gap of six years or more between first learning and applying for their licence.

## Learner licence holders

Amongst the learners in the survey, the average age respondents applied for their licence was 29.1. More than half this cohort applied between the ages of 18 and 25 (54%), followed by one in four (26%), applying between the ages of 26 and 39. One in five respondents (20%) applied for their Ls when they were 40 years or older. The vast majority (92%) of learner riders reported they had applied for their permit in the last three years.

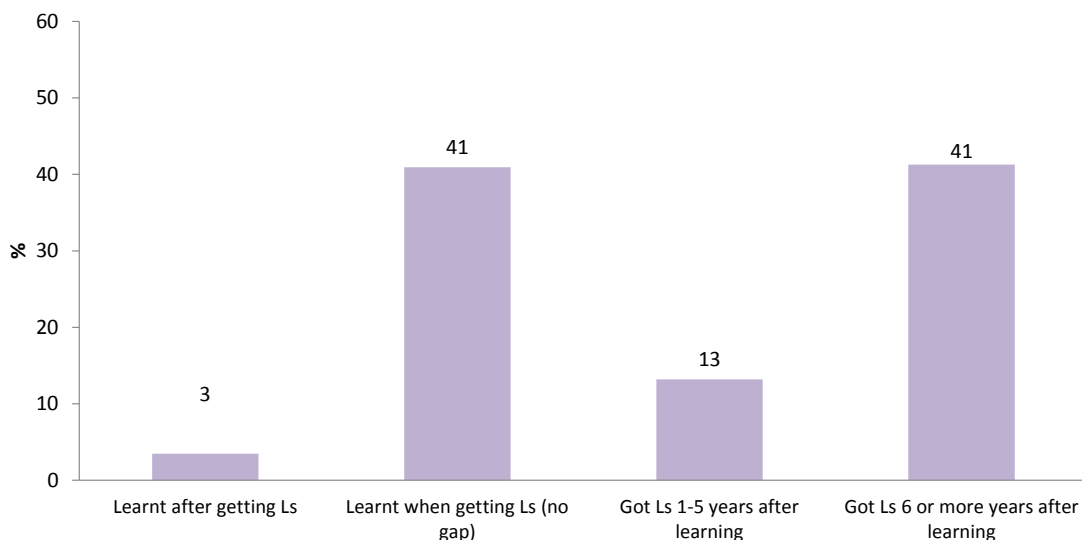
**Figure 7: Age first got learners motorcycle licence (Learners only) - 2012 vs. 2013**



Q6. How old were you when you got your learners licence?  
Filter: Learners only; Weighted sample; base n=117

Among L platers, 41% reported there was no gap between first learning to ride and getting their Ls. However, the majority had some riding experience prior to getting their Ls with 41% getting their Ls six years or more after they had first learnt to ride. For a further 13%, there had been a gap of one to five years between learning to ride and applying for their licence.

**Figure 8: Gap between learning to ride and gaining learners licence (Learners only) - 2013**



Q6. How old were you when you got your learners licence?  
Q1 Age  
Filter: Learners only; Weighted sample; base n=117

While the sample sizes for some sub-groups were small, learners aged 40+ were less likely to report a gap of one year or more between first learning to ride and actually getting their learner's licence (25% compared to 63% of those aged 39 and under). Learners who mainly rode an off-road bike were more likely to report a gap of at least a year (73%) compared to road bike and scooter riders (44% and 4% respectively).



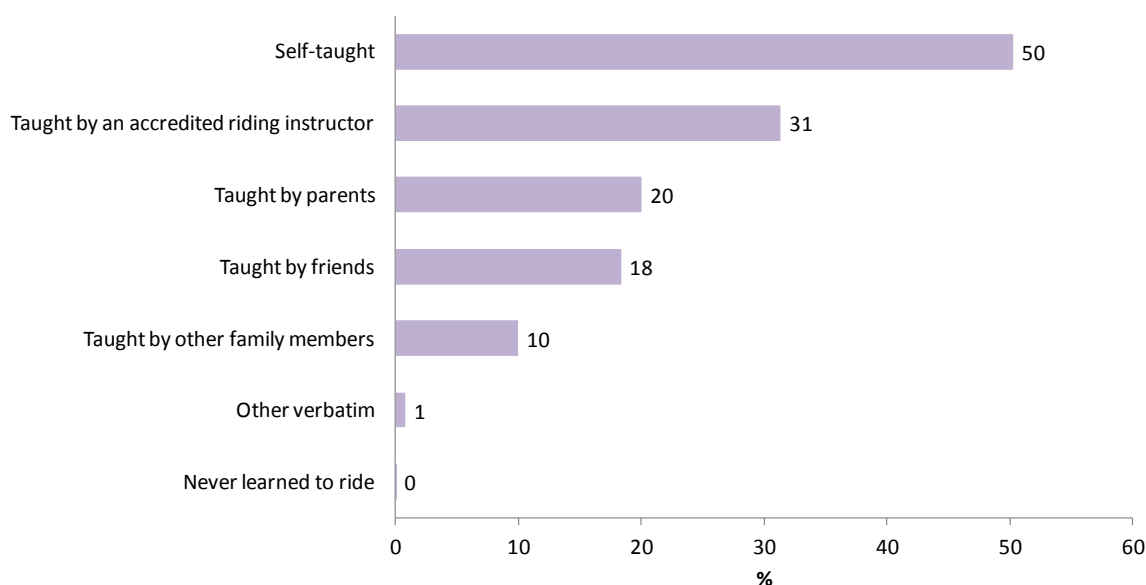
## 4.4 Learning to ride

In 2013, new questions were included to get further details on who taught respondents to ride, where they learnt to ride, how they would describe their riding experience prior to gaining a learner's permit and what kind of motorcycle they first learnt to ride on.

### Who taught motorcyclists to ride

Like in the 2012 survey, most respondents in 2013 learnt to ride away from a riding or training school environment. Half (50%) said they had taught themselves how to ride. Just under a third (31%) were taught by an accredited riding instructor and one in five (20%) were taught by their parents. Further details of the types of rider training courses attended are covered in the following section.

**Figure 9: Who taught motorcyclists to ride - 2013**



Q11b. Who taught you to ride a motorcycle?  
Weighted; base n= 698; total n=703; Missing n=5

At the overall level, respondents aged 40 or over were more likely to have been self-taught than younger riders (60% vs. 30% for those under 40). This age group was also less likely to have been taught by an accredited riding instructor (27% vs. 40% of those aged 18-39) and by parents (14% vs. 33% of those aged 18-39).

Respondents from Melbourne were more likely than those from the rest of Victoria to have been taught by an accredited riding instructor (36% to 22%). Those who were more likely to have learnt at an earlier age such as respondents who lived outside of the city were more likely to have been taught by their parents (26% vs. 17% of Melbourne residents) as were off-road recreational riders (44% vs. 26% of commuters and 27% of on-road recreational riders) (See Table 4).

Active riders were less likely to have been self-taught compared to lapsed and former riders (42% vs. 55% respectively) and more likely to have been taught by their parents (31% vs. 13%) and by other family members (15% vs. 7% of lapsed and former riders combined).

**Table 4: Who taught motorcyclists to ride by demographic characteristics - 2013**

Column %	Gender		Age			Location		Total (n=698)
	Male (n=517)	Female (n=181)	18-25 (n=251)	26-39 (n=199)	40+ (n=246)	Balance of Victoria (n=294)	Melbourne (n=404)	
Self-taught	53↑	26↓	30↓	30↓	60↑	56	48	50↑
Taught by parents	21	16	58↑	28↑	14↓	26↑	17↓	20
Taught by other family members	9↓	18↑	8	18↑	7↓	12	9	10↓
Taught by friends	18	18	14	20	18	15	20	18
Taught by an accredited riding instructor	30↓	43↑	30	42↑	27↓	22↓	36↑	31↑
Other	1	1	0↓	1	1	0	1	1↓

Q11B. Who taught you to ride a motorcycle?

Total sample; Weighted sample; Base n = 698

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

Respondents who learnt at a younger age were more likely to say they were taught by their parents (52% of those who learnt at 10 years or younger and 27% of those who learnt at 11-17 years old). Other family members were also more likely to have taught those who learnt before they were 11 years old (27%).

In contrast, those who had learnt when they were 18 or older were significantly more likely to have taught to ride by an accredited riding instructor (41% of those aged 18-25; 54% of those aged 26-39 years and 75% of those aged 40 or older) (See Table 5).

**Table 5: Who taught motorcyclists to ride by age learnt to ride - 2013 only**

%	Up to 10 years (n=147)	11-17 years (n=206)	18-25 years (n=238)	26-39 years (n=70)	40+ years (n=37)	Total (n=698)
Self-taught	45	55	53	46	19↓	50
Taught by an accredited riding instructor	14↓	18↓	41↑	54↑	75↑	31
Taught by parents	52↑	27↑	3↓	4↓	9	20
Taught by friends	16	21	18	17	7	18
Taught by other family members	27↑	10	4↓	3↓	10	10
Other	0	1	0	1	0	1

Q11B. Who taught you to ride a motorcycle?

Total sample; Weighted sample; Base n = 698

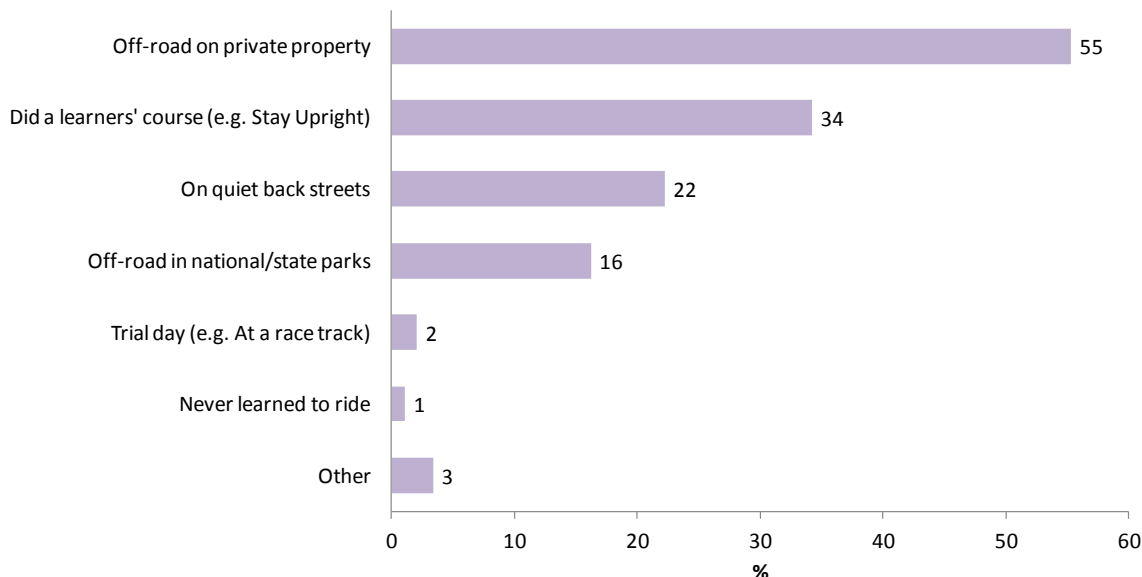
↓↑ indicates statistically significant difference compared to respondents **not** in that category

The above findings lead to suggest that a family connection and exposure to riding at a young age may be a factor in riders continuing to ride in adulthood

## Locations motorcyclists learnt to ride

In 2013, the majority of respondents (55%) learnt to ride off-road on private property, followed by over a third (34%) who learnt at a learner's course (e.g. Stay Upright). Just over one in five (22%) said they had learnt on quiet back streets.

**Figure 10: Where learnt to ride - 2013**



Q11C. Where did you learn to ride?  
Total sample; Weighted sample; Base n = -698

As shown in Table 6, males were more likely to learn off-road on private property and less likely to do a learner's course than females (57 vs. 45% females and 32% vs. 49% females respectively).

Similarly respondents from regional Victoria were more likely to learn off-road on private property and less likely to do a learner's course than those in Melbourne (70% vs. 48% learnt off-road on private property and 25% did a learner's course vs. 38% of Melbourne residents).

Respondents aged between 26 and 39 years were more likely to have learnt by doing a learner's course (50% vs. 28%) and less likely to have learnt on quiet back streets (11% vs. 28%) compared with those aged 40 and over.

Not surprisingly, active riders (who were more likely to have learnt at a younger age) were more likely than lapsed riders to have learnt to ride off-road on private property (66% vs. 47%).

**Table 6: Locations learnt to ride - by selected demographic variables - 2013**

Column %	Gender		Age			Location	
	Male (n=517)	Female (n=181)	18-25 (n=251)	26-39 (n=199)	40+ (n=246)	Balance of Victoria (n=294)	Melbourne (n=404)
Off-road on private property	57↑	45↓	65	51	56	70↑	48↓
Did a learners' course (e.g. Stay Upright)	32↓	49↑	37	50↑	28↓	25↓	38↑
On quiet back streets	22	26	12↓	11↓	28↑	17	25
Off-road in national/state parks	17	13	15	12	18	15	17
Trial day (e.g. At a race track)	2	1	4	2	2	2	2
Other	3	3	2	3	4	2	4
Never learned to ride	1	0	1	1	1	0	2

Q11C. Where did you learn to ride?

Multiple responses accepted

Total sample; Weighted sample; Base n =696-698

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

Those who were more likely to report they had learnt off-road on private property included those who had been taught by their parents (88%), or other family members (83%). Close to two in three (63%) of those who had been self-taught also learnt off-road on private property. Almost one in three (30%) who were self-taught said they had learnt to ride on quiet back streets and one in five (20%) said they had learnt off-road in national/state parks. Learning off-road in national parks tended to be more popular amongst those who had been taught by friends (36%) and those who had been taught by other family members (33%).

**Table 7: Where did you learn to ride by who taught by**

Column %	Self-taught (n=262)	Taught by an accredited riding instructor (n=252)	Taught by parents (n=210)	Taught by friends (n=116)	Taught by other family members (n=92)	Total (n=698)
Off-road on private property	63	28↓	88↑	60	83↑	55
Did a learners' course (e.g. Stay Upright)	24↓	85↑	22↓	36	37	34
On quiet back streets	30	24	18	32	26	22
Off-road in national/state parks	20	13↓	22	36↑	33↑	16
Trial day (e.g. At a race track)	4	4	4	7↑	8↑	2

Q11C. Where did you learn to ride?

Total sample; Weighted sample; Base n =696-698

Multiple responses accepted

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

Looking at the age when people learnt to ride (Table 7) almost all those who had learnt as children (under 11 years old) learnt off-road on private property (94%). Two thirds (66%) of those who learnt between 11-17 years old said they had learnt off-road on private property as well. Similar to findings from Table 5, those who learnt to ride when they were 18 or

older, were more to say they learnt at a learners' course (50% compared to 21% who said they learnt when they were younger than this). Those who learnt when they were aged 18-25 were most likely to say they had learnt in quiet back streets (30%).

Other reasons not listed included learning to ride on the main road and/or learning to ride overseas.

**Table 8: Where did you learn to ride by age learnt to ride**

Column %	Up to 10 years (n=147)	11-17 years (n=206)	18-25 years (n=238)	26-39 years (n=70)	40+ years (n=37)	Total (n=698)
Off-road on private property	94↑	66↑	36↓	33↓	27↓	55
Did a learners' course (e.g. Stay Upright)	12↓	24↓	43↑	56↑	79↑	34
On quiet back streets	9	24	30↑	15	21	22
Off-road in national/state parks	22	22↑	11	7	7	16
Trial day (e.g. At a race track)	5	3	1↓	1	0	2
Never learned to ride	0	1	0↓	4	0	1
Other	3	4	4	2	0	3

Q11C. Where did you learn to ride?

Total sample; Weighted sample; Base n =696-698

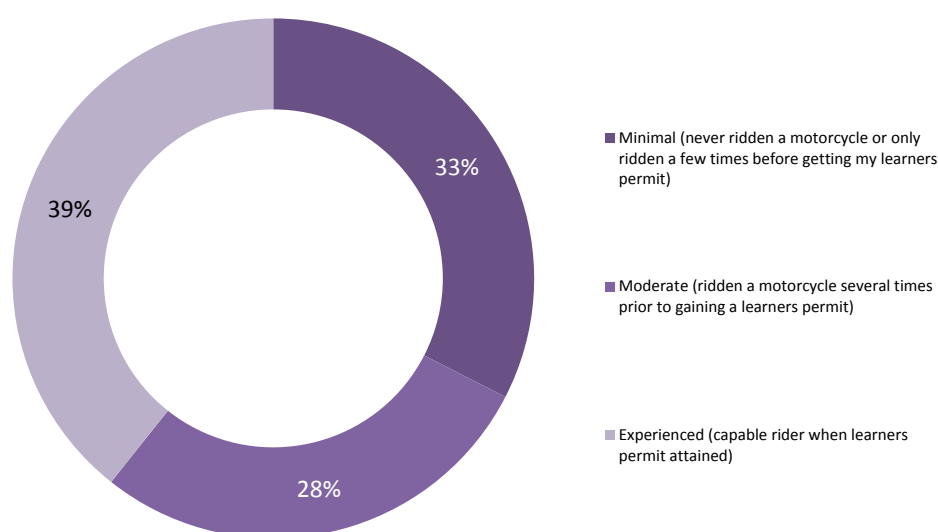
Multiple responses accepted

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

## Riding experience prior to gaining learner licence

When asked how they would describe their riding experience prior to gaining their motorcycle learners' permit, respondents' levels of experience varied. Respondents were most likely (39%) to indicate they were experienced (i.e. a capable rider when they attained their learners' permit), followed by a third who indicated their experience was minimal i.e. had never ridden a motorcycle or only ridden a few times before getting their learners' permit (33%). Just over one in four (28%) described their skills as moderate (ridden a motorcycle several times prior to gaining their learners).

**Figure 11: Riding experience prior to gaining a learner's permit - 2013**



Q11D How would you describe your riding experience prior to gaining your motorcycle learner's permit?  
Total sample; Weighted sample; Base n =689  
Excludes those who never learnt to ride

As seen in Table 9 and Table 10, minimal experience prior to gaining their motorcycle learner's permit was more likely to be reported by:

- female riders (57% vs. 29% of males);
- those from Melbourne (24% vs. 37% of those from regional Victoria), and
- commuters (29% vs. 8% of recreational off-road riders).

**Table 9: Riding experience prior to gaining a learner's permit gender and location**

Column %	Gender		Location	
	Male (n=510)	Female (n=179)	Melbourne (n=398)	Balance of Victoria (n=291)
Minimal experience (never ridden a motorcycle or only ridden a few times before getting learners permit)	29↓	57↑	37↑	24↓
Moderate experience (ridden a motorcycle several times prior to gaining learners permit)	28	30	30	25
Experienced (capable rider when learners permit attained)	43↑	13↓	34↓	52↑

Q11D How would you describe your riding experience prior to gaining your motorcycle learner's permit?  
Total sample; Weighted sample; Base n =689  
Excludes those who never learnt to ride  
↓↑ indicates statistically significant difference compared to respondents **not** in that category



**Table 10: Riding experience prior to gaining a learner's permit by rider type**

Column %	Riding activity segments			Riding purpose (Active riders)		
	Active riders (n=404)	Lapsed riders (n=247)	Former riders (n=33)	Commuter (n=228)	Rec. on-road rider (n=300)	Rec. off-road rider (n=218)
Minimal experience (never ridden a motorcycle or only ridden a few times before getting learners permit)	20↓	37	60↑	29↑	20	8↓
Moderate experience (ridden a motorcycle several times prior to gaining learners permit)	25	33	18	25	25	24
Experienced (capable rider when learners permit attained)	55↑	31↓	22	45↓	55	69↑

Q11D How would you describe your riding experience prior to gaining your motorcycle learner's permit?

Total sample; Weighted sample; Base n =689

Excludes those who never learnt to ride

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

While the sample size was small, scooter riders were more likely to have minimal experience prior to getting their learners permit (68% vs. 11% whose main bike was an off road bike/trail bike or 20% of those who mainly rode a road bike) (Table 11).

**Table 11: Riding experience prior to gaining a learner's permit by rider type**

Column %	Type of bike (main bike)		
	Off road bike/ trail bike (n=145)	Road bike (n=229)	Scooter (n=25)*
Minimal experience (never ridden a motorcycle or only ridden a few times before getting learners permit)	11↓	28	68↑
Moderate experience (ridden a motorcycle several times prior to gaining learners permit)	18	32	25
Experienced (capable rider when learners permit attained)	71↑	41↓	7↓

Q11D How would you describe your riding experience prior to gaining your motorcycle learner's permit?

Active riders only; Weighted sample; Base n =405

Excludes those who never learnt to ride

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

\*Note small sample sizes

Respondents who had learnt to ride as children were significantly more likely to say they felt they were experienced riders by the time they attained their learners' permit (88% of those who learn at the age of 10 or younger, and 47% of those who learnt between 11 and 17 years old). Half (51%) of those who learnt between the ages of 18 and 25 reported they had minimal experience. This proportion increased as the age that respondents learnt to ride increased (64% for those who learnt between 26 and 39 years old and 80% of those who learnt when they were 40 or older) (Table 12).

**Table 12: Riding experience prior to gaining a learner's permit by age learnt to ride**

Column %	Up to 10 years old (n=147)	11-17 years old (n=202)	18-25 years old (n=234)	26-39 years (n=69)	40+ years (n=37)
Minimal (never ridden a motorcycle or only ridden a few times before getting my learners permit)	2↓	15↓	51↑	64↑	80↑
Moderate (ridden a motorcycle several times prior to gaining a learners permit)	10↓	38↑	28	28	11↓
Experienced (capable rider when learners permit attained)	88↑	47↑	22↓	8↓	9↓

Q11D How would you describe your riding experience prior to gaining your motorcycle learner's permit?

Total sample; Weighted sample; Base n =689

Excludes those who never learnt to ride

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

Looking at the current learner riders specifically, those who attained their Ls under the age of 25 were also more likely to rate themselves as experienced riders before they got their Ls (46% vs. 8% of those aged 40+) (See Table 13).

**Table 13: Riding experience prior to gaining a learner's permit by age attained learner licence (Learners only)**

Column %	Under 25 years (n=79)	26-39 years (n=19)	40 years + (n=19)*
Minimal (never ridden a motorcycle or only ridden a few times before getting my learners permit)	31	27	59
Moderate (ridden a motorcycle several times prior to gaining a learners permit)	24	58	34
Experienced (capable rider when learners permit attained)	46↑	15	8↓

Q11D How would you describe your riding experience prior to gaining your motorcycle learner's permit?

Excludes those who never learnt to ride

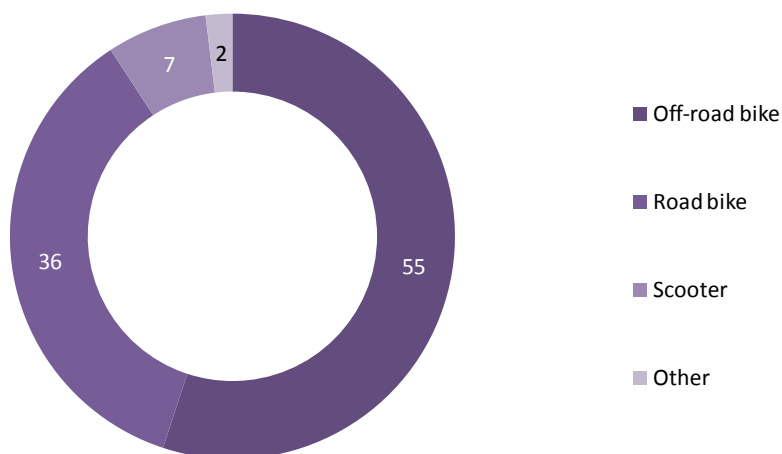
↓↑ indicates statistically significant difference compared to respondents not in that category

\*Note small sample sizes

## Type of bikes motorcyclists learnt to ride on

Over half of respondents (55%) first learnt to ride on an off-road bike, followed by 36% who nominated a road bike. A minority reported having first learnt to ride on a scooter (7%).

**Figure 12: Type of motorcycle learnt to ride on - 2013 only**



Q11E What kind of motorcycle did you first learn to ride on?  
Total sample; Weighted sample; Base n =692; Missing n=11

Females were more likely to have learnt to ride on a scooter than males (15% vs. 6%) and less likely to have learnt on an off-road bike (39% vs. 57% of males).

A particularly high proportion of active riders and those who were aged 18-25 reported first learning to ride on an off-road bike (70% and 73% respectively).

Consistent with findings about where respondents learnt to ride, those who learnt at a younger age were significantly more likely to have learnt on an off-road bike (87% of those who learnt at 10 years or younger and 64% of those who learnt between the ages of 11-17 years old). Road bikes were more common amongst those who had learnt when they were 18 or older (Table 14).

**Table 14: Type of motorcycle learnt to ride on by age learnt to ride**

Column %	Up to 10 years (n=147)	11-17 years (n=206)	18-25 years (n=238)	26-39 years (n=70)	40+ years (n=37)	Total (n=698)
Road bike	8↓	25↓	56↑	46	68↑	36
Scooter	1↓	9	6	12	12	7
Off-road bike	87↑	64↑	38↓	39↓	20↓	55
Other	4	2	0↓	3	0	2

Q11E What kind of motorcycle did you first learn to ride on?

Total sample; Weighted sample; Base n =692

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

## Rider training courses

As in 2012, the proportion of respondents in 2013 who indicated they were taught to ride by an accredited riding instructor/by doing a learners' course was lower compared with the aggregate proportions nominated by respondents from a specific list of courses (listed in Table 16 below). In 2013, while 31% said they were taught to ride by an accredited

instructor, a total of 59% reported having undertaken some sort of formal training when asked which specific rider training courses they had attended.

Overall, in 2013, there was an increase in those who mentioned that they specifically went to a learners' course e.g. Stay Upright (36% vs. 26% in 2012). A HART course was mentioned by (19% of respondents in 2013. Seven per cent and eight per cent specifically mentioned attending a DECA course and advanced rider training respectively.

**Table 15: Rider training courses attended - 2012 vs. 2013**

	% 2012	% 2013
Learners' course (e.g. Stay Upright)	26↓	36↑
HART course	19	14
Track day riding courses	7	8
Advanced rider training	7	8
DECA course	7	7
Other	3	3
Australian Superbike School	2	3
None of the above	45	40
<b>Subtotal - Attended rider training course</b>	<b>55</b>	<b>59</b>

Q13. Have you ever done any of the following motorcycle rider training courses?

Total sample; Weighted sample; 2013 - Base n = 696 to 698; Missing n=7 Base 2012 – n=545

Multiple responses accepted

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

As Table 16 shows, female riders more likely than males to have attended a course of some sort (74%). A high proportion of 26-39 year olds were also likely have undertaken a riding course compared with those aged 40 or older (82% vs. 49%).

**Table 16: Rider training courses attended by selected demographic variables - 2013**

Column %	Gender		Age			Location		Total (n=698)
	Male (n=516)	Female (n=182)	18-25 (n=251)	26-39 (n=200)	40+ (n=245)	Balance of Victoria (n=296)	Melbourne (n=403)	
Learners' course (e.g. Stay Upright)	35↓	46↑	47	57↑	28↓	31	39	36
HART course	14	19	15	19	13	9↓	17	14
Track day riding courses	8	5	7	10	7	7	9	8
Advanced rider training	8	7	6	8	8	6	9	8
DECA course	7	5	14↑	12↑	4↓	13	4↓	7
Australian Superbike School	3	2	1	3	3	4	2	3
Other	2↓	7	1	3	3	3	3	3
None of the above	42	26↓	30	18↓	50↑	49↑	37↓	40
<i>Subtotal - Attended rider training course</i>	<i>57↓</i>	<i>74↑</i>	<i>70</i>	<i>82↑</i>	<i>49↓</i>	<i>51</i>	<i>63</i>	<i>59</i>

Q13. Have you ever done any of the following motorcycle rider training courses?

Total sample; Weighted sample; Base n = 696 to 698; Missing n=7

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

Just over half (56%) of those who had experienced a crash in the past had undertaken a rider training course of some sort. As with overall attendance figures, younger riders who had experienced a crash were more likely to have attended a rider training course than those aged 40+ who had experienced a crash, as seen below in Table 17

**Table 17: Crash involvement among those who had or had not undertaken rider training**

Column %	Involved in crash by age			TOTAL (n=262)
	18-25 (n=78)	26-39 (n=81)	40+ (n=103)	
Attended rider training course	70↑	81↑	49↓	58↑
Did not attend riding training course	30↓	19↓	51↑	42↓

Q13. Have you ever done any of the following motorcycle rider training courses?

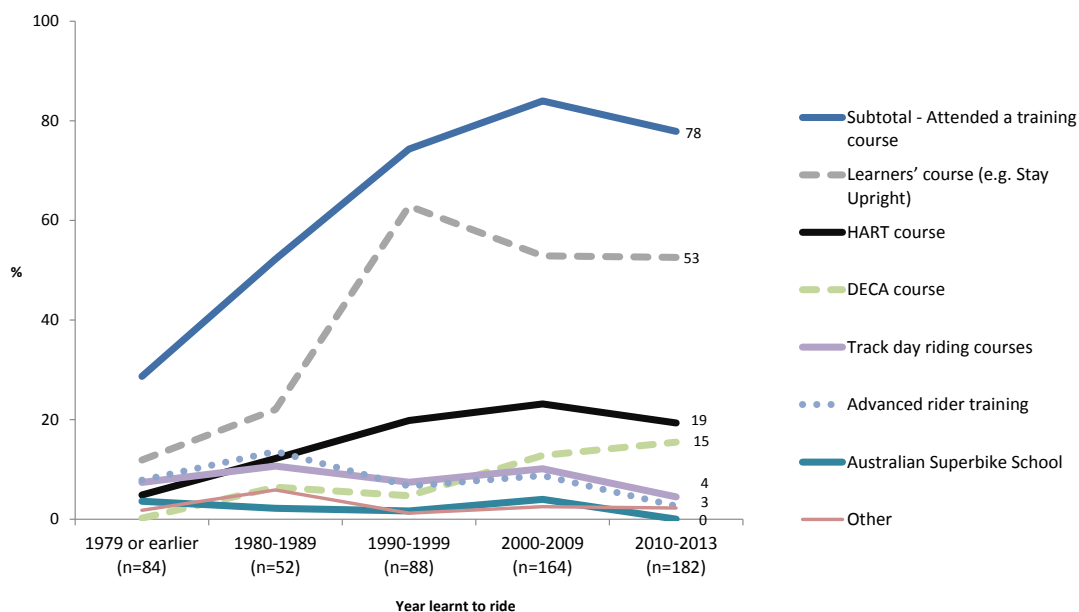
Q56 Have you ever had a crash while riding a motorcycle?

Filter: Experienced a crash; Weighted sample; Base n = 262; Missing n=2

↓↑ indicates statistically significant difference between those who attended a riding training course or not

Training courses have become more common over the years. More than eight in ten full licence holders who had gotten their licence between 2000-2013 reported they had attended a training course of some sort (82%) (See Figure 13).

**Figure 13: Rider training courses attended by year full licence holders attained**



Q13. Have you ever done any of the following motorcycle rider training courses? By year first learnt to ride  
Total sample; Weighted sample; Base n = 696 to 698; Missing n=7

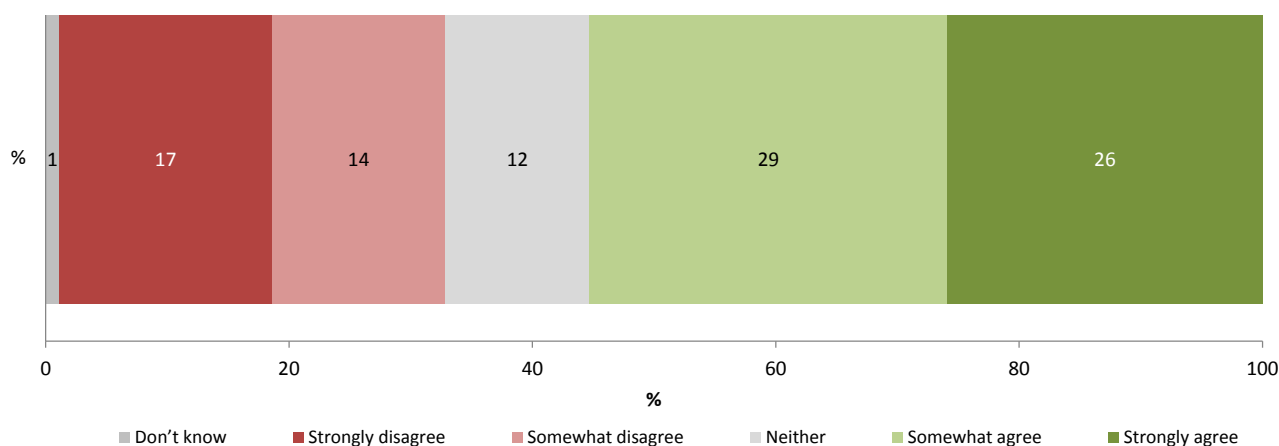


## Riding training courses after a break

In 2013, respondents were asked their view on training courses for those who had had a break from riding. Over half (55%) of respondents agreed while just under a third (32%) disagreed with this sentiment. Those who were actively riding were significantly more likely to *strongly* agree (32%) compared to lapsed (21%) or former riders (18%). Those who mainly rode an off-road bike/trail bike were significantly more likely to be opposed to this with 52% disagreeing compared to 30% and 35% of road bike and scooter owners respectively. Consistent with these figures, those who learnt to ride at a younger age (under 17) were also more likely to strongly disagree that people returning to riding should have to undertake a training course (22% compared to 12% of those who learnt when they were 18 or older).

There were no differences in opinion in terms of age, gender or place of residence.

**Figure 14: Agree/disagree: People returning to riding after a break should have to undertake a motorcycle training course - 2013**



Q55h. Agree/disagree: People returning to riding after a break should have to undertake a motorcycle training course  
All respondents; Weighted sample; Base n =618.

## 5. Riding activity

This section covers riding activity including recent riding behaviour, riding history and reasons for riding. In comparing Motorcycle Monitor data and trends on riding in 2013 compared to 2012, fewer riders were actively riding and although recreational on-road riding continued to be most common, a higher proportion of active riders rode to commute.

In summary, the majority of respondents had ridden a motorcycle in the last 12 months with respondents aged 18-25 more likely to have done so than those who were older (90%). Like in 2012, family commitments and/or no longer owning a motorcycle were provided as the key reasons for not riding in the last 12 months.

Fewer riders in 2013 were *active riders* i.e. they had ridden in the last 12 months either regularly or occasionally or had started riding again after a break (40% vs. 55% in 2012). A higher proportion of riders were classified as *former riders* and *lapsed* riders in 2013 compared to 2012 i.e. they had stopped riding and did not intend to ride in the future or they had stopped riding but may decide to ride again in the future. In 2013, half (50%) said they had stopped riding but may consider riding again in the future. A minority reported they were no longer riding and did not plan on doing so in the future (10%). The average age these riders had stopped riding in 2013 was 34.6 years old.

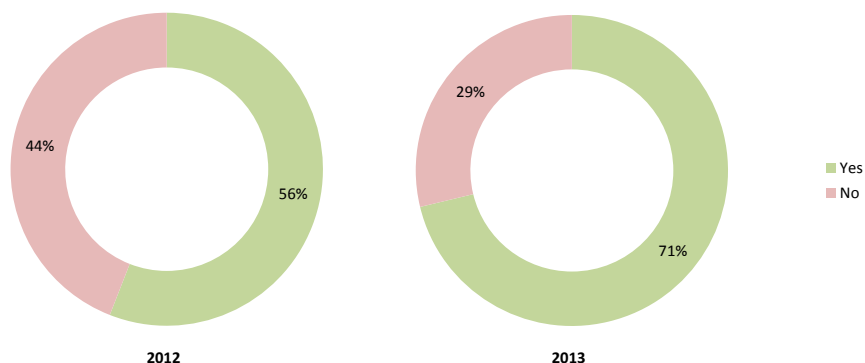
In 2013, riders tended to travel shorter distances than in 2012: a higher proportion of respondents travelled up to 100km per month (47% in 2012 vs. 33% in 2013). By far the most common reason for riding was for recreational purposes on-road - 79% of active riders had done some recreational on-road riding in the last 12 months. A higher proportion of respondents in 2013 rode to commute (53% vs. 44% in 2012). An increase in those who did any off-road riding was also evident in 2013 (53% vs. 41% in 2012)

### 5.1 Riding history

#### Riding activity in last 12 months

As previously mentioned, a smaller proportion of respondents had ridden in the last 12 months in 2013 compared with 2012 results (56% vs. 71%). This has been a key driver in differences across the surveys.

**Figure 15: Whether ridden in last 12 months – 2012 vs. 2013**

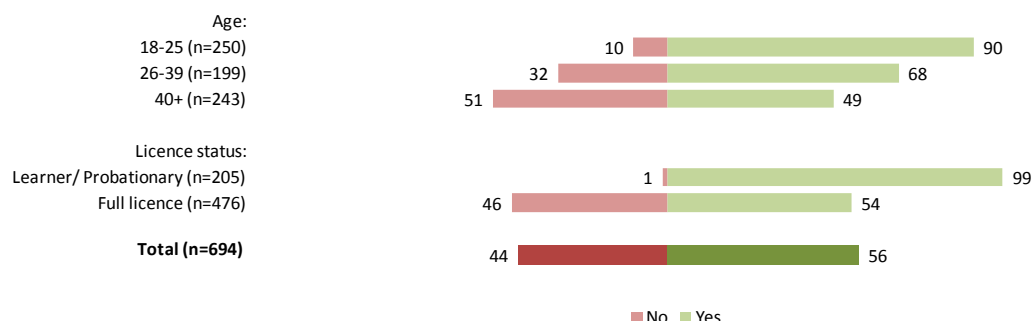


Q7 Have you ridden a motorcycle in the last 12 months (either on or off-road)?

Filter: excludes never ridden a motorcycle; Weighted sample; 2012 Base n = 703; 2013 Base n = 703

Respondents aged 18-25 were most likely to have ridden in the last 12 months (90% - unchanged from 2012). More than two thirds of respondents aged 26-39 also had ridden in the last 12 months (68%). Almost all (99%) of those on their L or P plates had ridden in the last 12 months.

**Figure 16: Whether ridden in last 12 months by selected rider groups – 2013 only**



Q7 Have you ridden a motorcycle in the last 12 months (either on or off-road)?

Filter: excludes never ridden a motorcycle; Weighted sample; Base n = 692 to 694; Total n = 703; Missing n=11

## Riding history

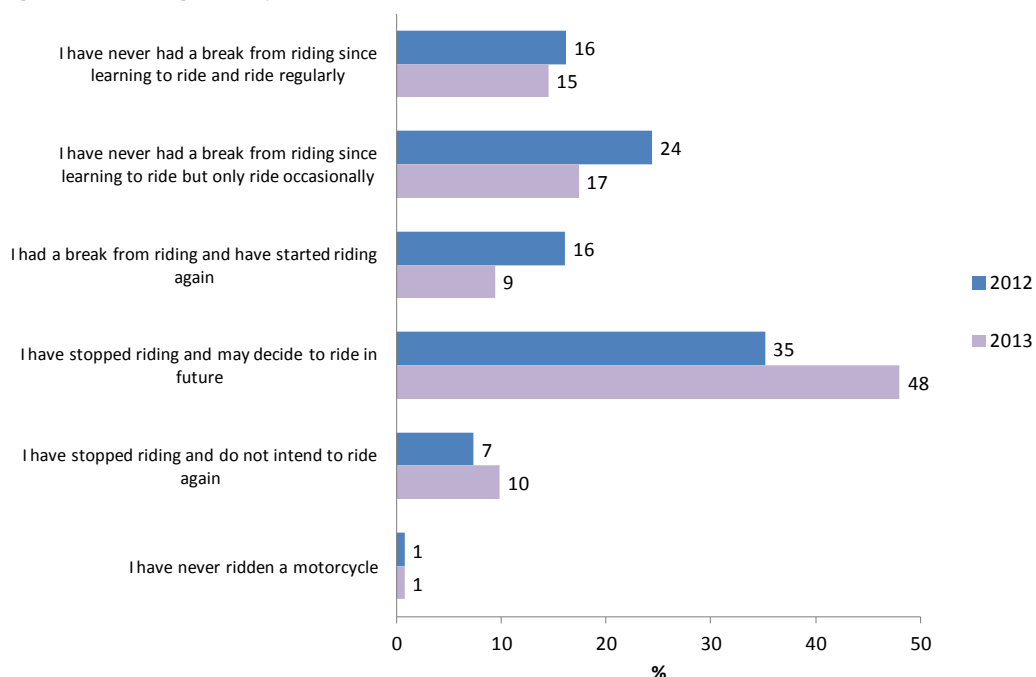
In 2013, just over two in five (41%) were either occasional or regular riders or had returned to riding after a break compared to 57% in 2012. Specifically, 15% (vs.16% in 2012) said they had *never had a break from riding since learning to ride and ride regularly*.

Less than one in five (17%) had never had a break from riding since learning to ride but only ride occasionally (vs. 24% in 2012).

As seen in Figure 17, respondents in 2013 were more likely to report they had stopped riding but may decide to ride in future (48% vs. 35% in 2012) reflecting on the more inclusive nature of the survey in attracting those who have a motorcycle licence but do not currently ride – a large proportion of licence holders in Victoria.

A minority said they had stopped riding altogether and did not see themselves riding again (10% vs. 7% in 2012).

**Figure 17: Riding history - 2012 vs. 2013**



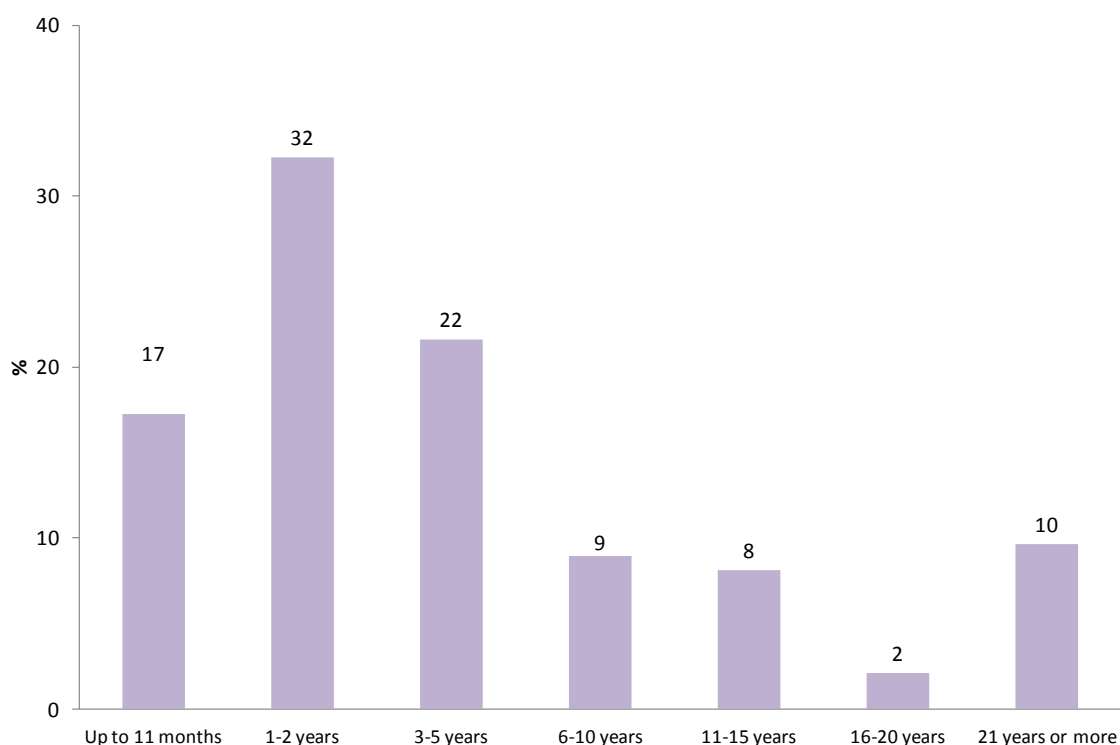
Q10. Which of the following best describes your motorbike riding history?  
 Total sample; Weighted; Base 2012 n = 548; 2013 n=700

## Length of break from riding

Among those who had stopped riding, 34.6 years old was the average age respondents had stopped riding.

In 2013, those who had taken a break from riding and had started riding again were asked how long their most recent break had been. Just under one in five of those who had stopped riding had done so in the last year (17%). Just under a third (32%) reported that the duration of their most recent break was between one and two years, followed by just over one in five who had had a longer break of between three and five years (22%). Just under a third reported a break of six years or longer (29%) including one in ten (10%) who had not ridden in more than 21 years.

**Figure 18: Most recent break from riding - 2013 only**



Q7B. You have said you had a break from riding and had started riding again. Approximately, how long was your most recent break?  
Total sample; Weighted sample; Base n = 72;

While samples sizes for some of the sub-groups were small, females and those aged 18-25 who were on a break were most likely to have stopped in the last year (45% and 92% respectively). Those who were aged 40 or older (44%) and those who lived in metropolitan Melbourne (31%) were more likely to report that their most recent break was 6 years or longer (See Table 23).

**Table 18: Most recent break from riding – by demographic groups**

Column %	Gender		Age			Location	
	Male (n=51)	Female (n=19)*	18-25 (n=20)*	26-39 (n=27)*	40+ (n=23)*	Melbourne (n=53)	Balance of Victoria (n=17)*
Up to 11 months	14↓	45↑	92↑	16	4↓	17	21
1-2 years	35	14	8↓	47	26	30	53
3-5 years	23	10	0	22	25	22	20
6 years or more	28	32	0	15	44↑	31↑	6↓

Q7B. You have said you had a break from riding and had started riding again. Approximately, how long was your most recent break?  
Total sample; Weighted sample; Base n = 72;

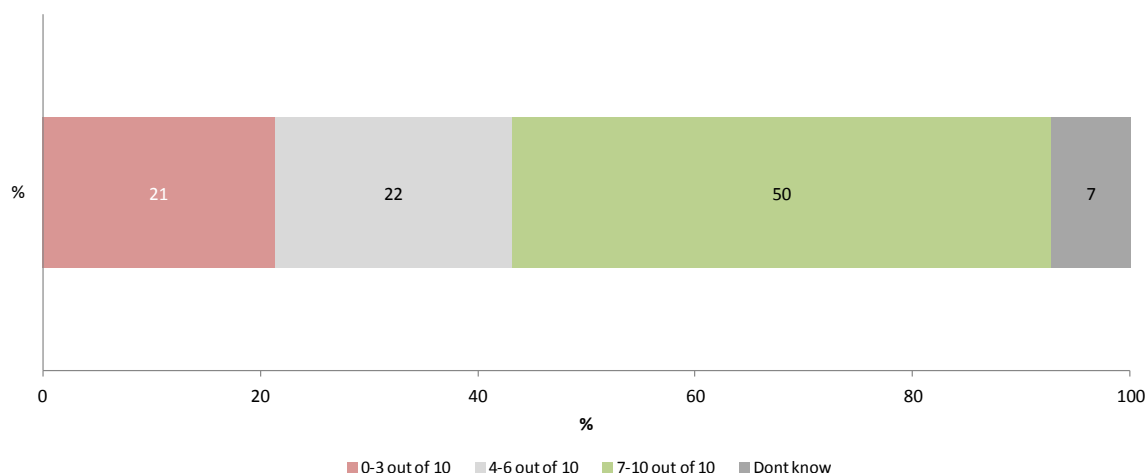
↓↑ indicates statistically significant difference compared to respondents **not** in that category

\* Note: Small sample sizes

Respondents who had not ridden in the last twelve months or had stopped riding but reported they may resume in the future were asked how likely it was that they would ride again. Half (50%) reported a high likelihood of between seven and

ten (on a zero to ten scale). Just over one in five (21%) reported extremely low likelihoods (0-3 out of 10) of getting on a motorcycle again. An almost equal proportion (22%) of respondents elected a moderate likelihood (4-6 out of 10).

**Figure 19: Likelihood of lapsed riders to ride again in the future - 2013**



Q7A. What is the likelihood that you will ride again in the future?

Base: Stopped riding but may ride again in the future or not ridden in the last 12 months

Weighted sample; Base n = 234

A lower proportion of those aged 40 or over indicated a high likelihood of returning to their bike (43% reported a likelihood of 7-10 out of 10 compared to 70% of 18-25 year olds and 67% of 26-39 year olds).

**Table 19: Likelihood of lapsed riders to ride again in the future by demographic groups**

Column %	Gender		Age			Location		Total (n=234)
	Male (n=169)	Female (n=65)	18-25 (n=41)	26-39 (n=80)	40+ (n=113)	Melbourne (n=158)	Balance of Victoria (n=76)	
0-3 out of 10	20	29	1↓	13	25↑	19	27	21
4-6 out of 10	21	25	24	11	25	22	20	22
7-10 out of 10	51	41	70	67↑	43↓	53	41	50
Don't know	8	5	6	9	7	6	12	7
Average out of 10	6.4	5.7	7.8↑	7.7↑	5.8↓	6.6	5.7	6.4

Q7A. What is the likelihood that you will ride again in the future?

Base: Stopped riding but may ride again in the future or not ridden in the last 12 months

Weighted sample; Base n = 234

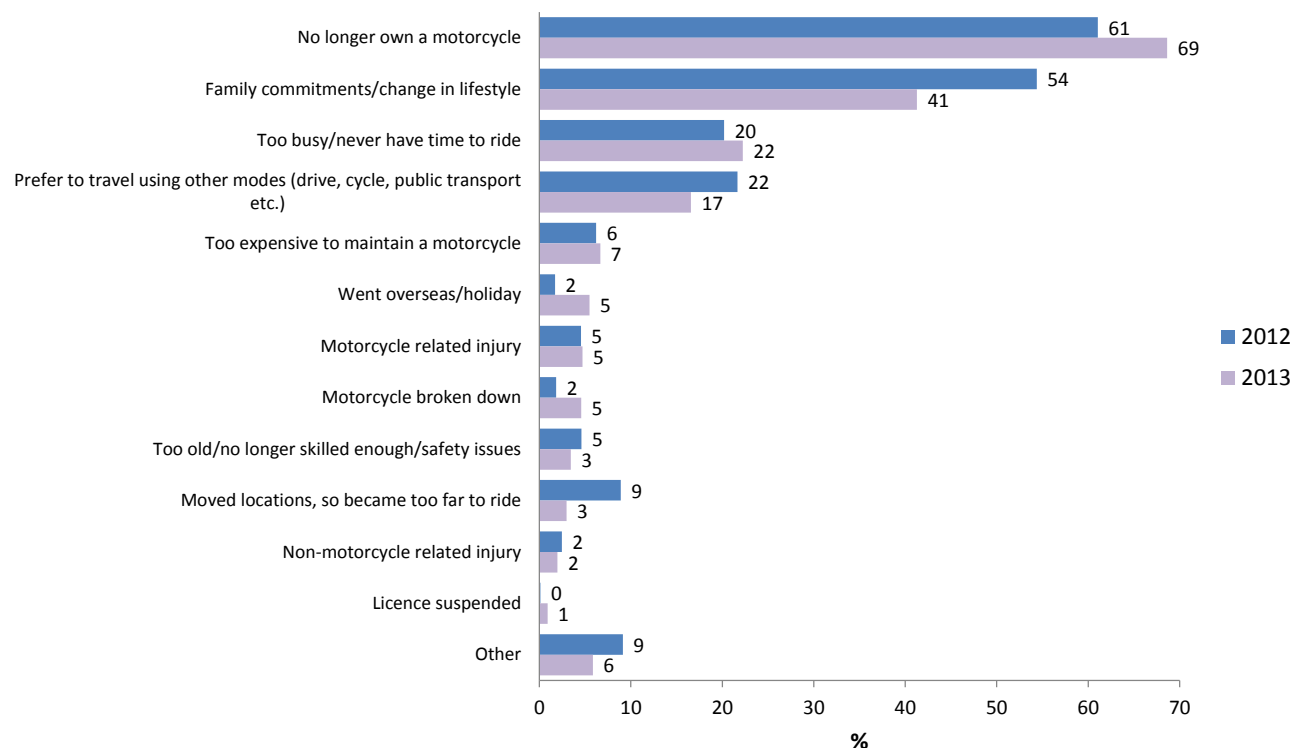
↑↓ indicates statistically significant difference compared to respondents **not** in that category

Not surprisingly, those who did not own a bike were less likely to indicate a high chance of getting back to riding (46% rating the likelihood 7-10 out of 10, compared to 68% of those who owned a bike).

## Reasons for no longer riding a motorcycle

Among those who had not ridden in the last 12 months but had not ruled out riding again, the most common reasons in both 2012 and 2013 were *no longer owning a motorcycle* (61% vs. 69% in 2013); and *family commitments or a change in lifestyle* (54% vs. 41% in 2013) (See Figure 20).

**Figure 20: Main reasons why lapsed riders have not ridden a motorcycle in the last 12 months**



Q9. What are the main reasons why you haven't ridden a motorcycle in the last 12 months? Multiple response  
Filter: Not ridden in last 12 months but may ride again; Weighted; 2012 base n = 89; 2013 base n=164

Males were more likely than females to nominate being too busy as a reason for not riding in the last 12 months (25% compared to 5% of females).

In 2013, respondents aged 40 years or older were less likely than 26 to 39 year olds to nominate the fact that they no longer owned a motorcycle as a reason for no longer riding (53% vs. 74% respectively).

While sample sizes were small, a motorcycle related injury was more likely to be a reason amongst those aged 18-25 and those living outside of Melbourne (22% and 12% respectively).

**Table 20: Main reasons why lapsed riders have not ridden a motorcycle in the last 12 months**

Column %	Gender		Age			Location	
	Male (n=110)	Female (n=54)	18-25 (n=24)*	26-39 (n=54)	40+ (n=86)	Melbourne (n=110)	Balance of Victoria (n=54)
No longer own a motorcycle	70	57	47	53↓	74↑	66	75
Family commitments/ change in lifestyle	40	49	34	48	39	39	48
Too busy/never have time to ride	25↑	5↓	20	15	25	26	13
Prefer to travel using other modes (drive, cycle, public transport etc.)	16	22	11	20	16	15	22
Too expensive to maintain a motorcycle	7	2	0	7	7	9↑	0↓
Went overseas/holiday	6	3	8	8	5	5	8
Motorcycle related injury	5	3	22↑	6	4	2↓	12
Motorcycle broken down	5	4	7	6	4	5	2
Too old/no longer skilled enough/safety issues	2	11	0↓	3	3	5↑	0↓
Moved locations, so became too far to ride	3↑	1↓	4	4	3	2	6
Non-motorcycle related injury	2	0	0	2	2	3	0
Licence suspended	1	0	0	4↑	0↓	1	0
Other	5	11	8	14↑	3↓	6	6

Q9. What are the main reasons why you haven't ridden a motorcycle in the last 12 months? Multiple response

Filter: Not ridden in last 12 months but may ride again; 2013 base n=164

\*Note: Small sample size

Among the small number of those who had stopped riding but were *not* planning to take it up again in the future (n=34) the most common reasons were similar. More than one in three mentioned *family commitments/change in lifestyle* (36%), safety concerns (34%), and a *preference for different modes of transport* (34%). Twenty nine percent (29%) mentioned *no longer interested in riding/motorcycles*.

## 5.2 Riding activity segments

Using the data on recent riding behaviour and riding history, respondents can be classified into three riding activity groups:

- “active riders”
- “lapsed riders” or
- “former riders”.

Due to the difference in the riding history and riding behaviour in the last year, the distribution of these segments differed to that in 2012. Changes between 2012 and 2013 are likely to be due to a combination of changes in the methodology including: the more inclusive language used in the invitation letters, and the option to complete the survey by hardcopy resulting in a higher representation of ‘inactive’ riders in the total sample.

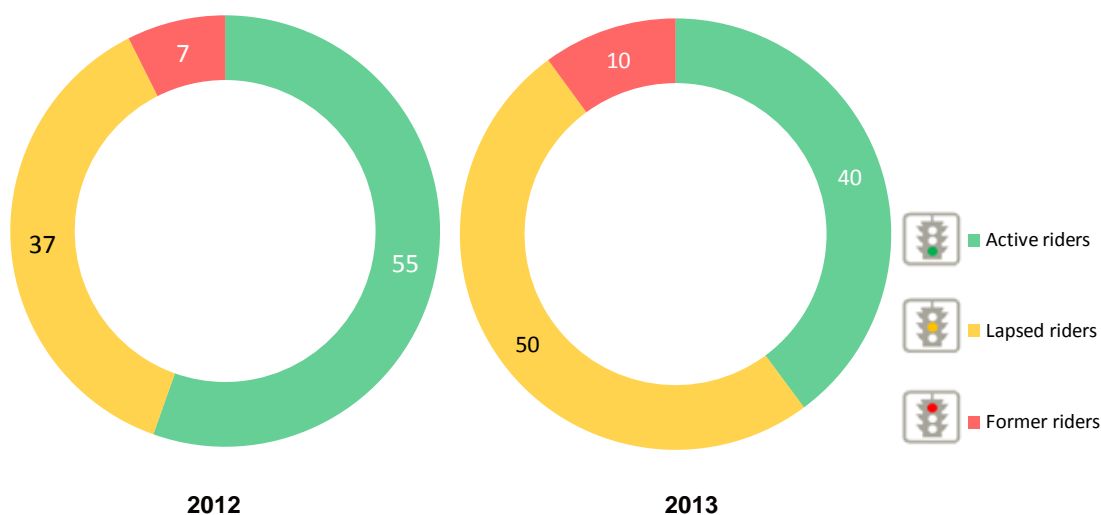
Overall, two in five (40% vs. 55% in 2012) of respondents could be classified as “**active riders**” - that is they had ridden in the last 12 months either regularly or occasionally or had started riding again after a break.



**“Lapsed riders”** made up half of respondents (50 vs. only 37% in 2012). Lapsed riders reported they had stopped riding but may decide to ride again in the future or had not ridden in the last 12 months but still considered themselves ‘regular’ riders. This finding suggests that although someone with a motorcycle licence may not ride regularly; there is a substantial proportion who has not ruled out riding again in the future.

One in ten (10%) respondents could be considered as **“former riders”** - those who had stopped riding and did not intend to ride again in the future (7% in 2012).

**Figure 21: Riding activity segments - 2012 vs. 2013**



Q10 Which of the following best describes your motorbike riding history?

Q7 Have you ridden a motorcycle in the last 12 months (either on or off-road)?

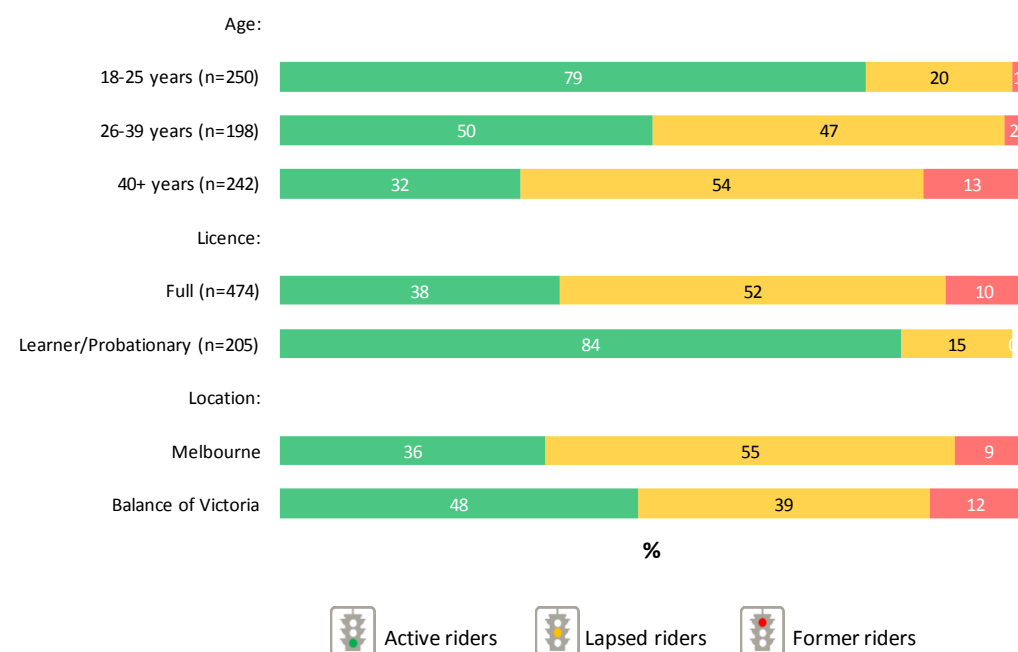
Filter: Excluding never ridden a motorcycle; Weighted; 2012 base n = 545; 2013 base n=692

Figure 22 below, highlights some of the differences observed between the riding activity segments in 2013 including a higher proportion of *active riders* among:

- those aged 18-25 and 26-39 (79% and 50% vs. 32% those aged 40 or older);
- learner/probationary licence holders (84% compared to 38% of full licence holders); and
- those living in regional areas of Victoria compared with Melbourne (48% vs. 36%).

Lapsed riders were more prevalent among riders aged 40 or older (54%), full licence holders (52%) and those who lived in Melbourne (55%).

**Figure 22: Riding activity segments by selected rider characteristics - 2013**



Q10 Which of the following best describes your motorbike riding history?  
 Q7 Have you ridden a motorcycle in the last 12 months (either on or off-road)?  
 Filter: Excluding never ridden a motorcycle; Weighted; Base n = 690 - 692.

Many of the questions in the survey were directed to active riders. Where relevant, results from the survey have also been analysed according to these riding activity segments.

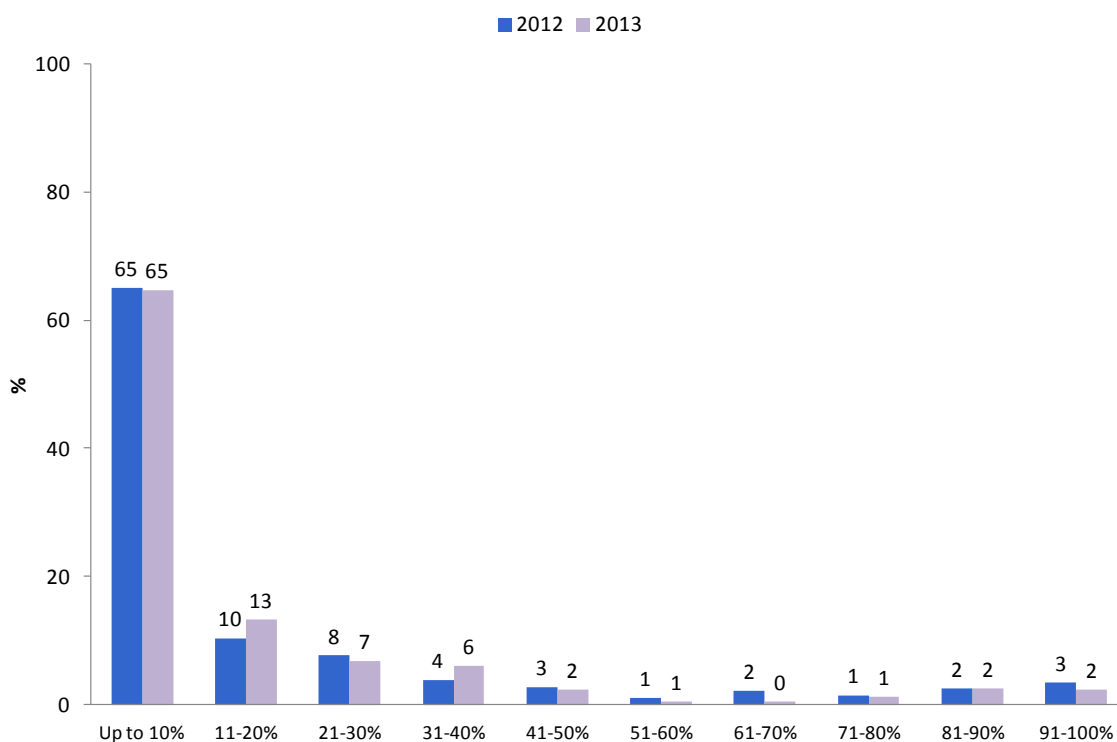
## 5.3 Riding vs. driving

In 2013, respondents were asked the extent to which they agreed/disagreed with the statement: 'Drivers don't understand what it is like to be a motorcyclist'. The majority (93%) of respondents agreed (62% 'strongly agree', 31% 'somewhat agree').

Males were more likely to strongly agree than females (64% vs. 47%) along with those who owned road bikes (69%) and those who commute (75%).

In both 2012 and 2013, data was collected on the proportion of time respondents rode their motorcycle compared to driving a car. Figure 23 shows that only a small proportion of respondents relied solely on their motorcycles for transport—only 2% in 2013 said they rode their motorcycle more than 90% of the time. In fact, only 22% in 2013 rode their motorcycle more than 20% of the time.

**Figure 23: Proportion of time spent riding a motorcycle vs. driving a car - 2012 vs. 2013**

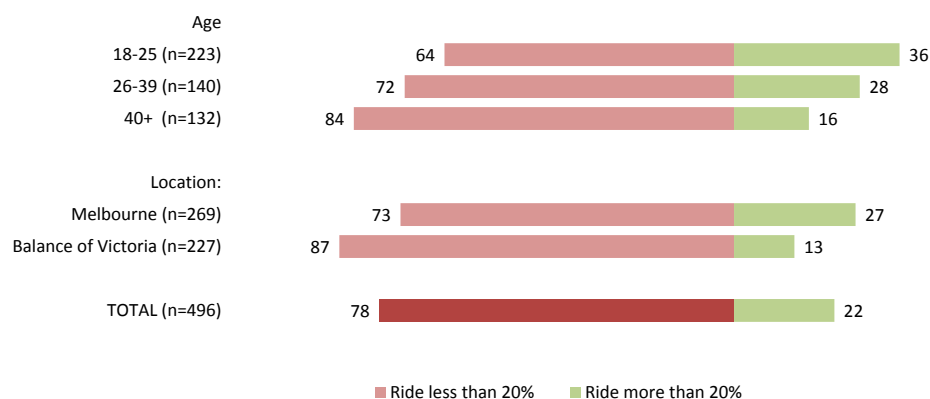


Q8. Thinking about your time spent riding and driving over the last 12 months, approximately what percentage of the time would you say you rode a motorcycle (on or off-road) compared to driving a car?

Filter: Ridden in the last 12 months; Weighted; 2012 base n = 440, 2013 base n=500

Figure 24 shows that the respondents who were significantly more likely to report they rode more than a fifth of the time in 2013 included those who: were aged between 18 and 25 (36%) or lived in Melbourne (27%).

**Figure 24: Proportion of time spent riding a motorcycle vs. driving a car – differences between demographic groups – 2013**



Q8. 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) compared to driving a car?

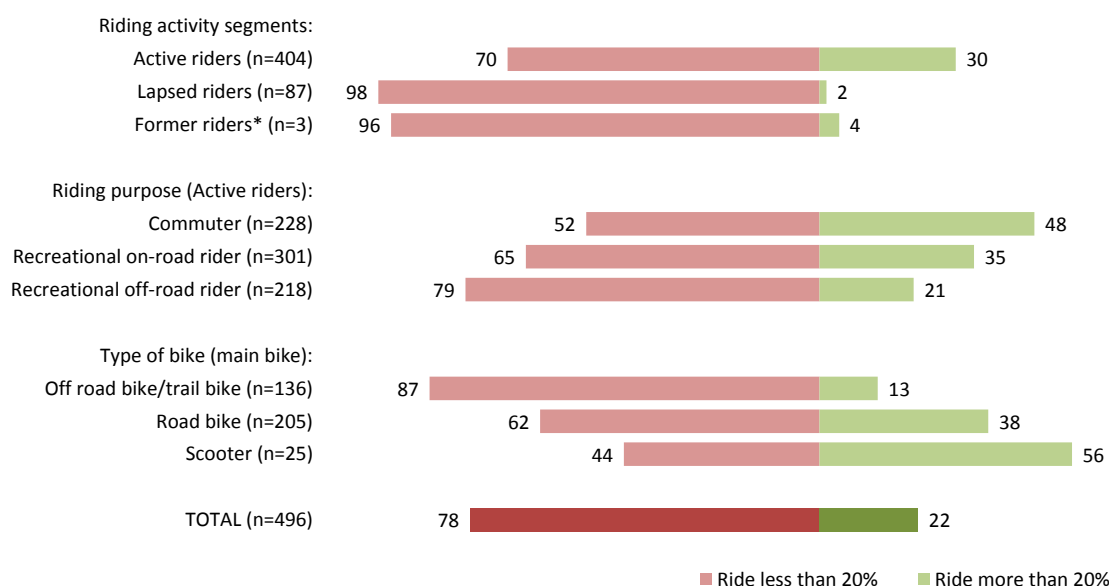
Filter: Ridden in the last 12 months; Weighted; 2013 Base n =496

\*Note: Small sample size

As to riding activity, those who rode more than 20% of the time included those who

- commuted (48%) or rode recreationally on-road (35%);
- owned a road bike (38%); or
- owned only one bike (35%) (See Figure 25).

**Figure 25: Proportion of time spent riding a motorcycle vs. driving a car – differences between rider groups - 2013**



Q8. 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) compared to driving a car?

Filter: Ridden in the last 12 months; Weighted; 2013 Base n =496

\*Note: Small sample size

## 5.4 Riding for commuting and recreational purposes

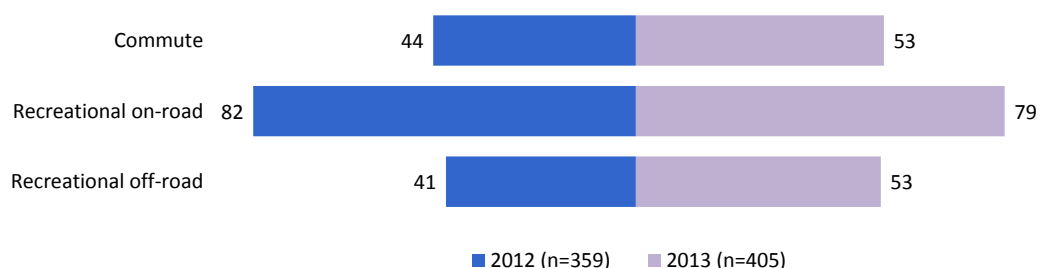
Active riders were asked what *type* of riding they did in the last 12 months as a proportion of all the time they spent riding a motorcycle. Specifically, respondents were asked to provide the approximate proportions they spent riding for:

- commuting purposes (i.e. going to work, study, shops);
- recreational purposes on-road (i.e. riding for leisure on public roads, highways, freeways); and
- recreational purposes off-road (i.e. riding on tracks in national parks or on private property).

Respondents were grouped into three categories based on whether they had undertaken *any* riding for commuting, recreational on-road or recreational off-road riding in the previous year. The following section covers the prevalence of riding for commuting or recreational purposes (either on or off-road).

The majority of active riders in both 2012 and 2013 reported they rode recreationally on-road (82% compared to 79% respectively). In 2013 however, respondents were more likely to ride to commute (53% vs. 44% in 2012) and to ride recreationally off-road (53% vs. 41% in 2012).

**Figure 26: Proportion of respondents who commuted and/or rode recreationally in last 12 months - 2012 vs. 2013**



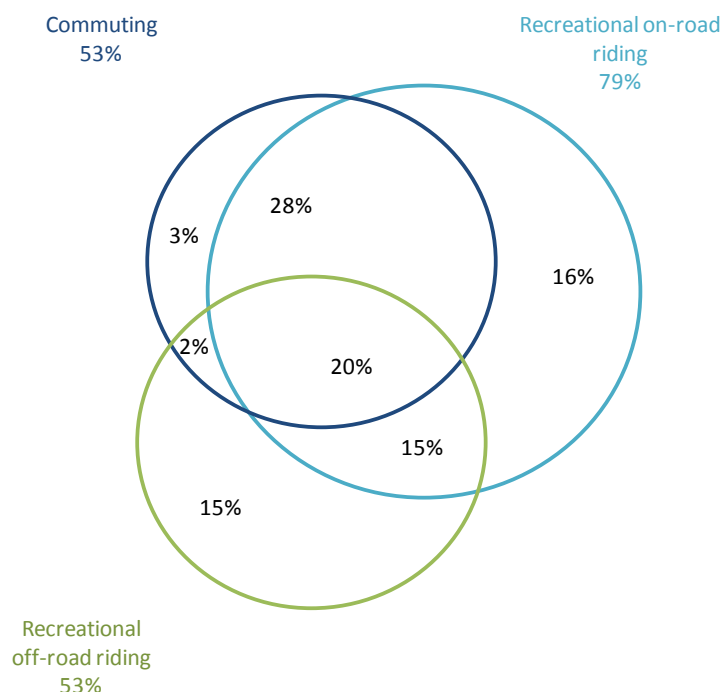
Q18 Approximately what percentage of the time did you ride in the following categories excluding any riding you might do for work purposes?

Filter: Active riders excluding commuter/recreational riding response error; Weighted; 2012 base n = 354; 2013 base n=403.

Note: Does not add to 100% as respondents could ride with more than one purpose

Figure 27 shows the prevalence of the different combinations of riding purposes. The most common combination was commuting in conjunction with riding recreationally on-road (28% in both 2012 and 2013). Respondents in 2013 were less likely to report they rode on-road exclusively than in 2012 (16% vs. 25%) and more likely to combine riding recreationally (both on and off-road) with riding for commuting purposes (20% vs. 10% in 2012).

**Figure 27: Proportion of respondents who commuted and/or rode recreationally in last 12 months – riding purpose combinations**



Q18 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 excluding commuter/recreational riding response error; Weighted; Base n = 354

Note: Total commuting does not add to 44% as per Figure 26 due to rounding.

In 2013, there were some differences in the type of riding undertaken by different rider groups. These included (See Table 21):

- A higher incidence of *on-road riding for recreational purposes* among males compared with females (82% vs. 57%) and road bike owners (92%).
- A higher incidence of *commuting* by those:
  - who lived in metropolitan Melbourne compared with those in regional Victoria (62% vs. 41%);
  - who owned a scooter (98%) or road bike (74%); and
  - who rode more than 20% of the time (84%).
- A higher incidence of *recreational off-road riding* among those who:
  - lived in regional Victorian locations (64% vs. 46% in metropolitan Melbourne);
  - rode less than 20% of the time; and
  - had two or more bikes at home (66%).

**Table 21: Proportion of respondents who commuted and/or rode recreationally in last 12 months – by selected demographic variables- 2013**

Row %	Commuter	Recreational on-road rider	Recreational off-road rider
<b>Gender</b>			
Male (n=313)	54	82↑	54
Female (n=91)	48	57↓	41
<b>Age</b>			
18-25 (n=122)	61	73	73↑
26-39 (n=111)	56	76	45
40+ (n=121)	50	83	53
<b>Location</b>			
Melbourne (n=195)	62↑	84	46↓
Balance of Victoria (n=209)	41↓	73	64↑

Q18 Approximately what percentage of the time did you ride in the following categories excluding any riding you might do for work purposes?

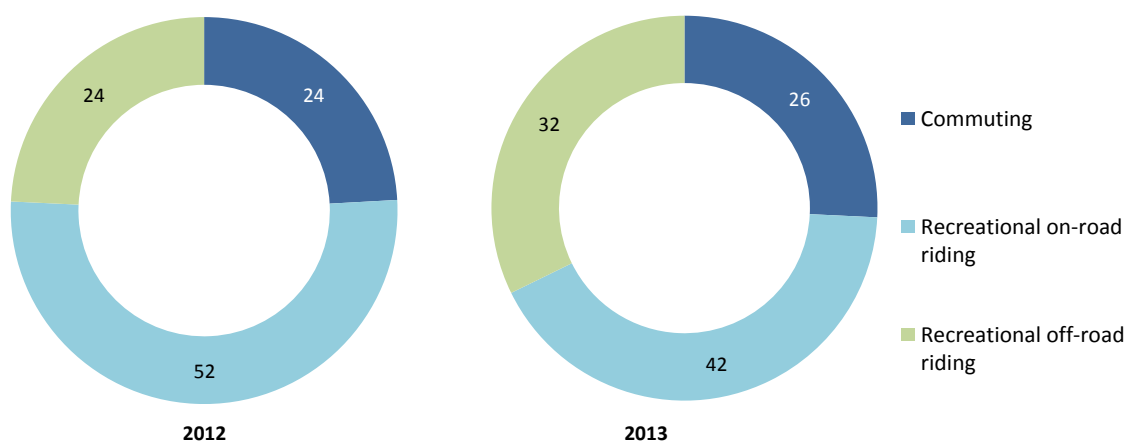
Filter: Active riders excluding commuter/recreational riding response error; Weighted; Base n =405

↑↓ indicates statistically significant difference compared to respondents **not** in that category i.e. between Melbourne and the balance of Victoria

## Share of time spent riding for commuting or recreational purposes by active riders

As shown in Figure 28 below, a smaller proportion of active riders in 2013 were most likely to spend their time riding on-road recreationally compared to respondents in 2012 (average of 42% vs. 52% in 2012). On average 32% of the time riding was spent riding recreationally off-road (vs. 24% in 2012). The average amount of time spent riding for commuting purposes was just over a quarter of the time (26% vs. 24% in 2012).

**Figure 28: Average proportion of time spent commuting vs. riding recreationally in last 12 months - 2012 vs.2013**



Q18 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 excluding commuter/recreational riding response error; Weighted; 2012 base n = 354; 2013 base n=428.

In 2013, those aged 40 years or older spent a significantly higher proportion of riding time riding on-road for recreation than those aged 18-25 (48% vs. 24%) (See Table 22).

Other differences in the average time spent riding for different purposes included:

- A higher incidence of *commuting* behaviour by:
  - Those who lived in Melbourne compared with those who lived in other areas of Victoria (32% vs. 15%).
- A higher incidence of *on-road recreational riding* among:
  - Those aged 40 or older (48%).
- A higher incidence of *off-road recreational riding* among:
  - Those who lived in regional areas of Victoria compared with those in metropolitan Melbourne (41%).

**Table 22: Average proportion of time spent commuting vs. riding recreationally in last 12 months by demographic characteristics - 2013**

Average % (row)	Commuter	Recreational on-road rider	Recreational off-road rider
<b>Age</b>			
18-25 (n=197)	33	24↓	41
26-39 (n=109)	29	38	32
40+ (n=99)	21	48↑	30
<b>Location</b>			
Melbourne (n=210)	33↑	41	26↓
Balance of Victoria (n=195)	15↓	43	41↑

Q18 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 excluding commuter/recreational riding response error; Weighted; Base n = 405.

↓↑ indicates statistically significant difference compared to respondents **not** in that category i.e. between male and female

Note: Table adds across. Where totals do not add to 100%, this is due to rounding.



In terms of riding experience, recreational on-road riders was higher among full licence holders than learner/probationary licence holders (44% vs. 26%) and those who had had not a crash while riding (47% vs. 27%).

**Table 23: Average proportion of time spent commuting vs. riding recreationally in last 12 months by rider experience characteristics**

Average % (row)	Commuter	Recreational on-road rider	Recreational off-road rider	Total
<b>Motorcycle licence</b>				
Learner/Probationary (n=179)	31	26↓	43	100
Full licence (n=224)	25	44↑	31	100
<b>Crash while riding</b>				
Yes (n= 145)	26	35↓	39↑	100
No (n=257)	26	48↑	27↓	100

Q18 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 AND Excluding commuter/recreational riding response error; Weighted; Base n = from 302 to 354; Total n = 354;

Missing n=52

↓↑ indicates statistically significant difference compared to respondents **not** in that category i.e. between learner and probationary and full licence holders

There were also some differences in the amount of time spent riding for recreational or utilitarian purposes by the number of bikes kept at home, main type of bike ridden, engine capacity of the bike and registration type.

Those who were more likely to spend their time *commuting* included those who own a scooter (77%) or road bike (38%).

Those who were more likely to spend their time riding recreationally on-road included:

- those who own a road bike (53%);
- have a bike an engine capacity of 701+ cc (54%); and
- those whose main bike to be road registered (46%).

Those who spent more of their time riding recreationally off-road included those who:

- keep two or more bikes at their home address (40%);
- own an off-road/trail bike (86%); and
- have a recreational/farm bike registration or to have none (82% and 72% respectively).

**Table 24: Average proportion of time spent commuting vs. riding recreationally in last 12 months by motorcycle ownership characteristics**

Average % (row)	Commuter	Recreational on-road rider	Recreational off-road rider	Total
<b>Number of bikes kept at home</b>				
None (n=46)	18	60↑	21	100
One only (n=154)	31	43	26	100
2 or more (n=205)	24	35	40↑	100
<b>Type of bike (main bike ridden)</b>				
Off road/ trail bike (n=123)	3↓	11↓	86↑	100
Road bike (n=191)	38↑	53↑	10↓	100
Scooter (n=23)	77↑	23	0↓	100
<b>Engine capacity (main bike ridden)</b>				
Up to 250cc (n=170)	32	29↓	39	100
251-700cc (n=118)	17↓	33	51↑	100
701+ (n=62)	35	54↑	11↓	100
<b>Registration</b>				
Road (n=249)	33↑	46↑	21↓	100
Recreational/farm bike (n=63)	1↓	17↓	82↑	100
None (n=31)	10↓	18↓	72↑	100

Q18 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 AND Excluding commuter/recreational riding response error; Weighted; Base n = from 290 to 354; Total n = 354;

Missing n=64

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

## Recreational riding locations

The most common areas to ride recreationally were on public roads in rural/non-built up areas (53% in 2013 vs. 67% in 2012). Public roads in metropolitan areas were also popular (32% in 2013). In 2013, respondents in regional Victorian locations were less likely to report doing most of their recreational riding on public roads in metropolitan areas (16% and 42% respectively).

**Table 25: Recreational riding locations - 2012 vs. 2013**

	% 2012	% 2013
Public roads in rural/non-built up areas	67↑	53↓
Public roads in metro areas	36	32
State/national parks	31	30
Private land	23	30
Other	2↓	5↑

Q25. Where do you do most of your recreational riding (on-road or off-road)?

Filter: Recreational riding on or off-road; Weighted; 2012 base n = 340, 2013 base n=388.

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

Preferences of off-road riding locations differed depending on the type of riding respondents had undertaken in the last year with private land and state/national parks more often frequented by those who had ridden off-road for recreational purposes (See Table 26).

**Table 26: Recreational riding locations by riding purpose**

Column %	Commuter (n=201)	Recreational on-road rider (n=296)	Recreational off-road rider (n=214)
State/national parks	19↓	23↓	52↑
Private land	22↓	24↓	54↑
Public roads in metro areas	44↑	38↑	16↓
Public roads in rural/non-built up areas	59	63↑	33↓
Other	4	6	9↑

Q25. Where do you do most of your recreational riding (on-road or off-road)?

Filter: Recreational riding on or off-road; Weighted; Base n = 340

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

Note: Commuters, on-road recreational and off-road recreational riders defined as riding for this purpose at least 1% of the time in the last 12 months

## Riding with others

In the 2013 survey, in addition to exploring where riders did most of their recreational riding (on or off-road); respondents were asked about whether they mainly rode on their own or with other people. Over a third (34%) mainly rode on their own, followed by three in ten (29%) who rode with two to three other people and more than a quarter who rode with one other person (27%).

Those who lived in metropolitan locations were more likely to ride with one other person and less likely to ride with two to three other people (33% and 22% respectively).

Riders who owned a road bike were more likely to ride on their own and less likely to ride with two to three other people (45% and 17% respectively) compared to off road/trail bike owners (9% and 56% respectively).

**Table 27: Whether ride with others when riding recreationally (on or off-road) with others - 2013**

Column %	Location		Type of bike		
	Melbourne (n=192)	Balance of Victoria (n=171)	Off road bike/trail bike (n=118)	Road bike (n=172)	Scooter (n=14)
On your own	33	36	9↓	46↑	38
With 1 other person	33↑	17↓	15	30	62
With 2-3 other people	22↓	40↑	56↑	17↓	0↓
4 -6 other people	6	6	12	6	0
7 or more other people	6↑	0↓	8	3	0

Q25a. When riding recreationally (on-road or off-road), do you mainly ride?

Filter: Recreational riding on or off-road; Weighted; Base n = 376

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

Note: Commuters, on-road recreational and off-road recreational riders defined as riding for this purpose at least 1% of the time in the last 12 months

The majority (69%) of recreational riders (on and off-road) did not ride with an organised riding group or club. Similar proportions of respondents indicated they rode with an organised riding group or club (16%) or didn't at the time of surveying but had done so previously (13%).

Those aged 40 or older were more likely to currently ride with an organised riding group or club (21% vs. 10% of 18-39 year olds) and males were more likely to have ridden with one in the past (14% vs. 1% of females).

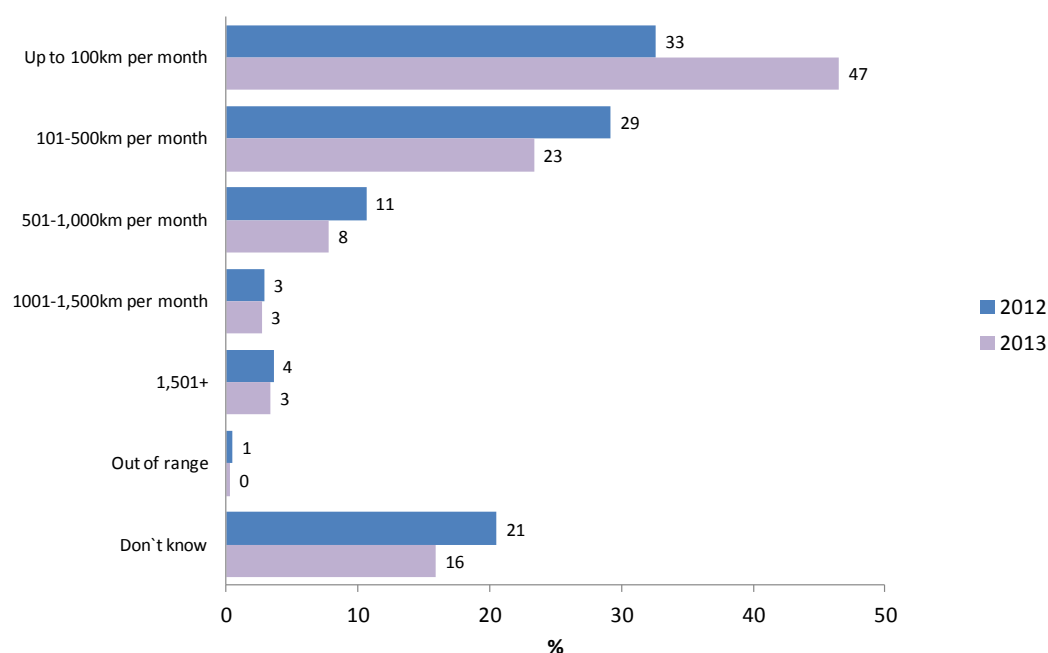
Of those who currently rode or had ridden with a riding group or club, a wide range of clubs were mentioned including Ulysses (n=5). Other groups nominated including both brand clubs (e.g. Ducati Owners Club of Victoria), classic/ vintage and local motorcycle clubs (e.g. Bairnsdale Motorcycle Club).

## 5.5 Distances ridden in last 12 months

Respondents were also asked to estimate the distance they had ridden on any motorcycle *for any reason* in the last 12 months. The distribution of approximate kilometres per month is shown in Figure 29. A larger proportion, almost half of respondents (47%) in 2013 rode up to 100km per month compared with a third (33%) in 2012. Similar proportions of riders were calculated to have travelled between 101km and 500km in a month in 2012 and 2013: 29% and 23% respectively.

Recreational off-road riders (47% vs. 19% of commuters and 33% of recreational on-road riders) and those with recreational/farm bike registrations (67% vs. 35% of those who had road registered bikes) were more likely to travel shorter distances of up to 100 km per month. Active riders and full licence holders were more likely to travel between 101 and 500 km per month (27% and 24% respectively). Those whose main bike was a road bike were more likely to travel between 201 and 1,000 km per month (16%).

**Figure 29: Distance ridden in last 12 months for any purpose – approximate km per month - 2012 vs. 2013**



Q29. In the last 12 months, how many kilometres did you ride ON ANY motorcycle on the road for any reason? (Per week; per month or per year).

Filter: Ridden in the last 12 months; Weighted; 2012 base n = 436, 2013 base n=496.

Note: Excludes n=4 outliers

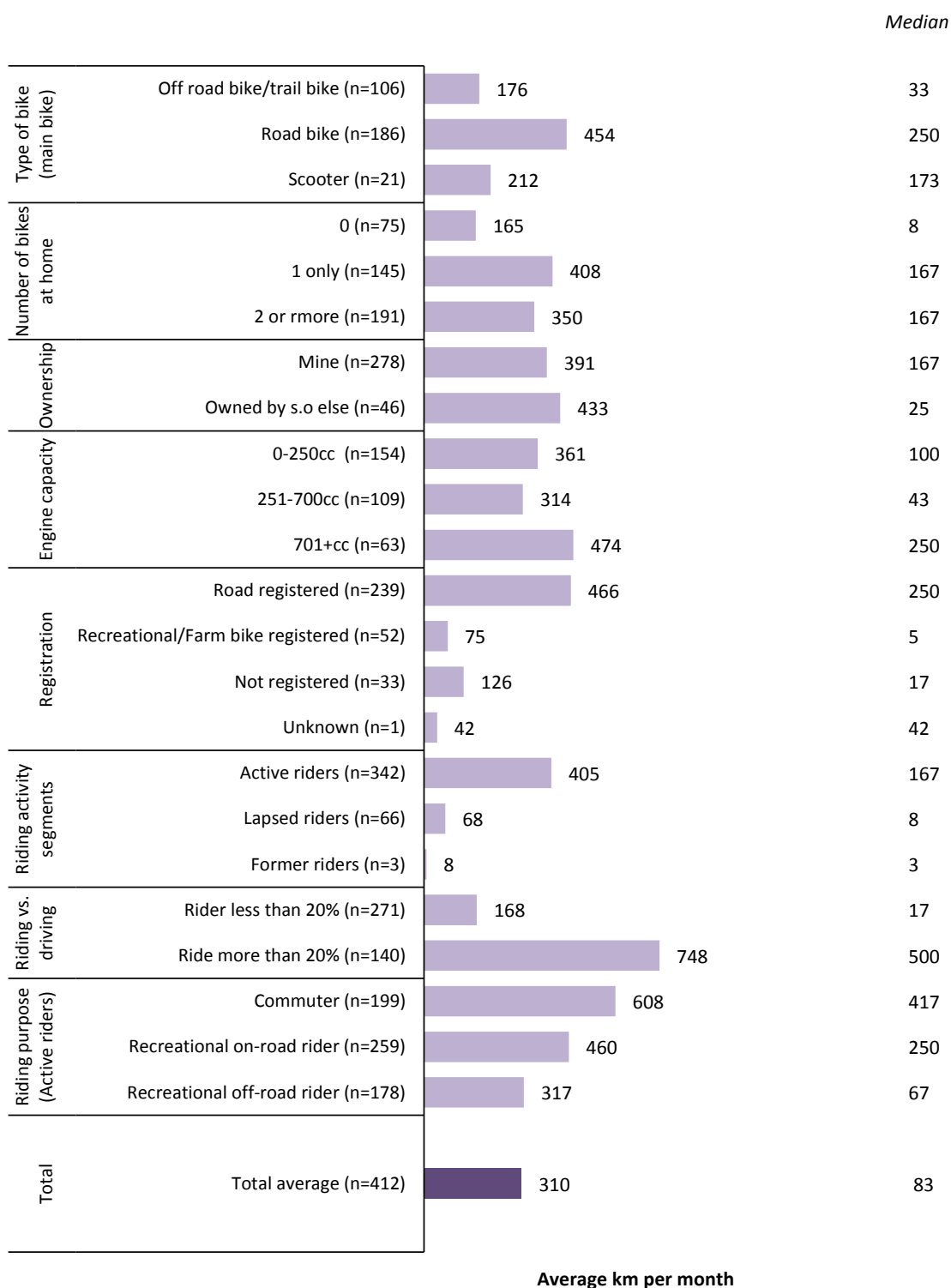
The average distance per year ridden by respondents was calculated to be an equivalent of 3773km in a year or 310km per month. The median distance per month was calculated to be approximately 83km per month (meaning that half of respondents rode more than 83km per month and half of respondents rode less than this amount).

On average, males also tended to ride more kilometres than females (326 vs. 162km per month).

There was some correlation between types of riders and the approximate kilometres ridden per month which was reflected in the approximate distances travelled by riders of different types of bikes. For example, road bikes (approximately 454km per month) and scooters riders (approximately 212km per month) travelled significantly greater distances than off-road/trail bike riders (176km per month).

Commuters, on average rode more kilometres than recreational riders (608 km per month compared to 460km and 317km for recreational on-road and off road riders respectively) (See Figure 30)

**Figure 30: Distance ridden in last 12 months – approximate km per month - 2013**



Q29. In the last 12 months, how many kilometres did you ride ON ANY motorcycle on the road for any reason? (Per week; per month or per year).

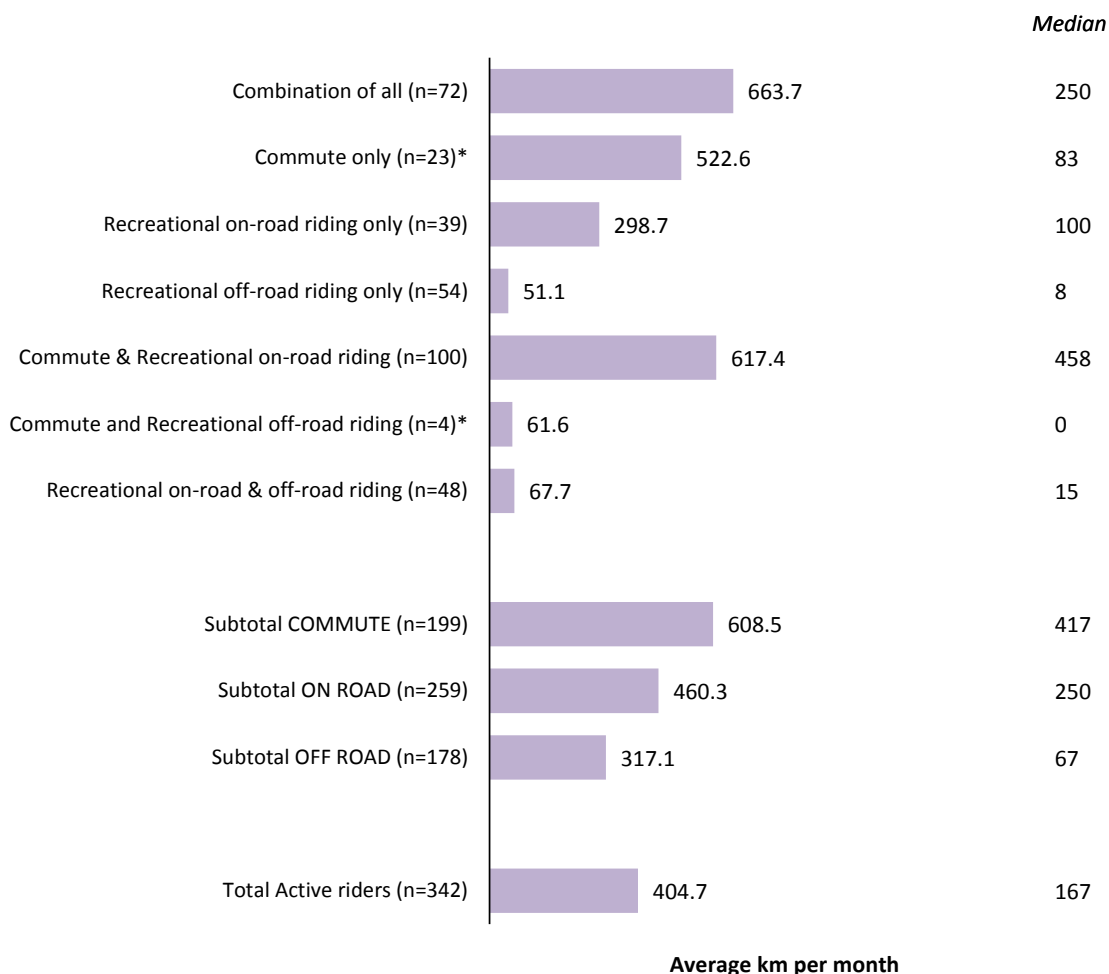
Filter: Ridden in the last 12 months; Weighted; Base n=199 to 495; Total n=497

Note: Type of bike asked of active riders only.

## Average distance ridden for commuting, on-road and off-road recreational purposes among active riders

Respondents were asked the distances travelled in the last 12 months for any purpose. Comparisons of total distance travelled among those who had done some commuting, or recreational riding in the last year is shown in Figure 31. Distance travelled per month tended to be higher where respondents reported they commuted at least some of the time. Those who rode off-road for recreational purposes only rode minimal distances on the roads over the last 12 months (on average 51km per month in the last year).

**Figure 31: Distance ridden in last 12 months – approximate km per month**



Q29. In the last 12 months, how many kilometres did you ride ON ANY motorcycle on the road for any reason? (Per week; per month or per year).

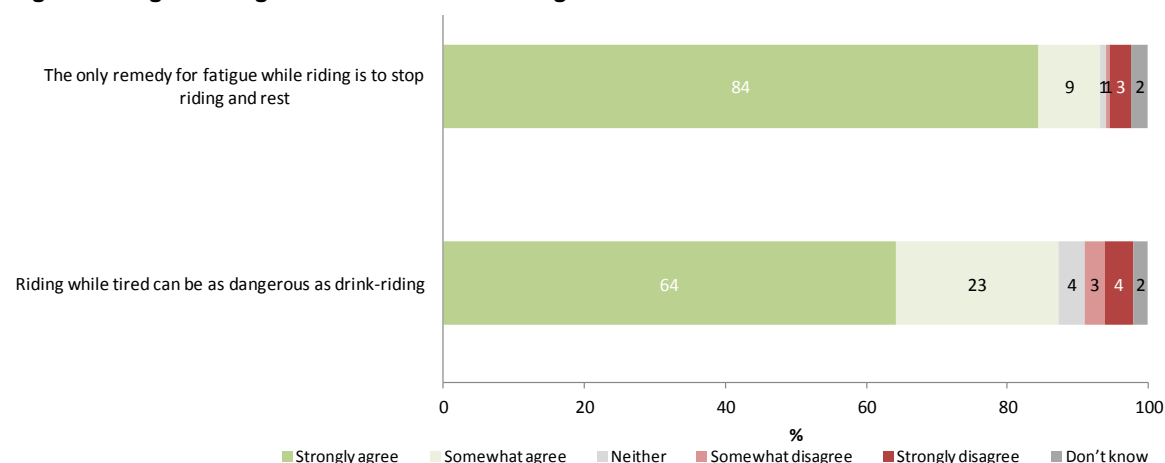
Filter: Active riders AND excluding commuter/recreational riding response error; Weighted; Total n = 342

\*Note: small sample size

## 5.6 Rider fatigue

When asked about the extent that they agreed or disagreed that 'the only remedy for fatigue while riding is to stop riding and rest', a significant majority of respondents (84%) strongly agreed with this statement. Those aged 18-25 were less likely to 'strongly agree' compared to those aged 40 or older (63% vs. 88%) as were recreational off-road riders compared to commuters and recreational on-road riders (76% vs. 83%) and those with a learners'/probationary licence (69% vs. 85% of full licence holders).

**Figure 32: Agree/disagree statements about fatigue - 2013**



Q55f-g. Agreement/disagreement with statements about fatigue

Weighted; Base n = 616-357

↕ indicates statistically significant difference compared to respondents **not** in that category

When asked what they would do if they were feeling tired, the majority of respondents (58%) said they would 'have a break/have a rest', followed by over two in five (44%) who said they would stop riding and over one in five (22%) who would pull over somewhere.

**Table 28: Rider behaviour when fatigued - 2013**

Column %	%
Have a break/have a rest	58
Stop/stop riding	44
Pull over/Pull over somewhere e.g. safe spot/rest area/café/fuel stop etc.	22
Take some refreshment e.g. food/drink	19
Do some exercise e.g. stretch/stretch legs/walk a bit etc.	12
I don't/wouldn't ride when I'm tired	5
Have a sleep/have a nap	4
It doesn't happen/I don't ride enough to get tired/I only do short trips/planned rides etc.	3
Take stop of specific length e.g. 10 mins/20 mins/half an hour etc.	3
Open my visor/loosen clothing	2
Keep going/push on	2
Go home	2
I would slow down/take extra care etc.	2

Q55f. If you are feeling tired when riding a motorcycle, what do you normally do?

Weighted; Base n = 623; 80 missing.

↕ indicates statistically significant difference compared to respondents **not** in that category

Note: only mentions of 2% or more listed in table

Those aged 40 or older were more likely than those aged 18-39 to report they would have a break/ a rest (65% vs. 46%) as were full licence compared to learner/ probationary licence holders. Full licence holders were also more likely to say



they would stop/stop riding (46% vs. 23% learner/probationary licence holders). Males were more likely than females to indicate they would pull over somewhere (23% vs. 12%) whereas females were more likely to say it would never happen (9% vs. 3% of males) or they would never ride when tired (14% vs. 4%). Exercises or stretches were more commonly mentioned by those who lived in regional parts of Victoria (17% vs. 9%).

**Table 29: Rider behaviour when fatigued by key demographic groups - 213**

Column %	Gender		Age			Location	
	Male (n=477)	Female (n=146)	18-25 (n=242)	26-39 (n=183)	40+ (n=197)	Melbourne (n=355)	Balance of Victoria (n=268)
Have a break/have a rest	59	47	47	46↓	65↑	61	52
Stop/stop riding	44	46	26↓	41	47	42	47
Pull over/Pull over somewhere e.g. safe spot/rest area/ cafe/fuel stop etc.	23↑	12↓	20	26	21	21	24
Take some refreshment e.g. food/drink	19	17	16	20	19	18	22
Do some exercise e.g. stretch/stretch legs/walk a bit etc.	12	8	10	10	13	9↓	17↑
I don't/wouldn't ride when I'm tired	4↓	14↑	11↑	6	4	5	4
Have a sleep/have a nap	4	2	2	5	4	4	4
It doesn't happen/I don't ride enough to get tired/I only do short trips/planned rides etc.	3↓	9↑	5	5	3	4	3
Take stop of specific length e.g. 10 mins/20 mins/half an hour etc.	3	4	3	3	3	3	4
Don't ride	2	6	2	5	1	3	2
Open my visor/loosen clothing	3↑	0↓	3	3	2	3	1
Keep going/push on	2↑	0↓	5	3	2	2	4
Go home	2	3	6↑	5↑	1↓	2	2

Q55i. If you are feeling tired when riding a motorcycle, what do you normally do?

Weighted; Base n = 623; 80 missing.

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

Note: only mentions of 2% or more of all respondents listed in table

## 6. Attitudes towards speeding and speeding behaviour

Respondents were asked a series of questions relating to their attitudes and behaviour in relation to speeding including questions about travel speed and being pulled over by police.

When asked about their own speeding behaviour, close to seven in ten (69%) reported that they would not 'ride over the speed limit if I'm sure I'll get away with it' - an increase of six percentage points from 63% in 2012.

In comparing Motorcycle Monitor data and trends on attitudes toward speed in 2013 compared to 2012: similar proportions of riders reported people should only ride up to 60kph or 100kph in zones with these speed limits.

Two thirds of respondents nominated a speed limit of 60km or lower as the speed that people should be able to travel without being booked (66%). Regardless of the speed nominated, more than half of respondents said they would never ride above that speed in a 60km zone (56%).

In contrast, when the same question was asked about a 100km zone, fewer nominated the exact speed limit or slower as the speed people should be able to ride before being booked (57%).

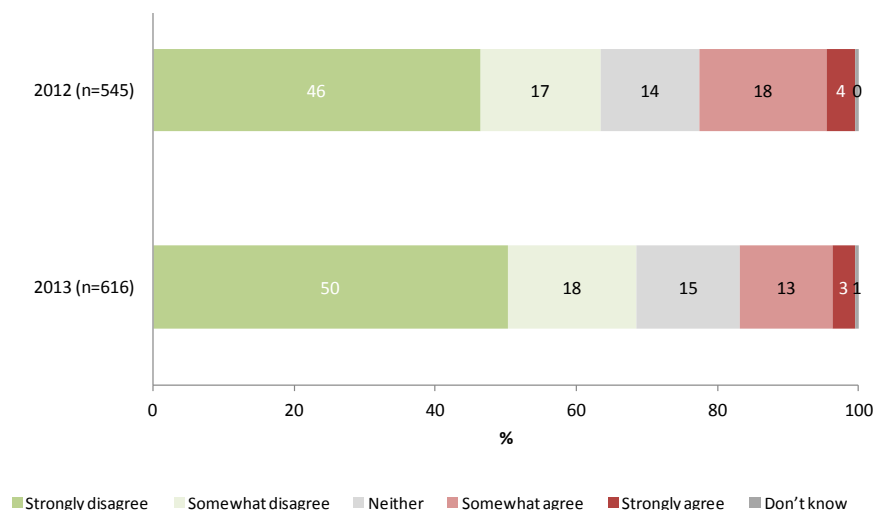
In relation to 100 kph zones however, respondents in 2013 were less likely to report that they would never ride at or above the speed they nominated as acceptable.

### Speeding behaviour

Respondents were asked the extent to which they agreed or disagreed with the statement: '*I ride over the speed limit if I'm sure I'll get away with it*'.

Overall, respondents were most likely to say they disagreed with the statement – in other words they would not ride over the speed limit even if they could get away with it. Respondents in 2013 rated slightly (but not significantly) higher disagreement than respondents in 2012: 69% compared to 63% who disagreed in 2012 (See Figure 33).

**Figure 33: Agree/disagree: I ride over the speed limit if I'm sure I'll get away with it**



Q55 To what extent do you agree or disagree with the following statements? *I ride over the speed limit if I'm sure I'll get away with it.*  
All respondents; Weighted; 2012 Base n = 545; 2013 Base n=616

Those significantly more likely to *disagree* with the statement (i.e. they would not ride over the speed limit even if they were sure they would get away with it) included female riders (84% disagreed compared to 67% of males) and respondents aged 40 or older (73%) (See Table 30).

Although the sample size for former riders was small (n=23), this group was also more likely to disagree they would ride over the speed if they could get away with it compared to active and lapsed riders (95% vs. 65% and 68% respectively).

**Table 30: Agree/disagree: I ride over the speed limit if I'm sure I'll get away with it by key demographic groups**

Column %	Gender		Age		
	Male (n=473)	Female (n=143)	18-25 (n=239)	26-39 (n=181)	40+ (n=195)
Strongly/Somewhat disagree	67↓	84↑	57	61	73↑
Neither	16↑	5↓	16	16	14
Somewhat/Strongly agree	17↑	9↓	26	22	12↓
Don't know	0	2	1	1	0

Q55 To what extent do you agree or disagree with the following statements? I ride over the speed limit if I'm sure I'll get away with it.  
All respondents; Weighted; Base n = 617

As to the type of bikes owned (Table 31) and crash history (Table 32), respondents who tended to say they would ride over the speed limit if they were sure they would get away with it included:

- Those with road bikes compared to scooter and off road bike/trail bike owners (24% agreed vs. 9% and 0% for scooters and off road bikes respectively);
- Those who owned a motorcycle with an engine capacity of 250+cc (23% vs. 11% of those with 0-250cc bikes agreed); and
- Those who had not crashed while riding a motorcycle compared to those who had (75% disagreed vs. 62%).

**Table 31: Agree/disagree: I ride over the speed limit if I'm sure I'll get away with it by type of bike**

Column %	Type of bike (main bike)			Engine capacity		
	Off road bike/trail bike (n=140)	Road bike (n=215)	Scooter (n=26)	0-250cc (n=192)	251-700cc (n=132)	701+cc (n=70)
Strongly/Somewhat disagree	75	60↓	88	79↑	62	56
Neither	14	16	12	8↓	15	21
Somewhat/Strongly agree	9↓	24↑	0↓	11↓	23	23
Don't know	2↑	0	0	2↑	0↓	0

Q55 To what extent do you agree or disagree with the following statements? I ride over the speed limit if I'm sure I'll get away with it.  
Active riders only; Base n = 381

**Table 32: Agree/disagree: I ride over the speed limit if I'm sure I'll get away with it by crash history**

Column %	Crash while riding motorcycle	
	Yes (n=233)	No (n=377)
Strongly/Somewhat disagree	62↓	75↑
Neither	19	11
Somewhat/Strongly agree	18	14
Don't know	1	0

Q55 To what extent do you agree or disagree with the following statements? I ride over the speed limit if I'm sure I'll get away with it.  
All respondents; Base n = 610

## Whether pulled over by police in last 12 months

Similar proportions of respondents to both the 2013 and 2012 Motorcycle Monitor reported that they had been pulled over by police in the last 12 months. In 2013, under one in five active riders reported they had been pulled over by police in the last 12 months compared to just over one in five in the previous year (19% vs. 22% in 2012).

**Table 33: Whether pulled over by police in last 12 months - 2012 vs. 2013**

Column %	2012	2013
Yes	22	19
No	77	81
Prefer not to say/Can't recall	0	0

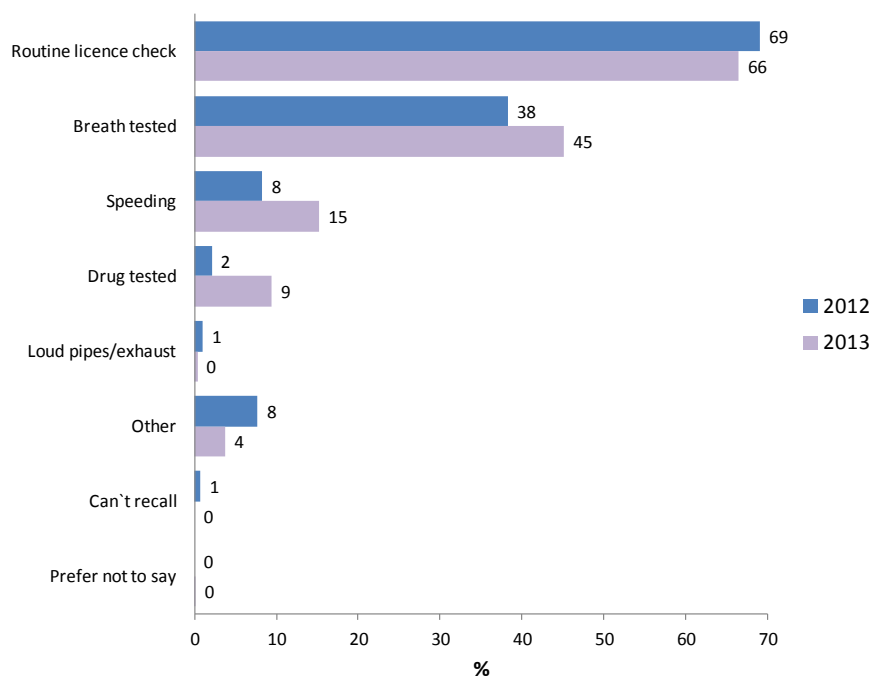
Q47 Have you been pulled over by police for any reason while riding your motorcycle in the last 12 months?

Filter: Active riders; Weighted; 2012 base n=359, 2012 base n=426

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

Among those who had been pulled over in the last 12 months, the most common reason in both 2012 and 2013 was for a routine licence check (69% and 66% respectively), followed by breath testing (38% vs. 45% in 2013) and speeding (8% vs. 15% in 2013).

**Figure 34: Reasons for being pulled over by police in last 12 months**



Q48 Why were you pulled over?

Filter: Pulled over by police for any reason in the last 12 months; Weighted; 2012 base n = 88, 2013 base n = 67

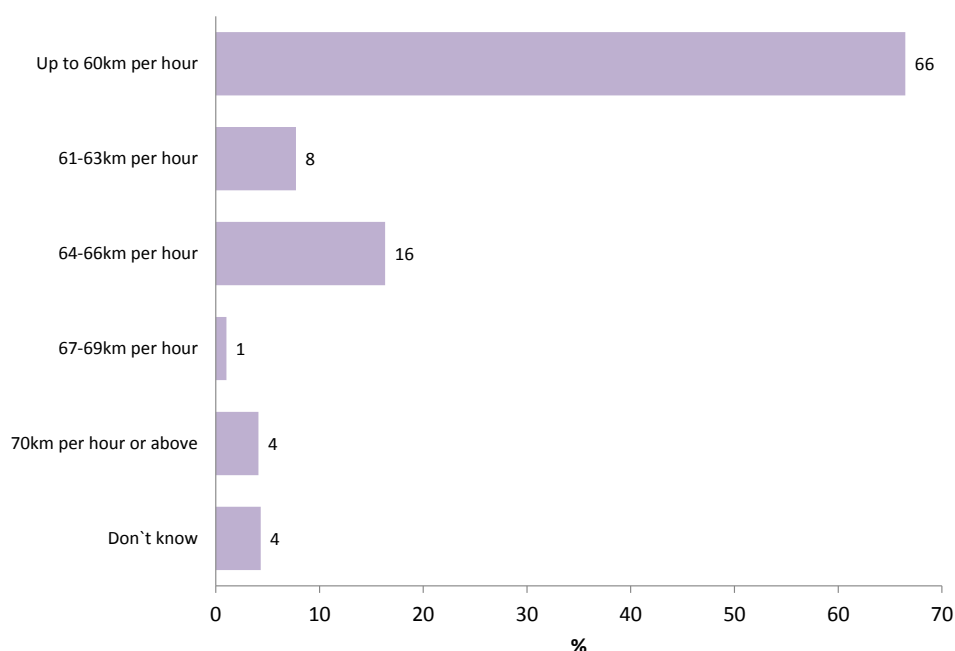
Note: Does not add to 100% due to multiple responses

In addition, those who had ridden in the last 12 months were asked if they had been caught speeding while riding their motorcycle. In 2013, only 4% of respondents indicated that they had. Of the few who had been caught speeding (n=18), a large majority had only been caught once (84%).

## Speed limit in a 60km zone

Respondents were asked how fast people should be allowed to ride a motorcycle in a 60km per hour zone without being booked for speeding. Close to seven in ten (66%) respondents nominated exactly 60km per hour or less (See Figure 35). Almost three in ten nominated a speed higher than this (29%). There was no significant difference between 2012 and 2013.

**Figure 35: Speed people should be allowed to ride a motorcycle in a 60kph zone without being booked for speeding**

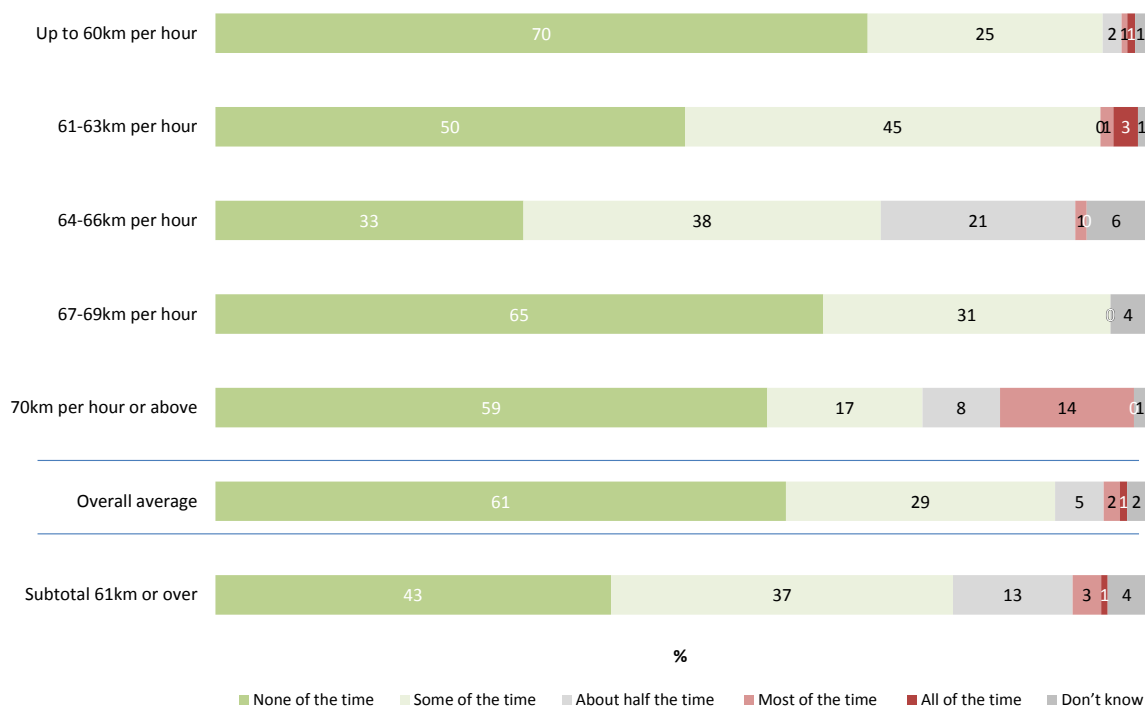


*Q51 How fast should people be allowed to ride a motorcycle in a 60kph zone without being booked for speeding?*  
*Filtered: Active riders; Weighted; 2012 base n = 359; 2013 base n=28*

Respondents were asked how often they rode at or above the speed they had nominated. The frequency at which respondents would ride their motorcycle above their nominated speed is shown in Figure 36. Seven in ten (70%) of those who said people should only be able ride at 60km or lower in a 60km zone said they would never go above this speed.

Among the 29% of respondents who nominated speeds greater than 60km per hour, only 43% said they would *never* ride faster than this if they had the opportunity with more than half (53%) going over this speed *at least* some of the time. Therefore this suggests that those who thought there should be more leeway were more likely to act upon it if the opportunity presented itself.

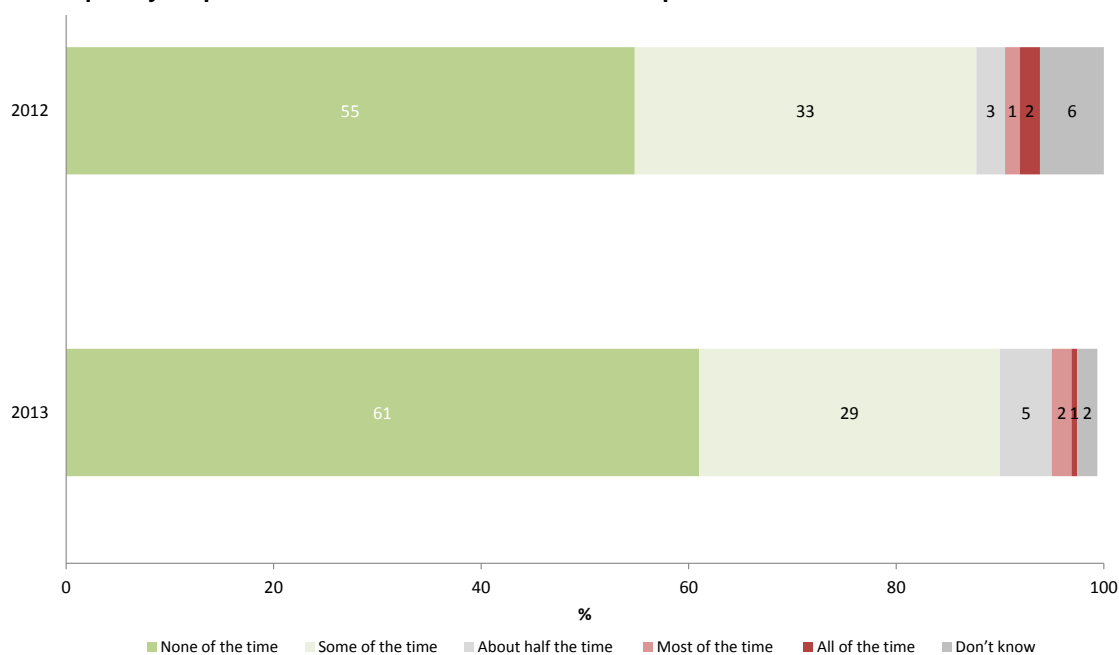
**Figure 36: Speed people should be allowed to ride a motorcycle in a 60kph zone without being booked for speeding and frequency they would ride above this speed - 2013**



Q51 How fast should people be allowed to ride a motorcycle in a 60 km per hour zone without being booked for speeding?  
 Q52a When you have the opportunity, how often do you ride above 60km per hour in a 60kph zone?  
 Filter: Active riders; Weighted; 2012 Base n = 359; 2013 Base n = 395

Regardless of the speed nominated, the majority of respondents who had ridden in the last 12 months reported they would never ride above the speed limit they felt people should be able to ride at without being booked (61%). More than one in three (37%) reported they rode above the speed at least some of the time. These results are similar to those found in 2012.

**Figure 37: Frequency respondents would ride above nominated speed in a 60km zone - 2013**

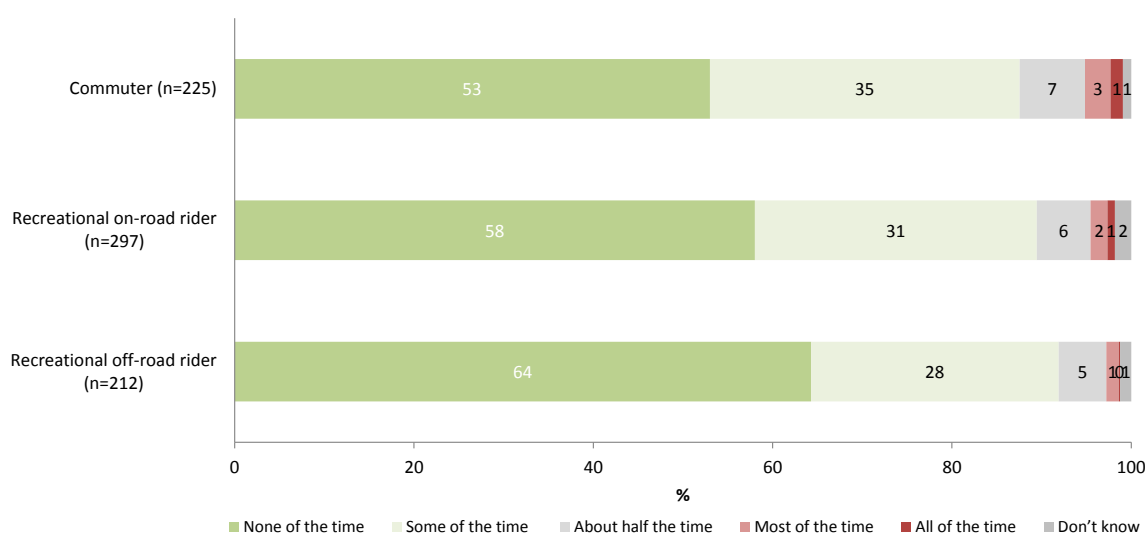


Q52 & Q52a When you have the opportunity, how often do you ride above X km per hour in a 60kph zone?  
Filter: Active riders; Weighted; 2012 Base n = 359; 2013 Base n=395

Those who lived in Melbourne were significantly less likely to say they would never go over the limit they nominated (54% vs. 72% of regional respondents).

Similarly, a higher proportion of those who had done any off-road riding for recreational purposes in the last year said they never rode above their nominated limit (64% compared to 58% of those who did some recreational on-road riding and 53% of those who did some commuting) (See Figure 38).

**Figure 38: Frequency respondents would ride above nominated speed in a 60km zone by riding purpose - 2013**



When you have the opportunity, how often do you ride above X km per hour in a 60kph zone?  
Filter: Active riders; Weighted; 2012 Base n = 367; 2013 Base n = 394

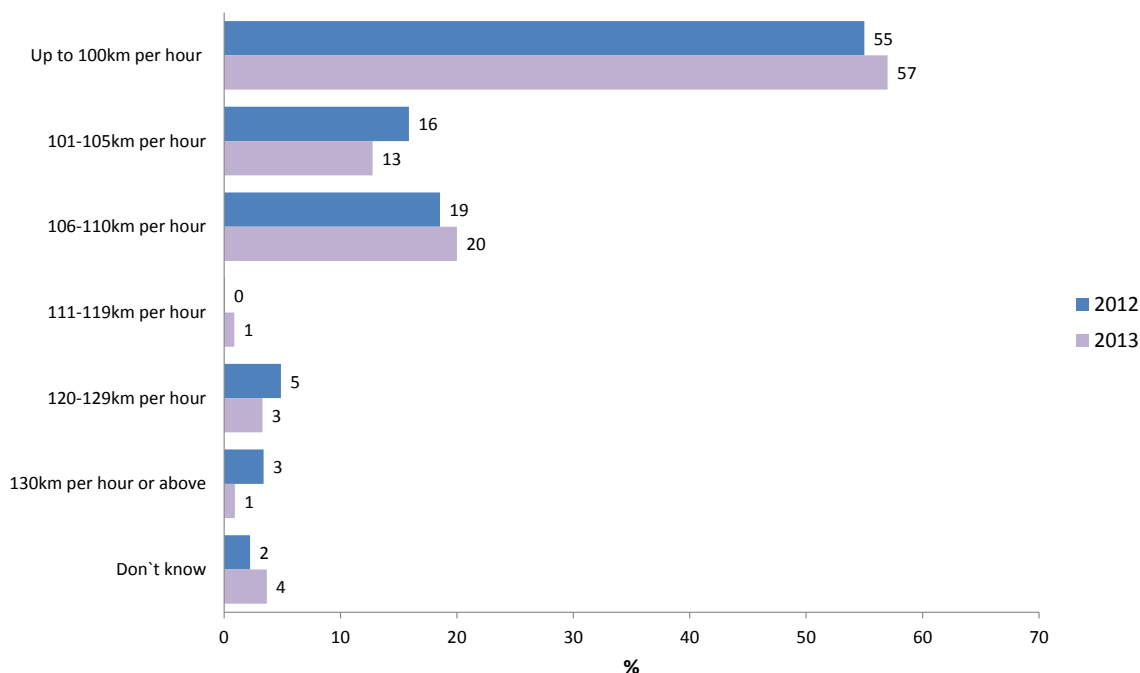
Q52 & Q52a



## Speed limit in a 100km zone

When asked how fast people should be able to ride in a 100km zone without being booked, most (57%) said that you should only be able to ride 100 km per hour or less. A third (33%) of active riders nominated a speed of 101-110km per hour. These figures are in line with results in 2012.

**Figure 39: Speed people should be allowed to ride a motorcycle in a 100kph zone without being booked for speeding - 2012 vs. 2013**



Q53 How fast

*should people be allowed to ride a motorcycle in a 100kph zone without being booked for speeding?*  
 Filter: Active riders; Weighted; 2012 base n = 359, 2013 base n=405

Those aged between 18 and 25 were significantly more likely to nominate speeds of 101 km per hour or above compared with respondents aged 40 or older (See Table 34).

**Table 34: Speed people should be allowed to ride a motorcycle in a 100kph zone without being booked for speeding by selected demographic characteristics - 2013**

Column %	Gender		Age		
	Male (n=314)	Female (n=91)	18-25 (n=197)	26-39 (n=109)	40+ (n=99)
Up to 100km per hour	56	67	46	46	67↑
101-105km per hour	12	19	20	15	10
106-110km per hour	21↑	11	23	26	15
111-119km per hour	1	3	1	1	1
120-129km per hour	4↑	0↓	5	4	2
130km per hour or above	1	0	2	3↑	0↓
Don't know	4↑	0↓	3	4	4
Subtotal - 101km per hour or above	39	33	51	45	29↓

Q53 How fast should people be allowed to ride a motorcycle in a 100kph zone without being booked for speeding?

Filter: Active riders; Weighted; 2013 Base n = 405

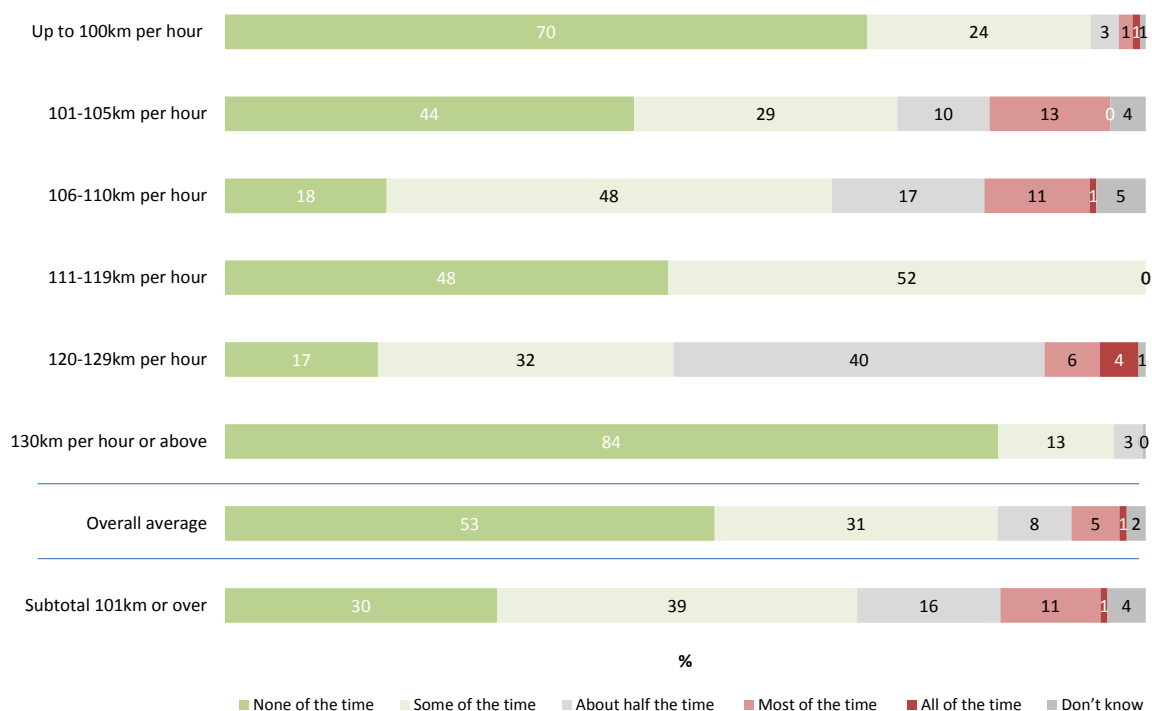
↑↓ indicates statistically significant difference compared to respondents **not** in that category

The average speed respondents said you should be able to ride without being booked was 101.5 km per hour in 2013 – significantly lower compared to 105.8km per hour in 2012.

Those who had been involved in an accident while riding a motorcycle were more likely to nominate a higher average speed of 104.4 compared to 99.3 km per hour. However, it should be noted that those who had experienced a crash rode more frequently on average than those who had not been involved in a crash so this would most likely reflect their riding experience. In 2013, no significant differences were observed among riders according to the bike they mainly rode.

The frequency at which respondents rode their motorcycle above the speed they nominated as permissible in a 100 km per hour zone is shown in Figure 40. Seven in ten of those who said people should only be able to ride up to 100km per hour in a 100 zone would never ride above this speed (70%). In comparison, those who nominated a speed higher than 100km, were less likely to say they would never go above this speed (30%).

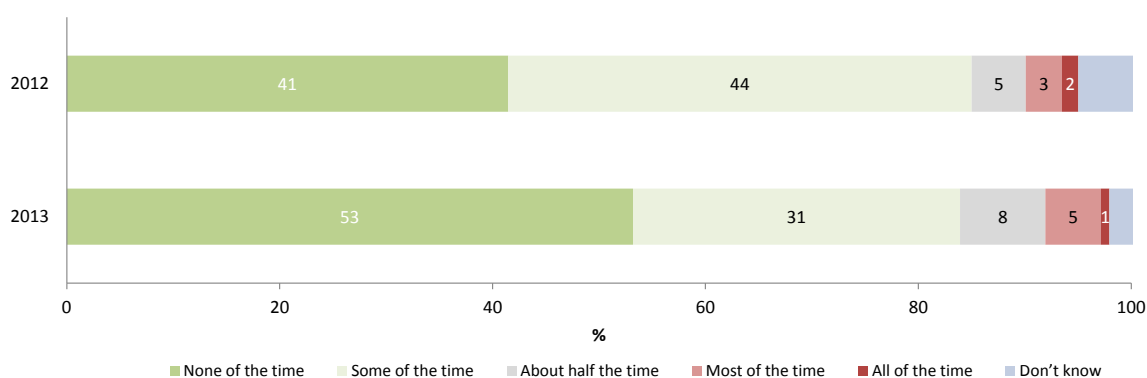
**Figure 40: Speed people should be allowed to ride a motorcycle in a 100kph zone without being booked for speeding and frequency they would ride above this speed - 2013**



Q54 & Q54a When you have the opportunity, how often do you ride above X kph in a 100kph zone?  
 Filter: Active riders; Weighted; 2013 Base n =394

Regardless of the speed nominated, a significantly higher proportion of 53% of active riders, reported they would never ride above the limit they felt people should be able to ride without being booked in a 100km zone (compared to 41% in 2012).

**Figure 41: Frequency respondents would ride above nominated speed in a 100km zone – 2012 vs. 2013**



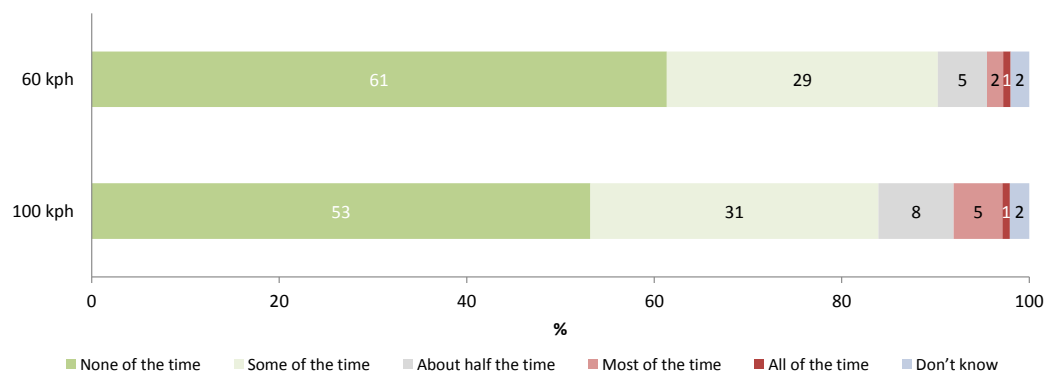
Q54 & Q54a

When you have the opportunity, how often do you ride above X kph in a 100kph zone?  
 Filter: Active riders; Weighted; 2012 Base n=359; 2013 Base n = 394

When comparing attitudes towards speeding in the two zones (regardless of the speed they nominated as the point where people should be booked), active riders tended to report they would never ride above the speed limit in a 60km zone (61% vs. 53% in a 100km zone) and were more likely to ride above the speed they nominated at least 'some of the time' when

referring to a 100km zone (46% in a 100km zone vs. 37% in a 60km zone) (See Figure 42). While this should be of concern, it should be also noted that these results are consistent with attitudes towards speed among car drivers where reported speeding was more prevalent in the higher speed zones.

**Figure 42: Frequency respondents would ride above nominated speed in a 60km zone compared to a 100km zone – 2013**



Q52 & Q52a

When you have the opportunity, how often do you ride above X km per hour in a 60kph zone?  
 Q54 & Q54a When you have the opportunity, how often do you ride above X kph in a 100kph zone?  
 Filter: Active riders; Weighted; Base n = 152 - 609

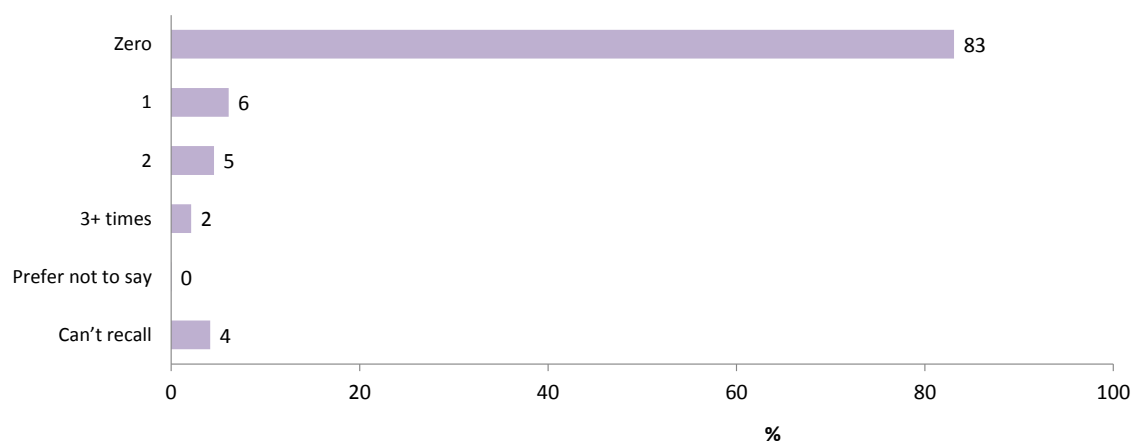
## 7. Random Breath and Drug Testing

Only 17% and 3% of riders had been subject to a random breath or drug test respectively in the last 12 months. Random breath testing was more common among those who rode more than 20% of the time compared to driving, those who commuted, and those who owned at least one bike. Among those who reported that they may have ridden their motorcycle when they were over the legal blood alcohol limit, the reasons cited included being over the limit due to having drunk alcohol the night before riding, or doing so in order to get home or to work.

A new section in the 2013 Motorcycle Monitor survey asked respondents about their experiences in relation to random breath and drug testing (RBT and RDT) and their motorcycle riding behaviour when they thought they might be or knew they were over the legal blood alcohol limit.

A significant majority (83%) had not been breath tested in the last 12 months and 6% had been breath tested once (6%) (see Figure 43). As might be expected, those who did more riding (i.e. more than 20% of the time compared to driving), those who commute, and those with at least one bike, were less likely to report being breath tested in that time period (70%, 75% and 80% respectively reported they had *never* been tested).

**Figure 43: Proportion of active riders breath tested - 2013 only**



Q48a In the last 12 months, how many times, if any have you been drug-tested when riding your motorcycle?

Filter: Active riders; Weighted; Base n = 429

↕ indicates statistically significant difference compared to respondents **not** in that category

Few respondents had been drug tested while riding a motorcycle in the last 12 months (3% of active riders). Of the n=5 who had taken a drug test during this time period, there was some confusion with three respondents saying it had been a breath test and two saying it had been a saliva test.

Over nine in ten (92%) respondents reported they had not ridden their motorcycle when they knew or thought they might possibly have been over the legal blood alcohol limit. Only 1% had said they had and the remainder said they did not drink alcohol.

Of the n=9 people who thought they may have/had done so, respondents indicated they had drunk the night before riding their motorcycle and may consequently have been over the limit, that they were riding a short distance, that they urgently had to get home or to work, or that they were riding on private property.

## 8. Motorcycle/scooter ownership

In 2012, only active riders were asked about all the motorcycles that were kept at their home address, regardless of the registration and ownership status of these bikes. In 2013, this was extended to all respondents. Details of the four bikes they rode most often were collected; including type of bike, make/brand, year of manufacture, engine size and ownership status. Respondents were asked to exclude bikes they had not ridden in the last 12 months or were not planning to ride in the next year.

More than half of all respondents (56%) did not have a motorcycle at home. Approximately one in five reported having only one bike at home (22%) with an equal proportion with two or more. There was a ten percentage point increase in the proportion of respondents reporting the bike they rode most often was owned by another person in their household to 15%.

The most common type of bike active riders said they mainly rode continued to be a road bike (64% of active riders mainly rode a road bike vs. 67% in 2012). Almost three in ten mainly rode an off-road/trail bike (29% vs. 23% in 2012) and only three per cent (3%) a scooter (vs. 9% in 2012). The most common brands were the same as in 2012: Honda, Yamaha and Suzuki motorcycles.

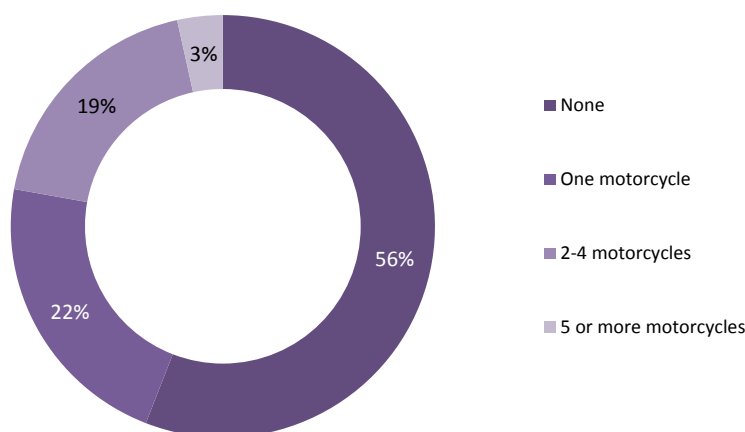
Almost half of those respondents who planned to purchase a motorcycle intended to do so within the next 12 months and were most likely to buy a road bike (69%). Half of these respondents intended to look for Antilock braking system (ABS) for their new bike (50%).

### 8.1 Number of motorcycles in household

In 2013, over half (56%) reported they did not have a motorcycle at their home address. Under a quarter (22%) reported having only one motorcycle in their household. A further one in ten (9%) reported having two motorcycles, and 13% had three or more bikes at their home address.

In 2013, although a high proportion of respondents who lived in a household where a bike was kept said they owned the main bike they rode (85%), 15% of respondents reported they most often rode a bike owned by another person living in their household. Among active riders, a higher proportion reported they rode a bike owned by someone in their household most of the time (11% vs. 5% in 2012).

**Figure 44: Number of motorcycles kept at home - 2013 only**



Q15. How many motorcycles are kept at your home address regardless of who owns them or registration status?  
Filter: all respondents; Weighted; 2013 base n=698

Active riders were more likely to have at least one bike in their household (85%), with the vast majority of lapsed and former riders not having access to a bike (82% and 96% respectively) (See Table 34).

**Table 35: Number of motorcycles kept at home by rider activity segment - 2013**

Column %	Rider activity segment		
	Active riders (n=405)	Lapsed riders (n=251)	Former riders (n=34)
None	15↓	82↑	96↑
One motorcycle	38↑	11↓	3↓
2-4 motorcycles	40↑	6↓	2↓
5 or more motorcycles	7↑	1↓	0

Q53 How fast should people be allowed to ride a motorcycle in a 100kph zone without being booked for speeding?

All respondents; Weighted; 2013 Base n = 698

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

As in 2012, active riders who had done any recreational off-road riding in the last year were significantly more likely to own two bikes or more (59% vs. 47% of all active riders). In fact, recreational off-road riders were significantly more likely to have five motorcycles or more at home than average (13% vs. 7% of active riders).

Looking at socio-economic variables, among active riders, those who lived in the least disadvantaged areas of Victoria (SEIFA quintiles 4 and 5) were significantly *less* likely to own two or more motorcycles than average (18% compared to 27% for those in the other quintiles) (See Table 36).

**Table 36: Number of motorcycles kept at home by SEIFA quintiles**

Column %	Quintile 1 and 2 (n=205)	Quintile 3 (n=121)	Quintile 4 and 5 (n=395)
None	49	51	61↑
One motorcycle only	23	23	21
Two or more motorcycles	27	26	18↓

Q15 How many motorcycles are kept at your home address?

Filter: All respondents; Weighted; Base n = 359

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

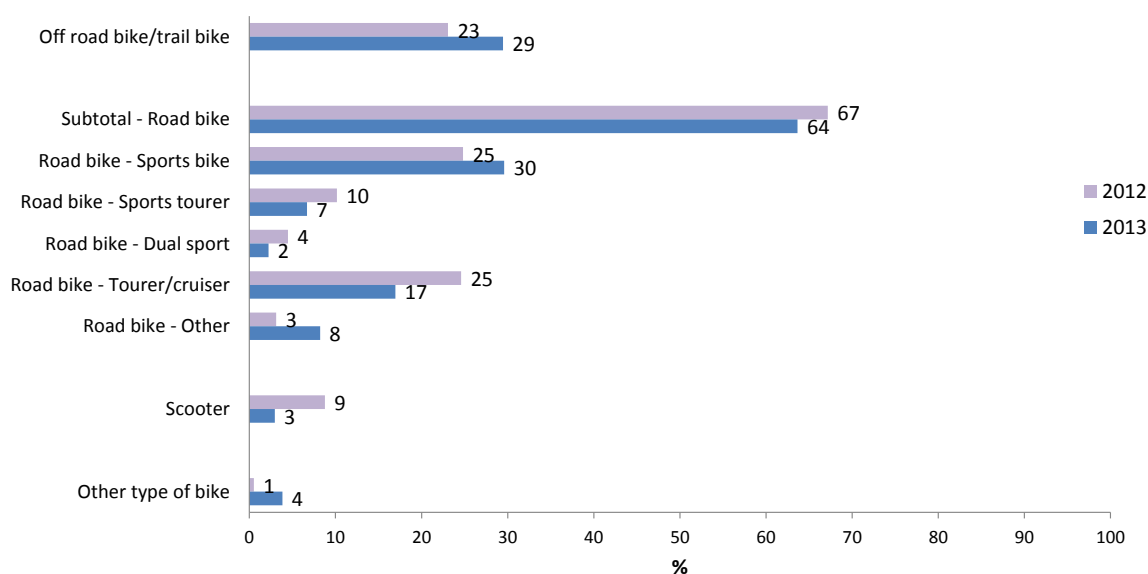
## 8.2 Details of motorcycle ridden most often

### Type of motorcycle mainly ridden

In comparing the main type of motorcycle ridden by active riders in 2012 and 2013, the types of bikes ridden were broadly similar with few significant differences. The majority (67% vs. 64% in 2013) rode on road bikes, while approximately one in four rode an off road/trail bike (23% vs. 29% in 2013). In 2013, significantly fewer respondents in the sample rode a scooter compared to in 2012 (3% vs. 9%).

In 2013, of the types of road bikes ridden, three in ten active riders specifically said they mainly rode a sports bike (30% vs. 25% in 2012), followed by 16% who reported mainly riding a tourer/cruiser (16% vs. 25% in 2012).

**Figure 45: Type of bike (Main motorcycle) - 2012 vs. 2013**



Q16 Please

provide details of the motorcycle you ride most of the time – Type of bike

Filter: Active riders and keep at least one bike at home; Weighted; 2012 base n = 329; 2013 base n=350.



There were some differences in the types of motorcycles mainly ridden among the active rider segment (See Table 37). These included:

- Male riders and those aged 26-39 were more likely to own a sports bike (32% and 43% respectively).
- Those aged 18-25 were more likely to own an off road bike/ trail bike (49%) as were those who lived in regional Victorian locations (46% vs. 19% of those living in metropolitan Melbourne).
- Off-road bikes/trail bikes were more popular among learner/probationary licence holders (46%) than full licence holders (27%).
- Scooters were also more prevalent among females than males (15% vs. 1%).

**Table 37: Type of bike (Main motorcycle) by selected characteristics - 2013**

Column %	Gender		Age			Location		Licence type	
	Male (n=268)	Female (n=82)	18-25 (n=173)	26-39 (n=92)	40+ (n=85)	Melbourne (n=180)	Balance of Vic. (n=170)	Learner/probationary (n=174)	Full licence (n=239)
Off road bike/trail bike	30	28	49↑	29	26	30	28	46↑	27↓
Subtotal - Road bikes	66↑	42↓	47↓	63	68	66↑	42↓	49	65
- Sports bike	32↑	8↓	24	43↑	23	32↑	8↓	30	30
- Sports tourer	7	7	5	3	9	7	7	3	9
- Tourer/cruiser	2	3	1	1	3	2	3	2	2
- Dual sport	17	16	13	10	22	17	16	13	17
- Other	8	8	3	5	11	8	8	1↓	8↑
Scooter	1↓	15↑	3	7	0↓	1↓	15↑	2	3
Other type of bike	2↓	15↑	1↓	1	6	2↓	15↑	3	5
Don't know	0↓	1↑	0	0	0	0↓	1↑	1↑	0↓

Q16 Please provide details of the motorcycle you ride most of the time – Type of bike

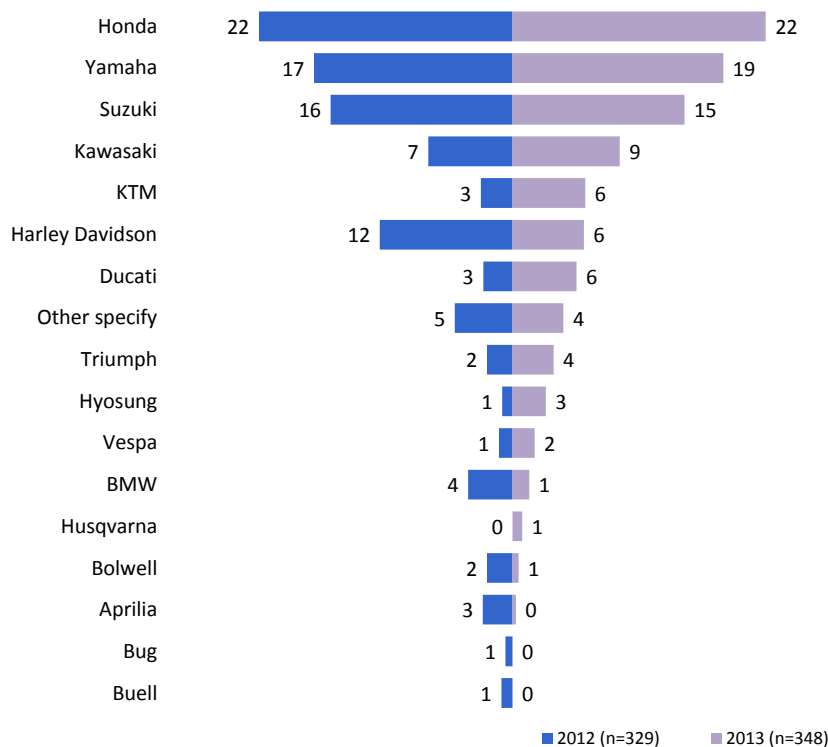
Filter: Active riders and keep at least one bike at home; Weighted; Base n = 422

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

## Make/brand of main motorcycle

In both 2012 and 2013 the three most common brands of motorcycle among active riders were unchanged. Honda was most popular (22% in both 2012 and 2013), followed by Yamaha (17% and 19%) and Suzuki (16% vs. 15% in 2013). Kawasaki motorcycles were the main bikes for 9% of active riders in 2013.

**Figure 46: Brand of bike (Main motorcycle) - 2012 vs. 2013**



Q16 Please provide details of the motorcycle you ride most of the time – Make/brand  
Filter: Active riders; Weighted; 2012 base n = 329; Total n = 422.

## Year of manufacture of main motorcycle

Newly manufactured motorcycles made in 2010-2013 were ridden by 21% of active riders (vs. 12% in 2012). Active riders were more likely to ride motorcycles manufactured between 2000 and 2009 (51% vs. 49% in 2012). A higher proportion of active riders reported they mostly rode a bike that was manufactured prior to 1999 compared to respondents in 2012 (37% compared to 29%).

Consistent with the findings in 2012, younger riders in 2013 tended to mainly ride late model motorcycles and older riders more likely to ride older ones. Those who had had a crash were also more likely to favour motorcycles manufactured during this time period compared to those who hadn't (32% vs. 12%).

**Table 38: Year of manufacture of main motorcycle by selected rider characteristics**

Column %	Age			Whether had a crash	
	18-25 (n=88)	26-39 (n=50)	40+ (n=44)	Yes (n=79)	No (n=105)
1999 or earlier	17↓	19	38	42↑	11↓
2000-2009	43	59	46	32	57
2010- 2013	40↑	21	16	12↓	32↑

Q16 Bike ridden most often - Year of manufacture

Filter: Active riders who kept at least one bike at home; Weighted; Base n = 152

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

Note: Telephone and online surveys only

Learner and probationary licence holders were significantly less likely to say they rode a motorcycle made in 1999 or earlier (12% compared to 31% of full licence holders). Those who rode less than a fifth of the time compared to driving were more likely to favour motorcycles manufactured in the year 1999 or earlier than those who rode more often (36% vs. 16%).

**Table 39: Year of manufacture of main motorcycle by selected rider characteristics**

Column %	Licence		Time spent riding vs. driving	
	Learner/ Probationary (n=88)	Full licence (n=96)	Ride less than 20% (n=98)	Ride 20% or more (n=86)
1999 or earlier	12↓	31↑	36↑	16↓
2000-2009	52	50	44	63
2010- 2013	36	18	21	21

Q16 Bike ridden most often - Year of manufacture

Filter: Active riders who kept at least one bike at home; Weighted; Base n = 174

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

Note: Telephone and online surveys only

## Engine size of main motorcycle

Motorcycle engine sizes varied among active riders with bikes that had an engine capacity of 701+cc the most common in 2012 and 2013 (42% vs. 34%). Smaller engine motorcycles were ridden by close to a third of active riders - including 7% who rode bikes with engines up to 125cc and 23% who mainly rode a motorcycle with a 126 - 250cc engine. In 2013, 36% of active riders reported riding a 251-700cc motorcycle.

Like respondents to the 2012 Motorcycle Monitor, active riders aged 25 or younger surveyed in 2013 were significantly more likely to mainly ride smaller engine motorcycles (45% mainly rode a motorcycle with 0-250+cc engine compared to 27% of those aged 26 or older).

Larger engine sizes (701+cc) were more common among commuters and on-road recreational active riders (44% and 40%) with mid-range engine sizes (251-700cc) more common among off-road recreational riders (47%).

## Registration status

In 2013, motorcycle owners were also asked the registration status of the bikes kept at their home address. Almost all road bikes or scooters were registered to ride on the road (91% and 99% respectively). Among active riders, a minority of road bike owners registered their bike with a recreational registration only. Off-road/trail bikes were most likely to be registered (43%) but for more than one in three (36%), the bikes only had a recreational registration.

**Table 40: Registration status of main bike (Active riders) - 2013**

Column %	Type of bike (main bike)			Total (n=347)
	Off road bike/trail bike (n=122)	Road bike (n=184)	Scooter (n=23)	
Road registered	43↓	91↑	99↑	77
Recreational registered	36↑	3↓	0	12
Farm bike registered	3↑	0↓	0	2
Not registered	16	6	0	9
Unknown	1↑	0↓	1	0

Q16 Bike ridden most often - Is the bike registered?

Filter: Active riders only; Weighted: base n = 347

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

Looking at the age of the active rider's main bike by year of manufacture, bikes made prior to 2000 were most likely to not be registered (31%). The vast majority of newer models were registered to ride on the road (89% of bikes made in 2000-2009 and 81% of bikes made in 2010-2013) (See Table 41).

**Table 41: Registration status of main bike by year of manufacture (Active riders) – 2013**

Column %	1999 or earlier (n=39)	2000-2009 (n=86)	2010-2013 (n=59)	Total (n=184)
Road registered	46↓	89↑	81	75
Recreational registered	23	9	16	14
Farm bike registered	0	1	0	0
Not registered	31↑	2↓	3↓	10
Unknown	0	0	0	0

Q16 Bike ridden most often - Is the bike registered?

Filter: Active riders only; Weighted: base n = 184 (Telephone and online survey only)

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

Among those who owned more than one bike, a higher proportion of secondary bikes were not registered (52%). Among the secondary bikes owned by active riders, 35% of off-road bikes, 24% of on-road bikes were not registered. Although the base was small (n=23), only 10% of secondary scooters were not registered.

## Details of other motorcycles ridden in household

Participants who owned more than one motorcycle were asked to list the details of up to four other motorcycles that were kept at their home address, excluding any motorcycles that had not been ridden in the last year or were unlikely to be ridden in the next year. Only 3% of all respondents had more than four motorcycles at home.

As in 2012, the types of motorcycles (other than their main bike) kept by respondents at their home address were similar to their main bikes: 30% of all other bikes were off-road bike/trail bikes and the total proportion of road bikes owned by respondents was 23%.

Table 42 shows that among active riders, the other types of bikes kept at home were usually other models of the main bike they rode. For example, 88% of those who mainly rode an off-road bike owned *other* off road bikes, although more than one in four (27%) also owned a road bike.

In comparison, road bike owners who owned more than one bike were most likely to own other road bikes (70%) with 56% also having off-road bikes at home.

**Table 42: Other types of bikes owned**

Column %	Type of bike (Main bike)						
	Off road bike/trail bike (n=90)	Subtotal - Road bikes (n=96)	- Sports bike (n=44)	- Sports tourer (n=8)*	- Dual sport (n=7)*	- Tourer/cruiser (n=30)*	Scooter (n=5)*
<b>Type of other bikes:</b>							
Off road bike/trail bike	88↑	56↓	67	6↓	97↑	46	27
Subtotal - Road bike	27↓	70↑	65	95↑	32	67	56
- Sports bike	10↓	35↑	50↑	0	16	44	54
- Sports tourer	9	20	15	95↑	3	10	0
- Dual sport	2	11	5	0	6	0↓	24
- Tourer/cruiser	6	23	19	0	14	12	3
- Other	8	1↓	0↓	0	0	2	0
Scooter	3	2	4	0	0	0↓	44↑
Other type of bike	0	0↓	0	0	0	0	0

Q17 Other Bike - Type of bike

Filter: Active riders AND Own more than one motorcycle; Weighted; Base n = 200

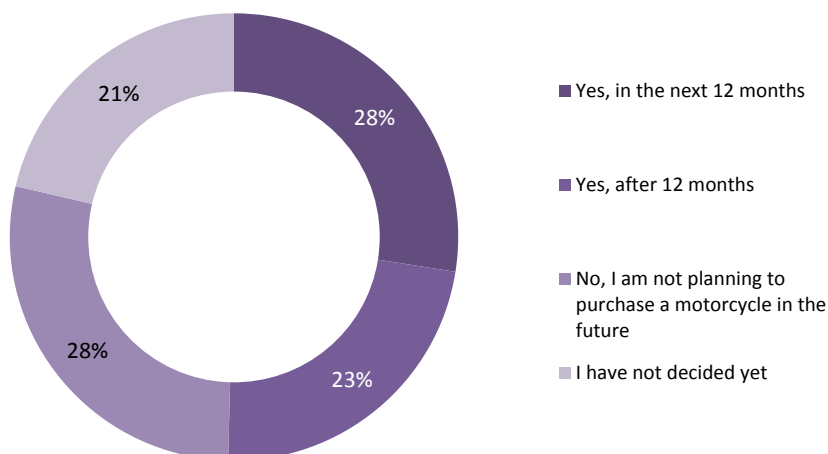
↓↑ indicates statistically significant difference compared to respondents **not** in that category

\*Note: Small sample sizes

## 8.3 Motorcycle purchase intentions

Active riders were asked whether they intended to purchase a motorcycle in the future. In 2013, half of respondents (49%) intended to purchase a motorcycle either in the next 12 months or after 12 months (See Figure 47). Over a quarter (27%) of respondents were not planning on purchasing a motorcycle in the future, with the remainder (23%) undecided. Similar proportions were reported in 2012.

**Figure 47: Purchase intentions - 2013**



Q30. Are you planning to purchase a motorcycle in the future (either as your first bike, a replacement for or in addition to the one(s) you already have)?

Filter: Active riders only; Weighted; 2013 base n=404.

In 2013, 18-39 year olds were significantly more likely to say they planned to buy a bike in the future (65% compared to 38% of those aged 40+).

Likewise, those who lived in Melbourne tended to have higher purchase intentions (57% vs. 40% in regional Victorian locations) (See Table 43). Notably 29% of respondents in Melbourne were likely to purchase in the next 12 months.

**Table 43: Purchase intentions by selected demographics**

Column %	Age			Location	
	18-25 (n=196)	26-39 (n=109)	40+ (n=99)	Melbourne (n=209)	Balance of Victoria (n=195)
Total - Yes	72↑	63↑	38↓	57↑	40↓
Yes, in the next 12 months	27	36	22	29	25
Yes, after 12 months	45↑	26	16↓	28↑	15↓
No, I am not planning to purchase a motorcycle in the future	14↓	13↓	41↑	26	32
I have not decided yet	14	25	21	17	29

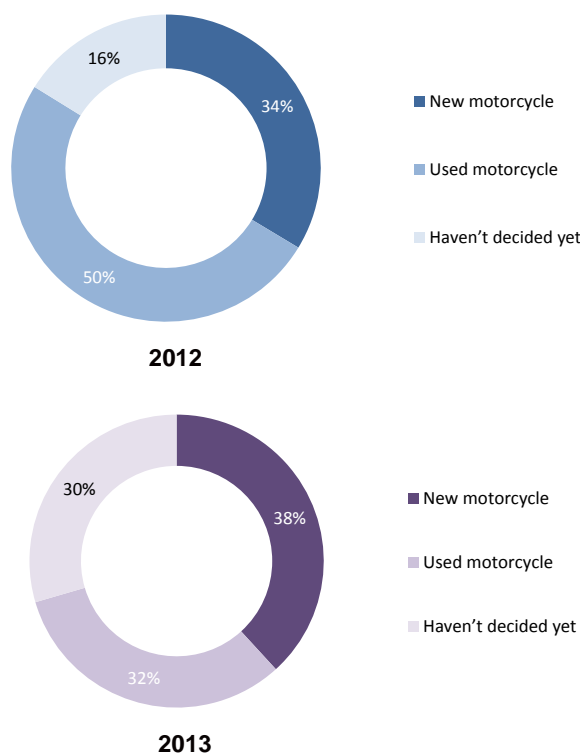
Q30. Are you planning to purchase a motorcycle in the future (either as your first bike, a replacement for or in addition to the one(s) you already have)?

Filter: Active riders; Weighted; Base n =404

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

Respondents who stated that they intended to buy a motorcycle sometime in the future were asked whether they planned to buy a new or used motorcycle. In 2013, respondents were less likely than in 2012 to express the intention to purchase a used motorcycle (34% vs. 50% in 2012) and were more likely to report they hadn't decided yet (30% vs. 16% in 2012) (See Figure 48).

**Figure 48: Purchase intention: new or used motorcycle - 2012 vs. 2013**



Q31 Do you intend to buy a new or a used motorcycle?

Filter: Intend to purchase a motorcycle in the future; Weighted; 2012 base n = 202, 2013 base n=245.

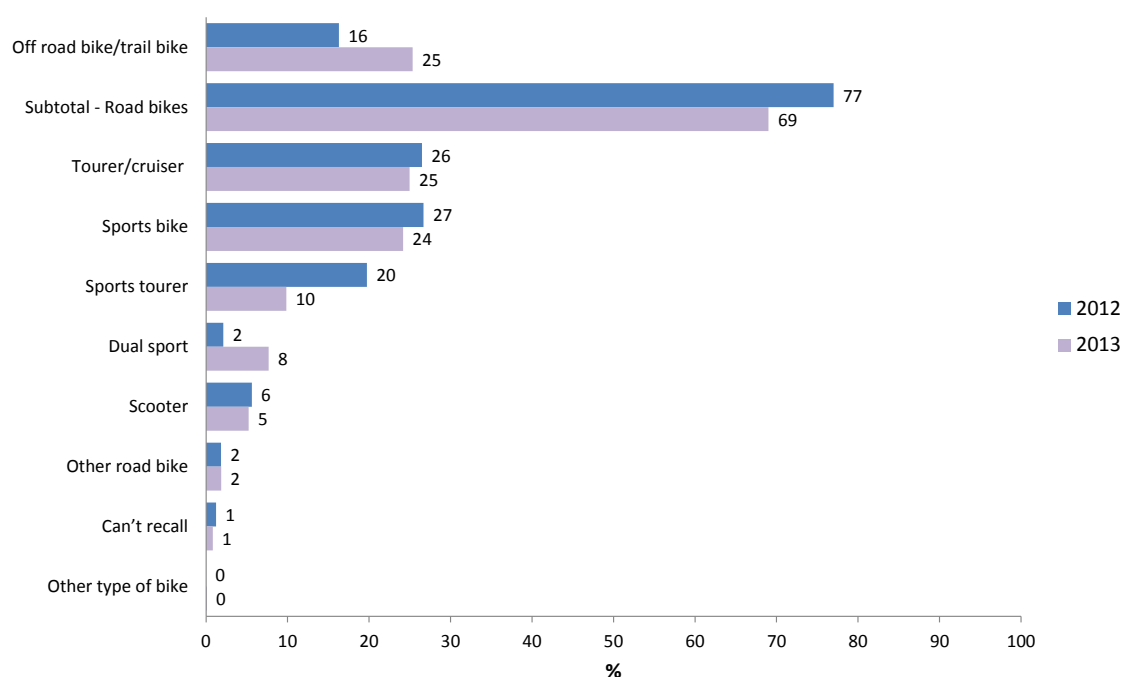
## Type of bike

Over four in five of those who were intending to buy a bike in the future said they were likely to buy a road bike of some sort (69%). The most common type of road bike was a tourer/cruiser (25%) followed by a sports bike (24%). Twenty five percent (25%) intended to buy an off-road bike and 5% a scooter. Fewer reported intending to buy a sports tourer than in 2012 (10% vs. 20%).

Respondents who intended to buy a bike were most likely to purchase the same type of motorcycle they currently rode. For example, 76% of those who rode an off road bike and intended to buy another bike said they would buy another off-road bike, 86% of those who mainly rode a road bike intended to buy another of the same and 71% of scooter riders intended to buy another scooter.

As with ownership, scooters were more popular among females (31% compared to 3% of males). Off-road bike/trail bikes were significantly more popular among 18-25 year olds (45%). Those aged 40 or older were significantly more likely to favour a tourer/cruiser (40%) while this type of bike was only favoured by 12% of 18-25 year olds.

**Figure 49: Type of bike intending to buy - 2012 vs. 2013**



Q32. What

*type of motorcycle do you intend to buy?*

*Filter: Intend to purchase a motorcycle in the future; Weighted; 2012 base n = 202; 2013 base n=233.*

Of the 64 respondents who said they intended to buy an off-road or trail bike, almost half (42%) reported they would register the bike with a full road registration with 51% intending to get a recreational registration. A minority said they did not have to register it (7%). A belief they did not have to register the bike was the main reason provided by the few who did not plan to register the bike.

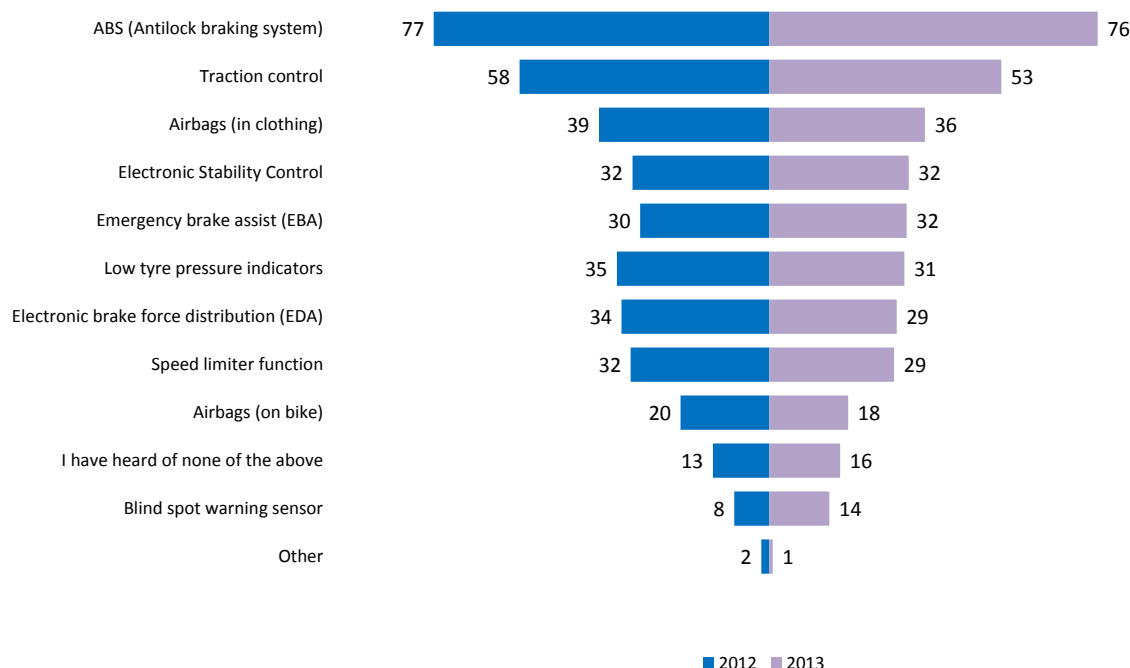


## 8.4 Motorcycle safety features

Active riders were asked if they were aware of a series of safety features currently available on some motorcycles and/or clothing, with results shown in Figure 50. The most common feature that respondents had heard of was ABS (Antilock Braking Systems) (76%). Half of riders had heard of traction control (53%). There were a number of features recalled by around one in three respondents, including: airbags in clothing (36%), emergency brake assist (32%), Electronic Stability Control (32%), low tyre pressure indicators (31%) and speed limited function (29%).

Only 16% of respondents indicated they had not heard of any of the features listed in the survey. There were no significant differences in awareness compared to 2012.

**Figure 50: Awareness of motorcycle safety features - 2012 vs. 2013**



Q36 Have

*you heard of any of the following motorcycle safety features?*

*Filter: Q10 Currently riding; Weighted; 2012 base n = 368; 2013 base n=441*

Those who had a crash were significantly more likely than those who had not to report they had heard of Antilock braking system (ABS) (85% vs. 68%), traction control (67% vs. 43%) and airbags (in clothing) (50% vs. 25%). Approximately one in five had heard of none of the safety features listed (22% vs. 8%) – which is likely a reflection of those who had not experienced a crash being less likely to ride as often as those who had.

Full licence holders were also more likely to report having heard of airbags (in clothing) compared to learner/probationary licence holders (38% vs. 21%).

Only 14% of those with a road bike reported having ABS on their bike, with 78% stating that their bike did not have this feature. This is similar to 2012 (10% reported having ABS on their bike and 82% did not). A minority of respondents were not sure in both 2012 and 2013 (8%). Female riders were more likely to be unsure (32% vs. 6%). Although the sample size was small, scooter riders were also more likely to be unsure than other road bike riders (40% vs. 7%).

Among those who intended to buy a road bike in the next 12 months, 50% reported they would look for ABS for their new bike while 15% would not (significantly lower than in 2012 at 35%). A further 23% had not decided yet. A minority (11%) were not aware that ABS was available on motorcycles.

## 9. Protective motorcycle clothing

Active riders were asked about the protective motorcycle clothing they owned, how often they wore protective gear and their purchase intentions. The following section covers the number and types of protective motorcycle clothing respondents owned. In comparing Motorcycle Monitor data and trends in 2013 to 2012, a greater proportion of riders owned a complete set of gear. However, as in 2012, ownership of a complete set of gear did not necessarily mean that protective gear was worn every time they rode.

Virtually all respondents said they owned at least one helmet, pair of riding gloves or boots, motorcycle jackets, pair of pants or a one piece riding suit. The most common items of protective gear owned were helmets (99% owned at least one); and pairs of gloves (owned by 95%). In total, 70% of active riders owned a complete set of gear i.e. at least one helmet, pair of riding gloves and boots, jacket and pants (or one piece riding suit).

Riders on learner or probationary licences were less likely to own more items of protective clothing while those who had had a crashed, those who owned more than one motorcycle and those who owned motorcycles with larger engines tended to own more items.

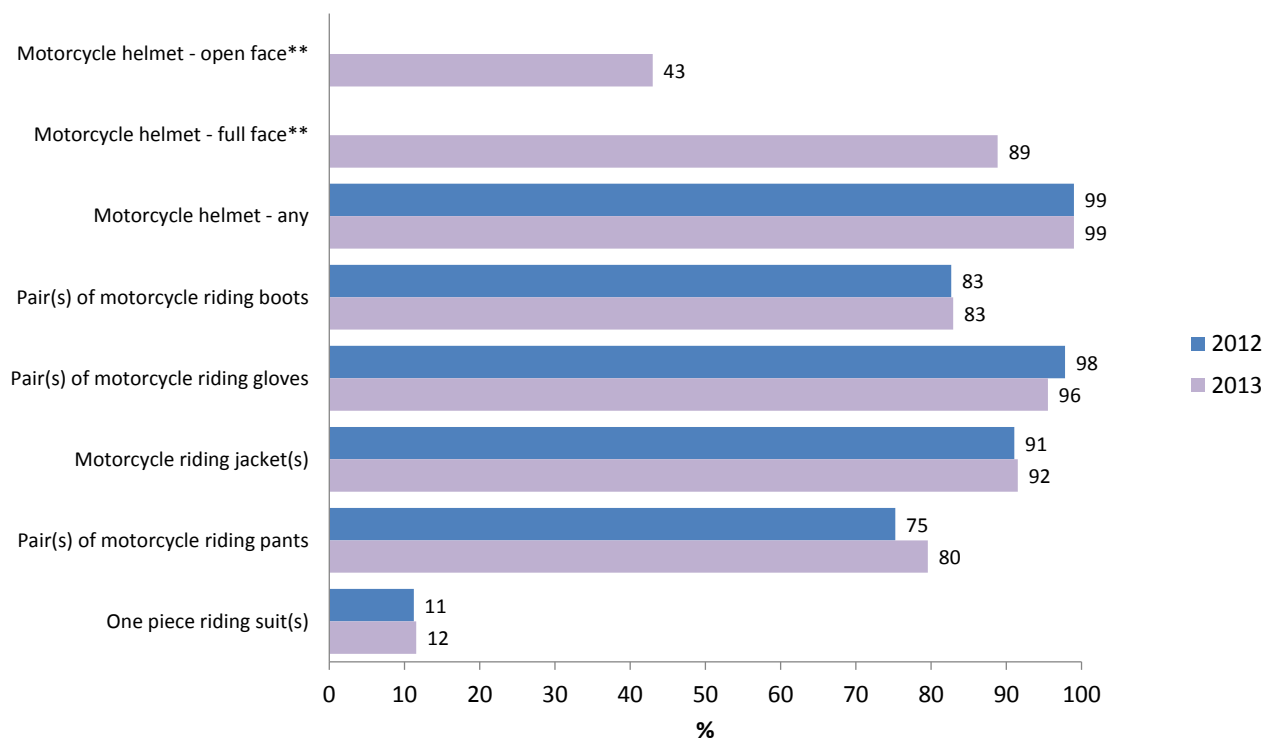
Almost all respondents (98%) said they wore a motorcycle helmet *all the time*. Over eight in ten respondents (84%) reported they wore gloves *all the time*. Riding jackets were worn *all the time* by 71% of respondents and riding boots worn *all the time* by 61% of respondents. Riding pants were worn *all the time* less frequently – 56% of the time (this represented a ten percentage point increase up from 42% in 2012).

A significantly greater proportion of active riders reported they always wore a complete set of gear when they rode than in 2012: i.e. they always wore either both jacket and pants (or a one piece suit) with a helmet, gloves, and boots (43% vs. 32% in 2012). A lack of ownership of any one of these items was a key factor in the relatively low proportion of respondents wearing a 'full set' of gear all of the time – although not owning a complete kit did not seem to be a strong reason to purchase more gear.

## 9.1 Protective gear ownership

As in 2012, close to 100% of respondents to the 2013 survey said they owned at least one helmet, pair of riding gloves or boots, a motorcycle jacket, pair of pants or a one piece riding suit. The most common items of motorcycle protective wear owned were helmets (99% owned at least one – 43% owned at least one open face helmet and 89% owned at least one full face helmet); and gloves (owned by 96%). Nine in ten respondents owned at least one jacket (92%). Eight in ten respondents owned at least one pair of riding boots (83%). Riding pants were owned by eight in ten respondents (83%). The least common gear was the one piece suit (owned by just 12%) (See Figure 51).

**Figure 51: At least one protective motorcycle clothing item owned – 2012 vs. 2013**



Q39 How many of the following do you own?

Filter: Active riders; Weighted; 2012 base n = 429; 2013 base n=405

\*\* Note: the 2012 survey did not distinguish between type of helmet

In total, 70% of active riders owned a complete set of gear i.e. at least one helmet, pair of riding gloves and boots, jacket and pants (or one piece riding suit). There were no differences by key demographic characteristics but there were some differences according to the type of bike ridden (See Table 44).

**Table 44: Complete set of protective motorcycle - 2013**

Column %	2012 (n=359)	2013 (n=405)
Own complete set of gear	68	70
Do not own complete set of gear	32	30

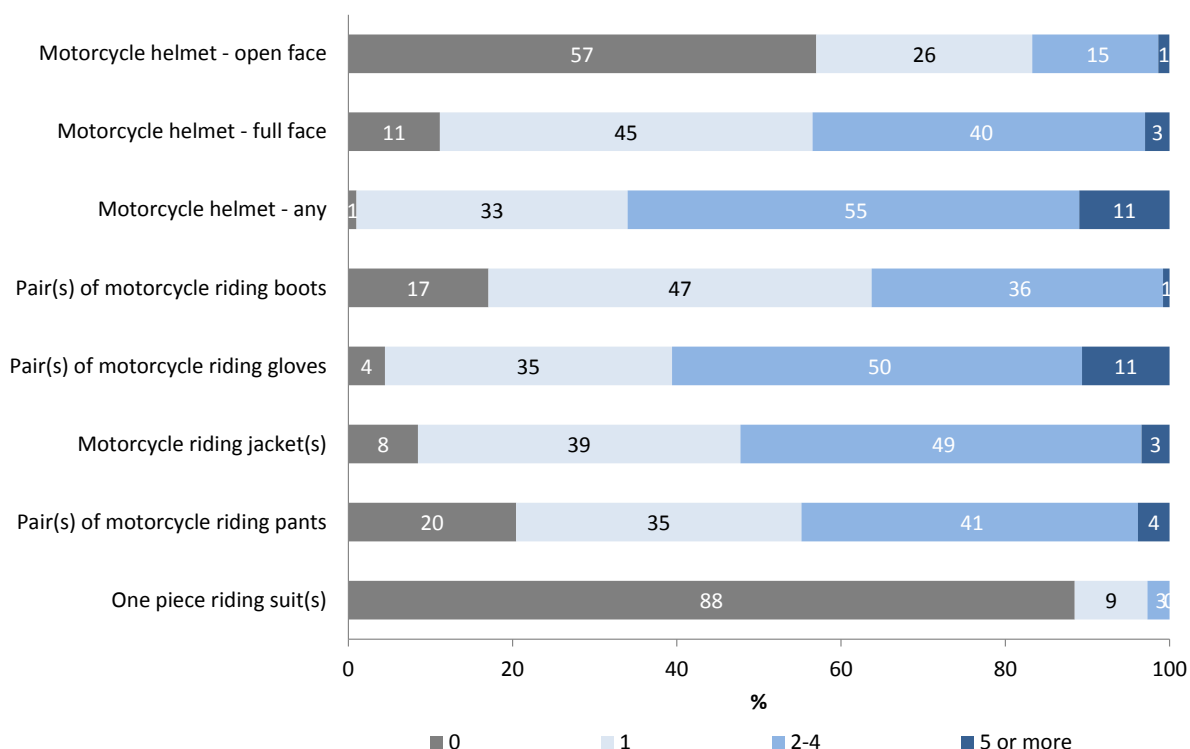
Q39a-f How many of the following do you own?

Filter: Active riders; Weighted; 2012 Base n = 359; 2013 Base n = 405

↕ indicates statistically significant difference compared to respondents **not** in that category

Respondents were most likely to own only one pair of motorcycle boots and one full face helmet (47% and 45% respectively) and most likely to own two or more pairs of gloves (61%) or jackets (52%) (See Figure 52).

**Figure 52: Number of protective motorcycle clothing items owned - 2013**



Q39a-f How many of the following do you own?  
Filter: Active riders; Weighted; Base n = 428; Total n = 405

On average, those who owned gloves reported having 2.3 pairs. The average number of helmets owned was 2.4 (the average number of closed face helmets was 1.7 and the average number of open face helmets was 0.7). Respondents owned on average 1.8 motorcycle jackets and 1.6 pairs of riding pants (See Table 45).

Riders on learner or probationary licences tended to own fewer items of protective gear. Also, riders who had crashed whilst riding tended to own more items than those who had not – noting that those who had ridden for longer were more likely to have had a crash in the past (see Table 45).

**Table 45: Average number of items by rider experience - 2013**

Average	Motorcycle licence		Crash while riding motorcycle		Total (n=404)
	Learner/ Probationary (n=178)	Full licence (n=224)	Yes (n=145)	No (n=256)	
Motorcycle helmet - any	1.7↓	2.5↑	2.8↑	2.1↓	2.4
Pair(s) of motorcycle riding gloves	1.6↓	2.5↑	2.9↑	2.0↓	2.3
Motorcycle riding jacket(s)	1.2↓	1.9↑	2.2↑	1.5↓	1.8
Motorcycle helmet - full face	1.3↓	1.7↑	2.0	1.5	1.7
Pair(s) of motorcycle riding pants	1.3	1.6	1.8	1.5	1.6
Pair(s) of motorcycle riding boots	1.0↓	1.4↑	1.6↑	1.2↓	1.4
Motorcycle helmet - open face	0.5	0.7	0.8	0.6	0.7
One piece riding suit(s)	0.1	0.2	0.2	0.1	0.1

Q39a-f How many of the following do you own?

Filter: Active riders; Weighted; Base n = from 404

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

Those with fewer years riding experience tended to have fewer items of motorcycle protective gear. For example, those with up to 5 years' experience owned an average of 1.6 helmets compared to an average of 3.0 helmets for whom it had been 6-10 years since they had learnt to ride (See Table 46)

**Table 46: Average number of items by years since learning to ride - 2013**

Average	Up to 5 years (n=140)	6-10 years (n=49)	11-20 years (n=108)	21-30 years (n=50)	31 + years (n=55)
Motorcycle helmet - any	1.6↓	3.0	2.2	2.5	2.6
Pair(s) of motorcycle riding gloves	1.8↓	2.3	2.3	2.2	2.6
Motorcycle riding jacket(s)	1.5	1.9	1.6	1.9	2.0
Motorcycle helmet - full face	1.2↓	2.8	1.6	1.4	1.8
Pair(s) of motorcycle riding pants	1.4	1.4	1.7	1.3	1.8
Pair(s) of motorcycle riding boots	1.0↓	1.1	1.2	1.4	1.6
Motorcycle helmet - open face	0.4	0.2↓	0.6	1.1	0.8
One piece riding suit(s)	0.0↓	0.3	0.1	0.2	0.1

Q39a-f How many of the following do you own?

Filter: Active riders; Weighted; Base n = from 404

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

There was also a correlation between protective gear and the number and types of bikes kept at home. Those who owned more than one motorcycle and those who owned motorcycles with larger engines tended to own more items of motorcycle clothing. Off-road riders tended to own more pairs of riding pants than those who rode on other types of bikes.

**Table 47: Average number of items by ownership characteristics - 2013**

Average	Type of bike (main bike)			Number of bikes at home			Capacity of main bike		
	Off road bike/ trail bike (n=123)	Road bike (n=191)	Scooter (n=23)*	None (n=46)	1 only (n=154)	2 or more (n=204)	0-250cc (n=169)	251-700cc (n=118)	701+cc (n=62)
Motorcycle helmet - any	2.6	2.4	1.7↓	1.9	1.7↓	3.1↑	1.9↓	2.4	3.0↑
Pair(s) of motorcycle riding gloves	2.6	2.3	1.8	2.0	1.8↓	2.9↑	2.0↓	2.5	2.8
Motorcycle riding jacket(s)	1.6	2.1	1.3	1.4↓	1.6	2.1↑	1.3↓	1.8	2.6↑
Motorcycle helmet - full face	1.9	1.7	1.3	1.4	1.2↓	2.2↑	1.3↓	1.9	2.0
Pair(s) of motorcycle riding pants	2.1↑	1.4	0.9	1.4	1.1↓	2.1↑	1.3↓	2.0↑	1.7
Pair(s) of motorcycle riding boots	1.6	1.3	0.6↓	1.3	0.9↓	1.8↑	1.0↓	1.5	1.6
Motorcycle helmet - open face	0.6	0.8	0.4	0.5	0.6	0.9	0.6	0.5	1.1
One piece riding suit(s)	0.0	0.1	0.0↓	0.3	0.1	0.2	0.1	0.1	0.2

Q39a-f How many of the following do you own?

Filter: Active riders; Weighted; Base n = 405

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

\*Note: small sample size

Reasons for owning multiple items of protective clothing were similar to 2012. The most common reason in 2013 was for different weather conditions or day vs. night (45%). This was followed by one in four mentioning that they had different items for different types of riding such as off-road gear vs. on-road gear (26%). Seventeen percent (17%) reported they had accumulated multiple items over the years through replacing or upgrading protective gear. Fewer mentioned they had extra items for other riders or pillion passengers (15% vs. 26% in 2012) (See Table 48).

**Table 48: Reasons for owning multiple items of protective gear - 2012 vs. 2013**

Column %	2012 (n=293)	2013 (n=281)
For different weather conditions/seasons/day vs. night	55	45
For different riding purposes/conditions i.e. off-road vs. on-road, recreation vs. commuting	24	26
Replacement/upgrade/kept outgrown/old/damaged/out-dated/better safety gear	21	17
For other riders/passengers to use	26↑	15↓
To have a choice/have a spare/just wanted multiples	11	11
Safety reasons	1↓	6↑
Ride frequently and often need a change of riding gear/if gear is wet	6	5
Aesthetics/different style	7	5
For different bikes	4	4
Different materials	5	3
Comfort	4	3
Work gear	1	1
Other reasons	2	4

Q40 You have mentioned that you own multiple pieces of protective clothing. What are the main reasons you have more than one of the above?

Filter: Active riders with multiple items of gear; Weighted; 2012 Base n = 293; 2013 Base n=281

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

Younger riders aged 18-25 were significantly less likely to mention they had different gear for different weather conditions (24% vs. 48% for older active riders).

Those who rode more often (more than 20% of the time) were more likely to have items for different weather conditions (61% vs. 36% of those who rode less often). Commuters and recreational on-road riders (those who tended to ride more kilometres in general) were also more likely to have different gear for different weather conditions (56% and 51% respectively compared to 37% of off-road riders) (Table 49)

**Table 49: Reasons for owning multiple items of protective gear by riding activity -2013**

Column %	Riding vs. driving		Riding purpose (Active riders)		
	Ride less than 20% (n=165)	Ride more than 20% (n=115)	Commute (n=171)	Recreational on-road (n=219)	Recreational off-road (n=147)
For different weather conditions/seasons/day vs. night	36↓	61↑	56↑	51↑	37
For different riding purposes/conditions i.e. off-road vs. on-road, recreation vs. commuting	32↑	15↓	33↑	30↑	39↑
Replacement/upgrade/kept outgrown/old/damaged/out-dated/better safety gear	13	26	15	16	20
For other riders/passengers to use	9↓	27↑	16	16	11
To have a choice/have a spare/just wanted multiples	13	8	12	11	10
Safety reasons	9↑	1↓	6	5	6
Ride frequently and often need a change of riding gear/if gear is wet	5	4	1↓	4	8↑
Aesthetics/different style	5	3	2↓	4	4
For different bikes	4	6	6	5	6
Other reasons	4	3	2	3	2
Different materials	3	2	5↑	3↑	0↓
Comfort	3	3	1	3	1↓
Work gear	0	4	2↑	2	0↓

Those who did not own a complete set of gear - i.e. at least one helmet, pair of riding gloves and boots, jacket and pants (or one piece riding suit) - were asked the reasons why they did not own more gear. The most common reason in 2013 was they did not think they needed it (29%). Notably:

- significantly fewer respondents said it was too expensive (26% compared to 45% in 2012)
- 20% who did not own a complete set of gear said they had not gotten around to purchasing it;
- 21% said they did not own more gear because they only rode for short trips; and
- 18% mentioned it was because they only rode in the country or off-road.

## 9.2 Protective gear use

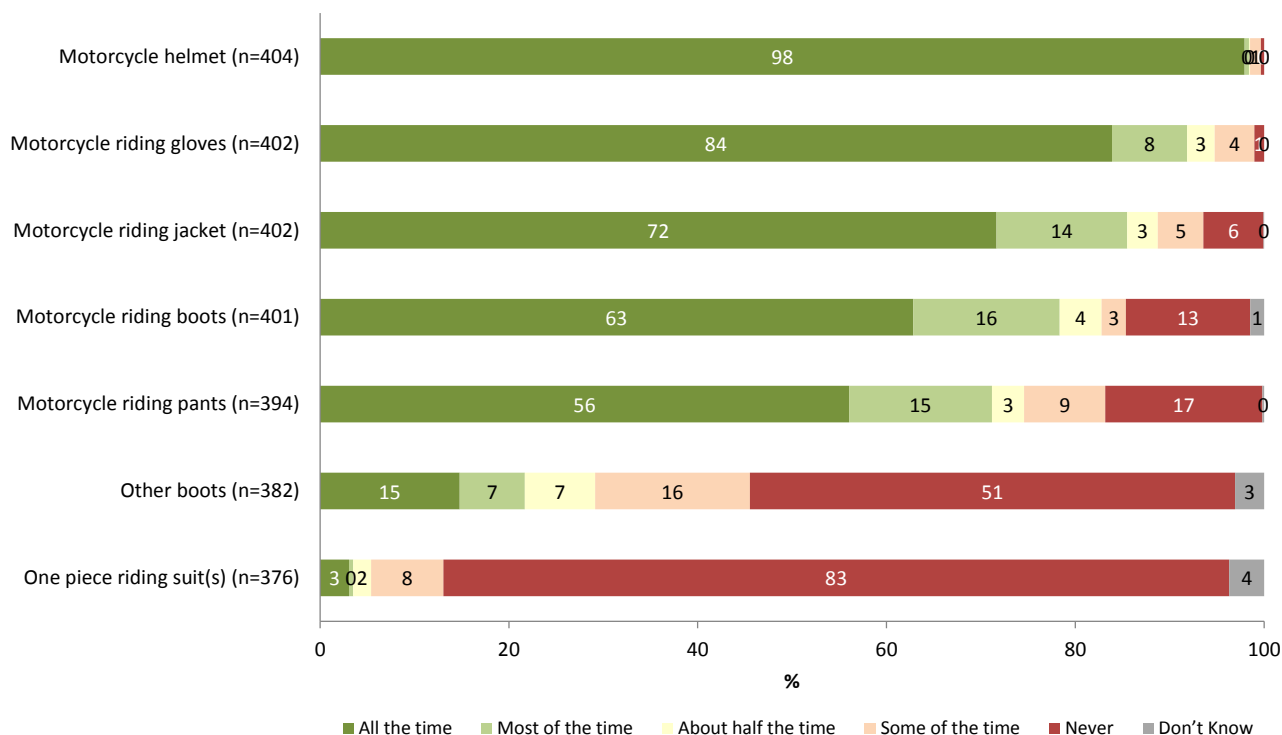
Respondents were asked the frequency with which they wore protective gear with results shown in Figure 53.

Almost all respondents (98%) said they wore a motorcycle helmet *all the time*. More than eight in ten respondents (84%) reported they wore gloves *all the time*. Riding jackets were worn *all the time* by 71% of respondents and riding boots worn *all the time* by 61% of respondents. Riding pants were worn *all the time* less frequently (56%). A one piece riding suit was

the least likely item to be worn all the time (3%) – although this is not surprising given the low level of ownership among active riders. In 2013, the frequency of which active riders wore other boots was also asked with the frequency substantially lower than that for specially made riding boots (15% wore them all the time vs. 63% who wore riding boots all the time).

One rider in six (17%) never wore motorcycle riding pants whilst one in seven never wore riding boots (13%). These results have not changed from 2012.

**Figure 53: Usage of protective motorcycle clothing regardless of ownership - 2013**



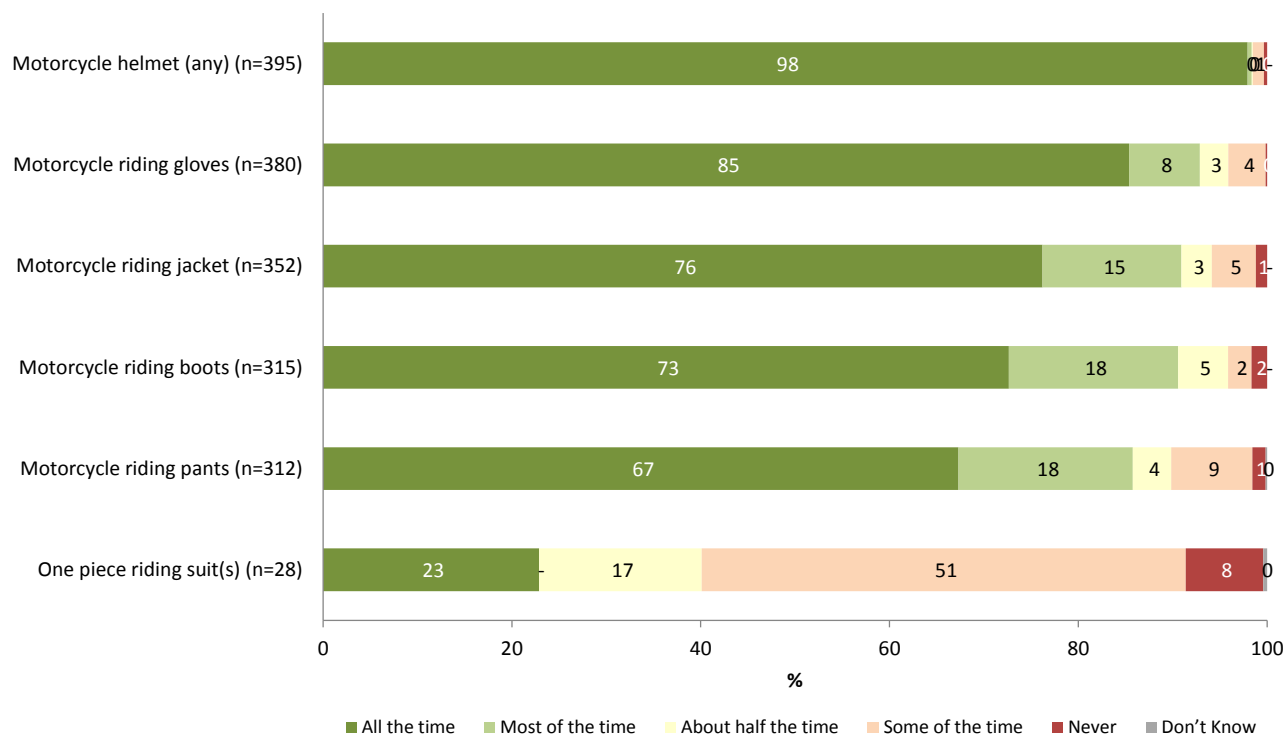
Q42a-f When riding a motorcycle, how often do you wear the following items of protective motorcycle clothing?  
Filter: Active riders; Weighted; Base n = 376-404



Figure 54 shows the frequency of usage among those who reported they owned the respective items.

While the proportion of those who always wore respective items of gear was slightly higher in relation to riding boots, jackets and pants, riding jackets were still only worn all the time by 76% of those who owned one and boots were worn only all the time by 73% of respondents who owned them. Notably, just over two thirds of those who said they owned protective riding pants wore them every time they rode (67%, although this is significantly higher than the 56% who wore them in 2012).

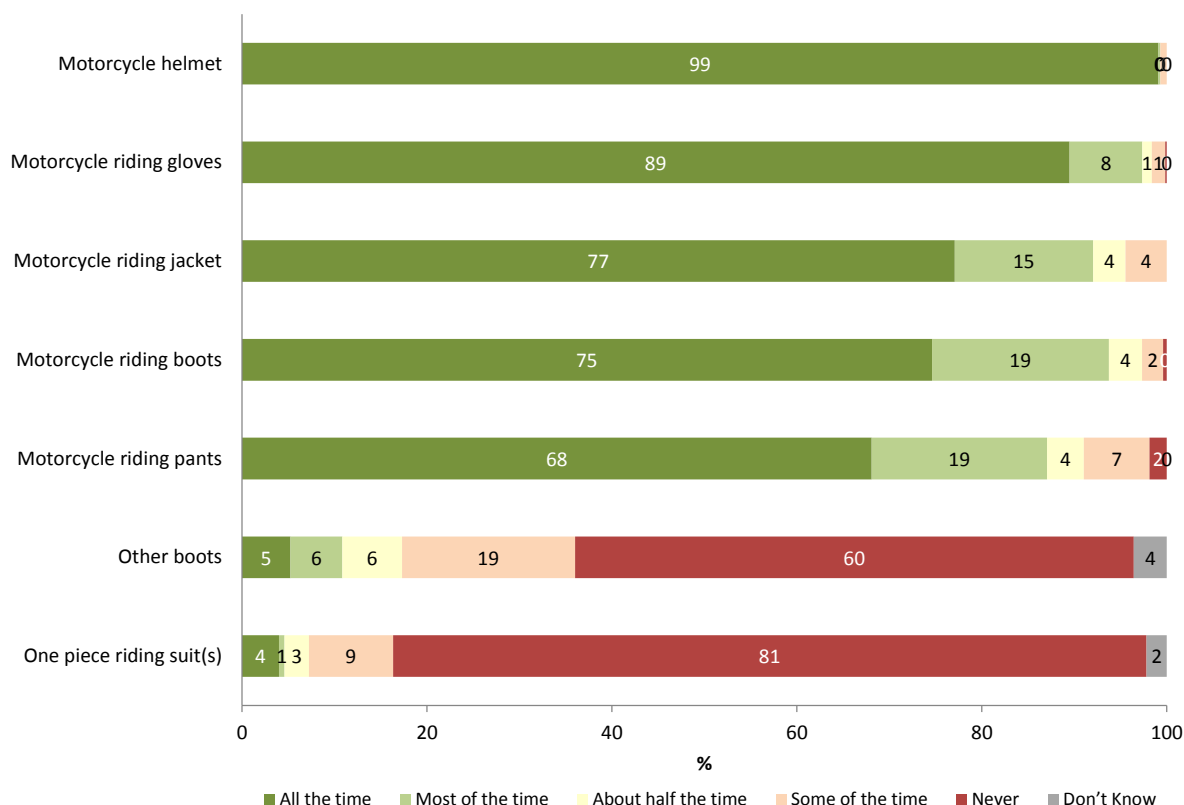
**Figure 54: Usage of protective motorcycle clothing where owned by respondent – 2013**



Q42a-f When riding a motorcycle, how often do you wear the following items of protective motorcycle clothing?  
 Filtered: Active riders; Weighted; Base n = from 28 to 395

Figure 55 shows the usage of protective gear among those who owned a complete set of gear (i.e. helmet, gloves, boots, jacket and pants (or a one piece suit)). Results in 2013 showed that those who reported they had a complete set were more likely to say they wore an item every time. However, riding pants were still only worn on every ride by almost seven in ten (68%) respondents who had a complete set of protective gear.

**Figure 55: Usage of protective motorcycle clothing where owned by respondent (among those who owned a complete set of gear) - 2013**



Q42a-f When riding a motorcycle, how often do you wear the following items of protective motorcycle clothing?

Filter: Own complete set of gear; Weighted; Base n = 251

Note: Excludes those who own none of the items

In 2013, 43% of active riders reported that they always wore a complete set of gear - i.e. that they always wore either both jacket and pants (or a one piece suit) with a helmet, gloves, and boots when they rode. This is significantly higher proportion than recorded in 2012 (31%).

Those who did not wear the full kit of gear *all the time* were asked why this was the case. Overall, it depended on the riding style and type of trip (mentioned by 46% compared to 39% in 2012). One of the more commonly mentioned reasons for not wearing all protective clothing was that the rider's *journey was very short* (16%), a further 13% reported that they would not gear up for rides they considered *low risk* or where their *riding style was conservative*. Other commonly reported reasons included: *weather conditions were too hot or humid or I only wear them in cold or rainy weather* (17%), the rider was *only riding on their own property or farm* (13%), that clothing was cumbersome or impractical socially or professionally (14%) and that the rider was *too lazy or opted for convenience* (9%). A lack of ownership of all of the pieces of riding gear was cited by 13% of riders. Notably, 17% of respondents reported that they did wear a specific item of clothing.

Most of these reasons are consistent with the 2012 Motorcycle Monitor although a lack of ownership of any one of these items was reported by 22% of riders in 2012.

**Table 50: Main reasons for not wearing protective gear every time - 2012 vs. 2013**

	2012 %	2013 %
Depends on the destination / riding style / length of trip	39	46
Depends on the weather /only wear for cold / rainy weather / don't wear it in warm weather	26	17
I do wear (item of protective clothing) a jacket, boots, gloves, etc.	4	17
I do always wear the gear that I own / I don't own all the protective clothing listed	22	13
Clothing is cumbersome / restrictive / impractical / unwieldy / get in the way / other clothing is more comfortable	6	14
Convenience / easier / too much of a hassle / I'm lazy	11	9
Inconvenient to change clothes / need to wear other clothing for work	5	6
Too dear / expensive	2	6

Q43 You have said you don't wear all your protective motorcycle clothing every time you ride... What are the main reasons for this?  
 Filtered: those who did not wear full kit all the time; Weighted; Base 2012 n = 244; Base 2013 n = 258

Reasons among female and male riders were similar with the exception of comfort which was among females' top five reasons. (See Table 51).

**Table 51: Main reasons for not wearing protective gear every time – Top five reasons by gender - 2013**

	2013 %
<b>Male riders</b>	<b>(n=201)</b>
Depends on the destination / riding style / length of trip	43
Depends on weather (only wear for cold / rainy weather / don't wear it in warm weather)	17
I do always wear (item of protective clothing) a jacket, boots, gloves, etc.	15
I do wear the gear that I own / I don't own all the protective clothing listed	13
Convenience / easier / too much of a hassle / I'm lazy	13
<b>Female riders</b>	<b>(n=57)</b>
Depends on the destination / riding style / length of trip	46
Depends on weather (only wear for cold / rainy weather / don't wear it in warm weather)	19
I do always wear (item of protective clothing) a jacket, boots, gloves, etc.	19
Depends on speed / not travelling fast / not high risk type of riding	19
Clothing is cumbersome / restrictive / impractical / unwieldy / get in the way / other clothing is more comfortable	14↑

Q43 You have said you don't wear all your protective motorcycle clothing every time you ride... What are the main reasons for this?  
 Filtered: those who did not wear full kit all the time; Weighted; Base 2012 n = 244; Base 2013 n = 258

Note: small sample sizes

↕ indicates statistically significant difference between genders

## Protective gear purchase intentions

Respondents were asked what, if any, motorcycle clothing they intended to buy in the next six months. One in two respondents intended to purchase something in the near future (54%). The items most likely to be bought in the near future were gloves (17%) and a helmet (17%).

Results were unchanged compared to 2012.

**Table 52: Motorcycle clothing purchase intentions for next 6 months - 2013**

	2012 %	2013 %
Don't intend to buy any	48	46
Gloves	15	17
Helmet	14	17
Pants	21	15
Jacket	11	14
Boots	10	12
Body Armour	4	6
LEATT Neck Brace	4	4
Knee/shin guards	1	0
One piece race suit	0	0
Don't know	10	16
Other	1	1

*Q45 What, if any, motorcycle clothing do you intend to buy in the next 6 months?*

*Filter: Active riders; Weighted; 2012 Base n = 359; 2013 Base n = 405;*

In 2013, intentions to purchase gear were highest among riders aged 18-25 years (47%) and lowest among those aged 40+ (30%). This year, young riders (18-25 years) were significantly more likely to intend to buy pants than older riders (25% compared to 13%). This is consistent with findings on protective gear ownership where those more riding experience more likely to own more items of riding gear so may not have as many gaps in their protective gear kit (See Table 46)

**Table 53: Motorcycle clothing purchase intentions for next 6 months by age - 2013**

Column %	Age		
	18-25 (n=136)	26-39 (n=70)	40+ (n=53)
Don't intend to buy any	42	33↓	56↑
<i>Subtotal – Intend to buy at least 1 item</i>	47	45	30↓
- Helmet	16	20	16
- Gloves	13	17	17
- Pants	25↑	17	11
- Jacket	19	13	13
- Boots	12	15	11
- Body Armour	5	6	6
- LEATT Neck Brace	6	5	3
- Other	3	2	0
None of the above	9	21	14
Don't know	8	13	9

Q45 What, if any, motorcycle clothing do you intend to buy in the next 6 months?

Filter: Active riders; Weighted; Base n = 405; Total n = 405

↓↑ indicates statistically significant difference compared to those **not** in that category

Respondents who *already* owned a complete set of gear were statistically no more or less likely to report they intended to purchase some gear in the future than those who did not (38% compared to 34%), suggesting that having missing components in their kit was not a strong driver for purchasing more gear.

**Table 54: Motorcycle clothing purchase intentions for next 6 months by whether riders currently own a complete set of protective gear - 2013**

Column %	Own complete set of gear (n=254)	Do not own complete set of gear (n=149)
Don't intend to buy any	49	41
<i>Subtotal - At least one item</i>	38	34
Helmet	21↑	8↓
Gloves	19	10
Boots	13	10
Jacket	15	11
Pants	15	14
Body Armour	7	3
LEATT Neck Brace	5	2
Other verbatim	2	1
None of the above	13	24

Q45 What, if any, motorcycle clothing do you intend to buy in the next 6 months?

Filter: Active riders; Weighted; Base n = 401

↓↑ indicates statistically significant difference compared to those **not** in that category

When looking to purchase motorcycle clothing, around one in two (47%) reported they look for the CE (European Union) standard or the Snell logo, up significantly from 2012 (30%). However, a substantial proportion of active riders were not aware what the CE standard or Snell was (35% - 2013, similar to 32% last year). While in 2012 a lack of awareness of the European Union standard was much more prevalent among female riders (61% did not know what it was) this year there were no differences in awareness between different demographic or rider-experience groups.

## Body armour

As shown in Table 55, two thirds of active riders reported they owned at least one piece of body armour (68%, similar to 2012 – 65%). The most common pieces of armour owned was inserts for riding jackets (46%); followed by inserts for riding pants (39%) and back protectors (separate piece) (33%), all consistent with 2012. In 2013, riders were significantly more likely to own a LEATT Neck brace (11%).

**Table 55: Body armour owned by year - 2012 vs. 2013**

	2012 %	2013 %
Inserts for riding jackets	45	46
Inserts for riding pants	32	39
Back protector (separate piece)	30	33
Chest protector (separate piece)	19	22
Body armour kit	-	16
LEATT Neck brace	2↓	11↑
Knee/shin guards	5	5
Arm guards/elbow pads	3↑	1↓
One piece/upper body armour	3↑	0↓
Other body armour	3	4
None of the above	35	32

Q44. Do you own any of the following pieces of body armour?

Filter: Active riders; Weighted; 2013 Base n = 357, 2013 Base n = 385

↓↑ indicates statistically significant difference compared to those **not** in that category

The items of body armour that were more likely to be owned by off-road bike riders included chest protectors (39%), body armour kits (38%), LEATT neck braces (27%), and knee/shin guards (20%) (See Table 56).

**Table 56: Body armour owned by main bike ridden**

Column %	Type of bike (main bike)		
	Off road bike/trail bike (n=109)	Road bike (n=190)	Scooter (n=23)*
Inserts for riding jackets	32	49	46
Inserts for riding pants	48	35	3↓
Back protector (separate piece)	37	33	17
Chest protector (separate piece)	39↑	12↓	16
Body armour kit	38↑	6↓	0
LEATT Neck brace	27↑	8	0
Knee/shin guards	20↑	1↓	0
Arm guards/elbow pads	0↓	1↑	0
One piece/upper body armour	0	1	0
Other body armour	4	5	0
None of the above	30	34	37

Q44. Do you own any of the following pieces of body armour?

Filter: Active riders who have at least one bike at home; Weighted; 2013 Base n = 357, 2013 Base n = 322

↓↑ indicates statistically significant difference compared to those **not** in that category

\*Note: Small sample size

## 9.3 Attitude statements about motorcycle safety clothing

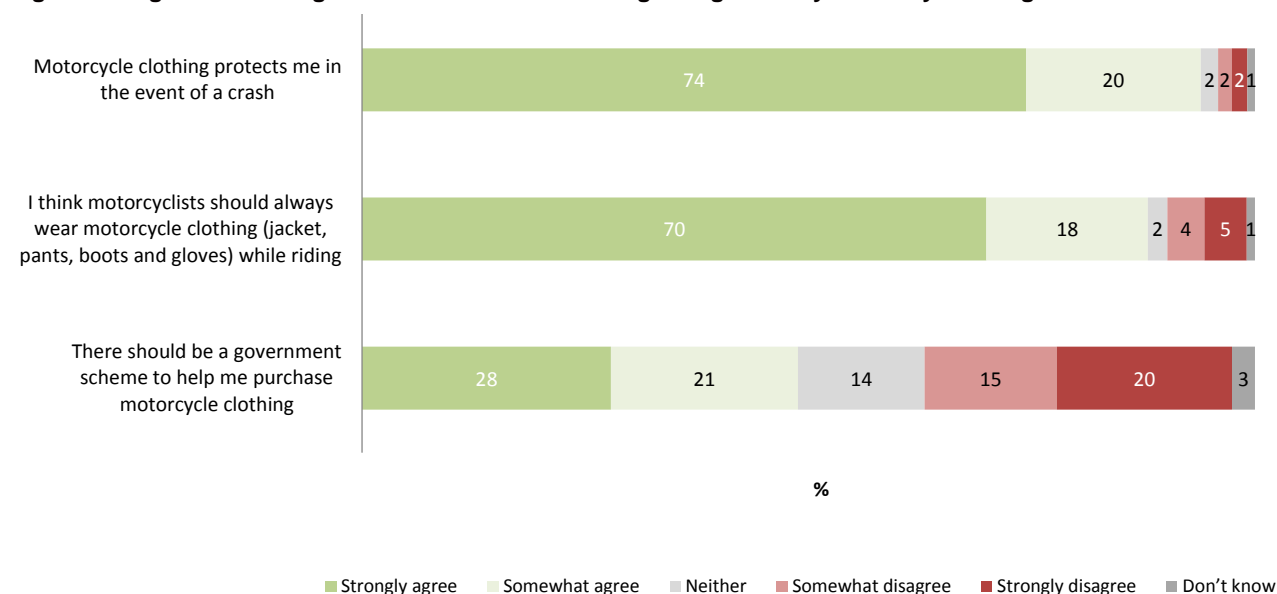
A series of statements regarding motorcycle clothing was put to all respondents. The level of agreement/disagreement with these statements is shown in Figure 56.

There was a strong belief that motorcycle clothing did provide protection in the event of a crash, with three quarters 74% of all respondents *strongly agreeing* with this statement.

A similar proportion of all respondents strongly agreed that 'motorcyclists should always wear motorcycle clothing (jacket, pants, boots and gloves) while riding' (70%).

These figures are unchanged from last year (77% and 67% respectively).

**Figure 56: Agreement/disagreement with statements regarding motorcycle safety clothing**



Q55 To what extent do you agree or disagree with the following statements...  
 Filter: Excluding never ridden motorcycle; Total sample; Weighted; Base n = 618

There was a significant difference in agreement between those who wore their protective gear all the time and those who did not in relation to the statement *I think motorcyclists should always wear motorcycle clothing (jacket, pants, boots and gloves) while riding*. More than half (76%) of active riders wore a full set of protective gear all the time strongly agreed with the statement compared to 52% who strongly agreed among those who did not wear their a full kit all the time.

Attitudes to having a government scheme to help motorcyclists to purchase protective clothing were more moderate. While almost half (49%) of respondents *strongly* or *somewhat* agreed that *'there should be a government scheme to help purchase motorcycle clothing'*, 35% disagreed that this should be the case.



As in 2012, those who were aged 18-25 were significantly more likely to *strongly or somewhat agree* that there should be a government scheme to help purchase motorcycle clothing (75% vs. 42% aged 40+). Those who were residents regional Victoria were more likely to *disagree* with the statement (43% compared to 30% of Metropolitan Melbourne residents).

**Table 57: Agreement/disagreement with statement: *There should be a government scheme to help me purchase motorcycle clothing* by selected demographic characteristics**

Column %	Age			Location		Total (n=617)
	18-25 (n=240)	26-39 (n=182)	40+ (n=194)	Melbourne (n=352)	Balance of Victoria (n=265)	
Strongly disagree	8↓	15	23↑	16↓	27↑	20
Somewhat disagree	6↓	14	16	14	15	15
Neither	9	12	16	16	10	14
Somewhat agree	33	22	19	21	22	21
Strongly agree	43↑	36↑	22↓	29	25	28
Don't know	2	2	3	3	1	3
<i>Subtotal Strongly/Somewhat agree</i>	75↑	58	42↓	50	47	49
<i>Subtotal Strongly/Somewhat disagree</i>	14↓	29	39↑	30↓	43↑	34

Q55 To what extent do you agree or disagree with the following statements...

Filter: Excluding never ridden motorcycle; Total sample; Unweighted; Base n = 617

↓↑ indicates statistically significant difference compared to those **not** in that category

Opinions also tended to differ according to riding activity with those who were active riders very supportive of a scheme to subsidise protective clothing (60% of active riders agreed with the statement compared to 41% and 27% of lapsed and former riders respectively). Similarly, those who rode more than 20% of the time were also more likely to agree that there should be a government scheme to help purchase motorcycle protective gear (67% vs. 51% who drove more than 80% of the time). Strong agreement was apparent among commuter riders, with 70% agreeing that there should be a scheme.

**Table 58: Agreement/disagreement with statement: *There should be a government scheme to help me purchase motorcycle clothing* by riding activity**

Column %	Riding activity segments			Riding vs. driving		Riding purpose (Active riders)		
	Active riders (n=401)	Lapsed riders (n=192)	Former riders (n=23)*	Ride less than 20% (n=332)	Ride more than 20% (n=157)	Commute (n=228)	Rec. on-road (n=299)	Rec. off-road (n=216)
Strongly disagree	20	18	27	17	15	12↓	17↓	26
Somewhat disagree	12	17	20	14	8	7	13	9
Neither	8↓	19	27	15	9	8	7	10
Somewhat agree	25	18	17	23	23	28	28	26
Strongly agree	35↑	24	10	28↓	45↑	43↑	36	29
Don't know	1↓	5↑	0	3	1	1	1	0
<i>Subtotal Strongly/Somewhat agree</i>	60↑	41↓	27	51↓	67↑	71↑	63	55
<i>Subtotal Strongly/Somewhat disagree</i>	32	35	46	31	23	20↓	29	35

Q55 To what extent do you agree or disagree with the following statements...

Filter: Excluding never ridden motorcycle; Total sample; Unweighted; Base n = 617

↓↑ indicates statistically significant difference compared to those **not** in that category

# 10. Motorcycle crash history

All respondents were asked whether they had ever experienced a crash. In comparing Motorcycle Monitor data and trends in 2013 to 2012, similar proportions of riders had experienced a crash. The location, and to whom the fault was attributed were also broadly similar, as was the proportion of respondents who received compensation as a result of this crash.

Just under half of all respondents said that they had experienced a crash at some point in their riding career (47%). Male riders were significantly more likely to have ever experienced a crash in the past (49%) as were riders aged 26+ (49%).

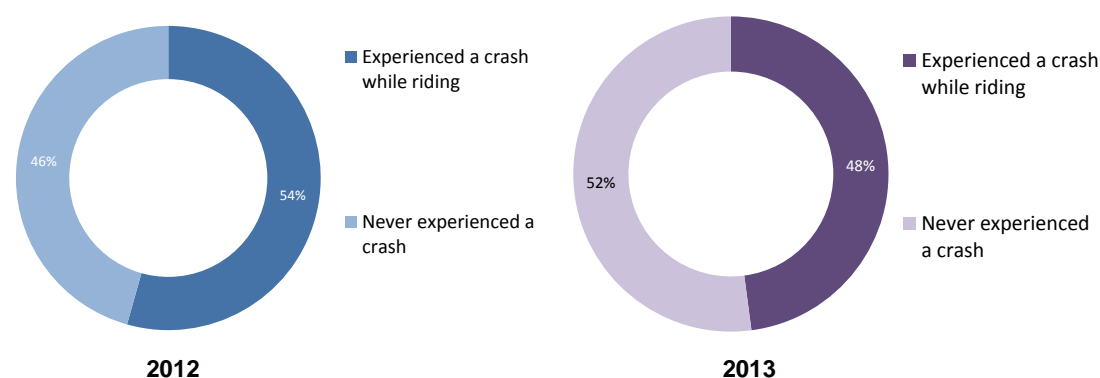
Half (50%) of respondents who had experienced a crash indicated they had needed medical attention as a result. The majority of those who had needed medical treatment for their most recent crash reported this had been more than 10 years ago (56%). With riders being skewed towards the older age groups, this suggests that crashes requiring medical treatment were more likely to happen in the earlier years of their riding careers.

Sealed roads in built-up areas were the most common crash locations mentioned by respondents (51%). Tracks in state parks/forests/plantations were attributed to only 14% of the incidents to which the respondent had been referring. Respondents were most likely to believe another party was at fault (46%) in their most recent crash requiring medical treatment, with a further one in five saying they were at fault (18%). A third (33%) of respondents who had ever experienced a crash received compensation or income support as a result of injuries they had received due to a motorcycle crash – most (80%) of whom received this from the TAC. This is equivalent to 12% of all those who had ever experienced a crash or 25% of those who had experienced a crash requiring medical treatment.

## 10.1 Crash history

All respondents were asked whether they had ever experienced a crash while riding a motorcycle (excluding dropping their bike while stationary or crashing while taking part in motorcycle sport). Just under half (47%) of respondents in 2013 had done so compared to more than half in 2012 (54%) (See Figure 57).

**Figure 57: Motorcycle crash history - 2012 vs. 2013**



Q56 Have you ever had a crash while riding a motorcycle?

Total sample; Weighted; 2012 base n = 541; Total n = 548; Missing n=7. 2013 base n= 69; Total n= 703

Note: excludes prefer not to say and never ridden

As in 2012, male riders in 2013 were significantly more likely to have experienced a crash (49% compared to 33% of female respondents).

Younger riders were significantly less likely compared to those aged 26 or older to have experienced a crash (31% vs. 49%) as were those who lived in regional locations compared to metropolitan Melbourne (39% vs. 51%).

**Table 59: Motorcycle crash history by rider characteristics - 2013**

	% Yes
<b>Gender</b>	
Male	49↑
Female	33↓
<b>Age</b>	
18-25	31↓
26-39	44
40+	50
<b>Location</b>	
Melbourne	51↑
Balance of Victoria	39↓

Q56 Have you ever had a crash while riding a motorcycle?

Total sample; Weighted; Base n= 690

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

Note: excludes prefer not to say and never ridden

Looking at how long respondents had been riding, the more riding experience a respondent had, the more likely they had experienced a crash in the past.

More than half (56%) of those who had learnt to ride more than 30 years ago had experienced a crash at some point. While the probability of having a crash in the past would be higher for a respondent that is more experienced (i.e. more years riding), more than one in three (34%) of those who had two years or less riding experience had also experienced a crash. One in four (25%) of those who had learnt to ride 3-5 years ago said they had crashed while riding a motorcycle at some point. Looking at when the most recent crashes occurred, it would suggest that crashes were more likely to occur in the early years of a person's riding career.

**Table 60: Most recent crash by years since learning to ride (2013)**

Column %	2 years or less (n=102)	3-5 years (n=95)	6-10 years (n=79)	11-20 years (n=168)	21-30 years (n=101)	31 + years (n=140)	Total (n=685)
% Experienced crash requiring medical attention	34	25↓	35	52	42	56↑	48

Q56 Have you ever had a crash while riding a motorcycle?

Total sample; Weighted; Base n= 685

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

Note: excludes prefer not to say and never ridden.

## 10.2 Crashes requiring medical treatment

Half of those who had experienced a crash said they had needed medical attention as a result of the incident (50% vs. 45% in 2012).

As in 2012 with riders in the population skewed towards older age groups. As such, it is not surprising that the majority of those who had needed medical treatment for their most recent crash reported this had been 11 years ago or more (56% vs. 65% in 2012).

In 2013, very few riders who had needed medical treatment for their most recent crash reported this had occurred in the last 12 months (5%). Just over one-in-five riders who had needed medical treatment for their most recent crash said this had been between 1-5 years ago (21%) (See Table 61).

**Table 61: Details of most recent crash requiring medical treatment – time of crash 2012 vs. 2013**

	% 2012	% 2013
Required medical treatment as a result of crash	45	50

Time of crash	% 2012	% 2013
Within the last 12 months	3	5
1 to 5 years ago	17	21
6 to 10 years ago	16	18
11 or more years ago	65	56
Can't say	0	0

Q57 Have you required medical treatment as a result of any motorcycle accident?

Filter: Ever experienced crash; Weighted 2012 base: n=263; 2013 base n=263

Q58 When did the crash occur?

Filter: Excluding never ridden a motorcycle; Weighted; 2012 base n=108; 2013 base n=115

↕↗ indicates statistically significant difference compared to respondents **not** in that category

Filter: Required medical treatment

Although sample sizes were small, more than half (56%) of 18-25 year olds reported having a crash requiring medical treatment in the last 1-5 years. A similar proportion of 26-39 year olds reported the same (51%). Close to three quarters of riders aged 40+ had crashed more than 11 years ago (71%) suggesting that crashes tended to occur in the early stages of a rider's motorcycling experience.

**Table 62: Details of most recent crash requiring medical treatment – time of crash by age**

Column %	Age		
	18-25 (n=25)*	26-39 (n=37)*	40+ (n=53)
Within the last 12 months	14	11	3
1 to 5 years ago	55↗	51↗	10↘
6 to 10 years ago	31	22	16
11 or more years ago	0↘	15↘	71↗
Can't say	0	0	0

Q58 When did the crash occur?

Filter: Excluding never ridden a motorcycle; Weighted; 2012 base n=108; 2013 base n=115

↕↗ indicates statistically significant difference compared to respondents **not** in that category

Filter: Required medical treatment

As shown in Table 61, respondents were most likely to say they went to the Emergency Department for medical treatment (47%). A third said they had been admitted to hospital in their most recent incident (33%), while just over one in five reported they had gone to their local doctor for treatment (21%).

**Table 63: Details of most recent crash requiring medical treatment - 2012 vs. 2013**

Experienced crash:	% 2012	% 2013
Required medical treatment as a result of crash	45	50

Type of treatment	% 2012	% 2013
Went to Emergency	52	47
Admitted to hospital (in a ward)	34	33
Went to my doctor	27	21
Saw a physiotherapist/chiropractor or similar	20	14
Treated by ambulance at the scene	19	12
Admitted to a rehabilitation facility	6	2
Radiologist/x-ray	1	0
Other verbatim	4	10
Can't say/don't recall	0	0

Q56 Have you ever had a crash while riding a motorcycle?

Filter: Excluding never ridden a motorcycle; Weighted; 2012 base: n=263; 2013 base n=263 Ever experienced crash Q57 Have you required medical treatment as a result of any motorcycle accident? Base: n=263 Ever experienced crash

Q62 What sort of treatment did you require? 2012 base n=108; 2013 base n=112

↕ indicates statistically significant difference compared to respondents **not** in that category

Filter: Required medical treatment;

## 10.3 Circumstances of most recent crash

In 2013, riders who had sought medical treatment due to a motorcycle crash were significantly less likely to have crashed while riding a road bike than in 2012 (50% vs. 69%), and a sports tourer specifically (4% vs. 15% in 2012). Close to four in ten reported the crash occurred on an off-road bike (38% in 2013). Scooters were ridden by only 4% those who had experienced a crash requiring medical attention.

**Table 64: Details of most recent crash requiring medical treatment**

Type of bike ridden during crash	% 2012	% 2013
Off-road bike/trail bike	26	38
Subtotal – Road bike (excluding scooters and other types of bikes)	69↗	50↘
- Sports bike	24	25
- Sports tourer	15↗	4↘
- Dual sport	0	0
- Tourer/cruiser	23	18
- Other road bike	7	2
Scooter	3	4
Other type of bike	2	8
Can't recall	0	1

Q60 What type of bike were you riding?

Filter: Required medical treatment; Weighted; 2012 base n = 108; 2013 base n=115

↕ indicates statistically significant difference compared to respondents **not** in that category

Respondents whose most recent crash happened on an off-road bike were more likely to have said it occurred more than 10 years ago (54%). However, this segment was most likely to say they had experienced a crash requiring medical treatment in the last 12 months (10% compared to 3% of those whose most recent crash occurred while riding a road bike).

**Table 65: Details of most recent crash requiring medical treatment – Time since crash by type of bike (2013)**

Column %	Off road bike/trail bike (n=50)	Road bike (n=59)	Scooter (n=6)*	Total (n=115)
Within the last 12 months	10↑	3	0	5
1 to 5 years ago	23	22	85↑	21
6 to 10 years ago	13	18	0	16
11 or more years ago	54	58	15↓	57
Can't say	0	0	0	0

Q58 When did the crash occur?

Q60 What type of bike were you riding?

Filter: Required medical treatment and crash occurred on-road/sealed road surface; Weighted; 2013 base n=74

"Other type of bike" not shown in table above

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

\* Small sample size

Sealed roads in built-up areas were the most common location in both years (51% in 2013). Fourteen percent (14%) of incidents requiring medical treatment occurred on tracks and state parks/forests/plantations. Consistent with 2012, sealed roads in rural areas featured among the top three mentions (13%) (See Table 64)

**Table 66: Details of most recent crash requiring medical treatment – Location of crash - 2012 vs. 2013**

Location of crash	2012	2013
Sealed road, built-up area	57	51
Sealed-road, rural area	14	13
Unsealed road	9	8
Track in state park /forest/plantation	10	14
Private property	5	6
Public land in residential areas (e.g. park, reserve, bicycle track)	3	1
On a race track (on a track day or as part of a riding course)	1	4
Other	0↓	4↑

Q61. Where did the crash occur?

Filter: Required medical treatment; Weighted; 2012 base n = 108; 2013 base n=115

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

For those whose most recent crash requiring medical treatment occurred while on an off-road bike, the most common location was on a track in state park/forest/plantation (39%) followed by private property (22%). Seven in ten (70%) of those who were on a road bike during their most recent crash had done so on a sealed road in a built up area (See Table 67).

**Table 67: Details of most recent crash requiring medical treatment – Location of crash by type of bike (2013)**

Column %	Off road bike/trail bike (n=50)	Road bike (n=59)	Scooter (n=6)*	Total (n=115)
Sealed road, built-up area	14↓	70↑	96↑	52
Track in state park /forest/plantation	39↑	0↓	0	15
Sealed-road, rural area	2↓	23↑	4	13
Unsealed road	22↑	0↓	0	8
Private property	15↑	0↓	0	6
On a race track (on a track day or as part of a riding course)	8	1	0	4
Public land in residential areas (e.g. park, reserve, bicycle track)	0	1	0	1
Other	0	4	0	2

Q61 Where did the crash occur?

Q60 What type of bike were you riding?

Filter: Required medical treatment; Weighted; 2013 base n=115

"Other type of bike" not shown in table above

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

\* Small sample size

Table 68 shows the details of who else was involved in the crash. In both 2012 and 2013, similar proportions of respondents believed another party was at fault in their most recent crash requiring medical treatment (46% vs. 50% in 2012). The second highest mention – that the respondent themselves was at fault - was also similar for both years (18% compared to 13% in 2012).

**Table 68: Details of most recent crash on-road requiring medical treatment – perceived fault - 2012 vs. 2013**

Perceived fault	% 2012	% 2013
Another party was at fault	50	46
I was at fault	13	18
No other vehicles involved	20	7
Both myself and another party were at fault	6	6
No-one was at fault	4	10
Other	5	12
Can't say	2	1

Q59 Who do you believe was at fault?

Filter: Required medical treatment and crashed on-road/sealed surface; Weighted; 2012 base n = 81, 2013 base n=74.

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

Those who were on road bikes were most likely to say that another party was at fault (52%) or that they were at fault (26%).

While sample sizes were small, and results should be seen as indicative only, among the crashes that occurred on-road where respondents were riding off-road bikes, riders were most likely to say that no one was at fault or no other vehicles were involved (30% and 25% respectively).

**Table 69: Details of most recent crash requiring medical treatment – Fault by type of bike (2013)**

Column %	Off road bike/trail bike (n=13)*	Road bike (n=55)	Scooter (n=6)*	Total (n=74)
Another party was at fault	11↓	52	61	46
I was at fault	5	26↑	0	18
No-one was at fault	30↑	4↓	12	10
No other vehicles involved	25↑	4	0	7
Both myself and another party were at fault	8	6	0	6
Other	21	7	15	12
Can't say	0	1	13↑	1

Q59 Who do you believe was at fault?

Q60 What type of bike were you riding?

Filter: Required medical treatment and crash occurred on-road/un-sealed road surface; Weighted; 2013 base n=74

"Other type of bike" not shown in table above

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

\* Small sample size

Those who experienced a crash on a sealed road in a built-up area were most likely to say another party was at fault (62%). While sample sizes were small and results should be treated as indicative, those who incurred a crash requiring medical attention on a sealed road in a rural area were most likely to say they were at fault (63%) with a higher proportion of those who incurred a crash on an unsealed road reporting that no-one was at fault (42%).

**Table 70: Details of most recent crash on-road requiring medical treatment – Perceived fault by crash location (on-road only) - 2013**

Column %	Sealed road, built-up area (n=52)	Sealed-road, rural area (n=13)*	Unsealed road (n=9)*	Total (n=74)
Another party was at fault	62↑	1↓	20	46
I was at fault	8↓	63↑	9	18
Other	13	13	8	12
No-one was at fault	7	0	42↑	10
No other vehicles involved	8	6	7	7
Both myself and another party were at fault	2↓	17	14	6
Can't say	1	0	0	1

Q59 Who do you believe was at fault?

Q61 Where did the crash occur?

Filter: Required medical treatment and crashed on-road/sealed surface; Weighted; 2012 base n = 81, 2013 base n=74.

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

\*Note: small sample sizes

In 2013, those whose crash occurred off-road were asked what they believed caused the crash. Among the 42 respondents, the most common response was rider error (24%), followed by lapse in concentration (20%) and road and trail conditions (18%). Trees were mentioned by 15%. Sample sizes were too small comparisons between 'off-road' locations.



**Table 71: Details of most recent crash off-road requiring medical treatment – Perceived cause (off -road only) - 2013**

Column %	2013
Rider error	24
Lapse in concentration	20
Road/trail conditions	18
Trees (e.g. fallen logs, overhanging branches)	15
Doing tricks	9
Terrain	8
Mechanical failure of the motorcycle	7
Weather conditions	4
Other	3

Q59a What caused your crash?

Q61 Where did the crash occur?

Filter: Required medical treatment and crashed off-road; Weighted; 2013 base n=42.

↕ indicates statistically significant difference compared to respondents **not** in that category

## Compensation

A third of riders said they received compensation for injuries from a motorcycle crash (33%). Among the 30 respondents who had received compensation or income support, the vast majority said they had received this from the TAC (80%) – this equates to a quarter (25%) of those who ever experienced a motorcycle crash requiring medical treatment or 12% of all of riders who had ever experienced a motorcycle crash at all in 2013. The remainder of sources for respondents to the 2013 Motorcycle Monitor included property/vehicle insurance organisations (15%) or through Centrelink (e.g. Disability Support Pension or Sickness Allowance) (14%) (See Table 72).

**Table 72: Details of compensation received**

Source of compensation	% 2012	% 2013
TAC	85	80
Property/vehicle insurance organisation	4	15
Centrelink (e.g. Disability Support Pension or Sickness Allowance)	0	14
WorkSafe/WorkCover/Comcare	8	4
Personal insurance organisation (e.g. health, income protection)	11	0
Other	22	7
Prefer not to say	0	0

Q64 From whom did you receive this compensation?

Filter: Ever crashed AND ever received compensation as a result of injuries from a motorcycle crash; Weighted; 2012 base n = 27; 2013 base n=30.

↕ indicates statistically significant difference compared to respondents **not** in that category

# 11. Respondent suggestions to improve rider safety

All respondents were asked unprompted if they had any suggestions about what the TAC could do to improve rider safety. These have been listed in Table 73.

In 2013, 72% of respondents made a suggestion to the TAC the remainder either not providing a response or saying there was nothing that the TAC could do and that it was up to individuals to be responsible for their own actions.

The suggestions that were made varied greatly. The most common theme related to improving the awareness of road users or providing education by providing training on motorcycle safety and road sharing (22%). Related to this were suggestions around developing awareness campaigns or continuing existing advertising campaigns relating to motorcycle safety, in addition to providing more dedicated rider training such as refresher courses and advanced training (8% and 7% respectively). Making the wearing of protective clothing mandatory also featured as suggestions (8%).

**Table 73: Suggestions to the TAC about what they can do to improve rider safety - 2013**

	%
Improve road user awareness /education (include training in motorcycle and push bike safety/sharing the road etc.)	22
Awareness campaigns / continue the advertising	8
Make the wearing of protective clothing mandatory	8
More dedicated rider training/awareness e.g. refresher courses/advanced driving/safety issues etc.	7
Comprehensive learner rider courses / more supervised training	6
Maintain the roads / fix defects / remove pot holes / clean up after road works	5
Increase awareness among riders of what to do in different riding conditions / ride safely - observe speed limits	5
Make the wearing of high visibility vests and jackets mandatory	5
Increase rider awareness/responsibilities on roads e.g. abide by road rules/consideration of other road users etc.	4
Subsidise training costs	3
Make licence harder to obtain - after 12 months / after obtaining full car licence...	3
Make it cheaper to purchase safety equipment and clothing / provide payment assistance	3
Improve road design / consider road safety in road design	3
Nothing TAC can do - It's up to the individual / riders are responsible for their own actions	2
Other mentions	7
No suggestions/none	26

*Q72 Would you like to make any suggestions to the TAC about what they can do to improve rider safety  
Total sample; Weighted; Base n = 593*

# 12. Appendices

## Demographics

**Table 74: Gender**

	Unweighted %	Weighted %
Male	74%	89%
Female	26%	11%
Total	100%	100%

Q2 Gender

Filter: 2013 ONLY; base n = 703

**Table 75: Age**

	Unweighted %	Weighted %
18-25 years	36%	6%
26-39 years	29%	27%
40+ years	35%	67%
Total	100%	100%

Q1 Age (Categories)

Filter: 2013 ONLY; base n = 701; 2 missing

**Table 76: Location (based on sample information)**

	Unweighted %	Weighted %
Balance of Victoria	42%	32%
Melbourne	58%	68%
Total	100%	100%

Sample variable - location

Filter: 2013 ONLY; base n = 703

**Table 77: Socio-Economic Index for Area Quintiles (based on sample information)**

	Unweighted %	Weighted %
Quintile 1 (Most disadvantaged)	13%	13%
Quintile 2	16%	13%
Quintile 3	17%	14%
Quintile 4	25%	25%
Quintile 5 (Least disadvantaged)	27%	34%
Not classified	1%	1%
Total	100%	100%

Sample variable – SEIFA Quintile

Filter: 2013 ONLY; base n = 703

**Table 78: Licence and registration**

	Unweighted %	Weighted %
Registration holder	46%	38%
Licence holder	98%	98%
Both registration and licence	44%	37%
Total	100%	100%

Sample variable – Licence and/or registration status

Filter: 2013 ONLY; base n = 703

Note: Does not add up to 100% as more than one category permissible

**Table 79: Motorcycle licence**

	Unweighted %	Weighted %
Yes - Learner	17%	2%
Yes - Probationary	13%	3%
Yes - Full	68%	92%
No - no motorcycle/motor-scooter licence	0%	0%
No - Never held a motorcycle/motor-scooter licence	1%	1%
No – No longer hold a motorcycle/motor-scooter licence	1%	1%
Subtotal - No licence	2%	2%
Total	100%	100%

Q4 Do you have a motorcycle licence?

Filter: 2013 ONLY; base n = 703

**Table 80: Main paid occupation**

	Unweighted %	Weighted %
Managers and administrators	17%	24%
Professionals and associate professionals	24%	26%
Technicians and trade workers	28%	27%
Clerical and administrative workers	7%	3%
Community and personal service workers	5%	4%
Sales workers	8%	7%
Machinery operators and drivers	3%	4%
Labourers and related workers	6%	5%
Other	1%	0%
Total	100%	100%

Q65 How would you describe your main paid occupation?

Filter: 2013 ONLY; Employed; base n = 703

**Table 81: Hours worked per week (employed only)**

	Unweighted %	Weighted %
8 hours or less	2%	1%
9-24 hours per week	8%	4%
25-37 hours per week	16%	15%
38 or more hours per week	74%	80%
Total	100%	100%

Q66 How many hours do you work in an average week?  
 Filter: 2013 ONLY; Employed; base n = 569

**Table 82: Marital Status**

	Unweighted %	Weighted %
Single	37%	16%
Married / living together with a partner / de facto	57%	76%
Divorced / separated	2%	5%
Widowed	1%	2%
Prefer not to say	2%	1%
Total	100%	100%

Q68b Marital status  
 Filter: 2013 ONLY; base n = 701; 2 missing

**Table 83: Children living in household**

	Unweighted %	Weighted %
Yes, there are children under 16 years old living at home	29%	33%
Yes, children aged 16 and over living at home	11%	13%
No, children living at home	57%	52%
Prefer not to say	3%	2%
Total	100%	100%

Q68c Are there children living in your household  
 Filter: 2013 ONLY; base n = 701; 2 missing

**Table 84: Interest in taking part in future TAC research**

	Unweighted %	Weighted %
No, I would not be interested	49%	43%
Yes, I would be interested	51%	57%
Total	100%	100%

Q78. Would you be interested in participating in other TAC research into motorcycle safety or other road safety related research?  
 Filter: 2013 ONLY; base n = 699; 4 missing

## Questionnaire

The online questionnaire has been included as an appendix of the report.

The hardcopy and/or the telephone survey differ slightly in the wording of instructions and have been included as appendices to a separate technical report.

## BACKGROUND TO PROJECT

The TAC is a statutory authority established under the Transport Accident Act 1986 (Vic) (Act) responsible for managing a compensation scheme which pays compensation to people who are injured as a result of transport accidents (TAC Clients).

Compensation payable by the TAC to TAC Clients includes medical services, rehabilitation services and disability services.

The TAC's responsibilities under the Act include:

- promoting the prevention of transport accidents and safety in the use of transport; and
- designing and promoting, so far as possible, programs designed to secure the early and effective medical and vocational rehabilitation of persons injured as a result of a transport accident

This survey will be conducted to gather detailed information about motorcycle riders and their attitudes toward road safety; and their behaviour while riding their motorcycles.

## SAMPLING & QUOTAS

A random selection of 2000 Victorian motorcycle licence holders and/or those with a registered motorcycle in their name stratified by age, gender, region and motorcycle status will have received an invitation to complete an online survey via mail, which also contains the option to complete the survey via telephone should they prefer. A hardcopy version of the questionnaire will be posted as part of the letter reminder. All those who have not completed the survey will also receive a follow-up telephone call reminder.

There are no quotas for this survey. Anyone who wishes to complete the survey will have the opportunity to do so.

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**NOTE: Basis for the 2013 questionnaire is the 2012 motorcycle survey**

**BLUE** = Computer programming instructions

**GREY TEXT** = NEW ADDITIONS/logic changes/changes to wording for 2013 Survey

## QUESTION SECTIONS

INTRODUCTION

SECTION A: **DEMOGRAPHICS**

SECTION B: **HISTORY OF MOTORCYCLE USE**

SECTION C: **LEARNING TO RIDE**

SECTION D: **RIDING HISTORY**

SECTION E: **MOTORCYCLES IN YOUR HOUSEHOLD**

SECTION F: **YOUR RECENT MOTORCYCLING ACTIVITY**

SECTION G: **PROTECTIVE MOTORCYCLE CLOTHING**

SECTION H: **ATTITUDES AND BEHAVIOURS**

SECTION G: **CRASH HISTORY**

SECTION A: **DEMOGRAPHICS (PART 2)**



## INTRODUCTION

### Welcome to the TAC Motorcycle Survey 2013

Thank you for agreeing to participate in this important survey.

The Transport Accident Commission (the TAC) has commissioned the Ipsos Social Research Institute as an independent research organisation to conduct this survey on their behalf. This survey will provide you the opportunity to have a say about road safety issues that are important to motorcyclists whether you ride regularly, occasionally or used to ride.

**This survey will take approximately 15 minutes to complete.**

At the end of the survey, you will have an opportunity to enter a draw for one of five cash prizes of \$250.

**Surveys completed online by 23 June 2013 will also be entered into an additional draw for a \$250 prize.**

Please log-in using the username and password provided on the letter you received

*Username and passwords are not case sensitive*

Username:	
Password:	

**If you have any questions about this study, with accessing the survey online or would prefer to complete the survey over the phone please call the Ipsos Survey Hotline on 1800 796 666 (freecall).**

Results of this survey will be made available on [www.spokes.com.au](http://www.spokes.com.au) and [www.tacsafety.com.au](http://www.tacsafety.com.au) in October 2013

#### **Privacy statement:**

*The results of this study will be reported in aggregate and your responses will remain anonymous. You should be aware that your name and contact details will be removed from your responses to this survey once all surveying is complete. When this has been done we will no longer be able to identify you with the responses you provided.*

*If you choose to enter the prize draw, your name and contact details will not be linked to your responses. However, for the period until the prize draw, your name and contact details will remain on file separate to your survey responses.*

*You will also be asked if you would be interested in taking part in other research for the Transport Accident Commission (the TAC). Your name and contact details will be collected separately to the prize draw and will only be forwarded to the TAC if you agree. Your personal details will remain separate to your responses.*

*You are able to contact us to request that we delete all of your personal information. If you wish to do this, please email [motorcyclesurvey@ipsos-research.com](mailto:motorcyclesurvey@ipsos-research.com) or feel free to contact the survey Completion Line on **1800 796 666**.*

Your name was randomly selected to take part in this research from a list of all Victorian motorcycle licence holders and those with registered motorcycles in their name from the VicRoads database. To view VicRoad's privacy statement online please click [here](#)

**Note:** The Australian Market and Social Research Society's Surveyline on 1300 364 830 is available for you to call if you would like to check if Ipsos is recognised by the society as a bona fide research company

----- [NEW SCREEN] -----

**Please note your responses will be anonymous.** The results of this survey will be reported as a summary of the overall findings and will not contain details of who took part.

**INSTRUCTIONS:**

Please DO NOT USE the 'Back' and 'Forward' buttons in the browser. **Doing so means you may have to start the survey again.** Please use the buttons at the bottom of each screen.

**If you are unable to finish the survey in one sitting, you can re-visit the survey by going to the link in your invitation letter and re-entering your username and password. The survey should open where you left off.**

----- [NEW SCREEN] -----

Please note for the purposes of this survey, a motorcycle includes: all registered **and** unregistered motorcycles that you own including all types of road bikes, off-road/trail bikes, scooters, or mopeds.

[INSERT IMAGE OF MOTORCYCLES INCLUDED]

This survey **EXCLUDES** motorised bicycles, quad bikes and toy motorcycles such as monkey bikes when referring to motorcycles.

[INSERT IMAGE OF MOTORCYCLES NOT INCLUDED]

[PROGRAMMING NOTE: PLEASE DO NOT INCLUDE SECTION HEADINGS ON SCREEN]

----- [NEW SCREEN] -----

**SECTION A: DEMOGRAPHICS**

[ASK ALL]

**Q1.** How old are you? (type in number of years) [OPEN RESPONSE]

Years

[LOGIC CHECK MUST BE AT LEAST 18 years but less than 99 years]

- Q2.** Are you...?
- Male----- 01
- Female ----- 02
- Q3.** What is your current employment status? *Select all that apply* **[MULTIPLE RESPONSE]**
- Employed full-time----- 01
- Employed part-time or casual ----- 02
- Self-employed ----- 03
- Student----- 04
- Unemployed ----- 05
- Home duties ----- 06
- Retired----- 07
- Other **[SPECIFY]** ----- 97

----- **[NEW SCREEN]** -----

## SECTION B: HISTORY OF MOTORCYCLE USE

**[ASK ALL]**

- Q4.** Do you have a **motorcycle** licence? *Select one only*
- Yes - Learner----- 01
- Yes - Probationary ----- 02
- Yes - Full----- 03
- No - Never held a motorcycle/motor-scooter licence ----- 05
- No – No longer hold a motorcycle/motor-scooter licence ----- 06

----- **[NEW SCREEN]** -----

**[DISPLAY FOLLOWING TEXT]**

*Please note:*

*For the purposes of this survey, a motorcycle includes all types of road bikes, off-road/trail bikes, scooters, or mopeds.*

*The following are **NOT** considered to be motorcycles: quad bikes, motorised bicycles; and toy motorcycles such as monkey bikes.*

----- **[NEW SCREEN]** -----

## SECTION C: LEARNING TO RIDE

**[Q11 MOVED HERE]**

**[NOTE CHANGE IN FILTER]**

**[ASK IF Q4 NOT = 05]**

- Q11.** At what age did you start riding a motorcycle? *Please type in number of years*

Years

**[LOGIC CHECK FOR AGE – MUST BE Q1 (Age) AT THE MOST; MUST BE <=5 – Error message – “You must enter 5 or older”]**

----- **[NEW SCREEN]** -----

[NEW in 2013]

**Q11B.** Who taught you to ride a motorcycle? *Select all that apply* [MULTIPLE RESPONSE]

Self-taught-----	01
Taught by parents -----	02
Taught by other family members -----	03
Taught by friends -----	04
Taught by an accredited riding instructor-----	05
Never learned to ride -----	06
Other [SPECIFY] -----	97

[NEW in 2013]

**Q11C.** Where did you learn to ride? *Select all that apply* [MULTIPLE RESPONSE]

Did a learners' course (e.g. Stay Upright)-----	01
Trial day (e.g. at a race track) -----	02
Off-road in national/state parks -----	03
Off-road on private property -----	04
On quiet back streets -----	05
Never learned to ride -----	06
Other [SPECIFY] -----	97

[IF Q11C = 06 – GO TO Q10]

----- [NEW SCREEN] -----

[NEW in 2013]

**Q11D.** How would you describe your riding experience prior to gaining your motorcycle learners permit? *Select one only*

Minimal (never ridden a motorcycle or only ridden a few times before getting my learners permit)-----	01
Moderate (ridden a motorcycle several times prior to gaining a learners permit) -----	02
Experienced (capable rider when learners permit attained) -----	03

[NEW in 2013]

- Q11E** What kind of motorcycle did you first learn to ride on? *Select one only*
- |                      |    |
|----------------------|----|
| Road bike-----       | 01 |
| Scooter-----         | 02 |
| Off-road bike-----   | 03 |
| Other [SPECIFY]----- | 97 |

----- [NEW SCREEN] -----

## SECTION D: RIDING HISTORY

[IF Q4=2 OR 3 OR 6 (Full or Probationary licence holder), ASK]

- Q5.** How old were you when you got your motorcycle licence? *Please exclude any time on L plates*

<input type="text"/>	Years
----------------------	-------

[LOGIC CHECK FOR AGE – MUST ≤ Q1 AGE]

----- [NEW SCREEN] -----

[IF Q4=1 (Learner licence holder), ASK]

- Q6.** How old were you when you got your motorcycle learner's permit? *Please type in number of years*

<input type="text"/>	Years
----------------------	-------

[LOGIC CHECK FOR AGE – MUST ≤ Q1 AGE]

----- [NEW SCREEN] -----

[ASK ALL]

- Q10.** Which of the following best describes your motorcycle riding history since you got your permit or licence?  
*Select one only*

- |  |    |
|--|----|
| I have never had a break from riding since learning to ride <b>and</b> ride regularly -----        | 01 |
| I have never had a break from riding since learning to ride <b>but</b> only ride occasionally----- | 02 |
| I had a break from riding and have started riding again -----                                      | 03 |
| I have stopped riding and may decide to ride in future-----  | 04 |
| I have stopped riding and do not intend to ride again -----  | 05 |
| I have never ridden a motorcycle-----  | 06 |

[NOTE SHOW CODES 1-6 IF Q4=5; SHOW CODES 1-5 if Q4 =1-3 OR 6]

[IF Q10= 06 GO TO Q65]

----- [NEW SCREEN] -----

- Q7.** Have you ridden a motorcycle in the last 12 months (either on or off-road)?
- Yes ----- 01
- No ----- 02

----- [NEW SCREEN] -----

[NEW IN 2013]

**[ASK IF Q10= 04 OR IF Q7 = 2 (If stopped riding but may ride in the future OR not ridden in last 12 months)]**

- Q7A.** What is the likelihood that you will ride again in the future? *Please use a 0-10 scale where 0 is extremely unlikely and 10 is extremely likely.*

Extremely unlikely										Extremely likely	Don't know
0	1	2	3	4	5	6	7	8	9	10	99

----- [NEW SCREEN] -----

[NEW IN 2013]

**[ASK IF Q10 = 03 (If had a break from riding and started again)]**

- Q7B.** You have said you have had a break from riding and have started riding again. Approximately, how long was the most recent break?
- Up to 11 months ----- 01
- 1-2 years ----- 02
- 3-5 years ----- 02
- 6-10 years ----- 04
- 11-15 years ----- 05
- 16-20 years ----- 06
- 21 years or more ----- 07

----- [NEW SCREEN] -----

**[IF Q7 = 1 (Ridden in last 12 months), ASK]**

- Q8.** 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) compared to driving a car? *Please enter percentages*

- a) Drive a car %
- b) Ride a motorcycle %
- TOTAL 100%**

**[USE TALLY TO SHOW WHEN TOTAL EQUALS 100%; NOTE: Ride a motorcycle must be more than 0%]**

**[PROGRAMMING INSTRUCTION – DRIVING CAN BE 0%]**

----- [NEW SCREEN] -----

- Q12.** [DELETED IN 2013 – REPLACED WITH Q11E]

----- [NEW SCREEN] -----

- Q13.** Have you ever done any motorcycle rider training courses? *Select all that apply* **[MULTIPLE RESPONSE, RANDOMISE]**

Learners' course (e.g. Stay Upright)-----	01
Advanced rider training -----	02
Track day riding courses-----	03
HART course -----	04
DECA course -----	05
Australian /California Superbike School [NEW IN 2013] -----	06
Other [SPECIFY] -----	97
None of the above [EXCLUSIVE] -----	99

----- [NEW SCREEN] -----

[(Q10 = 4 AND Q7=2) OR (Q10 =5 AND Q7=2) (If stopped riding) ASK]

**Q14.** How old were you when you stopped riding?

Years

[LOGIC CHECK FOR AGE –MUST BE >= Q5 OR >= Q6 AND <= Q1 (Age)]

----- [NEW SCREEN] -----

[IF Q7 = 2 (NOT Ridden in last 12 months) AND Q10 =1,2,3 OR 4 ASK]

**Q9.** What are the main reasons why you haven't ridden a motorcycle in the last 12 months? *Select all that apply*  
[MULTIPLE RESPONSE; RANDOMISE]

Motorcycle related injury-----	01
<u>Non</u> -motorcycle related injury -----	02
Went overseas/holiday -----	03
No longer own a motorcycle -----	04
Too expensive to maintain a motorcycle -----	05
Family commitments/change in lifestyle -----	06
Motorcycle broken down-----	07
Moved locations, so became too far to ride-----	08
Too busy/never have time to ride-----	09
Prefer to travel using other modes (drive, cycle, public transport etc. -----	10
Licence suspended [NEW IN 2013]-----	11
Other [SPECIFY] -----	97

----- [NEW SCREEN] -----

[IF Q10 = 5 (Stopped riding and won't ride again), ASK]

**Q9a.** What are the main reasons you stopped riding? *Select all that apply* [MULTIPLE RESPONSE; RANDOMISE]

Motorcycle related injury-----	01
<u>Non</u> -motorcycle related injury -----	02
Too expensive to maintain a motorcycle -----	03
Family commitments/change in lifestyle -----	04
Moved locations, so became too far to ride-----	05
Too busy/never have time to ride-----	06
Prefer to travel using other modes (drive, cycle, public transport etc. -----	07

Licence suspended [NEW IN 2013]----- 08  
 Safety concerns----- 09  
 No longer interested in riding/motorcycles ----- 10  
 Other [SPECIFY] ----- 97

----- [NEW SCREEN] -----

## SECTION E: MOTORCYCLES IN YOUR HOUSEHOLD

[NOTE CHANGE IN FILTER]

[ASK ALL]

**Q15.** How many motorcycles are kept at your home address **regardless of who owns them or registration status?**  
*Please exclude any motorcycles that have not been ridden in at least 12 months and that are not likely to be ridden in the next 12 months.*

[ADD IMAGES OF MOTORCYCLES TO INCLUDE AND MOTORCYCLES TO EXCLUDE HERE]

[NEW IN 2013 - SPLIT UP ROAD AND OFF ROAD]

Q15\_1

Road Motorcycles

Q15\_2

Off-road motorcycles

I have no motorcycles kept at my home address----- 99 [EXCLUSIVE]



----- [NEW SCREEN] -----

[NOTE CHANGE IN FILTER]

[ASK IF ( Q15a) + Q15b) ) >=1 AND NOT 99 (At least 1 bike kept at home address)]

**Q16.** Please provide details of the motorcycle you ride **most of the time**:

	Q16 i) TYPE OF BIKE <i>Please select</i>	Q16 ii) MAKE/BRAND <i>Please select</i>	Q16 iii)- YEAR OF MANUFACTURE <i>Please type year i.e. 1980 (Optional) [LOGIC CHECK 1900-2012 - OPTIONAL]</i>	Q16 iv)- CAPACITY <i>Please select</i>	Q16 v)- WHOSE BIKE? <i>Please select</i>	Q16 [NEW] vi) -Registered?
a.	DROP DOWN	DROP DOWN	PLEASE TYPE	DROP DOWN	DROP DOWN	DROP DOWN

['Drop down menus' BELOW:]

Type of bike PLEASE SELECT	MAKE/BRAND	CAPACITY	WHOSE BIKE?	Registered?
Off road bike/trail bike 01	Aprilia 01	0-125cc	Mine 01	Road registered 01
Road bike- Sports bike 02	Bolwell 02	126-250cc	Owned by another person living in my household	Recreational registered 03
Road bike- Sports tourer 03	BMW 03	251-400cc	02	Farm bike registered04
Road bike - Dual sport 04	Bug 04	401-550cc	Don't know 99	Not registered 05
Road bike - Tourer/cruiser 05	Buell 05	551-700cc		Unknown 99
Road bike - Other please specify 06	Ducati 06	701-850cc		
Scooter 08	Harley Davidson 07	851-1000cc		
Other specify 97	Honda 08	1001-1200cc		
Don't know 99	Husqvarna 09	1201-1400cc		
	Hyosung 10	1401cc+		
	Kawasaki 11	Don't know 99		
	KTM 12			
	Moto Guzzi 13			
	MV Agusta 14			
	Piaggio 15			
	Suzuki 16			
	TGB 17			
	Triumph 18			
	Vespa 19			
	Victory 20			
	VMoto 21			
	Yamaha 22			
	Other: Specify 97			
	Don't know 99			

----- [NEW SCREEN] -----

[ASK IF Q16 i = 6]

**Q16i(6)Specify:**

You selected "other road bike", please provide details of the type of road bike you ride most of the time. [OPEN ENDED]

[ASK IF Q16 i = 97]

**Q16i (97)Specify:**

You selected "other type of bike", please provide details of the type of bike you ride most of the time. [OPEN ENDED]

[ASK IF Q16ii = 97]

**Q16ii(97)Specify:**

You selected "other make/brand", please provide details of the make/brand of bike you ride most of the time. [OPEN ENDED]

----- [NEW SCREEN] -----

[CHANGE IN FILTER]

[ASK IF ( Q15\_1 + Q15\_2 ) >=2 AND Q15\_99 NOT = 1 (At least 2 bikes kept at home address)]

**Q17.** Please provide details of any **other motorcycles** (excluding the one you ride most often) that are kept at your home address:

[Programming: CREATE TABLE WITH ( Q15\_1 + Q15\_2 ) MINUS 1 ROWS TO MAX OF 3 ROWS]

[Programming: INSERT TEXT IF MORE THAN 4 MOTORCYCLES IN TOTAL: You have listed that there are [INSERT NUMBER MINUS 1] other motorcycles held at your home address, please provide details of the 3 that are ridden most often.]

	Q17 i) -- TYPE OF BIKE <i>Please select</i>	Q17 ii) MAKE/BRAND <i>Please select</i>	Q17 iii) YEAR OF MANUFACTURE <i>Please type year i.e. 1980 (Optional)</i>  [LOGIC CHECK 1900-2012 - OPTIONAL]	Q17 iv) CAPACITY <i>Please select</i>	Q17 v) -WHOSE BIKE? <i>Please select</i>	[NEW in 2013] Q17 vi) Registered?
b.	DROP DOWN	DROP DOWN	PLEASE TYPE	DROP DOWN	DROP DOWN	DROP DOWN
c.	DROP DOWN	DROP DOWN	PLEASE TYPE	DROP DOWN	DROP DOWN	DROP DOWN
d.	DROP DOWN	DROP DOWN	PLEASE TYPE	DROP DOWN	DROP DOWN	DROP DOWN

['Drop down menus' BELOW:]

Type of bike PLEASE SELECT	MAKE/BRAND	CAPACITY	WHOSE BIKE?	Registered?
Off road bike/trail bike 01	Aprilia 01	0-125cc 01	Mine 01	Road registered 01
Road bike- Sports bike 02	Bolwell 02	126-250cc 02	Owned by another	Recreational
Road bike- Sports tourer 03	BMW 03	251-400cc 03	person living in my	registered 03
	Bug 04	401-550cc 04	household 02	Farm bike registered
Road bike- Dual sport 04	Buell 05	551-700cc 05	Don't know 99	04
Road bike- Tourer/cruiser 05	Ducati 06	701-850cc 06		Not registered 05
Road bike- Other please specify 06	Harley Davidson 07	851-1000cc 07		Unknown 99
Scooter 08	Honda 08	1001-1200cc 08		
	Husqvarna 09	1201-1400cc 09		
	Hyosung 10	1401cc+ 10		
Other specify 97	Kawasaki 11	Don't know 99		
Don't know 99	KTM 12			
	Moto Guzzi 13			
	MV Agusta 14			
	Piaggio 15			
	Suzuki 16			
	TGB 17			
	Triumph 18			
	Vespa 19			
	Victory 20			
	VMoto 21			
	Yamaha 22			
	Other: Specify 97			
	Don't know 99			

**[PROGRAMMING NOTE: HOVER OVER TEXT OVER FIRST "MOTORCYCLES"]**

Please note: For the purposes of this survey, a motorcycle includes all registered and unregistered motorcycles that you own including all types of road bikes, off-road/trail bikes, scooters, or mopeds.

For the purposes of this survey, the following are NOT considered to be motorcycles: motorised bicycles; toy motorbikes such as monkey bikes; and quad bikes.]

**[NEW SCREEN]**

**[ASK IF Q17b-d i)= 6]**

**Q17i)b (6)Specify:**

You selected "other road bike" for the **second** bike you ride, please provide details of what type of road bike it is. **[OPEN ENDED]**

**Q17i)c (6)Specify:**

You selected "other road bike" for the **third** bike you ride, please provide details of what type of road bike it is **[OPEN ENDED]**

**Q17i)d (6)Specify:**

You selected "other road bike" for the **fourth** bike you ride, provide details of what type of road bike it is **[OPEN ENDED]**

**[ASK IF Q17b-d i) = 97]**

**Q17i)(97)Specify:**

You selected "other type of bike", for the **second** bike you ride, please provide details of what type of bike it is. [\[OPEN ENDED\]](#)

**Q17i)c (97)Specify:**

You selected "other type of bike", for the **third** bike you ride, please provide details of what type of bike it is. [\[OPEN ENDED\]](#)

**Q17i)d (97)Specify:**

You selected "other type of bike", for the **fourth** bike you ride, please provide details of what type of bike it is. [\[OPEN ENDED\]](#)

**[ASK IF Q17ii)= 97]**

**Q17ii)b (97)Specify:**

You selected "other make/brand", for the **second** bike you ride, please provide details of what make/brand it is. [\[OPEN ENDED\]](#)

**Q17ii)c (97)Specify:**

You selected "other make/brand", for the **third** bike you ride, please provide details of what type of bike this is. [\[OPEN ENDED\]](#)

**Q17ii)d (97)Specify:**

You selected "other make/brand", for the **fourth** bike you ride, please provide details of what type of bike this is. [\[OPEN ENDED\]](#)

----- [\[NEW SCREEN\]](#) -----

**SECTION F: YOUR RECENT MOTORCYCLING ACTIVITY**

**[ASK IF Q7 = 1 (If ridden in last 12 months) AND Q10 = 1, 2, OR 3]**

**Q18.** Thinking about your **riding** over the last 12 months, approximately what percentage of the time did you ride in the following categories **excluding any riding you might do for work purposes?** *Please enter percentages.*

- |  |   |
|--|---|
| a) Commuting purposes (going to work, study, shops)                      | % |
| b) Recreation on-road (public roads, highways, freeways)                 | % |
| c) Recreation off-road (tracks in national parks or on private property) | % |

<b>TOTAL</b>	<b>100%</b>
--------------	-------------

**[USE TALLY TO SHOW WHEN TOTAL EQUALS 100%]**

----- [\[NEW SCREEN\]](#) -----

- Q19.** [DELETED 2013]  
**Q20.** [DELETED 2013]  
**Q21.** [DELETED 2013]  
**Q22.** [DELETED 2013]

Q23. [DELETED 2013]

Q24. [DELETED 2013]

----- [NEW SCREEN] -----

[IF Q18 b)> 0% OR Q18 c)> 0% (If ride recreationally on or off road), ASK]

Q25. Where do you do most of your recreational riding (on-road or off-road)? *Select all that apply* [MULTIPLE RESPONSE]

State/national parks ----- 01  
Private land ----- 02  
Public roads in metro areas ----- 03  
Public roads in rural/non-built up areas ----- 04  
Other [SPECIFY] ----- 97

[NEW IN 2013]

[IF Q18 b)> 0% OR Q18 c)> 0% (If ride recreationally on or off road), ASK]

Q25A. When riding recreationally (on-road or off-road), do you *mainly* ride...?

On your own ----- 01  
With 1 other person ----- 02  
With 2-3 other people ----- 03  
4 -6 other people ----- 04  
7 or more other people ----- 05

----- [NEW SCREEN] -----

Q26. [DELETED 2013]

----- [NEW SCREEN] -----

[NEW IN 2013]

[IF Q18 b)> 0% OR Q18 c)> 0% (If ride recreationally on or off road), ASK]

Q26A. Do you ride recreationally (on-road or off-road) with an organised riding group or club?

Yes, I currently ride with an organised riding group or club ----- 01  
No, but I used to ride with an organised riding group or club ----- 02  
No, I have not ridden with an organised riding group or club ----- 03  
Prefer not to say ----- 99

----- [NEW SCREEN] -----

[NEW IN 2013]

[IF Q26A =1 OR 2 ASK]

Q26B. What is the name of the riding group(s) or riding club(s) have you ridden with? [OPEN ENDED]

Prefer not to say ----- 99

----- [NEW SCREEN] -----

Q27. [DELETED 2013]

Q28. [DELETED 2013]

----- [NEW SCREEN] -----

[IF Q7= 1, ASK]

**Q29.** In the last 12 months, how many kilometres did you ride ON ANY motorcycle on the road for any reason? An approximate number is OK. *Please answer one of the below only.*

Km

In an average WEEK

[FOR WEEK LOGIC CHECK FOR MUST BE LESS THAN 9999 Error message: "Response must be lower than 9999 in an average week" ]

OR

Km

In an average MONTH

[LOGIC CHECK FOR MONTH MUST BE LESS THAN 25,000 – Error message: "Must be lower than 25000 for an average month" ]

OR

Km

In the last YEAR

[LOGIC CHECK FOR YEAR MUST BE LESS THAN 250,000 – Error message: "Response must be less than 250000 in a year"]

Don't know/can't say ----- 99

----- [NEW SCREEN] -----

[IF Q10 = 1, 2 OR 3 ASK (NOTE HC – ONLY ASKED IF RIDDEN IN LAST YEAR FOR Q30- Q38) – ANALYSIS  
FILTIR TO ACTIVE RIDERS ]

**Q30.** Are you planning to purchase a motorcycle in the future (either as your first bike, a replacement for or in addition to the one(s) you already have)? *Select one only.*  
*This can be either new or used.*

Yes, in the next 12 months----- 01

Yes, after 12 months----- 02

No, I am not planning to purchase a motorcycle in the future----- 03

I have not decided yet----- 04

----- [NEW SCREEN] -----

[ASK IF Q30= 01 OR 02 (If planning to purchase a motorcycle in the future) [HC – IF RIDDEN IN LAST 12 MONTHS ONLY - ANALYSIS FILTER TO ACTIVE RIDERS]

**Q31.** Do you intend to buy a new or a used motorcycle? [SINGLE RESPONSE]

New motorcycle ----- 01  
Used motorcycle ----- 02  
Haven't decided yet ----- 03

HC – IF RIDDEN IN LAST 12 MONTHS ONLY - ANALYSIS FILTER TO ACTIVE RIDERS

**Q32.** What type of motorcycle do you intend to buy? *Select one only* [SINGLE RESPONSE]

**Off-road bike [HEADING ONLY]**

Off road bike/trail bike ----- 01

**Road bike [HEADING ONLY]**

Sports bike ----- 02

Sports tourer ----- 03

Dual sport ----- 04

Tourer/cruiser ----- 05

Scooter ----- 07

Other road bike [PLEASE SPECIFY] ----- 08

Other specify ----- 97

Can't recall ----- 99

HC – IF RIDDEN IN LAST 12 MONTHS ONLY - ANALYSIS FILTER TO ACTIVE RIDERS

**Q33.** What brand/make of motorcycle are you most likely to buy? [OPEN ENDED]

----- [NEW SCREEN] -----

[ASK IF Q32= 01 (planning to purchase an off-road motorcycle) HC – IF RIDDEN IN LAST 12 MONTHS ONLY - ANALYSIS FILTER TO ACTIVE RIDERS)

**Q34.** You have said you are planning to purchase an off road or trail bike. Do you intend to register this off road/trail bike?

Yes - with full road registration ----- 01

Yes - with recreational registration ----- 02

Yes – with farm bike registration [NEW IN 2013] ----- 04

No, I do not intend to register this motorcycle ----- 03

----- [NEW SCREEN] -----

[IF 0 = 03 (No don't intend to register off-road motorcycle) HC – IF RIDDEN IN LAST 12 MONTHS ONLY - ANALYSIS FILTER TO ACTIVE RIDERS]

**Q35.** Why don't you plan to register this off road trail bike? *Select all that apply* [RANDOMISE]

Cost of registration ----- 01

Inconvenience ----- 02

I won't ride it much ----- 03

I don't have to register it ----- 04

Didn't know I could register it [NEW 2013] ----- 97

Other [PLEASE SPECIFY] ----- 05

Don't know/can't say ----- 99

----- [NEW SCREEN] -----

[IF Q10 = 1, 2 OR 3 ASK ] HC – IF RIDDEN IN LAST 12 MONTHS ONLY - ANALYSIS FILTER TO ACTIVE RIDERS

**Q36.** Have you heard of any of the following motorcycle safety features? *Select all that apply.* [MULTIPLE RESPONSE, RANDOMISE]

- ABS (Anti-lock braking system) ----- 01  
Low tyre pressure indicators ----- 02  
Speed limiter function ----- 03  
Blind spot warning sensor ----- 04  
Traction control ----- 05  
Emergency brake assist (EBA) ----- 06  
Electronic brake force distribution (EDA) ----- 07  
Airbags (on bike) ----- 10  
Airbags (in clothing) ----- 11  
Electronic Stability Control ----- 12  
Other [SPECIFY] ----- 97  
  
I have heard of none of the above ----- 99

----- [NEW SCREEN] -----

[[ASK IF Q15 >=1 AND NOT 99 (At least 1 bike kept at home address)]

AND IF Q16ai NOT 01 (i.e. MAIN MOTORCYCLE IS NOT OFF ROAD)] HC – IF RIDDEN IN LAST 12 MONTHS ONLY - ANALYSIS FILTER TO ACTIVE RIDERS

**Q37.** Does your current road motorcycle (the one you mostly ride) have ABS (Anti-lock braking system)?  
Yes ----- 01  
No ----- 02  
Don't know ----- 99



----- [NEW SCREEN] -----

**[ASK IF Q30= 01 (Intend to buy a motorcycle in next 12 months) OR 02 and Q32 IS NOT 01 (Not an off-road motorcycle)] HC – IF RIDDEN IN LAST 12 MONTHS ONLY - ANALYSIS FILTER TO ACTIVE RIDERS**

- Q38.** Would you look for ABS (Anti-lock braking system) on your next motorcycle?
- Yes ----- 01
- No ----- 02
- Haven't decided yet ----- 99
- Didn't know it was available----- 97

----- [NEW SCREEN] -----

## SECTION G: PROTECTIVE MOTORCYCLE CLOTHING

**[ASK ALL OF SECTION E IF Q7 = 1 (Ridden in last 12 months) AND Q10 = 1, 2 OR 3 (Currently riding)] HC – IF RIDDEN IN LAST 12 MONTHS ONLY - ANALYSIS FILTER TO ACTIVE RIDERS**

- Q39.** How many of the following do you own? If you do not own any, please insert 'O' **[MULTIPLE RESPONSE]**

*Please hover mouse over the items for an image of relevant item if you are not sure*

**[INSERT IMAGES TO APPEAR WHEN MOUSE HOVERS OVER PROTECTIVE GEAR]**

Item	Insert number
aa) Motorcycle helmet – open face <b>[NEW in 2013]</b>	
ab) Motorcycle helmet – full face <b>[NEW in 2013]</b>	
a) Pair(s) of motorcycle riding boots	
b) Pair(s) of motorcycle riding gloves	
c) Motorcycle riding jacket(s)	
d) Pair(s) of motorcycle riding pants	
e) One piece riding suit(s) <i>(Note: this refers to a suit where parts cannot be detached to be worn as separate pieces)</i>	

----- [NEW SCREEN] -----

[IF ANY Q39 a-f >1 ASK:] HC – IF RIDDEN IN LAST 12 MONTHS ONLY - ANALYSIS FILTER TO ACTIVE RIDERS

**Q40.** You have mentioned that you own multiple:

[INSERT PROTECTIVE ITEMS FROM Q39 IF GREATER THAN 1

IF Q39 aa) + ab) >1 INSERT Motorcycle helmets [NEW IN 2013]

IF Q39 b) >1 INSERT Pairs of motorcycle riding boots

IF Q39 c) >1 INSERT Pairs of motorcycle riding gloves

IF Q39 d) >1 INSERT Motorcycle riding jackets

IF Q39 e) >1 INSERT Pairs of motorcycle riding pants

IF Q39 f) >1 INSERT One piece riding suits]

What are the main reasons you have more than one of the above? [OPEN ENDED]

----- [NEW SCREEN] -----

[IF Q39 NOT (AB, B, C D AND E = ALL AT LEAST 1) OR (AB, B, C AND F = ALL AT LEAST 1), ASK]

[IF Q39 NOT (AA, B, C D AND E = ALL AT LEAST 1) OR (AA, B, C AND F = ALL AT LEAST 1), ASK]

HC – IF RIDDEN IN LAST 12 MONTHS ONLY - ANALYSIS FILTER TO ACTIVE RIDERS

**Q41.** What are the main reasons you don't own more protective motorcycle clothing? *Select all that apply*  
[MULTIPLE RESPONSE, RANDOMISE]

Too expensive -----	01
Don't think I need it -----	02
Haven't gotten around to buying it -----	03
Inconvenient to put on/wear -----	04
Only do country/off-road riding -----	05
Uncomfortable to wear / restrictive to wear -----	06
I rarely ride my bike -----	07
I only ride for short trips -----	08
Other [SPECIFY] -----	97

----- [NEW SCREEN] -----

[ASK IF Q7 = 1 (Ridden in last 12 months) AND Q10 = 1, 2 OR 3 (Currently riding)] HC – IF RIDDEN IN LAST 12 MONTHS ONLY - ANALYSIS FILTER TO ACTIVE RIDERS

**Q42.** When riding a motorcycle, how often do you wear the following items of protective motorcycle clothing?

	All the time	Most of the time	About half the time	Some of the time	Never	Don't Know
a) Motorcycle helmet	05	04	03	02	01	99
b) Motorcycle riding boots	05	04	03	02	01	99
c) Motorcycle riding gloves	05	04	03	02	01	99
d) Motorcycle riding jacket	05	04	03	02	01	99
e) Motorcycle riding pants	05	04	03	02	01	99
f) One piece riding suit (Note: this refers to a suit where parts cannot be detached to be worn as separate pieces)	05	04	03	02	01	99
g) Other boots (i.e. not motorcycle specific riding boots) [NEW IN 2013]	05	04	03	02	01	99

----- [NEW SCREEN] -----

[IF Q42 A, B, C, D AND E NOT ALL = 5 OR Q42 A, B, C, AND F NOT ALL = 5, ASK] HC – IF RIDDEN IN LAST 12 MONTHS ONLY - ANALYSIS FILTER TO ACTIVE RIDERS

[NEW WORDING IN 2013]

**Q43.** You have said you do not wear a jacket with pants (or one piece suit) with riding boots, gloves and helmet every time you ride. What are the main reasons you do not wear a complete set of gear every time you ride?

[OPEN RESPONSE]

----- [NEW SCREEN] -----

HC – IF RIDDEN IN LAST 12 MONTHS ONLY - ANALYSIS FILTER TO ACTIVE RIDERS

**Q44.** Do you own any of the following pieces of body armour? *Select all that apply This includes body armour that forms part of other gear i.e. inside a jacket etc.* [MULTIPLE RESPONSE]

- Back protector (separate piece) ----- 01  
 Chest protector (separate piece) ----- 02  
 Inserts for riding jackets----- 03  
 Inserts for riding pants----- 04  
  
 Body armour kit ----- 08  
 LEATT Neck brace----- 06  
 Other body armour [PLEASE SPECIFY]----- 07  
  
 None of the above----- 99

----- [NEW SCREEN] -----

HC – IF RIDDEN IN LAST 12 MONTHS ONLY - ANALYSIS FILTER TO ACTIVE RIDERS

**Q45.** What, if any, motorcycle clothing do you intend to buy in the next 6 months? *Select all that apply* [MULTIPLE RESPONSE – EXCLUSIVE 01]

- Don't intend to buy any----- 01  
 Helmet----- 02  
 Gloves ----- 03  
 Boots----- 04  
 Jacket----- 05  
 Pants----- 06  
 Body Armour----- 07  
 LEATT Neck Brace----- 08  
 Other [SPECIFY] ----- 97  
 Don't know ----- 99

----- [NEW SCREEN] -----

HC – IF RIDDEN IN LAST 12 MONTHS ONLY - ANALYSIS FILTER TO ACTIVE RIDERS

**Q46.** When purchasing motorcycle clothing, do you look for the CE (European Union), the Snell logo or other motorcycle protective clothing standard marks on garments? [INSERT NEW image of CE logo and SNELL LOGO BSI logo]

- Yes ----- 01  
 No ----- 02  
 Don't know what the CE (European Union) standard and/or Snell is [NEW IN 2013]----- 99

----- [NEW SCREEN] -----

**SECTION H: ATTITUDES AND BEHAVIOURS**

[ASK SECTION F Q47-Q48E IF Q7=1 (If ridden in last 12 months) AND Q10 = 1-3 (Haven't had a break from riding or had a break and are riding again)]

For the following questions, we are asking about what you do when you're riding your motorcycle on the road, not when you are driving a car.

**Q47.** Have you been pulled over by police **for any reason** while riding your motorcycle in the last 12 months?

Yes ----- 01  
No ----- 02  
Prefer not to say ----- 98  
Can't recall ----- 99

----- [NEW SCREEN] -----

[ASK IF Q47=1]

**Q48.** Why were you pulled over? *If you have been pulled over more than once, or for multiple reasons, please select all that apply.* [MULTIPLE RESPONSE, RANDOMISE]

Breath tested ----- 01  
Drug tested ----- 02  
Loud pipes/exhaust ----- 03  
Routine licence check ----- 04  
Speeding ----- 05  
Other [PLEASE SPECIFY] ----- 06  
Prefer not to say ----- 98  
Can't recall ----- 99

----- [NEW SCREEN] -----

[NEW IN 2013]

[IF Q7=1 (If ridden in last 12 months) AND Q10 = 1-3 (Haven't had a break from riding or had a break and are riding again)]

**Q48A.** In the last 12 months, how many times, if any, have you been **breath-tested** when riding your motorcycle?

*Please select from below or type in number of times*

Zero ----- 00

times

Prefer not to say ----- 98  
Can't recall ----- 99

----- [NEW SCREEN] -----

[NEW IN 2013]

[IF Q7=1 (If ridden in last 12 months) AND Q10 = 1-3 (Haven't had a break from riding or had a break and are riding again)]

**Q48B.** In the last 12 months, how many times, if any, have you been **drug-tested** when riding your motorcycle?  
Please select from below or type in number of times

Zero ----- 00

times

Prefer not to say ----- 98

Can't recall ----- 99

----- [NEW SCREEN] -----

[NEW IN 2013]

[ASK IF Q48B NOT 0, 98 or 99]

**Q48C** Thinking of the most recent time, what type of drug test was it? *Select one only*

Saliva test ----- 01

Breath test ----- 02

Other test [PLEASE SPECIFY] ----- 03

----- [NEW SCREEN] -----

[NEW IN 2013]

[IF Q7=1 (If ridden in last 12 months) AND Q10 = 1-3 (Haven't had a break from riding or had a break and are riding again)]

**Q48D** In the last 12 months, have you ridden your motorcycle when you knew, or thought you were possibly over the legal blood alcohol limit?

Yes ----- 01

No ----- 02

Not applicable (I don't drink alcohol) ----- 03

I'd prefer not to say ----- 99

----- [NEW SCREEN] -----

[NEW IN 2013]

[ASK IF Q48D = 01 (Drove over limit) ]

**Q48E.** What was the main reason for riding your motorcycle when you knew or thought you were over the legal blood alcohol limit? [OPEN ENDED]

[NOTE NEW FILTER]

[ASK ALL] (HC FILTER Q7 = 1 – ANALYSIS TO Q7 = 1 ONLY)]

**Q49.** Have you been **caught** speeding while riding your motorcycle (not in your car or other vehicle) in the last 12 months (either by police or a fixed/mobile camera)?

Yes ----- 01

No ----- 02

I'd prefer not to say----- 99

----- [NEW SCREEN] -----

[IF Q49 = 01 (if caught speeding), ASK] (HC FILTER Q7 = 1 – ANALYSIS TO Q7 = 1)]

**Q50.** How many times have you been caught speeding on your motorcycle in the last 12 months?

times

I'd prefer not to say----- 99

----- [NEW SCREEN] -----

[ASK ALL] (HC FILTER Q7 = 1 – ANALYSIS TO Q7 = 1)]

**Q51.** How fast should people be allowed to ride a motorcycle in a **60km/h** zone without being booked for speeding?

km per hour

Don't know ----- 99

----- [NEW SCREEN] -----

[IF 0>60 NOT 99, ASK] (HC FILTER Q7 = 1 – ANALYSIS TO Q7 = 1)]

**Q52.** When you have the opportunity, how often do you ride above [INSERT 0] km per hour in a 60km/h zone?  
*Select one only*

None of the time ----- 01

Some of the time (Less than half but not never) ----- 02

About half the time (50%) ----- 03

Most of the time (More than half but not all) ----- 04

All of the time ----- 05

Don't know ----- 99

----- [NEW SCREEN] -----

IF 0<=60 OR 0 = 99, ASK (HC FILTER Q7 = 1 – ANALYSIS TO Q7 = 1)]

**Q52a** When you have the opportunity, how often do you ride **above 60km per hour** in a 60km/h zone? *Select one only*

- None of the time ----- 01
- Some of the time (Less than half but not never) ----- 02
- About half the time (50%) ----- 03
- Most of the time (More than half but not all) ----- 04
- All of the time ----- 05
- Don't know ----- 99

----- [NEW SCREEN] -----

[ASK ALL] (HC FILTER Q7 = 1 – ANALYSIS TO Q7 = 1)]

**Q53.** How fast should people be allowed to ride a motorcycle in a **100km/h** zone without being booked for speeding?

km per hour

Don't know ----- 99

----- [NEW SCREEN] -----

[IF Q53>100 ASK:] (HC FILTER Q7 = 1 – ANALYSIS TO Q7 = 1)]

**Q54.** When you have the opportunity, how often do you ride above **[INSERT Q53]** kph in a 100km/h zone? *Select one only*

- None of the time ----- 01
- Some of the time (Less than half but not never) ----- 02
- About half the time (50%) ----- 03
- Most of the time (More than half but not all) ----- 04
- All of the time ----- 05
- Don't know ----- 99



----- [NEW SCREEN] -----

[IF Q53<=100 OR Q53=99 ASK:] (HC FILTER Q7 = 1 – ANALYSIS TO Q7 = 1)]

**Q54a** When you have the opportunity, how often do you ride **above 100kph** in a 100km/h zone? *Select one only*

None of the time ----- 01  
Some of the time (Less than half but not never) ----- 02  
About half the time (50%) ----- 03  
Most of the time (More than half but not all) ----- 04  
All of the time ----- 05  
Don't know ----- 99

----- [NEW SCREEN] -----

[ASK ALL]

**Q55.** To what extent do you agree or disagree with the following statements? [RANDOMISE STATEMENTS]

		Strongly disagree	Somewhat disagree	Neither	Somewhat agree	Strongly agree	Don't know
a)	I ride over the speed limit if I'm sure I'll get away with it	01	02	03	04	05	99
b)	I think motorcyclists should always wear motorcycle clothing (jacket, pants, boots and gloves) while riding	01	02	03	04	05	99
c)	[REMOVED IN 2013]						
d)	There should be a government scheme to help me purchase motorcycle clothing	01	02	03	04	05	99
e)	Motorcycle clothing protects me in the event of a crash	01	02	03	04	05	99
f)	[NEW in 2013] Riding while tired can be as dangerous as drink-riding	01	02	03	04	05	99
g)	[NEW in 2013] The only remedy for fatigue while riding is to stop riding and rest	01	02	03	04	05	99
h)	[NEW IN 2013] People returning to motorcycling after a break should have to undertake a motorcycle training course	01	02	03	04	05	99
i)	[NEW IN 2013] Drivers don't understand what it is like to be a motorcyclist	01	02	03	04	05	99

----- [NEW SCREEN] -----

[NEW IN 2013]

[ASK ALL]

**Q55I.** If you are feeling tired when riding a motorcycle, what do you normally do? [OPEN ENDED]

----- [NEW SCREEN] -----

## SECTION G: CRASH HISTORY

[ASK ALL]

- Q56.** Have you ever had a crash while riding a motorcycle?  
*Please do not include dropping your bike while stationary or a crash that occurred while participating in motorcycle sport.*

Yes ----- 01  
No ----- 02  
Prefer not to say ----- 99

----- [NEW SCREEN] -----

[IF Q56 = 1 (experienced a crash), ASK]

- Q57.** Have you required medical treatment as a result of any motorcycle accident?

Yes ----- 01  
No ----- 02

----- [NEW SCREEN] -----

[IF Q57= 1 (experienced a crash that required medical treatment) ASK]

**Thinking about the most recent crash where you required medical treatment...**

- Q58.** When did the crash occur? *Select one only*

Within the last 12 months----- 01  
1 to 5 years ago----- 02  
6 to 10 years ago ----- 03  
11 or more years ago----- 04  
Can't say----- 99

- Q60.** What type of bike were you riding? *Select one only*

**Off-road bike [HEADING ONLY]**

Off road bike/trail bike ----- 01

**Road bike [HEADING ONLY]**

Sports bike ----- 02  
Tourer/cruiser ----- 05  
Scooter----- 07  
Sports tourer ----- 03  
Dual sport----- 04  
Other road bike [PLEASE SPECIFY] ----- 08  
  
Other specify----- 97  
Can't recall ----- 99

----- [NEW SCREEN] -----

[IF Q57= 1, ASK]

- Q61.** Where did the crash occur? *Select one only*

Sealed road, built-up area ----- 01  
Sealed-road, rural area ----- 02

Unsealed road -----	03
Track in state park /forest/plantation-----	04
Private property -----	05
Public land in residential areas (e.g. park, reserve, bicycle track) -----	06
On a race track (on a track day or as part of a riding course)-----	07
Other <b>[SPECIFY]</b> -----	97

**[IF Q61 = 07 GO TO DEMOGRAPHICS]**

----- **[NEW SCREEN]** -----

**[NOTE NEW FILTER IN 2013]**

**[IF Q57= 1 (experienced a crash that required medical treatment) AND Q61 =01 OR 02 OR 3 (On sealed or unsealed road) ASK]**

<b>Q59.</b>	Who do you believe was at fault? <i>Select one only</i>	
	I was at fault -----	01
	Another party was at fault -----	02
	Both myself and another party were at fault -----	03
	No-one was at fault -----	04
	No other vehicles involved -----	05
	Other <b>[SPECIFY]</b> -----	06
	Can't say-----	99

----- **[NEW SCREEN]** -----

**[NEW IN 2013]**

**[IF Q57= 1 (experienced a crash that required medical treatment) AND Q61 =03 OR 04 OR 05 OR 06 off road surface ASK]**

<b>Q59A</b>	What caused your crash? <i>Select as many as apply</i>	
	Road/trail conditions -----	01
	Terrain -----	02
	Trees (e.g. fallen logs, overhanging branches) -----	03
	Weather conditions-----	04
	Rider error -----	05
	Lapse in concentration -----	06
	Mechanical failure of the motorcycle -----	07
	Doing tricks-----	08
	Other <b>[SPECIFY]</b> -----	97
	Can't say-----	99

----- [NEW SCREEN] -----

[IF Q57= 1, AND NOT Q61 = 07 ASK]

**Q62.** What sort of treatment did you require? *Select all that apply* [MULTI RESPONSE]

- Admitted to hospital (in a ward) ----- 01
- Went to Emergency ----- 02
- Treated by ambulance at the scene ----- 03
- Went to my doctor ----- 04
- Saw a physiotherapist/chiropractor or similar ----- 05
- Admitted to a rehabilitation facility ----- 06
- Other [SPECIFY] ----- 97
- Can't say/don't recall ----- 99

----- [NEW SCREEN] -----

[IF Q57= 1, ASK]

**Q63.** Have you ever received any compensation or income support as a result of injuries received from a motorcycle crash? *Select one only*

- Yes ----- 01
- No ----- 02
- Prefer not to say ----- 98

----- [NEW SCREEN] -----

[IF 0= 01, ASK]

**Q64.** From whom did you receive this compensation? *Select all that apply*

- TAC ----- 01
- WorkSafe/WorkCover /Comcare ----- 02
- Personal insurance organisation (e.g. health, or income protection) ----- 04
- Property/vehicle insurance organisation ----- 05
- Centrelink (e.g. Disability Support Pension or Sickness Allowance) ----- 06
- Other [SPECIFY] ----- 97
- Prefer not to say ----- 98

## SECTION A: DEMOGRAPHICS (PART 2)

We now have a few questions to help us with the analysis:

[IF Q3 = 1, 2 OR 3 (If employed or self employed) ASK]

**Q65.** How would you describe your main **paid** occupation? *Select one category only*

**Managers and administrators** ----- 01

*For example: Hospitality, retail and service managers, Specialist managers, Farmers and farm managers, Chief executives, General managers and legislators*

**Professionals & Associate professionals** ----- 02

*For example: Legal, social and welfare professionals, ICT professionals, Health professionals, Education professionals, Design, engineering, science and transport professionals, Business, human resource and marketing professionals, Arts and media professionals*

**Technicians and trade workers** ----- 03

*For example: Other technicians and trades workers, Skilled animal and horticultural workers, Food trades workers, Electro-technology and telecommunications trades workers, Construction trades workers, Automotive and engineering trades workers, Engineering, ICT and science technicians*

**Clerical and administrative workers** ----- 04

*For example: Other clerical and administrative workers, Clerical and office support workers, Numerical clerks, Inquiry clerks and receptionists, General clerical workers, Personal assistants and secretaries, Office managers and program administrators*

**Community and personal service workers** ----- 05

*For example: Sports and personal service workers, Protective service workers, Hospitality workers, Carers and aides, Health and welfare support workers*

**Sales workers** ----- 06

*For example: Sales support workers, Sales assistants and salespersons, Sales representatives and agents*

**Machinery operators and drivers** ----- 07

*For example: Store person, Road and rail drivers, Mobile plant operators, Machine and stationary plant operators*

**Labourers and related workers** ----- 08

*For example: Food preparation assistants, Farm, forestry and garden workers, Factory process workers, Construction and mining labourers, Cleaners and laundry workers*

Other [SPECIFY] ----- 97

----- [NEW SCREEN] -----

[IF Q3 = 1, 2 OR 3 (If employed or self employed) ASK]

**Q66.** How many hours do you work in an average week?

Hours per week

[LOGIC CHECK – MAX OF 168 HOURS]

----- [NEW SCREEN] -----

[ASK IF Q10 = 1-3 AND Q3 = 1-3]

**Q67.** Do you ride a motorcycle as part of your employment (excluding any riding to and from work)? *Select one only*

Yes ----- 01

No ----- 02

----- [NEW SCREEN] -----

**Q68.** [DELETED 2013]

[NEW IN 2013]

**Q68A** What is your residential postcode?

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----- [NEW SCREEN] -----

[NEW IN 2013]

**Q68B** Are you...?

Single ----- 01

Married / living together with a partner/ de facto ----- 02

Divorced / separated ----- 04

Widowed ----- 05

Prefer not to say ----- 99

[NEW IN 2013]

- Q68C** Are there children living in your household...?
- Yes, there are children under 16 years old living at home ----- 01
- Yes, children aged 16 and over living at home ----- 02
- No, children living at home ----- 03
- Prefer not to say ----- 99

----- [NEW SCREEN] -----

## SECTION K: TELEPHONE SERVICES [DELETED IN 2013]

[DELETED Q69-71]

----- [NEW SCREEN] -----

## SECTION L: CLOSING

- Q72.** Lastly, would you like to make any suggestions to the TAC about what they can do to improve rider safety?  
[OPEN ENDED; OPTIONAL]

----- [NEW SCREEN] -----

- Q73.** Would you be interested in participating in other TAC research into motorcycle safety or other road safety related research?

*If you are interested in taking part in other research, your name and contact details will be forwarded to the TAC. Please be assured that your personal details will be treated in strict confidence and will remain separate to your responses to this survey.*

No, I would not be interested ----- 01

Yes, I would be interested (please provide your details below)----- 02

Name:

Contact phone:

OR

Email address:

----- [NEW SCREEN] -----

- Q74.** Thank you. You have reached the end of this survey. The results of this survey will be published on [www.spokes.com.au](http://www.spokes.com.au) and [www.tacsafety.com.au](http://www.tacsafety.com.au) in October 2013.

If you would like to enter the prize draw, please enter your details below

**[IF DATE IS 13 June 2013 OR EARLIER –** Surveys completed prior to 17 June 2013 will also be entered into an additional prize draw]

Note: Your personal details will be treated in strict confidence and will only be used for the purpose of the prize draw. All of your personal details will be deleted once prize draws have been completed. (Please note: this will be kept separate to the details provided in the previous question about future research).

No, I would not be interested in the prize draw ----- 01

**[RANDOMISE 2 OR 3]**

Yes, I would like to enter the prize draw ----- 03

**[IF NOT PROVIDED DETAILS IN Q73 INSERT BOX]:**

*Please complete your details for the prize draw below*

<b>Name:</b>
<b>Contact phone:</b>

OR

<b>Email address:</b>
-----------------------

**[CONTACT NUMBER OR EMAIL ADDRESS REQUIRED ONLY]**

**[BIG BUTTON TO SUBMIT SURVEY RESPONSES]**

**[REDIRECT TO [www.spokes.com.au](http://www.spokes.com.au) ]**