TRANSPORT ACCIDENT COMMISSION

Motorcycle Monitor 2019

Report

Report prepared for:

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Executive Summary

The 2019 Motorcycle Monitor report presents the findings collected in Motorcycle Monitor surveys over the course of 2019. These surveys cover a wide range of topics including travelling habits, riding activity, attitudes to speeding, fatigue and drink riding and knowledge of lane filtering and splitting.

While about one in seven respondents (14%) rides a motorcycle on the road more than once a week, a significantly greater percentage (94%) drives a car more than once a week. Over half (56%) are active riders who are either regular or occasional riders or have started riding again after a break. Over one third (34%) are lapsed riders who although they had stopped riding, might ride again in the future. Close to one in ten (9%) are formers riders who have stopped riding and do not intend to return to riding. Active riders are more likely to ride recreationally on-road (79% of active riders do so) than commute (53%) or ride recreationally off-road (32%).

Riding with an illegal blood alcohol content level is considered the most dangerous of riding behaviours (97% rate this behaviour between 7-10 on a 0-10 point scale where 10 is extremely dangerous), closely followed by riding while drowsy (94%). A smaller percentage (79%), think taking your eyes off the road for two seconds while riding is dangerous. By comparison, only 43% think it dangerous to ride a few kms an hour over the limit in both 60km/h and 100 km/h speed zones.

Not only is there a large gap in perceptions of danger between drink and drowsy riding and speeding a few kms over the speed limit, but in recent years that gap has widened. For example, the percentage of active riders perceiving speeding as dangerous has declined in both 60kmh (from 51% in 2015 to 43% in 2019) and 100kmh (from 48% in 2015 to 43% in 2019) zones. By contrast, the percentage of active riders perceiving drink or drowsy riding as dangerous has increased: in the case of drink riding, from 92% in 2015 to 97% in 2019; and in the case of drowsy riding, from 88% in 2015 to 94% in 2019.

Coinciding with a high perception of danger, and close to one in four (24%) active riders having been breath tested when riding their motorcycle in the past 12 months, only a small minority of respondents (5%) indicate that they had ridden their motorcycle when they knew or thought they were possibly over the legal blood alcohol limit. By contrast, close to half of respondents (45%) indicate they had intentionally ridden above the speed limit in a 60km/h zone in the last three months, and 51% had done so in a 100km/h zone.

The decline in the perceived danger of speeding has coincided with a shift away from a belief in the strict enforcement of the speed limit among active riders. For example, in 60kmh zones the percentage of active riders believing a person should be booked even if they exceed the speed limit by only one km/h has declined from 63% in 2012 to 42% in 2019.

In the 2019 Motorcycle Monitor new questions were introduced relating to: lane splitting and lane filtering, receiving assistance after a crash from someone you were riding with, riding in a group, the highest number of alcoholic drinks riders would have and still ride, attitudes to risks and willingness to receive information on how to stay safe on the road.

Some of the findings were as follows:

- Most riders correctly understand what lane splitting and lane filtering are although a substantial minority do not.
- Slightly over a third of respondents had received assistance after a crash (37%).
- Recreational off-road riders are more likely to ever ride in a group (89%) than commuters (80%) or recreational on road riders (78%).
- Close to half of respondents (47%) indicate that they would not have any drinks before riding, while slightly over a quarter (27%) indicate they would have one drink, and a quarter (25%) indicate they would have two.
- Most respondents (79%) agree that they never take unnecessary risks while riding.
- Respondents are more likely to agree than disagree that they would like more information on how to stay safe while riding on the road (43% vs 19%).

The 2018 Road Safety Monitor (RSM) report

call is now less common that glancing at a

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1.0 Introduction

This section provides background to the report, including the research objectives.

1.1 Background

The Transport Accident Commission (TAC) is a government-owned organisation which was The Transport Accident Commission (TAC) is a government-owned organisation which was established in Victoria in 1986 through the Transport Accident Act (1986). Funding for the TAC is derived from vehicle registration fees collected by VicRoads. The TAC has three main roles, each of which is geared towards reducing the impact of adverse health effects caused by traffic accidents:

- To promote road safety
- To improve the State's trauma system
- To support those who have been injured on Victorian roads.

Conducted annually on behalf of the Transport Accident Commission (TAC) since 2012, the focus of the Motorcycle Monitor (MM) is largely on the first role – promoting road safety. The findings are used to help understand Victorian motorcyclists' experiences on the roads and their behaviours and attitudes relating to this issue. The purpose is to gain a representative view of the motorcycle rider population.

The importance of motorcyclist road safety is illustrated by examining motorcyclists' road deaths in Victoria over time. While the number of motorcyclist road deaths in Victoria has declined from over 60 per year in the late 1980s to 44 in 2019, the percentage of Victorian road deaths occurring among those riding motorcycles has nearly doubled from about 9% in the late 1980s to 17% in 2019. In short, the rate of reduction in deaths experienced among those driving cars has not been matched by the reduction in deaths among those riding motorcycles.

The methodology used for the Motorcycle Monitor is described in Section 5 of this report.

1.2 Objectives

The objectives of the Motorcycle Monitor are to explore the characteristics of the Victorian motorcycle rider population in terms of their:

- Riding behaviours, including types of riding, frequency and distances ridden
- Attitudes towards and behaviours regarding speeding on motorcycles
- Attitudes towards and behaviours regarding drinking and riding and police enforcement
- Motorcycle ownership
- Use of and attitudes towards protective motorcycle clothing
- Awareness and use of motorcycle safety features
- Crash history
- Demographic characteristics.

The 2019 questionnaire mirrors the objectives and includes sections relating to: how people get around, learning to ride, riding activity, belief and attitudes to speed and safety, random breath and

drug testing, motorcycle and scooter ownership, protective motorcycle clothing, motorcycle crash history and improving rider safety. The questionnaire is provided in Appendix A.

In addition to exploring the characteristics of the Victorian motorcycle rider population in 2019, where appropriate, this report also describes changes in rider attitudes and characteristics compared to previous years.

2.0 Reading this Report

Statistical tests in the report

The data in this report have been tested for statistical significance, typically between subgroups. Tests are conducted between the subgroup and the total excluding the subgroup and are at the 95% confidence interval unless stated otherwise. A multiple comparison correction has been used to adjust the statistical significance where several comparisons are made in the one table.

Tests for sub-groups are 'group vs all others' (e.g. 18-25 years vs all other ages). Tests for time series are conducted against the previous period only (e.g. 2019 vs 2018).

Notes on rounding, question response types and base sizes

In many cases percentages have been rounded to the nearest integer. This means that there may be some instances were percentages of each response, even for a single response question, may not add to 100%, but rather may add to 99% or 101%. This is due to rounding and is not an error.

Where questions allow multiple responses from respondents, the base size may add to more than 100% as the total number of responses exceeds the base size. In these cases, the total percentage reflects the average number of responses per respondent. i.e. a multiple response question which adds to a total of 243% has an average of 2.43 responses per respondent.

Subgroup reporting

Victorians who have a motorcycle licence and/or motorcycle registered in their name are eligible to participate in this research. Where results are based on this group, they are referred to as total respondents. In addition, throughout this report reference is made to a variety of subgroups. Table 1 describes how the subgroup definitions have been determined.

Table 1 Definitions of subgroups

Locations

Major Urban		Major Urban represents a combination of all Urban Centres with a population of 100,000 or more (for example, Melbourne, Geelong, Ballarat).
Other Urban		Other Urban represents a combination of all Urban Centres with a population between 1,000 and 99,999 (for example, Warrnambool, Sale, Benalla).
Rural Balance		Rural Balance represents the Remainder of State/Territory and includes Bounded Localities (centres with population of between 200 and 999 (for example, Taradale, Venus Bay, Fish Creek) and smaller centres.

Rider activity segments

Active Riders	Those who have ridden in the last 12 months and/or have started riding again after a break
Lapsed Riders	Those who have stopped riding but may decide to ride again in the future, or have not ridden in the last 12 months but still consider themselves to be regular riders
Former Riders	Those who have stopped riding and do not intend to ride again.

Immediate riding history

Ridden in the last 12 months	Those who have you ridden a motorcycle in the last 12 months (either on or off-road)
Not ridden in the last 12 months but may do so in the future	Those who have stopped riding and may decide to ride in the future

Riding purpose

If a respondent has ridden for any of the purposes below, they are then placed in that category (respondents can be allocated to more than one category).

Commuting	Those who ride for commuting purposes (going to work, study, shops) are **Commuters**
Recreation On-road	Those who ride recreationally on-road (public roads, highways, freeways) are referred to as **Recreational On-road Riders**
Recreation Off-road	Those who ride recreationally off-road (tracks in national parks or on private property) are referred to as **Recreational Off-road Riders**

Licence status

Full Licence Holders	Those who have a full licence
Probationary Licence Holders	Those who have a probationary licence
Learner Permit Holders	Those who have a learner permit

3.0 Detailed findings

3.1 How people get around

Respondents were asked how frequently they get around by public transport, taxis, walking and travelling by car or motorcycle as a passenger. They were also asked how often they use the following types of vehicles on the road: motorcycles, cars, heavy vehicles, and bicycles.

3.1.1 Ways of getting around apart from driving or riding

As shown in Table 2, apart from driving or riding themselves, total respondents are most likely to get around more than once a week by walking (35%) or as passengers on a motorcycle or in a car (33%). Respondents are less likely to get around more than once a week on public transport (10%) or by taking a taxi or similar (1%).

Table 2 Ways of getting around apart from driving or riding

Column %	Taking public transport	Taking a taxi or similar (e.g. Uber)	Go somewhere by walking	Travelling in a car or on a motorbike as a passenger
NET: Ever	**76 ↓**	**69 ↓**	**86 ↑**	**94 ↑**
More than once a week	10 ↓	1 ↓	35 ↑	33 ↑
Every one or two weeks	8 ↓	10 ↓	25 ↑	30 ↑
About once a month	7	13 ↑	8	10
Less than once a month	50 ↑	46 ↑	18 ↓	20 ↓
Never	24 ↑	31 ↑	14 ↓	6 ↓
Column n	*963*	*954*	*955*	*965*

M1. - Thinking about ways you get around, apart from driving or riding yourself, how often do you go somewhere by…?
Total sample; Weighted sample; total n= 954-965. Figures may not add to 100% due to rounding.
↓↑ Indicates statistically significant difference compared to respondents not in that category

3.1.2 Frequency of driving or riding by type of vehicle

As shown in Table 3, among total respondents, a large majority (92%) drive a car more than once a week, which is significantly greater than those riding a motorcycle on the road more than once a week (14%), riding a bicycle on the road more than once a week (10%) or driving a heavy vehicle on the road more than once a week (8%).

Table 3 Frequency of driving or riding

Column %	Motorcycle	Car	Heavy vehicle	Bicycle (on road)
NET: Ever	**70 ↑**	**99 ↑**	**31 ↓**	**51 ↓**
More than once a week	14 ↓	92 ↑	8 ↓	10 ↓
Every one or two weeks	17 ↑	5 ↓	5 ↓	8
About once a month	9 ↑	0 ↓	4	7 ↑
Less than once a month	30 ↑	1 ↓	13 ↓	26 ↑
Never	30 ↓	1 ↓	69 ↑	49 ↑
Column n	*964*	*968*	*950*	*954*

M2. - How often, if ever, do you drive or ride the following on the road…
Total sample; Weighted sample; total n=950-968. Figures may not add to 100% due to rounding
↓↑ Indicates statistically significant difference compared to respondents not in that category

As shown in Table 4, among total respondents, seven in ten (70%) ever ride a motorcycle on the road, and one in seven (14%) do so more than once a week. Compared to 2018, there is no significant change in the frequency of riding a motorcycle on the road.

Table 4 Frequency of riding a motorcycle (2017 – 2019)

Column %	2017	2018	2019
NET: Ever	**66**	**65**	**70**
More than once a week	14	16	14
Every one or two weeks	8	17 ↑	17
About once a month	8	7	9
Less than once a month	37	26 ↓	30
Never	*34*	*35*	*30*
Column n	*1019*	*961*	*964*

M2. - How often, if ever, do you drive or ride the following (Motorcycles) on the road…
Total sample; Weighted sample; 2017 base n=1019, 2018 base n=961, 2019 base n=964
Figures may not add to 100% due to rounding
↓↑ Indicates statistically significant difference compared to respondents not in that category

As shown in Table 5, among total respondents, males (73%) are more likely to ever ride a motorcycle than females (53%).

Table 5 Frequency of driving or riding a motorcycle by demographic

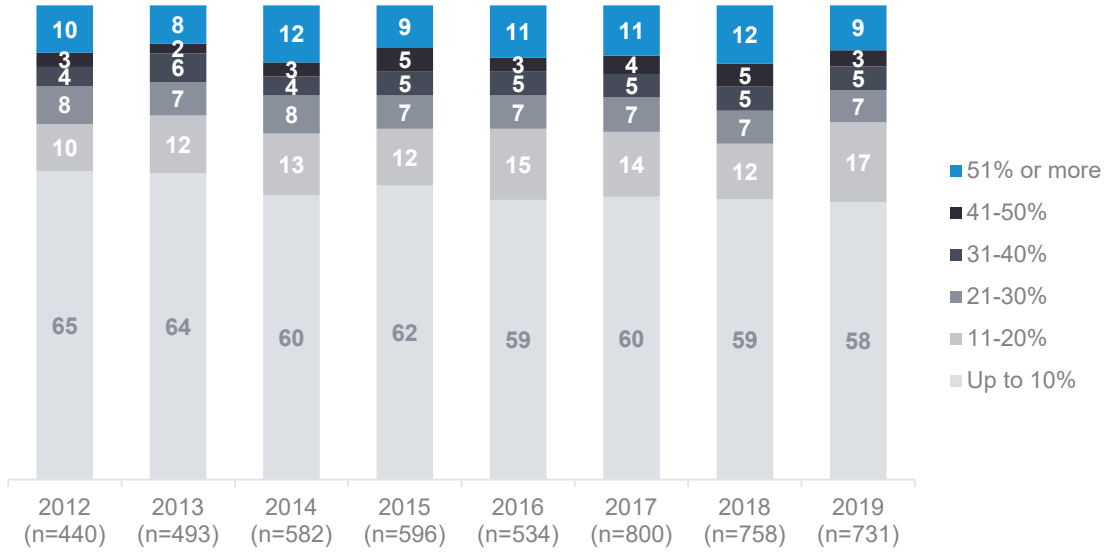
Column %	Total	Gender		Age group			Location		
		Male	Female	18 - 25	26 - 39	40+	Major Urban	Other Urban	Rural Balance
NET: Ever	**70**	73 ↑	53 ↓	77	75	68	69	71	73
More than once a week	14	15	11	28 ↑	15	13	15	11	18
Every one or two weeks	17	18	12	18	15	18	17	19	17
About once a month	9	9	4	8	9	9	8	9	8
Less than once a month	30	30	25	24	36	28	28	32	31
Never	30	27 ↓	47 ↑	23	25	32	31	29	27
Average	40	**42** ↑	**30** ↓	**75** ↑	**43**	**37**	**43**	**36**	**40**
Column n	*964*	*794*	*170*	*155*	*233*	*576*	*541*	*275*	*148*

M2. - How often, if ever, do you drive or ride the following on the road…
Total sample; Weighted sample; total n=964. Figures may not add to 100% due to rounding
↓↑ Indicates statistically significant difference compared to respondents not in that category

As shown in Figure 1, respondents who had ridden in the last 12 months were asked what percentage of the time they ride a motorcycle as opposed to drive a car. Less than one in ten (9%) ride their motorcycle more than they drive a car.

Three in four respondents (75%) indicated they ride their motorcycle 20% or less of the time as opposed to driving a car. These findings have been largely unchanged between 2012 and 2019.

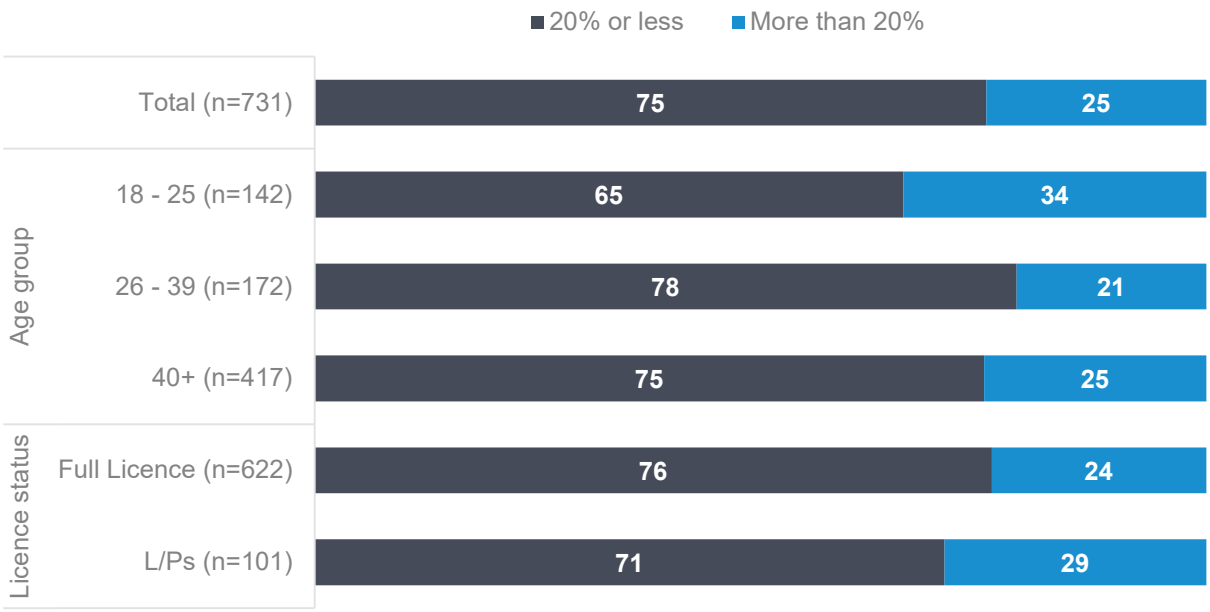
Figure 1 Percentage of time spent riding a motorcycle vs driving a car (2012 – 2019)



R3. - Thinking about your time spent riding and driving over the last 12 months, approximately what percentage of the time would you say you rode a motorcycle (on or off-road) as opposed to drove a car?
Filter: Ridden in the last 12 months; Weighted; 2012 base n=440, 2013 base n=493, 2014 base n=582, 2015 base n=596, 2016 base n=534, 2017 base n=800, 2018 base n=758, 2019 base n=731
Figures may not add to 100% due to rounding

As shown in Figure 2, respondents who have ridden in the last 12 months and are aged 18-25 (34%) ride their motorcycle more than 20% of the time. This percentage is higher than for respondents aged 26-39 (21%) and respondents age 40 and over (25%).

Figure 2 Time spent riding a motorcycle vs driving a car by selected sub-groups



R3. - Thinking about your time spent riding and driving over the last 12 months, approximately what percentage of the time would you say you rode a motorcycle (on or off-road) as opposed to drove a car?
Filter: Ridden in the last 12 months; Weighted; Base n=758
Figures may not add to 100% due to rounding

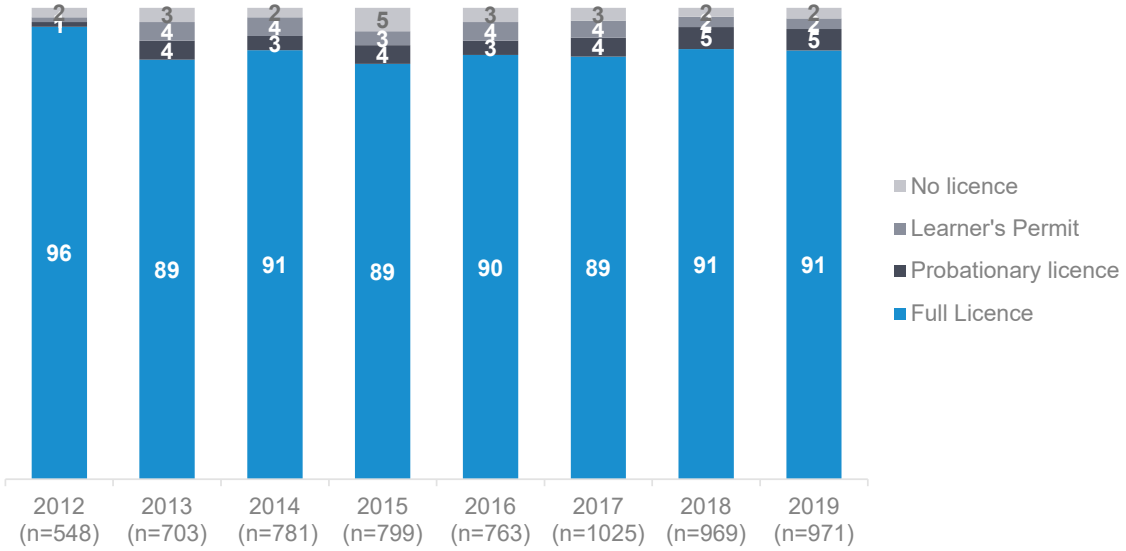
3.2 Learning to Ride

Respondents were asked questions relating to learning to ride, including about their licence or permit, their attitudes to training courses their views of their own riding ability.

3.2.1 Type of motorcycle licence held

As shown in Figure 3, among total respondents, most hold a full licence (91%).

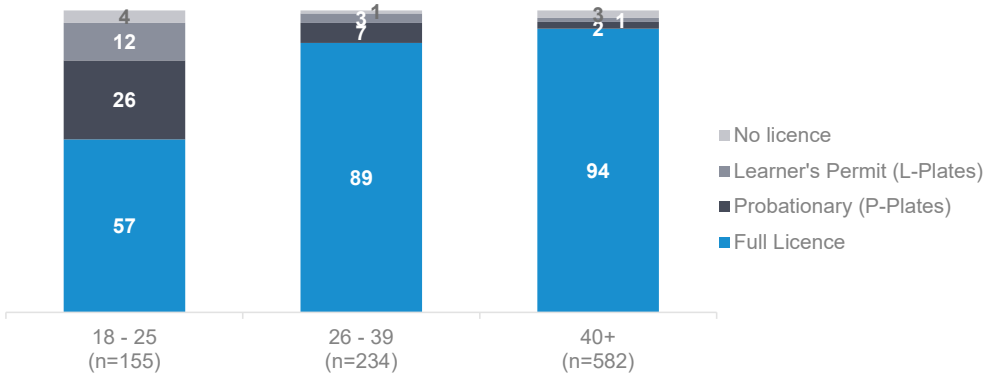
Figure 3 Type of motorcycle licence held (2012 – 2019)



LIC1. - Do you have a motorcycle licence?
Total 2019 sample; Weighted sample; total n=971
Figures may not add to 100% due to rounding

As shown in Figure 4, the percentage of total respondents holding a full licence varies significantly by age. While 94% of those aged 40 or over have a full licence, as do 89% of those aged 26-39, only 57% of those under 26 have a full licence. Among those aged 18-25, 26% have a probationary licence and 12% hold learner permits.

Figure 4 Motorcycle licence type by age



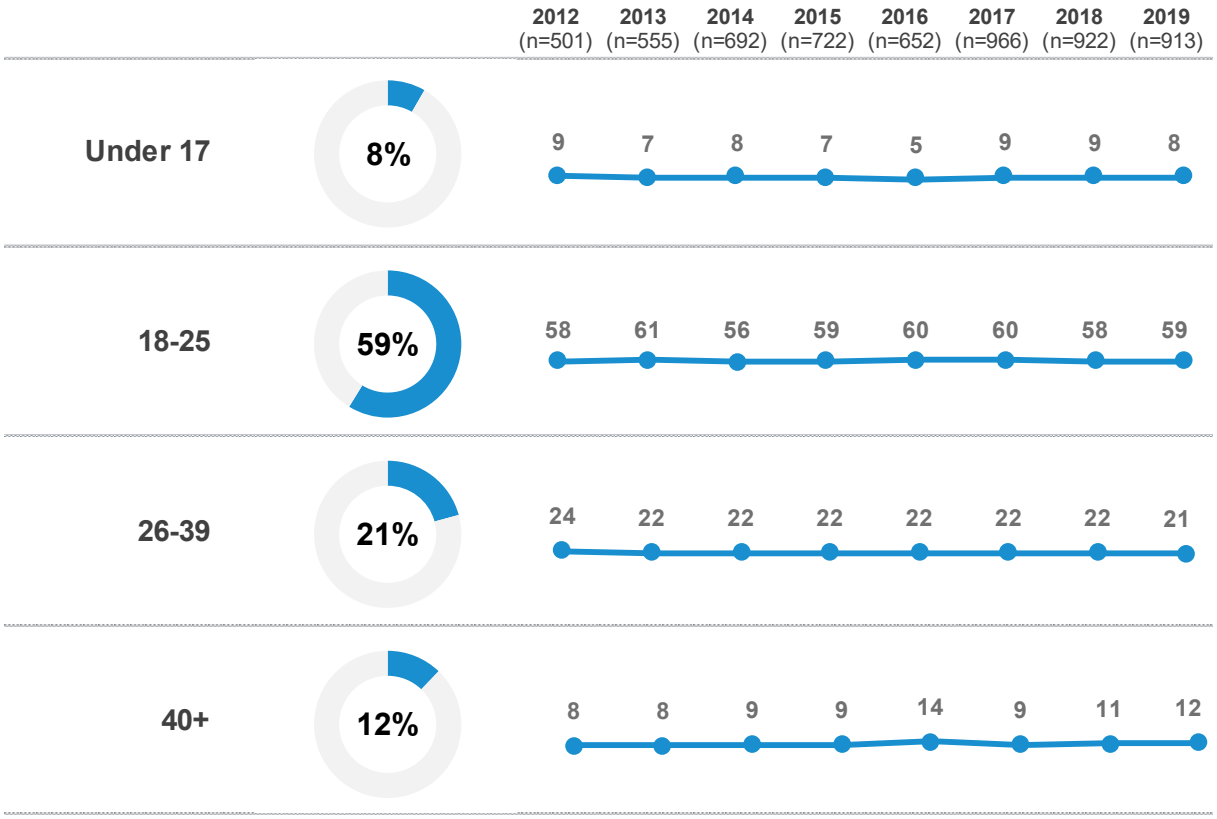
LIC1. - Do you have a motorcycle licence?
Total 2019 sample; Weighted sample; total n=971.
Figures may not add to 100% due to rounding

3.2.2 Obtaining a motorcycle licence

As shown in Figure 5, close to three-fifths (59%) of full and probationary licence holders obtained their licences between the ages of 18 and 25, while 21% obtained their licences between the ages of 26 and 39.

The results from the 2019 survey are similar to earlier waves of this research.

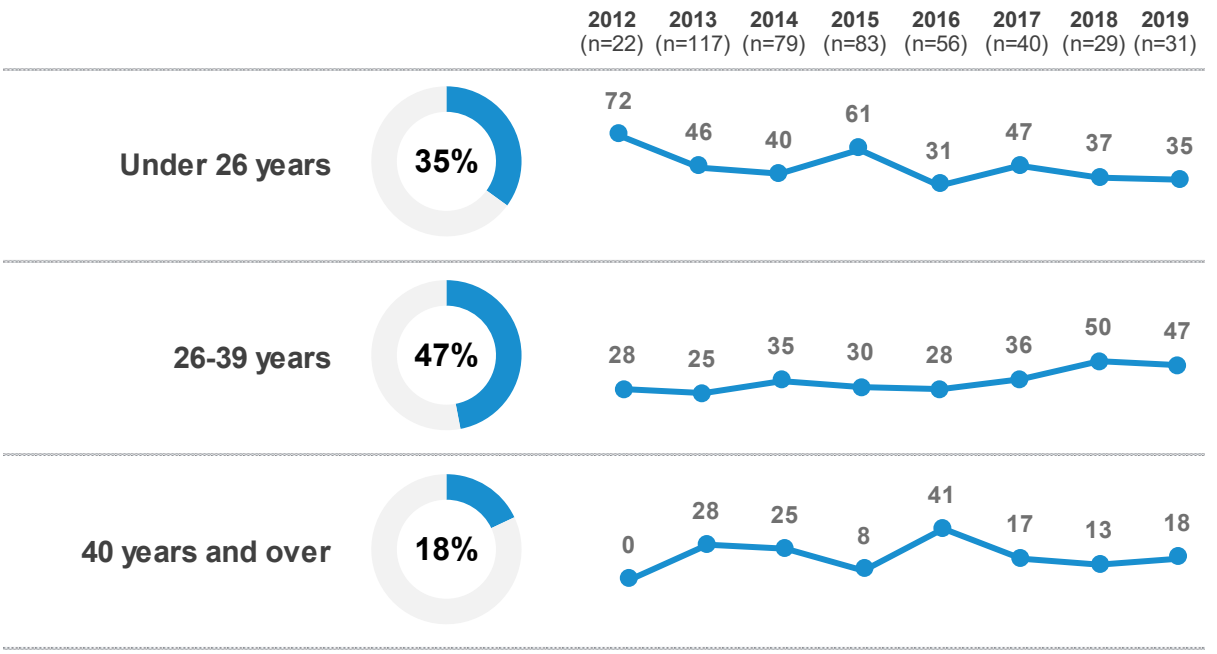
Figure 5 Age that full or probationary licence was obtained (2012 – 2019)



LIC2. - How old were you when you got your motorcycle licence?
Filter: Full and probationary licence only/ no longer hold a licence; Weighted sample; 2012 base n=501, 2013 base n=555, 2014 base n=692, 2015 base n=722, 2016 base n=652, 2017 base n=966, 2018 base n=922, 2019 base n=913
Figures may not add to 100% due to rounding

As shown in Figure 6, close to half of those with a learner permit (47%) obtained it between the ages of 25 and 39, while over one in three (35%) obtained it while under the age of 25.

Figure 6 Age that learners permit was received (2012 – 2019)

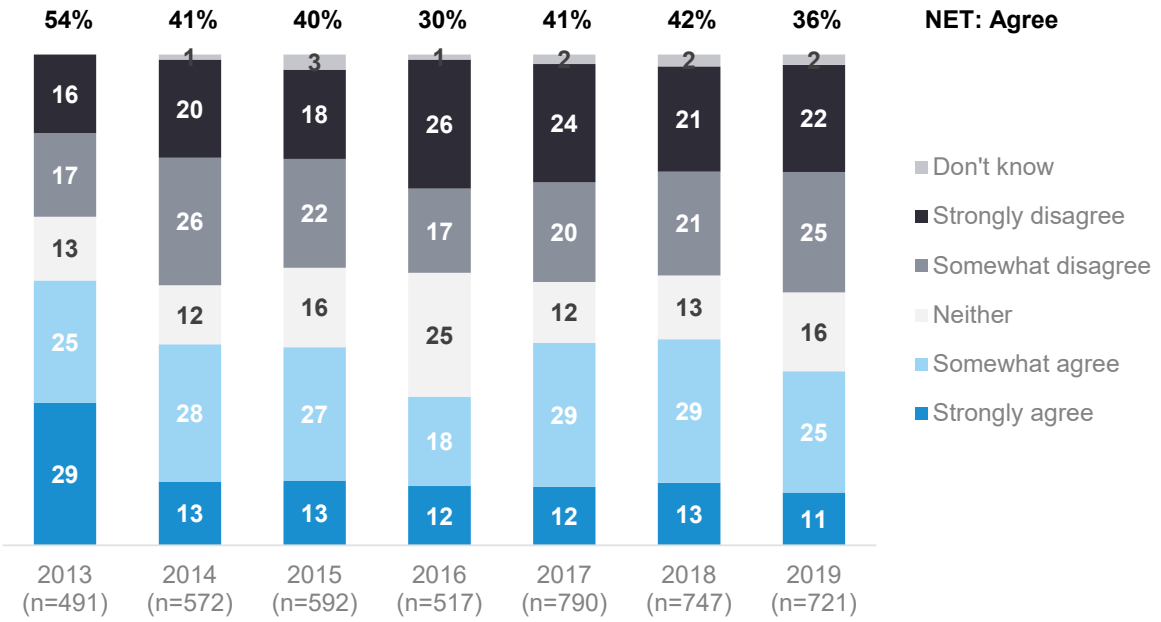


LIC3. - How old were you when you got your motorcycle learner's permit?
Filter: Learner licence only; Weighted sample; 2012 base n=22, 2013 base n=117, 2014 base n=79, 2015 base n=83, 2016 base n=56, 2017 base n=40, 2018 base: n=29, 2019 base: n=31
Figures may not add to 100% due to rounding

3.2.3 Attitudes towards rider training courses after a break

As shown in Figure 7, 36% of respondents who have ridden in the last twelve months agree (strongly or somewhat) with the statement that people should undertake training when returning to riding after a break. A further 16% neither agree nor disagree with the statement.

Figure 7 Attitude to training when returning to riding after a break (2013 – 2019)



AT6. - To what extent do you agree or disagree with the following statements - People returning to riding after a break should have to undertake a motorcycle training course
Base: Those who have ridden in the last 12 months;
Weighted sample; 2013 base n=491; 2014 base n=572; 2015 base n=592; 2016 base n=517; 2017 base n=790; 2018 base n=748, 2019 base n=721
Figures may not add to 100% due to rounding

3.2.4 Self-perception of riding ability

As shown in Table 6, among total respondents, many have a favourable view of their own riding ability. They are more likely to think of themselves as having above average riding ability than below average (46% vs 5%). Two in five (40%) consider they are “an about average rider”.

Males are more likely than females (49% vs 32%) to consider themselves to be better riders than the average rider on Victorian roads.

Table 6 Self-perception of riding ability

		Gender		Age group			Location		
Column %	Total	Male	Female	18 - 25	26 - 39	40+	Major Urban	Other Urban	Rural Balance
NET: Better rider	**46**	**49 ↑**	**32 ↓**	**52**	**51**	**44**	**49**	**40**	**51**
NET: Worse rider	**5**	**4 ↓**	**11 ↑**	**4**	**4**	**6**	**6**	**5**	**2**
A much better rider	10	11	7	11	9	11	12	8	9
A better rider	20	20	13	24	20	19	19	22	16
A slightly better rider	17	18	11	17	22 ↑	15 ↓	19	10 ↓	26 ↑
An about average rider	40	40	41	38	40	41	37	47	40
A slightly worse rider	4	4	4	4	3	4	4	4	1
A worse rider	1	0 ↓	3 ↑	0	0	1	1	1	2
A much worse rider	1	0 ↓	4 ↑	0	1	1	1	0	0
Column n	*967*	*797*	*170*	*155*	*234*	*578*	*541*	*278*	*148*

L5. - Thinking about how you compare to the average rider on Victorian roads, would you say you are…
Total sample; Weighted sample; total n=967. Figures may not add to 100% due to rounding.
↓↑ Indicates statistically significant difference compared to respondents not in that category

3.3 Riding Activity

Respondents were asked a number of questions about their level of riding activity, and if they are active riders, their purposes for riding.

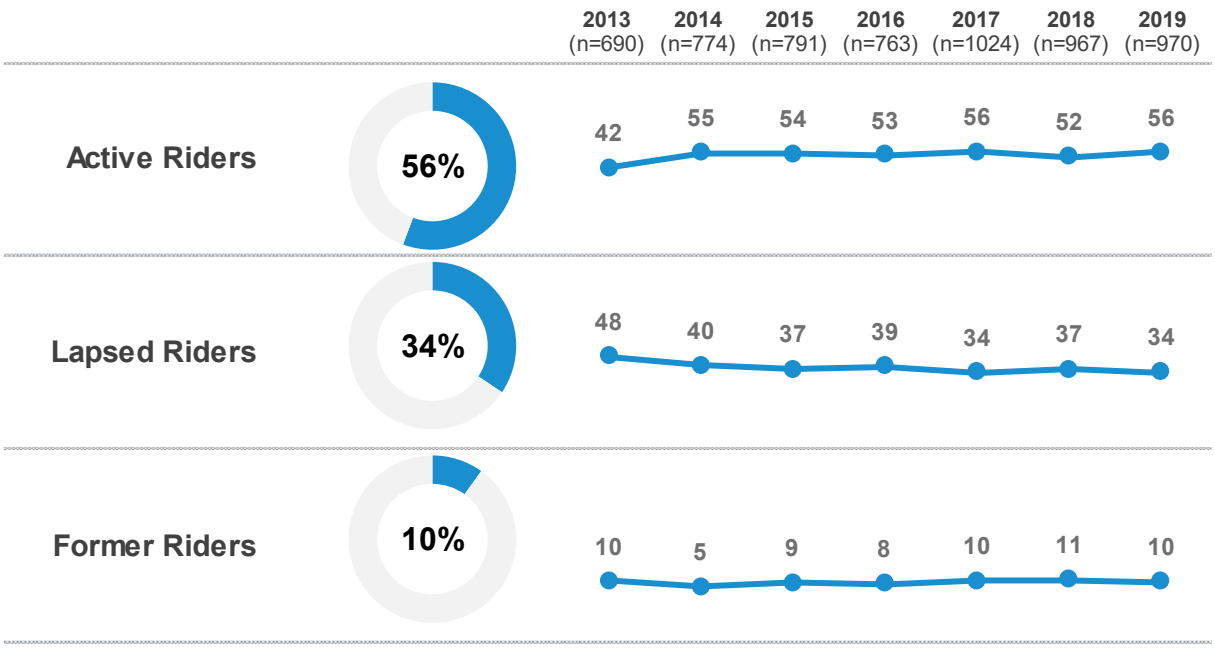
3.3.1 Riding activity segments

As shown in Figure 8, respondents have been allocated to three segments based on their riding history and recent riding behaviours:

- Active Riders – those who have ridden in the last 12 months and/or have started riding again after a break
- Lapsed Riders – those who have stopped riding but may decide to ride again in the future, or have not ridden in the last 12 months but still consider themselves to be regular riders; or
- Former Riders – those who have stopped riding and do not intend to ride again.

Just over half of respondents (56%) are Active Riders, about one third (34%) of respondents are Lapsed Riders, and a smaller percentage (10%) are Former Riders.

Figure 8 Riding activity segments (2013 – 2019)

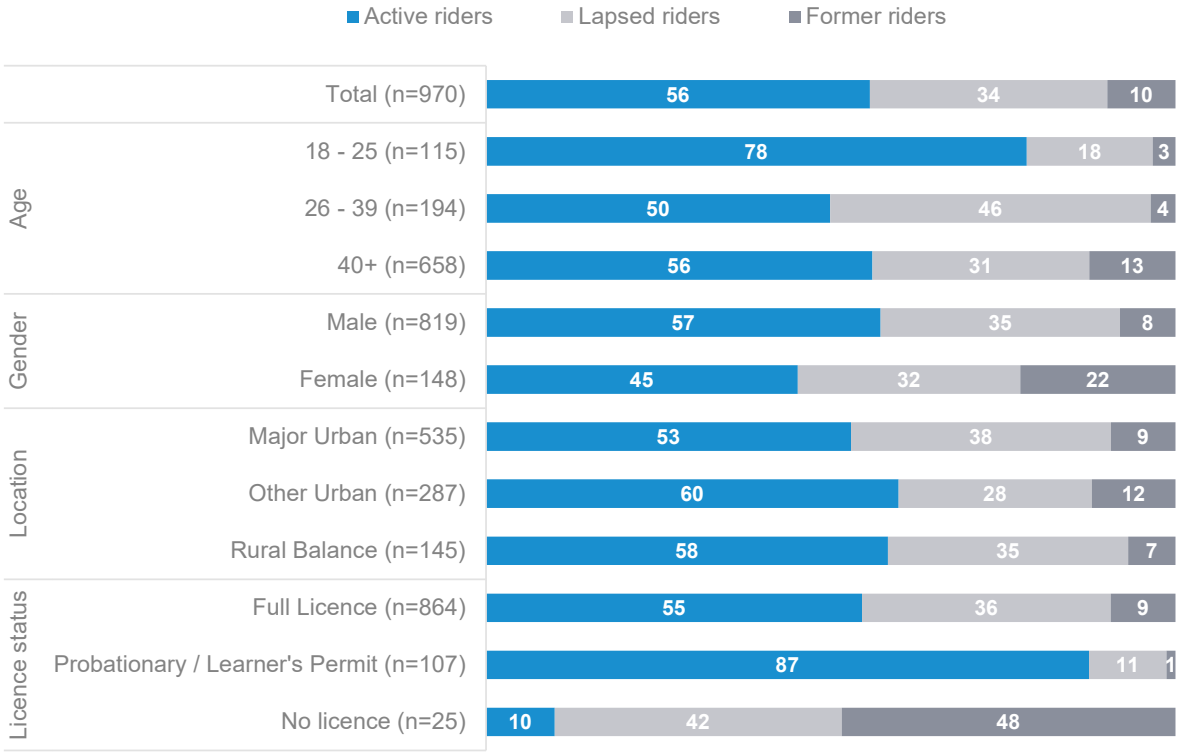


R4. - Which of the following best describes your motorcycle riding history?
R1. - Have you ridden a motorcycle in the last 12 months (either on or off-road)?
All respondents; Weighted, n=970
Figures may not add to 100% due to rounding

As shown in Figure 9, those who have ridden in the last 12 months are more likely to be:

- Aged 18-25 (78% vs 54% among those aged 26 and over); and
- Probationary or learner permit holders (87% vs 55% among those with full licences).

Figure 9 Riding activity segments by selected rider characteristics

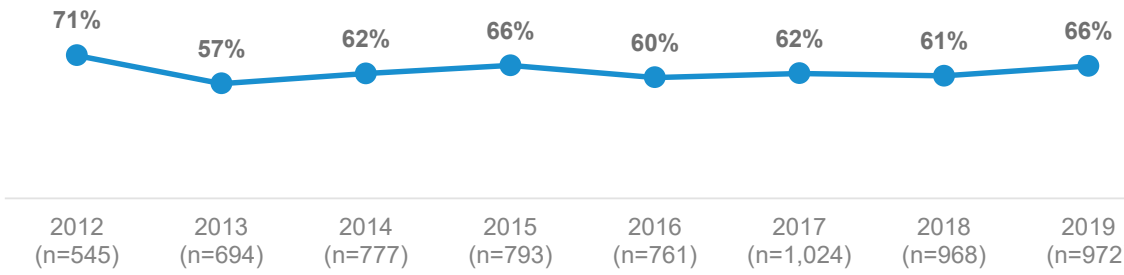


R4. - Which of the following best describes your motorcycle riding history?
R1. - Have you ridden a motorcycle in the last 12 months (either on or off-road)?
Filter: excludes never ridden a motorcycle; Weighted sample; Base n=970
Figures may not add to 100% due to rounding

3.3.2 Riding activity in the last 12 months

As shown in Figure 10, among total respondents, two in three (66%) indicate they have ridden a motorcycle in the last 12 months.

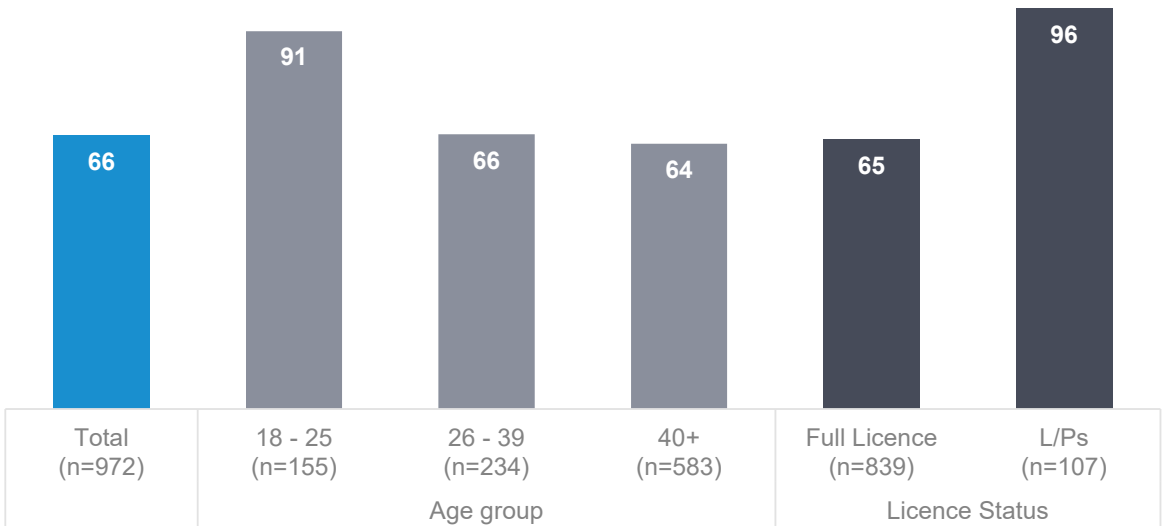
Figure 10 Riding activity in the last 12 months (2012 – 2019)



R1. - Have you ridden a motorcycle in the last 12 months (either on or off-road)?
Filter: excludes never ridden a motorcycle; Total sample; Weighted sample; 2019 base n=972

As shown in Figure 11, respondents aged between 18 and 25 (91%), and those on learner permits or with probationary licences (96%), are more likely than riders with full licences (65%) to have ridden (either on- or off-road) in the last 12 months.

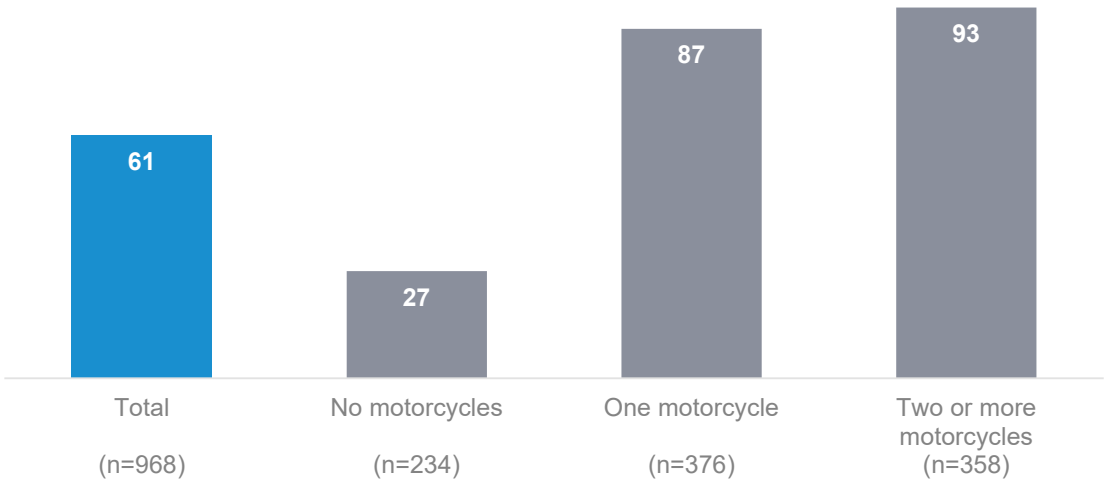
Figure 11 Riding activity in the last 12 months by age and licence type



R1. - 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=972

As shown in Figure 12, respondents who do not have a motorcycle at home are less likely to have ridden in the last 12 months (27%) than those with one (87%) or two (93%) motorcycles at home.

Figure 12 Riding activity in the last 12 months by motorcycle ownership



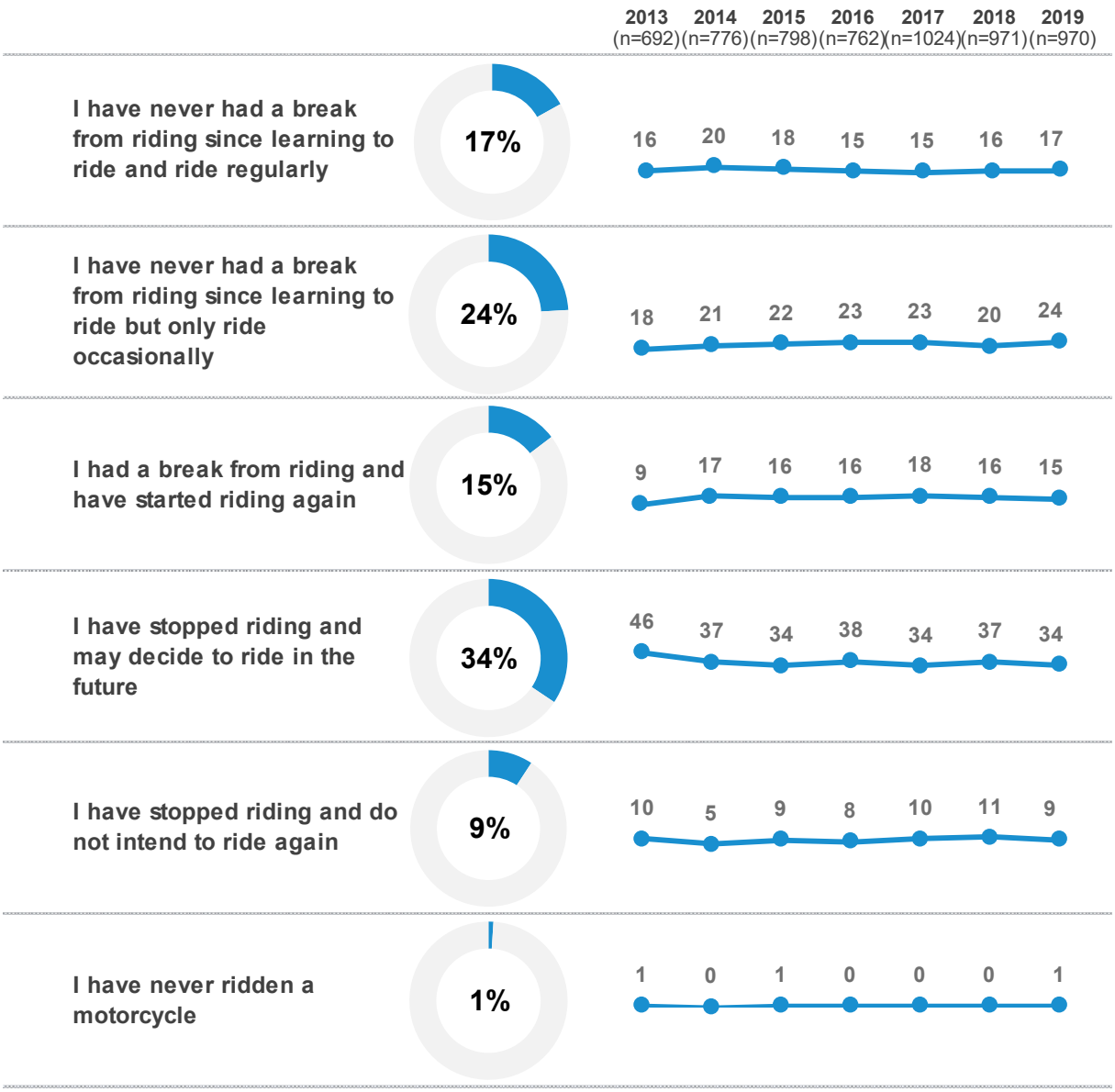
R1. - Have you ridden a motorcycle in the last 12 months (either on or off-road)?
Filter: excludes never ridden a motorcycle; Weighted sample; Base n=968

3.3.3 Riding breaks

As shown in Figure 13, among total respondents more than half (56%) are currently riding and their riding histories are:

- Never had a break from riding and ride regularly (17%)
- Never had a break from riding but only ride occasionally (24%)
- Had a break from riding and have started riding again (15%).

Figure 13 Types of breaks from riding (2013 – 2019)

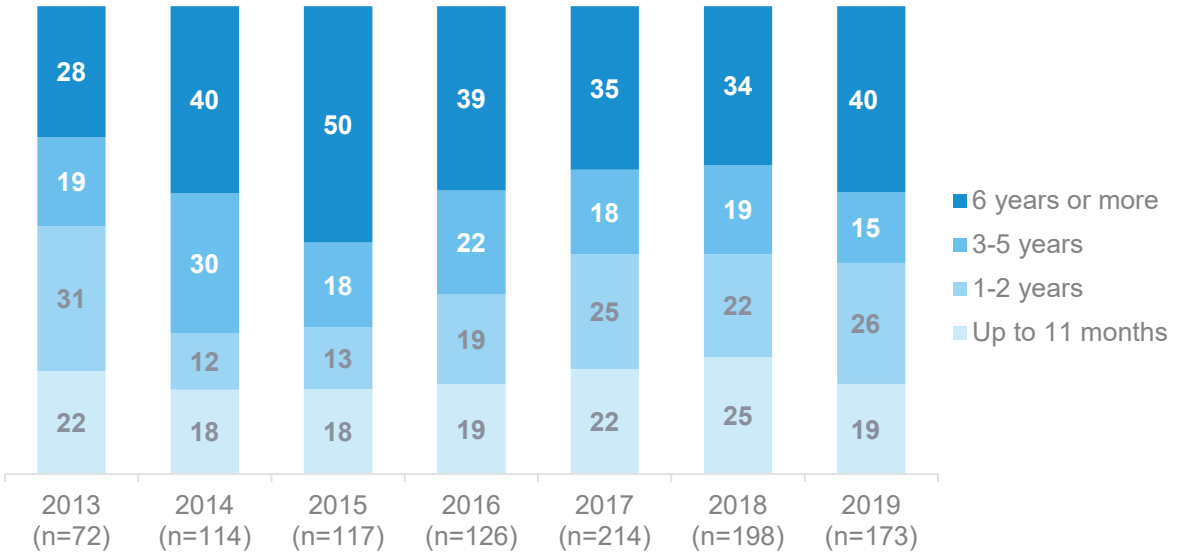


R4. - Which of the following best describes your motorcycle riding history?
Total sample; Weighted; 2012 base n=545, 2013 base n=692; 2014 base n=776, 2015 base n=798, 2016 base n=762, 2017 base n=1024, 2018 base n=971, 2019 base n=970
Figures may not add to 100% due to rounding

Duration of most recent break from riding

As shown in Figure 14, over half (55%) of respondents who have taken a break but have started riding again have done so after a break of three years or longer.

Figure 14 Duration of most recent break from riding (2013 – 2019)



R5. - Approximately, how long was the most recent break?
Filter: Had a break from riding but started riding again
Weighted; 2013 base n=72; 2014 base n=114, 2015 base n=117, 2016 base n=126, 2017 base n=214, 2018 base n=198, 2019 base n=173
Figures may not add to 100% due to rounding

Likelihood of lapsed riders riding again

As shown in Figure 15, Lapsed Riders were asked about their likelihood of riding again. Over one-third (36%) rate the likelihood at 7 out of 10 or higher (on a zero to ten scale where zero is 'extremely unlikely and ten is 'extremely likely').

Figure 15 Likelihood of lapsed riders riding again

R6. - What is the likelihood that you will ride again in the future?
Base: Lapsed Riders
Weighted sample; Base n=161
Figures may not add to 100% due to rounding

As shown in Table 7, Lapsed Riders aged 26-39 (62% rated their likelihood as 7 out of 10 or higher) are the most likely to indicate they are likely to ride again. Those aged 40 years and older are least likely (24%).

Table 7 Likelihood of lapsed riders riding again by demographic

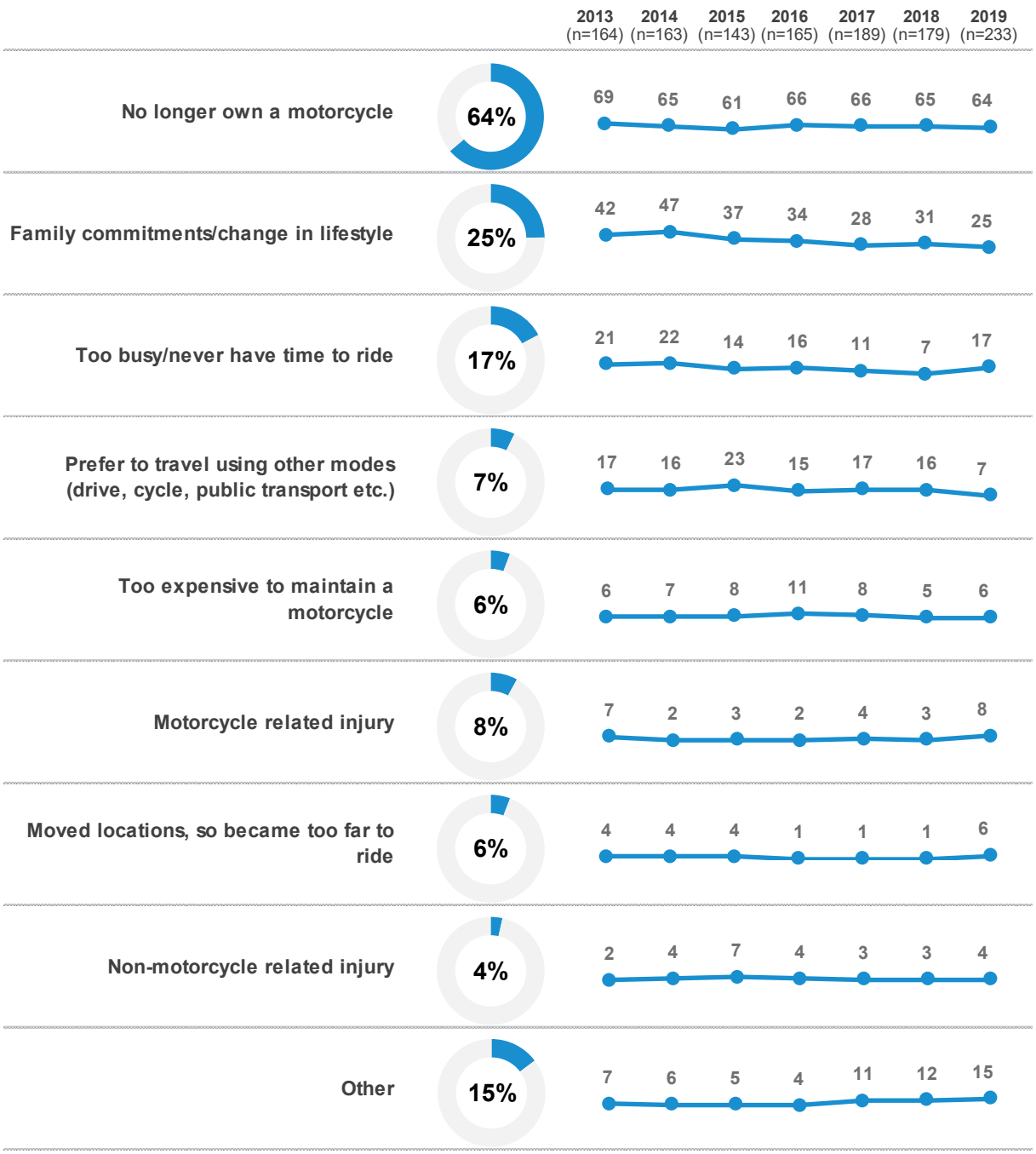
Column %	Total	Gender		Age group			Location		
		Male	Female	18 - 25	26 - 39	40+	Major Urban	Other Urban	Rural Balance
Unlikely (0-3)	23	23	24	0	15	27	16 ↓	46 ↑	20
Neither likely nor unlikely (4-6)	36	37	30	37	23	41	39	24	37
Likely (7-10)	36	35	43	56	62 ↑	24 ↓	37	28	41
Don't know	5	6	3	7	0	7 ↑	7	2	2
Average	**5.8**	**5.8**	**6.0**	**6.9**	**7.0 ↑**	**5.2 ↓**	**6.1**	**4.9**	**5.9**
Column n	*161*	*121*	*40*	*8**	*53*	*100*	*97*	*40*	*24**

R6. - What is the likelihood that you will ride again in the future?
Base: Lapsed Riders
Weighted sample; Base n=161
↓↑ Indicates statistically significant difference compared to respondents not in that category
**Note: Small sample sizes*
Figures may not add to 100% due to rounding

3.3.4 Reasons for no longer riding a motorcycle

As shown in Figure 16, among those who have not ridden in the 12 months, the most mentioned reasons for not riding are 'no longer own a motorcycle' (64%) and 'family commitments/change in lifestyle' (25%).

Figure 16 Reasons why motorcyclists have not ridden in the last 12 months



R2. - What are the main reasons why you haven't ridden a motorcycle in the last 12 months? Multiple responses
Filter: Not ridden in last 12 months
Weighted; 2012 base n=89, 2013 base n=164; 2014 base n=163, 2015 base n=143, 2016 base n=165; 2017 base n=189, 2018 base n=179, 2019 base n=233

3.3.5 Characteristics of Active Riders

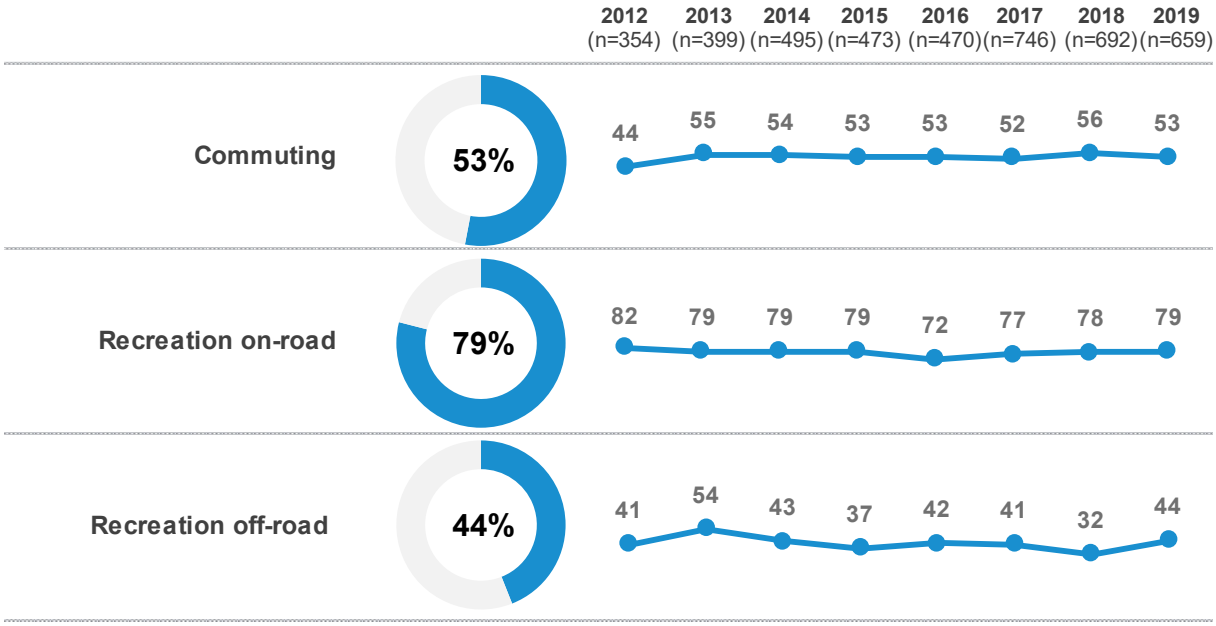
Active Riders were asked approximately what percentage of the time they ride in the following categories:

- Commuting purposes (going to work, study, shops)
- Recreation on-road (public roads, highways, freeways), and
- Recreation off-road (tracks in national parks or on private property).

If a respondent has ridden for any of the purposes above, they are then placed in that category (respondents can be allocated to more than one category).

As shown in Figure 17, Active Riders are most likely to be Recreational On-road Riders (79%).

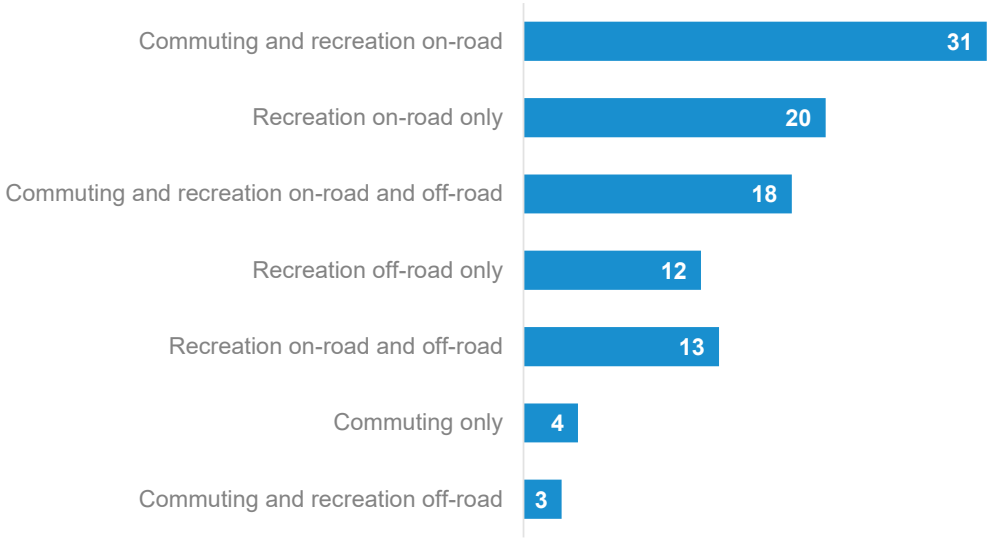
Figure 17 Active Riders by riding purpose (2012 – 2019)



TYPA/B/C. - Approximately what percentage of the time did you ride in the following categories excluding any riding you might do for work purposes?
Filter: Active riders; Weighted; 2012 base n=354; 2013 base n=399; 2014 base n=495; 2015 base n=473; 2016 base n=470; 2017 base n=746, 2018 base n=692, 2019 base n=659
Note: Does not add to 100% as respondents could ride with more than one purpose

Figure 18 shows combinations of riding purposes. The most common combination of riding purposes is among those who both commute and ride recreationally on-road (31%).

Figure 18 Combinations of riding purposes among Active Riders



TYPA/B/C. - Approximately what percentage of the time did you ride in the following categories excluding any riding you might do for work purposes?
Filter: Active riders; Weighted sample; 2019 base n=640
Figures may not add to 100% due to rounding

As shown in Table 8, there are several differences by demographic among Active Riders, including:

- Males (46%) are more likely than females (29%) to be Recreational Off-road' Riders, and
- Those in Major Urban areas (59%) are more likely to be Commuters than those from elsewhere in Victoria, but are less likely to be Recreational Off-road' Riders (37%).

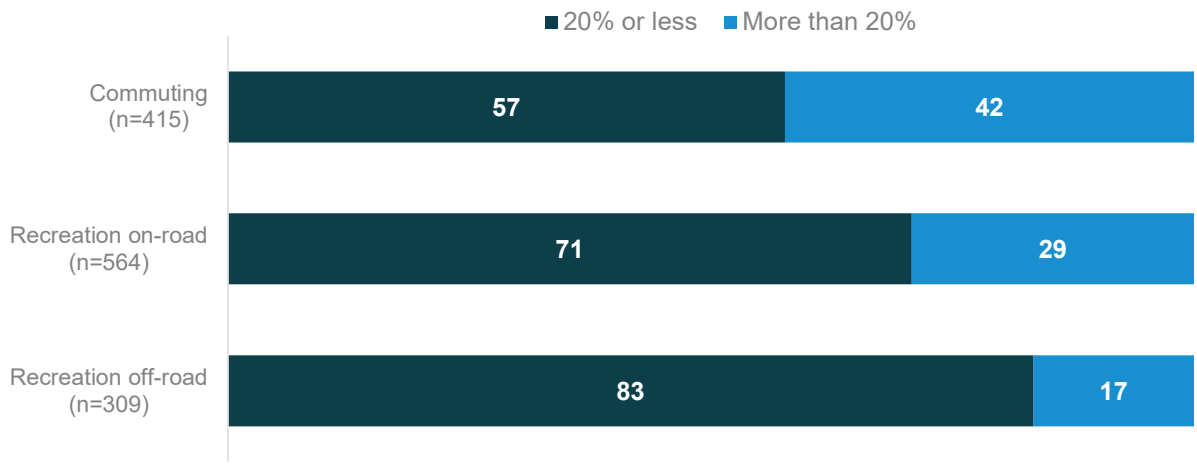
Table 8 Riding purpose by demographic

Column %		Gender		Age group			Location		
	Total	Male	Female	18 - 25	26 - 39	40+	Major Urban	Other Urban	Rural Balance
Commuting	53	54	50	62	59	50	59 ↑	44 ↓	53
Recreation on-road	79	80	73	71	78	80	81	79	74
Recreation off-road	44	46 ↑	29 ↓	53	52	40	37 ↓	53 ↑	49
Column n	*659*	*562*	*97*	*128*	*145*	*386*	*364*	*194*	*101*

TYPA/B/C. - Approximately what percentage of the time did you ride in the following categories excluding any riding you might do for work purposes?
Filter: Active riders; Weighted; Base n=659
↓↑ Indicates statistically significant difference compared to respondents not in that category
Note: Does not add to 100% due to riders being able to do multiple types of riding

As shown in Figure 19, Commuters (42%) are the most likely to ride more than 20% of the time as opposed to driving a car.

Figure 19 Percentage of time spent riding a motorcycle vs driving by riding activity segment

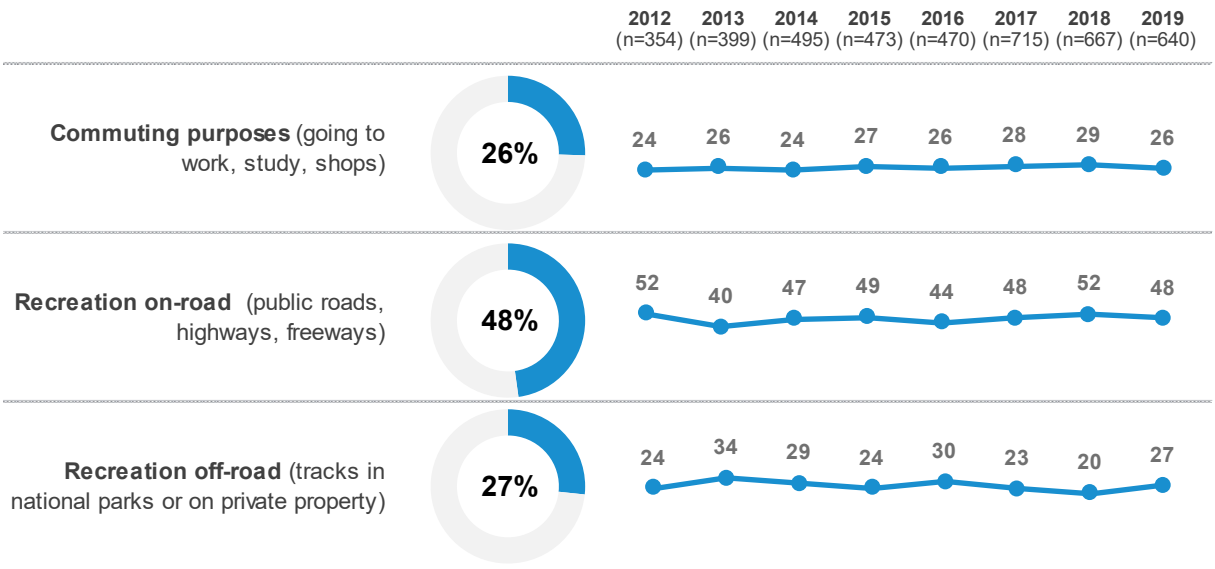


R3. - Thinking about your time spent riding and driving over the last 12 months, approximately what percentage of the time would you say you rode a motorcycle (on or off-road) as opposed to drove a car?
Filter: Ridden in the last 12 months; Weighted; Base n=731
Figures may not add to 100% due to rounding

As shown in Figure 20, Active Riders spend more time riding their motorcycles for 'recreational on-road' purposes (48%) than for 'recreational off-road' (27%) or commuting (26%) purposes.

As shown in the Figure 20, the trends for these riding purposes have been consistent over the period 2012 to 2019.

Figure 20 Shares of riding purposes for Active Riders



TYPA/B/C. - Approximately what percentage of the time did you ride in the following categories excluding any riding you might do for work purposes?
Filter: Active riders; Weighted; 2012 base n=354; 2013 base n=399; 2014 base n=495; 2015 base n=473; 2016 base n=470; 2017 base n=715; 2018 base n=667, 2019 base n=640
Figures may not add to 100% due to rounding

As shown in Table 9, there are several differences in riding purpose by demographic among the Active Riders, including:

- Those aged 40 and over are more likely to spend time riding 'recreationally on road' (52%) than younger riders (36% for 18-25 age group and 39% for 26-39 age group); and
- Those in Major Urban areas are more likely to spend time riding for commuting purposes (31%) than those from elsewhere in Victoria but are less likely to spend time riding 'recreationally off-road' (21%).

These results are similar to those from 2018.

Table 9 Shares of Active Rider riding purposes by demographic

Average %	Total	Gender		Age group			Location		
		Male	Female	18 - 25	26 - 39	40+	Major Urban	Other Urban	Rural Balance
Commuting	26	25	32	31	31	23	31 ↑	17 ↓	25
Recreation on-road	48	48	46	36 ↓	39 ↓	52 ↑	48	49	45
Recreation off-road	27	27	22	33	29	25	21 ↓	34 ↑	30
Column n	*640*	*547*	*93*	*127*	*140*	*373*	*357*	*187*	*96*

TYPA/B/C. - Approximately what percentage of the time did you ride in the following categories excluding any riding you might do for work purposes?
Filter: Active riders; Weighted; Base n=640
↓↑ Indicates statistically significant difference compared to respondents not in that category
Figures may not add to 100% due to rounding

As shown in Table 10, among Active Riders there are also differences in riding purpose by motorcycle ownership and motorcycle engine capacity, including:

- Active Riders who have only one motorcycle at home are less likely to spend time riding recreationally off-road (14%) and more likely to spend time commuting (36%) than other Active Riders
- Active Riders with larger engine capacity motorcycles (701cc and over) are more likely to spend time riding recreationally on-road (67%) than those with less powerful engine capacities.

Table 10 Shares of Active Rider riding purposes by motorcycle characteristic

Average %	Total	Number of motorcycles kept at home			Engine capacity		
		None	One only	Two or more	Up to 250cc	251-700cc	701cc and over
Commuting	26	7 ↓	36 ↑	21 ↓	35	27	25
Recreation on-road	48	50	50	45	24 ↓	33 ↓	67 ↑
Recreation off-road	27	43 ↑	14 ↓	34 ↑	40 ↑	40 ↑	8 ↓
Column n	*640*	*40*	*276*	*323*	*117*	*238*	*243*

TYPA/B/C. - Approximately what percentage of the time did you ride in the following categories excluding any riding you might do for work purposes?
Filter: Active riders AND excluding commuter/ recreational riding response error; Weighted; Base n=640
↓↑ Indicates statistically significant difference compared to respondents not in that category
Figures may not add to 100% due to rounding

Recreational riding

Active Riders who are Recreational On-road Riders were asked what percentage of the time they ride on roads with speed limits of 80kmh or more. As shown in Table 11, for this sub-group of Active Riders, 45% of their riding time is spent on roads with speed limits of 80km/h or more. Within this sub-group, riders aged 18-25 spend a lower percentage of their time (35%) on these roads than respondents aged 40 and over (48%).

Table 11 Time on roads with speed limits of 80km/h or more

Column %	Total	Gender		Age group			Location		
		Male	Female	18 - 25	26 - 39	40+	Major Urban	Other Urban	Rural Balance
Less than half (0-49%)	43	42	46	55	50	40	47	32	50
Half (50%)	20	20	16	23	17	20	19	22	16
More than half (51-100%)	37	37	38	22 ↓	34	40	34	44	34
Column n	*434*	*368*	*66*	*84*	*88*	*262*	*236*	*126*	*72*

SP6. -Thinking about your on-road riding, what proportion of the time did you ride on roads with speed limits of 80km/h or more over the last 12 months?
Filter: Active Riders; Recreational riding on-road; Weighted; 2019 base n=434
↓↑ Indicates statistically significant difference compared to respondents not in that category

As shown in Table 12, recreational on-or off-road riding is most likely to occur on public roads in either rural/non-built up areas (55%) or metropolitan areas (30%). Recreational riding is less likely to occur on private land (24%).

Table 12 Recreational riding locations (2012 – 2019)

Column %	2012	2013	2014	2015	2016	2017	2018	2019
Public roads in rural/non-built up areas	67	52	56	58	53	53	61 ↑	55
Public roads in metro areas	36	29	34	36	33	32	34	30
Private land	23	32	22	22	30	27	16 ↓	24 ↓
State/national parks	31	29	30	23	27	24	28	33
Other	-	-	5	2	3	3	1 ↓	2

REC1. - Where do you do most of your recreational riding (on-road or off-road)?
Filter: Active Riders; Recreational riding on or off-road; Weighted; 2012 base n=340; 2013 base n=369; 2014 base n=480; 2015 base n=466; 2016 base n=482; 2017 base n=686, 2018 base n=632, 2019 base n=610
↓↑ Indicates statistically significant differences compared to 2018 and 2019 only
**Multiple responses accepted*

In quarter 3 2019, a new question was included that asked Recreational On- or Off-road riders how often they ride in a group. As show in Table 13, respondents from Rural Balance locations are also more likely to ever ride in a group (95%) than respondents in Other Urban (79%) or Major Urban (76%) locations, as are riders aged 60 and under (90% of those aged 18-25 and 82% of those aged 26-60 vs 58% among those aged 61 and over).

Table 13 Recreational group riding

Column %	Total	Gender		Age group			Location		
		Male	Female	18 - 25	26 - 60	61+	Major Urban	Other Urban	Rural Balance
NET: Ever	**80**	**81**	**70**	**90**	**82**	**58 ↓**	**76**	**79**	**95 ↑**
All of the time	16	15	22	22	17	5	15	19	10
Most of the time	24	24	18	31	24	17	21	22	35
About half the time	11	12	3	13	12	6	13	9	9
Some of the time	29	30	28	25	30	29	26	29	41
None of the time	19	18	26	10	16	42 ↑	23	19	5 ↓
Don't know	2	2	4	0	2	0	2	3	0
Column n	*357*	*316*	*41*	*74*	*243*	*40*	*195*	*102*	*60*

REC2. - When you go for a recreational ride, how often do you ride in a group (with at least one other rider)?
Filter: Active Riders; Recreational riding on or off-road; Weighted; 2019 base n=357
↓↑ Indicates statistically significant difference compared to respondents not in that category

Active Riders who ever ride in a group were asked whether riding in a group makes them less or more cautious or whether it makes no difference to their riding style. As shown in Table 14, close to three in five of this sub-group of Active Riders (59%) indicate riding in a group makes no difference, while more than one in three (38%) claim they become more cautious.

While only 3% indicate they become less cautious, a greater percentage of respondents aged 18-25 (17%) indicate they become less cautious when riding in a group.

Table 14 Level of caution when riding in a group

Column %	Total	Gender		Age group			Location		
		Male	Female	18 - 25	26 - 39	40+	Major Urban	Other Urban	Rural Balance
Less cautious	3	3	3	17 ↑	3	1	4	3	2
No difference	59	60	53	52	72	55	55	56	74
More cautious	38	37	45	30	25	43	41	41	24
Column n	*291*	*258*	*33*	*155*	*81*	*55*	*156*	*233*	*151*

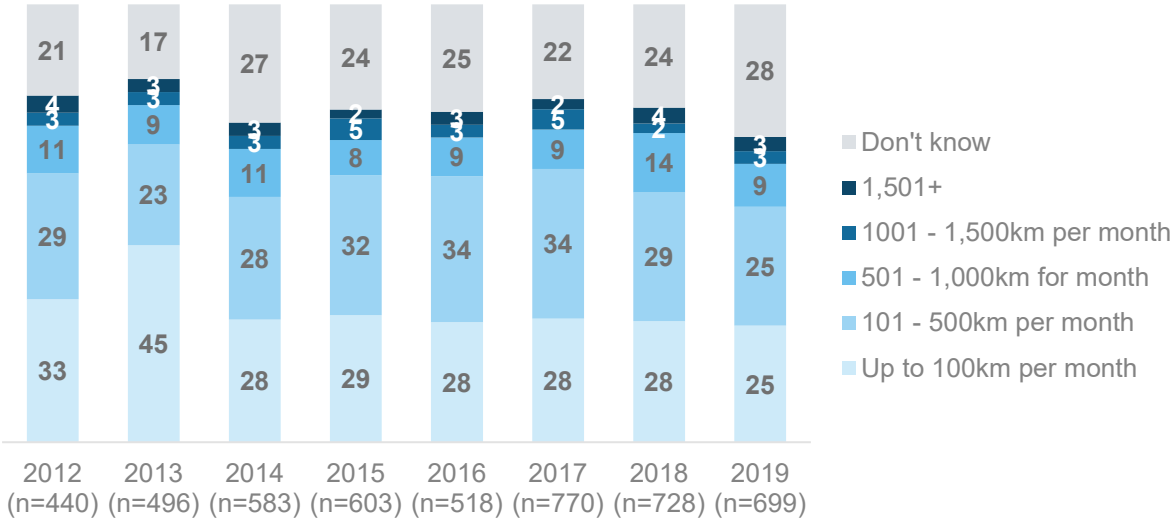
REC3. - Would you say that when riding in a group, you tend to be less cautious, more cautious or there is no difference to your riding style?
Filter: Active Riders; Recreational riding on or off-road who ever ride in a group; Weighted; 2019 base n=291
↓↑ Indicates statistically significant difference compared to respondents not in that category

Distances ridden in the last 12 months

As shown in Figure 21, when estimating the distance they had ridden on a motorcycle for any reason in the last 12 months, respondents who have ridden in the last 12 months are equally likely to mention up to 100km per month (25%) or 101-500km per month (25%). Figure 20, below, shows findings for the period 2012 to 2019.

There are no significant differences by age, gender or location.

Figure 21 km/month ridden in last 12 months for any purpose (2012 – 2019)

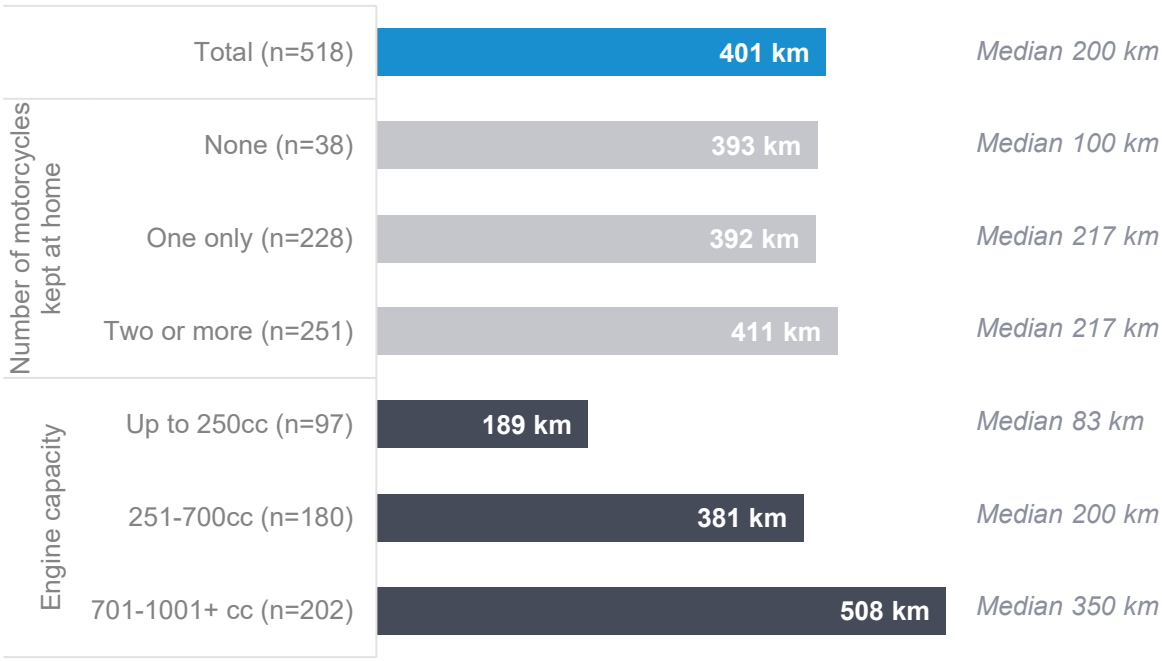


RID1A/B/C. - Thinking now about how many kilometres you rode ON ANY motorcycle on the road for any reason over the last 12 months… (Per week; per month or per year)
Filter: Ridden in the last 12 months; Weighted; 2012 base n=440; 2013 base n=496; 2014 base n=583; 2015 base n=603; 2016 base n=518; 2017 base n=770; 2018 base n=728, 2019 base n=699
Figures may not add to 100% due to rounding

As shown in Figure 22, the average distance ridden on a motorcycle by respondents who have ridden in the last 12 months is 401km per month and the median distance ridden is 200km.

Figure 22 also shows the distance ridden by motorcycle characteristic. Respondents with at least one motorcycle at home, and those with larger engine capacity motorcycles (701cc+), are likely to ride further each month (median distances of 217km and 350km respectively).

Figure 22 km/month ridden in last 12 months by motorcycle characteristic



(Median km per month to the right of bar)
RID1A/B/C. - In the last 12 months, how many kilometres did you ride ON ANY motorcycle on the road for any reason?
Filter: Ridden in the last 12 months: Weighted; Base n=518

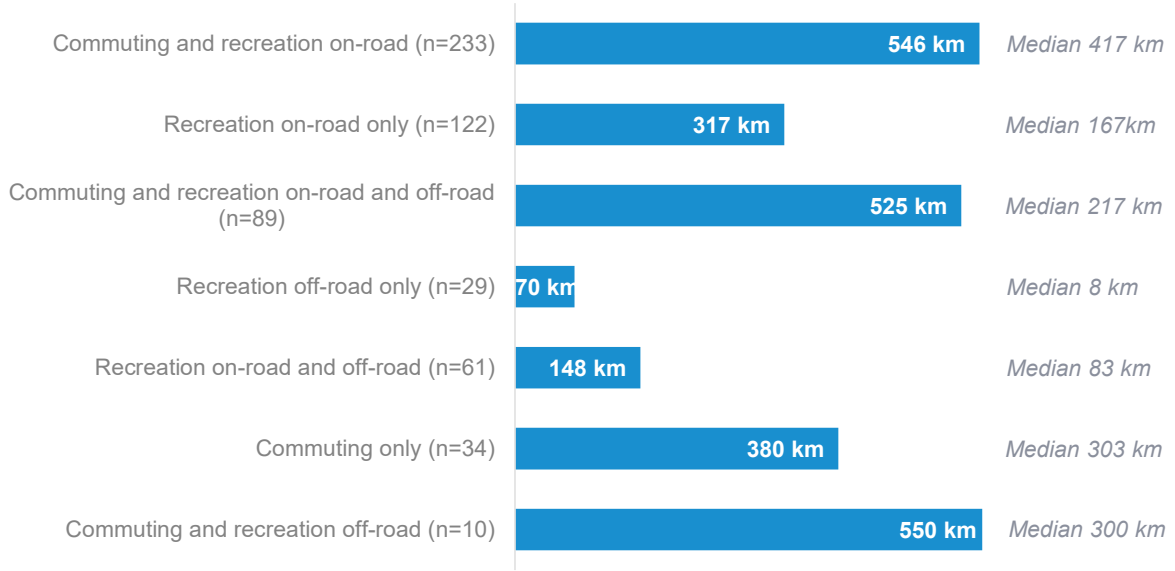
Average distance ridden for commuting, on-road and off-road recreational purposes among active riders

Figure 23 below shows average and median distances ridden per month by combinations of riding purpose among those who have ridden in the last 12 months. The chart shows that those who Commute and ride for another purpose ride the longest distance on-road per month (all greater than 500km on average), regardless of what the other riding purpose is. Those who Commute and ride for Recreation On-road have the highest median monthly on-road riding distance (417km).

Riders who have ridden in the last 12 months and exclusively ride for Commuting or Recreation On-road purposes ride an average of 380km and 317km on-road per month respectively.

Riders who have ridden in the last 12 months and ride for Recreation On-road and Recreation Off-Road, or only Recreation Off-road ride on-road the least (148km and 70km per month respectively).

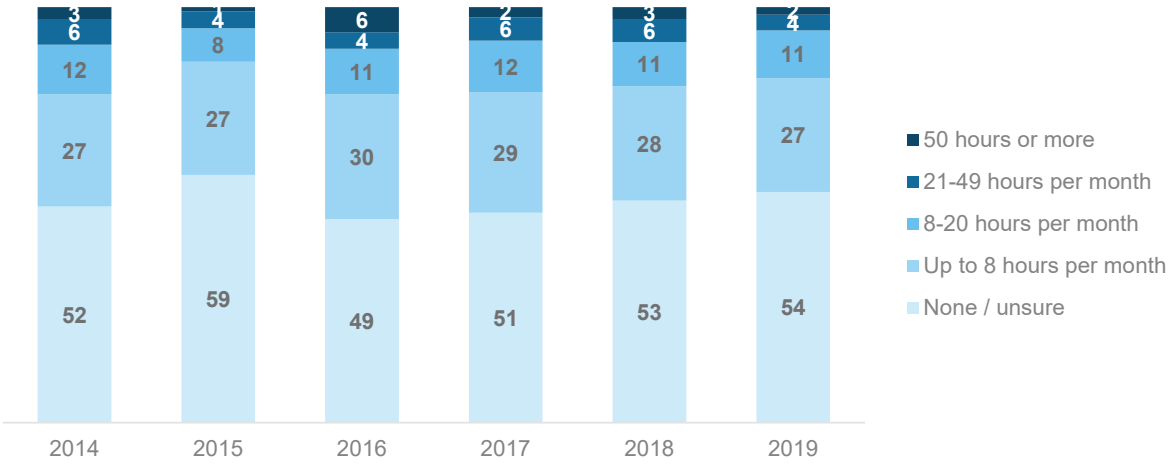
Figure 23 km/month ridden in last 12 months by riding purpose



(Median km per month to the right of bar)
RID1A/B/C. - In the last 12 months, how many kilometres did you ride ON ANY motorcycle on the road for any reason?
Filter: Ridden in the last 12 months AND excluding commuter/recreational riding response error; Weighted; Total n=518

Figure 24 shows the numbers of hours ridden off-road among respondents who have ridden in the last 12 months. Just over half (54%) reported that they had ridden zero hours off-road or were unsure. Just over a quarter (27%) ride, on average, up to 8 hours per month off-road and a further one in nine (11%) ride between 8 and 20 hours. One in twenty (5%) ride off-road more than 20 hours on average each month.

Figure 24 Hours/month spent riding off-road (2014 – 2019)

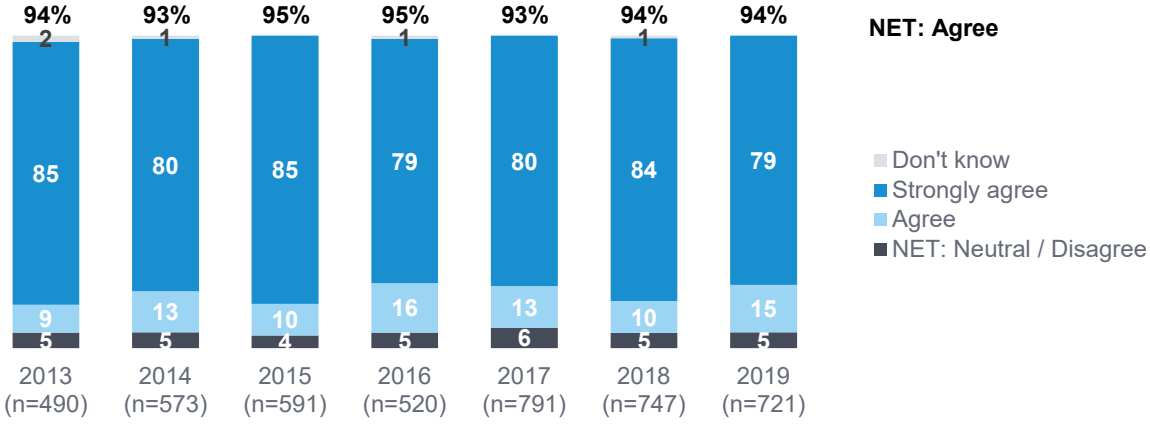


RID2A/B/C- Thinking now about how many hours you rode on any motorcycle off-road for any reason over the last 12 months? An approximate number is OK.
Filter: If ridden in the last 12 months
Weighted; Base n=735
Figures may not add to 100% due to rounding

Riding risk factors

As shown in Figure 25, respondents who have ridden in the last 12 months were asked to what extent they agreed with a statement concerning fatigue. The large majority (94%) agreed or strongly agreed that *'the only remedy for fatigue while riding is to stop riding and rest'* - 79% 'strongly agree'. This finding has been consistent over the period 2013 to 2019.

Figure 25 Level of agreement with 'the only remedy for fatigue' statement (2013 – 2019)



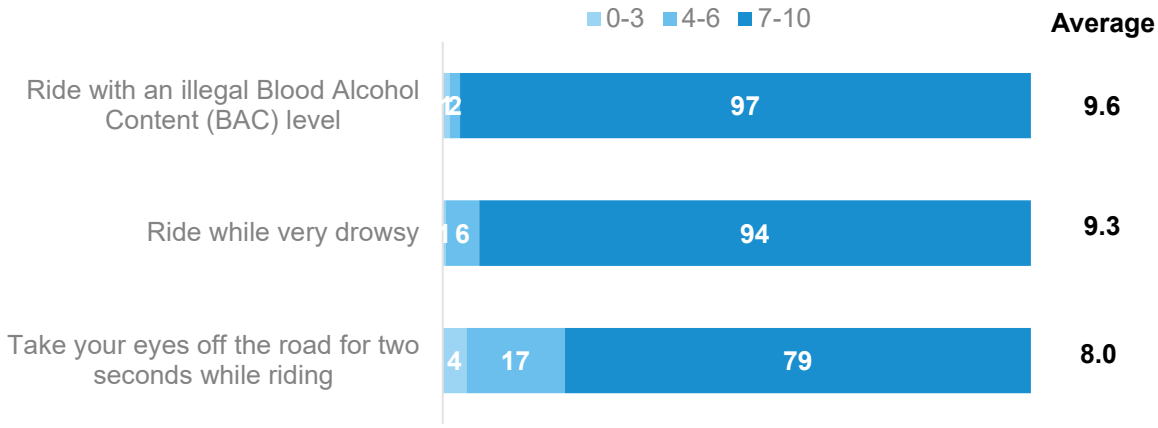
AT5. - Agreement/disagreement with statements about fatigue
Weighted; 2013 base n=490; 2014 base n=573; 2015 base n=591; 2016 base n=520; 2017 base n=791; 2018 base n=747; 2019 base n=721 / Neutral and don't know responses not shown)
Figures may not add to 100% due to rounding

As shown in Figure 26, Active Riders were asked to rate how dangerous they thought each of three behaviours were by scoring each behaviour on an eleven-point scale (where 0 was not at all dangerous and 10 was extremely dangerous).

Most respondents provided ratings of seven or above for all the scenarios:

- 97% for riding with an illegal blood alcohol content
- 94% for riding while very drowsy
- 79% for taking your eyes off the road for two second while riding.

Figure 26 Rating of danger for three behaviours

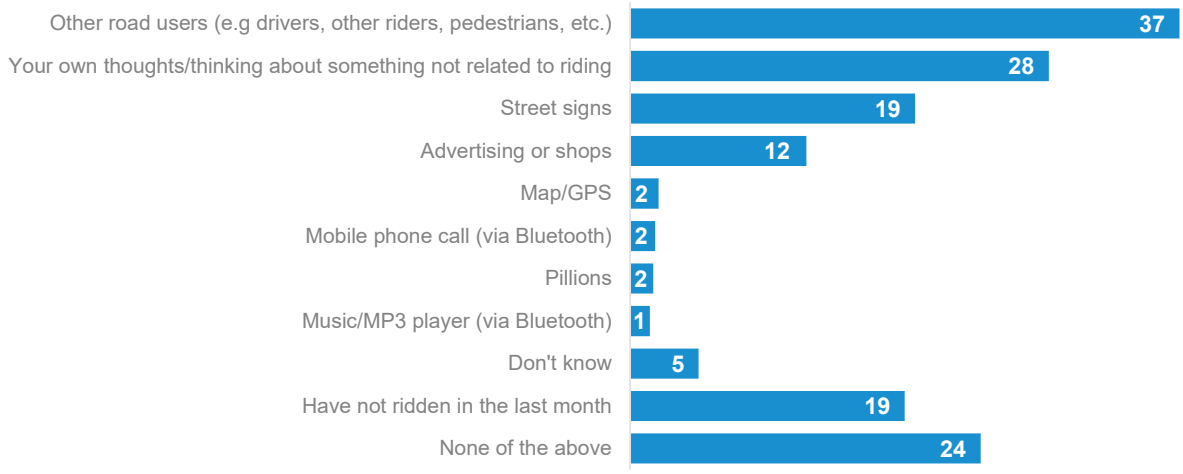


DAN1-6. - Using a scale where 0 is "not at all dangerous" and 10 is "extremely dangerous" how dangerous do you think it is to…
Active riders only; Weighted; 2019 base n=665
Figures may not add to 100% due to rounding

Respondents who have ridden in the last 12 months were asked about whether they had been distracted by a number of factors in the last month while riding a motorcycle.

As shown in Table 15, respondents are most likely to have been distracted by other road users (37%), their own thoughts (28%) or street signs (19%).

Table 15 Distractions in the last month



DRO3. - In the last month, have you been DISTRACTED by any of the following while riding your motorcycle?
Base: Ridden in the past 12 months; Weighted - 2019 base n=153

Respondents who have ridden in the last 12 months were also asked how often they have talked on a mobile phone using headphones while riding. As shown in Table 16, 6% indicate that they have done so. This result does not vary significantly by age, gender or location.

Table 16 Talked on a mobile phone using headphones while riding

Column %	Total	Gender		Age group			Location		
		Male	Female	18 - 25	26 - 39	40+	Major Urban	Other Urban	Rural Balance
NET: Ever	6	**6**	**5**	**6**	**6**	**6**	**6**	**6**	**3**
All of the time	0	0	0	0	0	0	0	0	1
Most of the time	0	0	0	0	1	0	0	0	0
About half the time	1	1	0	1	1	1	1	0	0
Some of the time	5	5	5	5	5	5	5	6	2
None of the time	94	94	95	94	94	94	94	94	97
Column n	*718*	*615*	*103*	*141*	*168*	*409*	*397*	*207*	*114*

BEHC Talked on a mobile phone using headphones while riding
Filter: Ridden in the past 12 months; Weighted; 2019 base n=718
↓↑ Indicates statistically significant difference compared to respondents not in that category

Rider risks

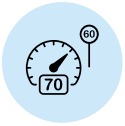
In quarter 3 of 2019, a new question was added to the survey asking respondents who have ridden in the last 12 months the extent to which they agreed or disagreed with the statement 'I never take unnecessary risk while riding'. As shown in Table 17, close to eight in ten (79%) of respondents agree or strongly agree that they never take unnecessary risks.

This result does not vary significantly by age, gender, location, type of rider or type of licence.

Table 17 Taking unnecessary risks while riding

Column %	Total	Gender		Age group			Location		
		Male	Female	18 - 25	26 - 39	40+	Major Urban	Other Urban	Rural Balance
NET: Agree	79	78	83	69	71	82	81	74	83
NET: Disagree	13	13	12	19	15	12	13	14	11
Strongly agree	44	42	67	37	34	49	47	38	49
Somewhat agree	34	37	16	32	37	34	33	37	33
Neither agree nor disagree	7	8	0	12	14	4	6	9	7
Somewhat disagree	11	12	5	18	14	9	11	10	11
Strongly disagree	2	2	8	1	1	3	2	4	0
Don't know	1	0	4	0	1	1	0	2	0
Column n	*388*	*341*	*47*	*78*	*92*	*218*	*216*	*107*	*65*

ATL. - To what extent do you agree or disagree with the following statement… I never take unnecessary risks while riding?
Base: Ridden in the past 12 months; Weighted - 2019 base n=388



3.4 Beliefs and Attitudes to speed and safety

Respondents were asked about awareness and behaviour relating to lane filtering and splitting, speed limits, their riding and driving behaviour and police enforcement.

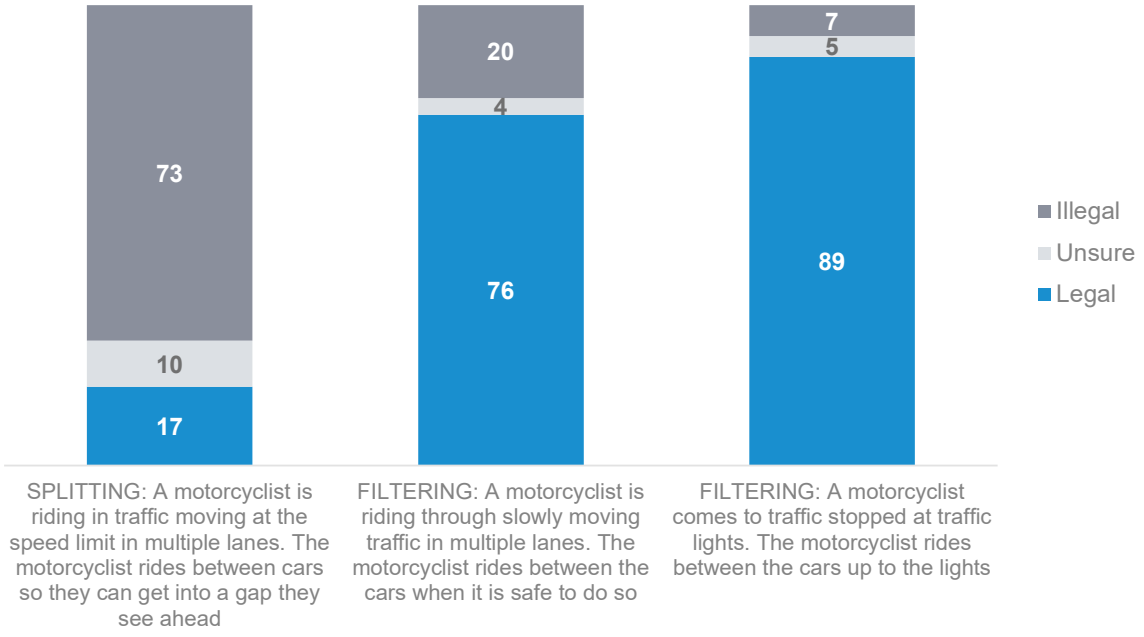
3.4.1 Lane splitting and lane filtering

In quarter three of 2019, new questions were added to the survey regarding lane splitting and lane filtering. These questions were only asked of respondents who had ridden on the road in the last 12 months. The scenarios provided to respondents to explain the behaviours were:

- Lane Splitting: 'A motorcyclist is riding in traffic moving at the speed limit in multiple lanes. The motorcyclist moves between cars so they can get into a gap ahead.'
- Lane Filtering (moving traffic)' A motorcyclist is riding through slowly moving traffic in multiple lanes. The motorcyclist rides between the cars when it is safe to do so.'
- Lane Filtering (stopped traffic) 'A motorcyclist comes to a traffic stopped at traffic lights. The motorcyclist rides between the cars up to the lights.'

As shown in Figure 27, after being provided with the scenarios, nearly three quarters of those who have ridden on the road in the last 12 months (73%) say that the scenario for lane splitting is illegal. One in five (20%) say that the scenario for lane filtering (moving traffic) is illegal and 7% say that the scenario for lane filtering (stopped traffic) is illegal.

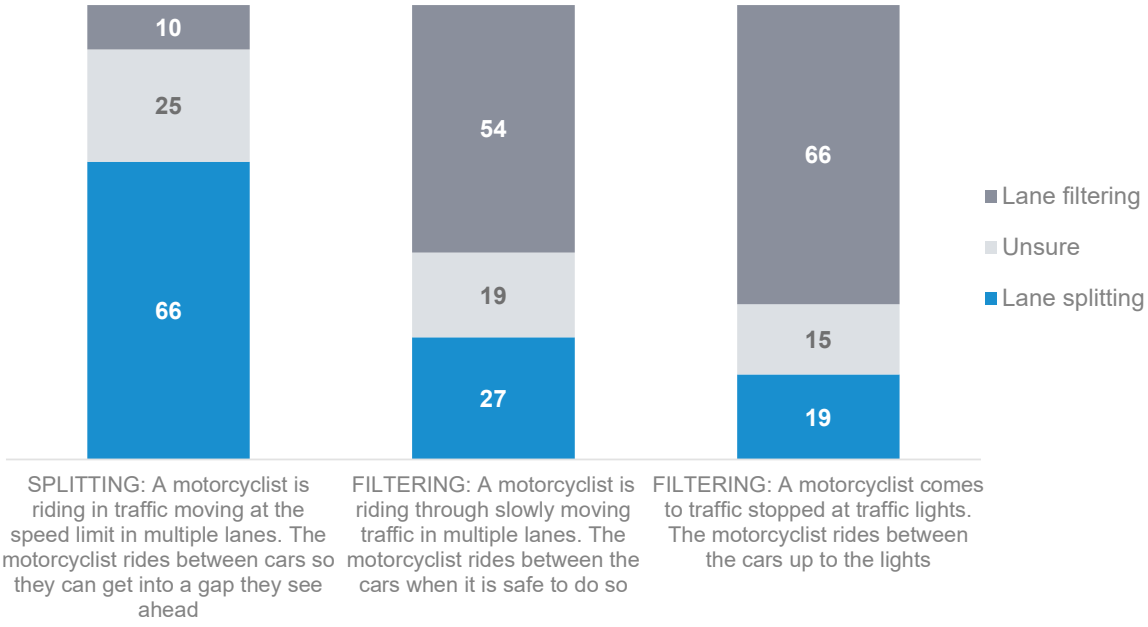
Figure 27 Belief regarding legality of lane splitting and lane filtering



FL1 Do you think the following scenarios are legal or illegal?
Base: Ridden in the last 12 months, on-road riders. Weighted - 2019 base n=252.

Having been provided with the scenarios, as shown in Figure 28, more than two thirds of those who have ridden on the road in the last 12 months (66%) correctly identified the lane splitting description as lane splitting. A little over a quarter (27%) correctly identified the lane filtering (moving traffic) description as lane filtering (moving traffic). Less than one in five (19%) correctly identified the lane filtering (stopped traffic) description as lane filtering (stopped traffic).

Figure 28 Recognition of scenarios for lane splitting and lane filtering



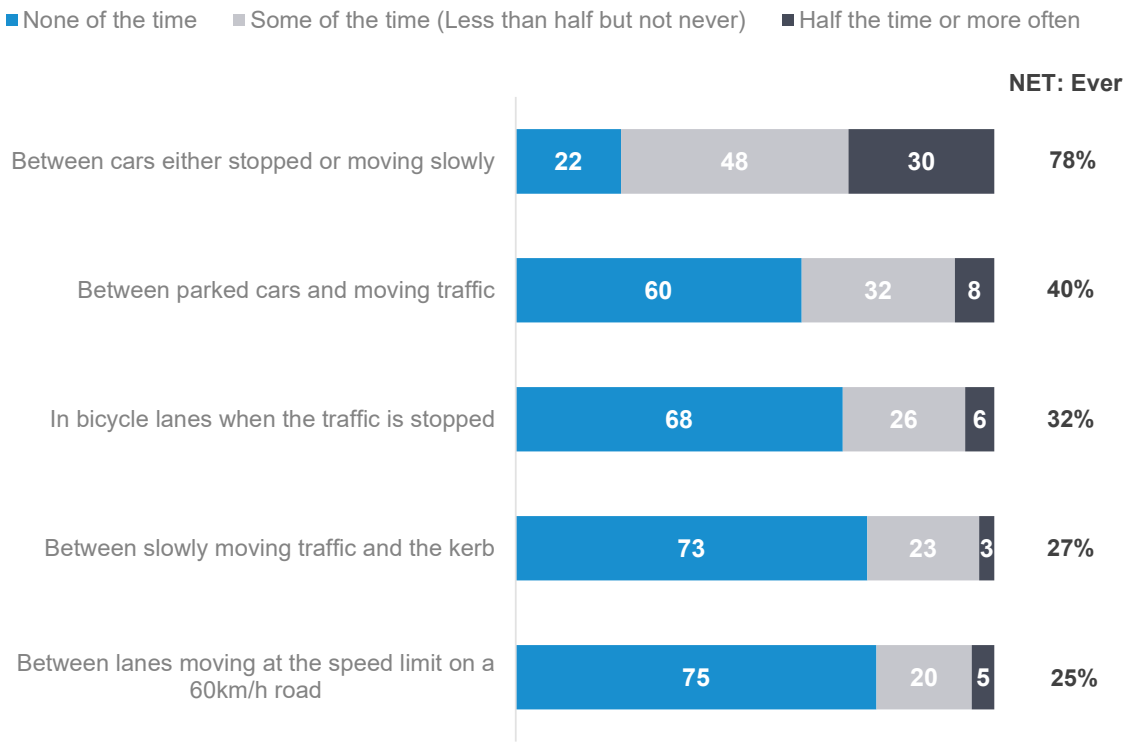
FL2 Again thinking about those scenarios, do you think each is lane splitting or lane filtering?
Base: Ridden in the last 12 months, on-road riders. Weighted - 2019 base n=250.

As shown in Figure 29, more than three quarters (78%) of those who have ridden on the road in the last 12 months ride outside a normal traffic lane at least some of the time. They are less likely to ever ride between parked cars and moving traffic (40%), in bicycle lanes when traffic is stopped (32%), between slowly moving traffic and the kerb (27%) or between lanes moving at the speed limit on a 60km/h road (25%).

Those who have ridden on the road in the last 12 months are more likely to ever do legal behaviours. The two most common behaviours riders ever do are legal behaviours, while the three behaviours riders are least likely to do are illegal behaviours.

There are few differences across demographics. Those in Major Urban locations are more likely to ever ride between cars either stopped or moving slowly (88%) than those in Other Urban locations (70%) or Rural Balance locations (62%).

Figure 29 Frequency of lane splitting and lane filtering



FL3 How often would you ride a motorcycle outside a normal traffic lane in the following situations?
Base: Ridden in the last 12 months, on-road riders. Weighted - 2019 base n=248-250.

3.4.2 Attitudes towards speeding, speeding behaviour

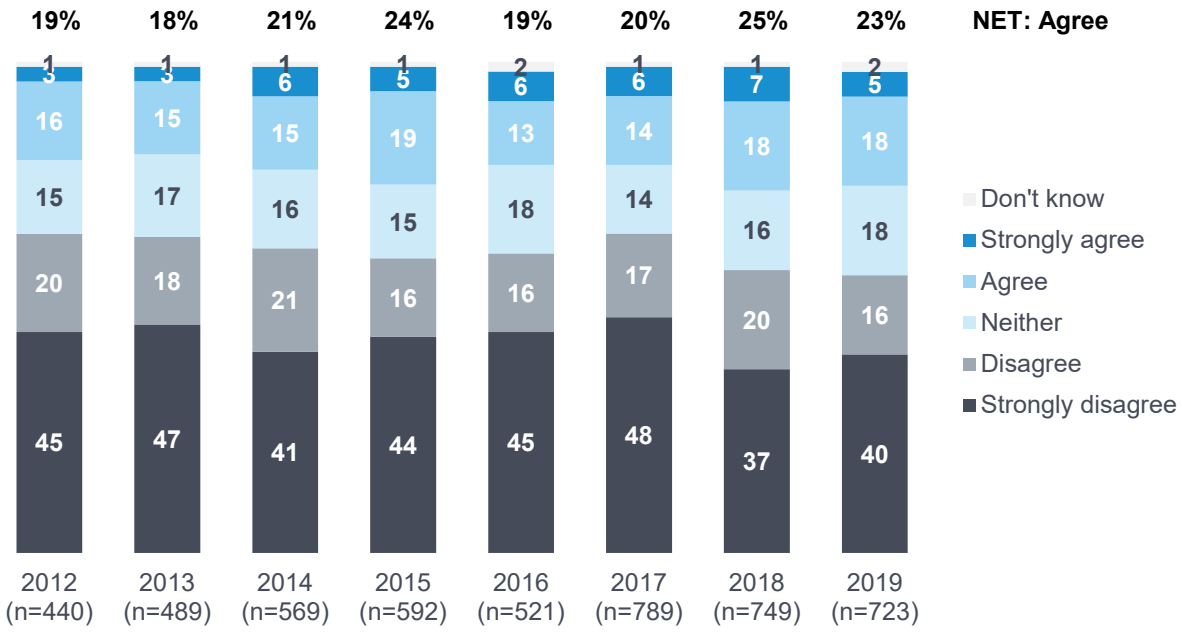
Respondents were asked questions about their attitudes to speeding and questions relating to their speeding behaviours in 60km/h and 100km/h zones. They were also asked their views on point-to-point speed cameras and whether they had been pulled over by police in the last 12 months.

Speeding behaviour

Respondents who have ridden in the last 12 months were asked to what extent they agreed with the statement *'I ride over the speed limit if I'm sure I'll get away with it'*.

As shown in Figure 30 nearly a quarter (23%) agree or strongly agree with this statement. The percentage who disagree strongly declined from about half (48%) in 2017 to about four in ten in 2018 and 2019 (37% and 40% respectively).

Figure 30 Level of agreement with 'I ride over the speed limit…' statement (2012 – 2019)



AT1. - To what extent do you agree or disagree with the following statement? I ride over the speed limit if I'm sure I'll get away with it.
Base: Ridden in the last 12 months - Weighted; 2012 base n=440; 2013 base n=489; 2014 base n=569; 2015 base n=592; 2016 base n=521; 2017 base n=789; 2018 base: n=749; 2019 base n=723. Figures may not add to 100% due to rounding.

As shown in Table 18, there are no significant differences in the level of agreement towards the statement *'I ride over the speed limit if I'm sure I'll get away with it'* by demographic.

Table 18 Agreement with 'I ride over the speed limit…' statement by demographic

Column %	Total	Gender		Age group			Location		
		Male	Female	18 - 25	26 - 39	40+	Major Urban	Other Urban	Rural Balance
NET: Agree	**23**	**23**	**19**	**25**	**24**	**22**	**25**	**21**	**21**
NET: Disagree	**57**	**56**	**62**	**55**	**51**	**59**	**54**	**58**	**66**
Strongly agree	**5**	5	2	3	6	5	6	4	5
Somewhat agree	**18**	18	17	21	19	17	19	17	16
Neither agree nor disagree	**18**	19	14	16	22	17	20	17	13
Somewhat disagree	**16**	17	15	16	16	17	14	17	22
Strongly disagree	**40**	40	47	39	35	42	40	40	43
Don't know	**2**	1	5	4	3	1	1	4	1
Column n	***723***	*619*	*104*	*141*	*171*	*411*	*402*	*207*	*114*

AT1. - To what extent do you agree or disagree with the following statement? I ride over the speed limit if I'm sure I'll get away with it.
Base: Ridden in the last 12 months - Weighted; Base n=723
↓↑ Indicates statistically significant difference compared to respondents not in that category
Figures may not add to 100% due to rounding

As shown in Table 19, there are also no significant differences in the level of agreement towards the statement *'I ride over the speed limit if I'm sure I'll get away with it'* by engine capacity of motorcycle owned.

Table 19 Agreement with 'I ride over the speed limit…' statement by engine capacity

Column %	Up to 250cc	251-700cc	701-1001+ cc
NET: Agree	**19**	**24**	**25**
NET: Disagree	**61**	**52**	**54**
Strongly agree	4	5	2
Somewhat agree	15	18	22
Neither agree nor disagree	17	24	19
Somewhat disagree	15	14	16
Strongly disagree	46	38	39
Don't know	2	1	2
Column n	*145*	*252*	*250*

AT1. - To what extent do you agree or disagree with the following statement? I ride over the speed limit if I'm sure I'll get away with it.
Base: Ridden in the last 12 months - Weighted; Base n=647
↓↑ Indicates statistically significant difference compared to respondents not in that category
Figures may not add to 100% due to rounding

As shown in Table 20, close to half of respondents who have ridden in the last 12 months (45%) say they had intentionally ridden above the speed limit in a 60km zone, even if by only a few kilometres per hour, in the last three months. Further analysis not included in Table 23 shows that the percentage of males indicating they had intentionally ridden above the 60km speed limit is higher than females (46% vs 32%).

Table 20 Frequency of intentionally riding above the limit in a 60km/h zone (2015 – 2019)

Column %	2015	2016	2017	2018	2019
NET: Ever	**43**	**42**	**40**	**44**	**45**
All of the time	1	-	1	1	1
Most of the time	6	3	4	3	5
About half the time	7	7	7	6	6
Some of the time	29	32	29	34	33
None of the time	51	54	57	54	53
Don't know	5	4	3	2	2
Column n	*591*	*520*	*790*	*748*	*722*

BEH1. - How often have you intentionally ridden above the speed limit in a 60km/h zone, even if by only a few km's per hour, in the last three months?
Base: Ridden in the last 12 months - Weighted; 2015 base n=591; 2016 base n=520; 2017 base n=790; 2018 base n=748, 2019 base n=722
↓↑ Indicates statistically significant difference compared to respondents not in that category
Figures may not add to 100% due to rounding

As shown in Table 21, over half the respondents who have ridden in the last 12 months (51%) reported intentionally riding above the speed limit in a 100km zone, in the last three months. Further analysis (not shown in Table 21) shows that the percentage of males indicating they had intentionally ridden above the 100km/h speed limit is higher than females (53% vs 35%).

Table 21 Frequency of intentionally riding above the limit in a 100km/h zone (2017 – 2019)

Column %	2017	2018	2019
NET: Ever	**48**	**48**	**51**
All of the time	1	1	3
Most of the time	7	4 ↓	6
About half the time	6	5	6
Some of the time	34	38	36
None of the time	49	51	48
Don't know	3	1	1
Column n	*789*	*747*	*723*

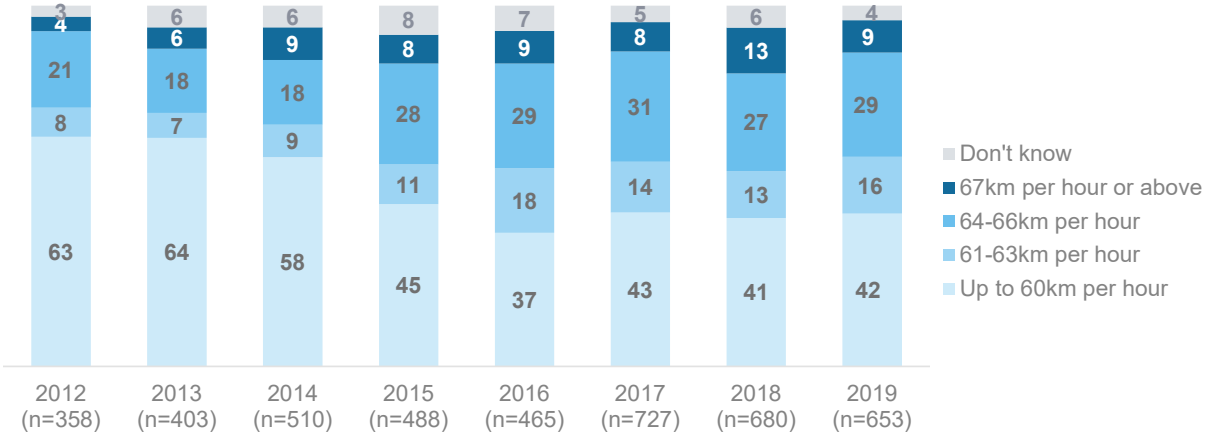
BEH2. - Intentionally ridden above the speed limit in a 100km/h zone, even if by only a few km's per hour?
Base: Ridden in the last 12 months - Weighted; 2017 base n=789; 2018 base n=747, 2019 base n=723
↓↑ Indicates statistically significant difference compared to respondents not in that category
Figures may not add to 100% due to rounding

Exceeding the speed limit in a 60km/h zone

As shown in Figure 31, over half of Active Riders (54%) say that people should be allowed to ride over the 60km/h speed limit without being booked for speeding. Almost one in ten (9%) say that people should be allowed to ride at speeds of 67km/h or above.

Figure 31 also shows how the belief in a 'zero tolerance' approach to speeding (i.e. a person should be booked even if they exceed the speed limit by only one km/h) has declined from 63% in 2012 to 42% in 2019. The percentage who believe in a 'zero tolerance' approach has remained at about four in ten from 2016 to 2019.

Figure 31 Speed that should be allowed in a 60km/h zone (2012 – 2019)



SPE2. - How fast should people be allowed to ride a motorcycle in a 60km/h zone without being booked for speeding?
Filter: Active riders; Weighted; 2012 base n=358; 2013 base n=403; 2014 base n=510; 2015 base n=488; 2016 base n=465; 2017 base n=727, 2018 base n=680, 2019 base n=653
Figures may not add to 100% due to rounding

Table 22 shows the speed Active Riders say people should be allowed to ride over in a 60km/h zone without being booked. Males (30%) are more likely than females (16%) to nominate a speed between 64km/h and 66km/h. Active Riders living in Major Urban areas are most likely to nominate a speed of 67km/h or higher (12% vs 9% for all Active Riders).

Table 22 Speed that should be allowed in a 60km/h by demographic

Column %	Total	Gender		Age group			Location		
		Male	Female	18 - 25	26 - 39	40+	Major Urban	Other Urban	Rural Balance
Up to 60km per hour	42	41	55	37	38	44	40	46	41
61-63km per hour	16	16	14	16	16	15	15	15	20
64-66km per hour	29	30 ↑	16 ↓	29	34	27	28	29	30
67km per hour or above	9	9	9	11	8	9	12 ↑	4 ↓	6
Don't know	4	4	5	3	2	5	4	5	3
Column n	*653*	*558*	*95*	*127*	*144*	*382*	*360*	*193*	*100*

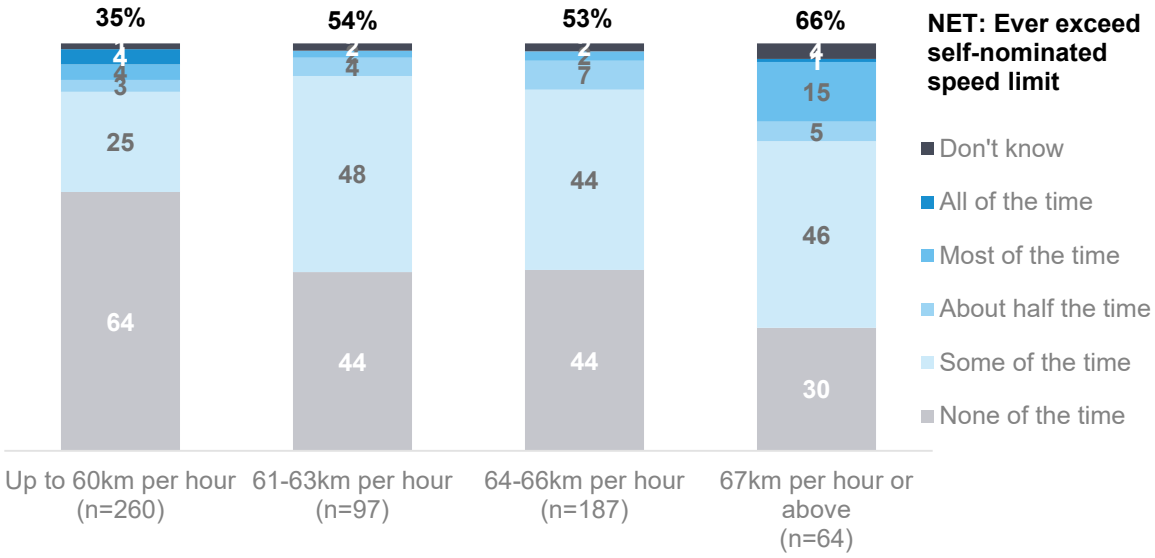
SPE2. - How fast should people be allowed to ride a motorcycle in a 60km/h zone without being booked for speeding?
Filter: Active riders; Weighted; base n=653
↓↑ Indicates statistically significant difference compared to respondents not in that category
Figures may not add to 100% due to rounding

Active Riders were then asked how often they ride at or above the speed they had nominated as the speed people should be allowed to ride in a 60km zone without being booked for speeding. Referring to Figure 32, each column represents the riders who nominate the respective speeds that they say should be allowed. For instance, the rightmost column is made up of riders who indicated in the previous question that people should be allowed to ride at 67km/h or above without being booked. This column shows that 30% of these riders say they exceed the 67km/h speed that they nominated.

As shown in Figure 32, the higher the speed nominated as 'should be allowed', the less likely the rider is to exceed that nominated speed.

As has been the case in the past, those who nominated speeds above 60km/h are less likely to say they would ride above these speeds 'none of the time'. In other words, those who think there should be more leeway when being booked for speeding are the more likely to ride as a speed above their nominated allowable speed.

Figure 32 Likelihood to exceed nominated speed in a 60km/h zone

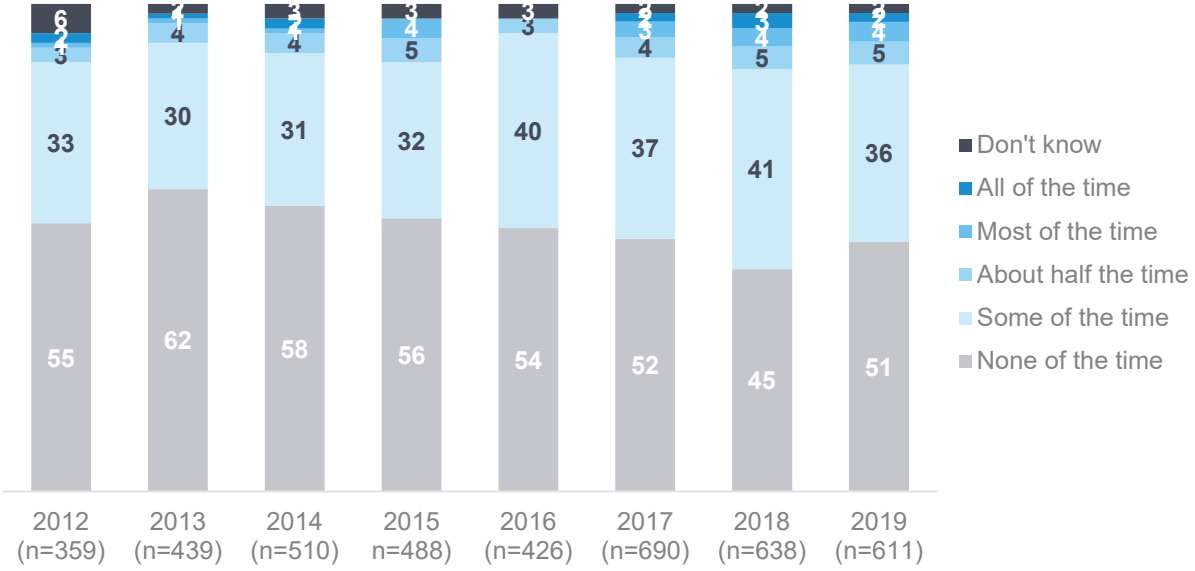


SPE2. - How fast should people be allowed to ride a motorcycle in a 60km/h zone without being booked for speeding?
SPE3. - When you have the opportunity, how often do you ride above (answer from SPE2), in a 60km/h zone?
Filter: Active riders; Weighted; 2019 base n=653 Excluding respondent error
Figures may not add to 100% due to rounding

As shown in Figure 33, in 2019 about half of respondents (51%) indicate they never ride above the speed they had nominated as being that at which people should be able to ride in a 60km/h zone without being booked.

The percentage of Active Riders indicating they would never ride above their nominated speed has fallen from 62% in 2013 51% in 2019.

Figure 33 Likelihood to exceed nominated speed in a 60km/h zone (2012 – 2019)

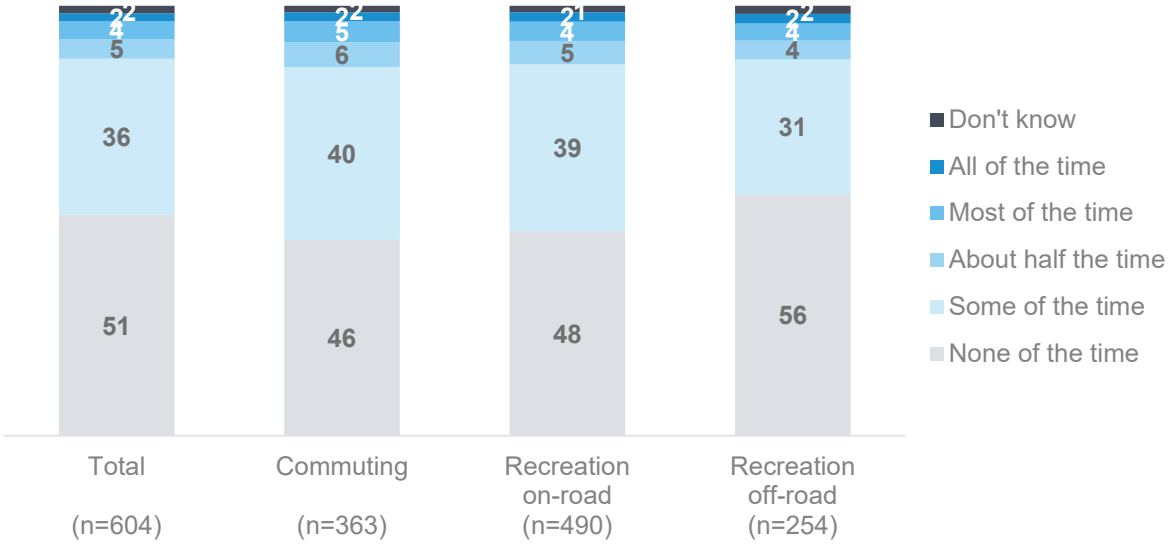


SPE3. - When you have the opportunity, how often do you ride above (answer from SPE2), in a 60km/h zone
Filter: Active riders; Weighted; 2012 base n=359; 2013 base n=439; 2014 base n=510; 2015 base n=488; 2016 base n=426; 2017 base n=690; 2018 base n=638, 2019 base n=611.
Excludes: Respondents who could not nominate a speed
Excludes respondent error
Figures may not add to 100% due to rounding

As shown in Figure 34, Recreational Off-road Riders are the most likely to say they would never ride above the speed they had nominated at which people should be able to ride in a 60km/h zone without being booked (56%).

These findings were similar to those from 2017 and 2018.

Figure 34 Likelihood to exceed nominated speed in 60km/h zone by Rider Purpose

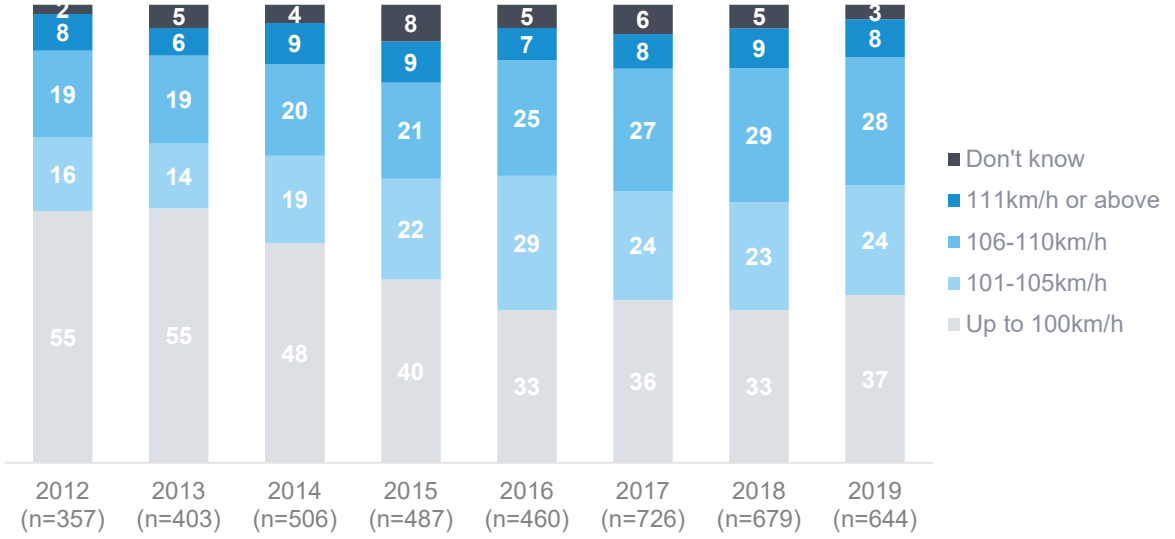


SPE3. - When you have the opportunity, how often do you ride above (answer from SPE2), in a 60km/h zone?
Filter: Active riders; Weighted; base n=604
Figures may not add to 100% due to rounding

Exceeding the speed limit in a 100km/h zone

Active Riders were also asked at what speed they say people should be allowed to ride in a 100km/h zone without being booked for speeding. As shown in Figure 35, there has been relatively little change over the last four years. This followed a downward trend from 2012 to 2016 where the percentage of riders saying that people should only be allowed to ride at 100km/h in a 100km/h zone without being booked steadily decreased. There is also a trend from 2012 to 2019 showing that the percentage of Active Riders who say that people should be allowed to ride at 106km/h to 110km/h has increased from 19% to 28%.

Figure 35 Speed that should be allowed in a 100km/h zone (2012 – 2019)



SPE4 - How fast should people be allowed to ride a motorcycle in a 100km/h zone without being booked for speeding?
Filter: Active riders; Weighted; 2012 base n=357; 2013 base n=403; 2014 base n=506; 2015 base n=487; 2016 base n=460; 2017 base n=726; 2018 base n=679, 2019 base n=644
Excludes respondent error
Figures may not add to 100% due to rounding

As shown in Table 23, there is only one statistically significant difference by demographic for the speed people should be allowed to ride in a 100km/h zone without being booked. Active Riders aged 18-25 (16%) are less likely to say that people should be allowed to ride at 106-110km/h than the 26-39 year old age group and 40 and over age group (27% and 30% respectively).

Table 23 Speed that should be allowed in a 100km/h zone by demographic

Column %	Total	Gender		Age group			Location		
		Male	Female	18 - 25	26 - 39	40+	Major Urban	Other Urban	Rural Balance
Up to 100km per hour	37	35	48	38	35	37	37	37	35
101-105km per hour	24	25	18	36 ↑	26	22	25	23	23
106-110km per hour	28	29	21	16 ↓	27	30	28	26	31
111+ km per hour	8	8	9	7	10	8	8	8	8
Don't know	3	3	5	4	3	3	2	6	2
Column n	*644*	*551*	*93*	*125*	*141*	*378*	*356*	*188*	*100*

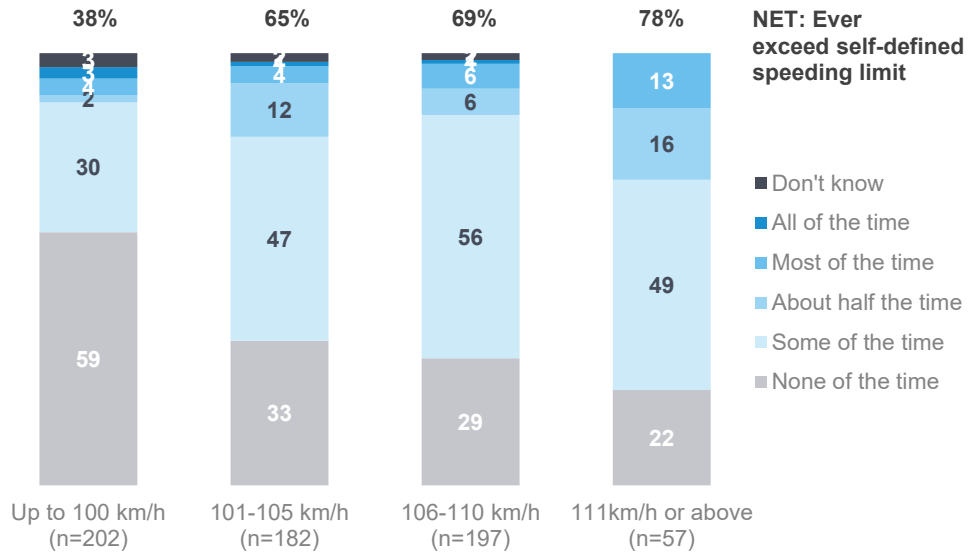
SPE4 - How fast should people be allowed to ride a motorcycle in a 100km/h zone without being booked for speeding?
Weighted; 2019 base n=644
↓↑ Indicates statistically significant difference compared to respondents not in that category
Excluding respondent error
Figures may not add to 100% due to rounding

In a similar way that Active Riders were asked about speeding in a 60km/h zone, Active Riders were also asked how often they ride at or above the speed they had nominated as the speed people should be able to ride in a 100km/h zone without being booked for speeding.

Referring to Figure 36, each column represents the riders who nominate the respective speeds that they say should be allowed. For instance, the rightmost column is made up of riders who indicated in the previous question that people should be allowed to ride at 111km/h or above without being booked. This column shows that 22% of these riders say they do not exceed the 111km/h speed that they nominated.

Figure 36 shows the higher the speed nominated as 'should be allowed', the more likely the rider is to exceed that nominated speed. Note that this trend is the same as observed for the 60km/h zone described in Figure 32.

Figure 36 Likelihood to exceed nominated speed in a 100km/h zone

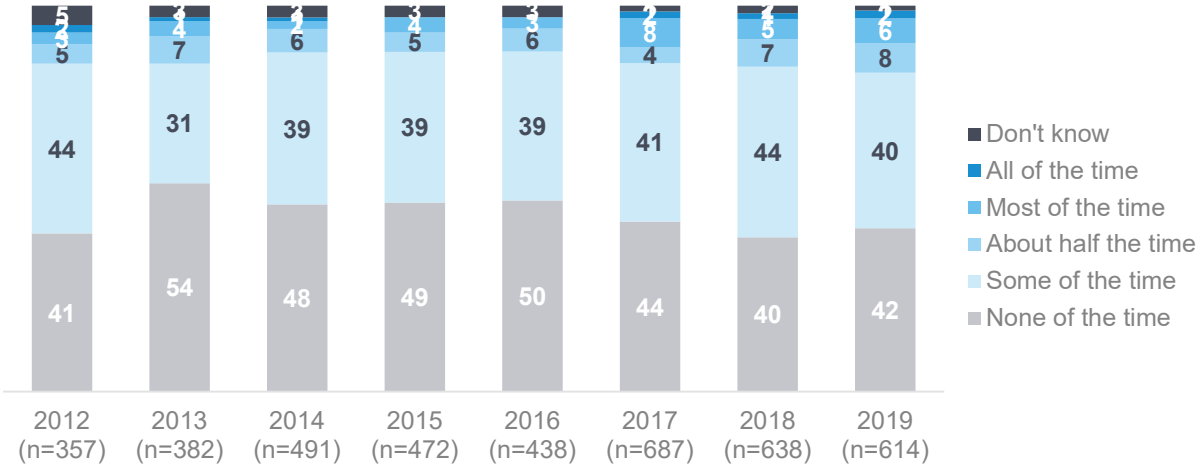


SPE5. - When you have the opportunity, how often do you ride above (answer from SPE4) in a 100km/h zone?
Filter: Active riders; Weighted; 2019 base n=639
Figures may not add to 100% due to rounding

As shown in Figure 37, in 2019 over a third (42%) of Active Riders indicate that they never ride above the speed they nominate at which people should be able to ride in a 100km/h zone without being booked.

There is a similar trend for the 100km/h zone as for the 60km/h zone shown in Figure 33 – the percentage of Active Riders indicating they would never ride above their nominated speed has fallen from 54% in 2013 to 42% in 2019.

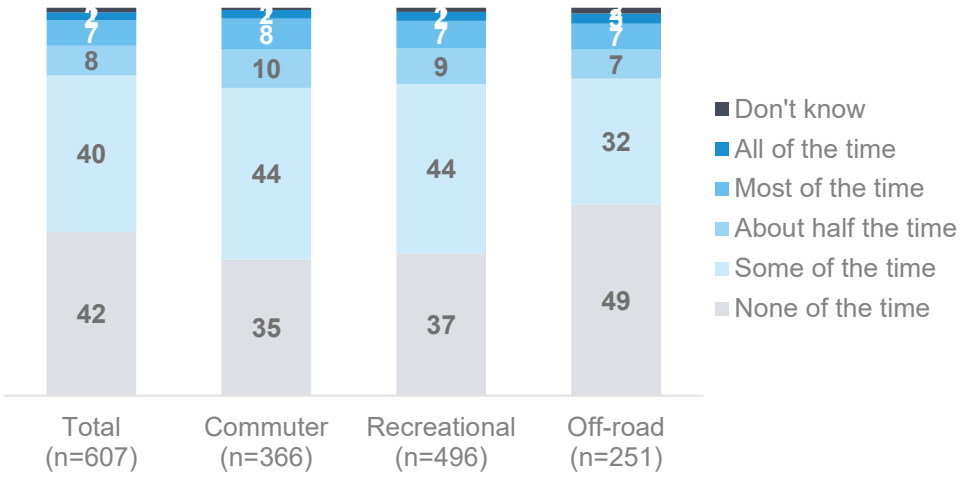
Figure 37 Likelihood to exceed nominated speed in a 100km/h zone (2012 – 2019)



SPE5. - When you have the opportunity, how often do you ride above (answer from SPE4) in a 100km/h zone
Filter: Active riders; Weighted; 2012 base n=357; 2013 base n=382; 2014 base n=491; 2015 base n=472; 2016 base n=438; 2017 base n=687; 2018 base n=638; 2019 base n=639
Excludes respondent error
Figures may not add to 100% due to rounding

As shown in Figure 38, as is the case with 60km/h zones, Recreational Off-road Riders are the most likely to say they would never ride above the speed they had nominated at which people should be able to ride in a 100km/h zone without being booked (49%).

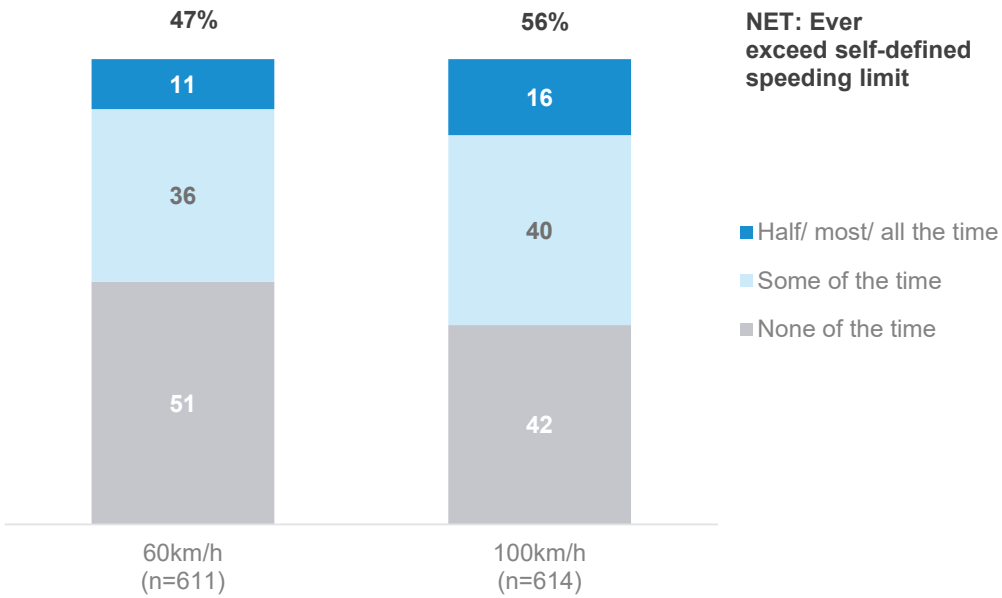
Figure 38 Likelihood to exceed nominated speed in 100km/h zone by Rider Purpose



SPE5. - When you have the opportunity, how often do you ride above (answer from SPE4) in a 100km/h zone
Filter: Active riders; Weighted; base n=607
Figures may not add to 100% due to rounding

As shown in Figure 39, the percentage of Active Riders who say they never exceed their nominated speeds is lower for 100km/h zones (42%) than for 60km/h zones (51%).

Figure 39 Likelihood to exceed nominated speed – 60km/h and 100km/h zones



SPE3. - When you have the opportunity, how often do you ride above (answer from SPE2) in a 60km/h zone
SPE5. - When you have the opportunity, how often do you ride above (answer from SPE4) in a 100km/h zone?
Filter: Active riders; Weighted; 2019 base n=611-614
Figures may not add to 100% due to rounding

Perceptions of danger associated with riding over the speed limit

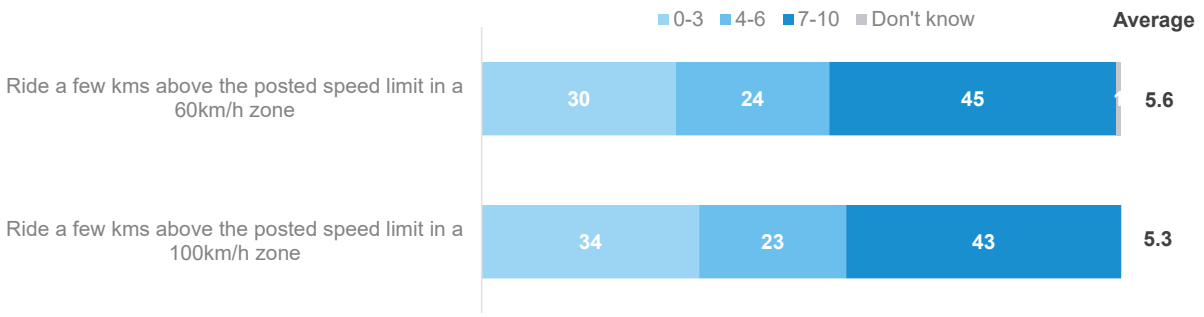
Active Riders were asked how dangerous they thought it was to ride a few kilometres above the sign posted speed limit, using a 0 to 10 scale where 0 was not at all dangerous and 10 was extremely dangerous.

As shown in Figure 40, less than half (45%) of Active Riders rate riding a few kilometres above the sign posted speed limit as dangerous (defined as a rating of 7 to 10 on the 11-point scale). The results are similar for both the 60km/h (45%) and 100km/h (43%) speed limits.

Close to a third of Active Riders (30% for 60km/h and 34% for 100km/h) did not perceive riding a few kilometres over the speed limit as dangerous (0 to 3 on the 11-point scale).

Other analysis shows that females are more likely than males to rate riding above the posted speed as dangerous for 100km/h zones (67% vs 40%) and 60km/h zones (62% vs 43%). Those aged 40 and over are more likely to rate riding above the posted speed as dangerous in 60km/h zones (48% vs 31% among those aged under 40).

Figure 40 Perception of danger associated with riding a few km/h over the speed limit



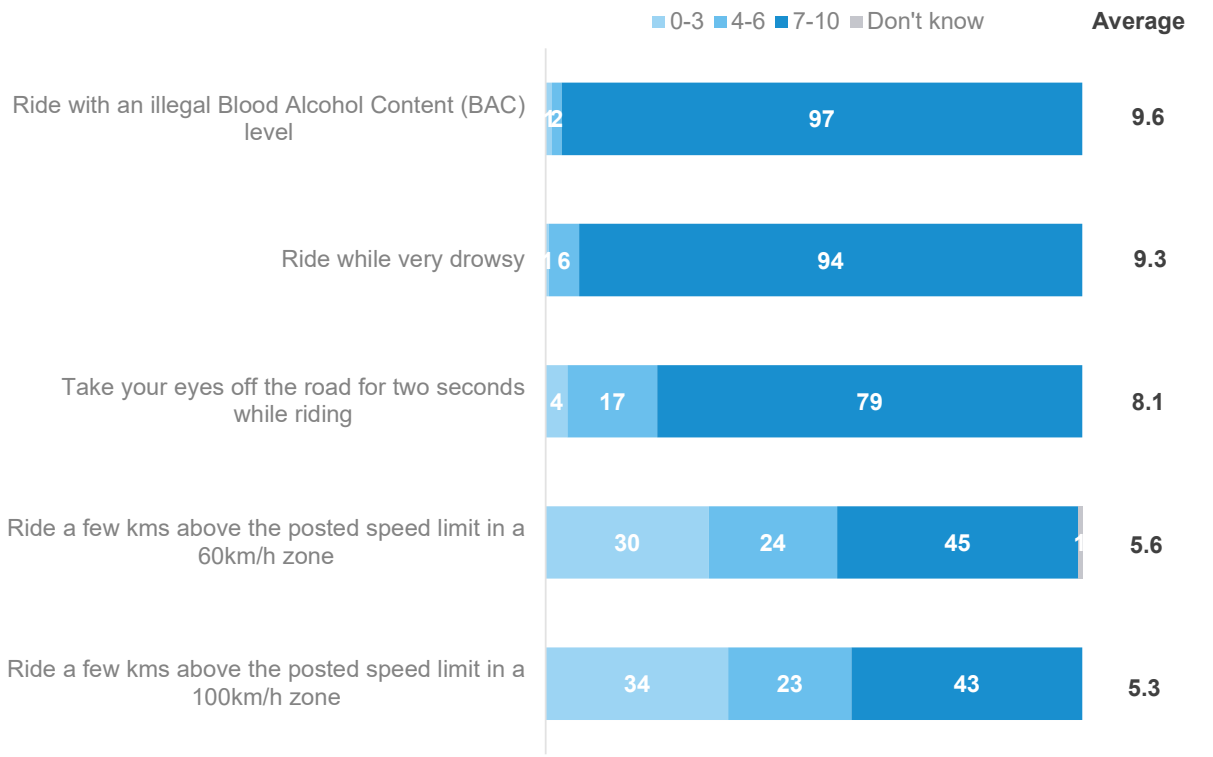
DAN1 & DAN2. - Using a scale where 0 is "not at all dangerous" and 10 is "extremely dangerous" how dangerous do you think it is to…
Active riders only; Weighted; 2017 base n=680
Figures may not add to 100% due to rounding

Figure 41 shows Active Riders' perception of danger associated with riding a few kilometres over the speed limit together with the perception of danger associated with three other behaviours.

As show in in Figure 41, Active Riders do not consider riding a few kilometres over the speed limit to be as dangerous as:

- Riding with an illegal BAC (97%)
- Riding while drowsy (94%)
- Taking your eyes off the road for two seconds (79%).

Figure 41 Perception of danger associated with riding behaviours



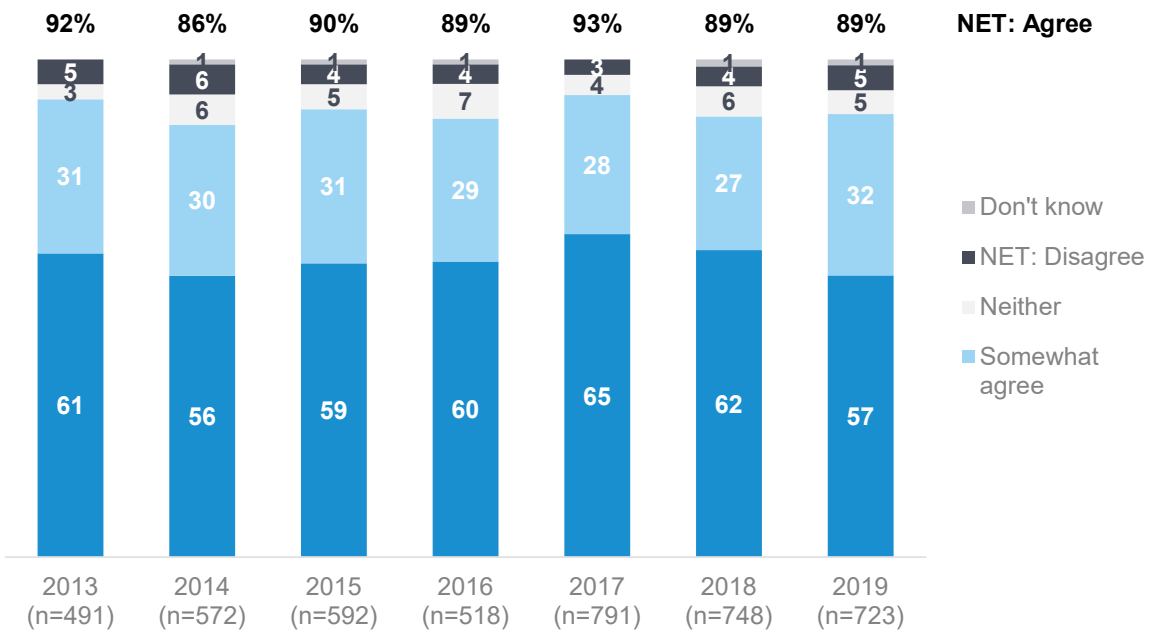
DAN1-DAN6. - Using a scale where 0 is "not at all dangerous" and 10 is "extremely dangerous" how dangerous do you think it is to …
Active riders only; Weighted; 2019 base n=645 to 647
Figures may not add to 100% due to rounding

Riding vs driving

As shown in Figure 42, the large majority of respondents who have ridden in the last 12 months agree that '*drivers don't understand what it is like to be a motorcyclist'* (57% strongly agree and 32% somewhat agree with the statement).

There are no significant differences by age, gender or geographical location.

Figure 42 Agreement 'Drivers don't understand…' (2014 – 2019)

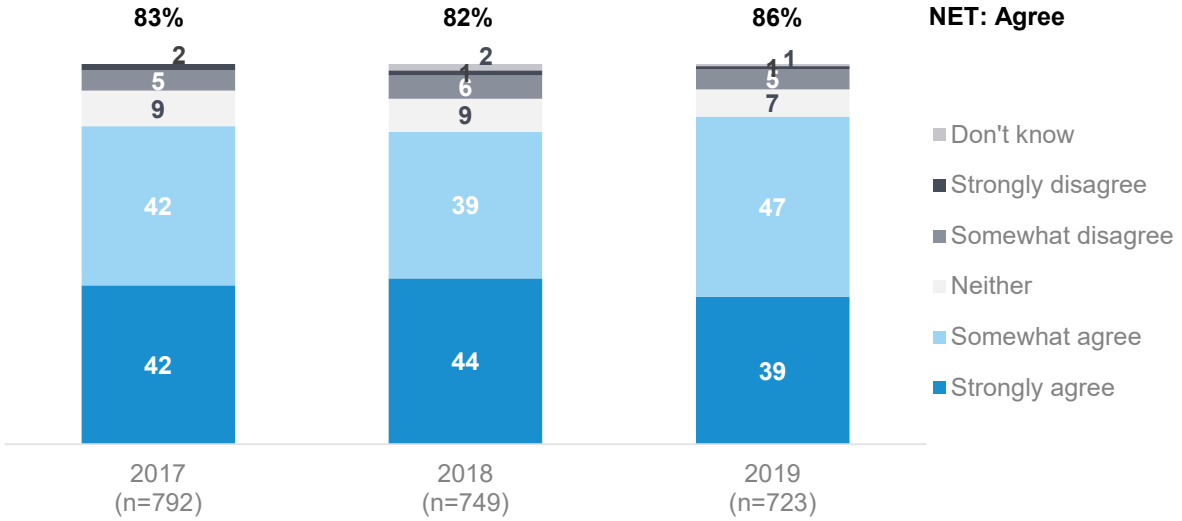


AT7. - To what extent do you agree or disagree with the following statements – Drivers don't understand what it is like to be a motorcyclist?
Base: Those who have ridden in the last 12 months;
Weighted sample; 2013 base n=491; 2014 base n=572; 2015 base n=592; 2016 base n=518; 2017 base n=791; 2018 base n=748; 2019 base n=723
Figures may not add to 100% due to rounding

As shown in Figure 43, when asked whether they thought 'most *drivers are unaware of motorcyclists when they are driving'*, over four-fifths of respondents who have ridden in the last 12 months (86%) agree, with 39% agreeing strongly and 47% somewhat agreeing. This result is largely unchanged since 2017.

There are no significant differences by age or gender.

Figure 43 Agreement 'Most drivers are unaware of motorcyclists…' (2017 – 2019)



AT9. - To what extent do you agree or disagree with the following statements - Most drivers are unaware of motorcyclists when they are driving?
Base: Those who have ridden in the last 12 months;
Weighted sample; 2017 base n=792, 2018 base n=749, 2019 base n=723
Figures may not add to 100% due to rounding

Point-to-point speed cameras

A question was introduced into the survey in Quarter 3 2018 asking Active Riders about how they felt about point-to-point speed cameras being used on main roads.

As shown in Table 24, while 31% approved, 34% did not approve, and 29% either did not care or were uncertain. Those who live in Major Urban are significantly more likely to disapprove than those who lives in Other Urban (40% vs 24%). There are no significant differences by the age, gender or location.

Table 24 Approval of point-to-point speed cameras

Column %	Total	Gender		Age group			Location		
		Male	Female	18-25	26-39	40+	Major Urban	Other Urban	Rural Balance
Strongly approve or approve	**31**	31	29	29	24	33	30	33	28
Do not care either way	**29**	29	31	32	30	29	24	35	33
Strongly disapprove or disapprove	**34**	34	29	39	38	32	40 ↑	24 ↓	35
Don't know	**6**	6	11	1 ↓	8	6	6	8	3
Column n	***503***	*435*	*68*	*98*	*112*	*293*	*280*	*144*	*79*

POL2. - Thinking about point-to-point speed cameras, which measure the vehicle's average speed over a distance of several kilometres instead of at a single point. How do you feel about the use of point-to-point speed enforcement on main roads? Do you...
Filter: Active riders; Weighted; 2019 base n=503
↓↑ Indicates statistically significant difference compared to respondents not in that category
Figures may not add to 100% due to rounding

Frequency of being pulled over by police in the last 12 months

As shown in Table 25, about one in seven Active Riders (14%) have been pulled over by police in the last 12 months. Those aged between 18-39 are more likely to have been pulled over by police compared to those aged 40 and older (21% vs 12%).

Table 25 Whether pulled over by police in last 12 months

Column %	2013	2014	2015	2016	2017	2018	2019
Yes	20	16	18	13	16	17	14
No	80	82	81	86	83	83	85
Prefer not to say / Can't recall	0	1	2	1	1	1	1

POL1. - Have you been pulled over by police for any reason while riding your motorcycle in the last 12 months?
Filter: Active riders; Weighted; 2012 base n=359; 2013 base n=506; 2014 base n=404; 2015 base n=486; 2016 base n=467; 2017 base n=725, 2018 base n=675, 2019 base n=647
↓↑ Indicates statistically significant differences between 2018 and 2019 only
Figures may not add to 100% due to rounding

3.5 Random Breath and Drug Testing

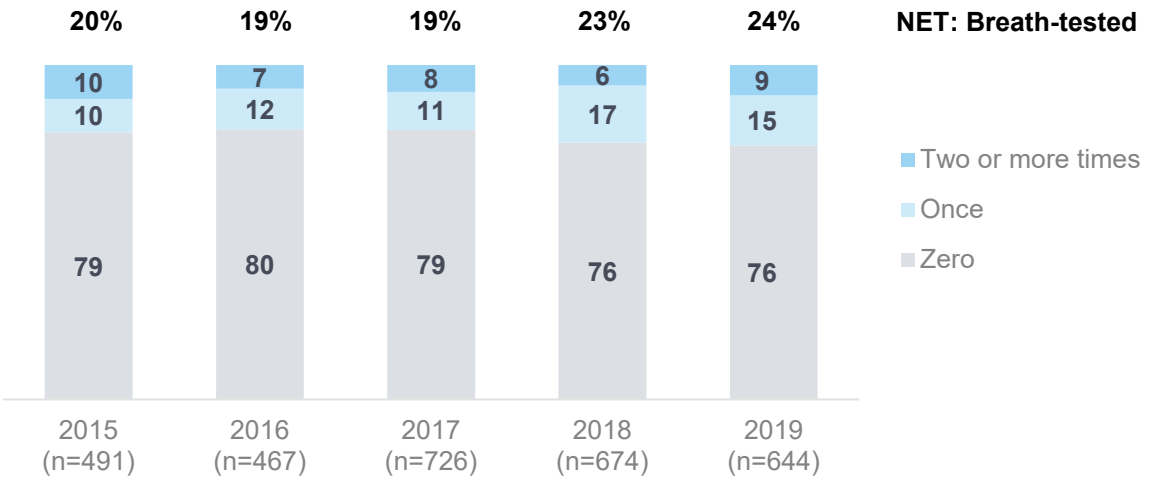
Active Riders were asked whether they had been breath or drug tested, and about their attitudes and behaviours regarding drinking and riding.

Percentage of Active Riders who are breath tested

As shown in Figure 44, close to one in four (24%) Active Riders had been breath tested when riding their motorcycle in the past 12 months – similar to 2018 (23%) and higher than between 2015 and 2017.

Other analysis shows that a smaller percentage of Active Riders had been randomly drug tested in the last 12 months (5%). This is a similar percentage to 2018 (4%) and 2017 (4%), but a greater percentage than in 2016 (less than 1%) and 2015 (2%).

Figure 44 Percentage of Active Riders who are breath tested (2015 – 2019)



POLB. - In the last 12 months, how many times, if any have you been breath-tested when riding your motorcycle
Filter: Active riders; Weighted; 2019 base n=644

Riding when over or under the limit

Figure 45 shows the percentage of Active Riders who drink alcohol who have ridden in the past year while over their legal BAC and the percentage who have ridden after drinking, but when they thought they were under their legal BAC.

A small minority of Active Riders who drink alcohol (5%) indicate that they had ridden their motorcycle when they knew or thought they were possibly over the legal blood alcohol limit.

A greater percentage of Active Riders who drink alcohol (28%) indicate they had ridden a motorcycle after drinking alcohol when they knew or thought they were under the blood alcohol limit.

Figure 45 Percentage of Active Riders who drink alcohol and ride after drinking

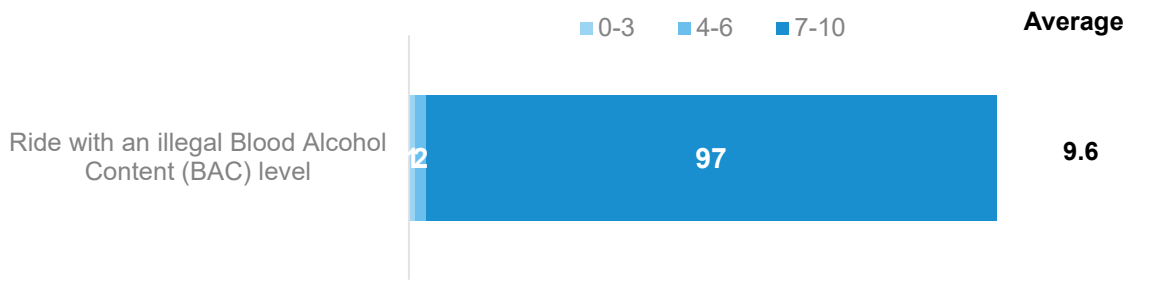
Column %	Total	Gender		Age group			Location		
		Male	Female	18 - 25	26 - 39	40+	Major Urban	Other Urban	Rural Balance
Ridden while over legal BAC in past 12 months	**5**	5	4	3	9	3	5	3	6
Ridden after drinking alcohol, but under legal BAC, in past 12 months	**28**	29	21	30	27	29	30	25	29
Column n	***541***	*466*	*75*	*102*	*120*	*319*	*299*	*153*	*89*

ALCA. - Ridden a motorcycle when you knew or thought you were over your legal blood alcohol limit, even slightly? (i.e. 0 or 0.05 BAC)?
ALCB. - Ridden a motorcycle after drinking alcohol when you knew or thought you were under the legal blood alcohol limit?
Filter: Active riders who drink alcohol; Weighted; base n=541
↓↑ Indicates statistically significant difference compared to respondents not in that category
Figures may not add to 100% due to rounding

Perceptions of danger associated with riding under influence

Active Riders were asked to rate how dangerous it was to ride under the influence of alcohol. As shown in Figure 46, nearly all Active Riders (97%) provided a rating of seven or above (on a zero to 10 scale) for the danger associated with riding with an illegal Blood Alcohol Content.

Figure 46 Perception of danger associated with riding under the influence



DAN3. - Using a scale where 0 is "not at all dangerous" and 10 is "extremely dangerous" how dangerous do you think it is to ride with an illegal Blood Alcohol Content (BAC) level
Active riders only; Weighted; 2019 base n=645
Figures may not add to 100% due to rounding

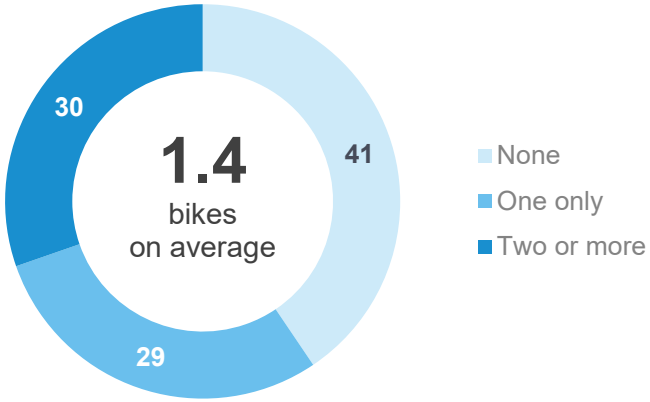
3.6 Motorcycle/Scooter Ownership

Respondents were asked about the type of motorcycles they had at home, and their awareness, desire for and possession of various safety features.

3.6.1 Number of motorcycles in household

As shown in Figure 47, among total respondents, two in five (41%) do not have a motorcycle at home, while 30% have one motorcycle, and 29% have two or more motorcycles

Figure 47 Number of motorcycles kept at home – 2019



H1A/B. - How many motorcycles are kept at your home, regardless of who owns them or registration status?
Total sample; Weighted; Base n=972
Figures may not add to 100% due to rounding

As shown in Table 26, among total respondents, Active Riders (89%) are more likely to have a motorcycle at home than Lapsed or Former Riders. A quarter of Lapsed Riders (24%) and one in six (16%) of Former Riders have a motorcycle at home.

Table 26 Number of motorcycles kept at home by rider activity segment

Column %	Total	Rider activity segments		
		Active riders	Lapsed riders	Former riders
None	41	11 ↓	76 ↑	84 ↑
NET: Any motorcycles	**59**	**89 ↑**	**24 ↓**	**16 ↓**
One only	29	41 ↑	15 ↓	10 ↓
Two or more	30	48 ↑	9 ↓	6 ↓
Average	1.4	2.1	0.4	0.3
Column n	*972*	*659*	*249*	*62*

H1A/B. - How many motorcycles are kept at your home address?
All respondents; Weighted sample; Base n=972
↓↑ Indicates statistically significant difference compared to respondents not in that category
Figures may not add to 100% due to rounding

3.6.2 Details of motorcycle ridden most often

Respondents were asked about the type of motorcycle they ride, its engine capacity and motorcycle safety features they are aware of, have on their current motorcycle or would like to have in the future.

Main motorcycle type

As shown Table 27, Active Riders are most likely to ride either cruisers (mentioned by 28%), off road bikes/trail bikes (25%), sports bikes (19%) or sports tourers (12%).

There are several differences by demographic, including:

- Females are more likely to ride scooters (15% vs 5% among males)
- Males were more likely to ride sports tourers (12% vs 3% among females)
- Those aged 40 or over are less likely to ride sports bikes (15% vs 28% among those aged under 40), but more likely to ride cruisers (33% vs 17%), and
- Those in Major Urban areas:
  - Were more likely to ride scooters (9% vs 2% in other areas)
  - But less likely to ride off road bikes/trail bikes (17% vs 35%)

Table 27 Main motorcycle type by selected rider characteristics

Column %		Gender		Age group			Location		
	Total	Male	Female	18 - 25	26 - 39	40+	Major Urban	Other Urban	Rural Balance
Cruiser	**28**	28	30	13 ↓	19 ↓	33 ↑	27	28	35
Off road bike/trail bike	**25**	25	21	36	27	23	17 ↓	37 ↑	29
Sports bike	**19**	18	26	33 ↑	27 ↑	15 ↓	23	14	17
Sports tourer	**12**	12 ↑	3 ↓	7	11	12	13	10	7
Dual sport	**7**	8	0	3	5	8	8	6	3
Scooter	**6**	5 ↓	15 ↑	2	9	5	9 ↑	2 ↓	4
Other road bike	**2**	2	1	5 ↑	1	2	3	1	2
Other	**2**	1	5	1	2	1	1	1	4
Column n	***615***	*527*	*88*	*124*	*133*	*358*	*341*	*177*	*97*

MC1. - Thinking about the one motorcycle you ride most often. What type of motorcycle is it?
Filter: Base: Active rider ; Weighted sample; base n=615
Figures may not add to 100% due to rounding

Engine size of main motorcycle

As shown in Table 28, Motorcycles that are ridden most often by Active Riders are most likely to have engine sizes of 701cc and over (46%) ahead of those with a reported engine size of 251-700cc (33%) and those with a reported engine size of up to 250cc (21%).

Those with the more powerful 701cc and over engines are significantly more likely to be aged 40+ (55%).

Table 28 Engine size of main motorcycle by selected rider characteristics

Column %	Total	Gender		Age group			Location		
		Male	Female	18 - 25	26 - 39	40+	Major Urban	Other Urban	Rural Balance
Up to 250cc	21	19 ↓	34 ↑	22	30 ↑	18 ↓	19	21	23
251-700cc	33	34	27	58 ↑	42 ↑	28 ↓	34	30	36
701cc and over	46	47	39	20 ↓	28 ↓	55 ↑	47	49	41
Column n	*614*	*527*	*87*	*124*	*133*	*357*	*340*	*177*	*97*

MC5 - What capacity is the engine?
Filter: Active riders; Weighted sample; Base n=614
↓↑ Indicates statistically significant difference compared to respondents not in that category
Figures may not add to 100% due to rounding

As shown in Table 29, among Active Riders, Recreational Off-road Riders are the least likely to have engine sizes of 701+cc (30%).

Table 29 Engine size of main motorcycle by rider purpose

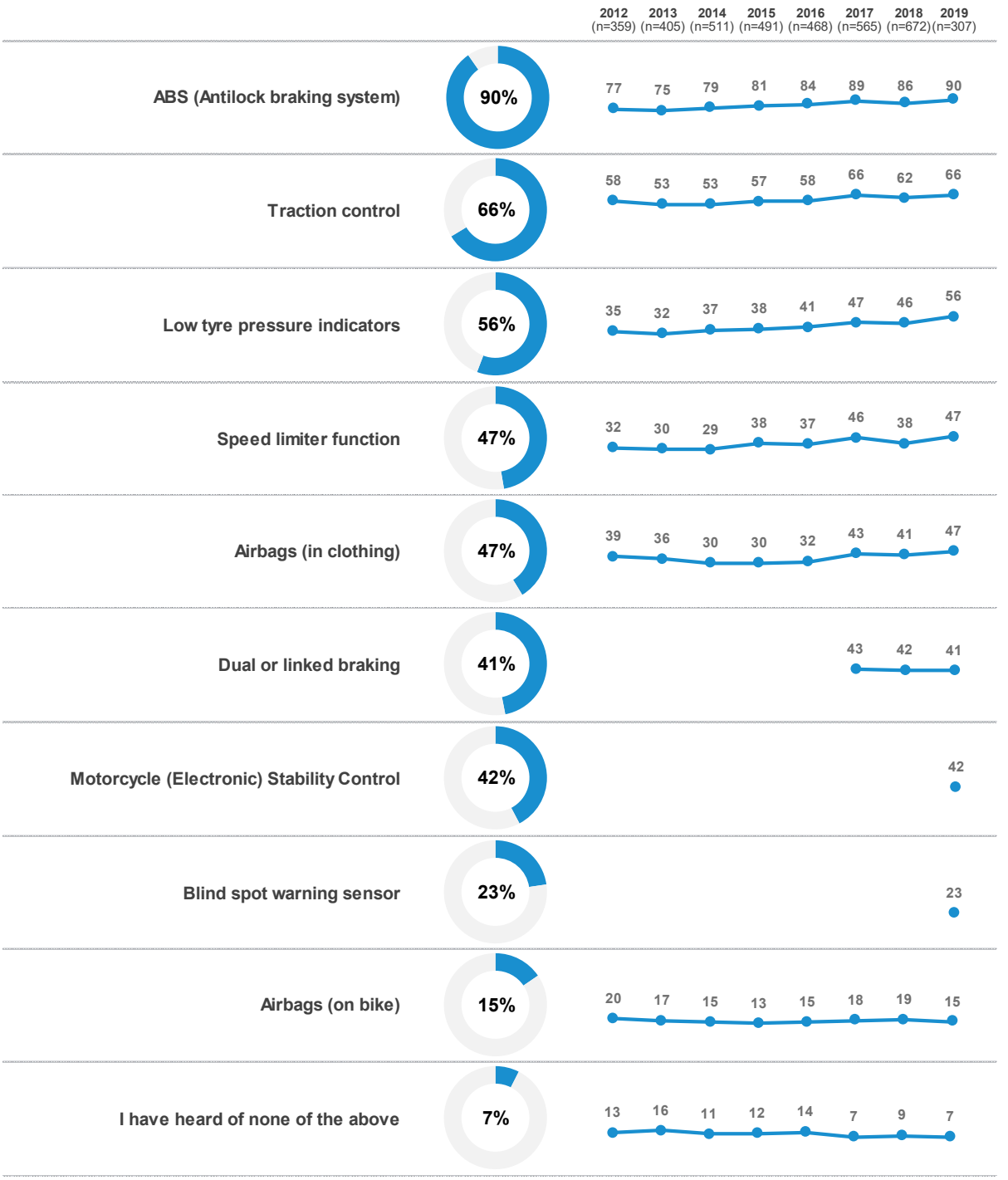
Column %	Total	Type of rider		
		Commuter	Recreational	Off-road
Up to 250cc	21	19	16 ↓	26
251-700cc	33	32	30 ↓	45 ↑
701-1001+ cc	46	49	54 ↑	30 ↓
Column n	*614*	*376*	*490*	*249*

MC5 - What capacity is the engine?
Filter: Active riders; Weighted sample; Base n=614
↓↑ Indicates statistically significant difference compared to respondents not in that category
Figures may not add to 100% due to rounding

3.6.3 Awareness of motorcycle safety features

Active Riders were asked if they had heard of a number of safety features currently available on some motorcycles and/or clothing. As shown in Figure 48, the most common features respondents had heard of were ABS (90%), traction control (66%) and low tyre pressure indicators (56%). These features were also the most common features heard of in the 2018 survey.

Figure 48 Awareness of motorcycle safety features (2012 – 2019)



FEA. - Have you heard of any of the following motorcycle safety features?
Filter: Active riders; Weighted sample; 2012 base n=359; 2013 base n=405; 2014 base n=511; 2015 base n=491; 2016 base n=468; 2017 base n=565, 2018 base n=672, 2019 base n=307

Motorcycle safety features desired for next motorcycle

Active Riders, regardless of whether their most ridden motorcycle was for road use or not, were asked which of the number of safety features mentioned in the previous question (Figure 48) would they want for their next motorcycle.

As shown in Table 30, the most common features Active Riders would like on their next motorcycle are ABS (68%), traction control (45%) and low tyre pressure indicators (41%), ahead of motorcycle blind spot warning sensor (34%), motorcycle stability control (32%) and dual or linked braking (31%).

Active Riders, whose most ridden motorcycle is for road use, were asked if they had a number of safety features currently available on some motorcycles and/or clothing on the motorcycle they currently ride most often for road use. These safety features were the same used in the previous two questions.

The most common features Active Riders have on their motorcycle are ABS (39%), traction control (14%) and dual or linked braking (11%). There are no significant differences by age, gender or location.

Table 30 Awareness, desire for and possession of motorcycle safety features

Column %	Aware of the feature	Would like to have on next bike	Have feature on current bike
ABS (Anti-lock braking system)	90	68	39
Traction control	66	45	14
Low tyre pressure indicators	56	41	6
Speed limiter function	47	15	3
Dual or linked braking	41	31	11
Airbags (on clothing)	47	10	0
Motorcycle Stability Control	42	32	7
Motorcycle blind spot warning sensor	23	34	0
Airbags (on bike)	15	12	0
I have heard of none of the above	7	22	54
Column n	*307*	*306*	*219*

FEA - Have you heard of any of the following motorcycle safety features?
FEA3 - Which of these safety features would you want for your next motorcycle?
FEA2 - Which of these safety features do you have on the road motorbike you ride most often?
Filter: Active riders whose most ridden motorcycle is for road use. Weighted sample

3.7 Motorcycle Clothing

Respondents were asked how often they wear protective motorcycle gear when riding a motorcycle, the type of helmet they wear, and their attitude towards motorcycle safety clothing.

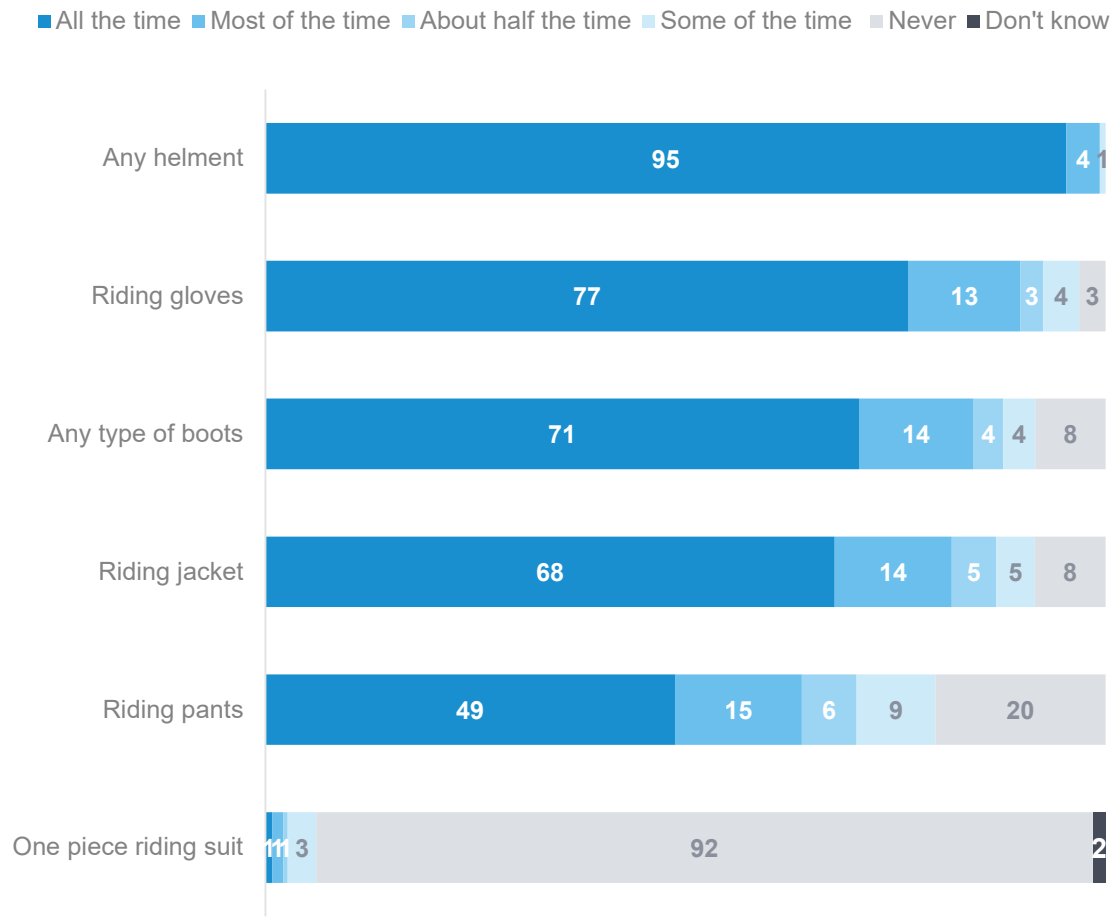
Protective gear usage

Active Riders were asked how often they wore protective gear when riding a motorcycle. As shown in Figure 49, a majority wear the following gear all the time: any helmet (95%), motorcycle riding gloves (77%), any type of boots (71%), a motorcycle riding jacket (68%). Less than half of Active Riders (48%) wear motorcycle riding pants all the time.

Filtering these results to the last three years to enable sufficient sample size shows that females are more likely than males to wear 'all the time': riding gloves (87% vs 75%), a riding jacket (71% vs 62%) and any helmet (99% vs 96%).

Active Riders from Major Urban areas are also more likely to wear these three items 'all the time': riding gloves (79% vs 72% among those from other locations), a riding jacket (78% vs 66%) and any helmet (98% vs 94%).

Figure 49 Usage of protective motorcycle clothing



MS1-6. - When riding a motorcycle, how often do you wear the following items of protective motorcycle clothing?
Filter: Active riders; Weighted sample; 2019 Base n=631-647
Figures may not add to 100% due to rounding

As shown in Table 31, on average, Active Riders wore 3.6 pieces of protective clothing all the time. There are no significant differences in this result by age, gender or location.

Table 31 Number of items worn all the time when riding

Number of protective items worn **all the time** Column %	2017	2018	2019
No items are worn all the time	2	5	2
One item	10	10	10
Two items	12	12	13
Three items	17	18	15
Four items	20	18	22
Five items	40	36	38
Average	**3.8**	**3.5**	**3.6**
Column n	*728*	*680*	*647*

MS - When riding a motorcycle, how often do you wear the following items of protective motorcycle clothing?
Filter: Active riders only; Weighted sample; 2019 Base n=647
Figures may not add to 100% due to rounding

As shown in Table 32 Active Riders wore 4.2 pieces of protective clothing all or most of the time. The average number of items worn all or most of the time was 4.4. in 2017; this declined to 4.2 in 2018 and that result is maintained in 2019.

Active Riders who ride a motorcycle with a 250cc or lower capacity engine wear a lower number of protective items all or most of the time compared to Active Riders who ride motorcycles with an engine capacity of more than 250cc (3.8 vs 4.3).

Active Riders who ride an off-road/trail motorcycle (4.0) or a scooter (3.6) wear the fewest protective items all or most of the time.

There are no significant differences in this result by age, gender or location.

Table 32 Number of items worn all the time or most of the time when riding

Number of protective items worn **all the time / most of the time** Column %	2017	2018	2019
No items are worn all/most of the time	1	1	0 ↓
One item	3	4	4
Two items	5	5	8
Three items	12	13	11
Four items	20	23	22
Five items	59	53	55
Average	**4.4 ↑**	**4.2**	**4.2**
Column n	*728*	*680*	*647*

MS - When riding a motorcycle, how often do you wear the following items of protective motorcycle clothing?
Filter: Active riders only; Weighted sample; 2019 Base n=647
↓↑ Indicates statistically significant difference compared to respondents not in that category
Figures may not add to 100% due to rounding

Type of helmet used

As shown in Table 33, Active Riders were asked what type of motorcycle helmet they wear when riding a motorcycle. About two-thirds (68%) wear a full-faced helmet all the time, while smaller percentages wear a full-faced helmet some of the time and a open-faced helmet some of the time (17%), or an open-faced helmet all of the time (14%).

Active Riders who ride a cruiser type of motorcycle were least likely to wear a full-faced helmet (41%), with riders of this type of motorcycle more likely to wear an open-faced helmet (31%) or both types of helmet (28%).

Less than half of Active Riders who ride a scooter wear a full-faced helmet (47%), more than half either wear an open-faced helmet (39%) or both types of helmet (14%).

Apart from males being more likely to wear both types of helmets (20% vs 5% among females), there were few differences by age, gender or location.

Table 33 Type of helmet used

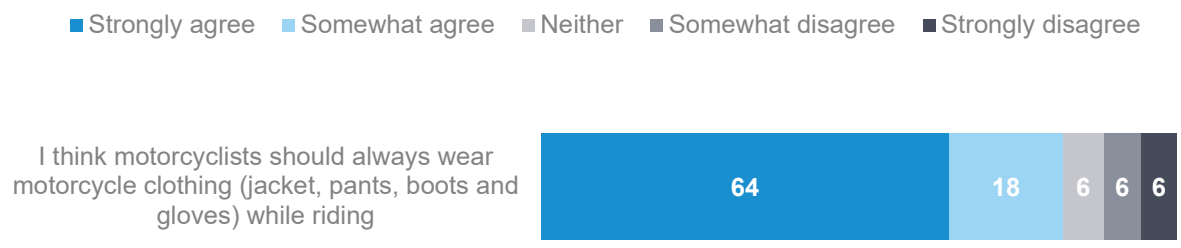
Column %	Total	Gender		Age group			Location		
		Male	Female	18 - 25	26 - 39	40+	Major Urban	Other Urban	Rural Balance
Full face helmet all the time	**68**	68	72	84 ↑	79 ↑	64 ↓	69	70	62
Open face helmet all the time	**14**	14	18	9	10	16	15	12	17
Both, wear an open face helmet some of the time and a full face helmet some of the time	**17**	18	10	6 ↓	11 ↓	20 ↑	16	17	21
Column n	***308***	*267*	*41*	*46*	*64*	*198*	*165*	*93*	*50*

MS2. - Thinking about the type of helmet you wear when riding a motorcycle, do you wear a full face helmet or an open face helmet, or both?
Filter: Active riders; Weighted sample; 2019 Base n=308
↓↑ Indicates statistically significant difference compared to respondents not in that category
Figures may not add to 100% due to rounding

Attitude statement about motorcycle safety clothing

Respondents who have ridden in the last 12 months were asked to what extent they agreed *'I think motorcyclists should always wear motorcycle clothing'*. As shown in Figure 50, over four in five (82%) agree with this statement. There were no differences by demographic.

Figure 50 Agreement that motorcyclists should always wear protective clothing



AT11. - To what extent do you agree or disagree with the following statement. I think motorcyclists should always wear motorcycle clothing (jacket, pants, boots and gloves) while riding
Filter: Ridden in the last 12 months; Weighted sample; Base n=722
Figures may not add to 100% due to rounding

3.8 Motorcycle Crash History

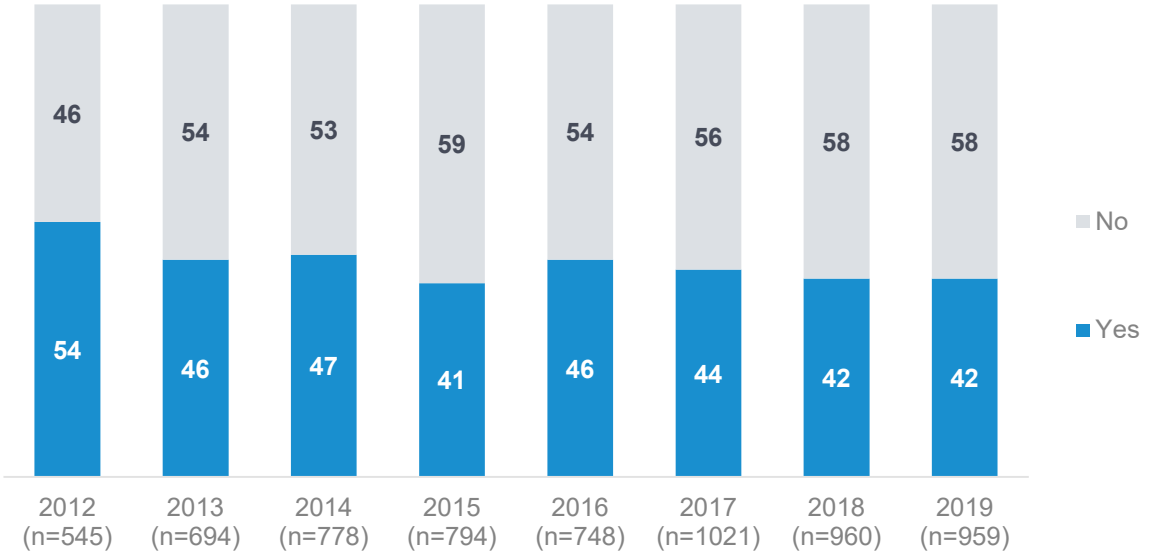
Respondents were asked whether they had crashed while riding a motorcycle, whether they had required medical treatment after their most recent crash, and whether they had received assistance after a crash.

Crash history

Respondents were asked whether they had ever crashed while riding a motorcycle, excluding dropping their bike while stationary and not including any crashes that may have occurred during motorsport. As shown in Figure 51, among total respondents, under half (42%) indicate that they ever had a crash.

Males are more likely to have had a crash than females (43% vs 30%).

Figure 51 Motorcycle crash history (2012 – 2019)



MC7 - Have you ever had a crash while riding a motorcycle, not including dropping your bike while stationary and not including a crash that occurred while participating in motorcycle sport?
Filter: Total sample (exclusing refused); Weighted sample; 2012 base n=545; 2013 base n=694; 2014 base n=778; 2015 base n=794; 2016 base n=748; 2017 base n=1021; 2018 base n=960, 2019 base n=959
Figures may not add to 100% due to rounding

Crashes requiring medical treatment

As shown in Table 34, slightly less than half of those who have had a crash required medical treatment as a result (47%).

Table 34 Most recent crash requiring medical treatment (2012 – 2019)

Column %	2012	2013	2014	2015	2016	2017	2018	2019
Required medical treatment as a result of crash	45	49	50	48	48	48	54	47
Column n	*220*	*116*	*139*	*241*	*324*	*446*	*416*	*386*

CRA2 - Have you required medical treatment as a result of any motorcycle accident?
Filter: Ever experienced crash; Weighted sample; 2012 base n=220; 2013 base n=116; 2014 base n=139; 2015 base n=241; 2016 base n=324; 2017 base n=446; 2018 base n=416, 2019 base n=386
↓↑ Indicates statistically significant difference compared to respondents not in that category
Filter: Required medical treatment

Receiving assistance after crashing

A new question concerning whether respondents had received assistance from someone they were riding with after a crash was introduced into the Motorcycle Monitor questionnaire at the start of quarter 3 2019. As shown in Table 35, more than a third had received assistance after a crash (37%).

Recreational Off-road Riders are significantly more likely to have received assistance (61%) than Commuters (33%) or Recreational On-road Riders (39%).

Table 35 Receiving assistance after crashing

Column %	Total	Rider activity segments			Type of rider		
		Active riders	Lapsed riders	Former riders	Commuter	Recreational	Off-road
Yes	37	45	31	12	33	39	61 ↑
No	63	55	69	88	67	61	39 ↓
Column n	*219*	*146*	*62*	*10*	*91*	*126*	*72*

CRA9. - Have you ever received assistance from someone you were riding with after crashing your motorcycle?
Filter: Ever experienced crash; Weighted sample; Base n=219
↓↑ Indicates statistically significant difference compared to respondents not in that category

As shown in Table 36, respondents who had been assisted were asked how important the assistance was in their recovery. While one in three (32%) indicated the assistance was very important for their recovery, three in ten (29%) indicated that it was not at all important. Despite being less likely to receive assistance, Commuters (61%) and Recreational On-road Riders (46%) are more likely to indicate the assistance was very important than Recreational Off-road Riders (18%).

Table 36 Importance of assistance for recovery

Column %		Rider activity segments		Type of rider		
	Total	Active riders	Lapsed riders	Commuter	Recreational	Off-road
Very important	32	37	24	61 ↑	46	18
Moderately important	38	35	47	29	30	41
Not at all important	29	26	29	8	23	39
Don't know	1	2	0	1	1	2
Column n	*87*	*62*	*24*	*35*	*49*	*38*

CRA10 - How important was that assistance in your recovery?
Filter: Ever experienced crash and received assistance; Weighted sample; Base n=87
↓↑ Indicates statistically significant difference compared to respondents not in that category

3.9 Improving Rider Safety

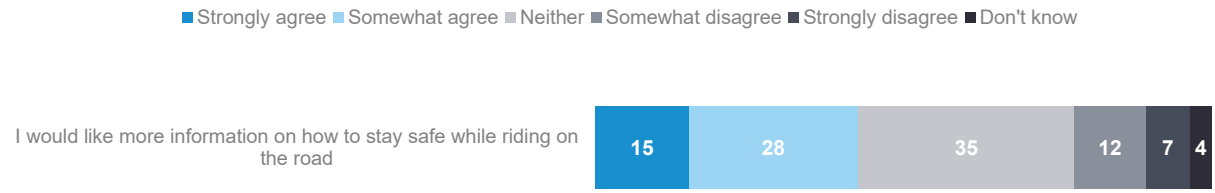
Respondents were asked whether they would like some information on how to stay safe on the road and their suggestions for improving rider safety.

Information on how to stay safe

In quarter 3 2019, a new question was introduced asking respondents who have ridden in the last 12 months whether they agreed or disagreed that they would like more information on how to stay safe while riding on the road. As shown in Figure 52, while respondents are more likely to agree than disagree with this statement (43% vs 19%), over one third (35%) indicate they neither agree nor disagree.

Opinions did not vary across age, gender, location, type of rider or type of licence.

Figure 52 Information on how to stay safe riding on the road



ATM - To what extent do you agree or disagree with the following statement… I would like more information on how to stay safe while riding on the road?
Filter: Ridden in the past 12 months; Weighted sample; base n=388

Respondent suggestions for improving rider safety

All respondents were asked (unprompted) if they had any suggestions about what the TAC could do to improve rider safety. As shown on the following page in Table 37, the most common themes related to safety *'being up to the individual/riders are responsible for their own actions'*, followed by *'improve road user awareness/ education'*.

Notably, the percentage mentioning *'remove wire rope/crash barriers'* increased significantly between 2017 and 2018 (from 2% to 6%) and maintained this level in 2019 (6%).

Table 37 Suggestions to improve rider safety (2017 – 2019)

Column %	2017	2018	2019
None / it's up to the individual / riders are responsible for their own actions	27	23	21
NET: More/improved car driver education	**16**	**20**	**19**
Improve road user awareness /education (include training in motorcycle and push bike safety/sharing the road etc)	12	16	17
More/improved car driver training	4	3	3
Car drivers need to head check - for blind spots / when reversing…	1	1	0 ↓
NET: Better roads/ road maintenance/road design	**9**	**13 ↑**	13
Remove wire rope crash barriers / wire barriers can kill	2	6 ↑	6
Maintain the roads / fix defects / remove potholes / clean up after road works	5	5	5
Dedicated lanes for bike riders	1	2	1
Improve signage / clearly marked speed signs	1	1	1
Improve road design / consider road safety in road design	0	1	2 ↑
NET: More /better training for motorcyclists	**9**	**10**	**10**
More dedicated rider training/awareness e.g refresher courses/advanced driving/safety issues etc	2	2	3
Comprehensive learner rider courses / more supervised training	3	3	3
Make licence harder to obtain - after 12 months / after obtaining full car licence…	2	3	2
Refresher courses / compulsory re-sitting of tests for foreign licence holders	1	0	1 ↑
Increase awareness among riders of what to do in different riding conditions / ride safely - observe speed limits	0	1	1
Mandatory defensive rider training / mandatory 2-day courses	0	0	1
Mandatory retesting (car and motorcycle riders)	1	1	0 ↓
Subsidise training costs	1	1	0
NET: Encouragement to wear protective clothing	**9**	**7**	**7**
Make the wearing of protective clothing mandatory	4	3	3
Make the wearing of high visibility vests and jackets mandatory	4	2	3
Lobby for mandatory motorbike safety technology	1	1	1
Make it cheaper to purchase safety equipment and clothing / provide payment assistance	1	1	0
NET: More Education (media campaigns)	**4**	**5**	**7**
Awareness campaigns / continue the advertising	3	4	6
Awareness	0	0 ↓	1 ↑
Increase rider awareness/responsibilities on roads e.g abide by road rules/consideration of other road users etc.	1	0	0
NET: Harsher penalties for breaking road rules	**3**	**5 ↑**	**2 ↓**
Increase penalties for car drivers who cause smashes / speed / text / dont indicate…	2	4	2 ↓
Harsher penalties for riders who speed / drive under the influence of alcohol and drugs / do dangerous things	1	1	1
NET: Greater flexibility with road laws	**3**	**2**	**3**
Leniency for minor speed infringements / 5-8 km/h tolerance rather than 3 km/h	1	1	1
Legalise traffic splitting and filtering	1	1	1
Increase speed limit on freeways / non built up areas	1	0	1
NET: Improve perception of motorcycle riders	**3**	**1 ↓**	**1**
Improvement in attitude / consideration for riders from car drivers and other road users	3	1 ↓	1
Remove stereotype that all riders don't care / don't have ads blaming rider if car driver was at fault	0	0	0
Licensing/renewal costs to high	1	0	1
Other	12	12	16
Don't know	1	4 ↑	3
Column n	*1027*	*971*	*972*

D6. - Would you like to make any suggestions to the TAC about what they can do to improve rider safety?
Total Sample Weighted; Base 2019 n=972
↓↑ Indicates statistically significant difference compared to respondents not in that category

4.0 Summary of findings

Travelling habits

Apart from driving or riding themselves, respondents who have a motorcycle licence and/or a motorcycle registered in their name ('total respondents') are most likely to get around on a regular basis by walking (with 35% travelling this way more than once a week) or as passengers on a motorcycle or car (33%). Ten per cent catch public transport more than once a week and only 2% take a taxi or similar more than once a week.

The large majority of these same survey respondents (92%) drive a car more than once a week, a significantly greater percentage than those riding a motorcycle on the road more than once a week (14%).

Learning to ride

The large majority of total respondents have a full licence (91%), although this varies significantly by age, with 57% of respondents aged 18-25 having a full licence compared to 89% of those aged 26-39 and 94% of those aged 40 and over.

Close to three-fifths (59%) of full and probationary licence holders got their licence between the ages of 18 and 25, while 21% got their full licence between the ages of 26 and 39, and 12% got it aged 40 and over.

Opinions are divided among respondents who had ridden in the last twelve months as to whether people returning to riding after a break should undertake motorcycle training. In 2019, 36% agree that people should undertake training, while 46% disagree.

Riding activity and attitudes

Close to two in three total respondents (66%) indicate they had ridden a motorcycle in the last 12 months, a higher percentage than in 2018 (61%). Those aged between 18 and 25 (91%) are significantly more likely to have ridden in the last 12 months than older respondents.

Similar to 2018, 56% of total respondents are either regular or occasional riders or have started riding again after a break. These respondents are defined as Active Riders. Over one third (34%) indicate that, although they had stopped riding, they might ride again in the future. These respondents are defined as Lapsed Riders. Those who had stopped riding and did not intend to return to riding comprise 9% of respondents. They are defined as Former Riders. Apart from no longer owning a motorcycle, the main reasons Former Riders give for ceasing riding are that they prefer to use other transport (mentioned by 24%) and family commitments (23%).

Those aged 18-25 (78%) are significantly more likely to be Active Riders.

Active Riders are more likely to ride recreationally on-road (79% of Active Riders do so) than commute (53%) or ride recreationally off-road (32%). Commuters are more likely to live in Major Urban areas (59%) than in Other Urban (44%) or Rural Balance (53%) locations while, by contrast, Recreational Off-road Riders are less likely to live in Major Urban areas (37%) than in Other Urban (53%) or Rural Balance (49%) locations. On average, Commuters ride more per month (527km) than Recreational On-roader Riders (427km) or Recreational Off-road riders (331km).

Recreational Off-road Riders are more likely to ever ride in a group (89%) than Commuters (80%) or Recreational On-road Riders (78%). Active Riders who ever ride in a group were asked whether riding in a group makes them less or more cautious or whether it makes no difference. Close to three in five (59%) indicate it makes no difference, while over one in three (38%) claim they become more cautious. While only 3% indicate they become less cautious, a significantly greater percentage of respondents aged 18-25 (17%) indicate they become less cautious when riding in a group.

The large majority of respondents who have ridden in the last 12 months (94%) agree that *'the only remedy for fatigue while riding is to stop riding and rest'*, with 79% 'strongly agreeing'. This percentage has been consistent over the period 2013 to 2019.

Nearly all Active Riders (97%) rate riding with an illegal blood alcohol content level as highly dangerous (7-10 on a 0-10 point scale where 10 is extremely dangerous), and 94% indicate that riding while very drowsy is highly dangerous. A smaller, although still substantial percentage (79%), think taking your eyes off the road for two seconds while riding is highly dangerous.

While the majority of respondents who have ridden in the last 12 months (79%) agree that they never take unnecessary risks while riding, about one in eight (13%) disagree that they never take unnecessary risks.

Lane filtering and splitting

While most respondents who have ridden in the last 12 months understand what behaviours are legal or illegal regarding lane filtering and lane splitting, a minority do not. For example, the majority correctly believe that lane splitting is illegal (73% vs 17% who believe it legal). In a similar vein, the majority correctly believe lane filtering is legal, whether riding slowly through moving traffic in multiple lanes (76% vs 20% who believe it illegal), or whether riding between stopped traffic up to traffic lights (89% vs 7% who believe it illegal).

Most respondents who have ridden in the last 12 months correctly understand what lane splitting and lane filtering are although a substantial minority do not. Riders are more likely to misunderstand what lane filtering is rather than what lane splitting is. For example, 27% of respondents incorrectly believe that riding between cars slowly when safe to do so is lane splitting rather than filtering while only 10% of respondents incorrectly believe riding between cars at speed in multiple lanes is lane filtering rather than lane splitting.

The large majority of respondents who have ridden in the last 12 months ever ride outside a normal traffic lane. They are most likely to ever ride between cars either stopped or moving slowly (78% do so). They are less likely to ever ride between parked cars and moving traffic (40%), in bicycle lanes when traffic is stopped (32%), between slowly moving traffic and the kerb (27%) or between lanes moving at the speed limit on a 60km/h road (25%).

Attitudes towards speeding and speeding behaviour

Respondents who have ridden a motorcycle in the last 12 months were asked to what extent they agreed with the statement *'I ride over the speed limit if I'm sure I'll get away with it'*. Close to a quarter agree with this statement (23%).

Close to half of respondents who have ridden a motorcycle in the last 12 months (45%) indicate they had intentionally ridden above the speed limit in a 60km/h zone in the last three months. By comparison, over half of respondents who have ridden a motorcycle in the last 12 months (51%) indicate they had intentionally ridden above the speed limit in a 100km/h zone, in the last three months.

Over half of Active Riders (54%) believe they should be allowed to ride over the 60km/h speed limit without being booked. The belief in a 'zero tolerance' approach to speeding (i.e. a person should be booked even if they exceed the speed limit by only one km/h) has declined from 63% in 2012 to 42% in 2019. Similarly, over the last few years there has been a shift towards Active Riders believing there should be more leeway to ride over the speed limit in 100km/h zones. In 2012 and 2013 55% Active Riders believed there should be no leeway (i.e. up to 100km/h). This percentage declined to 37% in 2019.

Random breath and drug testing

In 2019 close to one in four (24%) Active Riders had been breath tested when riding their motorcycle in the past 12 months, a slightly higher result than in 2016 (19%) and 2017 (19%), but similar to 2018

(23%). A smaller percentage had been randomly drug tested in the last 12 months (5%). This was a similar percentage to 2018 (4%), but a greater percentage than in 2016 (less than 1%) or 2015 (2%).

As was the case in 2018, only a small minority of Active Riders (5%) indicate that they had ridden their motorcycle when they knew or thought they were possibly over the legal blood alcohol limit.

Active Riders believe on average that it is more dangerous to ride under the influence of alcohol than to ride a few kms per hour above the posted speed limit. For example, while 97% of Active Riders believe it is dangerous to ride over the legal BAC level, only 43% think it dangerous to ride a few kms an hour over the 60km/h speed limit.

Over half of respondents who have ridden in the last 12 months (55%) indicate that they would not have any drinks before riding, while one in five (23%) would have one drink and still consider riding, and a further one in five (21%) would have two drinks. Very few (1%) claim they would have three drinks or more and still consider riding.

Motorcycle/scooter ownership

About two in five of total respondents (41%) do not have a motorcycle at home, while 30% have one motorcycle, and 29% have two or more motorcycles.

Active Riders are most likely ride either cruisers (mentioned by 28%), off road bikes/trail bikes (25%), and sports bikes (19%) or sports tourers (12%).

Motorcycles that are ridden most often by Active Riders are most likely to have engine sizes of 701+cc (46%) ahead of those with an engine size of 251-700cc (33%) or of 250cc (21%).

The most common safety features Active Riders whose most ridden motorcycle is for road use have on their motorcycle are ABS (39%), traction control (14%) and dual or linked braking (11%).

Protective motorcycle clothing

Active Riders were asked how often they wore protective gear when riding a motorcycle. A majority wear the following gear all the time: any helmet (95%), motorcycle riding gloves (77%), any type of boots (71%), a motorcycle riding jacket (68%). Less than half of respondents (48%) wear motorcycle riding pants all the time.

About two-thirds of Active Rides (68%) wear a helmet wear a full-faced helmet all the time, while smaller percentages wear a full-faced helmet some of the time and a open-faced helmet some of the time (17%), or an open-faced helmet all of the time (14%).

Motorcycle crash history

As was the case in previous surveys, in 2019 under half of total respondents (42%) indicated they had had a crash. Close to half of those having a crash required medical treatment (47%).

Slightly over a third of respondents who had ever experienced a crash had received assistance after a crash (37%). Recreational Off-road Riders are significantly more likely to have received assistance (61%) than Commuters (33%) or Recreational On-road Riders (39%). This coincides with Recreational Off-road Riders being more likely to ride in a group.

Suggestions for improving road safety

Respondents who have ridden in the last 12 months are more likely to agree (43%) than disagree (19%) that they would like more information on how to stay safe while riding on the road. Over one third (35%) indicate they neither agree nor disagree.

Respondents are most likely to believe riders are responsible for their own actions. However, improved education and training for both drivers and motorcyclists and better road maintenance and design are also frequently mentioned as the best approach for improving rider safety.

When considering respondent suggestions for improving road safety, the percentage mentioning *'remove wire trip crash barriers'* increased significantly between 2017 and 2018 (from 2% to 6%) and this level was maintained in 2019 (6%).

5.0 Methodology

Data Collection

The Motorcycle Monitor was conducted using a similar methodology in 2019 as since 2014, and was a multimode project, with respondents having the option to complete the survey in hard copy, over the telephone, or online. Since 2017 the survey has been run continuously, with data collected across four quarters in seven waves. Prior to this, the survey was run annually as a point-in-time survey.

The survey was conducted in two waves per quarter, except in the Oct-Dec quarter where one wave was conducted to accommodate the holiday season. All respondents were sent a Primary Approach Letter (PAL) and hard copy of the questionnaire, which invited them to go online and complete the survey, or fill the hard copy in and return it to Wallis in a reply paid envelope.

Reminder SMS and letters were sent about two weeks after the initial mail out to those who had not completed the survey at that stage. Those who had not yet completed the questionnaire online, or had not yet completed a hard copy questionnaire, were telephoned about three weeks after the initial mail out and asked whether they would like to complete the questionnaire online or over the telephone.

Key fieldwork figures are contained in Table 38 below.

Table 38 Key Fieldwork Figures

	2016		2017		2018		2019	
	n=	% of mail-out	n=	% of mail-out	n=	% of mail-out	n=	% of mail-out
Mail-out 1 - Survey invitation	2350	100%	2770	100%	2443	100%	2540	100%
Mail-out 2 - Survey reminder	2128	91%	1946	70%	2064	84%	2100	83%
SMS	n/a	n/a	1498	54%	1456	60%	1378	54%
Reminder calls attempted	1784	76%	1601	58%	1864	76%	2021	80%
Reminder calls completed	935	40%	890	32%	909	37%	1130	44%
TOTAL Survey completions online	366	16%	420	15%	502	21%	542	21%
TOTAL Survey completions hardcopy	255	11%	397	14%	347	14%	308	12%
TOTAL Survey completions phone	142	6%	210	8%	122	5%	122	5%
TOTAL Completions	763	32%	1027	37%	971	40%	972	38%
Opt-outs	1	0%	91	3%	15	1%	10	0%
Return to senders / unusable questionnaires	59	3%	37	1%	28	1%	33	1%
Subtotal Out-of-scope (RTS with no valid phone number)	22	1%	4	0%	4	0%	2	0%

Sampling

The entire sample was sourced from the VicRoads Registration and Licencing database (supplied by the TAC). A random selection of 2,540 Victorians who had a motorcycle licence and/or motorcycle registered in their name was drawn from the database. Victorians who held either a Learners' or Probationary motorcycle licence were overrepresented in the sample to ensure there was sufficient numbers in these groups to analyse and report on. Victorians who had a motorcycle registered in their name as well as a licence were also oversampled as members of this group are more likely to be active riders.

Response rates

The overall response rate for the study was 38%, compared to 40% in 2018, 37% in 2017, 32% in 2016, 34% in 2015, 33% in 2014 and 30% in 2013.

Altogether 972 people completed the survey, of which 56% completed it online, 32% completed it on hard copy, and 13% completed it via telephone. These percentages compare to 2018, when 52% completed it online, 36% completed it via hard copy, and 13% completed it on the telephone.

Weighting

The results were weighted by age, gender, location and licence type. This was done so that the responses received reflected the characteristics of the Victorian motorcyclist population. The weighting scheme that was developed was based on motorcycle licence and registration population statistics from the VicRoads database.

The effect of the weighting is illustrated in Table 39 below.

Table 39 Sample attributes and population comparisons

Sample attributes and population figures	% of mailout	% of completions (unweighted)	% in population
Registration and licence status			
Both registration and licence	58%	66%	37%
Registration or licence only	42%	34%	63%
Licence type			
Full motorcycle licence	82%	86%	91%
Learner or probationary licence	16%	11%	7%
No Licence	2%	3%	2%
Gender			
Male	84%	82%	87%
Female	16%	18%	13%
Age			
18-25	19%	16%	5%
26-39	28%	24%	24%
40+	53%	60%	71%
Location			
Major Urban	57%	56%	57%
Other Urban	29%	29%	30%
Rural Balance	13%	15%	12%

APPENDIX 1

Questionnaire (Quarter 4)

TAC
Motorcycle Monitor Survey (MM)
QUESTIONNAIRE 2019 Q4

NOTES:

Text in blue is only displayed for telephone interviewers.

Text in green is only displayed for online respondents.

CATI INTRODUCTION

(INT10)
Name: <NAME>

COMMENTS FROM LAST APPOINTMENT: <COMMENTS>

01 CONTINUE (Person Answers Phone)
02 No Answer
31 Answering Machine
03 Busy/Engaged
09 Wrong Number – Disconnected
18 Fax / Modem
19 No Ring

(INT01)
INTRODUCTION

Good morning/afternoon/evening. I'm <name> from Wallis Market and Social Research calling on behalf of the TAC (Transport Accident Commission). We are just following up on a letter we sent to <NAME>. Would they be available at the moment?

[IF MOBILE NUMBER] I realise I am calling you on your mobile. Is it safe for you to speak now? Can I confirm you are not driving?

(IF DRIVING OR NOT SAFE: I am happy to call you back when it is more convenient for you).

RE-INTRODUCE IF NECESSARY.

We recently sent you a survey about motorcyclists and road safety. We are conducting this survey on behalf of the TAC. Do you recall receiving this?

IF YES: PROBE FOR WHETHER HAS BEEN COMPLETED HARD COPY OR ONLINE OR NO ACTION

IF NO/DON'T KNOW: CONTINUE TO NEXT SCREEN TO INTRODUCE PHONE SURVEY OR OFFER ONLINE SURVEY LINK

01 Has not received (but willing to continue)
02 Has received letter/questionnaire but not completed
92 Has returned hard copy questionnaire
04 Respondent not available during survey period
05 Non-residential number
52 Refused (ask for reason why)
11 Language difficulties
12 Physically unable to take part in the survey
41 Make appointment (if on mobile or not available now)
48 Call back on another number
07 Wrong number
91 Refused – add to do not call list

(INT01)
Every year the TAC surveys a number of selected Victorian motorcyclists to help understand the views of Victorians who currently, or have in the past, ridden a motorcycle. This anonymous survey is crucial in helping to make our roads safer.

We'd really appreciate your assistance, as we'd like to ensure all Victorian motorcyclists' views are included. We are offering all people who complete it by phone, online or paper the chance to win $1000.

Are you happy to do the survey now, it is entirely confidential and should take around 20 minutes?

IF NECESSARY:

We only include a fairly small number of Victorians in this study, and the accuracy of the study depends on as many people as possible responding. All Victorians are eligible to take part, and the survey can be done at a time which is convenient to you, and by the mode that you prefer.

Please note that the survey is entirely confidential, and although we were provided with details to contact you, your responses to this survey will be separated from those details for analysis.

IF ASKED: Your details were provided to the TAC by VicRoads. The TAC provided us with your details for the sole purpose of conducting this survey on behalf of the TAC. More information can be found at tac.vic.gov.au/surveys, or you can contact the TAC on **1300 654 329**.

IF ASKED: You can check our market and social research credentials at www.amsrs.com.au/confirm

IF NOT NOW, ARRANGE CALL BACK OR THANK AND CLOSE.

01 Continue now over the phone
52 Respondent refusal (ask for reason why)
41 Make appointment
43 Prefers online – provide link via email
44 Prefers online – provide login ID over phone
45 Prefers online – will use information already provided
46 Prefers to send back hard copy questionnaire

EMAILSEN (Text on interviewer screen after email sent)

Dear <NAME>
Thank you for agreeing to take part in this survey we are conducting on behalf of the TAC (Transport Accident Commission).

Just to remind you, the information you provide is entirely confidential and the email address you have provided will not be used for any purpose other than sending this link.

Please click on the link below to start the survey: <LINK>

MONITORING QUESTION

MON1 This call will be recorded and may be monitored for quality control purposes. If you do not want this call to be monitored, please say so now.

DO NOT READ OUT

01 Monitoring allowed
02 Monitoring NOT allowed

CAWI INTRODUCTION

INTRODUCTION

Thank you for your interest in completing this motorcycle survey about road safety. It is being conducted by Wallis Market and Social Research on behalf of the TAC (Transport Accident Commission) and will take around 15 minutes to complete.

Please note, any information and opinions you provide are entirely confidential and any personalised information, such as your contact details, will be separated from your survey answers.

Our privacy policy can be found at www.wallisgroup.com.au/home/privacy
More information regarding the study can be found at tac.vic.gov.au/surveys, or you can contact the TAC on 1300 654 329. You can check our market and social research credentials at **www.amsrs.com.au/confirm**

To begin the survey, navigate forward to continue.

SECTION: HOW YOU GET AROUND

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 Motorcycles included image]

The following are NOT considered to be motorcycles: motorised bicycles; toy motorbikes such as monkey bikes; and quad bikes. [INSERT Motorcycles excluded image]

CATI. Thanks. Throughout this survey I'm going to talk with you about motorcycles. This includes all types of road bikes, off road and trail bikes, scooters and mopeds. It does **not** include quad bikes, motorised bicycles and toy motorcycles, like monkey bikes.

M1 The following questions are about **how often** you do a number of things when driving, riding, or getting about in general. Please provide the answer that best describes how often you do these things. We understand it can be difficult to be exact.

#	ITEM
A	Thinking about ways you get around, apart from driving or riding yourself, how often do you go somewhere by taking public transport?
B	How often do you go somewhere by taking a taxi or similar (e.g. Uber)?
C	How often do you **go somewhere** by walking?
D	How often do you go somewhere by travelling in a car or on a motorbike **as a passenger**?

READ OUT
01 Never
02 Once every six months or less
03 Every couple of months
04 About once a month
05 About once a fortnight
06 About once a week
07 2-4 days a week
08 5-7 days a week

M2 [CONTINUE M1 BATTERY]

#	ITEM
A	How often, if ever, do you ride a motorcycle on the road?
B	How often, if ever, do you drive a car?
C	How often, if ever, do you drive a heavy vehicle on the road?
D	How often, if ever, do you ride a bicycle on the road?

READ OUT
01 Never
02 Once every six months or less
03 Every couple of months
04 About once a month
05 About once a fortnight
06 About once a week
07 2-4 days a week
08 5-7 days a week

ASK S1 IF M2A = 01 "NEVER RIDES A MOTORCYCLE" AND METHOD = CATI OR CAWI

S1 Can I please confirm that you have ever ridden a motorcycle?

Can we please confirm whether you have ever ridden a motorcycle?

01 Yes, I have ridden a motorcycle in the past
02 No, I have **never** ridden a motorcycle **TERMINATE**

Termination text

INT98 For this study we need to speak to people who have ridden a motorcycle in the past. Thank you for your help with the study anyway, it is most appreciated.

YOUR RIDING

R1 Have you ridden a motorcycle in the **last 12 months**, either on or off-road?

01 Yes **GO TO L5**
02 No **CONTINUE**

R2 What are the main reasons why you haven't ridden a motorcycle in the **last 12 months**?
PROBE FULLY

MULTICODE
Select all that apply
01 Motorcycle related injury
02 Non-motorcycle related injury
03 No longer own a motorcycle
04 Too expensive to maintain a motorcycle
05 Family commitments/change in lifestyle
06 Moved locations, so became too far to ride
07 Too busy/never have time to ride
08 Prefer to travel using other modes (drive, cycle, public transport etc.)
95 Other (Specify)

LEARNING TO RIDE

L5 Thinking about how you compare to the average motorcycle rider on Victorian roads, would you say you are …

01 A much better rider
02 A better rider
03 A slightly better rider
04 An about average rider
05 A slightly worse rider
06 A worse rider
07 A much worse rider
99 Unsure / don't know

IF R1 = 01 "HAS RIDDEN A MOTORCYCLE IN THE LAST 12 MONTHS" ASK R3 ELSE GO TO R4

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

NOTE PERCENTAGES NEED TO ADD TO 100

ENTER PERCENTAGES
A Drove a car _____ Record %
B Rode a motorcycle _____ Record %

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

SINGLE RESPONSE
READ OUT

Please select one

01 I have never had a break from riding since learning to ride and ride regularly **GO TO H1A**
02 I have never had a break from riding since learning to ride but only ride occasionally **GO TO H1A**
03 I had a break from riding and have started riding again **GO TO R5**
04 I have stopped riding and may decide to ride in the future **GO TO R6**
05 I have stopped riding and do not intend to ride again **GO TO R7**
06 I have never ridden a motorcycle **GO TO LIC1**

IF R4 = 03 "HAD A BREAK FROM RIDING AND HAS STARTED RIDING AGAIN" ASK R5

R5 Approximately, how long was the most recent break?

SINGLE RESPONSE
Please select one

01 Up to 11 months **GO TO H1A**
02 1-2 years **GO TO H1A**
03 3-5 years **GO TO H1A**
04 6-10 years **GO TO H1A**
05 11-years or more **GO TO H1A**

IF R4 = 04 "HAS STOPPED RIDING AND MAY DECIDE TO RIDE IN FUTURE" ASK R6

R6 On a scale from 0 to 10, where 0 is extremely unlikely and 10 is extremely likely…

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

Please select any number from 0-10 where 0 is extremely unlikely and 10 is extremely likely

00 0 - "Extremely unlikely"
01 1
02 2
03 3
04 4
05 5
06 6
07 7
08 8
09 9
10 10 - "Extremely likely"
99 Don't Know

GO TO R8

IF R4 = 05 "HAS STOPPED RIDING AND DOES NOT INTEND TO RIDE AGAIN" ASK R7

R7 What are the main reasons you stopped riding?

PROBE FULLY
MULTICODE
Select all that apply

01 Motorcycle related injury
02 Non-motorcycle related injury
03 Too expensive to maintain a motorcycle
04 Family commitments/change in lifestyle
05 Moved locations, so became too far to ride
06 Too busy/never have time to ride
07 Prefer to travel using other modes (drive, cycle, public transport etc.)
08 Licence suspended
09 Safety concerns
10 No longer interested in riding/motorcycles
95 Other (Specify)

IF R4 = 04 OR 05 "HAS STOPPED RIDING" ASK R8

R8 How old were you when you stopped riding?

_____ Record age

MOTORCYCLES IN YOUR HOUSEHOLD

CATI: We'd now like to ask you about the motorcycles in your household.

IF NECESSARY As I mentioned earlier, motorcycles includes all types of road bikes, off road and trail bikes, scooters and mopeds. It does **not** include quad bikes, motorised bicycles and toy motorcycles, like monkey bikes

CAWI: This next section is about the motorcycles in your household.

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.

The following are NOT considered to be motorcycles: motorised bicycles; toy motorbikes such as monkey bikes; and quad bikes. [Show images of motorcycles]

H1A How many **road** motorcycles are kept at your home, regardless of who owns them or registration status?

IMPORTANT: **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.**

_____ Record number

97 I have no **road** motorcycles at my home address

H1B How many **off-road** motorcycles are kept at your home, regardless of who owns them or registration status?

IMPORTANT: **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.**

_____ Record number

97 I have no **off-road** motorcycles at my home address

IF H1A = 97 AND H1B = 97 GO TO MC7

MC1 Thinking about the one motorcycle you ride **most often**, what type of motorcycle is it?

SINGLE RESPONSE
READ OUT
Please select one

01 Off road bike/trail bike
02 Sports bike
03 Cruiser
04 Scooter
05 Sports tourer
06 Dual sport
94 Other **road** bike (Specify)
95 Other type of bike (Specify)
99 Can't recall

MC5 What capacity is the engine?

SINGLE RESPONSE
Please select one

01 0-125cc
02 126-250cc
03 251-550cc
04 551-700cc
05 701-1000cc
06 1001+ cc
99 Don't know

CRASH HISTORY

Now I'd like to ask you about any accidents you may have had on a motorcycle.

This next section asks you about any accidents you may have had on a motorcycle.

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

SINGLE RESPONSE
Please select one

01	Yes	**CONTINUE**
02	No	**GO TO SAF1**
98	Prefer not to say	**GO TO SAF1**

CRA2 Have you required medical treatment as a result of **any** motorcycle accident, excluding dropping your bike while stationary and also excluding a crash that occurred while participating in motorcycle sport?

SINGLE RESPONSE
Please select one

01 Yes
02 No

CRA7 Thinking about the last crash you had, what factors contributed to that crash?

OPEN

CRA8 In which year did that most recent crash occur?

OPEN

CRA9 Have you ever received assistance from someone you were riding with after crashing your motorcycle?

01 Yes
02 No

IF CRA9 = 01 "YES" ASK CRA10

CRA10 How important was that assistance in your recovery?

01 Very important
02 Moderately important
03 Not at all important
99 (DO NOT READ OUT) Don't know
98 (DO NOT READ OUT) Prefer not to say

TYPES OF RIDING

IF R1 = 01 ASK TYP ELSE GO TO LIC1

Now I'd like to ask you about the type of riding you normally do.

This next section asks you about the types of riding you normally do.

TYP 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**?

NOTE PERCENTAGES NEED TO ADD TO 100

ENTER PERCENTAGES

A. Commuting purposes (going to work, study, shops) _____ Record %
B. Recreation on-road (public roads, highways, freeways) _____ Record %
C. Recreation off-road (tracks in national parks or on private property) _____ Record %

ASK SP6 IF TYPA OR TYPB ≥ 0%

SP6 Thinking about your **on-road riding**, what proportion of the time did you ride on roads with speed limits of **80km/h** or more over the **last 12 months**?

INTERVIEWER NOTE: Approximate percentages are okay

NOTE PERCENTAGES NEED TO ADD TO 100

ENTER PERCENTAGES

A. Less than 80km/hr (5km/hr – 79km/hr)_____ Record %
B. 80km/hr or more (80km/hr+) _____ Record %

IF TYPB > 0 OR TYPC > 0 "HAS RIDDEN RECREATIONALLY EITHER ON-ROAD OR OFF-ROAD IN PAST 12 MONTHS" ASK REC1 ELSE GO TO RID1

REC1 Where do you do most of your recreational riding (on-road or off-road)?

MULTICODE
PROBE FULLY

Select all that apply

01 State/national parks
02 Private land
03 Public roads in metro areas
04 Public roads in rural/non-built up areas
95 Other (Specify)

REC2 When you go for a recreational ride, how often do you ride in a group (with at least one other rider)?

SINGLE RESPONSE
Please select one

01 None of the time
02 Some of the time
03 About half the time
04 Most of the time
05 (DO NOT READ OUT) All of the time
99 (DO NOT READ OUT) Don't know

IF REC2=02-05 CONTINUE ELSE GO TO RID1

REC3 Would you say that when riding in a group, you tend to be less cautious, more cautious or there is no difference to your riding style?

01 Less cautious
02 More cautious
03 No difference

RID1 Thinking now about how many kilometres you rode ON ANY motorcycle **on the road** for any reason over the **last 12 months**…

Would you be able to estimate that in…?

INTERVIEWER NOTE: An approximate number is okay

READ OUT

01	Kilometres in an average week	**GO TO RID1A**
02	Kilometres in an average month	**GO TO RID1B**
03	Overall kilometres for the last year	**GO TO RID1C**
99	(DO NOT READ) Don't know / I don't know how many kilometres	**GO TO RID2**

ASK RID1A IF RID1=01 "WEEKS"

RID1A How many kilometres did you ride **on the road** in an average **week** in the last 12 months?

(Specify) GO TO RID2

ASK RID1B IF RID1=02 "MONTHS"

RID1B How many kilometres did you ride **on the road** in an average **month** in the last 12 months?

(Specify) GO TO RID2

ASK RID1C IF RID1=03 "YEAR"

RID1C How many kilometres did you ride **on the road** in the **last 12 months**

(Specify) GO TO RID2

CREATE VARIABLE FOR KMS PER YEAR (RID1A * 52 OR RID1B * 12 OR RID1C)

RID2 Thinking now about how many **hours** you rode ON ANY motorcycle **off road** for any reason over the last 12 months…

Would you be able to estimate that in…?

INTERVIEWER NOTE: An approximate number is okay

READ OUT

01	Hours in an average week	GO TO RID2A
02	Hours in an average month	GO TO RID2B
03	Overall hours in the last year	GO TO RID2C
99	(DO NOT READ) Don't know / I don't know how many hours	GO TO FEA

ASK RID2A IF RID2=01 "WEEKS"

RID2A How many **hours** did you ride **off road** in an average **week** in the last 12 months?

(Specify) hours in an average week GO TO FEA

ASK RID2B IF RID2=02 "MONTHS"

RID2B How many **hours** did you ride **off road** in an average **month** in the last 12 months?

(Specify) hours in an average month GO TO FEA

ASK RID2C IF RID2=03 "YEAR"

RID2C How many **hours** did you ride **off road** in the **last 12 months?**

(Specify) hours in the last year GO TO FEA

CREATE VARIABLE FOR HOURS PER YEAR (RID2A * 52 OR RID2B * 12 OR RID2C)

PROTECTIVE MOTORCYCLE CLOTHING

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

CATI – IF NEVER, PROBE FOR WHETHER OWN IT OR NOT

When riding a motorcycle, how often do you wear the following item of protective motorcycle clothing?

READ OUT

Select all that apply

#	ITEM
A	Motorcycle helmet
D	Motorcycle riding gloves
E	Motorcycle riding jacket
F	Motorcycle riding pants
G	One piece riding suit (where parts cannot be detached to be worn as separate pieces)
H	Any type of boots (i.e. motorcycle specific riding boots or any other shoes that cover your ankles)

01 All the time
02 Most of the time
03 About half the time
04 Some of the time
05 Own it – never wear it
06 Don't own it – never wear it
99 (DO NOT READ) Don't know

ASK MS2 IF MSA = 01 - 04

MS2 Thinking about the type of helmet you wear when riding a motorcycle, do you wear a full face helmet or an open face helmet, or both?

01 Wear full face helmet all the time
02 Wear open face helmet all the time
03 Both, wear an open face helmet some of the time and a full face helmet some of the time
99 (DO NOT READ) Don't know

ASK MS3 IF MSA = 02 – 06

MS3 You mentioned that you ride, at least occasionally, without wearing a helmet. Why do you ride without a helmet?

OPEN

Now I'd like to ask you how dangerous you think a number of behaviours are.

These next few questions are about how dangerous a number of behaviours are.

DAN (CAWI: For each of the following statements, using / CATI: Using) a scale where 0 is "not dangerous at all" and 10 is "extremely dangerous" how dangerous do you think it is to …

#	ITEM
A	Ride a few kms above the posted speed limit in a 60km/h zone
B	Ride a few kms above the posted speed limit in a 100km/h zone
C	Ride with an illegal Blood Alcohol Content (BAC) level
E	Ride while very drowsy
F	Take your eyes off the road for two seconds while riding

00 0 – "Not dangerous at all"
01 1
02 2
03 3
04 4
05 5
06 6
07 7
08 8
09 9
10 10 – "Extremely dangerous"
99 Don't Know

POL The next questions ask about what you do when you're **riding a motorcycle on the road**, not when driving a car.

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.

PLEASE NOTE THAT YOUR ANSWERS ARE COMPLETELY CONFIDENTIAL

In the past 12 months, how many times have you been…

#	ITEM
A	Pulled over by police for any reason while riding a motorcycle?
B	Breath-tested when riding a motorcycle?
C	Drug-tested when riding a motorcycle?

01 **Not at all** in the past 12 months
02 **Once** in the past 12 months
03 **Twice** in the past 12 months
04 **Three or more times** in the past 12 months
98 Prefer not to say
99 Don't know

PREALC Do you ever drink alcohol?

01	Yes	**CONTINUE**
02	No	**GO TO BEH**
98	Prefer not to say	**GO TO BEH**

ASK ALC IF PREALC = 01 "DRINKS ALCOHOL"

ALC In the **last 12 months**, how many times have you…

#	ITEM
A	Ridden a motorcycle when you knew or thought you were **over** your legal blood alcohol limit, even slightly? (i.e. 0 or 0.05 BAC)?
B	Ridden a motorcycle after drinking alcohol when you knew or thought you were **under** the legal blood alcohol limit?

SINGLE RESPONSE

Please select one

01 **Not at all** in the past 12 months
02 **Once** in the past 12 months
03 **Twice** in the past 12 months
04 **Three or more times** in the past 12 months
98 Refused / Rather not say
99 Don't know

ALC2 What is the highest number of standard alcoholic drinks would you have and still consider riding?

SINGLE RESPONSE

Please select one

01 One
02 Two
03 Three or more
04 I would not ride after drinking any alcohol
98 I'd rather not say

BEH Now, thinking about the **last three months, when you were riding**. How often have you…

#	ITEM
A	Intentionally ridden above the speed limit in a **60km/h** zone, even if by only a few km's per hour?
B	Intentionally ridden above the speed limit in a **100km/h** zone, even if by only a few km's per hour?
C	Talked on a mobile phone using headphones while riding?

SINGLE RESPONSE

Please select one

01 None of the time
02 Some of the time (Less than half but not never)
03 About half the time (50%)
04 Most of the time, or (More than half but not all)
05 All of the time
99 Don't know

SPE1 How many times have you been caught speeding on your motorcycle in the **last 12 months**?

SINGLE RESPONSE
Please select one
01 Not at all in the last 12 months
02 Once in the last 12 months
03 Twice in the last 12 months
04 Three or more times in the last 12 months
98 Refused / Rather not say

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

_____ km per hour **CONTINUE**

99 Don't know **GO TO SPE4**

SPE3 When you have the opportunity, how often do you ride **at or above** [SPE2]km/h, in a 60km/h zone?

SINGLE RESPONSE
Please select one
01 None of the time
02 Some of the time (Less than half but not never)
03 About half the time (50%)
04 Most of the time (More than half but not all)
05 All of the time
99 Don't know

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

_____ km per hour **CONTINUE**

99 Don't know **GO TO POL2**

SPE5 When you have the opportunity, how often do you ride **at or above** [SPE4] km/h, in a 100km/h zone?

SINGLE RESPONSE
Please select one
01 None of the time
02 Some of the time (Less than half but not never)
03 About half the time (50%)
04 Most of the time (More than half but not all)
05 All of the time
99 Don't know

POL2 Thinking about **point-to-point** speed cameras, which measure the vehicle's average speed over a distance of several kilometres instead of at a single point. How do you feel about the use of point-to-point speed enforcement on main roads? Do you.....

CATI: READ OUT
CAWI: Please select one option below

01 Strongly approve
02 Approve
03 Not care either way
04 Disapprove
05 Strongly disapprove
99 (**CATI:** (DO NOT READ) Don't know / **CAWI:** Not sure)

AT To what extent do you agree or disagree with the following statements?

READ OUT

#	ITEM
A	I ride over the speed limit if I'm sure I'll get away with it
B	I think motorcyclists should always wear motorcycle clothing while riding (e.g. jacket, pants, boots and gloves)
E	The only remedy for feeling drowsy while riding is to stop riding and rest
F	People returning to motorcycling after a break should have to undertake a motorcycle training course
G	Drivers don't understand what it is like to be a motorcyclist
I	Most drivers are unaware of motorcyclists when they are driving
L	I never take unnecessary risks while riding
M	I would like more information on how to stay safe while riding on the road

01 Strongly disagree
02 Somewhat disagree
03 Neither
04 Somewhat agree
05 Strongly agree
99 Don't know

LANE SPILITTING AND FILTERING

OPTION A IS ILLEGAL, B AND C ARE LEGAL

FL1 Do you think the following scenarios are legal or illegal?

#	ITEM
A	A motorcyclist is riding in traffic moving at the speed limit in multiple lanes. The motorcyclist rides between cars so they can get into a gap they see ahead.
B	A motorcyclist is riding through slowly moving traffic in multiple lanes. The motorcyclist rides between the cars when it is safe to do so.
C	A motorcyclist comes to traffic stopped at traffic lights. The motorcyclist rides between the cars up to the lights.

01 Legal
02 Illegal
99 Unsure

OPTION A IS SPLITTING, B AND C ARE FILTERING

FL2 Again thinking about those scenarios, do you think each is lane splitting or lane filtering?

#	ITEM
A	A motorcyclist is riding in traffic moving at the speed limit in multiple lanes. The motorcyclist rides between cars so they can get into a gap they see ahead.
B	A motorcyclist is riding through slowly moving traffic in multiple lanes. The motorcyclist rides between the cars when it is safe to do so.
C	A motorcyclist comes to traffic stopped at traffic lights. The motorcyclist rides between the cars up to the lights.

01 Lane splitting
02 Lane filtering
99 Unsure

OPTIONS A AND E ARE LEGAL (WHEN IT IS SAFE TO DO SO, CARS ARE TRAVELLING LESS THAN 30KM/H) OTHERS ARE ILLEGAL

FL3 How often would you ride a motorcycle outside a normal traffic lane in the following situations?

#	STATEMENT
A	Between parked cars and moving traffic
B	Between lanes moving at the speed limit on a 60km/h road
C	In bicycle lanes when the traffic is stopped
D	Between slowly moving traffic and the kerb
E	Between cars either stopped or moving slowly

01 None of the time
02 Some of the time (Less than half but not never)
03 About half the time (50%)
04 Most of the time, or (More than half but not all)
05 All of the time
99 Don’t know

ALL RESPONDENTS TO COMPLETE THIS SECTION

HISTORY OF MOTORCYCLE USE

Finally we just have a few questions about you to help us analyse the results of the survey.

LIC1 Do you have a motorcycle licence?

SINGLE RESPONSE

IF YES/NO PROBE APPROPRIATELY

Please select one

01	Yes – Learner's Permit (L-Plates)	**CONTINUE**
02	Yes – Probationary (P-Plates)	**CONTINUE**
03	Yes – Full Licence	**CONTINUE**
04	No – No longer hold a motorcycle/motor-scooter licence (Expired)	**CONTINUE**
05	No – Never held a motorcycle/motor-scooter licence	**GO TO D1**

IF LIC1 = 01 "HAS LEARNER'S PERMIT" GO TO LIC3
IF LIC1 = 02 OR 03 OR 04 "HAS P PLATES OR FULL LICENCE OR USED TO HOLD A LICENCE" ASK LIC2 ELSE GO TO D1

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

PLEASE EXCLUDE ANY TIME ON L PLATES

Enter age

_____ Record age

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

Enter age

_____ Record age

DEMOGRAPHICS

D1 What is your current employment status?

SINGLE RESPONSE
Please select one

01	Employed full-time	**CONTINUE**
02	Employed part-time or casual	**CONTINUE**
03	Self-employed	**CONTINUE**
04	Student, not working	**GO TO D5**
05	Unemployed	**GO TO D5**
06	Home duties	**GO TO D5**
07	Retired	**GO TO D5**
95	Other (Specify)	**CONTINUE**

ASK D2 IF D1 = 01 OR 02 OR 03 OR 95 "WORKING OR OTHER"

D2 How would you describe your main **PAID** occupation?

E.g. Foreman at workshop / Tax advisor / Retail manager / Sous Chef / Short order cook.

PROBE FULLY

Please write in your job title and a brief description of what you do
Record verbatim

D3 How many hours do you work in an average week?

_____ Hours per week

D4 Do you ride a motorcycle as part of your employment (excluding riding to or from work)?

01 Yes
02 No

D5 What is your residential postcode?

_____ Record postcode
Please write in

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

Record verbatim
Please write in

MORE Would you be interested in participating in other motorcycle safety or road safety related research conducted by the TAC?

01 01 Yes
02 02 No GO TO PRIZE

ASK MORE2 IF MORE = 01 " YES"

MORE2 Your survey data will be stored in a de-identified format and your answers will remain confidential. Please note, Wallis will keep your contact details separately from your survey answers, but may need to link them briefly so we can contact the appropriate people for specific TAC projects. Is this still okay?

01 Yes
02 No

PRIZE Would you like to enter the draw to win $1000? It will be drawn on the 6th of December, 2019 at the Wallis office in Cremorne.

01 Yes
02 No

ASK CONTACT_DETAILS IF MORE2 OR PRIZE = 01 “ YES”

CONTACT_DETAILS Can I get your details in case we need to contact you regarding <further research / the prize draw / further research or the prize draw>? Winning individuals will be notified by phone and in writing when contact details are available.

ENTER NAME
ENTER PHONE NUMBER
ENTER EMAIL ADDRESS (PROGRAMMER NOTE: ALLOW NON-RESPONSE IF RESPONDENT DOES NOT HAVE EMAIL OR DOES NOT WANT TO PROVIDE IT)

INTERVIEWER NOTE: IF RESPONDENT DOES NOT HAVE AN EMAIL OR DOES NOT WANT TO PROVIDE ONE, CLICK ENTER

CLOSE

END OF INTERVIEW

Thank you. That is the end of the survey. < **Once again my name is (name) from Wallis Market and Social Research**.>The study has been conducted on behalf of the TAC (Transport Accident Commission). Just so you are aware, your contact details were provided to the TAC by VicRoads. The TAC provided us with your details for the sole purpose of conducting this survey. If you want more information about this survey you can go to our website www.wallisgroup.com.au or send comments and queries to roadsafetysurvey@wallisgroup.com.au