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Motorcycle Monitor 2016

Report

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1.0 EXECUTIVE SUMMARY

Many of the findings in the 2016 Motorcycle Monitor were similar to those in the 2015 survey, for example:

- The majority of participants started riding under the age of 18 in both 2016 and 2015 (55% in 2016 vs. 53% in 2015)
- In both surveys motorcyclists were most likely to be either self-taught (52% in 2016 vs. 48% in 2015) or taught by an accredited riding instructor (30% in 2016 vs. 27% in 2015)
- Survey participants were as likely to be active riders in 2016 as in 2015 (54% in each year)
- Survey participants were as likely to wear protective clothing such as motorcycle helmets, riding gloves, riding jackets or riding pants in 2016 as in 2015
- In both years close to half the motorcyclists (48% in both 2016 and 2015) who had crashed required medical treatment
- Both surveys showed commuters ride more per month on average than those who ride recreationally on-road or recreationally off-road.

While there is no evidence from the Motorcycle Monitor that motorcyclists are increasingly speeding (the proportion agreeing that they ride over the speed limit if they are sure they will get away with it has not changed significantly), there has been **declining support for strict enforcement of speed limits**. Just over one-third of participants (37%) indicated that a person should only be able to go up to 60kph in a 60 zone before being booked for speeding, a significant decline from 2015 (45%), 2014 (58%) and 2013 (64%). Segments less likely to support strict enforcement of speeding in a 60 zone included those with a probationary licence (25%, in stark contrast to those with a learners licence - 56%), and Melburnians (32%).

Similar findings were apparent for the equivalent question concerning speeds people should be allowed to go before being booked in a 100 zone – in 2016 only 33% indicated a person should only be able to go up to 100kph before being booked in a 100 zone, down from 40% in 2015, 48% in 2014 and 55% in 2013.

These findings suggest there may be a shift in attitudes towards speeding. Certainly, the perceptions of the dangers associated with low level speeding are low compared to those associated with riding over the illegal blood alcohol limit or riding after using illegal drugs.

2.0 SUMMARY OF FINDINGS

Learning to ride

Participants **started riding a motorcycle on average at 19.1 years**, a similar result to 2014 (18.8 years) and 2015 (18.2 years). As was the case in the previous two surveys, participants most likely started riding either between the ages of 11 and 17 (in 35% of cases) or 18 and 25 (26%).

On average, **women started riding later than men** (24.7 years vs. 18.3 years), **as did Melburnians compared to those from regional Victoria** (20.6 years vs. 16.8 years). People riding recreationally off-road on average started riding at a younger age (14.7 years vs. 18.3 years for recreational on-road riders and 20.1 years for commuters).

The average age that people started riding is increasing, from 16.7 years amongst those who applied for a licence prior to 1990 to 18.7 years amongst those who applied in the 1990s and 21.2 years amongst those who applied in 2000 or later.

The large majority of participants had a full licence (90%), although this proportion was lower amongst those aged 18-25 with 53% being fully licenced, 30% having a probationary licence, and 13% being on their learners.

Consistent with the 2015 survey, **about half the participants (52%) were self-taught**, while 30% were taught by an accredited riding instructor. **Males (56%) and those from regional Victoria (63%) were more likely to be self-taught**. Related to these results, 56% learned to ride off-road on a private property, while 26% did a learner's course. Learning off-road on a private property was more common amongst males (58%) and in regional Victoria (74%).

Identical to the 2015 survey, **42% considered themselves experienced riders when they got their learners permit**. Males (46%) and those from regional Victoria (49%) were more likely to be experienced.

Participants were most likely to have learned to ride on an off-road bike (58%), particularly in regional Victoria (69%). Close to two in three (65%) had attended any rider training course. Attendance at rider training courses was higher in Melbourne (74%) than regional Victoria (50%), and amongst those aged under 40 (86%) than 40 or over (56%).

Riding activity

Close to **two in three respondents (60%) indicated they had ridden a motorcycle in the last 12 months**, a similar result to 2015 (66%). Those aged between **18 and 25 (94%) were significantly more likely to have ridden in the last 12 months** than other people.

Similar to 2015, while 54% of riders were either regular or occasional riders or had started riding again after a break, **38% indicated that although they had stopped riding they might ride again in the future**. Those indicating they might 'come back

to the fold' were significantly more likely to be aged 18-25, indicating the older a person is the less likely they are to return to motorcycle riding if they have previously given it up. Amongst those who had given it up and did not intend to return to riding (8%), the main reason given was due to safety concerns (mentioned by 45%).

In 2016 **53% were defined as active riders and 38% as lapsed riders**, a virtually identical finding to that from 2015. Those aged 18-25 (84%) were significantly more likely to be active riders.

Amongst those who were active riders, **people were more likely to ride recreationally on-road (72%) than commute (53%) or to ride recreationally off-road (42%)**. Commuters were significantly more likely to live in Melbourne than regional areas (58% vs. 47%) while 'recreational off-roaders' were significantly more likely to be in regional areas (54% vs. 35% of Melbourne respondents). On average, commuters ride more per month (468km) than 'recreational on-roaders' (405km) or 'recreational off-roaders' (258km).

Attitudes towards speeding and speeding behaviour

There is evidence of **declining support for strict enforcement of speed limits**. Just over one-third of participants (37%) indicated that you should only be able to go up to 60kph in a 60 zone before being booked for speeding, a significant decline from 2015 (45%), 2014 (58%) and 2013 (64%). Similar findings were apparent for the equivalent question concerning speeds people should be allowed to go before being booked in a 100 zone – in 2016 only 33% indicated a person should only be able to go up to 100kph before being booked in a 100 zone, down from 40% in 2015, 48% in 2014 and 55% in 2013.

Further, in both 60 and 100 zones those who think there should be more leeway when being booked for speeding are the more likely to speed when presented with the opportunity. For example, amongst those who say a person should be booked at any speed over 100kph, only 34% indicated they would ever ride above that speed. By contrast, amongst those who say a person should be booked only once they ride at over 110kph, 64% indicated they would at least at some stage ride above that speed.

Random breath and drug testing

In 2016 close to **one in five (19%) active riders had been breath tested** when riding their motorcycle in the past 12 months, a similar result to 2015. This proportion was exactly the same in both Melbourne and regional areas. A **very small proportion** had been randomly **drug tested** in the last 12 months (less than 1%), a similar result to 2015 (2%).

As was the case in 2015, only a small minority of participants (2%) indicated that they had ridden their motorcycle when they knew or thought they were possibly over the legal blood alcohol limit. Younger participants aged 18-25 were significantly more likely to have done so than older participants (8% vs. 1%).

Participants believe on average that it is far more dangerous to ride under the influence of alcohol and drugs than to ride a few kms per hour above the posted speed limit. For example, while 95% of active riders believe it is dangerous to ride over the illegal BAC level, or to take illegal drugs, only 47% thought it dangerous to ride a few kms an hour over the 100kph speed limit.

Motorcycle/scooter ownership

Close to half of all respondents (48%) indicated that they did not have a motorcycle at home, while 26% indicated they had one bike, and 26% indicated they had two or more bikes. As might be expected, active riders were significantly *more* likely to have a motorcycle at home (84% vs. 19% amongst lapsed riders and 3% amongst former riders).

Honda (20%) and Yamaha (19%) were the most popular makes (as in previous years), closely followed by Suzuki (18%), Kawasaki (11%) and Harley Davidson (11%).

Over one-third of active riders (38%) with at least one bike at home had their 'most ridden' bike manufactured in 2010 or later, while 40% had a bike manufactured between 2000 and 2009, and 21% had a bike manufactured earlier than 2000.

Motorcycles that were ridden most often were most likely to have engine sizes of 701+cc (40%) ahead of those with a reported engine size of 251-700cc (32%) and those with a reported engine size of up to 250cc (27%).

The most common features that active riders had heard of were ABS (84%), traction control (58%) and speed limiter function (37%). The feature that has seen the biggest percentage lift in awareness since 2012 is 'Blind spot warning sensor', awareness of which has climbed from 8% to 23%. The rise in 2016 has coincided with publicity about this safety feature – in March 2016 it was announced Honda was applying for a blind spot alert patent.

Protective motorcycle clothing

Nearly all motorcyclists (92%) wear a motorcycle helmet all the time. A majority also wear the following gear all the time: motorcycle riding gloves (78%), any type of boots (76%), motorcycle riding jacket (66%). Only half the population (51%) wear motorcycle riding pants all the time. These results did not differ significantly from 2015.

Participants who did not wear a full set of gear all the time were asked why this was so. Riders were most likely to mention that whether or not they wear the full set of gear depends on the destination or type of trip (43%). Other frequently mentioned reasons related to not owning all the protective gear (21%) or that protective gear could be cumbersome and uncomfortable (17%).

Motorcycle crash history

As was the case in previous surveys, in 2016 **slightly under half of participants (46%) indicated they had had a crash**. Males were significantly more likely to have had a crash than females (48% vs. 32%). As was the case in 2015, **nearly half of those having a crash required medical treatment (48%)**.

About half (51%) the crashes requiring medical treatment occurred on sealed roads in built-up areas, with smaller proportions occurring on sealed roads in rural areas (13%) and on tracks in state parks/forests (13%). Altogether, 75% of the crashes requiring medical treatment occurred on on-road surfaces while 22% occurred on off-road surfaces. Participants whose crash occurred off-road were most likely to mention rider error, road/trail conditions and terrain as the reasons for the crash.

Participants overall were about evenly divided on perceived responsibility for their crashes, with 39% indicating they were totally responsible for the crash, 27% saying they were partly responsible, and 32% indicating they were not at all responsible. However, where another vehicle was involved 69% of respondents claimed they were 'not responsible at all for the accident'. By contrast, where no other vehicle was involved, 60% indicated they were 'totally responsible for the accident'.

Slightly more than one-quarter (26%) received compensation for injuries from a motorcycle crash. Compensation most often comes from the TAC.

Suggestions for improving road safety

Improved education and training was most frequently mentioned as the best solution to reducing motorcycle deaths, followed by being aware of other road users and acting responsibly.

3.0 BACKGROUND AND OBJECTIVES

Background - TAC Road Safety Motorcycle Research Program

The Motorcycle Monitor has been conducted on behalf of the Transport Accident Commission (TAC) since 2012 to help understand Victorian Motorcyclist's experiences on the roads, and their behaviours and attitudes relating to road safety with the intention to gain a fully representative view of the motorcycle rider population. Since then, the Motorcycle Monitor has been undertaken on an annual basis.

The questionnaire utilised in 2016 is largely similar to that used for the 2015 survey. There were a few additional questions relating to: bike ownership, riding purpose of the bike most used and how people were caught speeding. In addition, an open ended question was included asking participants what they thought was the best solution to eliminating or reducing motorcycle deaths on Victorian roads.

Research objectives

The key objective of this study is to explore the characteristics of the Victorian motorcycle rider population in terms of their:

- Riding behaviours, including types of riding, frequency and distances ridden
- Motorcycles kept at home
- Types of motorcycles ridden
- Crash history
- Awareness and use of motorcycle safety features
- Use of and attitudes towards protective motorcycle clothing
- Attitudes towards and behaviours regarding speeding on motorcycles
- Attitudes towards and behaviours regarding drinking and drug taking while riding
- General demographic characteristics.

In addition to exploring the characteristics of the Victorian motorcycle rider population in 2016, a further objective was to examine whether there was evidence of any change in these characteristics compared to previous surveys.

4.0 METHODOLOGY

Data Collection

The Motorcycle Monitor was conducted using a similar methodology in 2016 as in 2015 and 2014, and was a multimode project, with respondents having the option to complete the survey in **hard copy**, over the **telephone**, or **online**.

All respondents were sent a Primary Approach Letter (PAL) and hard copy of the questionnaire on either 18th or 20th of July, 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.

On the 1st of August a reminder letter was sent to those who had not completed the survey at that stage. From the 8th of August until the 21st of August, those who had not yet completed the questionnaire online, or had not yet completed a hard copy questionnaire, were telephoned and asked whether they would like to complete the questionnaire online or over the telephone.

Key fieldwork figures are contained in the table below.

Table 1 Key Fieldwork Figures

	2015		2016	
	n=	% of mail-out	n=	% of mail-out
Mail-out 1 - Survey invitation	2350	100%	2350	100%
Mail-out 2 - Survey reminder	2210	94%	2128	91%
Reminder calls attempted	1461	62%	1784	76%
Reminder calls completed	755	32%	935	40%
TOTAL Survey completions online	372	16%	366	16%
TOTAL Survey completions hardcopy	282	12%	255	11%
TOTAL Survey completions phone	146	6%	142	6%
TOTAL Completions	800	34%	763	32%
Opt-outs	6	0%	1	0%
Return to senders / unusable questionnaires	28	1%	59	3%
Subtotal Out-of-scope (RTS with no valid phone number)	34	1%	22	1%
Hardcopy surveys received after the closing date	1	0%	1	0%

Sampling

The entire sample was sourced from the VicRoads Registration and Licencing database (supplied by the TAC). A random selection of 2,350 Victorians was drawn from the database who had a motorcycle licence and/or motorcycle registered in their name. 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.

Response rates

The overall response rate for the study was 32% compared to 34% in 2015, 33% in 2014 and 30% in 2013.

Altogether 763 people completed the survey, of which 48% completed it online, 33% completed it on hard copy, and 19% completed it via telephone. These proportions were very similar to those from 2015, when 47% completed it online, 35% completed it via hard copy, and 18% 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 the following table.

Table 2 Sample attributes and population comparisons

Sample attributes and population figures	% of mailout	% of completions (unweighted)	% in population	% of completions (weighted)
Registration and licence status				
Both registration and licence	35%	42%	35%	35%
Registration or licence only	65%	58%	65%	65%
Licence type				
Full motorcycle licence	60%	75%	90%	90%
learner or probationary licence	37%	20%	7%	7%
No Licence	3%	5%	3%	3%
Gender				
Female	15%	17%	13%	13%
Male	85%	83%	87%	87%
Age				
18-25	37%	28%	7%	7%
26-39	27%	25%	25%	25%
40+	36%	47%	68%	69%
Location				
Metropolitan Melbourne	57%	53%	62%	62%
Balance of Victoria	43%	47%	38%	38%

Statistical tests in the report

Wherever there are comments in the report about statistical differences, these refer to differences at the 95% level of confidence.

5.0 LEARNING TO RIDE

5.1 AGE RESPONDENTS STARTED RIDING A MOTORCYCLE

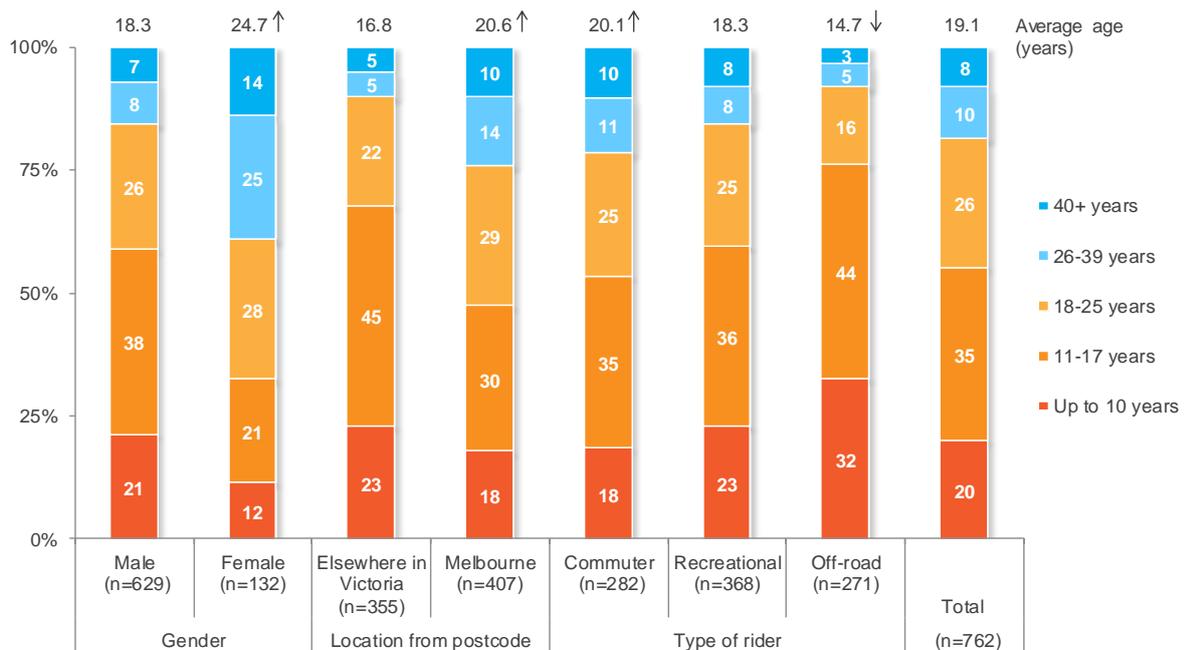
The average age that respondents started riding a motorcycle was 19.1 years, a result that did not differ significantly from that found in the 2014 (18.8 years) and 2015 surveys (18.2 years). As was the case in the previous two motorcycle surveys, respondents were most likely to have started riding between the ages of 11 and 17 (in 35% of cases). One in five started riding under the age of 10 (20%) while over one in four started riding between the ages of 18 and 25 (26%).

On average, women started riding at a later age than men (24.7 years vs. 18.3 years), as did Melburnians compared to those from regional Victoria (20.6 years vs. 16.8 years).

Those who rode recreationally off-road were more likely to have started riding a motorcycle at a younger age (average of 14.7 years old vs. 18.3 years for on-road recreational riders and 20.1 years for commuters).

Similarly, those who learned to ride off-road were more likely to have started riding a motorcycle at a younger age (average of 15.1 years old vs. 24.4 years for those who learned on-road).

Chart 1 Distribution and average age started riding a motorcycle - 2016



Q.3 - At what age did you start riding a motorcycle?

Total sample; Weighted sample; total n=762

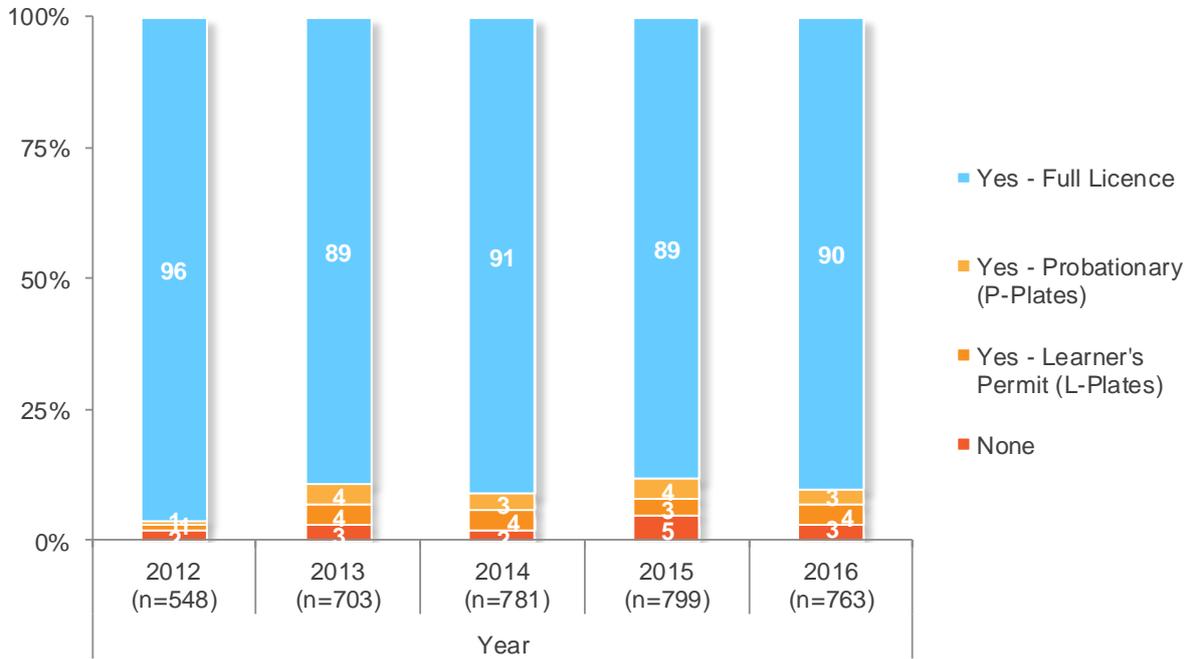
↑ ↓ Indicates statistically significant difference compared to respondents **not** in that category

Note: Excludes those who had never ridden a motorcycle

5.2 MOTORCYCLE LICENCE STATUS

As has been the case in previous surveys, the large majority of respondents in 2016 held a full license (90%).

Chart 2 Motorcycle licence status – 2012-2016

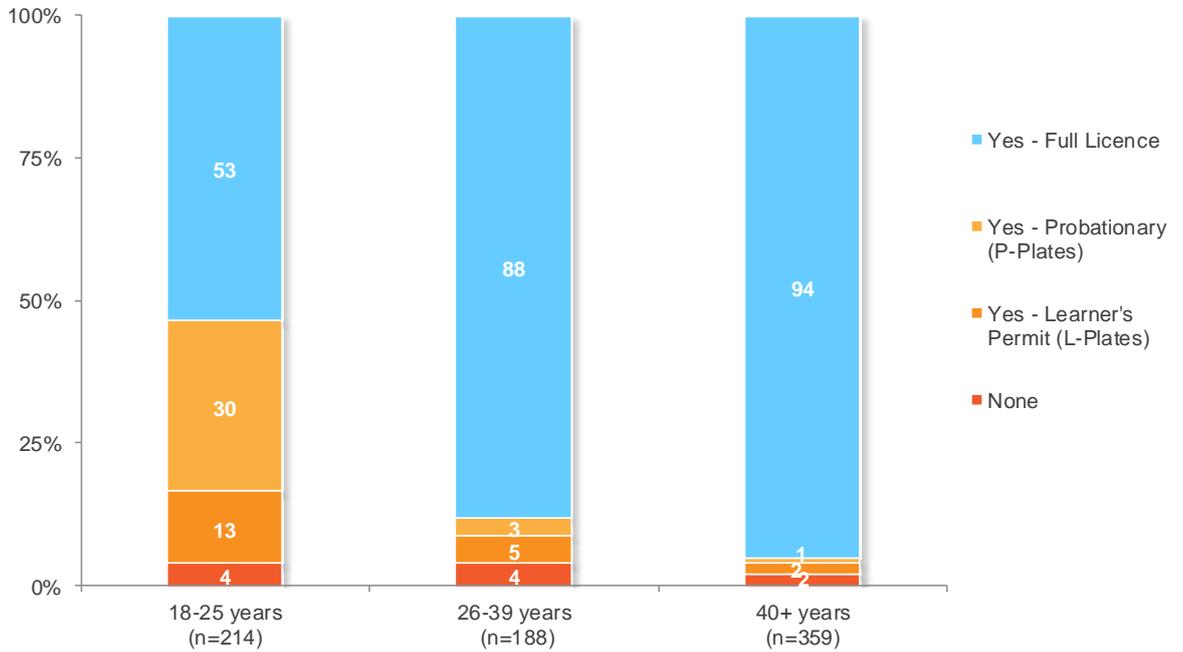


Q.66 - Do you have a motorcycle licence?

Total 2016 sample; Weighted sample; total n = 763

As would be expected, the proportion holding a full licence varied significantly by age. While 94% of those aged 40 or over had a full licence, as did 88% of those aged 26-39, only 53% of those under 25 had a full licence. Amongst those under 25, 30% had a probationary licence and 13% were on learners.

Chart 3 Motorcycle licence status by age – 2016



Q.66 - Do you have a motorcycle licence?
 Total 2016 sample; Weighted sample; base n = 761

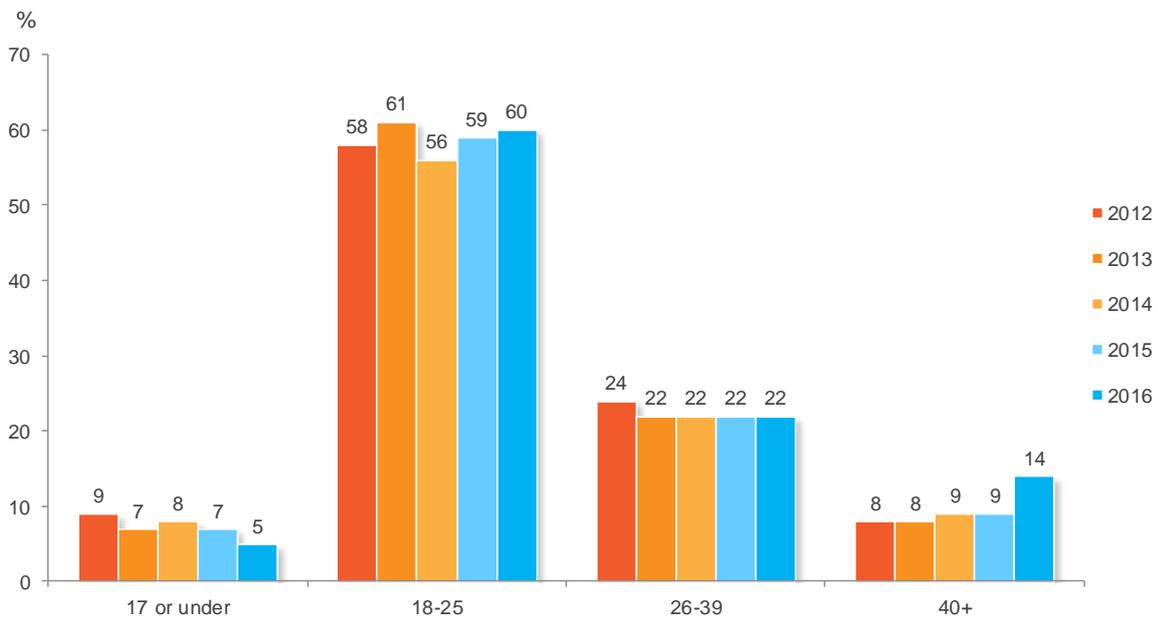
5.3 HOW AND WHEN MOTORCYCLISTS LEARNT TO RIDE

Full licence holders

The 2016 survey indicates that full or probationary licence holders on average got their licence at 26.2 years of age, a similar result to that from the 2015 (24.8 years) and 2014 (25.0 years) surveys.

Over half (60%) of full and probationary licence holders got their licence between the ages of 18 and 25.

Chart 4 Age that full or probationary licence holders got their licence – 2012-2016



Q.67 - How old were you when you got your motorcycle licence?

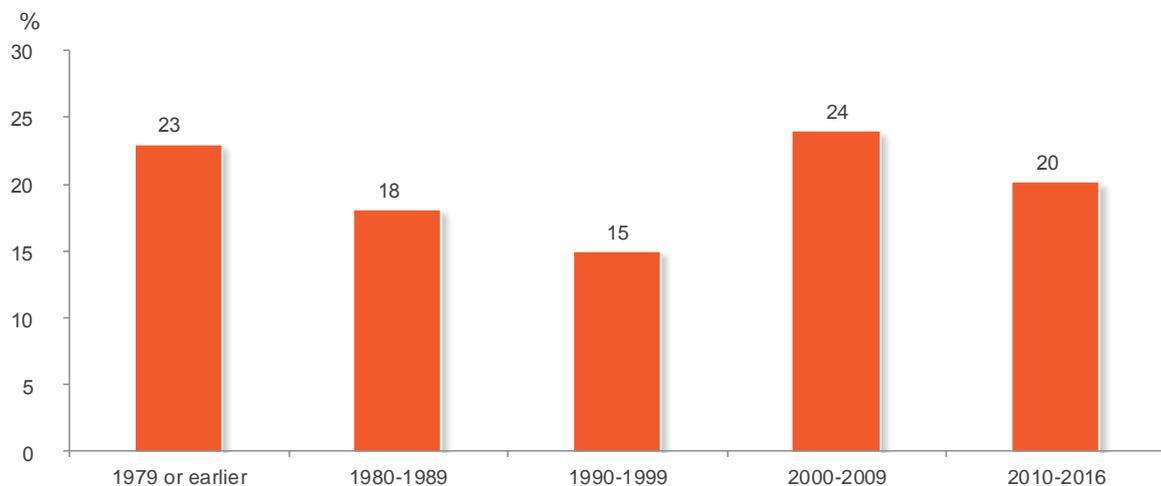
Filter: Full and probationary licence only/ no longer hold a licence; Weighted sample; 2012 base n=501, 2013 base n=555, 2014 base n=692, 2015 base n=722, 2016 base n=652

Forty-four per cent of full and probationary licence holders indicated they had got their licence since the year 2000, while 15% did so between 1990 and 1999, 18% between 1980 and 1989 and 23% before 1980. These findings were similar to those from the 2015 survey.

The results suggest that respondents **often get their motorcycle licence at around the time they learn to ride**, for example: the majority of those who learned to ride between the ages of 18-25 (79%), 26-39 (92%) or 40+ (96%) got their licence in the same age group.

Amongst those who learned to ride at an age when it is not possible to get a licence, the results suggest the **majority get a licence once they were old enough to get one**. For example, 69% who learned to ride at 10 or younger, and 78% who learned to ride between the ages of 11 and 17, got their licenses between the ages of 18 and 25.

Chart 5 Year applied for licence (Full and probationary licence holders) -2016



Q.67 - How old were you when you got your motorcycle licence?

Q.1a - How old are you?

Filter: Any type of licence holder/ used to hold a licence; Weighted sample; base n=667 (excluding don't know and respondent error)

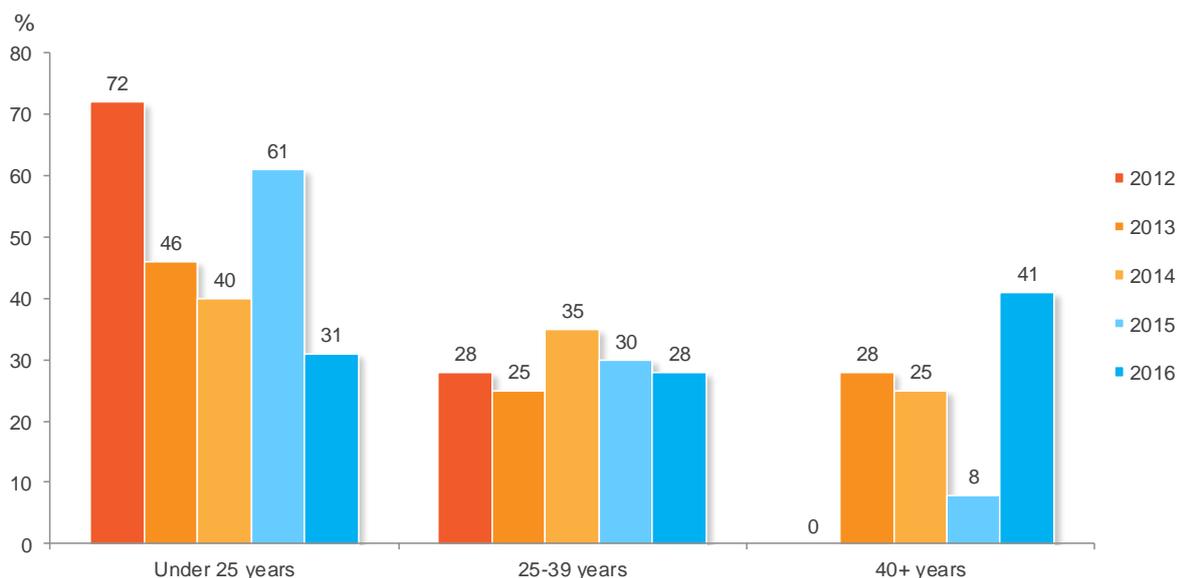
Current Learner permit holders

Respondents with learner permits reported that the average age they applied for their permit was 35.8 years of age, significantly higher than that reported in 2015 (26.3), but not significantly different from the 2014 result (32.1).

Those with a learner permit were most likely to have got one after the age of 40 (41%).

Note that these results are indicative due to the small sample size.

Chart 6 Age first got learners motorcycle licence (learners only) – 2012-2016



Q.68 - 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

As the table below indicates, a majority of respondents with learner licenses (72%) had at least a year’s gap between learning to ride and getting their learners licence.

Chart 7 Gap between learning to ride and getting learners

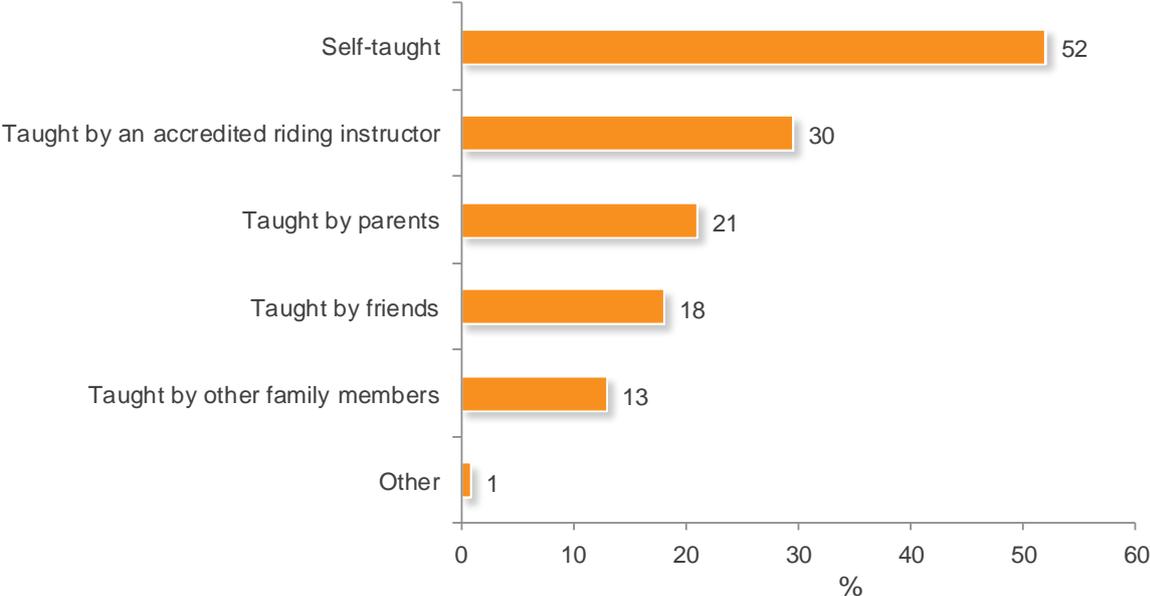


Q.68 - How old were you when you got your motorcycle learner’s permit?
Filter: Learner licence only; Weighted sample; 2016 base n=56

Who taught motorcyclists to ride

As has been the case in previous years, motorcyclists were most likely to have taught themselves how to ride (52%).

Chart 8 Who taught motorcyclists to ride - 2016



Q.4 - Who taught you to ride a motorcycle?
Weighted; 2016 base n=760

Consistent with the results from the 2015 survey, males, those aged 40 or over, and those living outside Melbourne were more likely to be **self-taught** motorcycle riders.

By contrast, females, those living in Melbourne, and those aged 26 to 39 were more likely to have been taught to ride by an **accredited riding instructor**. The fact that those aged 26 to 39 were the age group most likely to have learned to ride at a learners course (see table 3) most likely contributed to this result.

People aged under 40 were more likely to have been taught by their parents, as were those living outside Melbourne.

Table 3 Who taught motorcyclists to ride by demographic characteristics - 2016

Column %	Gender		Age			Location		Total
	Male	Female	18-25	26-39	40+	Melbourne	Elsewhere in Victoria	
Sample Size	628	131	213	188	358	407	353	759
Self-taught	56 ↑	24 ↓	38 ↓	39 ↓	57 ↑	44 ↓	63 ↑	52
Taught by an accredited riding instructor	27 ↓	48 ↑	30	43 ↑	25 ↓	39 ↑	15 ↓	30
Taught by parents	22	17	50 ↑	35 ↑	13 ↓	19	24	21
Taught by friends	18	19	19	18	18	18	19	18
Taught by other family members	13	18	13	17	12	12	15	13
Other	1	2	1	0 ↓	1	1	1	1

Q.4 - Who taught you to ride a motorcycle?

Total sample; Weighted sample; Base n=759

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

The person who taught respondents how to ride a motorcycle tended to vary, depending on the age the respondent learned to ride. In particular:

- Those who learned to ride **under the age of 11** were most likely to have been taught by parents or other family members
- Those who learned to ride between the ages of **11 and 25** were most likely to be self-taught, and
- Those aged **over 25** were most likely to have learned from an accredited riding instructor.

Table 4 Who taught motorcyclists to ride by aged learned to ride - 2016

Column %	Age learned to ride					Total
	Up to 10 years	11-17 years	18-25 years	26-39 years	40+ years	
Sample Size	190	253	216	59	42	760
Self-taught	38 ↓	64 ↑	59 ↑	35 ↓	27 ↓	52
Taught by an accredited riding instructor	15 ↓	10 ↓	39 ↑	65 ↑	79 ↑	30
Taught by parents	63 ↑	19	6 ↓	1 ↓	0 ↓	21
Taught by friends	20	21	22	9	0 ↓	18
Taught by other family members	24 ↑	17 ↑	6 ↓	4 ↓	6	13
Other	1	1	0 ↓	1	2	1

Q.4 - Who taught you to ride a motorcycle?

Total sample; Weighted sample; Base n=760

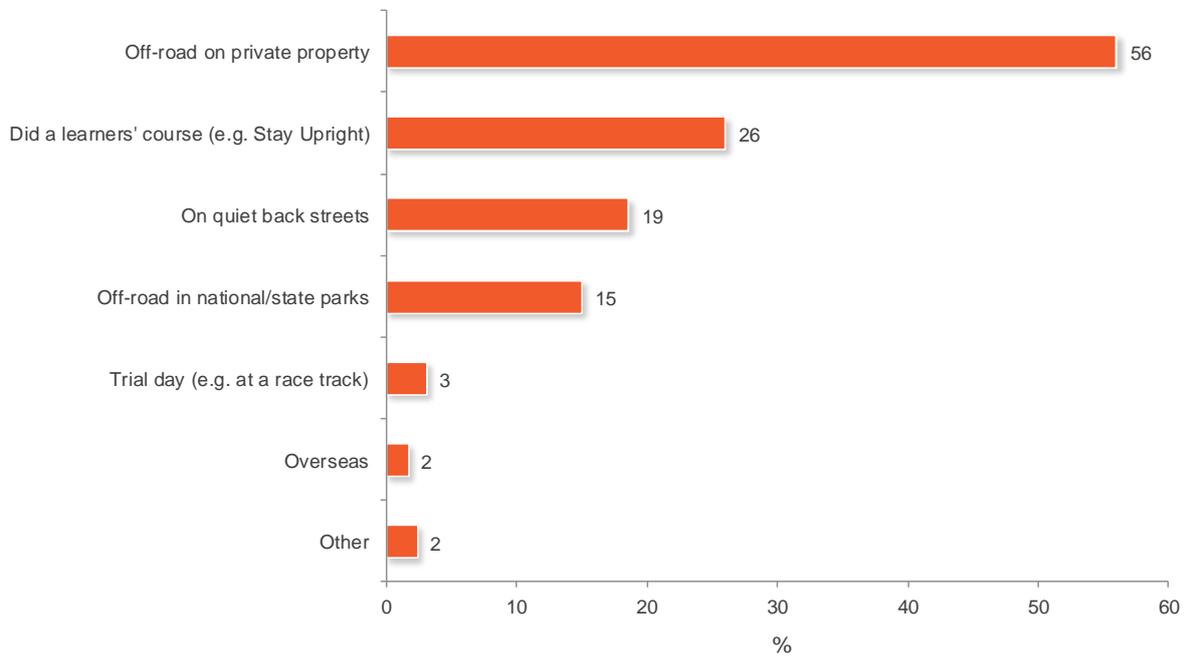
↓↑ Indicates statistically significant difference compared to respondents **not** in that category

Locations motorcyclists learned to ride

Respondents were most likely to have learned to ride off-road on private property (56%), or to have done a learners course (26%).

The results from this section of the report are similar to those from the 2015 survey.

Chart 9 Where learned to ride - 2016



Q.5 - Where did you first learn to ride?
Total sample; Weighted sample; Base n=761

There were significant differences in how people learned to ride depending on demographics. In particular, males were more likely than females (58% vs. 43%) and those from regional areas were more likely than Melburnians (74% vs. 46%) to have learned to ride off-road on private property.

By contrast, learners' courses were more likely to have taught females (42%) than males (23%), and Melburnians (34%) than those from regional areas (12%).

Table 5 Locations learned to ride by demographics - 2016

Column %	Gender		Age			Location	
	Male	Female	18-25	26-39	40+	Melbourne	Elsewhere in Victoria
Sample Size	628	132	214	188	359	407	354
Off-road on private property	58 ↑	43 ↓	59	54	57	46 ↓	74 ↑
Did a learners' course (e.g. Stay Upright)	23 ↓	42 ↑	29	37 ↑	21 ↓	34 ↑	12 ↓
On quiet back streets	19	19	14	15	20	19	18
Off-road in national/state parks	16	10	17	13	16	16	15
Trial day (e.g. at a race track)	3	3	5	3	3	4	2
Overseas	1 ↓	5 ↑	1	3	2	3 ↑	0 ↓
Other	3	1	0	0 ↓	3 ↑	3	1

Q.5 - Where did you first learn to ride?

Multiple responses accepted

Total sample; Weighted sample; Base n=760

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

Those taught by riding instructors were clearly more likely to have learned to ride at a learners' course. All others, including those self-taught, or taught by parents, relatives or friends, were most likely to have learned off-road on private property.

Table 6 Where learned to ride by who taught respondents - 2016

Column %	Self-taught	Taught by an accredited riding instructor	Taught by parents	Taught by friends	Taught by other family members
Sample Size	356	219	229	140	110
Off-road on private property	63 ↑	25 ↓	83 ↑	69 ↑	77 ↑
Did a learners' course (e.g. Stay Upright)	14 ↓	72 ↑	9 ↓	15 ↓	13 ↓
On quiet back streets	27 ↑	13 ↓	12 ↓	29 ↑	13
Off-road in national/state parks	20 ↑	11	21 ↑	22 ↑	22
Trial day (e.g. at a race track)	3	6 ↑	5	3	2
Overseas	2	3	0 ↓	3	5 ↑
Other	3	1	0	1	3

Q.5 - Where did you first learn to ride? Q.4 - Who taught you to ride a motorcycle?

Total sample; Weighted sample; Base n=759

Multiple responses accepted

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

The large majority of those who learned to ride **under 18 years of age** did so off-road at private properties. Those who learned to ride at **an older age** were most likely to have done so via a learners' course.

Table 7 Where learned to ride by age learned to ride - 2016

Column %	Age learned to ride					Total
	Up to 10 years	11-17 years	18-25 years	26-39 years	40+ years	
Sample Size	190	252	217	59	43	761
Off-road on private property	88 ↑	76 ↑	33 ↓	17 ↓	21 ↓	56
Did a learners' course (e.g. Stay Upright)	8 ↓	6 ↓	37 ↑	62 ↑	70 ↑	26
On quiet back streets	10 ↓	20	26 ↑	19	11	19
Off-road in national/state parks	21	18	14	2 ↓	10	15
Trial day (e.g. at a race track)	6 ↑	1	2	7	3	3
Overseas	0	1	4 ↑	2	0	2
Other	1	5 ↑	2	0	0	2

Q.5 - Where did you first learn to ride?

Total sample; Weighted sample; Base n=761

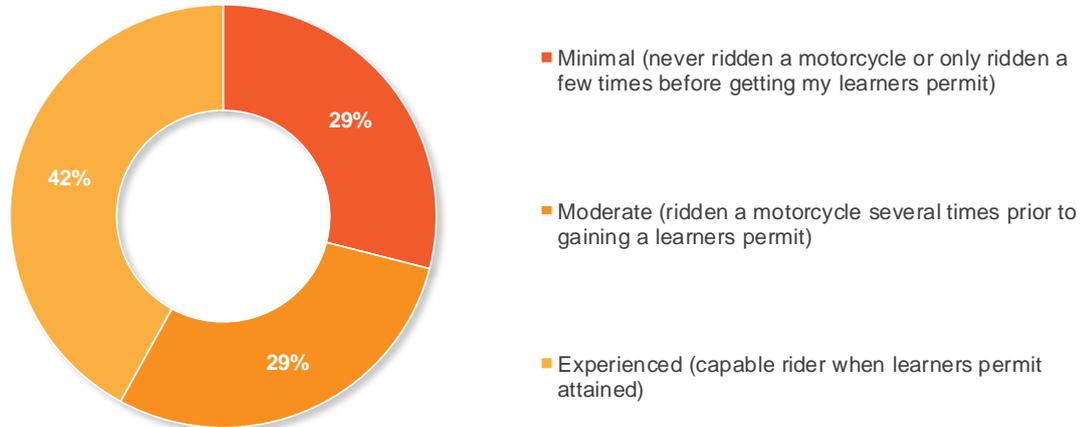
Multiple responses accepted

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

Riding experience prior to gaining learner licence

Just over two in five (42%) indicated they considered themselves experienced riders prior to gaining their learner's permit. This result was identical to that from the 2015 motorcycle survey. Smaller proportions either had moderate experience (29%) or minimal experience (29%) of riding motorcycles prior to getting their learners.

Chart 10 Riding experience prior to gaining a learner's permit - 2016



Q.6 - *How would you describe your riding experience prior to gaining your motorcycle learners permit?*
Total sample; Weighted sample; Base n=715
Excludes those who never learnt to ride

Females and respondents from Melbourne were more likely to have minimal experience prior to getting their learners licence, as were lapsed riders and former riders.

Table 8 Riding experience prior to gaining a learner’s permit by gender and location

Column %	Gender		Location	
	Male	Female	Melbourne	Balance of Victoria
Sample Size	589	125	382	333
Minimal experience (never ridden a motorcycle or only ridden a few times before getting my learners permit)	25 ↓	51 ↑	32 ↑	23 ↓
Moderate experience (ridden a motorcycle several times prior to gaining a learners permit)	29	35	30	28
Experienced (capable rider when learners permit attained)	46 ↑	14 ↓	38 ↓	49 ↑

Q.6 - How would you describe your riding experience prior to gaining your motorcycle learners permit?

Total sample; Weighted sample; Base n=715

Excludes those who never learnt to ride

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

Table 9 Riding experience prior to gaining a learner’s permit by rider type

Column %	Rider Activity Segments			Type of rider		
	Active Riders	Lapsed Riders	Former Riders	Commuter	Recreational	Off-road
Sample Size	449	225	41	268	351	260
Minimal experience (never ridden a motorcycle or only ridden a few times before getting my learners permit)	20 ↓	37 ↑	48 ↑	27 ↑	22	12 ↓
Moderate experience (ridden a motorcycle several times prior to gaining a learners permit)	28	33	23	27	32 ↑	26
Experienced (capable rider when learners permit attained)	53 ↑	30 ↓	29	46	46 ↓	62 ↑

Q.6 - How would you describe your riding experience prior to gaining your motorcycle learners permit?

Total sample; Weighted sample; Base n=715

Excludes those who never learnt to ride

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

Those learning to ride on a road bike or scooter were more likely to have minimal experience prior to getting their learners.

Table 10 Riding experience prior to gaining a learner’s permit by type of bike learned to ride on

Column %	Type of bike (first learned to ride on)		
	Off-road bike	Road bike	Scooter
Sample Size	328	97	20*
Minimal experience (never ridden a motorcycle or only ridden a few times before getting my learners permit)	7 ↓	48 ↑	41 ↑
Moderate experience (ridden a motorcycle several times prior to gaining a learners permit)	29	26	32
Experienced (capable rider when learners permit attained)	64 ↑	26 ↓	27 ↓

Q.6 - How would you describe your riding experience prior to gaining your motorcycle learners permit?

Active riders only; Weighted sample; Base n=447

Excludes those who never learnt to ride

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

*Note small sample sizes

Those who learned to ride at an older age (that is, 18 or over) were more likely to have had minimal riding experience prior to getting their learners.

Table 11 Riding experience prior to gaining a learner’s permit by age learned to ride

Column %	Age learned to ride				
	Up to 10 years	11-17 years	18-25 years	26-39 years	40+ years
Sample Size	185	241	200	51	38
Minimal experience (never ridden a motorcycle or only ridden a few times before getting my learners permit)	3 ↓	9 ↓	49 ↑	79 ↑	64 ↑
Moderate experience (ridden a motorcycle several times prior to gaining a learners permit)	19 ↓	37 ↑	33	16 ↓	29
Experienced (capable rider when learners permit attained)	79 ↑	54 ↑	19 ↓	5 ↓	6 ↓

Q.6 - How would you describe your riding experience prior to gaining your motorcycle learners permit?

Total sample; Weighted sample; Base n=715

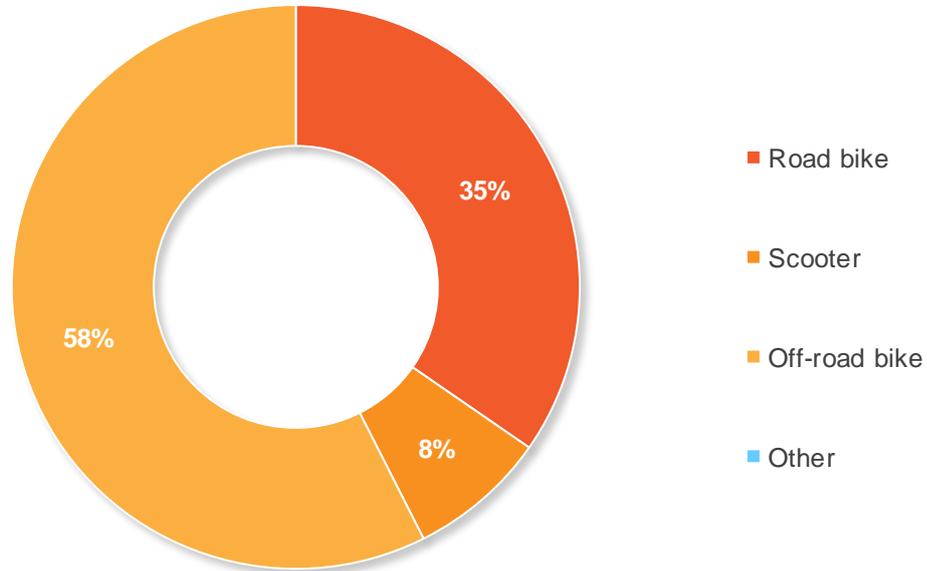
Excludes those who never learnt to ride

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

Types of bikes motorcyclists learned to ride on

When asked which type of motorcycle they had first learned to ride on, over half (58%) indicated they had first learned to ride on an off-road bike, followed by a road bike (35%) and scooter (8%).

Chart 11 Type of motorcycle learned to ride on - 2016



Q.7 - What kind of motorcycle did you first learn to ride on?

Total sample; Weighted sample; Base n=746

There were several clear differences across demographics:

- Those aged between 18 and 25 were more likely to have learned to ride on an off-road bike than those aged 26 or over
- Males were more likely to have learned to ride on an off-road bike than females, while females were more likely than males to have learned to ride on a scooter
- Melburnians were more likely than those from regional areas to have learned to ride on road bikes and scooters. The reverse was the case for off-road bikes.

Table 12 Type of motorcycle learned to ride on by demographics

Column %	Gender		Age			Location		Total
	Male	Female	18-25	26-39	40+	Melbourne	Elsewhere in Victoria	
Sample Size	615	130	213	186	346	399	347	745
Road bike	34	40 ↓	25 ↓	34	36	40 ↑	26 ↓	35
Scooter	6 ↓	18 ↑	3 ↓	10	7	9 ↑	5 ↓	8
Off-road bike	60 ↑	42 ↓	72 ↑	56	57	51 ↓	69 ↑	58
Other	0	0	0	0	0	0	0	0

Q.7 - What kind of motorcycle did you first learn to ride on?

Total sample; Weighted sample; Base n=745

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

Those who learned to ride at an older age (that is, 18 or over) were most likely to have learned to ride on a road bike, while those who learned to ride at under 18 years of age were most likely to have learned on an off-road bike.

Table 13 Type of motorcycle learned to ride on by age learned to ride

Column %	Age learned to ride					Total
	Up to 10 years	11-17 years	18-25 years	26-39 years	40+ years	
Sample Size	190	248	211	56	41	746
Road bike	6 ↓	25 ↓	52 ↑	62 ↑	58 ↑	35
Scooter	2 ↓	6	8	17 ↑	15	8
Off-road bike	92 ↑	68 ↑	40 ↓	21 ↓	27 ↓	58
Other	1 ↑	0	0	0	0	0

Q.7 - What kind of motorcycle did you first learn to ride on?

Total sample; Weighted sample; Base n=746

↓↑ Indicates statistically significant difference compared to respondents **not** in that category (i.e. those who learnt aged 18-25 compared to those who learnt at other ages)

Rider training courses

Sixty-five per cent of respondents in 2016 said they had attended some type of rider training course. They were most likely to have attended a learners' course such as Stay Upright. Notably, the proportion indicating they had attended a learner's course such as Stay Upright rose in 2016 compared to earlier years. This followed changes to the Graduated Licensing System (GLS) in late 2014 which required new riders to attend and pass a two day course.

Table 14 Rider training courses attended (2012-2016)

%	2012	2013	2014	2015	2016
Subtotal: Attended any rider training course	55	59	56	58	65 ↑
Learners' course (e.g. Stay Upright)	26	37	33	33	49 ↑
HART course	19	14	17	16	15
Advanced rider training	7	8	8	7	11
Track day riding courses	7	8	5	7	8
DECA course	7	7	5	7	7
Australian / California Superbike School	2	3	1	2	3
Other	3	3	3	3	4
No, I have not done any rider training	45	41	44	42	35 ↓

Q.8 - Which of the following training have you done?

Total sample; Weighted sample; 2013 base n=692, 2014 base n=779, 2015 base n=797, 2016 base n=749

Multiple responses accepted

↑ ↓ Indicates statistically significant differences between 2015 and 2016 only

People aged under 40, and Melburnians, were more likely to have attended training courses than other people.

Table 15 Rider training courses attended by selected demographics

Column %	Gender		Age			Location		Total
	Male	Female	18-25	26-39	40+	Melbourne	Elsewhere in Victoria	
Sample Size	617	131	213	186	349	400	349	749
Subtotal: Attended any rider training course	64	73	87 ↑	84 ↑	56 ↓	74 ↑	50 ↓	65
Learners' course (e.g. Stay Upright)	48	53	71 ↑	66 ↑	40 ↓	57 ↑	35 ↓	49
HART course	13 ↓	24 ↑	18	15	14	21 ↑	4 ↓	15
Advanced rider training	11	13	13	10	11	14	7	11
Track day riding courses	8	6	8	9	7	9	6	8
DECA course	6	11	8	11 ↑	5 ↓	5 ↓	11 ↑	7
Australian / California Superbike School	3	1	1	3	3	3	2	3
Other	3	6	3	2	4	4	3	4
No, I have not done any rider training	36	26	13 ↓	16 ↓	44 ↑	26 ↓	50 ↑	35

Q.8 - Which of the following training have you done?

Total sample; Weighted sample; Base n=749

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

Those who had not had a motorcycle crash were **no more likely** to have attended a rider training course than those who had crashed.

Table 16 Rider training courses attended by crash history

Column %	Had a motorcycle crash	
	Yes	No
Sample Size	319	417
Subtotal: Attended any rider training course	61	68
Learners' course (e.g. Stay Upright)	45	52
HART course	13	16
Advanced rider training	10	12
Track day riding courses	8	8
DECA course	6	8
Australian / California Superbike School	5 ↑	1 ↓
Other	6 ↑	1 ↓
No, I have not done any rider training	39	32

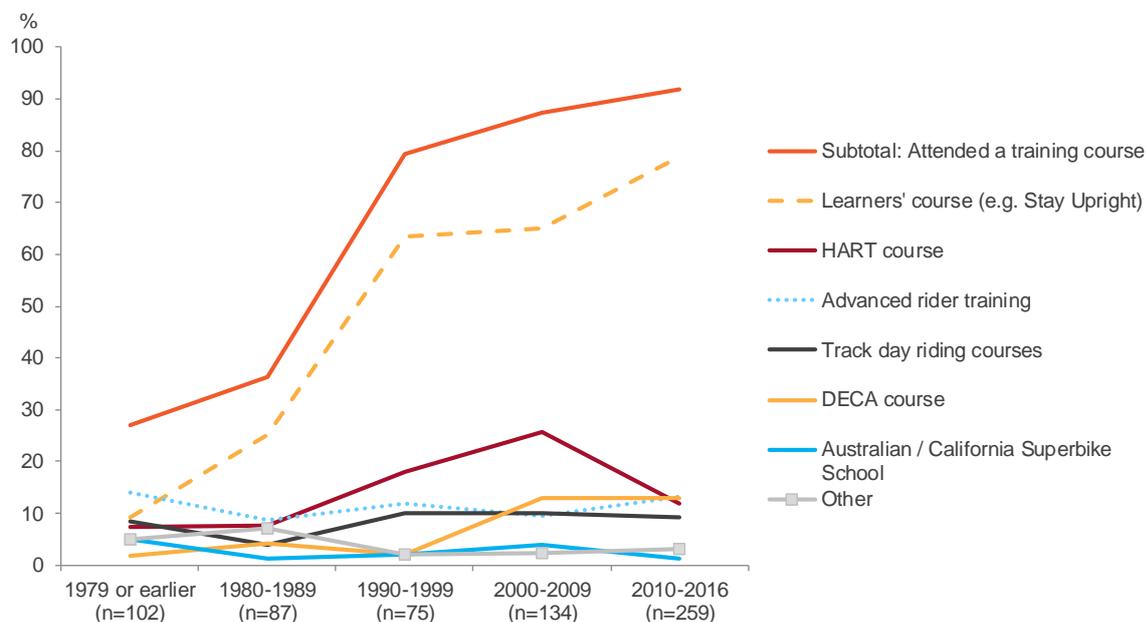
Q.8 - Which of the following training have you done?

Total sample; Weighted sample; Base n=736

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

Respondents who have attained their motorcycle licenses since 1990 are significantly more likely to have attended any motorcycle training courses than those who received their motorcycle licence earlier. There was no significant difference between those who got their learners before or after the introduction of GLS in 2014.

Chart 12 Rider training courses attended by year full licence attained - 2016



Q.8 - Which of the following training have you done? By year full licence attained
 Total sample; Weighted sample; Base n=657

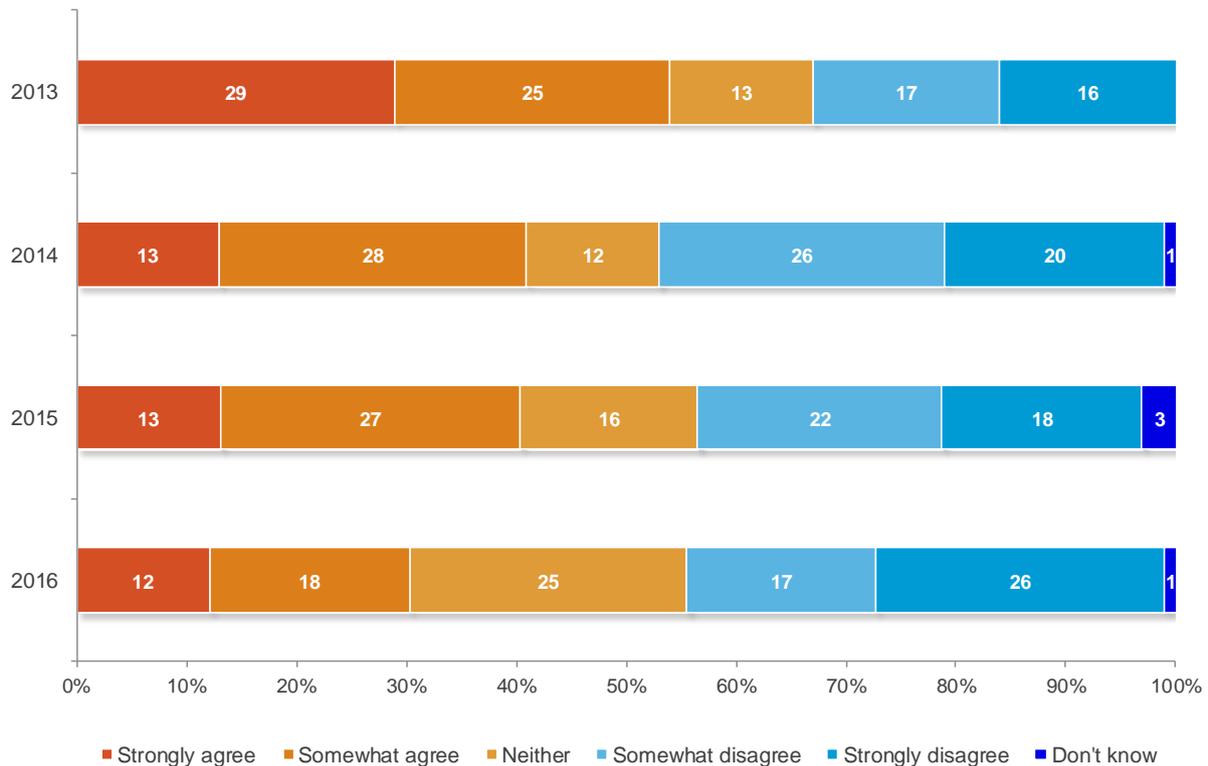
Attitudes towards rider training courses after a break

While, as has been the case in previous years, opinions were divided as to whether people returning to riding after a break should undertake motorcycle training, in 2016 there was a shift away from those agreeing (to 30%, from 40% in 2015, and 54% in 2013). Concurrently, there was a significant lift in those strongly disagreeing between 2015 and 2016 that people returning to riding after a break should undertake motorcycle training (from 18% to 26%).

As was the case in 2015, recreational on-road riders were significantly more likely to agree with the statement (33% vs. 25% amongst recreational off-road riders).

Full licence holders were more likely to disagree strongly than those on their Ls or Ps (28% vs. 14%).

Chart 13 Agree/disagree that people returning to riding after a break should undertake motorcycle training



Q.63f - 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

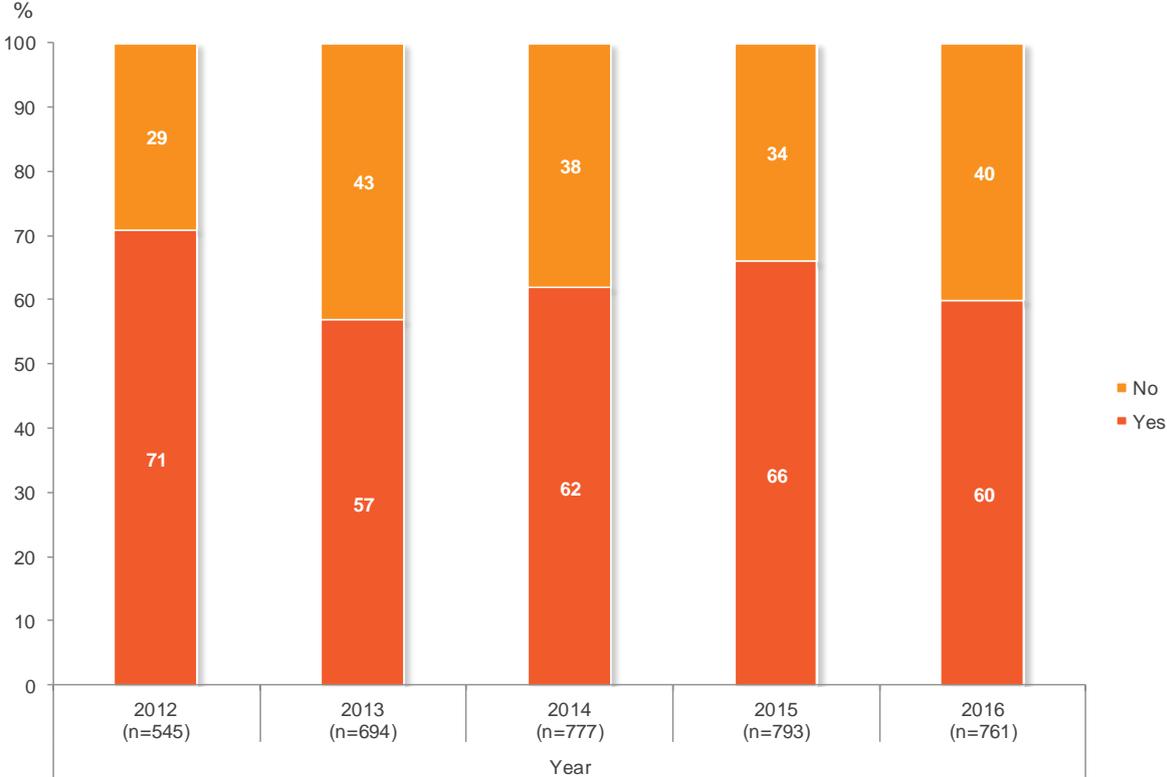
6.0 RIDING ACTIVITY

6.1 RIDING HISTORY

Riding activity in the last 12 months

Close to two in three respondents (60%) indicated they had ridden a motorcycle in the last 12 months, a similar result to that in 2015 (66%).

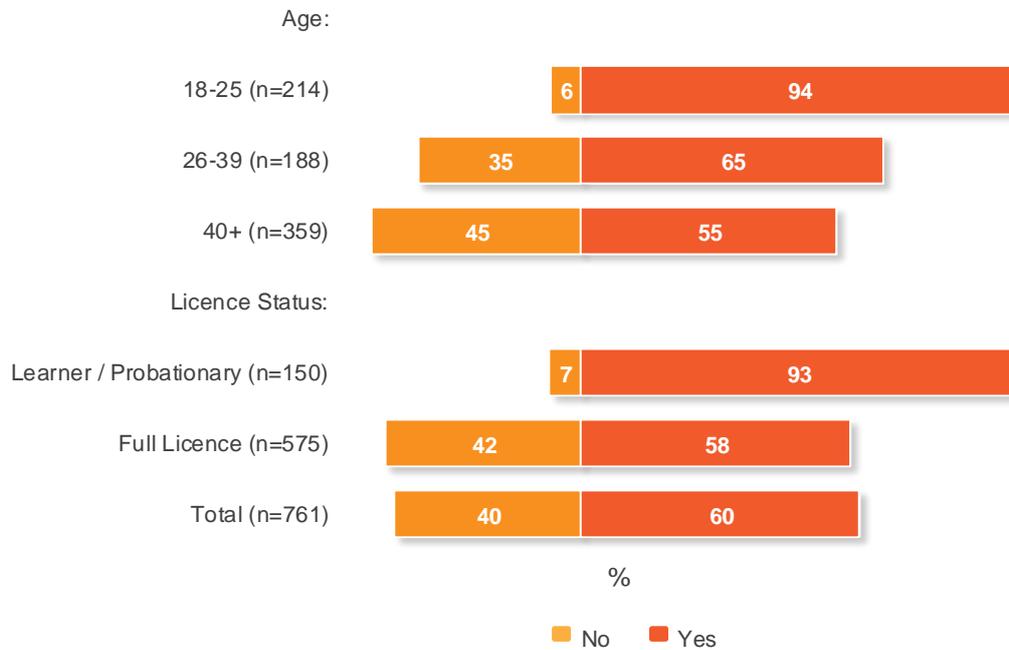
Chart 14 Whether ridden in the last 12 months (2012-2016)



Q.9 - 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; 2016 base n=761

Those aged between 18 and 25, and those on learner or probationary licenses, were significantly more likely to have ridden in the last 12 months.

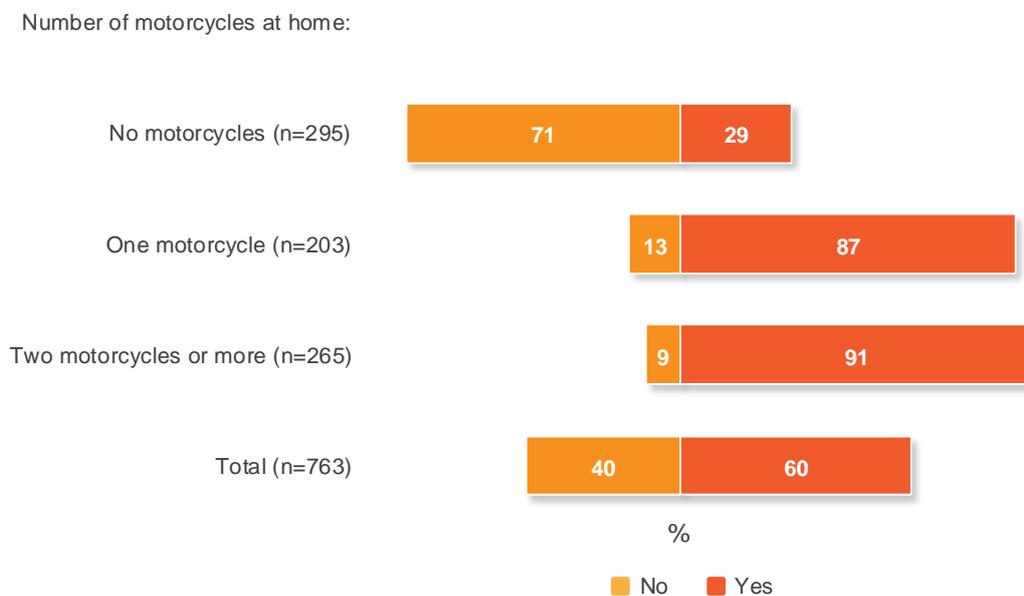
Chart 15 Whether ridden in the last 12 months by rider group - 2016



Q.9 - 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=761

As might be expected, those who did not have a motorcycle at home were significantly less likely to have ridden in the last 12 months.

Chart 16 Whether ridden in the last 12 months by motorcycle ownership - 2016

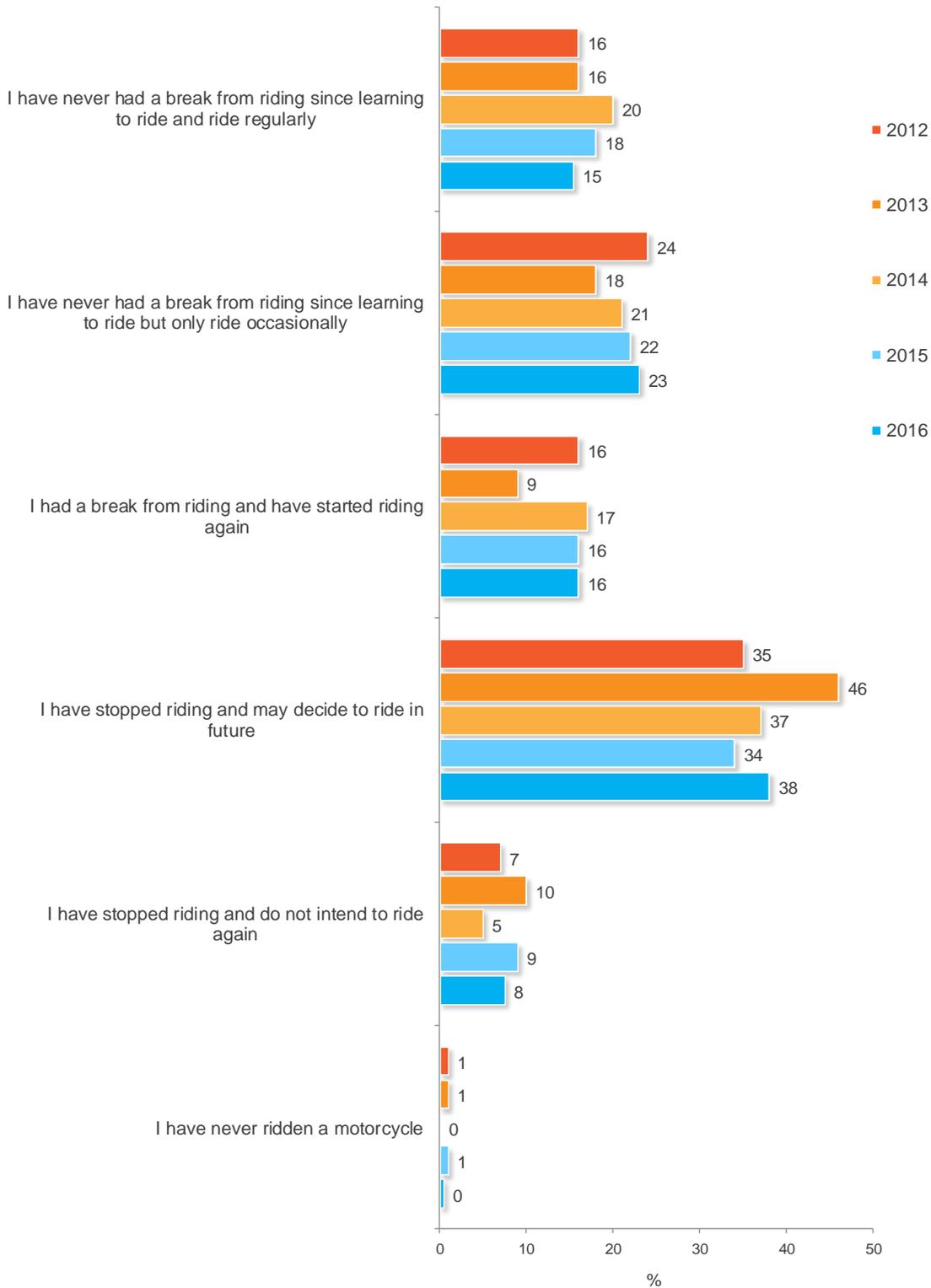


Q.9 - Have you ridden a motorcycle in the last 12 months (either on or off-road)?
 Filter: excludes never ridden a motorcycle; Weighted sample; Base n=763

Riding history

Similar to 2015, this year 54% of riders were either regular riders, occasional riders or had started riding again after taking a break.

Chart 17 Riding history (2012 – 2016)



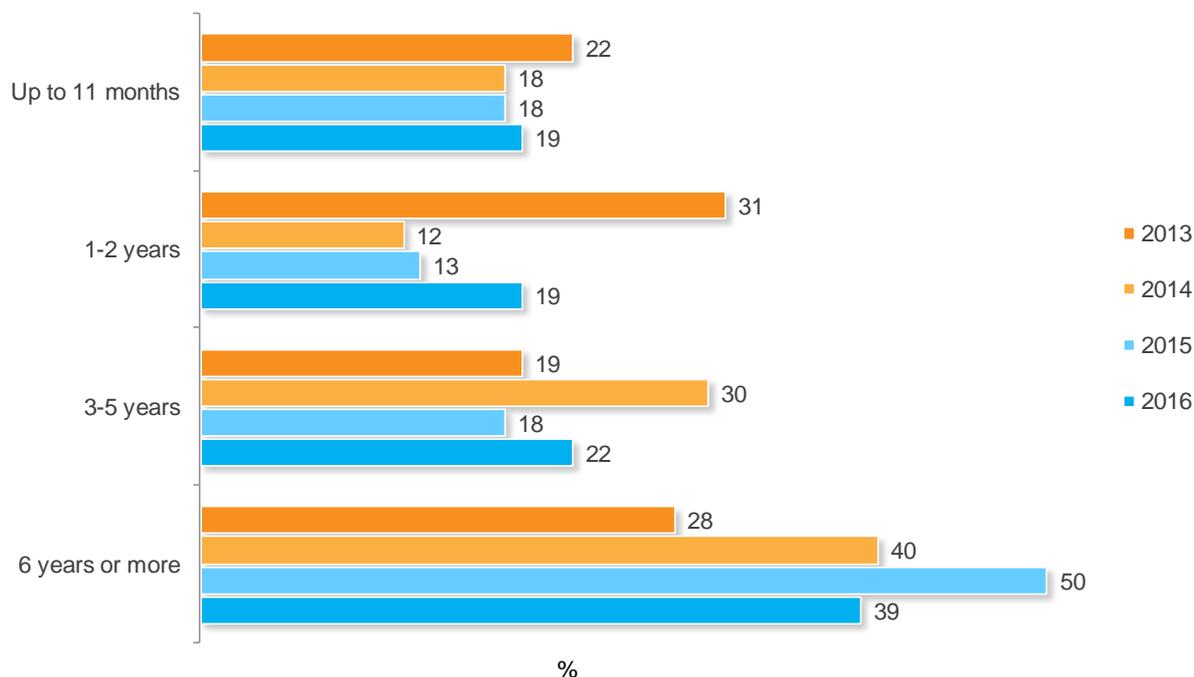
Q.12 - Which of the following best describes your motorcycle riding history?

Total sample; Weighted; 2012 base n=545, 2013 base n=692; 2014 base n=776, 2015 base n=798, 2016 base n=762

Break from riding

Close to two in three (61%) of those who had taken a break but had started riding again had done so after a break of three years or longer. This was a similar result to that from the 2015 (68%) and 2014 (70%) surveys.

Chart 18 Duration of most recent break from riding - 2016



Q.13 -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

As might be expected, those aged over 40 were the most likely to have taken a long break from riding.

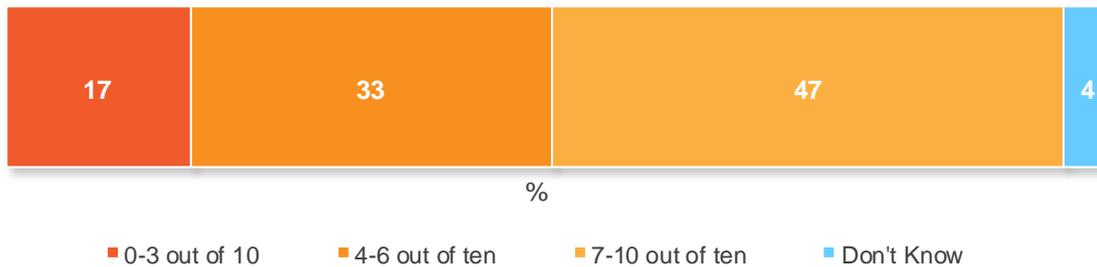
Table 17 Most recent break from riding by demographic group - 2016

Column %	Gender		Age			Location	
	Male	Female	18-25	26-39	40+	Melbourne	Elsewhere in Victoria
Sample Size	103	23*	33*	28*	65	65	61
Up to 11 months	18	27	57 ↑	21	16	21	17
1-2 years	18	21	23	33	14	24	11
3-5 years	21	29	18	36	19	14 ↓	36 ↑
6 years or more	43	23	2 ↓	10 ↓	52 ↑	41	36

Q.13 -Approximately, how long was the most recent break?
 Filter: Had a break from riding but started riding again; Weighted sample; Base n=126;
 ↓↑ Indicates statistically significant difference compared to respondents **not** in that category
 *Note: Small sample sizes

Those who had stopped riding, and indicated they may decide ride again in the future, were asked about the likelihood of riding again. Close to half (47%) rated the likelihood at 7 out of 10 or higher. This is very similar to the 2015 result (46%).

Chart 19 Likelihood of lapsed riders riding again in the future - 2016



Q.14 - What is the likelihood that you will ride again in the future?

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

Weighted sample; Base n=218

As the table below indicates, younger riders aged 18 to 25 were significantly more likely than older riders to indicate they might ride again.

Table 18 Likelihood of lapsed riders to ride again in future by demographics

Column %	Gender		Age			Location		Total
	Male	Female	18-25	26-39	40+	Melbourne	Elsewhere in Victoria	
Sample Size	171	46	26*	61	130	122	96	217
0-3 out of 10	17	12	3 ↓	16	17	16	18	17
4-6 out of 10	31	45	17	25	36	38 ↑	23 ↓	33
7-10 out of 10	48	41	73 ↑	56	42 ↓	42	54	47
Don't Know	5	2	6	3	4	4	4	4
Average out of 10	6	6	8 ↑	7	6	6	7	6

Q.14 - What is the likelihood that you will ride again in the future?

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

Weighted sample; Base n=217

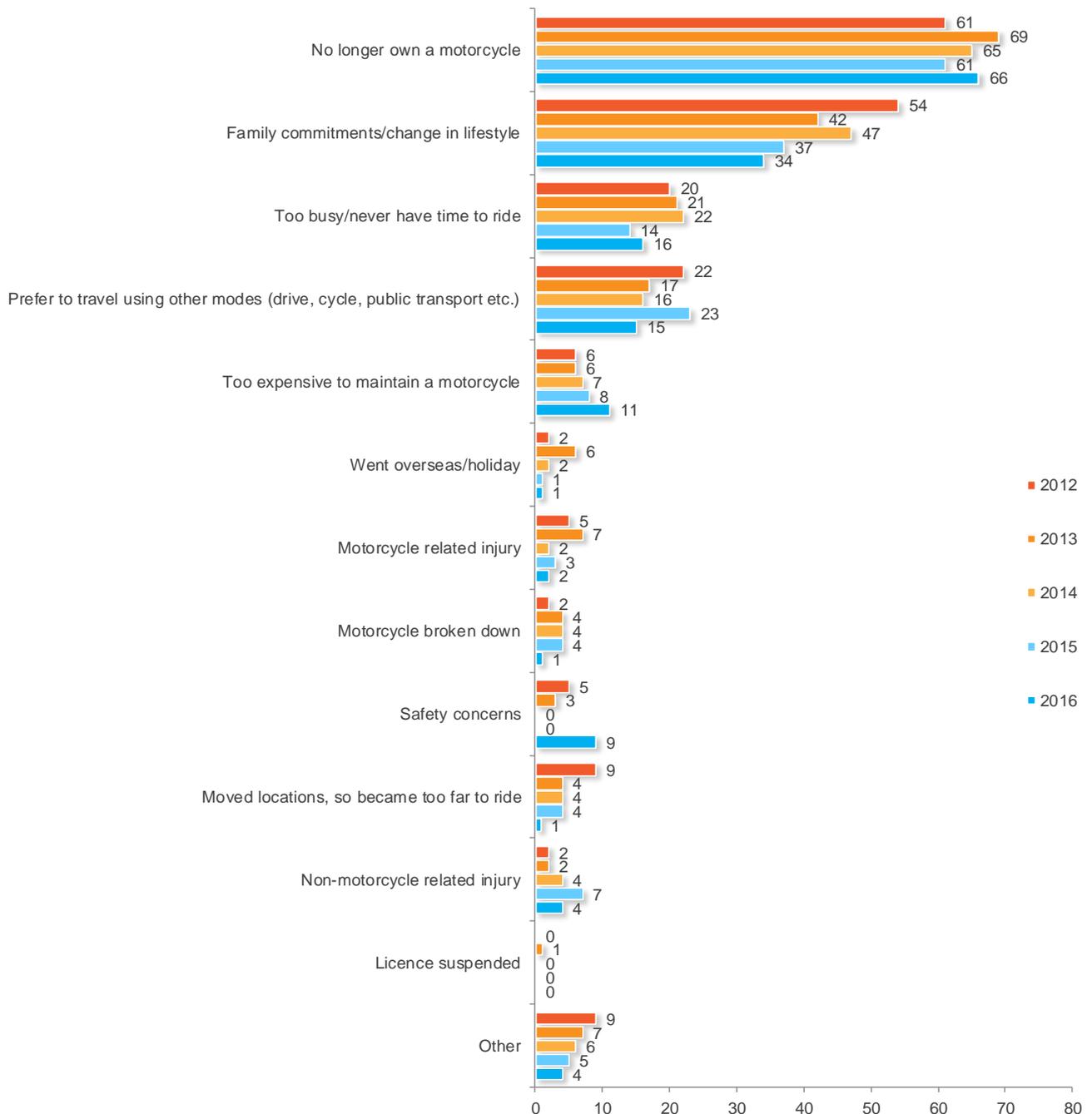
↓ ↑ Indicates statistically significant difference compared to respondents **not** in that category

*Note: Small sample sizes

Reasons for no longer riding a motorcycle

Amongst those who **had not ridden in the last year, but may do so in the future**, the most mentioned reasons for not riding were 'no longer own a motorcycle' (mentioned by 66%) followed by 'family commitments/change in lifestyle'. There were no significant differences by demographics.

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



Q.10 - 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 but may ride again.

Weighted; 2012 base n=89, 2013 base n=164; 2014 base n=163, 2015 base n=143, 2016 base n=165

Amongst the 46 participants **who had not ridden in the last year, and who do not intend to** return to riding in the future, the most mentioned reasons for not riding were:

- Safety concerns (45%)
- Prefer to use other transport (32%)
- Family commitments (24%), and
- No longer interested in riding motorcycles (24%).

Amongst those who had not ridden in the last year, their average age when they stopped riding was 39. While those who did not intend to ride again (43 years) tended to be slightly older than those who might ride again (38 years), these differences were not statistically significant.

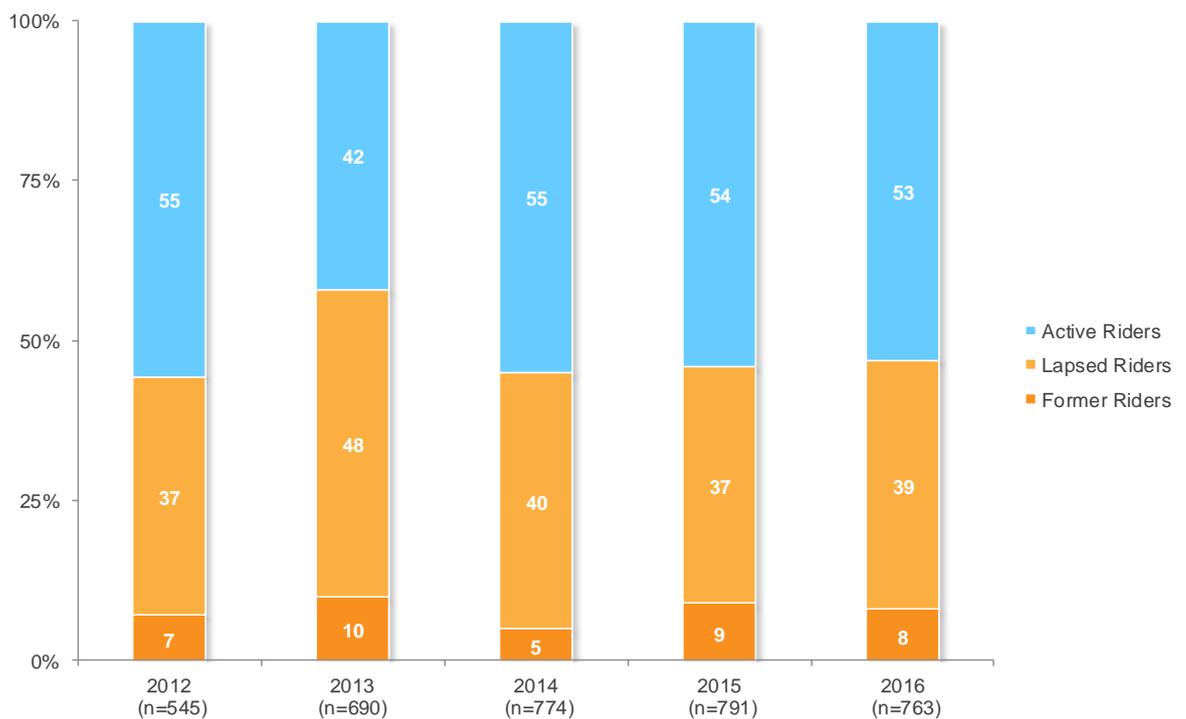
6.2 RIDING ACTIVITY SEGMENTS

Participants were divided into three groups based on their riding history and recent riding behaviours:

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

A slight majority of participants (53%) were active riders, as has been the case in all surveys since 2012 with the exception of 2013. Over one-third (39%) were lapsed riders, and a smaller proportion (8%) were former riders.

Chart 21 Riding activity segments (2012 – 2016)

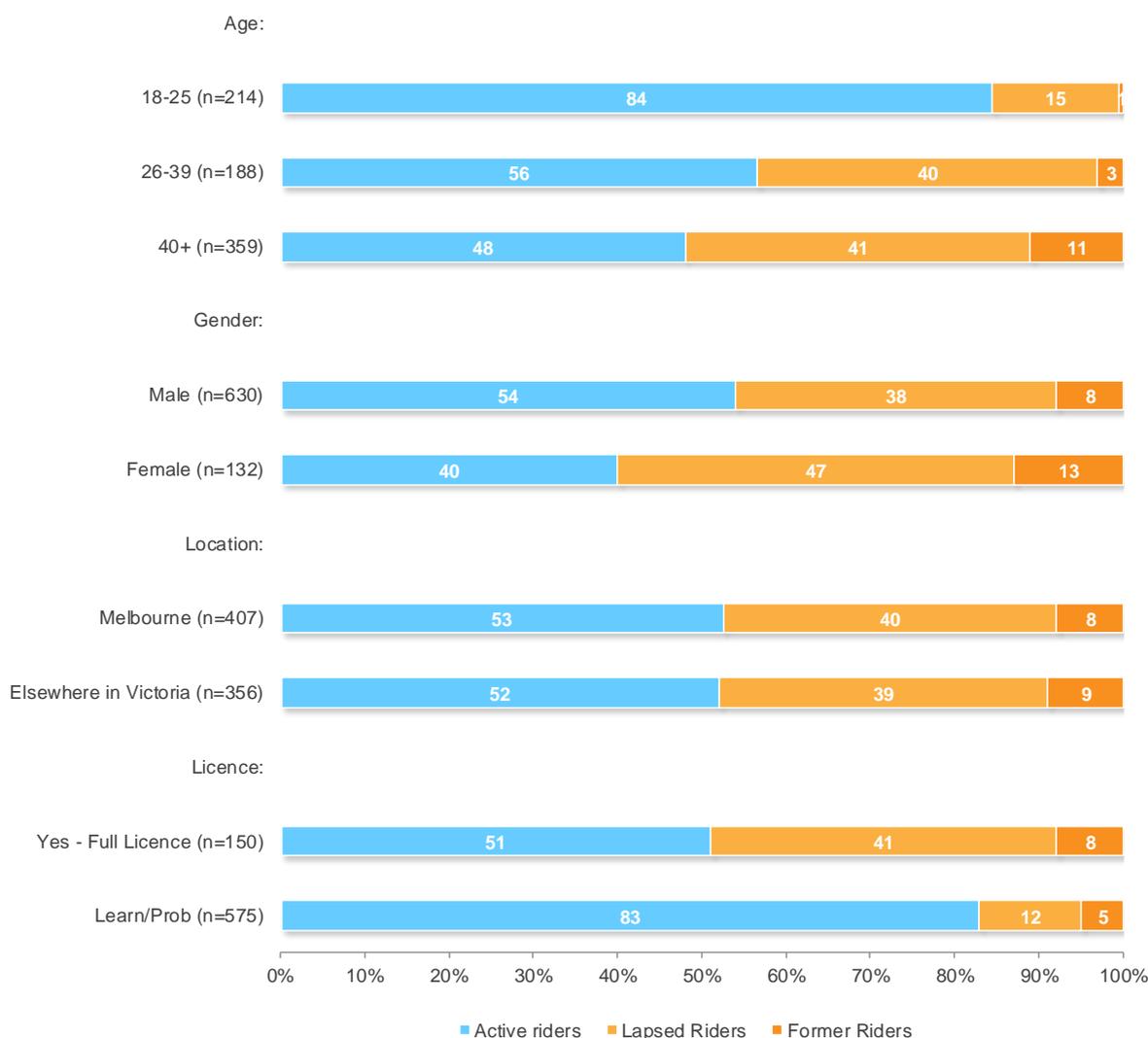


Q.12 - Which of the following best describes your motorcycle riding history?
 Q.9 - Have you ridden a motorcycle in the last 12 months (either on or off-road)?
 All respondents; Weighted

Several demographic groups were significantly more likely to be active riders:

- Those **aged 18-25** (84% vs. 56% amongst those aged 26-39 and 48% amongst those aged 40+)
- Males (54%) vs. 40% amongst females; and
- Those with probationary or learner licences (83% vs. 51% amongst those with full licences).

Chart 22 Riding activity segments by selected rider characteristics - 2016



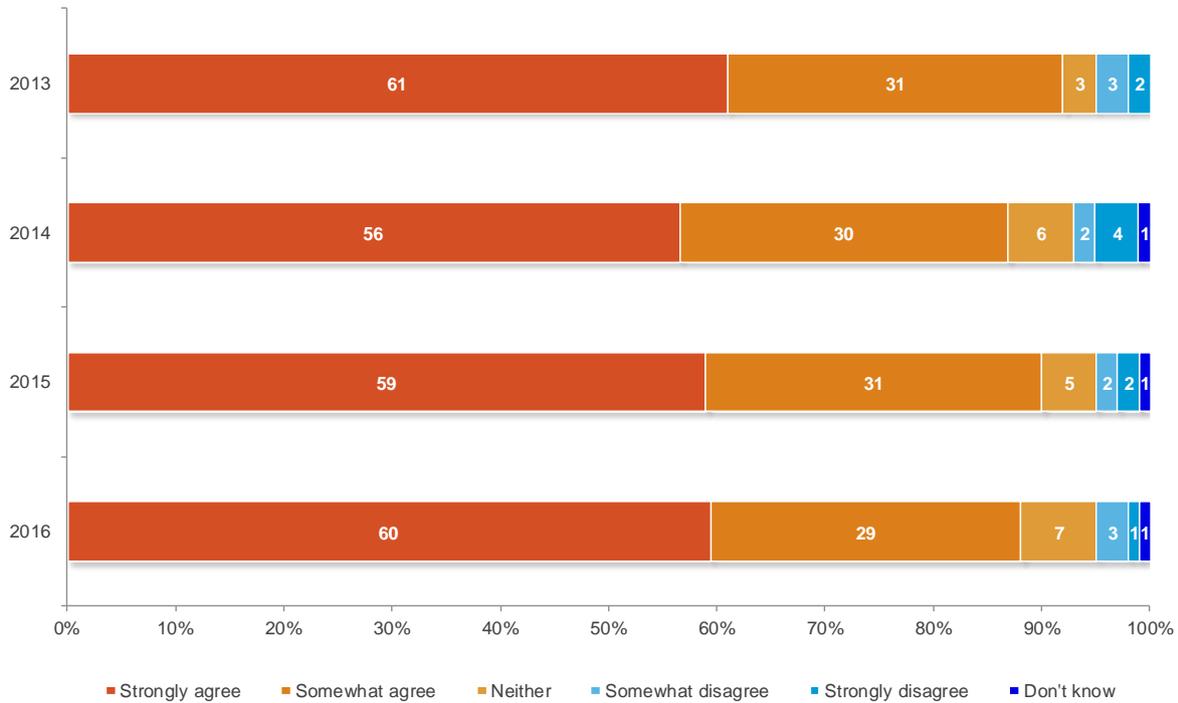
Q.12 - Which of the following best describes your motorcycle riding history?
 Q.9 - Have you ridden a motorcycle in the last 12 months (either on or off-road)?
 Filter: excludes never ridden a motorcycle; Weighted sample; Base n=763

6.3 RIDING VS. DRIVING

As has been the case across the last four surveys, the large majority of participants agreed that 'drivers don't understand what it is like to be a motorcyclist', with 60% strongly agreeing and 29% somewhat agreeing.

There were no significant differences across age, gender or geographical location.

Chart 23 Agree/disagree: Drivers don't understand what it's like to be a motorcyclist - 2013 - 2016



Q.63g - To what extent do you agree or disagree with the following statements - Drivers don't understand what it is like to be a motorcyclist?

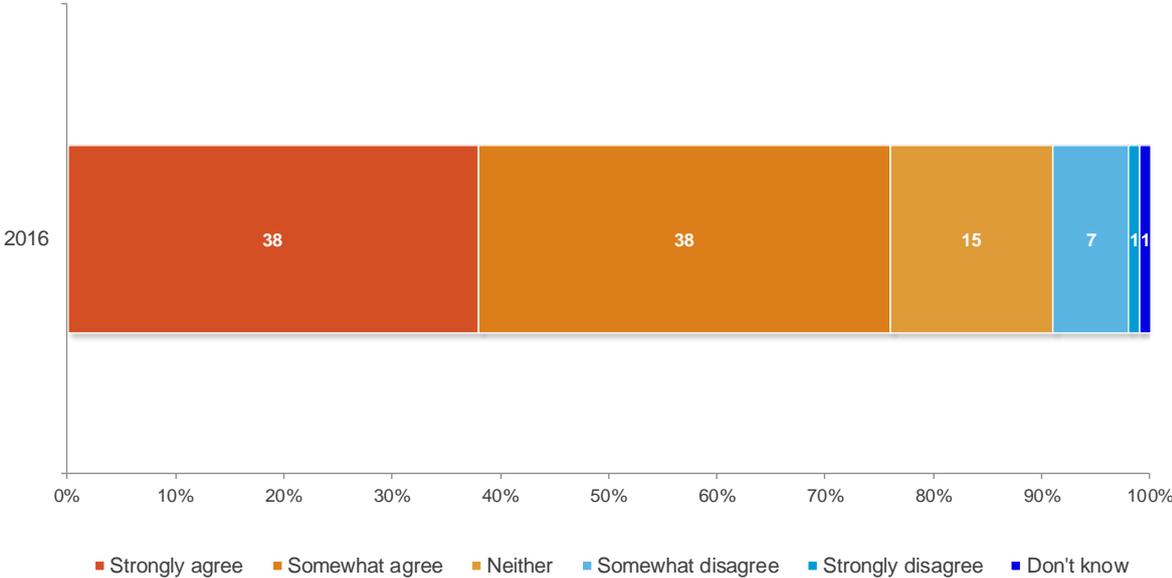
Base: Those who have ridden in the last 12 months;

Weighted sample; 2013 base n=491; 2014 base n=572; 2015 base n=592; 2016 base n=518

When asked whether ‘most drivers are unaware of motorcyclists when they are driving’, over three-quarters of participants agreed, with 38% agreeing strongly and 38% somewhat agreeing.

There were no significant differences across age, gender or geographical location.

Chart 24 Agree/disagree: Most drivers are unaware of motorcyclists when they are driving - 2016



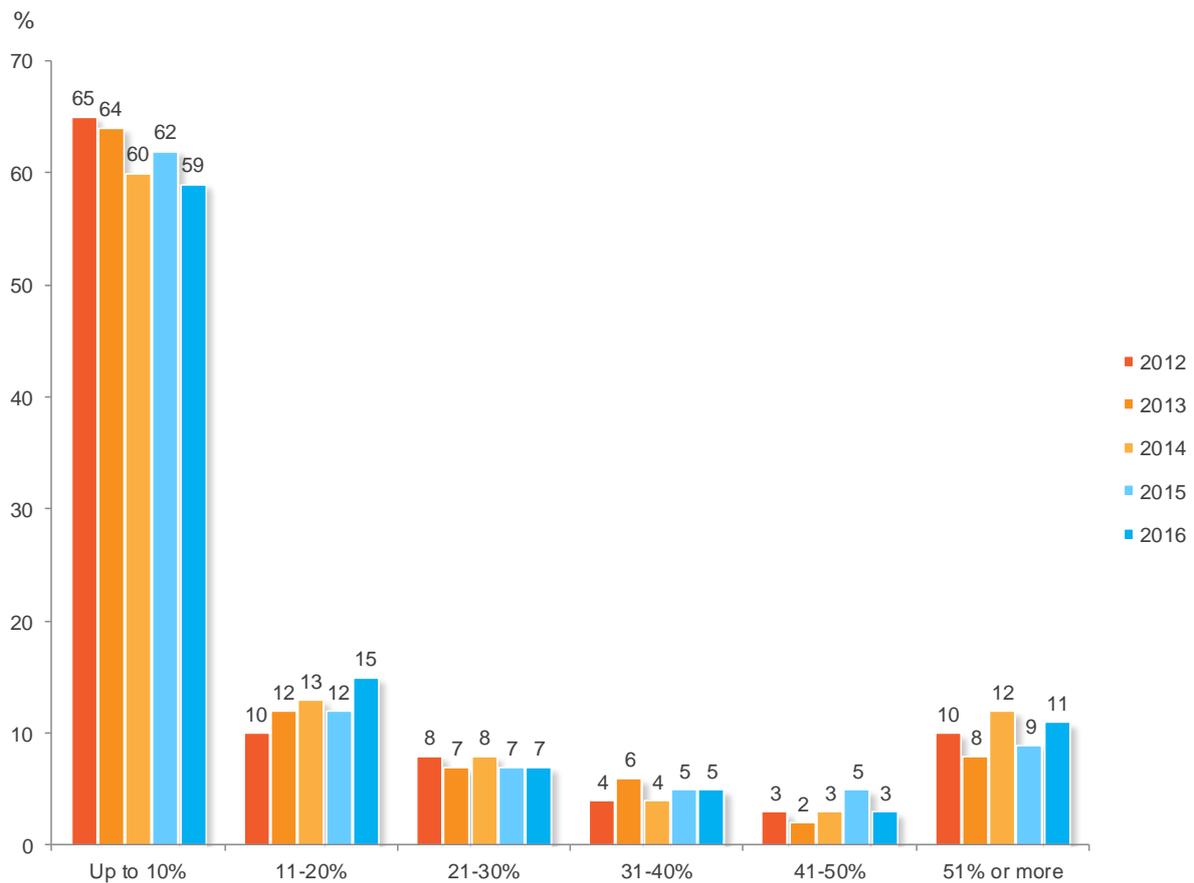
Q.63i - To what extent do you agree or disagree with the following statements - Most drivers are unaware of motorcyclists when they are driving?
Base: Those who have ridden in the last 12 months;
Weighted sample; 2016 base n=511

Participants were asked what proportion of the time they rode a motorcycle as opposed to driving a car. As has been the case in previous years, only about one in ten (11%) ride their motorcycle more than drive a car.

Indeed, less than three-quarter of (74%) of participants indicated they rode their motorcycle more than 20% of the time as opposed to driving a car. This finding is very similar to the results from the surveys conducted between 2012 and 2015.

Amongst those who rode their motorcycle less than 20% of the time as opposed to driving a car, there has been a slight shift towards rising motorcycle usage – the proportion riding a motorcycle up to 10% of the time has declined since 2012 (from 65% to 59%) while the proportion riding 11-20% of the time has increased (from 10% to 15%).

Chart 25 Proportion of time spent riding a motorcycle vs. driving a car (2012-2016)



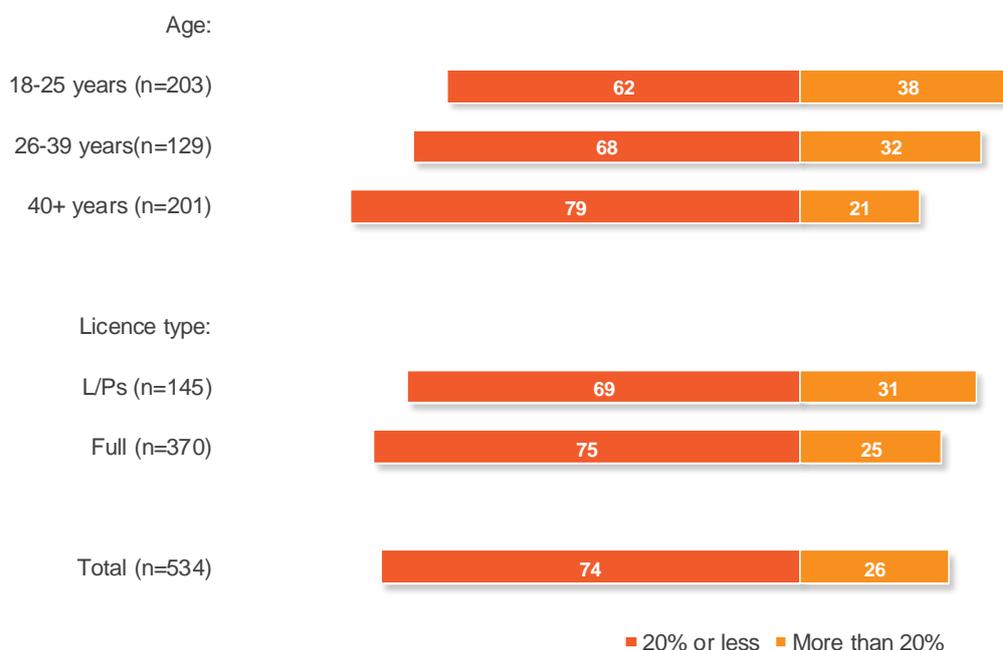
Q.11 - Thinking about your time spent riding and driving over the last 12 months, approximately what percentage of the time would you say you rode a motorcycle (on or off-road) as opposed to drove a car?

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

Participants aged 18-25 on average drove their motorcycle more in comparison to driving a car than older participants.

Over one-third (38%) of those aged 18-25 used their motorcycle more than 20% of the time as opposed to driving a car compared to 32% of those aged 26-39 and 21% of those aged 40 or over.

Chart 26 Proportion of time spent riding a motorcycle vs. driving a car – differences between selected groups - 2016



Q.11 - 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=534

As might be expected, those who mainly rode a motorcycle for commuting purposes were more likely than others to ride more than 20% of the time as opposed to driving a car.

Table 19 Proportion of time spent riding a motorcycle vs. driving a car – differences between riding purpose - 2016

Column %	Commuter	Recreational on-road rider	Recreational off-road rider
Sample Size	282	368	271
Riding 20% or less of the time (driving 80%+ of the time)	60 ↓	72	83 ↑
Riding more than 20% of the time (driving less than 80% of the time)	40 ↑	28	17 ↓

Q.11 - 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=534

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

6.4 RIDING FOR COMMUTING AND RECREATIONAL PURPOSES

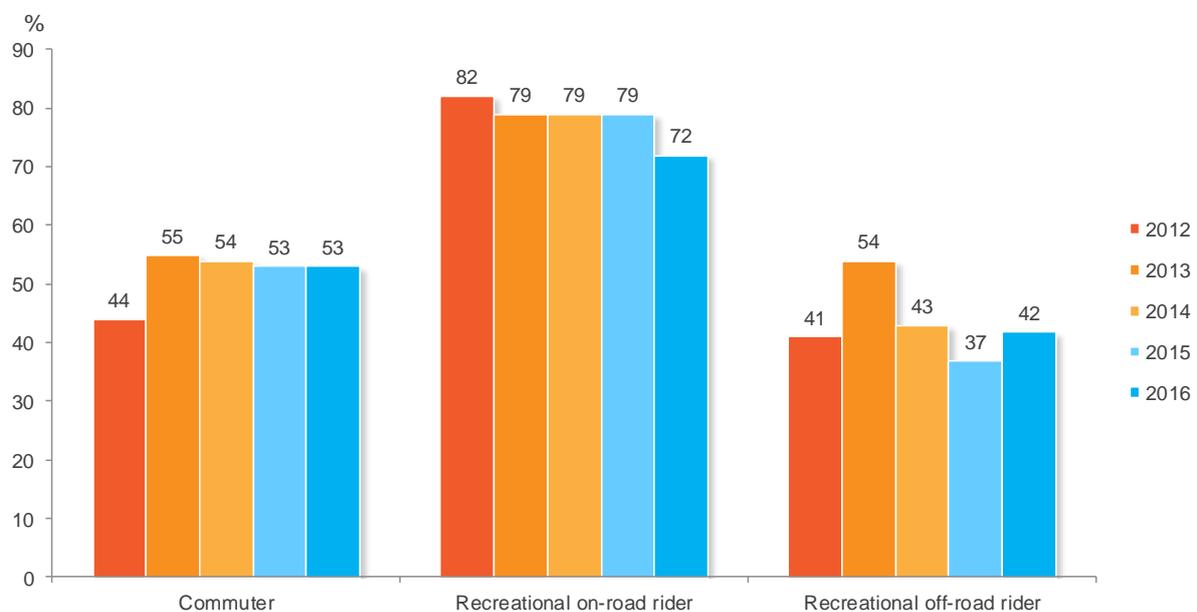
Participants who **actively** ride motorcycles were asked approximately what percentage of the time they ride in the following categories:

- 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 participant had ridden for any of the purposes above, they were then placed in that category (people could be in multiple categories).

Active riders were most likely to report they had ridden for ‘recreation on-road’ purposes (72%), as had been the case in surveys during previous years.

Chart 27 Proportion of respondents who commuted and/or rode recreationally in last 12 months (2012-2016)



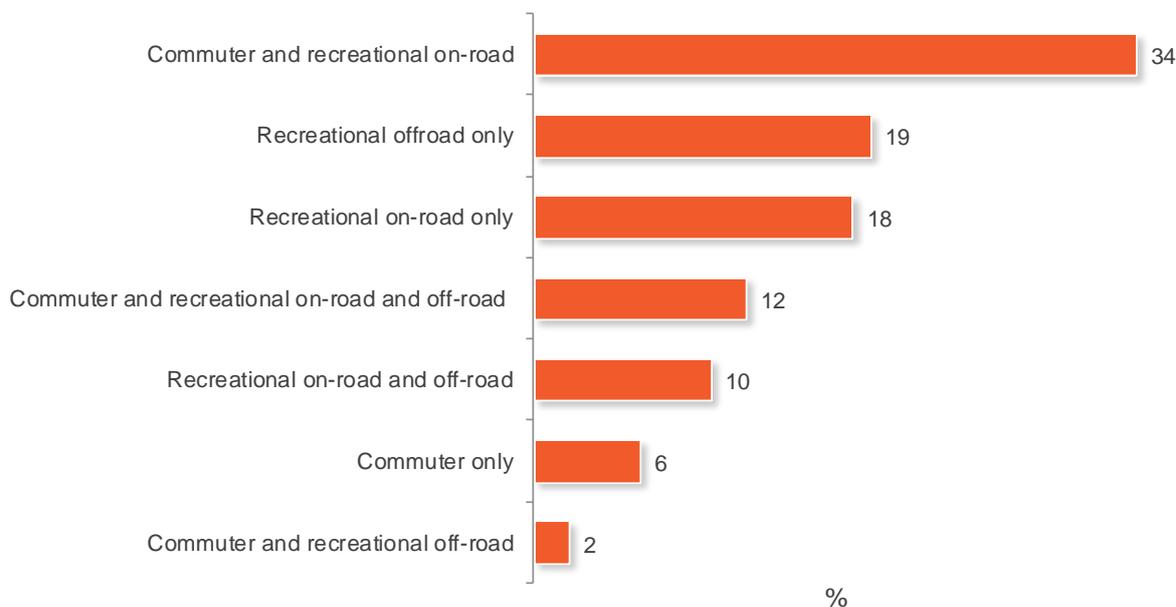
Q.38 - Approximately what percentage of the time did you ride in the following categories excluding any riding you might do for work purposes?

Filter: Active riders ; Weighted; 2012 base n=354; 2013 base n=399; 2014 base n=495; 2015 base n=473; 2016 base n=470

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

The prevalence of different combinations of riding purposes is shown in the chart below. The most common combination was amongst those who both commute and ride recreationally on-road (34%).

Chart 28 Proportion of respondents who commuted and/or rode recreationally in last 12 months (2012-2016)



Q.38 - 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; 2016 base n=470

There were several differences across demographics amongst active riders, including:

- Male active riders were more likely to ride ‘recreationally’ than female active riders, but less likely to commute
- Active riders aged 18-25 were more likely than older riders to be ‘recreational off-road’ riders, and
- Melburnians were more likely to ride for commuting purposes than those from elsewhere in Victoria, but less likely to be ‘recreational off-road’ riders.

Table 20 Proportion of respondents who commuted and/or rode recreationally in last 12 months – by selected demographic variables - 2016

Average time spent riding (Column %)	Gender		Age			Location	
	Male	Female	18-25	26-39	40+	Melbourne	Elsewhere in Victoria
Sample Size	403	67	182	114	173	250	220
Commuter	52% ↓	69% ↑	52%	59%	51%	58%	47% ↓
Recreational on-road rider	74% ↑	54% ↓	66%	71%	74%	73%	72%
Recreational off-road rider	44% ↑	26% ↓	68% ↑	50%	35% ↓	35% ↓	54% ↑

Q.38 - 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=470

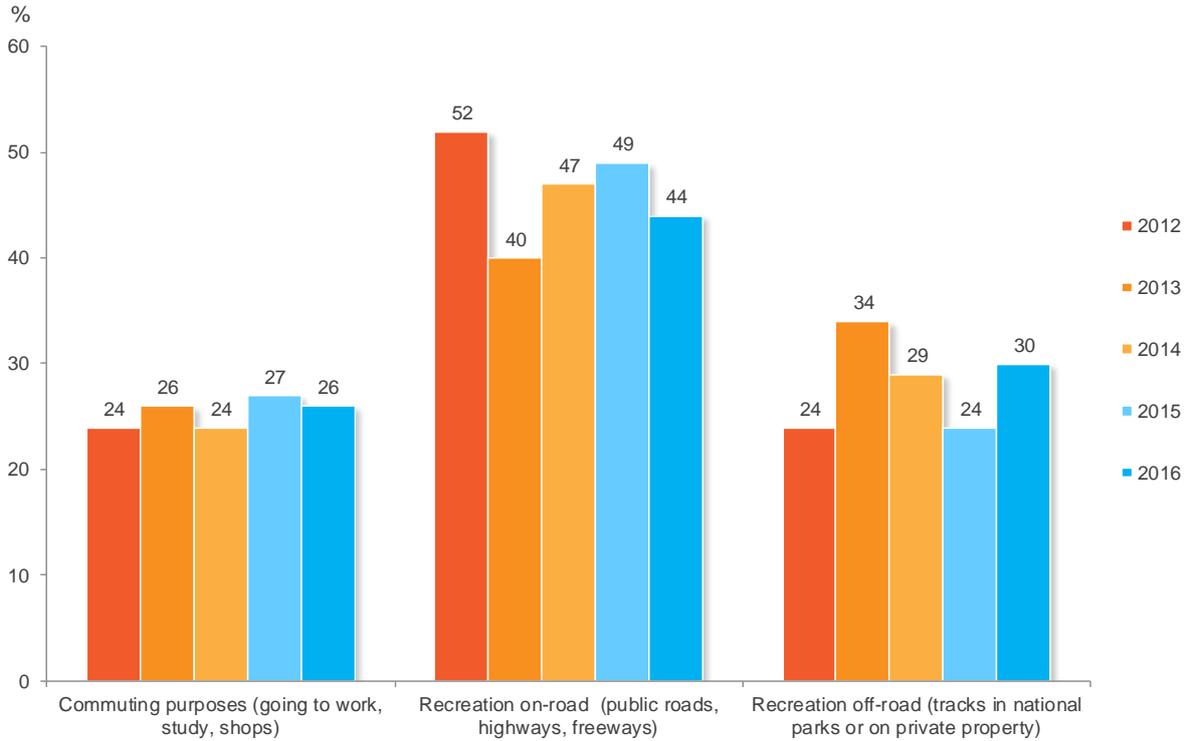
↓↑ Indicates statistically significant difference compared to respondents **not** in that category

Note: Does not add to 100% due to riders being able to do multiple types of riding

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

As has been the case in previous years, participants overall spent more time riding their motorcycles for ‘recreational on-road’ purposes than for ‘recreational off-road’ or commuting purposes.

Chart 29 Average proportion of time spent commuting vs. riding recreationally in last 12 months - 2012-2016



Q.38 - Approximately what percentage of the time did you ride in the following categories excluding any riding you might do for work purposes?

Filter: Active riders excluding commuter/ recreational riding response error; Weighted; 2012 base n=354; 2013 base n=399; 2014 base n=495; 2015 base n=473; 2016 base n=470

There were a number of differences across demographics amongst active riders, including:

- The proportion of time male active riders rode ‘recreationally’ was greater than for female active riders, but the proportion of time commuting was lower amongst male active riders
- Active riders aged 18-25 were more likely than older riders to spend time riding ‘recreationally off-road’, and
- Melburnians were more likely to spend time riding for commuting purposes than those from elsewhere in Victoria, but less likely to spend time riding ‘recreationally off-road’.

These results were similar to those from 2015. For example, in both 2015 and 2016 those aged 40+ were significantly more likely to ride ‘recreationally on-road’ as a proportion of their time riding, and those in Melbourne were significantly more likely to commute as a proportion of their time riding.

Table 21 Average proportion of time spent commuting vs. riding recreationally in last 12 months by demographic characteristics - 2016

Column %	Gender		Age			Location	
	Male	Female	18-25	26-39	40+	Melbourne	Elsewhere in Victoria
Sample Size	403	67	182	114	173	250	220
Commuter	23 ↓	50 ↑	25	30	25	29 ↑	20 ↓
Recreational on-road rider	45 ↑	30 ↓	28 ↓	35 ↓	50 ↑	43	45
Recreational off-road rider	32 ↑	20	47 ↑	35	26 ↓	27	35

Q.38 - 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=470

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

There were a number of differences across rider experience characteristics amongst active riders, including:

- Those who started riding at 18 or over were more likely to spend time commuting and less likely to spend time riding recreationally off road than other riders
- Those with a full licence were more likely to spend time riding recreationally on-road and less likely to ride recreationally off-road.

Table 22 Average proportion of time spent commuting vs. riding recreationally in last 12 months by rider experience characteristics - 2016

Column %	Age when started riding				Motorcycle licence	
	Up to 10 years	11-17 years	18-25 years	26+	Learner/ Probation	Full Licence
Sample Size	148	161	113	48	132	327
Commuter	15 ↓	23	37 ↑	40 ↑	32	26
Recreational on-road rider	40	44	45	47	29 ↓	44
Recreational off-road rider	45 ↑	33	18 ↓	13 ↓	40	30

Q.38 - 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=470

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

There were a number of differences across motorcycle ownership characteristics amongst active riders, including:

- Those who had only one motorcycle at home were more likely to spend time commuting than other riders
- Those with powerful motorcycles (701cc+) were significantly more likely to be recreational on road riders than those with less powerful engine capacities.

Table 23 Average proportion of time spent commuting vs. riding recreationally in last 12 months by motorcycle ownership characteristics – 2016

Average time spent riding for commuting/recreational purposes (Column %)	Number of motorbikes kept at home			Engine capacity (main bike ridden)		
	None	One only	2 or more	Up to 250cc	251-700cc	701+cc
Sample Size	63	168	239	144	162	118
Commuter	15 ↓	37 ↑	20 ↓	33	26	26
Recreational on-road rider	48	41	45	19 ↓	34 ↓	69 ↑
Recreational off-road rider	36	23 ↓	36	49 ↑	40 ↑	5 ↓

Q.38 - 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=425

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

Recreational riding locations

Consistent with previous surveys, and as might be expected considering there is more recreational on-road than off-road riding, recreational riding is most likely to happen on public roads in either rural/non-built up areas (53%) or metro areas (33%).

Table 24 Recreational riding locations (2012-2016)

	2012	2013	2014	2015	2016
Public roads in rural/non-built up areas	67	52	56	58	53
Public roads in metro areas	36	29	34	36	33
Private land	23	32	22	22	30
State/national parks	31	29	30	23	27
Other	-	-	5	2	3

Q.39 - 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

↓↑ Indicates statistically significant differences compared to 2015 and 2016 only

As might be expected, those who at times commute on their motorcycle, or who ride recreationally on road, are more likely to mainly ride on public roads. Those who ride recreationally off-road are more likely to ride in state/national parks or on private land.

Table 25 Recreational riding locations by riding purpose - 2016

Column %	Commuter	Recreational	Off-road
Sample Size	245	360	263
Public roads in rural/non-built up areas	66% ↑	66% ↑	34% ↓
Public roads in metro areas	46% ↑	42% ↑	13% ↓
Private land	19% ↓	18% ↓	58% ↑
State/national parks	15% ↓	18% ↓	55% ↑
Other	1% ↓	2% ↓	1% ↑

Q.39 - Where do you do most of your recreational riding (on-road or off-road)?

Filter: Active riders; Recreational riding on or off-road; Weighted; Base n=482

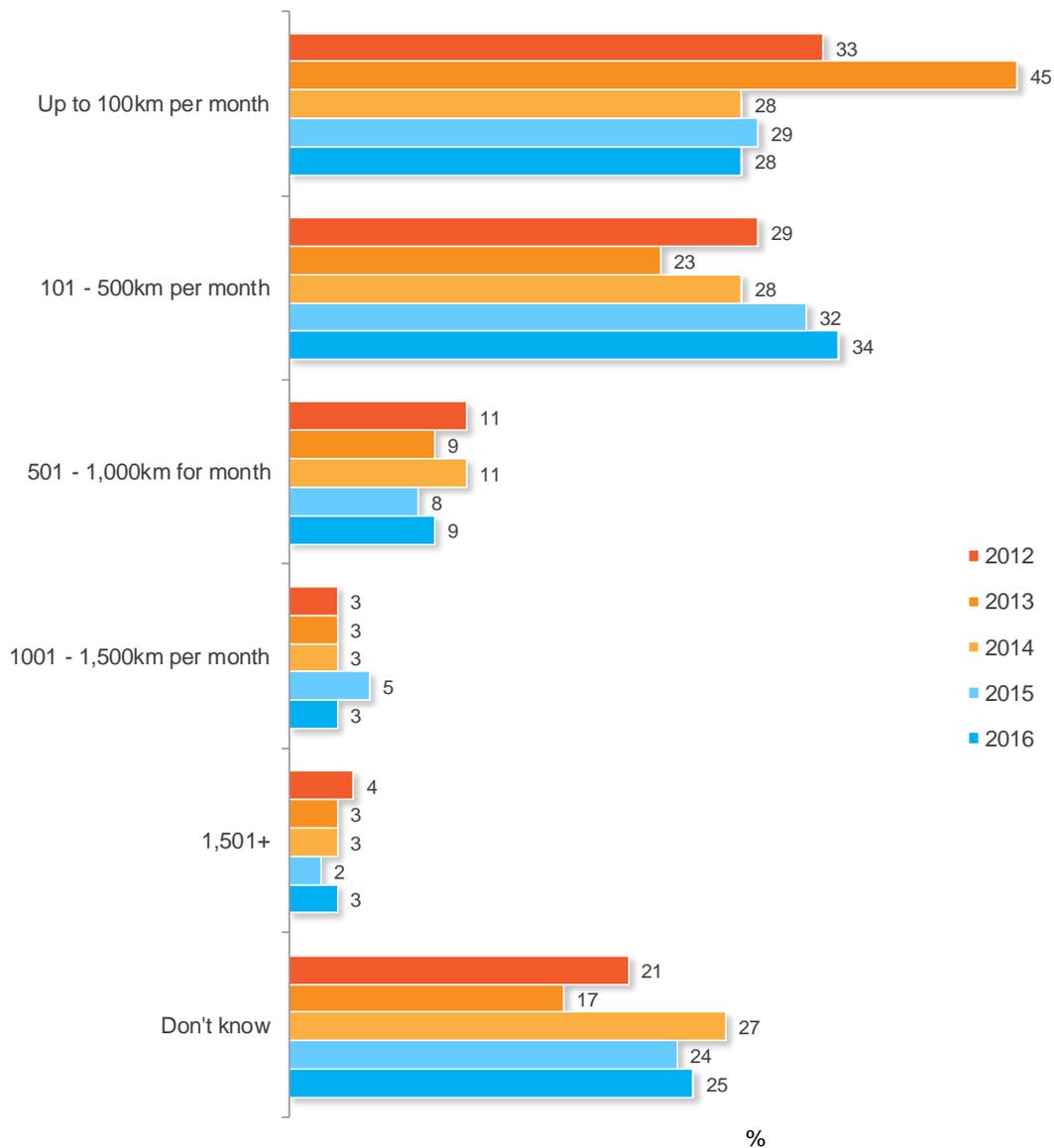
↓↑ Indicates statistically significant difference compared to respondents **not** in that category

6.5 DISTANCES RIDDEN IN THE LAST 12 MONTHS

When estimating the distances they had ridden on a motorcycle for any reason in the last 12 months, in 2016 participants were most likely to mention 101-500km **per month** (34%) followed by up to 100km **per month** (28%). These findings were similar to those found in previous surveys.

There were no significant differences by age or gender.

Chart 30 Distance ridden in last 12 months for any purpose – approximate km per month (2012-2016)



Q40a/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

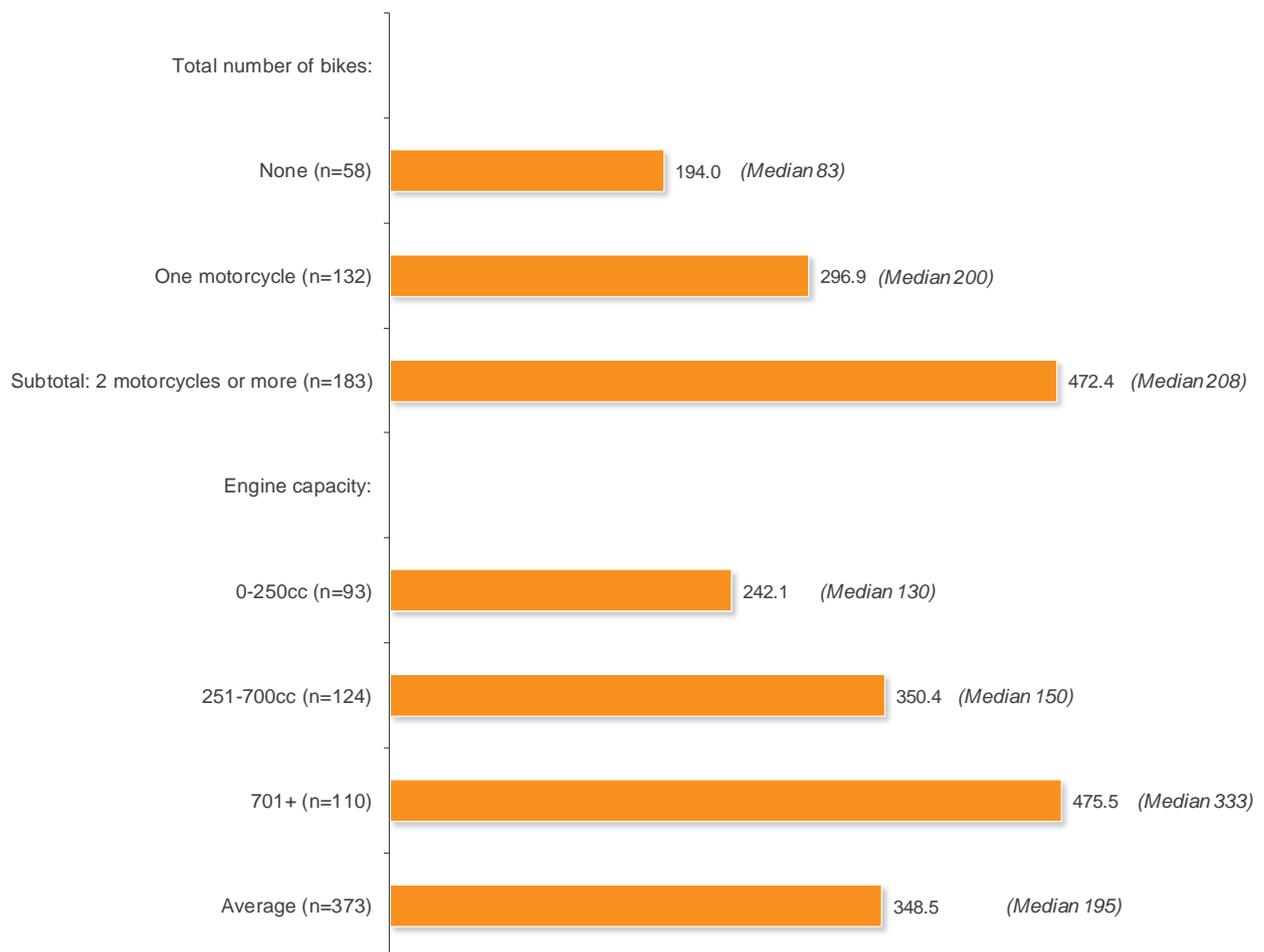
In 2016 the average distance ridden on a motorcycle by participant was 348.5km per month, not significantly different from the 341.3km reported in the 2015 survey.

The range of distances ridden is illustrated in Chart 30 on the previous page.

Participants with two or more motorcycles at home, and who had more powerful motorcycles (701cc+), were likely to drive further each month on average.

These findings were similar to those from the 2015 survey.

Chart 31 Distance ridden in last 12 months – approximate km per month by motorcycle characteristics - 2016



(Median km per month in brackets)

Q.40a/b/c In the last 12 months, how many kilometres did you ride ON ANY motorcycle on the road for any reason?

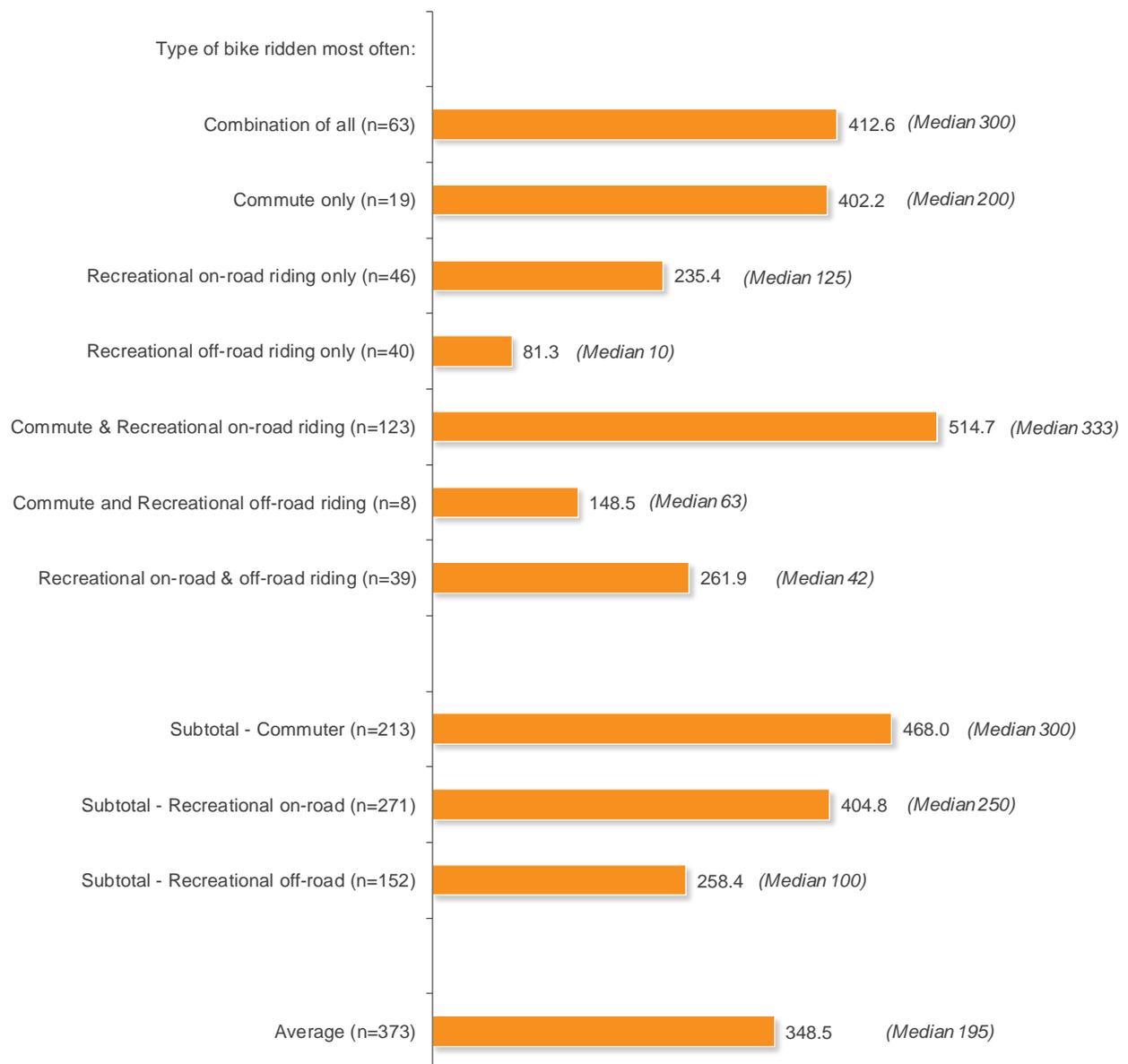
Filter: Ridden in the last 12 months: Weighted; Base n=373

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

When examining the average distance ridden on a motorcycle by riding purpose, it is apparent that those who commute on average ride further than other riders. This finding was also evident in the 2015 survey.

When looking at ‘combinations of riding purpose’, it is evident that those who commute and do recreational on-road riding on average ride more kilometres than anyone else (515km per month on average).

Chart 32 Distance ridden in last 12 months – approximate km per month by riding purpose (mean and median)



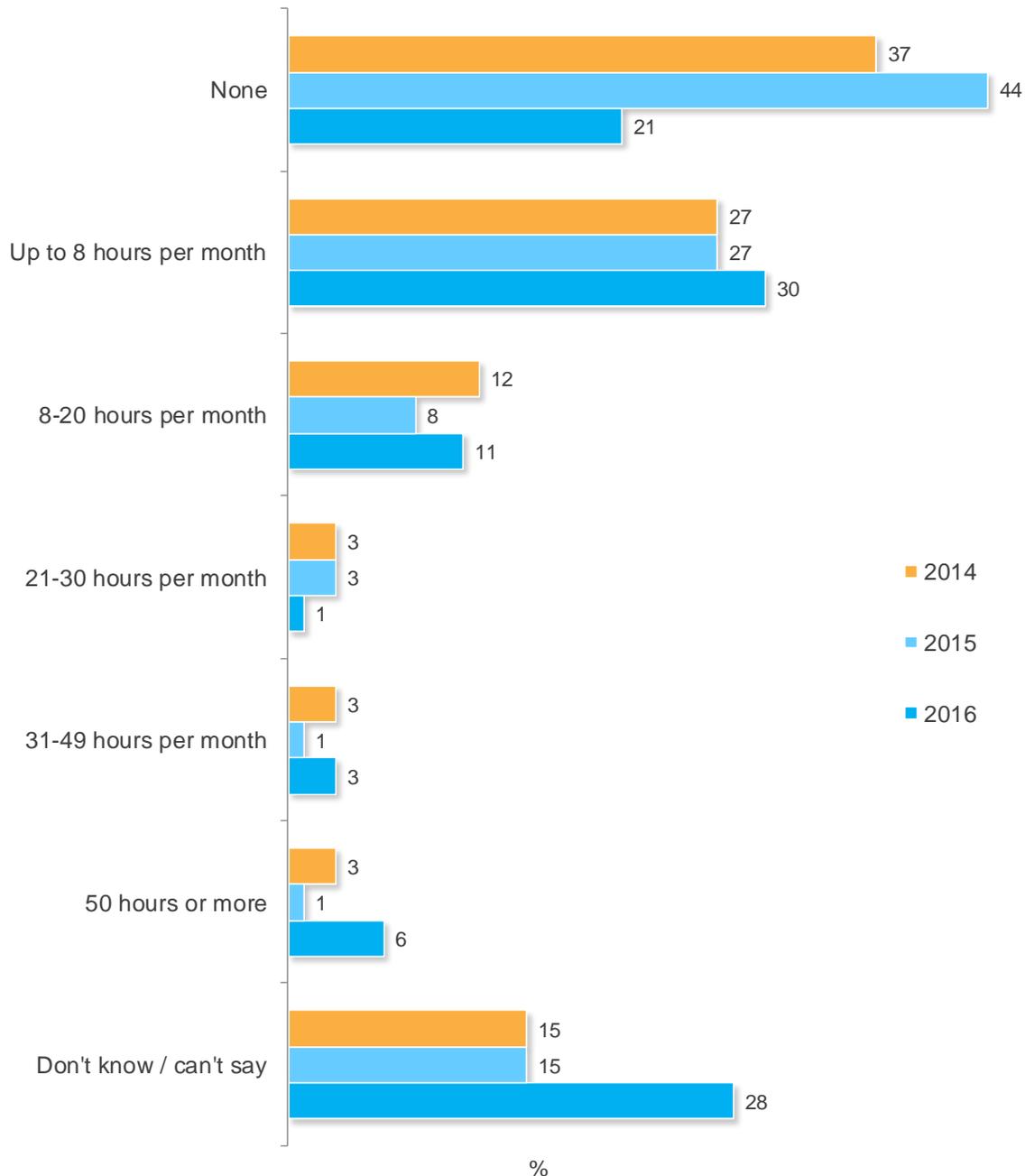
(Median km per month in brackets)

Q.40a/b/c In the last 12 months, how many kilometres did you ride ON ANY motorcycle on the road for any reason?
 Filter: Active riders AND excluding commuter/recreational riding response error; Weighted; Total n=373

Hours spent riding off-road

The proportion of participants who had ridden a bike in the past 12 months who had not ridden off-road, or who were not sure how many hours they had ridden off road, was broadly similar in 2016 (49%) to 2015 (59%). Of those able to mention how many hours they had ridden, the large majority indicated less than 20 hours per month.

Chart 33 Hours spent riding off road – approximate hours per month (mean) – 2016



Q.41 - 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 AND excluding commuter/recreational response error: Weighted; Base n=449

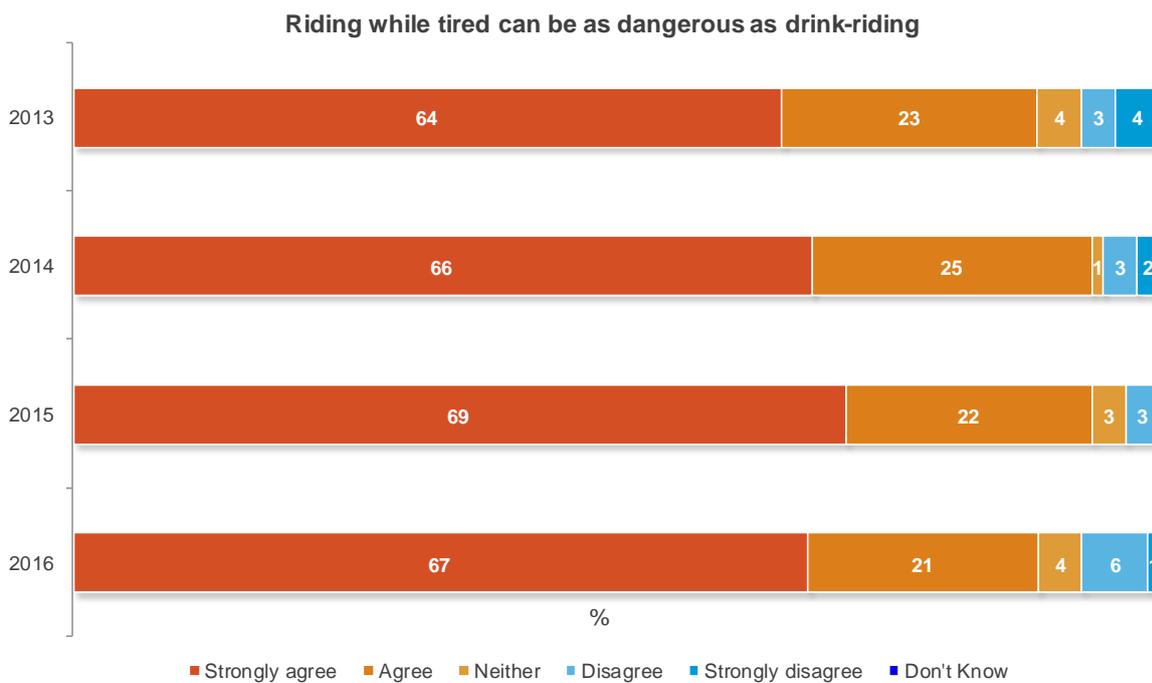
6.6 RIDER FATIGUE

Participants were asked to what extent they agreed with some statements concerning fatigue.

The large majority (88%) agreed that ‘riding while tired can be as dangerous as drink riding’, with 67% ‘strongly agreeing’. These results were similar to those from the 2013, 2014 and 2015 surveys.

There were no significant differences across the gender, age or location demographics.

Chart 34 Agree/disagree statements about fatigue 2013-2016



Q.63d - Agreement/disagreement with statements about fatigue

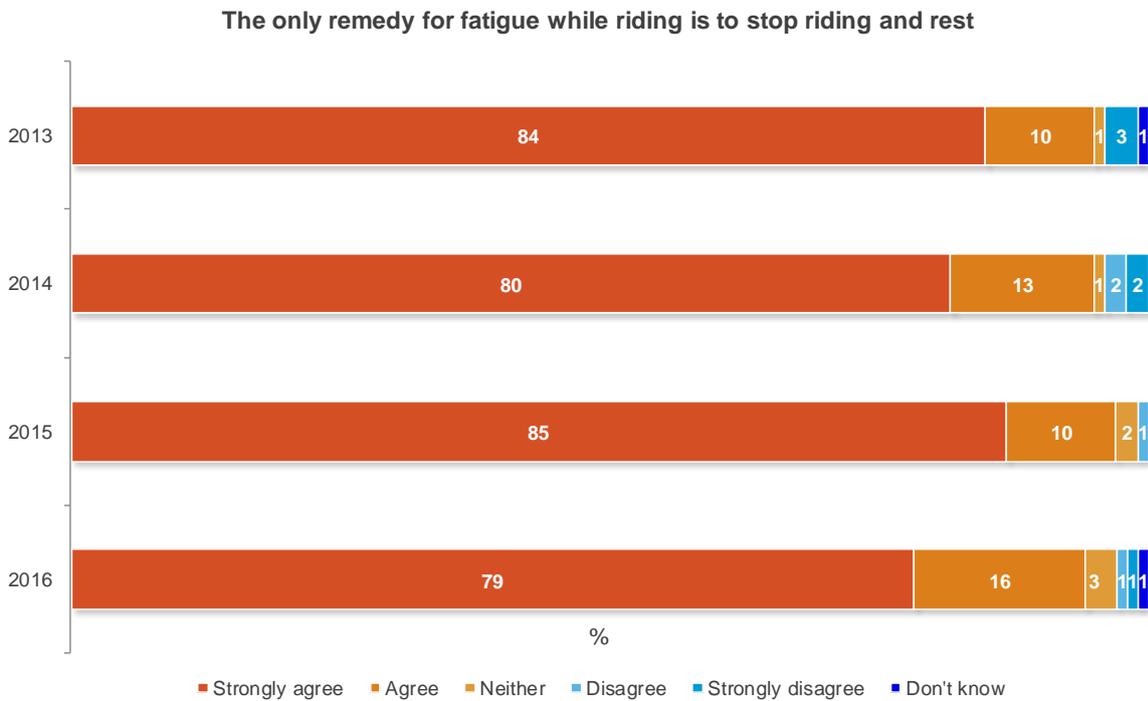
Weighted; 2013 base n=490; 2014 base n=573; 2015 base n=591; 2016 base n=518

The large majority (95%) also agreed that ‘the only remedy for fatigue while riding is to stop riding and rest’, with 79% ‘strongly agreeing’.

While still a large majority, those aged 18-25 were significantly less likely to agree with this statement than those aged 26 or over (87% vs. 96%).

Another difference across demographics was that those living in Melbourne were less likely to agree with this statement than those living outside Melbourne (94% vs. 97%).

Chart 35 Cont....Agree/disagree statements about fatigue 2013-2016



Q.63e - Agreement/disagreement with statements about fatigue
 Weighted; 2013 base n=490; 2014 base n=573; 2015 base n=591; 2016 base n=520

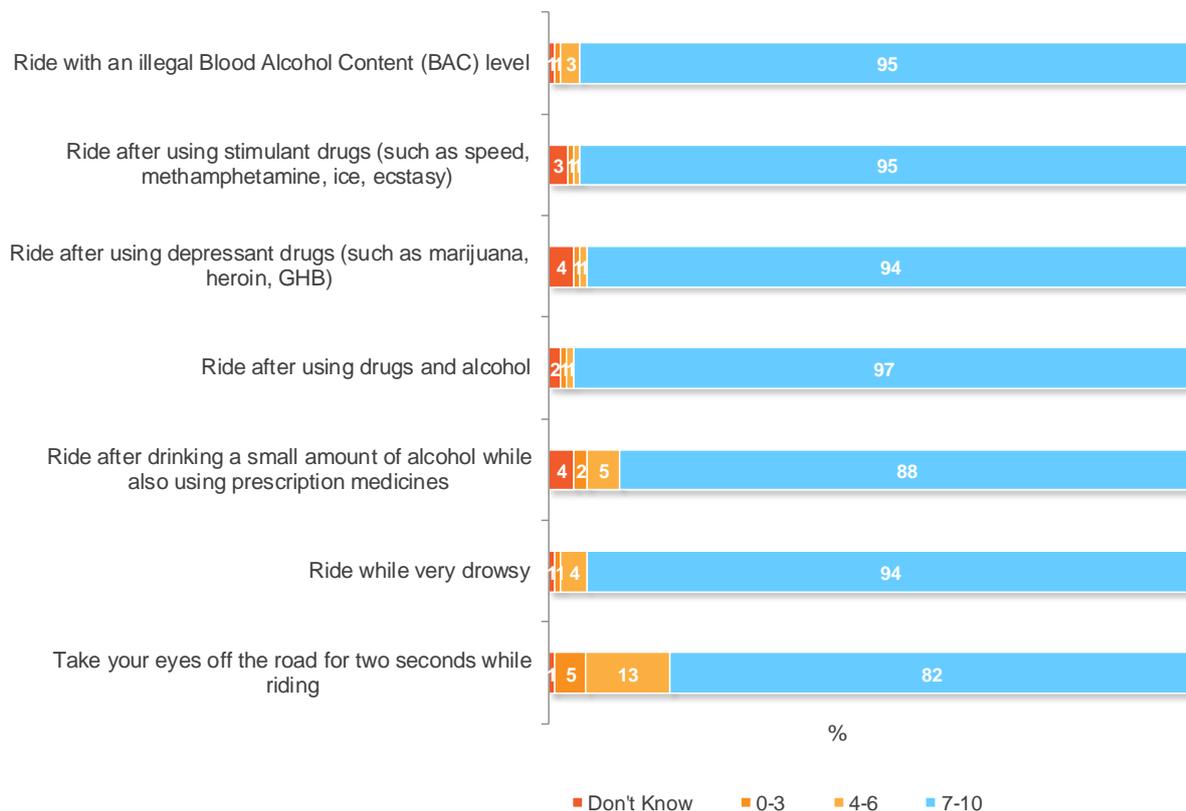
Participants were asked to rate how dangerous it was to ride under certain circumstances by scoring each scenario out of ten where 0 was not at all dangerous and 10 was extremely dangerous.

Most participants provided ratings of seven or above for all the scenarios, with 94% rating riding after taking illegal drugs, or with an illegal blood alcohol content level, or **riding while very drowsy, as highly dangerous** (i.e. seven or over on the scale).

This suggests that on the whole riders believe that riding while very drowsy is about as dangerous as riding after drinking too much or taking illegal drugs.

Further, riders on the whole are more likely to believe riding when very drowsy is more dangerous than 'riding after drinking a small amount of alcohol while also using prescription medicines', or than 'taking your eyes off the road for two seconds while riding'.

Chart 36 Perception of danger associated with riding - 2016



Q.48 - 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; 2016 base n=466

Participants were asked what they would do if feeling drowsy while riding a motorcycle. The very large majority (96%) indicated they would stop riding in some way, as was also the case in 2014 and 2015.

There was no significant difference by age, gender or location as regards the proportion who indicated they would stop riding in some way.

Nevertheless, a significantly greater proportion of those aged 18-25 (6% vs. 1% amongst those aged 26+) and females (4% vs. 1%) indicated they would 'keep riding to the destination quicker than rest'. A similar finding for those aged 18-25 was evident in the 2015 survey.

Table 26 Actions taken when feeling drowsy when riding a motorcycle – 2014/ 2015 vs. 2016

Column %	2014	2015	2016
Have a break/have a rest	68	73	74
Pull over somewhere	53	57	52
Stop riding	34 ↓	47 ↑	49
Have something to eat or drink	42	47	50
Take regular stops	44	46	41
Do some exercise	35	42	36
Have a power nap	-	24	18
Subtotal: Mentions of stopping	98	97	96
Keep riding but more slowly	2	4	4
Keep riding to get to the destination quicker than rest	3	4	1
I don't ride drowsy	-	-	4
Other	1	1	1

Q.64 - If you are feeling drowsy when riding a motorcycle, what do you normally do?

Base: Ridden in the last 12 months - Weighted; 2015 base n=589; 2016 base n=522

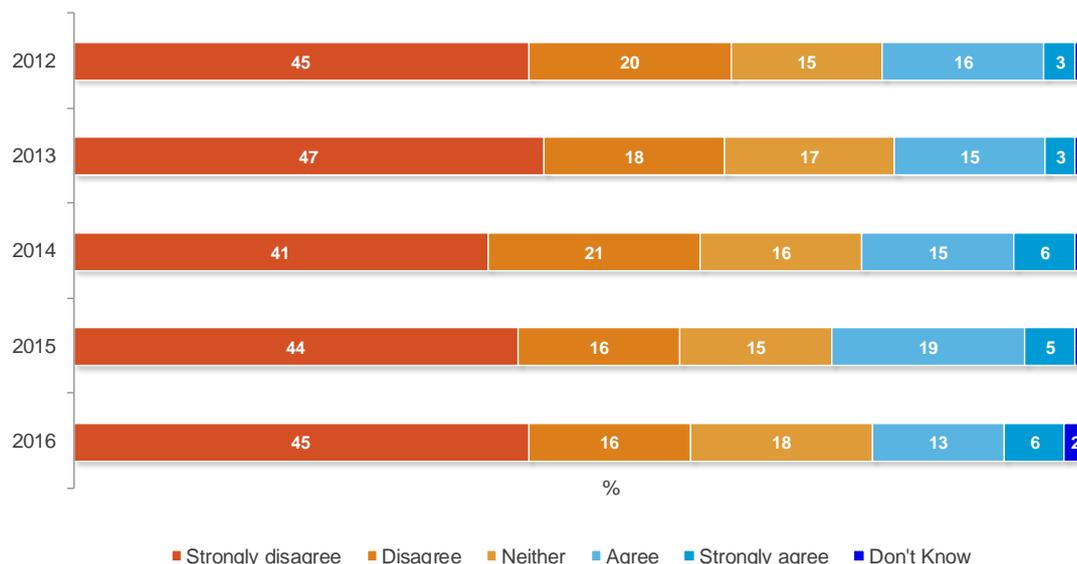
↓ ↑ Indicates statistically significant difference compared to respondents **not** in that category

7.0 ATTITUDES TOWARDS SPEEDING AND SPEEDING BEHAVIOUR

Speeding behaviour

Participants who had ridden a motorcycle in the past year 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'. While the majority disagreed with this statement (61%), a substantial minority agreed with it (19%), as was the case in earlier iterations of the survey.

Chart 37 Agree/disagree: I ride over the speed limit if I'm sure I'll get away with it (2012-2016)



Q.63a - 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

Participants' views did not differ significantly by age or gender, although it is still worth noting that males were somewhat more likely to agree with the statement than females (20% vs. 10%). Those who agreed or neither agreed or disagreed that they would ride over the speed limit if they thought they could get away with it, were more likely to believe that people should be able to ride over 100kph in a 100kph zone without being booked (75% vs. 54% of those who disagreed).

Table 27 Agree/disagree: I ride over the speed limit if I'm sure I'll get away with it by key demographic groups - 2016

Column %	Gender		Age		
	Male	Female	18-25	26-39	40+
Sample Size	441	80	200	127	193
Strongly/Somewhat Disagree	61	66	59	62	61
Neither	18	20	20	17	18
Somewhat/Strongly Agree	20	10	21	18	19
Don't Know	2	4	0	3	2

Q.63a - 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=521

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

Participants who drive motorcycles with smaller engine capacities were less likely to agree 'I ride over the speed limit if I'm sure I'll get away with it'.

A likely factor behind this finding is that those driving smaller bikes are disproportionately likely to be on their learners or p-plates. Speeding penalties are greater for these two segments, and hence they are less likely to speed.

Table 28 Agree/disagree: I ride over the speed limit if I'm sure I'll get away with it by type of bike

Column %	Engine Capacity		
	0-250cc	251-700c	701cc+
Sample Size	152	165	120
Strongly/Somewhat disagree	66%	61%	60%
Neither	21%	16%	16%
Somewhat/Strongly agree	12% ↓	21%	24%
Don't Know	1%	2%	1%

Q.63a - 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=437

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

Those who had been in a crash while riding a motorcycle did not have significantly different views from those who had not had a crash in terms of whether they ride over the speed limit if they are sure they will get away with it.

Table 29 Agree/disagree: I ride over the speed limit if I'm sure I'll get away with it by crash history

Column %	Crash while riding a motorcycle	
	Yes	No
Sample Size	225	284
Strongly/Somewhat disagree	57	65
Neither	20	15
Somewhat/Strongly agree	21	18
Don't Know	2	2

Q.63a - 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=509

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

A slight majority of participants (54%) indicated they had **not** intentionally ridden above the speed limit in a 60km zone, even if by only a few km's per hour, in the last three months. This proportion did not vary significantly by age or gender, although it was significantly lower amongst Melburnians than those from other parts of the state (46% vs. 68%).

Consequently, close to half participants **had ridden above the speed limit** intentionally in the last three months, even though most of these (32%) had only done so some of the time.

Table 30 Intentionally riding above limit in 60km/h zone

Column %	2015	2016
None of the time	51	54
Some of the time (Less than half but not never)	29	32
About half the time (50 per cent)	7	7
Most of the time, or (More than half but not all)	6	3
All of the time	1	-
Don't know	5	4

Q.55 - 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

Only two per cent of those who had ridden in the last 12 months had been caught speeding in the last 12 months. Men were significantly more likely to have been caught than women (2% vs. less than 1%). Of the 12 people who had been caught speeding, 10 had been caught once, while two had been caught twice. Eight of these people had been caught by a police officer, and three by a road safety camera. One person had been caught by both.

Whether pulled over by police in last 12 months

About one in eight (13%) had been pulled over by police in the last 12 months – a not significantly different proportion than in 2015. Those aged 18-25 were significantly more likely to have been pulled over (20%).

Table 31 Whether pulled over by police in last 12 months

Column %	2012	2013	2014	2015	2016
Yes	22	20	16	18	13
No	77	80	82	81	86
Prefer not to say/Can't recall	0	0	1	2	1

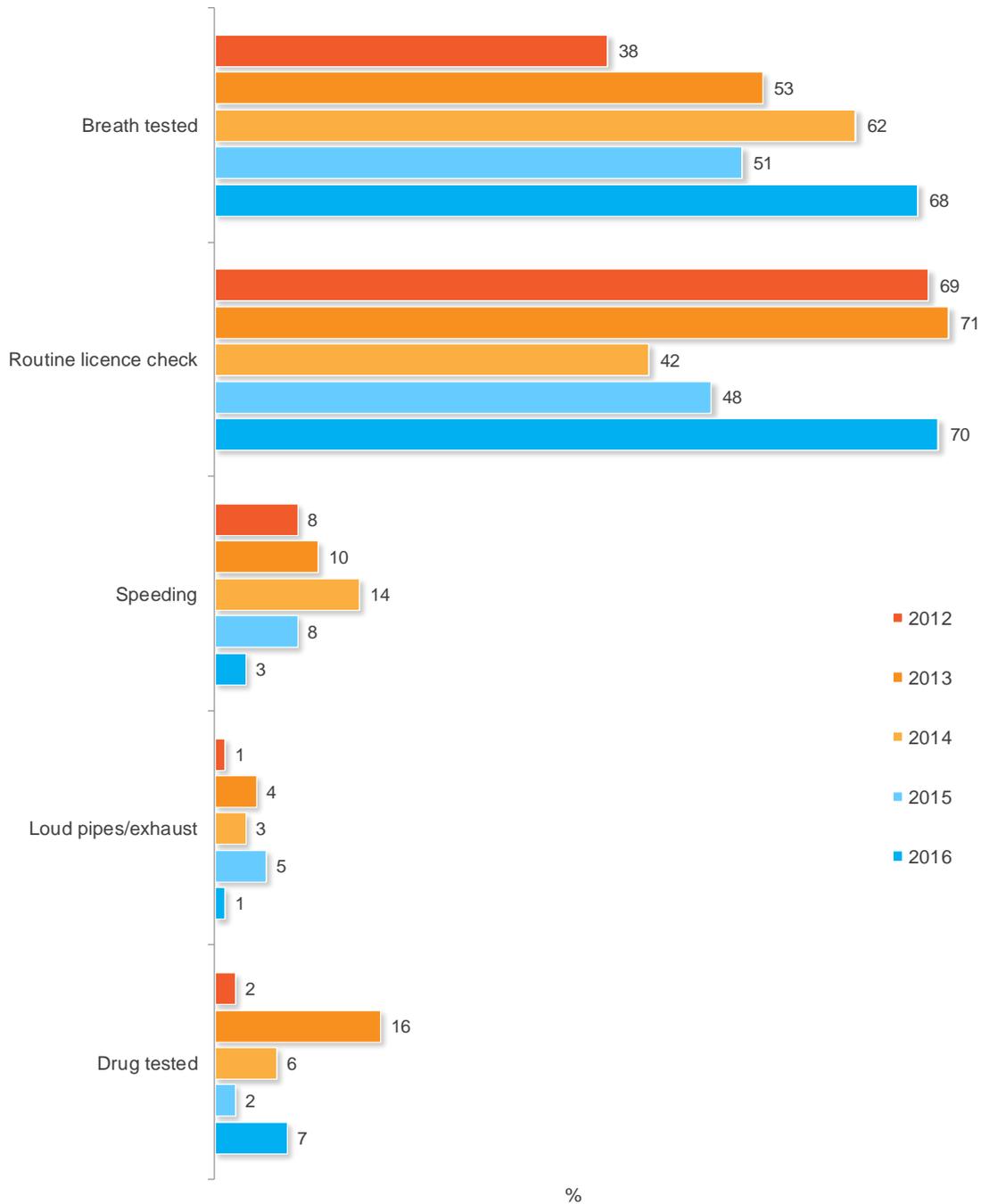
Q.49 Have you been pulled over by police for any reason while riding your motorcycle in the last 12 months?

Filter: Active riders; Weighted; 2012 base n=359; 2013 base n=506; 2014 base n=404; 2015 base n=486; 2016 base n=467

↕↑ Indicates statistically significant differences between 2015 and 2016 only

The main reasons for being pulled over were for a breath test or licence check.

Chart 38 Reason for being pulled over by police in last 12 months



Q.50 - Why were you pulled over?

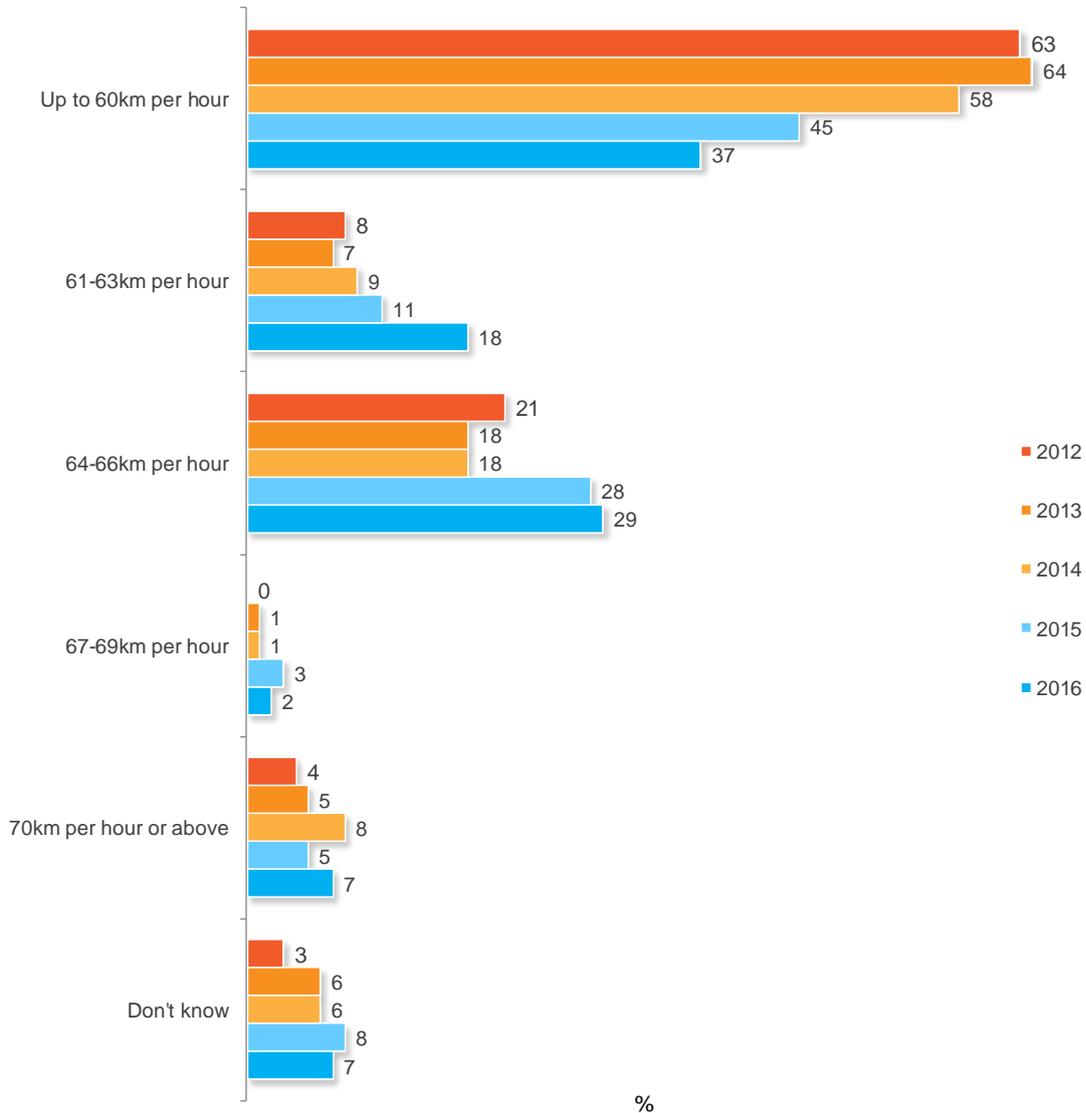
Filter: Active riders pulled over by police for any reason in the last 12 months; Weighted; 2012 base n=88; 2013 base n=65; 2014 base n=94; 2015 base n=92; 2016 base n=76

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

Speed limit in a 60km zone

Over the last couple of years there has been evidence of a possible shift in peoples' attitudes towards what speed you should be able to ride in a 60km zone before being booked for speeding – the proportion indicating 'up to 60kph' has declined from 58% in 2014 to 45% in 2015 and to 37% in 2016.

Chart 39 Speed people should be allowed to ride a motorcycle in a 60kph zone without being booked for speeding



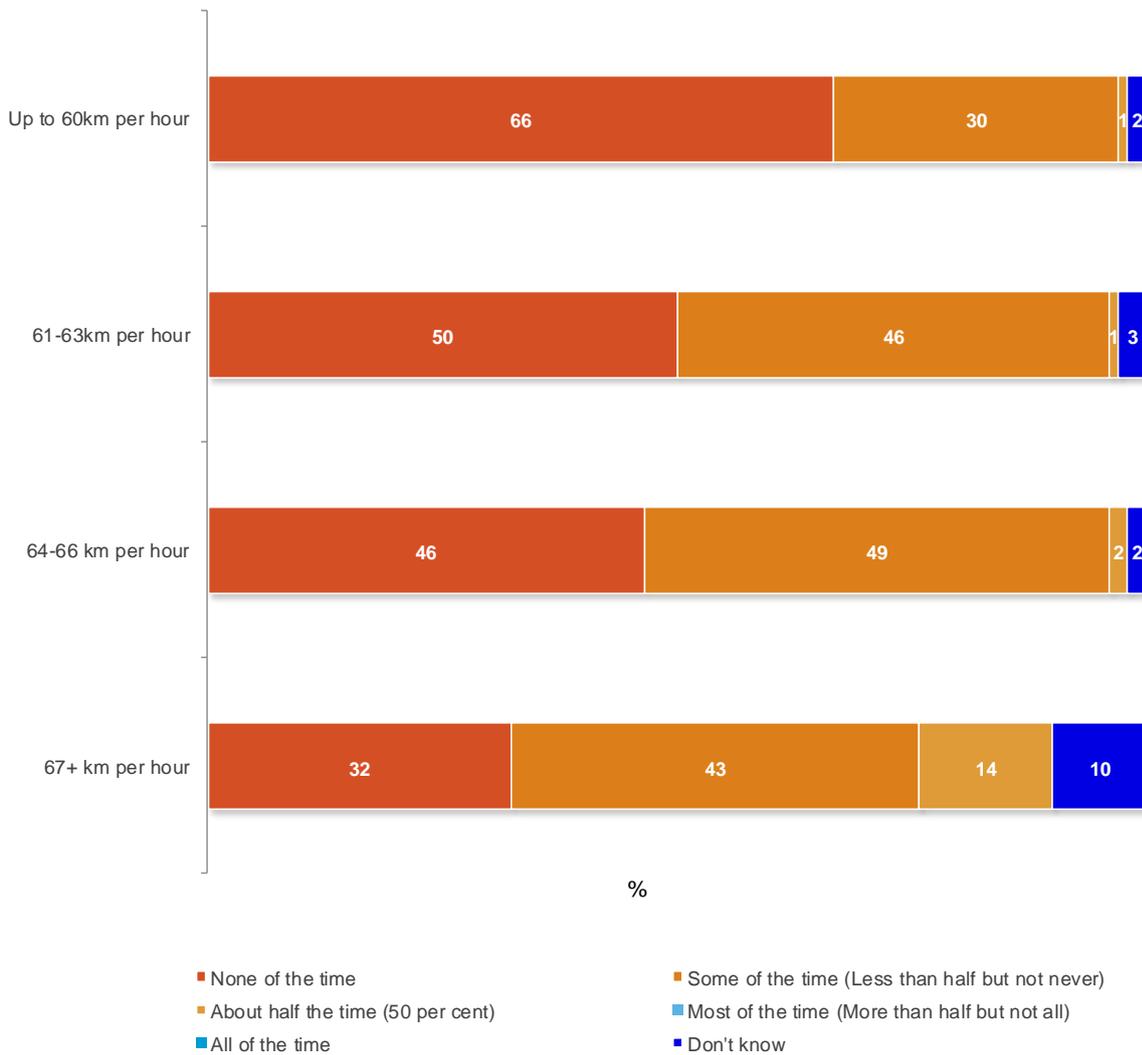
Q.59 - How fast should people be allowed to ride a motorcycle in a 60km/h zone without being booked for speeding?
 Filter: Active riders; Weighted; 2012 base n=358; 2013 base n=403; 2014 base n=510; 2015 base n=488; 2016 base n=465

Excludes respondent error

Participants were then asked how often they ride at or above the speed they had nominated as the speed they should be able to ride in a 60km zone before being booked for speeding.

Those who nominated speeds above 60kph were less likely to say they would drive 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 speed if presented with the opportunity.

Chart 40 Speed people should be allowed to ride a motorcycle in a 60kph zone without being booked for speeding and frequency they would ride above this speed - 2016



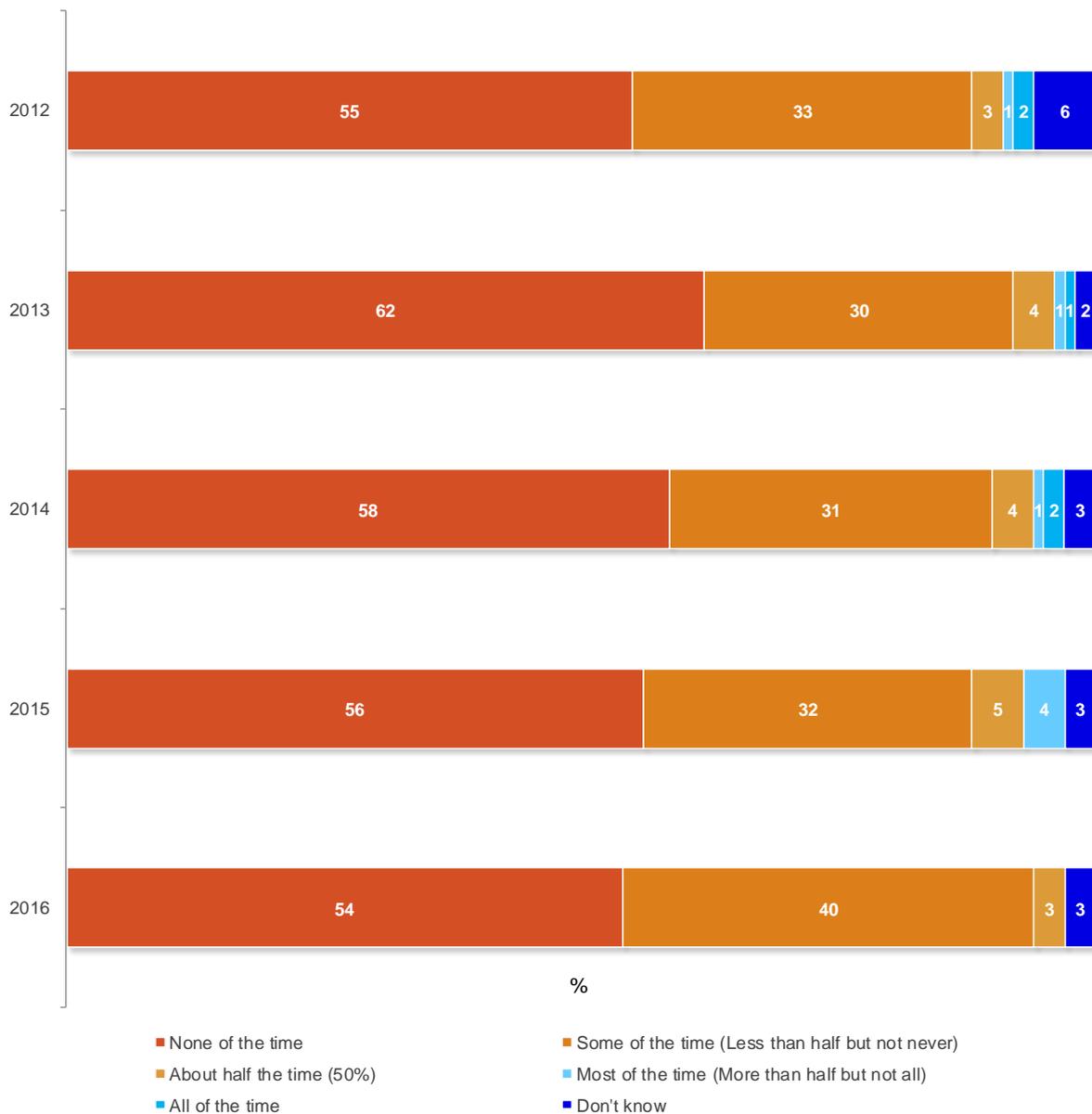
Q.59 - How fast should people be allowed to ride a motorcycle in a 60km/h zone without being booked for speeding?
 Q.60 - When you have the opportunity, how often do you ride above (answer from Q.59), in a 60km/h zone?
 Filter: Active riders; Weighted; 2016 base n=425
 Excluding respondent error

When looking at all responses, regardless of the speed nominated, the majority of riders indicated they would never drive above the speed they had nominated at which people should be able to ride in a 60kph zone without being booked.

While not statistically significant, there has been a declining trend in the proportion of participants indicating they would never ride above their 'nominated' speed limit (from 62% in 2013 to 54% in 2016).

In 2016, the proportion never riding above their nominated speed limit did not differ by age, gender or locations.

Chart 41 Frequency respondents would ride above nominated speed in a 60km zone (2012-2016)

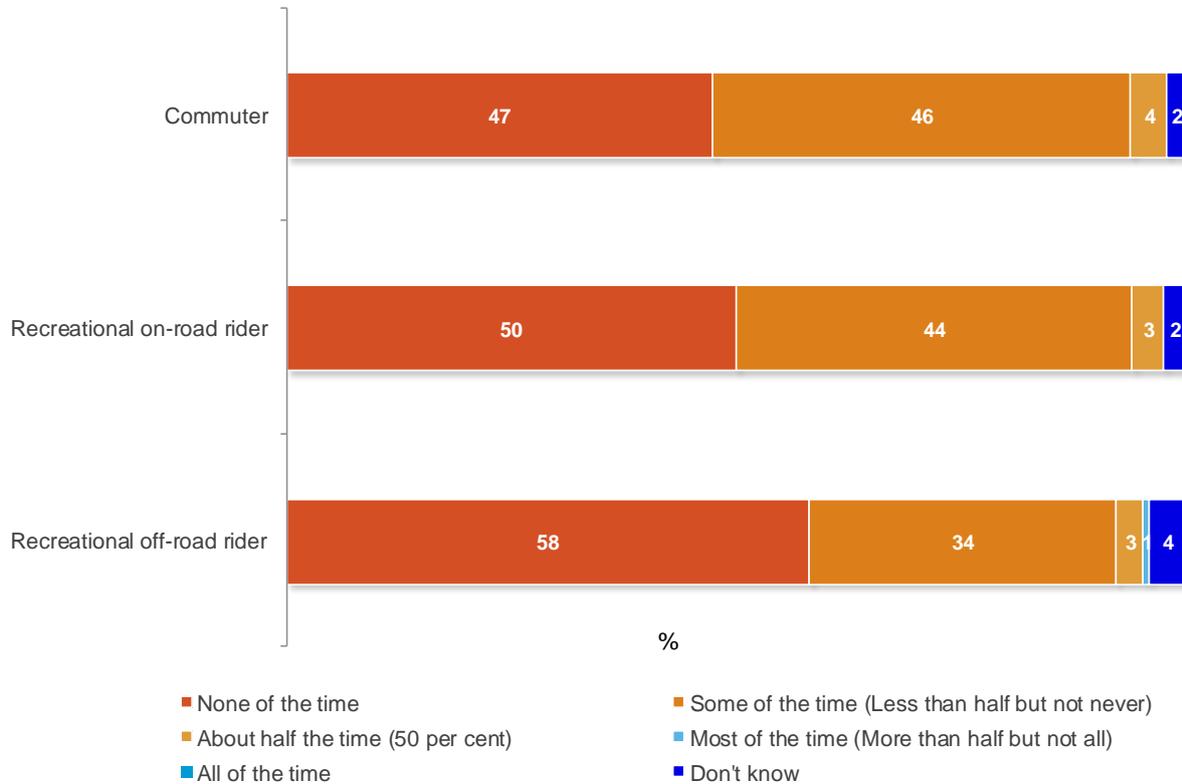


Q.60 - When you have the opportunity, how often do you ride above (answer from Q.59), in a 60km/h zone?
 Filter: Active riders; Weighted; 2012 base n=359; 2013 base n=439; 2014 base n=510; 2015 base n=488; 2016 base n=426
 Excludes: Respondents who could not nominate a speed
 Excludes respondent error

Those who said they had ridden off road for recreational purposes (58%) were more likely to say they would never drive above the speed they had nominated at which people should be able to ride in a 60kph zone without being booked than those who ride recreationally on-road (50%) or who commute (47%).

These findings were very similar to those from 2015.

Chart 42 Frequency respondents would ride above nominated speed in a 60km zone by riding purpose – 2016

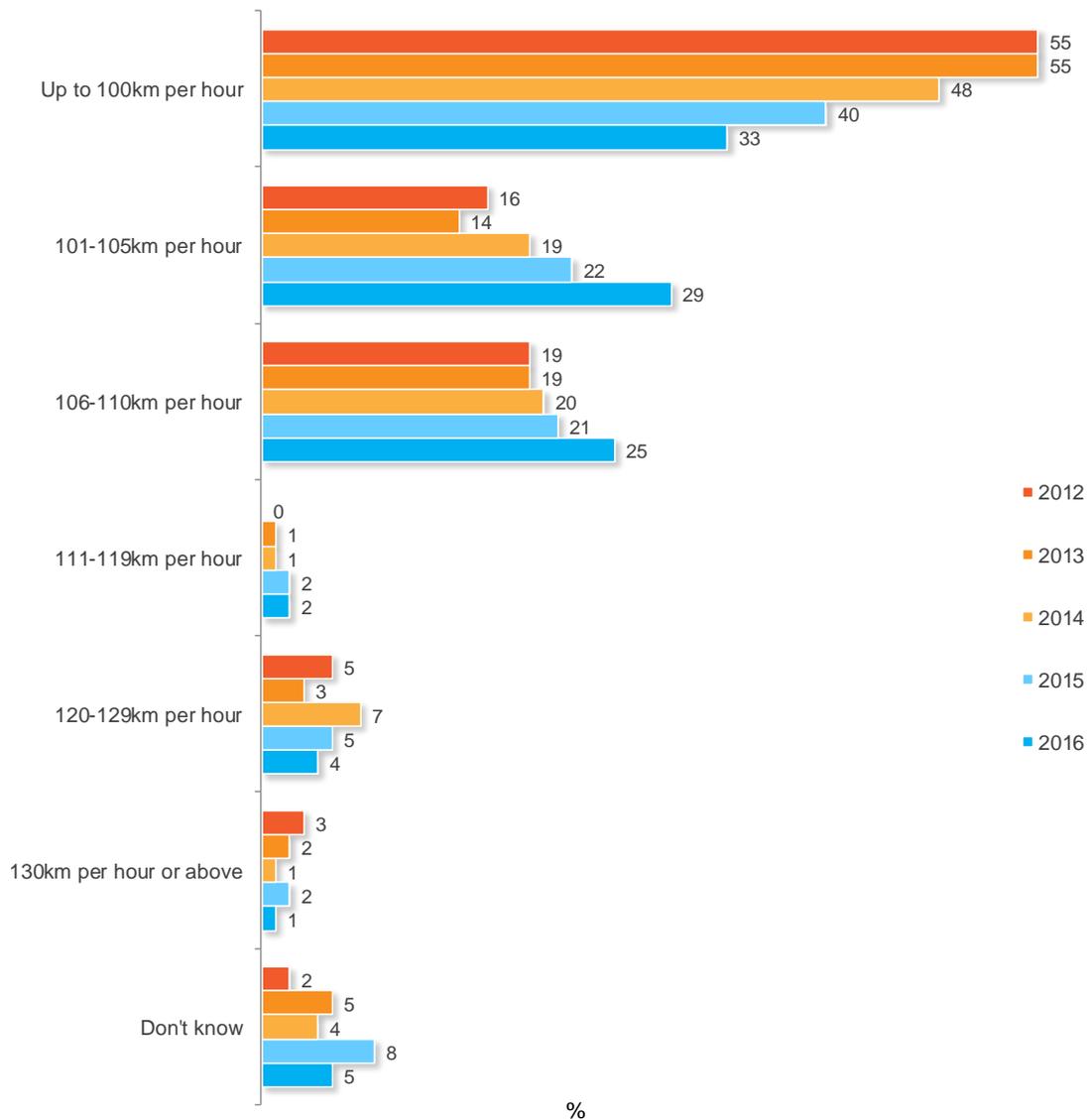


Q.60 - When you have the opportunity, how often do you ride above (answer from Q.59), in a 60km/h zone?
 Filter: Active riders; Weighted; 2016 base n=424
 Excluding respondent error

Speed limit in a 100km zone

Participants were also asked at what speed they believed they should be able to ride in a 100kph zone without being booked. As was the case regarding the similar question about 60kph zones, over the last couple of years there has been a possible shift towards people believing there should be more leeway to ride over the speed limit. For example, while 48% in 2014 believed there should be no leeway (i.e. up to 100kph), this declined to 40% in 2015 and 33% in 2016.

Chart 43 Speed people should be allowed to ride a motorcycle in a 100kph zone without being booked for speeding (2012-2016)



Q.61 - 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
 Excludes respondent error

As the table below indicates, these findings did not vary significantly across age or location.

Table 32 Speed people should be allowed to ride a motorcycle in a 100kph zone without being booked for speeding by selected demographic characteristics – 2016

Column %	Age			Location	
	18-25	26-39	40+	Melbourne	Elsewhere in Victoria
Sample Size	198	125	190	284	230
Up to 100 km per hour	29	32	34	27	43
101-105 km per hour	37	32	28	32	27
106-110 km per hour	22	26	24	29	17
111-119 km per hour	2	2	2	1	3
120-129 km per hour	5	4	3	3	5
130+ km per hour	1	1	1	1	1
Don't know	5	4	7	7	4
Subtotal - 101km per hour or above	66	64	59	66	53

Q61 - How fast should people be allowed to ride a motorcycle in a 100km/h zone without being booked for speeding?
 Weighted; 2016 base n=513

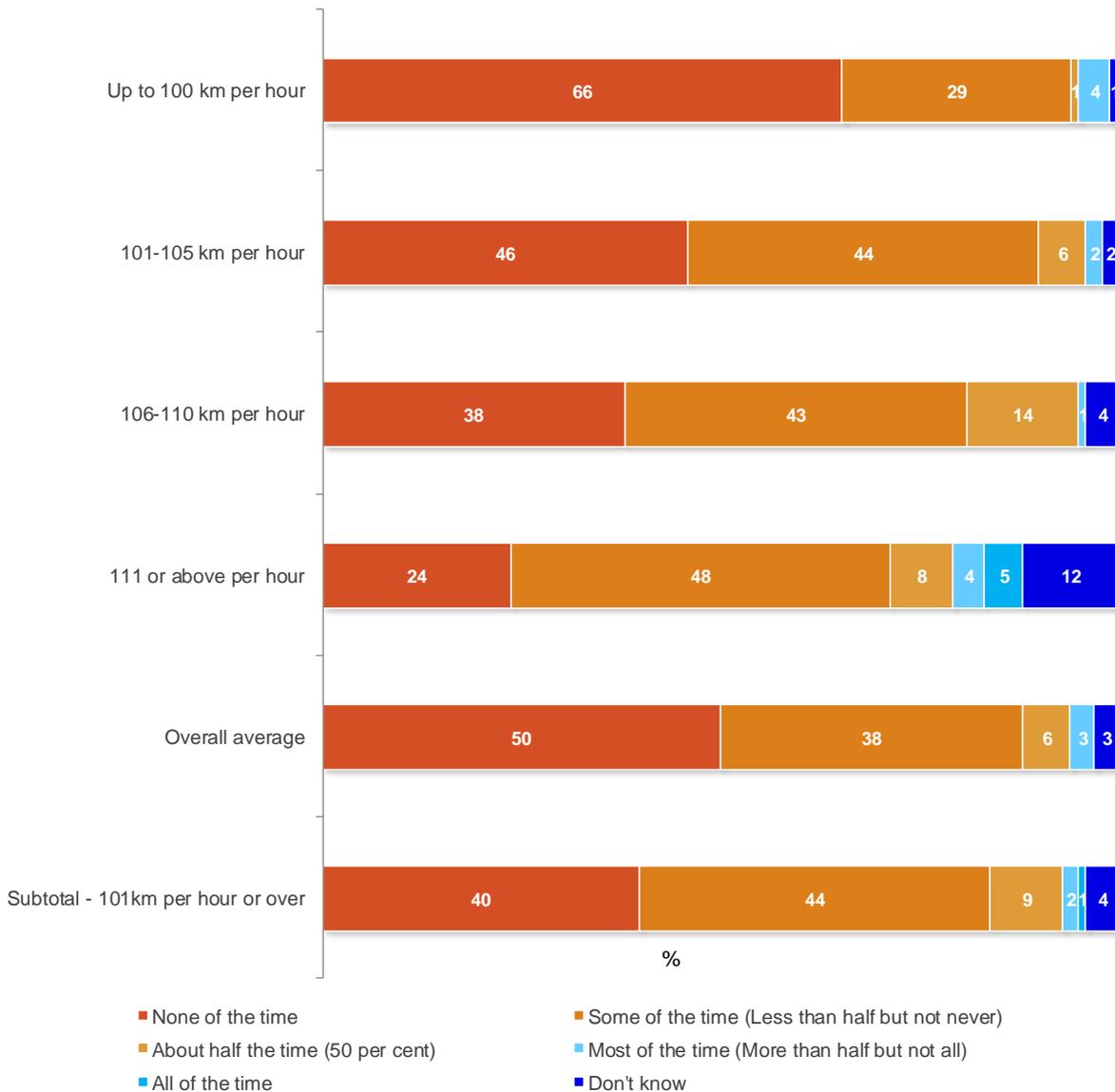
↓↑ Indicates statistically significant difference compared to respondents **not** in that category

Excluding respondent error

Participants were then asked how often they ride at or above the speed they had nominated as the speed they should be able to ride in a 100km zone before being booked for speeding.

As was the case in 2015, those who nominated higher speeds were more likely to say they would drive above these speeds at least 'some of the time'. In other words, those who think there should be more leeway when being booked for speeding, are more likely to speed if presented with the opportunity.

Chart 44 Speed people should be allowed to ride a motorcycle in a 100kph zone without being booked for speeding and frequency they would ride above this speed - 2016

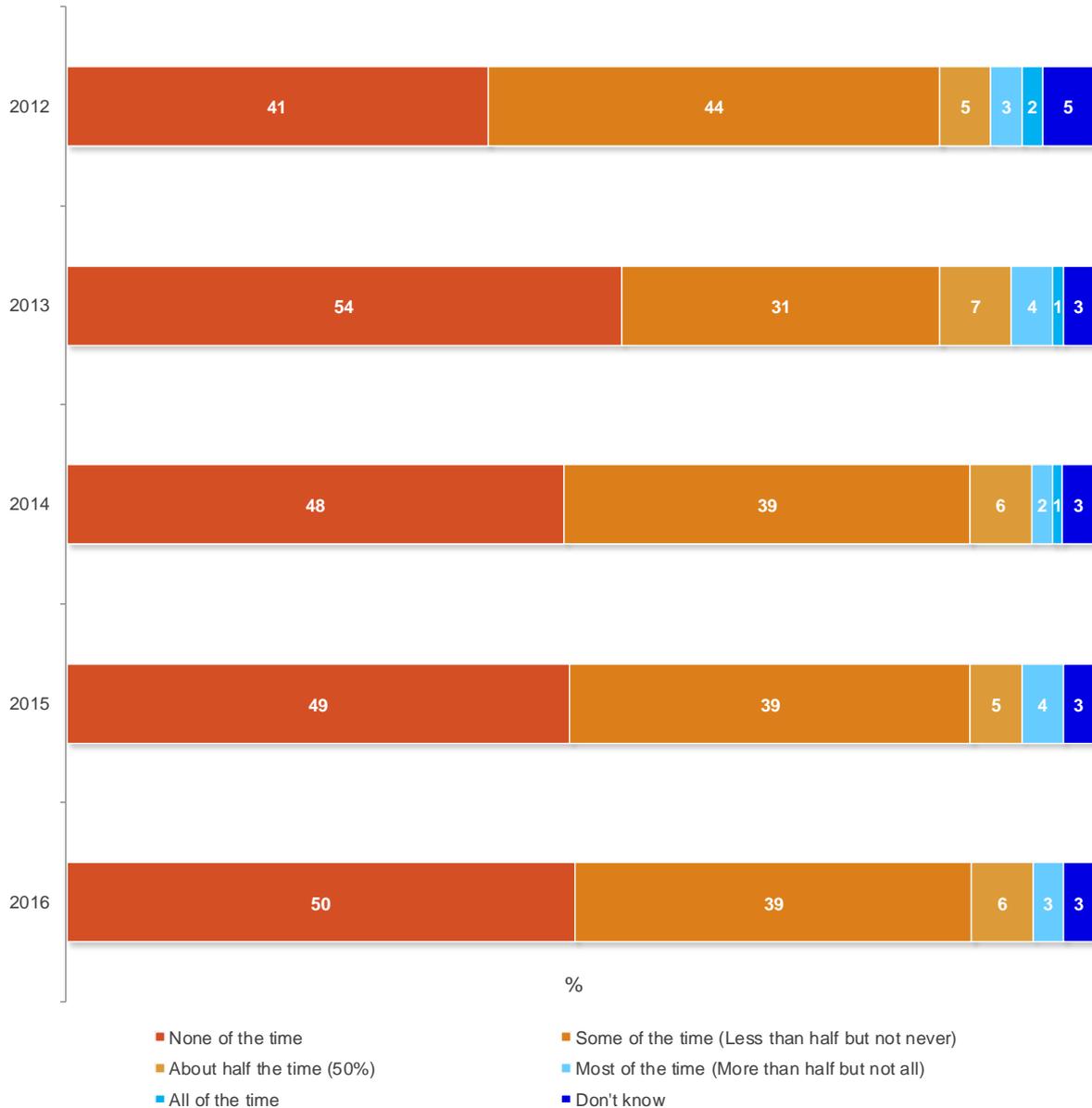


Q.62 - When you have the opportunity, how often do you ride above (answer from Q.61) in a 100km/h zone?
 Filter: Active riders; Weighted; 2016 base n=438
 Excluding respondent error

When looking at all responses, regardless of the speed nominated, half of the riders indicated they would never drive above the speed they had nominated at which people should be able to ride in a 100kph zone without being booked. These results are very similar to those from the last couple of years.

In 2016, the proportion indicating they would never drive above the speed they had nominated did not differ, by age, gender or locations.

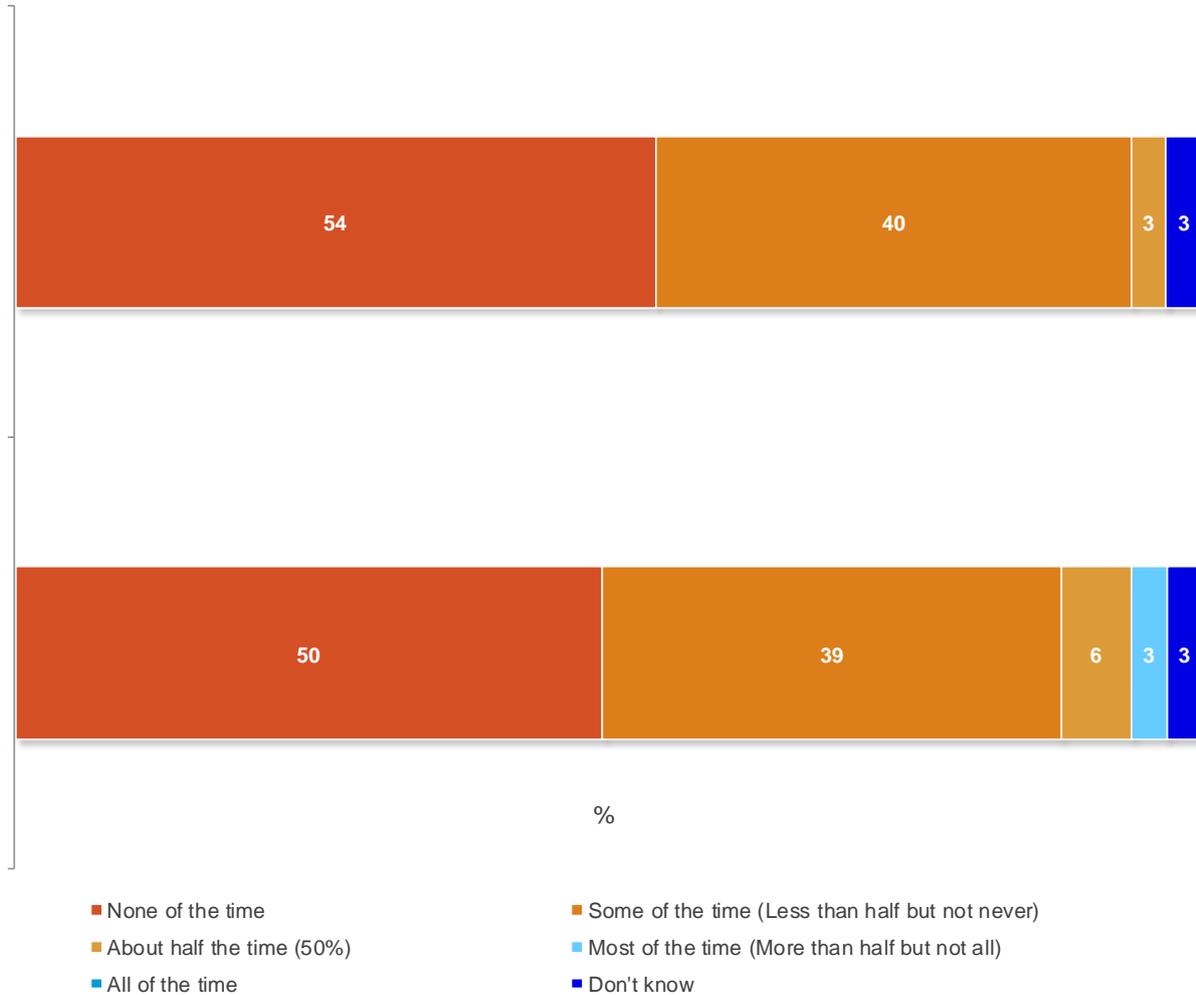
Chart 45 Frequency respondents would ride above nominated speed in a 100km zone (2012-2016)



Q.62 - When you have the opportunity, how often do you ride above (answer from Q.61) 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
 Excludes respondent error

When comparing the attitudes towards speeding in 60kph and 100kph zones, the proportion indicating they would never go over the speed they nominated (as regards when people should be booked) was similar, at 54% (for 60kph) and 50% for 100kph.

Chart 46 Frequency respondents would ride above nominated speed in a 60km zone compared to a 100km zone - 2016



When you have the opportunity, how often do you ride above (answer from Q.59) in a 60km/h zone?
 When you have the opportunity, how often do you ride above (answer from Q.61) in a 100km/h zone?
 All riders; Weighted; 2016 base n=426

Perceptions of danger associated with riding over the speed limit

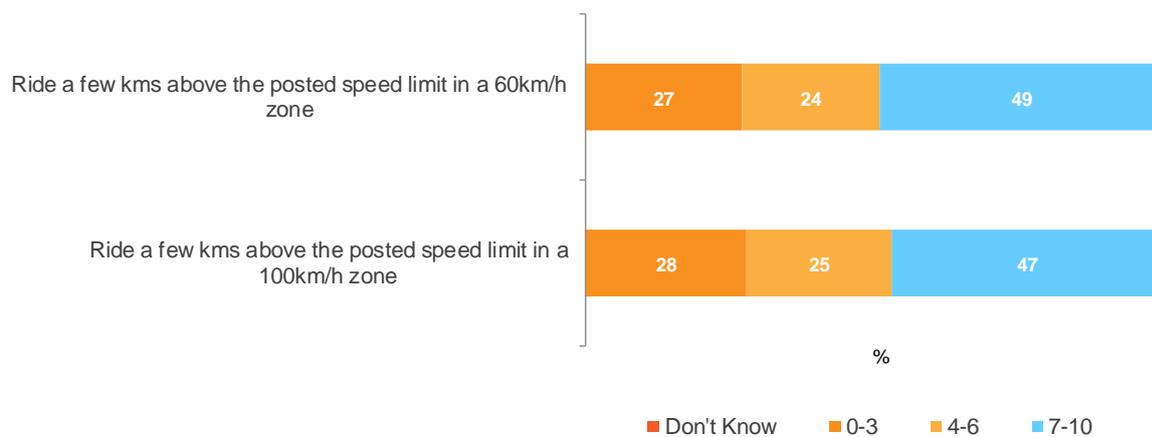
Active riders were also asked how dangerous they thought riding a few kilometres above the sign posted speed limit was, using a 0 to 10 scale where 0 was not at all dangerous and 10 was extremely dangerous.

The results were similar for both the 60kph and 100kph speed limits. In each instance close to half of active riders rated riding a few kilometres above the sign posted speed limit as dangerous (defined as giving a score of 7 to 10 on the 10 point scale).

Notably, slightly over a quarter of participants did not perceive riding a few kilometres over the speed limit as dangerous (0 to 3 on the 10 point scale).

While there were no significant differences in results by age or location, females were significantly more likely than males to rate riding above the sign posted speed as dangerous for both 60kmh zones (67% vs. 47%) and 100kmh zones (66% vs. 45%).

Chart 47 Perception of danger associated with riding a few kilometers over the posted speed limit - 2016



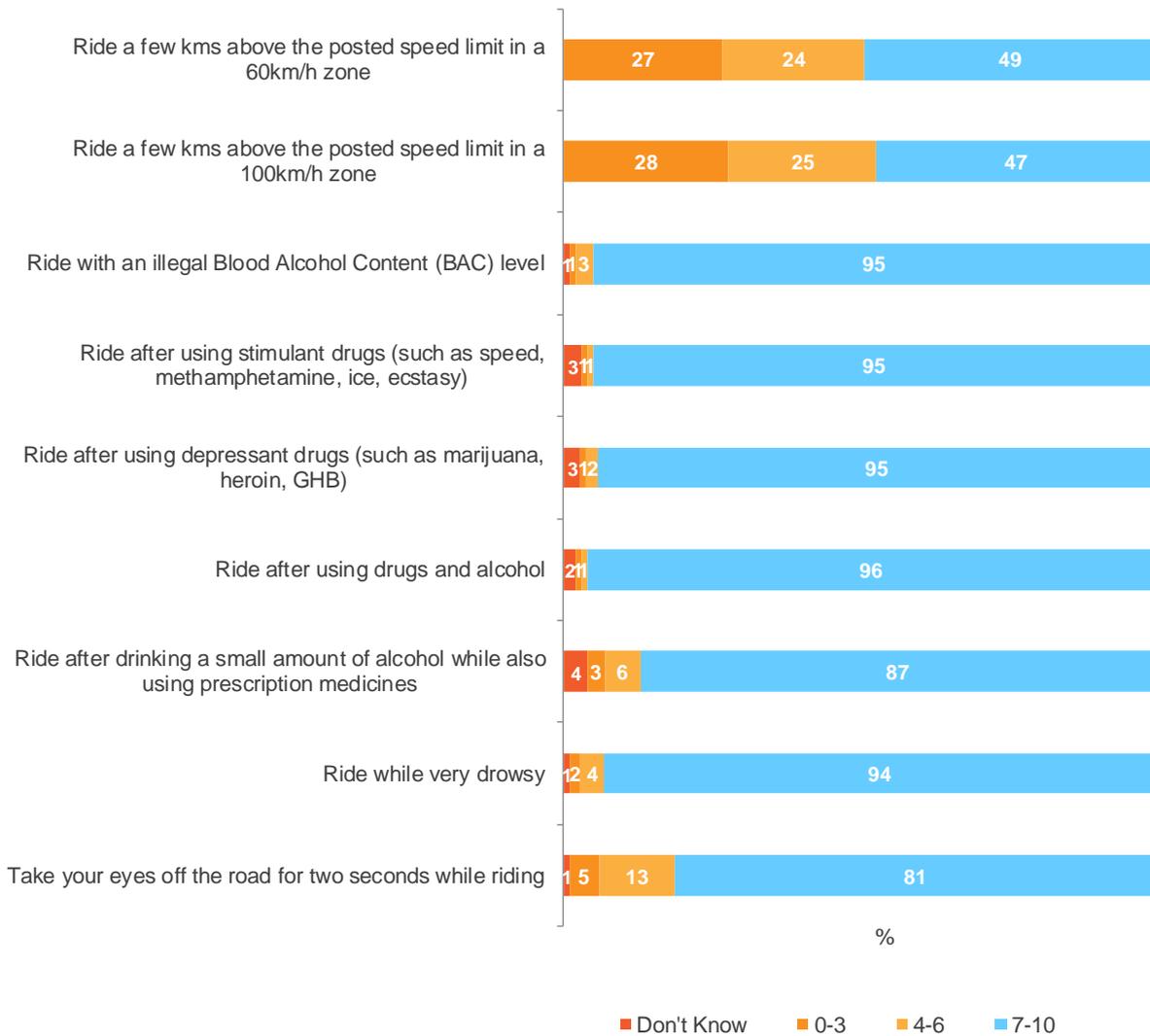
Q.48 - Using a scale where 0 is "not at all dangerous" and 10 is "extremely dangerous" how dangerous do you think it is to ...

Active riders only; Weighted; 2016 base n=466

The chart below compares riders' 'danger perception' of riding a few kilometres over the speed limit with the danger associated with other behaviours, such as taking illegal drugs, riding over the speed limit or riding while very drowsy.

The chart clearly indicates that on the whole riders do not consider driving a few kilometres over the speed limit to be as dangerous as riding with illegal blood alcohol content or taking illegal drugs before riding.

Chart 48 Perception of danger associated various riding behavior - 2016



Q.48 - Using a scale where 0 is "not at all dangerous" and 10 is "extremely dangerous" how dangerous do you think it is to ...

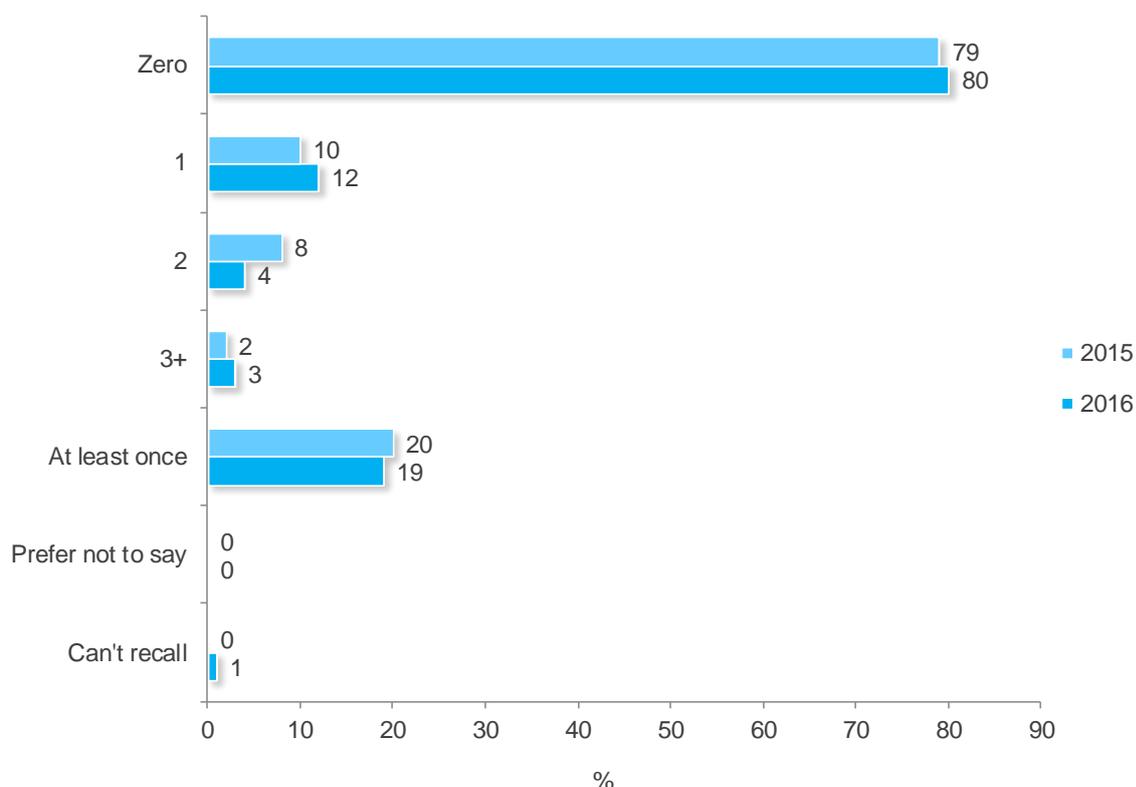
Active riders only; Weighted; 2016 base n=466

8.0 RANDOM BREATH AND DRUG TESTING

In 2016 close to one in five (19%) active riders had been **breath tested** when riding their motorcycle in the past 12 months, a similar result to 2015. This proportion was exactly the same in both Melbourne and regional areas.

A very small proportion had been randomly **drug tested** in the last 12 months (less than 1%), a similar result to 2015 (2%).

Chart 49 Proportion of active riders breath tested - 2016



Q.51 - In the last 12 months, how many times, if any have you been breath-tested when riding your motorcycle?
 Filter: Active riders; Weighted; 2016 base n=467

Riding when over the limit

As was the case in 2015, only a small minority of participants (2%) indicated that they had ridden their motorcycle when they knew or thought they were possibly over the legal blood alcohol limit.

Younger participants aged 18-25 were significantly more likely to have done so than older participants (8% vs. 1%).

Of the 19 participants who had said yes to this question, their reasons included thinking they might not have been over the limit (13%), that they were riding off-road, and that they had to get home.

Perceptions of danger associated with riding under influence

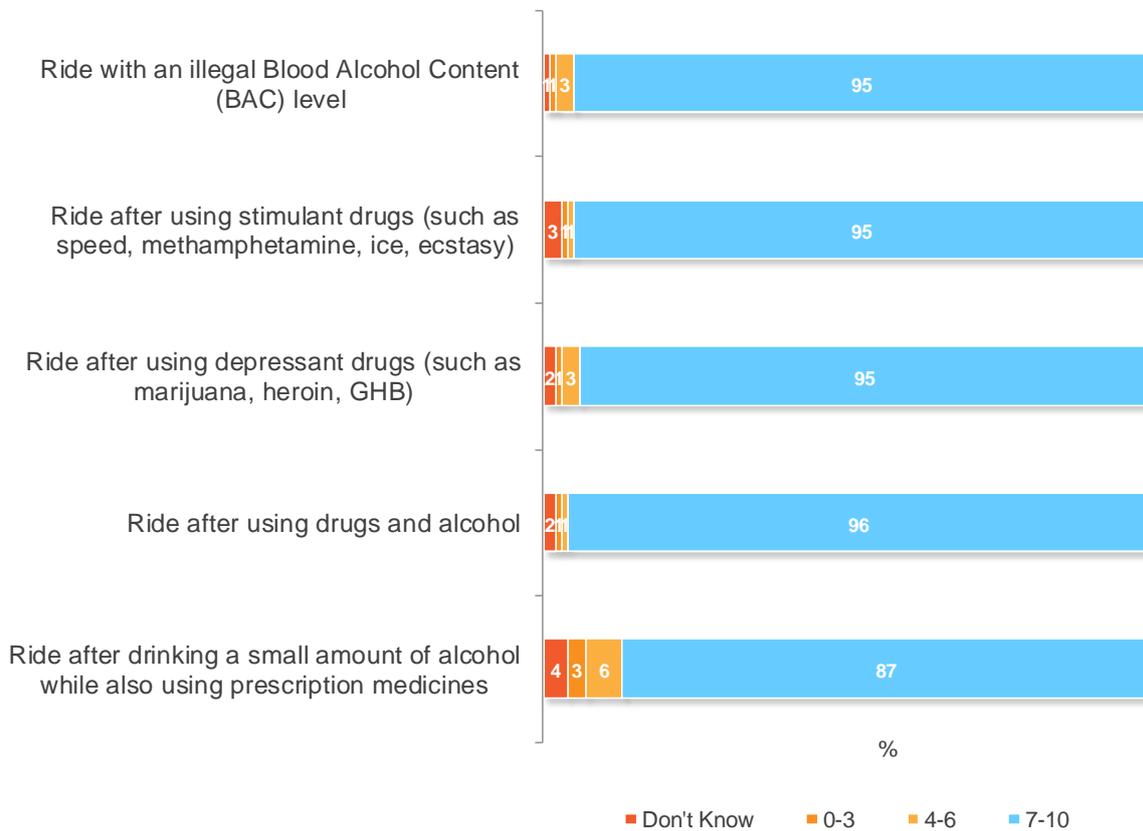
Participants were asked to rate how dangerous it was to ride under the influence of alcohol and drugs.

This was done by reading out a number of statements relating to these circumstances and rating each statement on a 10 point scale where 0 was not at all dangerous and 10 was extremely dangerous.

At least 95% of participants provided ratings of seven or above for all the circumstances related to taking illegal drugs or having illegal blood alcohol content.

While a slightly smaller majority, a still large proportion (87%) of drivers believe ‘riding after drinking a small amount of alcohol while also using prescription medicines’ is dangerous.

Chart 50 Perception of danger associated with riding under the influence - 2016



Q.48 - Using a scale where 0 is “not at all dangerous” and 10 is “extremely dangerous” how dangerous do you think it is to ...

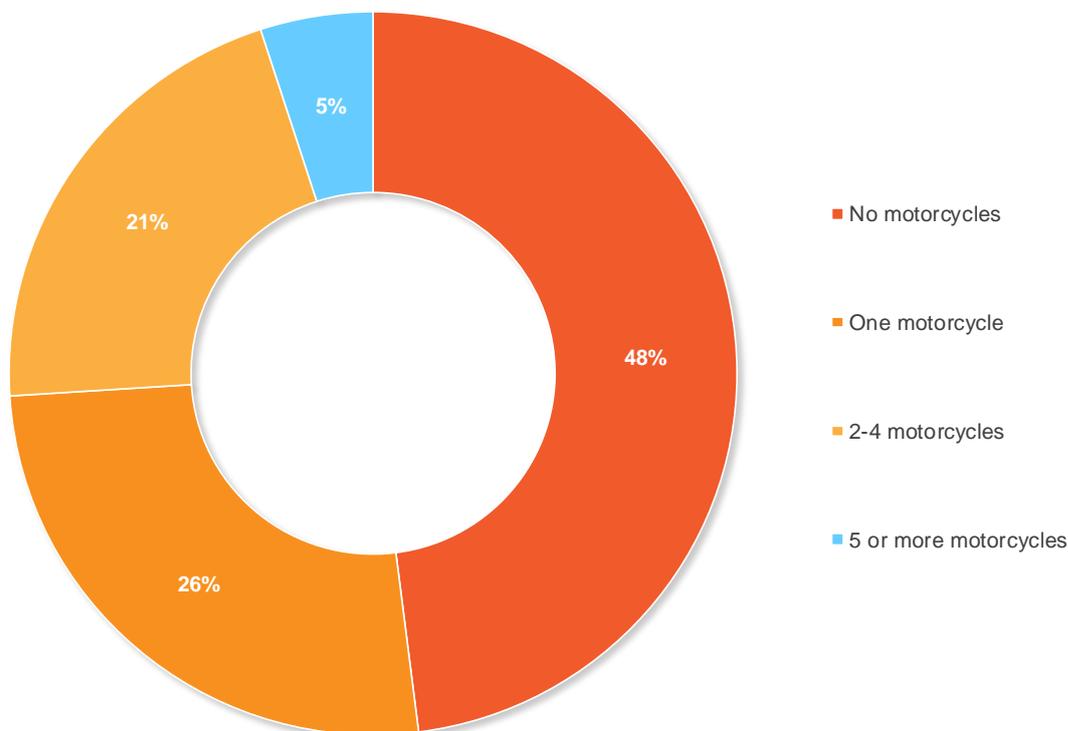
Active riders only; Weighted; 2016 base n=466

9.0 MOTORCYCLE/SCOOTER OWNERSHIP

9.1 NUMBER OF MOTORCYCLES IN HOUSEHOLD

Close to half of all respondents (48%) indicated that they did not have a motorcycle at home, while 26% indicated they had one bike, and 26% indicated they had two or more bikes.

Chart 51 Number of motorcycles kept at home - 2016



Q.17a/b - How many motorcycles are kept at your home, regardless of who owns them or registration status?
 Total sample; Weighted; Base n=763

As might be expected, lapsed and former riders were significantly more likely not to have a motorcycle at home than active riders.

Table 33 Number of motorcycles kept at home by rider activity segment – 2016

Column %	Active Riders	Lapsed Riders	Former Riders
Sample size	473	240	50
None	16 ↓	81 ↑	97 ↑
One motorcycle	42 ↑	11 ↓	3 ↓
2-4 motorcycles	34 ↑	7 ↓	0 ↓
5 or more motorcycles	8 ↑	1 ↓	0

Q.17a/b - How many motorcycles are kept at your home address?

All respondents; Weighted sample; Base n=763

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

Participants in the middle SEIFA¹ quintile were more likely to have two or more motorcycles at their home address.

Overall, there was little difference in the results across quintiles.

Table 34 Number of motorcycles kept at home by SEIFA quintiles – 2016

Column %	Quintile 1 and 2	Quintile 3	Quintile 4 and 5
Sample size	242	151	369
None	46	45	50
One motorcycle	29	23	26
Two or more motorcycles	25	33	23

Q. 17a/b - How many motorcycles are kept at your home address?

All respondents; Weighted sample; Base n=762

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

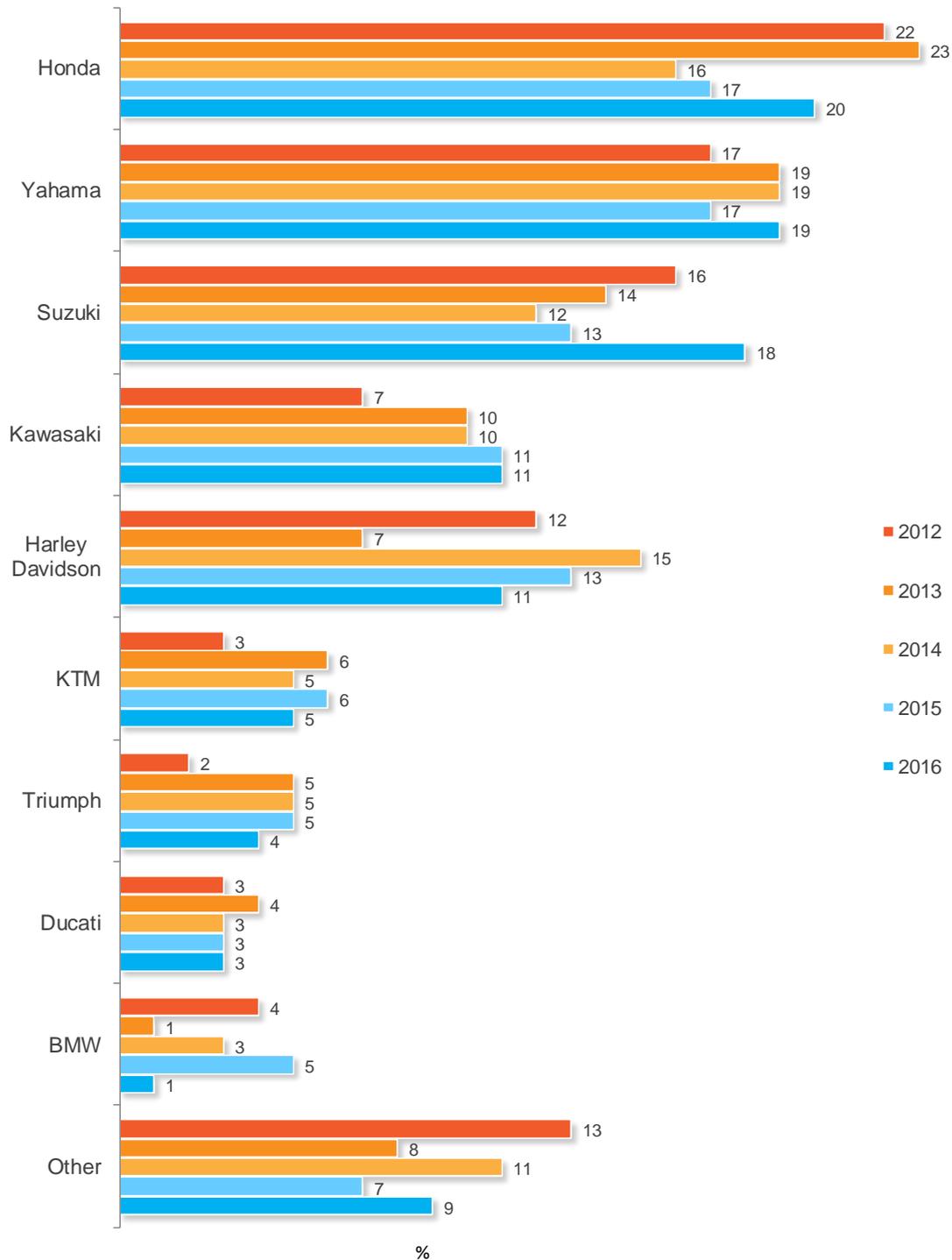
¹ Socio-Economic Indexes for Areas (SEIFA) is a product developed by the ABS that ranks areas in Australia according to relative socio-economic advantage and disadvantage. The indexes are based on information from the five-yearly Census. Quintile 1 is the most disadvantaged quintile, while Quintile 5 is the most advantaged quintile.

9.2 DETAILS OF MOTORCYCLE RIDDEN MOST OFTEN

Make/brand of main motorcycle

As was the case in 2014 and 2015, Honda and Yamaha were the most popular makes amongst active riders.

Chart 52 Make of bike (Main motorcycle)(2012-2016)



Q.18 - Thinking about the one motorcycle you ride most often. Which make is it?

Filter: Active riders; Weighted; 2012 base n=329; 2013 base n=422; 2014 base n=446; 2015 base n=430; 2016 base n=426

Year of manufacture of main motorcycle

Over one-third of active riders (38%) with at least one bike at home had their ‘most ridden’ bike manufactured in 2010 or later, while 40% had a bike manufactured between 2000 and 2009, and 21% had a bike manufactured earlier than 2000.

Riders aged 18 to 25 (51%), and those who ride more frequently (48%), were more likely to have newer bikes manufactured in the last six years.

Table 35 Year of manufacture of main motorcycle by selected rider characteristics – 2016

Column %	Age			Licence type		Riding vs. driving	
	18-25	26-39	40+	L/Ps	Full	Ride less than 20%	Ride 20% or more
Year of manufacture							
Sample size	156	103	146	112	284	271	135
1999 or earlier	11 ↓	13 ↓	27 ↑	11 ↓	23 ↑	26 ↑	10 ↓
2000-2009	38	46	38	32	41	40	42
2010-2016	51 ↑	41	35	57 ↑	36 ↓	34 ↓	48 ↑

Q.19 - Bike ridden most often - Year of manufacture

Filter: Active riders who kept at least one bike at home; Weighted; Base n=406

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

The majority of those who had purchased a bike in 2010 or later (60%) had bought a bike manufactured in 2010 or later.

Table 36 Year of manufacture of main motorcycle by year of purchase – 2016

Column %	Year of purchase				Total
	1999 or earlier	2000-2004	2005-2009	2010-2016	
Year of manufacture					
Sample size	19	19	58	299	406
1999 or earlier	100 ↑	39	13	11 ↓	21
2000-2009	0 ↓	61	87 ↑	29 ↓	40
2010-2016	0 ↓	0 ↓	0 ↓	60 ↑	38

Q.19 - Bike ridden most often - Year of manufacture

Q.20 - Bike ridden most often - Year purchased

Filter: Active riders who kept at least one bike at home; Weighted; Base n=406

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

Odometer reading

As might be expected, older bikes had higher odometer readings on average.

Table 37 Odometer reading on bike mainly ridden by year of manufacture – 2016

Column %	Total	1999 or earlier	2000-2009	2010-2016
Sample size	426	67	163	175
0 kms	0	0	0	0
1-5000 kms	23	6 ↓	14 ↓	41 ↑
5001-15000 kms	31	14 ↓	31	42 ↑
15001-40000 kms	25	35	34 ↑	12 ↓
40000+ kms	20	45 ↑	21	4 ↓

Q.22 - To the best of your knowledge, what is the odometer reading on this bike?

Filter: Active riders; Weighted; 2016 Base n=426 (excludes don't know or refused)

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

Engine size of main motorcycle

Motorcycles that were ridden most often were most likely to have engine sizes of 701+cc (40%) ahead of those with a reported engine size of 251-700cc (32%) and those with a reported engine size of up to 250cc (27%).

Those with the more powerful 701+cc engines were significantly more likely to be male (43% had a 701+cc engine), those aged 40+ (47%), commuters (47%) and recreational on-road riders (53%).

Table 38 Engine size of main motorcycle by selected rider characteristics – 2016

Column %	Gender		Age			Location	
	Male	Female	18-25	26-39	40+	Melbourne	Elsewhere in Victoria
Sample Size	364	63	168	104	154	230	197
0-250cc	24 ↓	57 ↑	42 ↑	25	26	28	27
251-700c	33	23	48 ↑	38	26 ↓	33	30
701cc+	43 ↑	20 ↓	10 ↓	36	47 ↑	38	44
Don't know	0	0	0	0	1	1	0

Q21 -What capacity is the engine?

Filter: Active riders; Weighted sample; Base n=426

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

Table 39 Engine size of main motorcycle by rider purpose – 2016

Column %	Commuter	Recreational	Off-road
Sample size	242	303	216
0-250cc	23	17 ↓	38 ↑
251-700c	30	30	45 ↑
701cc+	47 ↑	53 ↑	16 ↓
Don't know	1	1	1

Q21 -What capacity is the engine?

Filter: Active riders; Weighted sample; Base n=426

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

Registration status

Most of the bikes that were ridden most often were fully registered (73%). A minority had either a recreational registration (13%) or farm registration (3%), while 11% were not registered at all.

Those significantly less likely to have full registrations included those aged 18-25 (56%), participants living outside Melbourne (65%) and those who ride recreationally off-road (48%).

Table 40 Registration status by selected rider characteristics – 2016

Column %	Gender		Age			Location		Total
	Male	Female	18-25	26-39	40+	Melbourne	Elsewhere in Victoria	
Sample Size	362	63	167	104	153	230	195	424
Full Registration	72	82	56 ↓	74	76	78 ↑	65 ↓	73
Recreational Registration	13	14	32 ↑	13	10 ↓	13	14	13
Farm Registration	3	0	1	2	4	1	6 ↑	3
Not Registered	11	5	12	12	10	8	15	11

Q24 - What type of registration does this bike have?

Filter: Active riders; Base n=424

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

Table 41 Registration status by rider purpose – 2016

Column %	Commuter	Recreational	Off-road
Sample size	240	302	215
Full Registration	91 ↑	84 ↑	48 ↓
Recreational Registration	3 ↓	6 ↓	30 ↑
Farm Registration	2	1 ↓	5 ↑
Not Registered	4 ↓	9	16 ↑

Q24 - What type of registration does this bike have?

Filter: Active riders; Base n=425

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

Bike owner

The large majority of active rider participants (94%) owned the bike they mainly ride. Females were more likely to ride bikes owned by someone else in their household (14% vs. 3% amongst males).

Table 42 Registration status of main bike (Active riders) – 2016

Column %	Gender		Age			Location	
	Male	Female	18-25	26-39	40+	Melbourne	Elsewhere in Victoria
Sample Size	363	63	168	104	153	229	197
It is my bike	94	93	86 ↓	93	95	96 ↑	90 ↓
It is owned by someone else in my household	2	6	11 ↑	2	2	2	4
It is owned by someone who does not live with me	3 ↑	1 ↓	3	4	2	1 ↓	7 ↑
Don't know	0	0	0	0	1	1	0

Q23 - Is this bike owned by you, someone else in your household, or someone else who does not live with you?

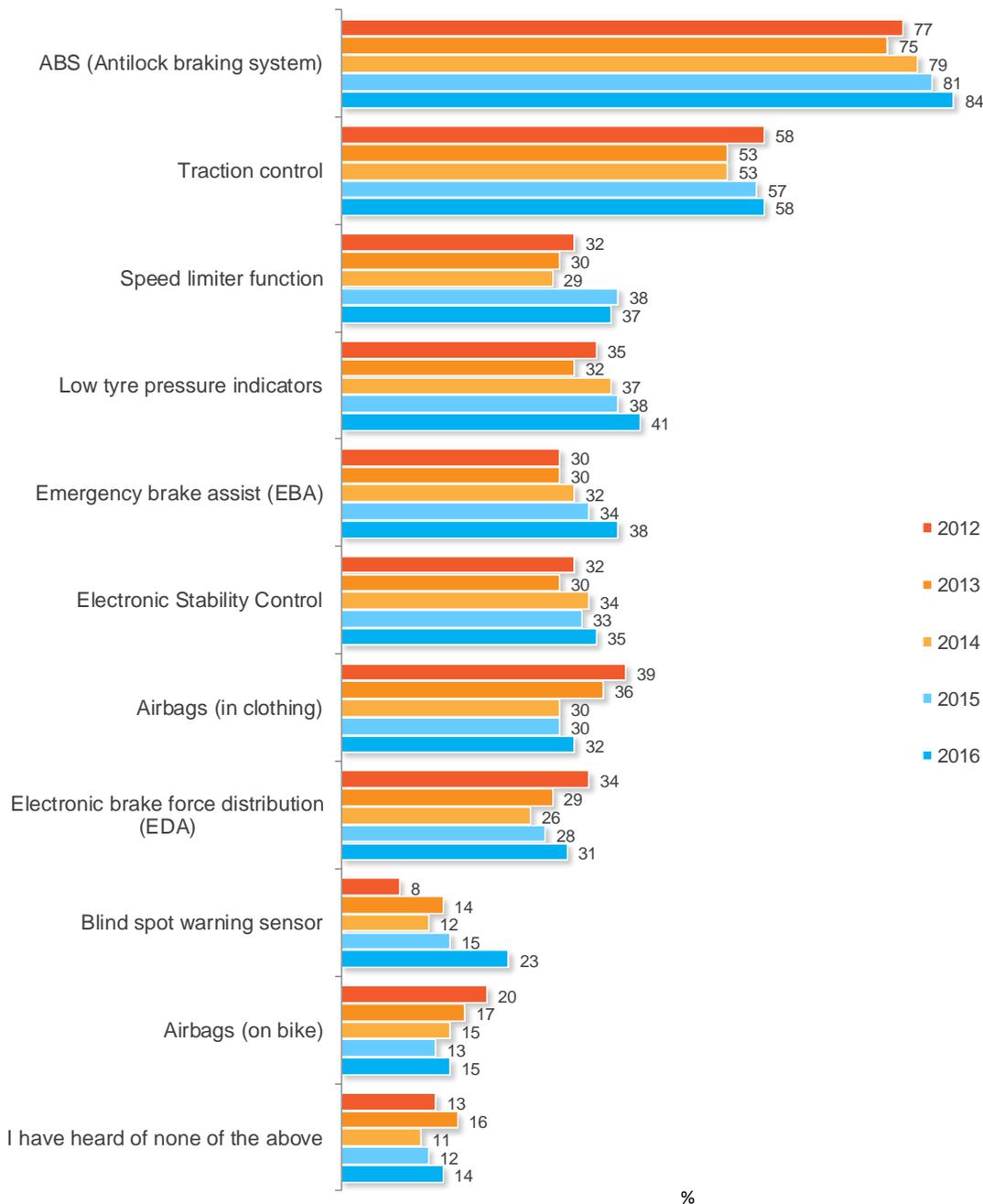
Filter: Active riders; Base n=425

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

9.3 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. The most common features participants had heard of were ABS (84%), traction control (58%) and speed limiter function (37%). The feature that has seen the biggest percentage lift since 2012 is 'Blind spot warning sensor', awareness of which has climbed from 8% to 23%. The rise in 2016 has coincided with publicity about this safety feature – in March 2016 it was announced Honda was applying for a blind spot alert patent.

Chart 53 Awareness of motorcycle safety features (2012- 2016)



Q.42 - Have you heard of any of the following motorcycle safety features?
 Filter: Active riders; Weighted; 2012 base n=359; 2013 base n=405; 2014 base n=511; 2015 base n=491; 2016 base n=468

The main difference across demographics was that males were more likely to be aware of these features than females – only 13% of males were unaware of all features vs. 23% amongst females). Males were significantly more likely to be aware of the following features:

- ABS (85% vs. 73%)
- Traction control (59% vs. 42%)
- Speed limiter function (39% vs. 19%)
- Electronic stability control (36% vs. 20%)
- EDA (33% vs. 10%).

Those whose main bike is for road use (72% of active riders) rather than some other purpose (28%) were also more likely to be aware of these features - only 12% were unaware of all features vs. 21% where the main bike was most often used for some other purpose). Those whose main bike is most often for road use were significantly more likely to be aware of:

- ABS (87% vs. 75% amongst those where the main bike was most often used for some other purpose)
- Electronic stability control (38% vs. 26%)
- Airbags (in clothing) (37% vs. 20%).

Amongst active riders whose main bike is most often for road use, only 23% have ABS. However, this proportion is significantly higher amongst those with bikes manufactured between 2010 and 2016 (42%) than amongst those with bikes manufactured between 2000 and 2009 (13%) or between 1990 and 1999 (9%).

In addition, 36% of active riders plan to have ABS the next time they buy a motorcycle (42% amongst those whose main bike is most often used for road use).

Amongst those who currently have ABS, 85% plan to have ABS the next time they buy a motorcycle. By contrast, only 30% of those who do not currently have ABS plan to have ABS the next time they buy a motorcycle.

10.0 PROTECTIVE MOTORCYCLE CLOTHING

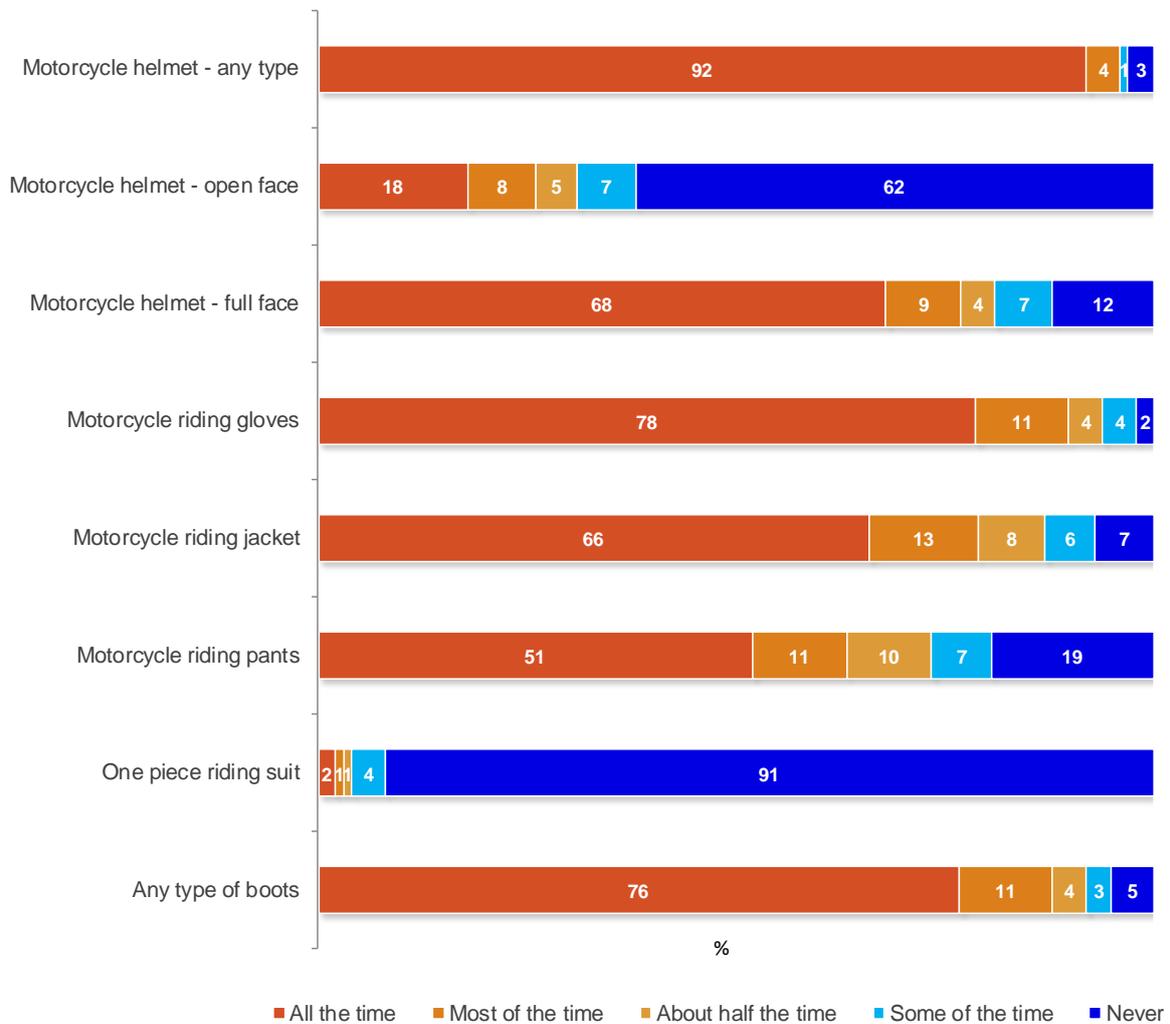
10.1 PROTECTIVE GEAR USAGE

Riders were asked how often they wore protective gear when riding a motorcycle. As the chart indicates, nearly all motorcyclists (92%) wear a motorcycle helmet all the time, and when they do, that was most likely to be a full-face helmet.

A majority also wore the following gear all the time: motorcycle riding gloves (78%), any type of boots (76%), motorcycle riding jacket (66%). Only half the population (51%) wore motorcycle riding pants all the time.

There were no significant differences by age or gender of rider. However, Melburnians were more likely to wear riding gloves all the time (89% vs. 69% for those outside Melbourne).

Chart 54 Usage of protective motorcycle clothing - 2016



Q.45 - When riding a motorcycle, how often do you wear the following items of protective motorcycle clothing?
 Filter: Active riders; Weighted; 2016 Base n=466

Over three-quarters of active riders (76%) wore at least four items of clothing either all or most of the time. There were no significant differences in this result by age, gender or location.

Table 43 Number of items worn when riding - 2016

Number of protective items worn all the time %	2016
0	3
1	8
2	12
3	17
4	18
5	42
Number of protective items worn all the time / most of the time %	2016
0	0
1	4
2	7
3	14
4	25
5	51

Q.45 - When riding a motorcycle, how often do you wear the following items of protective motorcycle clothing?

Filter: Active riders only; 2016 Base n=468

Participants were asked specifically about the percentage of the time they wear different types of footwear when riding a motorcycle. As in previous years, the proportion of time that active riders wore boots specifically made for motorcycle riding was greater than the proportion of time they wore other boots.

Table 44 Average proportion of time different footwear was worn while riding – 2014 - 2016

Column %	2014	2015	2016
Boots made specifically for motorcycle riding	63.6	66.6	60.5
Other boots	27.2	25.8	29.4
Other footwear	9.0	7.5	8.8
No footwear/thongs/bare feet	0.2	0.1	1.3

Q.47 - What percentage of the time do you wear the following types of footwear when riding a motorcycle?

Filter: Active riders only; Weighted; 2014 Base n=448; 2015 Base n=480; 2016 Base n=473

Participants who did not wear the full set of gear all the time were asked why this was so. Riders were most likely to mention that whether or not they wear the full set of gear depends on the destination or type of trip (43%).

Other frequently mentioned reasons related to not owning all the protective gear (21%) or that protective gear could be cumbersome and uncomfortable (17%).

There were no significant differences in results by gender or age with the one exception being that males were significantly more likely than females not to wear a full-set of gear due to convenience (9% vs. 1%).

Table 45 Main reasons for not wearing protective gear every time - 2016

Column %	2016
Depends on the destination/ riding style/ length of trip/ speed	43
I do always wear the gear that I own/ I don't own all the protective gear listed	21
Clothing is cumbersome/ restrictive/ impractical/ unwieldy/ get in the way/ clothing is more comfortable/ fashionable	17
Depends on the weather/ only wear for cold/ rainy weather/ humidity and summer temperatures	12
I do wear (item of protective clothing) a jacket, boots, gloves, etc.	11
Too dear/ expensive/ difficult to find in my size	8
Convenience/ easier/ too much of a hassle/ I'm lazy	9
Inconvenient to change clothes/ need to wear clothing for work/ need a changing area/ hassle to carry extra clothing	6
Other mentions	5
Don't know	1

Q.46 - What are the main reasons you do not wear a complete set of gear every time you ride?

Filtered: Active riders; those who did not wear full kit all the time; Weighted; Base 2016 n=260

10.2 ATTITUDE STATEMENTS ABOUT MOTORCYCLE SAFETY CLOTHING

A number of statements regarding motorcycle clothing were put to respondents. The chart below shows the level of agreement/disagreement with these statements.

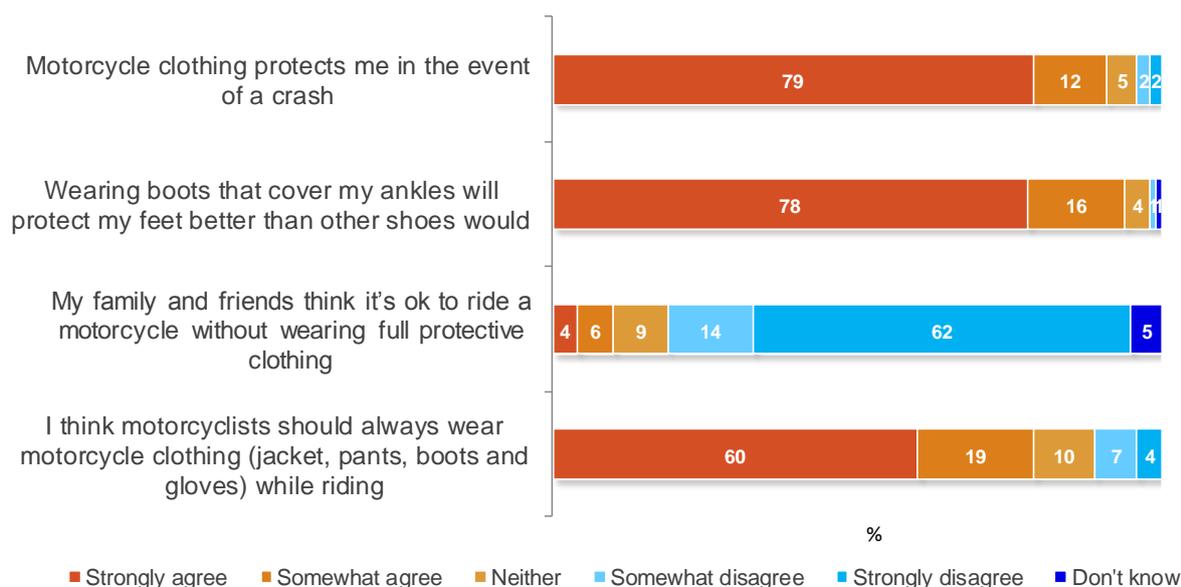
The findings suggest riders agree by a large majority that motorcycle clothing (91% agreement) and boots (94%) offer protection. While still a comfortable majority, a smaller proportion agree that motorcyclists should always wear motorcycle clothing (79%). A similar proportion *disagree* that family and friends think it's ok to ride a motorcycle without wearing full protective clothing (76%).

The levels of agreement (and disagreement for one statement), did not differ significantly by age, gender or location with the exception, with the exception that those aged 40+ were more likely to agree that “boots offer protection” (96% vs. 91%).

Participants may be influenced by family and friends – those whose family and friends think it is not ok to ride a motorcycle without wearing protective clothing are more likely to agree with the importance of protective clothing, for example:

- Amongst those who disagreed that family and friends think it's ok to ride a motorcycle without wearing full protective clothing, 68% agreed that motorcyclists should always wear motorcycle clothing vs. 42% agreement amongst other participants.

Chart 55 Agreement/disagreement with statements regarding motorcycle safety clothing - 2016



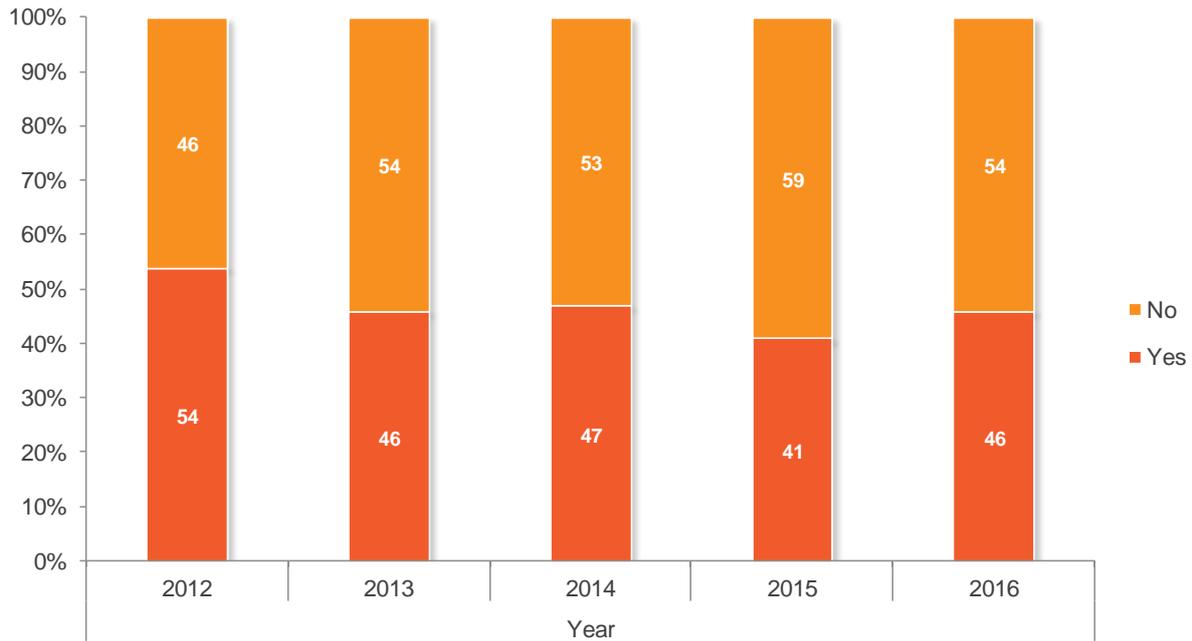
Q63 - To what extent do you agree or disagree with the following statements....
 Filter: Ridden in the last 12 months; Weighted; Base n=520

11.0 MOTORCYCLE CRASH HISTORY

11.1 CRASH HISTORY

Participants 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 was the case in previous surveys, in 2016 slightly under half of participants (46%) indicated they had had a crash.

Chart 56 Motorcycle crash history (2012 -2016)



Q.25 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?

Total sample; Weighted; 2012 base n=545; 2013 base n=694; 2014 base n=778; 2015 base n=794; 2016 base n=748

Note: excludes prefer not to say and never ridden

Males were significantly more likely to have had a crash than females.

Notably, those aged 18-25 were nearly as likely as older participants to have had a crash, suggesting that a disproportionate number of crashes occur amongst younger motorcyclists in the early stages of riding.

Table 46 Motorcycle crash history by rider characteristics - 2016

	% Yes
Gender	
Male	48 ↑
Female	32
Age	
18-25	41
26-39	46
40+	47
Location	
Melbourne	49
Balance of Victoria	42

Q.25 - Have you ever had a crash while riding a motorcycle?

Total sample: Weighted; Base n=748

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

Note: excludes prefer not to say and never ridden

11.2 CRASHES REQUIRING MEDICAL TREATMENT

As was the case in 2015, nearly half of those having a crash required medical treatment as a result (48%).

Of those who required medical treatment, and as was the case in previous surveys, over half (60%) occurred at least 11 years ago.

Table 47 Details of most recent crash requiring medical treatment – Time of crash 2012-2016

%	2012	2013	2014	2015	2016
Required medical treatment as a result of crash	45	49	50	48	48

Q.26 - Have you required medical treatment as a result of any motorcycle accident?

Filter: Ever experienced crash; Weighted; 2012 base n=220; 2013 base n=116; 2014 base n=139; 2015 base n=241; 2016 base n=324

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

Filter: Required medical treatment

Time of crash %	2012	2013	2014	2015	2016
Within the last 12 months	3	6	8	7	6
1 to 5 years ago	17	20	19	20	15
6 to 10 years ago	16	17	19	15	19
11 or more years ago	65	56	52	57	60
Can't say	0	1	3	1	0

Q.27 - When did the crash occur?

Filter: Excluding never ridden a motorcycle; Weighted; 2012 base n=108; 2013 base n=115; 2014 base n=139; 2015 base n=139; 2016 base n=146

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

Filter: Required medical treatment

Those aged 40 or over were significantly more likely than younger riders to have had a crash requiring medical treatment more than 11 years ago. This is as might be expected considering many of the younger riders (especially those aged 18-25) were probably not even riding 11 years ago!

Table 48 Details of most recent crash requiring medical treatment – Time of crash by age - 2016

Column %	Age		
	18-25 years	26-39 years	40+ years
Sample Size	30*	35*	81
Within the last 12 months	30 ↑	13 ↑	2 ↓
1 to 5 years ago	46 ↑	24	11 ↓
6 to 10 years ago	14	43 ↑	13 ↓
11 or more years ago	10 ↓	20 ↓	74 ↑
Can't say	0	0	0

Q.27 - When did the crash occur?

Filter: Excluding those never ridden a motorcycle; Weighted; base n=146

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

Filter: Required medical treatment

*Note small sample size

Almost half the participants (48%) who had been in a crash requiring medical treatment went to emergency.

Since 2012 these results have been largely stable.

Table 49 Details of most recent crash requiring medical treatment – 2012 - 2016

%	2012	2013	2014	2015	2016
Required medical treatment as a result of crash	45	49	50	48	48

Q.26 - Have you required medical treatment as a result of any motorcycle accident?

Filter: Excluding never ridden a motorcycle; Weighted; 2012 base n=220; 2013 base n=116; 2014 base n=139; 2015 base n=241; 2016 base n=324

↓↑ Indicates statistically significant difference compared to 2015

Type of treatment %	2012	2013	2014	2015	2016
Went to Emergency	52	47	58	61	48
Went to doctor	28	20	23	35	45
Admitted to hospital (in a ward)	34	32	39	25	26
Treated by ambulance at the scene	19	12	32	23	17
Saw a physiotherapist/chiropractor or similar	21	14	17	18	17
Admitted to a rehabilitation facility	5	2	8	2	4
Other verbatim	4	10	1	4	5
Can't say / don't recall	0	1	1	0	0

Q.34 - What sort of treatment did you require?

Filter: Required medical treatment; 2012 base n=112; 2013 base n=136; 2014 base n=136; 2015 base n=135; 2016 base n=135

↓↑ Indicates statistically significant difference compared to 2015

11.3 CIRCUMSTANCES OF MOST RECENT CRASH

The majority of people (58%) of those who had crashed and required medical treatment had been riding a road-bike, while 36% had been riding an off-road bike.

Table 50 Details of most recent crash requiring medical treatment – (2012 – 2016)

%	2012	2013	2014	2015	2016
Off-road bike/trail bike	26	39	32	30	35
Subtotal - Road bike (excluding scooters and other types of bikes)	69	50	56	62	58
- Sports bike	24	22	26	28	32
- Sports tourer	15	5	16	10	8
- Dual sport	0	0	2	3	0
- Tourer/cruiser	23	20	11	18	13
- Other road bike	7	2	1	3	5
Scooter	3	4	6	4	5
Other type of bike	2	7	5	3	2
Can't recall	0	1	0	0	0

Q.28 What type of bike were you riding?

Filter: Required medical treatment; Weighted; 2012 base n=108; 2013 base n=116; 2014 base n=141; 2015 base n=136; 2016 base n=146

↓↑ Indicates statistically significant differences between 2015 and 2016 only

About half (51%) the crashes requiring medical treatment occurred on sealed roads in built-up areas. Considering the large majority of Victoria's population lives in built-up areas (with 75% living in Melbourne alone), this suggests that a disproportionate percentage of crashes requiring medical treatment occur in regional areas.

Table 51 Details of most recent crash requiring medical treatment – Location of crash – (2012 – 2016)

%	2012	2013	2014	2015	2016
Sealed road, built-up area	57	51	45	52	51
Sealed-road, rural area	14	12	23	18	13
Unsealed road	9	8	6	7	7
Track in state park /forest/plantation	10	15	13	10	13
Private property	5	6	6	11	10
Public land in residential areas (e.g. park, reserve, bicycle track)	3	1	1	1	0
On a race track (on a track day or as part of a riding course)	1	5	4	1	4
Other	0	3	1	1	2
Subtotal - On-road surface	81	70	75	77	75
Subtotal - Off-road surface	18	21	20	21	22

Q.29 Where did the crash occur?

Filter: Required medical treatment; Weighted; 2012 base n=108; 2013 base n=116; 2014 base n=142; 2015 base n=139; 2016 base n=146

↓↑ Indicates statistically significant differences between 2015 and 2016 only

As might be expected, those riding road bikes were more likely to have crashed on sealed roads, while those riding off-road bikes were more likely to have crashed in state parks or forests or on private property.

Table 52 Details of most recent crash requiring medical treatment – Location of crash by type of bike - 2016

Column %	Off road bike/ trail bike	Road bike	Total
Sample Size	62	75	146
Sealed road, built-up area	10 ↓	71 ↑	51 ↑
Sealed-road, rural area	0 ↓	21 ↑	13
Unsealed road	16	2 ↓	7
Track in state park /forest/plantation	36	0 ↓	13
Private property	29	0 ↓	10
Public land in residential areas (e.g. park, reserve, bicycle track)	1	0	0 ↓
On a race track (on a track day or as part of a riding course)	8	2	4 ↓
Other	0	4	2 ↓

Q.29 - Where did the crash occur?

Q.28 - What type of bike were you riding?

Filter: Required medical treatment; Weighted; 2016 base n=146

"Other type of bike/scooter" not shown in table above

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

Participants who crashed (with the exception of those crashing on a race track or an 'other' location), were asked about who was responsible for the crash. Participants were about evenly divided on perceived responsibility.

Table 53 Details of most recent crash requiring medical treatment – Perceived responsibility

%	2015	2016
Not responsible at all for the accident	42	32
Partially responsible for the accident	32	27
Totally responsible for the accident	23	39 ↑
Don't know / Can't remember	2	1
Prefer not to say	1	1

Q.30 Your perception of who was responsible for your accident. Would you say you were....?

Filter: Required medical treatment and crashed on or off road (not race track); Weighted; 2016 base n=135

↓↑ Indicates statistically significant difference compared to 2015

In 59% of these crashes no other vehicle was involved, while in 40% of cases a moving vehicle or a vehicle that was parked in traffic was involved (in 77% of the cases involving another vehicle direct contact was made).

Interestingly, where another vehicle was involved 69% of respondents claimed they were 'not responsible at all for the accident'. By contrast, where no other vehicle was involved, 60% indicated they were 'totally responsible for the accident'.

Participants whose crash occurred off-road have given various perceived causes for their crashes. The most common are rider error, road/trail conditions and terrain.

Table 54 Details of most recent crash off-road requiring medical treatment – Perceived cause (off-road only) – 2013–2016

Column %	2013	2014	2015	2016
Rider error	30	42	54	39
Road/trail conditions	17	38	43	32
Terrain	8	24	33	25
Trees (e.g. fallen logs, overhanging branches)	13	9	10	21
Weather conditions	4	8	3	11
Doing tricks	8	2	3	11
Lapse in concentration	18	9	19	6
Mechanical failure of the motorcycle	7	3	0	6
Other	3	8	15	1

Q.33 - What caused your crash?

Q.29 - Where did the crash occur?

Filter: Required medical treatment and crashed on or off road (not race track);

Weighted; 2013 base n=42; 2014 base n=44; 2015 base n=43; 2016 base n=41

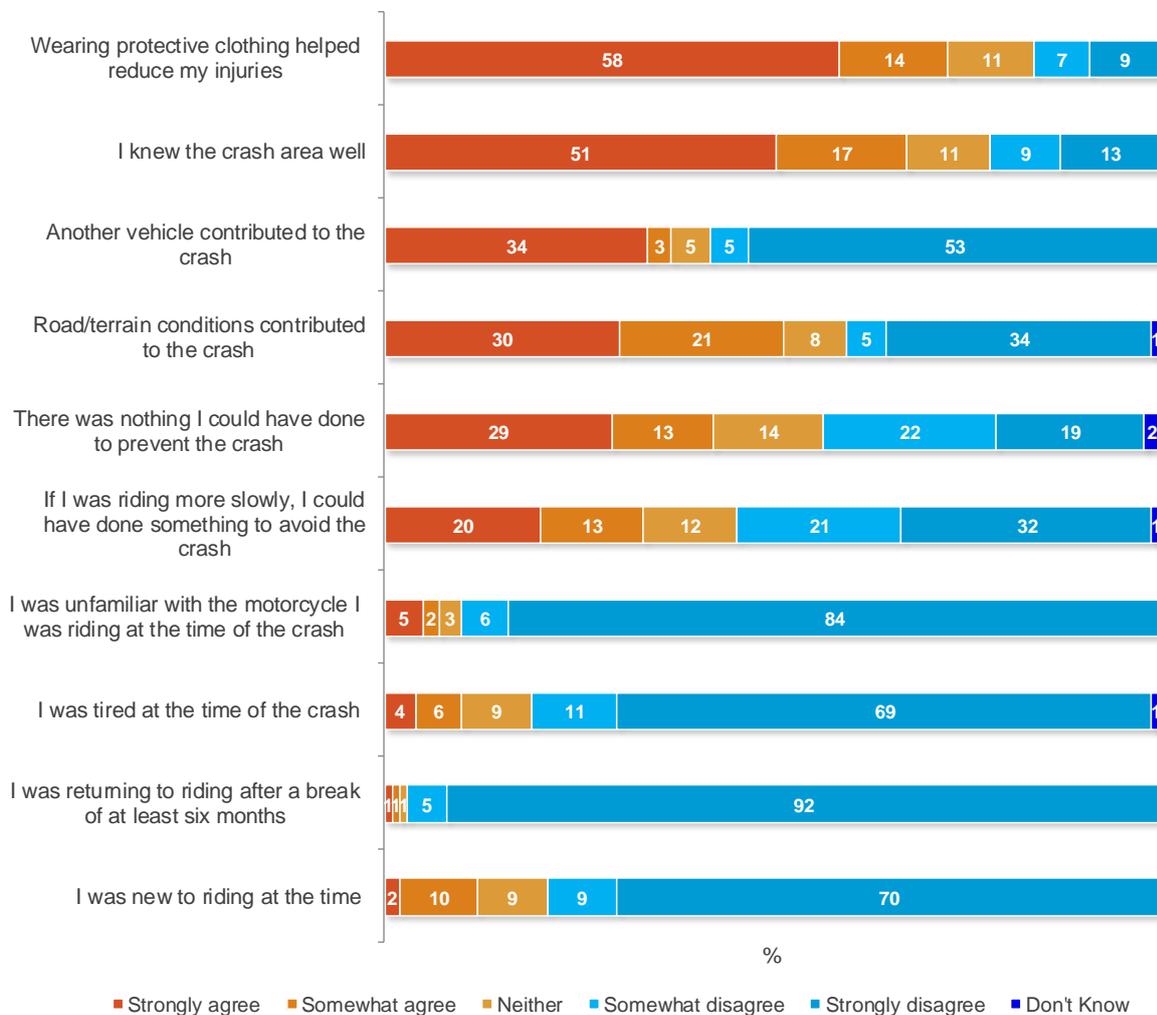
↓↑ Indicates statistically significant differences compared to 2015

Participants who had crashed and needed medical attention were asked their opinion on a range of statements concerning the circumstances of their most recent crash. Close to three-quarters of the participants (72%) agreed that ‘wearing protective clothing helped reduce my injuries’. Responses to the statements give some indication as to what caused the crash, for example:

- 51% agreed that road/terrain conditions contributed to the crash
- 37% agreed that another vehicle contributed to the crash
- 33% agreed that if they were riding more slowly they could have done something to avoid the crash.

Inexperience or tiredness appear not to have been as important an issue regarding the most recent crash – only 10% agreed they were tired at the time of the crash, while only 12% said they were new to riding at the time.

Chart 57 Agreement/disagreement with statements regarding their most recent crash - 2016



Q.37 Thinking about your most recent crash that required medical treatment, to what extent do you agree or disagree with each of the following statements?
 Filter: Crashed and needed medical treatment; Weighted; Base n=134

11.4 COMPENSATION

Slightly more than one-quarter (26%) received compensation for injuries from a motorcycle crash. Compensation has most often come from the TAC.

Table 55 Details of compensation received (2012–2016)

Source of compensation	2012*	2013*	2014*	2015*	2016*
TAC	85	76	75	71	74
WorkSafe/WorkCover/Comcare	8	4	2	10	6
Property/vehicle insurance organisation	4	14	8	0	16
Centrelink (e.g. Disability Support Pension or Sickness Allowance)	0	17	2	0	0
Personal insurance organisation (e.g. health, income protection)	11	0	24	0	8
Other	22	11	19	10	12
Prefer not to say	0	0	0	10	6

Q.36 - From whom did you receive this compensation?

Filter: Ever crashed AND ever received compensation as a result of injuries from a motorcycle crash; Weighted; 2013 base n=30; 2014 base n=26; 2015 base n=26; 2016 base n=36

↓↑ Indicates statistically significant differences compared to 2015 and 2016 only

*Note: Small sample base

12.0 RESPONDENT SUGGESTIONS FOR IMPROVING RIDER SAFETY

Participants were asked their opinion about the statement “motorcyclists can only be safe on the road if both riders and drivers share responsibility for their safety”. A large majority of respondents (95%) agreed with this statement, with 81% strongly agreeing and 14% somewhat agreeing. Similar findings were observed in 2015 (94% agreed).

Respondents were asked (unprompted) if they had any suggestions about what the TAC could do to improve rider safety (see table below).

The most common themes related to it ‘being up to the individual/riders are responsible for their own actions’ (24%), followed by improving the awareness of road users or providing education on motorcycle safety and road sharing (17%). This was followed by 18% who said there should be more dedicated rider training.

Table 56 Suggestions to the TAC about what they can do to improve rider safety – 2016

Column %	2016
None / it's up to the individual / riders are responsible for their own actions	24
More dedicated rider training/awareness e.g refresher courses/advanced driving/safety issues etc	18
Improve road user awareness /education (include training in motorcycle and push bike safety/sharing the road etc)	17
Awareness campaigns / continue the advertising	12
Maintain the roads / fix defects / remove pot holes / clean up after road works	8
Make the wearing of protective clothing mandatory	5
Make the wearing of high visibility vests and jackets mandatory	4
Make licence harder to obtain - after 12 months / after obtaining full car licence...	4
Increase rider awareness/responsibilities on roads e.g abide by road rules/consideration of other road users etc.	4
Comprehensive learner rider courses / more supervised training	3
Dedicated lanes for bike riders	3
Increase penalties	3
Restricted range of bikes	3
Education / provide driver and rider training in schools	2
Increase awareness among riders of what to do in different riding conditions / ride safely - observe speed limits	2
Mandatory motorcycle technology	2
Improvement in attitude / consideration for riders from car drivers and other road users	<1
Refresher courses / compulsory re-sitting of tests for foreign licence holders	<1
Other mentions	18
Don't know	2

Q.74 - Would you like to make any suggestions to the TAC about what they can do to improve rider safety?

Total Sample Weighted; Base 2016 n=763

Participants were asked what the best solutions were to eliminate or reduce motorcycle deaths. More and improved driver education (29%) and rider education (26%) were the most common responses. Greater awareness of other road users (20%) was also frequently mentioned.

Table 57 Best solution to eliminate or reduce motorcycle deaths - 2016

Column %	2016
More/improved car driver education	29
More/improved motorcycle education	26
Be aware of other road users	20
Road users to act responsibly/obey the road rules	18
More / improved training	13
Stricter licensing requirements	10
Higher visibility of motorcyclists	10
Protective clothing/mandatory protective clothing	8
Better roads	7
Greater enforcement of road rules (for both drivers and riders)	6
Less powerful motorcycles/restrictions on motorcycle engine capacity	5
Harsher penalties for breaking road rules (for both drivers and riders)	4
No lane splitting/filtering	4
Designated lanes for motorcyclists (allow motorcycles to use bus lanes)	3
License re-testing (car and motorcycle)	3
Less restriction on motorcycle noise emissions	2
Less enforcement of speeding/other road rules	2
Nothing	1
Other	11
Don't know	4

Q.65 - In the last ten years, more than 400 motorcycle riders and pillion passengers have been killed, and close to 9,000 riders and pillions have been seriously injured on Victorian roads.

What do you think is the best solution to eliminate or reduce motorcycle deaths on Victorian roads?

Total Sample Weighted; Base 2016 n=763

**Appendix A:
Detailed
respondent
characteristics**

Gender	Unweighted %	Weighted %
Male	83%	87%
Female	17%	13%

Q2 Gender

Filter: 2016 ONLY; base n=761

Age	Unweighted %	Weighted %
18-25 years	28%	7%
26-39 years	25%	25%
40+ years	47%	69%

Q1 Age (Categories)

Filter: 2016 ONLY; base n=761

Location (based on sample information)	Unweighted %	Weighted %
Balance of Victoria	47%	38%
Melbourne	53%	62%

Sample variable - location

Filter: 2016 ONLY; base n=763

Socio-Economic Index for Area Quintiles (based on sample information)	Unweighted %	Weighted %
Quintile 1 and 2 (Most disadvantaged)	32%	27%
Quintile 3	20%	18%
Quintile 4 and 5 (Least disadvantaged)	48%	55%

Sample variance - SEIFA Quintile

Filter: 2016 ONLY; base n=762

Motorcycle Licence	Unweighted %	Weighted %
Yes - Learner's Permit (L-Plates)	7%	4%
Yes - Probationary (P-Plates)	12%	3%
Yes - Full Licence	75%	90%
No - Never held a motorcycle/motor-scooter licence	1%	1%
No - No longer hold a motorcycle/motor-scooter licence	4%	2%

Q66 Do you have a motorcycle licence?

Filter: 2016 ONLY; base n=763

Main Paid Occupation	Unweighted %	Weighted %
Managers	16%	21%
Professionals	16%	18%
Technicians & Trade Workers	26%	23%
Community & Personal Service Workers	8%	7%
Clerical & Administrative Workers	6%	5%
Sales Workers	5%	4%
Machinery Operators & Drivers	12%	14%
Labourers	6%	4%
Other	3%	4%

Q70 How would you describe your main paid occupation?

Filter: 2016 ONLY; Employed; base n=637

Interest in Taking part in Future TAC Research	Unweighted %	Weighted %
Yes, I would be interested	56%	57%
No, I would not be interested	43%	42%

Q75 Would you be interested in participating in other TAC research into motorcycle safety or other road safety related research?

Filter: 2016 ONLY; base n=763

**Appendix B:
Questionnaire**

**TAC
MOTORCYCLE RIDER SURVEY 2016
QUESTIONNAIRE**

**CATI ONLY
INTRODUCTION**

Good morning/afternoon/evening. I'm (name) from Wallis Market and Social Research calling on behalf of the TAC (Transport Accident Commission). Can I please speak with <NAME>?

MOBILE CHECK

IF CALLING A MOBILE NUMBER:

SAFE1: 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).

DO NOT READ OUT

- 01 Safe to take call
- 02 Not safe to take call

CLOSE

IF SAFE1=2 (NOT SAFE TO TAKE CALL):

MOB_APPT: CLOSE AND MAKE APPOINTMENT TO CALL BACK

RE-INTRODUCE IF NECESSARY.

We recently sent you a questionnaire about a motorcycle community survey we are conducting on behalf of the TAC. Did you receive this? Have you completed it yet?

IF YES: PROBE FOR WHETHER HAS BEEN COMPLETED HARD COPY OR ONLINE

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

- 01 CONTINUE
- 02 Has received letter/questionnaire but not completed
- 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
- 48 Call back on another number
- 07 Wrong number
- 90 Has returned hard copy questionnaire
- 94 Has completed online
- 91 Refused – add to do not call list

MINT The survey will take about **20 minutes** and we are offering people who complete it the chance to win one of five \$250 VISA cards. 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. Would you like to complete it online, or over the telephone?

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.

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 the 2016 Motorcycle Community 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 TO SURVEY]

MONITORING QUESTION

M1 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 ONLY

Thank you for your interest in completing this motorcycle rider survey. 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

To begin the survey, please click the "Next" button below.

**CATI/CAWI
ALL**

Firstly, we just have a couple of questions to ensure we speak to a wide range of Victorians.

Q1a CATI: May I ask how old are you? / How old are you?

_____ Record age
98 Refused / Rather not say

GO TO Q2
GO TO Q1b

IF Q1<18 TERMINATE

Q1b Into which age group do you belong?

READ OUT

01 18-20
02 21-25
03 26-29
04 30-39
05 40-59
06 60-69
07 70+
98 (DO NOT READ) Refused / Rather not say

Q2 CATI: RECORD SEX (DO NOT READ OUT) / CAWI: What is your gender?

01 Male
02 Female
95 Other



LEARNING TO RIDE

CAWI – insert diagram from hardcopy and description of motorbike

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.

Q3 At what age did you start riding a motorcycle?

_____ Record age
Please write age (CAWI)

Q4 Who taught you to ride a motorcycle?

MULTICODE**CAWI SELECT ALL THAT APPLY**

- 01 Self-taught
- 02 Taught by parents
- 03 Taught by other family members
- 04 Taught by friends
- 05 Taught by an accredited riding instructor
- 95 Other (Specify)

Q5 Where did you first learn to ride?

MULTICODE**CAWI SELECT ALL THAT APPLY**

- 01 Did a learners' course (e.g. Stay Upright)
- 02 Trial day (e.g. at a race track)
- 03 Off-road in national/state parks
- 04 Off-road on private property
- 05 On quiet back streets
- 06 Never learned to ride
- 95 Other (Specify)

GO TO Q9

Q6 How would you describe your riding experience prior to gaining your motorcycle learners permit?

SINGLE RESPONSE**CAWI PLEASE SELECT ONE**

- 01 Minimal (never ridden a motorcycle or only ridden a few times before getting my learners permit)
- 02 Moderate (ridden a motorcycle several times prior to gaining a learners permit)
- 03 Experienced (capable rider when learners permit attained)
- 04 I have never held a motorcycle learner's permit

Q7 What kind of motorcycle did you first learn to ride on?

SINGLE RESPONSE**CAWI PLEASE SELECT ONE**

- 01 Road bike
- 02 Scooter
- 03 Off-road bike
- 95 Other (Specify)



Q8 Which of the following training have you done?

MULTICODE
CAWI SELECT ALL THAT APPLY

- 01 Learners' course (e.g. Stay Upright)
- 02 Advanced rider training
- 03 Track day riding courses
- 04 HART course
- 05 DECA course
- 06 Australian /California Superbike School
- 95 Other (Specify)
- 97 No, I have not done any rider training

YOUR RIDING

Q9 Have you ridden a motorcycle in the last 12 months (either on or off-road)?

- 01 Yes
- 02 No

GO TO Q11

Q10 What are the main reasons why you haven't ridden a motorcycle in the last 12 months?
(PROBE FULLY)

MULTICODE
CAWI SELECT ALL THAT APPLY

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

**IF Q9 = 01 "HAS RIDDEN A MOTORCYCLE IN THE LAST 12 MONTHS" ASK Q11 ELSE
GOTO Q12**

Q11 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

Drove a car _____ Record %

Rode a motorcycle _____ Record %

Q12 Which of the following best describes your motorcycle riding history? CATI (READ OUT)

SINGLE RESPONSE

CAWI PLEASE SELECT ONE

- | | | |
|----|--|------------------|
| 01 | I have never had a break from riding since learning to ride and ride regularly | GO TO Q17 |
| 02 | I have never had a break from riding since learning to ride but only ride occasionally | GO TO Q17 |
| 03 | I had a break from riding and have started riding again | GO TO Q13 |
| 04 | I have stopped riding and may decide to ride in future | GO TO Q14 |
| 05 | I have stopped riding and do not intend to ride again | GO TO Q15 |
| 06 | I have never ridden a motorcycle | GO TO Q65 |

IF Q12 = 03 “HAD A BREAK FROM RIDING AND HAS STARTED RIDING AGAIN” ASK Q13

Q13 Approximately, how long was the most recent break?

SINGLE RESPONSE

CAWI PLEASE SELECT ONE

- | | | |
|----|------------------|------------------|
| 01 | Up to 11 months | GO TO Q17 |
| 02 | 1-2 years | GO TO Q17 |
| 03 | 3-5 years | GO TO Q17 |
| 04 | 6-10 years | GO TO Q17 |
| 05 | 11-years or more | GO TO Q17 |

**IF Q12 = 04 “HAS STOPPED RIDING AND MAY DECIDE TO RIDE IN FUTURE ” ASK Q14
ELSE GO TO Q17**

Q14 *CATI: 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?

CAWI: 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 Q16

IF Q12 = 05 “HAS STOPPED RIDING AND DOES NOT INTEND TO RIDE AGAIN” ASK Q15

Q15 What are the main reasons you stopped riding?

(PROBE FULLY)

MULTICODE

CAWI PLEASE 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 Q12 = 04 OR 05 “HAS STOPPED RIDING” ASK Q16

Q16 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.

CAWI: Show images of motorcycles

Q17a How many **road** motorcycles are kept at your home, regardless of who owns them or registration status?

(CAWI/CATI: “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

Q17b How many **off-road** motorcycles are kept at your home, regardless of who owns them or registration status?

(CAWI/CATI: “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.**

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

IF Q17a = 97 AND Q17b = 97 GO TO Q25

Q18 Thinking about the one motorcycle you ride **most often**. Which make is it?

SINGLE RESPONSE



CAWI PLEASE SELECT ONE

- 01 Honda
- 02 Yamaha
- 03 Suzuki
- 04 Kawasaki
- 05 Harley Davidson
- 06 KTM
- 07 Triumph
- 08 BMW
- 09 Hyosung
- 10 Ducati
- 95 Other (Specify)

Q19 In which year was it manufactured?

_____ Record year
CAWI Please write in

99 Don't know

Q20 In which year did you purchase it?

_____ Record year
CAWI Please write in

99 Don't know

Q21 What capacity is the engine?

**SINGLE RESPONSE
CAWI 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

Q22 To the best of your knowledge, what is the odometer reading on this bike?

**SINGLE RESPONSE
CAWI PLEASE SELECT ONE**

- 01 0 kms
- 02 1-5000 kms
- 03 5001-15000 kms
- 04 15001-40000 kms
- 05 40000+ kms

Q23 Is this bike owned by you, someone else in your household, or someone else who does not live with you?



SINGLE RESPONSE
CAWI PLEASE SELECT ONE

- 01 It is my bike
- 02 It is owned by someone else in my household
- 03 It is owned by someone who does not live with me
- 99 Don't know

Q24 What type of registration does this bike have? Is it (CATI READ OUT)...

SINGLE RESPONSE
CAWI PLEASE SELECT ONE

- 01 Full Registration
- 02 Recreational Registration
- 03 Farm Registration
- 04 Not Registered

CRASH HISTORY

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

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

Q25 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
CAWI PLEASE SELECT ONE

- 01 Yes
- 02 No
- 03 Prefer not to say

GO TO Q25A
GO TO Q38
GO TO Q38

Q25A How many times have you had a crash in the **last 12 months**?

_____ Record number of times

CAWI – write in number

Q26 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
CAWI PLEASE SELECT ONE

- 01 Yes
- 02 No

GO TO Q27
GO TO Q38

IF Q26 = 01 “HAD ACCIDENT REQUIRING MEDICAL TREATMENT” ASK Q27 ELSE GO TO Q38



Thinking about the most recent crash where you required medical treatment...(PROMPT IF NECESSARY)

Q27 When did the crash occur?

SINGLE RESPONSE
CAWI PLEASE SELECT ONE

SINGLE RESPONSE

- 01 Within the last 12 months
- 02 1 to 5 years ago
- 03 6 to 10 years ago
- 04 11 or more years ago
- 99 Can't say

Q28 What type of bike were you riding? (PROMPT IF NECESSARY)

SINGLE RESPONSE
CAWI 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

Q29 Where did the crash occur? Was it on a...(READ OUT)

SINGLE RESPONSE
CAWI PLEASE SELECT ONE

- 01 Sealed road, built-up area
- 02 Sealed-road, rural area
- 03 Unsealed road
- 04 Track in state park /forest/plantation
- 05 Private property
- 06 Public land in residential areas (e.g. park, reserve, bicycle track)
- 07 On a race track (on a track day or as part of a riding course)
- 95 Other (Specify)

GO TO Q38

GO TO Q38

Q30 The next question is about your perception of who was responsible for your accident. Would you say **you** were....(READ OUT)?

SINGLE RESPONSE
CAWI PLEASE SELECT ONE

- 01 Not responsible at all for the accident
- 02 Partially responsible for the accident
- 03 Totally responsible for the accident
- 99 (DO NOT READ) Don't know / Can't remember 97 (DO NOT READ) Prefer not to say

Q31 Did your crash involve...(READ OUT)

MULTICODE
CAWI PLEASE SELECT ALL THAT APPLY



- | | | |
|----|--|------------------|
| 01 | A moving vehicle(s) or a vehicle(s) that was stopped in traffic
(even if you did not collide with the other vehicle(s)) | GO TO Q32 |
| 02 | A parked vehicle | GO TO Q33 |
| 03 | No other vehicles were involved | GO TO Q33 |
| 99 | (DO NOT READ) Don't know / Can't remember | GO TO Q33 |
| 97 | (DO NOT READ) Prefer not to say | GO TO Q33 |

Q32 Did you or your motorcycle and the other vehicle make direct contact?

SINGLE RESPONSE
CAWI PLEASE SELECT ONE

- 01 Yes
- 02 No
- 99 Don't know / Can't remember
- 97 Prefer not to say

Q33 What caused your crash? (PROBE FULLY)

MULTICODE
CAWI PLEASE SELECT ALL THAT APPLY

- 01 Road/trail conditions
- 02 Terrain
- 03 Trees (e.g. fallen logs, overhanging branches)
- 04 Weather conditions
- 05 Rider error
- 06 Lapse in concentration
- 07 Doing tricks
- 08 Mechanical failure of the motorcycle
- 95 Other (Specify)
- 99 Can't say / Don't recall

Q34 What sort of treatment did you require? (PROBE FULLY)

MULTICODE
CAWI PLEASE SELECT ALL THAT APPLY

- 01 Admitted to hospital (in a ward)
- 02 Went to Emergency
- 03 Treated by ambulance at the scene
- 04 Went to my doctor
- 05 Saw a physio/chiropractor or similar
- 06 Admitted to a rehabilitation facility
- 95 Other (Specify)
- 99 Can't say / Don't recall

Q35 Have you ever received any compensation or income support as a result of injuries received from a motorcycle crash?

SINGLE RESPONSE
CAWI PLEASE SELECT ONE

- 01 Yes

GO TO Q36



02 No

97 Prefer not to say

GO TO Q37**GO TO Q37**

Q36 Did you receive this compensation from (READ OUT)?

MULTICODE**CAWI PLEASE SELECT ALL THAT APPLY**

01 TAC

02 WorkSafe/WorkCover/Comcare

03 Personal insurance organisation (e.g. health or income protection)

04 Property/vehicle insurance organisation

05 Centrelink (e.g. Disability Support Pension or Sickness Allowance)

95 Other (Specify)

97 (DO NOT READ) Prefer not to say

Q37 CATI: Using a scale”, and

Thinking about **your most recent crash** that **required medical treatment**, to what extent do you agree or disagree with each of the following statements? Please use a scale where 1 is “**strongly disagree**” and 5 is “**strongly agree**”

CAWI – please select one answer for each statement to indicate the extent to which you agree or disagree with each one.

A I knew the crash area well

B I was unfamiliar with the motorcycle I was riding at the time of the crash (i.e. a new bike or borrowed bike)

C If I was riding more slowly, I could have done something to avoid the crash

D Road/terrain conditions contributed to the crash

E I was new to riding at the time

F I was returning to riding after a break of at least six months

G Another vehicle contributed to the crash

H I was tired at the time of the crash

I There was nothing I could have done to prevent the crash

J Wearing protective clothing helped reduce my injuries

01 1 - “Strongly disagree”

02 2

03 3

04 4

05 5 – “Strongly agree”

99 Don't Know



TYPES OF RIDING**IF Q9 = 01 ASK Q38 ELSE GO TO Q65**

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

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

Q38 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 %

IF Q38B > 0 OR Q38C > 0 "HAS RIDDEN RECREATIONALLY EITHER ON-ROAD OR OFF-ROAD IN PAST 12 MONTHS" ASK Q39 ELSE GO TO Q40

Q39 Where do you do most of your recreational riding (on-road or off-road)? (PROBE FULLY)

MULTICODE**CAWI PLEASE 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)

Q40 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 Q40a |
| 02 | Kilometres in an average month | GO TO Q40b |
| 03 | Overall kilometres for the last year | GO TO Q40c |

99 (DO NOT READ) Don't know / I don't know how many kilometres
 GO TO Q41

ASK Q40A IF Q40=01 "WEEKS"

Q40a How many kilometres did you ride **on the road** in an average **week** in the last 12 months?
 (Specify) GO TO Q41

ASK Q40B IF Q40=02 "MONTHS"

Q40B How many kilometres did you ride **on the road** in an average **month** in the last 12 months?
 (Specify) GO TO Q41

ASK Q40C IF Q40=03 "YEAR"

Q40C How many kilometres did you ride **on the road** in the **last 12 months**
(Specify) GO TO Q41

CREATE VARIABLE FOR KMS PER YEAR (Q40A * 52 OR Q40B * 12 OR Q40C)

Q41 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 Q41a |
| 02 | Hours in an average month | GO TO Q41b |
| 03 | Overall hours in the last year | GO TO Q41c |
| 99 | (DO NOT READ) Don't know / I don't know how many hours | GO TO Q42 |

ASK Q41A IF Q41=01 "WEEKS"

Q41a 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 Q42

ASK Q41B IF Q41=02 "MONTHS"

Q41B 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 Q42

ASK Q41C IF Q41=03 "YEAR"

Q41C How many hours did you ride **off road** in the **last 12 months**?
(Specify) hours in the last year GO TO Q42

CREATE VARIABLE FOR HOURS PER YEAR (Q41A * 52 OR Q41B * 12 OR Q41C)



MOTORCYCLE SAFETY FEATURES

CATI: Now I'd like to ask you about motorcycle safety.

CAWI: This next section asks you about motorcycle safety.

Q42 Have you heard of any of the following motorcycle safety features? (READ OUT)

MULTICODE

CAWI PLEASE SELECT ALL THAT APPLY

- 01 ABS (Anti-lock braking system)
- 02 Low tyre pressure indicators
- 03 Speed limiter function
- 04 Blind spot warning sensor
- 05 Traction control
- 06 Emergency brake assist (EBA)
- 07 Electronic brake force distribution (EDA)
- 08 Airbags (on bike)
- 09 Airbags (in clothing)
- 10 Electronic Stability Control
- 97 (DO NOT READ) I have heard of none of the above

Q42a Is the bike you ride most often...

READ OUT

- 01 For road use
- 02 or another purpose
- 99 (DO NOT READ) Don't know

ASK Q43 IF Q42a = 01 "Road use"

Q43 Does your current road motorcycle (the one you mostly ride) have ABS (Anti-lock braking system)?

SINGLE RESPONSE

CAWI PLEASE SELECT ONE

- 01 Yes
- 02 No
- 99 Don't know

Q44 Next time you buy a motorcycle do you plan to buy one with ABS (Anti-lock braking system)?

SINGLE RESPONSE

CAWI PLEASE SELECT ONE

- 01 Yes
- 02 No
- 99 Haven't decided yet
- 97 Didn't know it was available
- 98 Not intending to buy a motorcycle in the future

PROTECTIVE MOTORCYCLE CLOTHING

Q45 CAWI: When riding a motorcycle, how often do you wear the following item of protective motorcycle clothing?

CATI: When riding a motorcycle, how often do you wear the following items of protective motorcycle clothing? (CATI READ OUT)

CATI: Please answer using a scale where 1 is "all the time" and 5 is "never".

- A Motorcycle helmet – any type
- B Motorcycle helmet – open face
- C Motorcycle helmet – full face
- 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 1 - "All the time"
- 02 2
- 03 3
- 04 4
- 05 5 – "Never"
- 99 Don't Know

IF (Q45A = 1 AND Q45D = 1 AND Q45E = 1 AND Q45F = 1 AND Q45F = 1 AND Q45H = 1) OR (Q45A = 1 AND Q45D = 1 AND Q45G = 1 AND Q45H = 1) "ALWAYS WEARS A JACKET WITH PANTS (OR ONE-PIECE SUIT) WITH BOOTS, GLOVES AND HELMET EVERY TIME YOU RIDE" GO TO Q47 ELSE ASK Q46

Q46 What are the main reasons you do not wear a complete set of gear **every time you ride**?

CAWI please type into box

Record verbatim

Q47 What percentage of the time do you wear the following types of footwear when riding a motorcycle?

NOTE PERCENTAGES NEED TO ADD TO 100

ENTER PERCENTAGES

- Boots made specifically for motorcycle riding _____ Record %
- Other boots (i.e. boots that cover your ankles) _____ Record %
- Other footwear (i.e. sneakers or other shoes) _____ Record %
- No footwear/thongs/bare feet _____ Record %

Q48 (CAWI:For each of the following statements, using / CATI: Using) a scale where 0 is "not at all dangerous" and 10 is "extremely dangerous" how dangerous do you think it is to ...

- 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
- D Ride after using stimulant drugs (such as speed, methamphetamine, ice, ecstasy)
- E Ride after using depressant drugs (such as marijuana, heroin, GHB)



- F Ride after using drugs and alcohol
- G Ride after drinking a small amount of alcohol while also using prescription medicines
- H Ride while very drowsy
- I Take your eyes off the road for two seconds while riding

- 01 0 – “Not dangerous at all”
- 02 1
- 03 2
- 04 3
- 05 4
- 06 5
- 07 6
- 08 7
- 09 8
- 10 9
- 11 10 – “Extremely dangerous”
- 99 Don't Know

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.

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

CATI/CAWI – PLEASE NOTE THAT YOUR ANSWERS ARE COMPLETELY CONFIDENTIAL

Q49 Have you been pulled over by police for any reason while riding your motorcycle in the **last 12 months**?

SINGLE RESPONSE
CAWI PLEASE SELECT ONE

- | | |
|----------------------|------------------|
| 01 Yes | GO TO Q50 |
| 02 No | GO TO Q51 |
| 98 Prefer not to say | GO TO Q51 |
| 99 Can't recall | GO TO Q51 |

Q50 Why were you pulled over? CATI INTERVIEWER NOTE, INCLUDES MULTIPLE TIMES)

CAWI IF YOU HAVE BEEN PULLED OVER MORE THAN ONCE, OR FOR MULTIPLE REASONS, PLEASE SELECT ALL THAT APPLY.

MULTIPLE

- 01 Breath tested
- 02 Drug tested
- 03 Loud pipes/exhaust
- 04 Routine licence check
- 05 Speeding
- 95 Other (Specify)
- 98 Prefer not to say

Q51 In the **last 12 months**, how many times, if any, have you been breath-tested when riding your motorcycle?

RECORD NUMBER OF TIMES OR SELECT OPTION BELOW

_____ Record number



- 01 Zero
- 98 Prefer not to say
- 99 Can't recall

Q52 In the **last 12 months**, how many times, if any, have you been drug-tested when riding your motorcycle?

RECORD NUMBER OF TIMES OR SELECT OPTION BELOW

_____ Record number

- 01 Zero
- 98 Prefer not to say
- 99 Can't recall

Q53 In the **last 12 months**, have you ridden your motorcycle when you knew, or thought you were possibly over the legal blood alcohol limit?

**SINGLE RESPONSE
CAWI PLEASE SELECT ONE**

- | | |
|---|------------------|
| 01 Yes | GO TO Q54 |
| 02 No | GO TO Q55 |
| 97 Not applicable (I don't drink alcohol) | GO TO Q55 |
| 98 Prefer not to say | GO TO Q55 |

ASK Q54 IF Q53=01 "YES"

Q54 What was the main reason for riding your motorcycle when you knew or thought you were over the legal blood alcohol limit?

Record verbatim

CAWI Please type your answer in the box, providing as much detail as you can

Q55 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?

**SINGLE RESPONSE
CAWI 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

Q56 Have you been caught speeding on your motorcycle in the **last 12 months**?

**SINGLE RESPONSE
CAWI PLEASE SELECT ONE**

- | | |
|--------|------------------|
| 01 Yes | GO TO Q57 |
| 02 No | GO TO Q59 |



98 Prefer not to say

GO TO Q59

Q57 How many times have you been caught speeding on your motorcycle in the **last 12 months**?

SINGLE RESPONSE
CAWI PLEASE SELECT ONE

- 01 Once
- 02 Twice
- 03 Three or more times
- 98 Prefer not to say

Q58 Thinking of all the occasions you were booked for speeding in the **last 12 months**, were you caught by?

SINGLE RESPONSE
CAWI PLEASE SELECT ONE

- 01 A police officer (on the spot fine)
- 02 A road safety camera (fine in the mail)
- 03 Both
- 04 Prefer not to say

Q59 How fast should people be allowed to ride a motorcycle in a **60km/h** zone without being booked for speeding?

_____ km per hour

GO TO Q60

99 Don't know

GO TO Q61

Q60 When you have the opportunity, how often do you ride **above** [Q59]km/h, in a 60km/h zone?

SINGLE RESPONSE
CAWI 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

Q61 How fast should people be allowed to ride a motorcycle in a **100km/h zone** without being booked for speeding?

_____ km per hour

GO TO Q62

99 Don't know

GO TO Q63



Q62 When you have the opportunity, how often do you ride **above**[Q61] km/h , in a 100km/h zone?

SINGLE RESPONSE
CAWI 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

Q63 To what extent do you agree or disagree with the following statements? (READ OUT)

CATI: Please use a scale where 1 is “strongly **disagree**” and 5 is “strongly **agree**”.

CAWI Please select one response for each statement.

- 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 (jacket, pants, boots and gloves) while riding
- C Motorcycle clothing protects me in the event of a crash
- D Riding while tired can be as dangerous as drink-riding
- 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
- H Wearing boots that cover my ankles will protect my feet better than other shoes would
- I Most drivers are unaware of motorcyclists when they are driving
- J Motorcyclists can only be safe on the road if both riders and drivers share responsibility for their safety
- K My family and friends think it's ok to ride a motorcycle without wearing full protective clothing

- 01 1 - “Strongly disagree”
- 02 2
- 03 3
- 04 4
- 05 5 – “Strongly agree”
- 99 Don't Know

Q64 CATI: If you are feeling drowsy when riding a motorcycle, what do you normally do?

CAWI: If you are feeling drowsy when riding a motorcycle, which of the following do you normally do?

PROBE FULLY
MULTICODE
CAWI PLEASE SELECT ALL THAT APPLY

- 01 Have a break/have a rest
- 02 Stop riding
- 03 Pull over somewhere e.g. a safe spot or rest area
- 04 Have something to eat or drink
- 05 Do some exercise e.g. stretches/walk a bit etc.
- 06 Take regular stops e.g. every 2 hours or every 200kms etc.
- 07 Keep riding but more slowly
- 08 Keep riding to get to the destination quicker than rest



- 09 Have a powernap
- 95 Other (Specify)

ALL RESPONDENTS TO COMPLETE THIS SECTION

Q65 In the last ten years, more than 400 motorcycle riders and pillion passengers have been killed, and close to 9,000 riders and pillions have been seriously injured on Victorian roads.

What do you think is the best solution to eliminate or reduce motorcycle deaths on Victorian roads?

Record verbatim

CAWI Please write your answer in the box

HISTORY OF MOTORCYCLE USE

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

Q66

Do you have a motorcycle licence?

SINGLE RESPONSE

CATI – IF YES/NO PROBE APPROPRIATELY

CAWI PLEASE SELECT ONE

- | | |
|---|------------------|
| 01 Yes – Learner’s Permit (L-Plates) | GO TO Q68 |
| 02 Yes – Probationary (P-Plates) | GO TO Q67 |
| 03 Yes – Full Licence | GO TO Q67 |
| 04 No – No longer hold a motorcycle/motor-scooter licence (Expired) | GO TO Q67 |
| 05 No – Never held a motorcycle/motor-scooter licence | GO TO Q69 |

IF Q66 = 01 “HAS LEARNER’S PERMIT” GO TO Q68

IF Q66 = 02 OR 03 “HAS P PLATES OR FULL LICENCE” ASK Q67 ELSE GO TO Q69

Q67 How old were you when you got your motorcycle licence?

PLEASE EXCLUDE ANY TIME ON L PLATES

_____ Record age

Q68 How old were you when you got your motorcycle learner’s permit?

_____ Record age

DEMOGRAPHICS

Q69 What is your current employment status?

SINGLE RESPONSE

CAWI PLEASE SELECT ONE



01	Employed full-time	GO TO Q70
02	Employed part-time or casual	GO TO Q70
03	Self-employed	GO TO Q70
04	Student, not working	GO TO Q73
05	Unemployed	GO TO Q73
06	Home duties	GO TO Q73
07	Retired	GO TO Q73
95	Other (Specify)	GO TO Q70

ASK Q70 IF Q69 = 01 OR 02 OR 03 OR 95 "WORKING OR OTHER"

Q70 How would you describe your main paid occupation? (PROBE FULLY)

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

Record verbatim

CAWI Please write in

Q71 How many hours do you work in an average week?

_____ Hours per week

Q72 Do you ride a motorcycle as part of your employment (excluding riding to or from work)?

SINGLE RESPONSE

CAWI PLEASE SELECT ONE

01 Yes

02 No

Q73 What is your residential postcode?

_____ Record postcode

CAWI Please write in

Q74 Would you like to make any suggestions to the TAC about what they can do to improve rider safety?

Record verbatim

Please write in

Q75 Would you be interested in participating in other TAC research into motorcycle safety or other road safety related research?

SINGLE RESPONSE

CAWI PLEASE SELECT ONE

01 Yes, I would be interested

02 No, I would not be interested

Q76 Would you like to enter the prize draw for a chance to win one of five VISA cards worth \$250? It will be drawn on the 29th of August.

SINGLE RESPONSE

CAWI PLEASE SELECT ONE



- 01 Yes, I would like to enter the prize draw
- 02 No, I would not be interested in the prize draw

Q77 Just in case we (Wallis) need to check something, could we please have your first name and an after-hours telephone number? This information is voluntary, but will assist the quality of our survey.

We will only contact you if there is something unclear in your response.

- 01 Yes, it is fine for you to contact me if there is a query about this survey
- 02 No, please do not contact me

IF Q75 = 01 OR Q76 = 01 OR Q77 = 01, COLLECT DETAILS

Please note: Your personal details will be treated in strict confidence and will only be used for the purposes of contacting you for the reasons you just agreed to. If you have indicated an interest in further research, please note your details will be forwarded to the TAC for this purpose. Please be assured that your personal details will be treated in strict confidence and will remain separate to your responses to this survey.

First Name	
Phone	
Email	

CLOSE

<CATI: Thank you, that was my last question. Once again my name is <INT_NAME> from Wallis Market and Social Research. / CAWI: Thank you, that was the last question.> The survey has been conducted on behalf of the TAC. The results of the survey will be published on the TAC website in December 2016. If you'd like to find out how we manage your personal information, you can view our Privacy Policy on our website at www.wallisgroup.com.au/privacy

Motorcycle Rider Survey 2016

Thank you for agreeing to participate in this important survey. This survey will take approximately 15 minutes to complete.

At the end of the survey, you will have an opportunity to enter a draw for one of five VISA cards worth \$250.

You can also choose to complete this survey online. Details are provided in the letter that came with this survey. Surveys completed online by 8 August 2016 will be entered into an extra draw for a \$250 VISA card.

Please note your responses will be anonymous. The results of this survey will be reported to the TAC as a summary of the overall findings and will not contain details of who took part.

Results of this survey will be made available on www.tac.vic.gov.au/surveys in December 2016.

HOW TO FILL OUT THIS QUESTIONNAIRE

1. Make sure you answer every question (unless otherwise stated)
2. Cross the appropriate box/boxes like this
3. Enter numbers into individual boxes like this
4. If the answer to a question is zero, please write '0' and go to the next question
5. Please write clearly using a **BLACK** or **BLUE** pen
6. Sometimes you will find the box you have marked has an instruction to go to another question, e.g. **→ GO TO Q8**

Please follow this 'Go to' instruction even if you miss out on some questions.

By following the instructions carefully you will be able to skip questions that do not apply to you.

7. Where exact information is not known, please give the best answer you can.
8. Don't worry if you make a mistake or wish to change a response; simply colour in the wrong box like this and mark the correct box like this
9. Call the toll-free helpline on **1800 113 444** if you have any queries.

Motorcycles included for the purposes of this survey
– all registered and unregistered road, off-road, scooters or mopeds such as:

<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				
					
Sports bikes	Sports tourers	Cruisers	Dual sports	Trail/off-road bikes	Moped/ Scooters

Motorcycles EXCLUDED for the purposes of this survey:

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
			
Monkey bikes	Motorised bicycles	Quad bikes	Motorised toy scooters

**PLEASE NOTE THERE ARE 2 PARTS TO THE SURVEY
THE DARK GREY SECTION IS FOR PEOPLE WHO HAVE RIDDEN A MOTORCYCLE
IN THE LAST 12 MONTHS
PLEASE COMPLETE BOTH PARTS IF YOU HAVE RIDDEN IN THE LAST YEAR**

ALL RESPONDENTS TO COMPLETE

Q1. How old are you? Write number of years in box below

Years old

Q2. What is your gender?

01 Male

02 Female

95 Other

LEARNING TO RIDE

Please note: For the purposes of this survey, a motorcycle includes all types of road bikes, off-road/trail bikes, scooters, or mopeds. The following are **NOT** considered to be motorcycles: *quad bikes, motorised bicycles; and toy motorcycles such as monkey bikes.* (See the first page of the survey for pictures of these types of bikes)

Q3. At what age did you start riding a motorcycle? Please write age in box below

Years old

Q4. Who taught you to ride a motorcycle? Select all that apply

01 Self-taught

02 Taught by parents

03 Taught by other family members

04 Taught by friends

05 Taught by an accredited riding instructor

95 Other (Please specify)

Q5. Where did you first learn to ride? Select all that apply

01 Did a learners' course (e.g. Stay Upright)

02 Trial day (e.g. at a race track)

03 Off-road in national/state parks

04 Off-road on private property

05 On quiet back streets

06 Never learned to ride

→ GO TO Q9

95 Other (Please specify)

Q6. How would you describe your riding experience prior to gaining your motorcycle learners permit?
Select one only

01 Minimal (never ridden a motorcycle or only ridden a few times before getting my learners permit)

02 Moderate (ridden a motorcycle several times prior to gaining a learners permit)

03 Experienced (capable rider when learners permit attained)

04 I have never held a motorcycle learner's permit

Q7. What kind of motorcycle did you first learn to ride on? *Select one only*

- 01 Road bike
- 02 Scooter
- 03 Off-road bike
- 95 Other (*Please specify*)

Q8. Which of the following training have you done? *Select all that apply*

- 01 Learners' course (e.g. Stay Upright)
- 02 Advanced rider training
- 03 Track day riding courses
- 04 HART course
- 05 DECA course
- 06 Australian /California Superbike School
- 95 Other (*Please specify*)
- 97 No, I have not done any rider training

YOUR RIDING

Q9. Have you ridden a motorcycle in the last 12 months (either on or off-road)?

- 01 Yes → GO TO Q11
- 02 No

Q10. What are the main reasons why you haven't ridden a motorcycle in the last 12 months? *Select all that apply*

- 01 Motorcycle related injury
- 02 Non-motorcycle related injury
- 03 Went overseas/holiday
- 04 No longer own a motorcycle
- 05 Too expensive to maintain a motorcycle
- 06 Family commitments/change in lifestyle
- 07 Motorcycle broken down
- 08 Moved locations, so became too far to ride
- 09 Too busy/never have time to ride
- 10 Prefer to travel using other modes (drive, cycle, public transport etc.)
- 11 Licence suspended
- 95 Other (*Please specify*)

If you have ridden a motorcycle in the last 12 months, answer Q11 below, otherwise go to Q12.

Q11. 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? *Please enter percentages. Note percentages need to add to 100.*

	%	Drove a car
	%	Rode a motorcycle
100 %		TOTAL

Q12. Which of the following best describes your motorcycle riding history? *Select one only*

- 01 I have never had a break from riding since learning to ride and ride regularly → GO TO Q17
- 02 I have never had a break from riding since learning to ride but only ride occasionally → GO TO Q17
- 03 I had a break from riding and have started riding again → GO TO Q13
- 04 I have stopped riding and may decide to ride in future → GO TO Q14
- 05 I have stopped riding and do not intend to ride again → GO TO Q15
- 06 I have never ridden a motorcycle → GO TO Q65

If in Q12 you answered "I had a break from riding and have started riding again"...

Q13. Approximately, how long was the most recent break? *Select one only*

- 01 Up to 11 months → GO TO Q17
- 02 1-2 years → GO TO Q17
- 03 3-5 years → GO TO Q17
- 04 6-10 years → GO TO Q17
- 05 11-years or more → GO TO Q17

If you have stopped riding and may decide to ride in future please answer Q14 below; otherwise → GO TO Q17

Q14. 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.

- | | | | | | | | | | | | |
|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | Don't know |
| 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 99 |
| <input type="checkbox"/> |
- NOW → GO TO Q16

If in Q12 you answered "I have stopped riding and do not intend to ride again"...

Q15. What are the main reasons you stopped riding? *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 (*Please specify*)

If in Q12 you answered either 4 or 5 (that you have stopped riding)...

Q16. How old were you when you stopped riding? *Please write age in box below*

 Years old

MOTORCYCLES IN YOUR HOUSEHOLD

Please note: For the purposes of this survey, a motorcycle includes all registered and unregistered motorcycles that you own including all types of road bikes, off-road/trail bikes, scooters, or mopeds. For the purposes of this survey, the following are **NOT** considered to be motorcycles: motorised bicycles; toy motorbikes such as monkey bikes; and quad bikes. (Refer to page 1 of this questionnaire for images of these)

Q17. How many motorcycles are kept at your home address **regardless of who owns them or registration status?** Please insert number below. 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.

<input type="text"/>	Road motorcycles are kept at my home address
<input type="text"/>	Off-road motorcycles are kept at my home address

97 I have no motorcycles at my home address → GO TO Q25

Q18. Thinking about the one motorcycle you ride **most often**. Which make is it? *Select one only*

<input type="checkbox"/> 01	Honda	<input type="checkbox"/> 06	KTM
<input type="checkbox"/> 02	Yamaha	<input type="checkbox"/> 07	Triumph
<input type="checkbox"/> 03	Suzuki	<input type="checkbox"/> 08	BMW
<input type="checkbox"/> 04	Kawasaki	<input type="checkbox"/> 09	Hyosung
<input type="checkbox"/> 05	Harley Davidson	<input type="checkbox"/> 10	Ducati
<input type="checkbox"/> 95	Other (Please specify)		

Q19. In which year was it manufactured?

<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Specify four digits
----------------------	----------------------	----------------------	----------------------	---------------------

99 Don't know

Q20. In which year did you purchase it?

<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Specify four digits
----------------------	----------------------	----------------------	----------------------	---------------------

99 Don't know

Q21. What capacity is the engine?

<input type="checkbox"/> 01	0-125cc	<input type="checkbox"/> 05	701-1000cc
<input type="checkbox"/> 02	126-250cc	<input type="checkbox"/> 06	1001+ cc
<input type="checkbox"/> 03	251-550cc	<input type="checkbox"/> 99	Don't know
<input type="checkbox"/> 04	551-700cc		

Q22. To the best of your knowledge, what is the odometer reading on this bike?

<input type="checkbox"/> 01	0 kms
<input type="checkbox"/> 02	1-5000 kms
<input type="checkbox"/> 03	5001-15000 kms
<input type="checkbox"/> 04	15001-40000 kms
<input type="checkbox"/> 05	40000+ kms

Q23. Is this bike owned by you, someone else in your household, or someone else who does not live with you?

- 01 It is my bike
- 02 It is owned by someone else in my household
- 03 It is owned by someone who does not live with me
- 99 Don't know

Q24. What type of registration does this bike have? Is it...

- 01 Full Registration
- 02 Recreational Registration
- 03 Farm Registration
- 04 Not Registered

CRASH HISTORY

Q25. Have you **ever** had a crash while riding a motorcycle? *Please do not include dropping your bike while stationary or a crash that occurred while participating in motorcycle sport.*

- 01 Yes → GO TO Q25A
- 02 No → GO TO Q38
- 03 Prefer not to say → GO TO Q38

Q25A. How many times have you had a crash in the **last 12 months**? *Write number of times in box*

times

Q26. Have you required medical treatment as a result of **any** motorcycle accident?

- 01 Yes → GO TO Q27
- 02 No → GO TO Q38

Please answer Q27-Q37 if you required medical treatment as a result of a motorcycle crash (excluding dropping your bike while stationary or a crash that occurred while participating in motorcycle sport)

Thinking about the most recent crash where you required medical treatment...

Q27. When did the crash occur? *Select one only*

- 01 Within the last 12 months
- 02 1 to 5 years ago
- 03 6 to 10 years ago
- 04 11 or more years ago
- 99 Can't say

Q28. What type of bike were you riding? *Select one only (Refer to the first page for pictures of the bike types)*

- 01 Off road bike/trail bike
- 02 Sports bike
- 03 Cruiser
- 04 Scooter
- 05 Sports tourer
- 06 Dual sport
- 07 Other road bike (*Please specify*)

95 Other type of bike (*Please specify*)

99 Can't recall

Q29. Where did the crash occur? *Select one only*

- 01 Sealed road, built-up area
 - 02 Sealed-road, rural area
 - 03 Unsealed road
 - 04 Track in state park /forest/plantation
 - 05 Private property
 - 06 Public land in residential areas (e.g. park, reserve, bicycle track)
 - 07 On a race track (on a track day or as part of a riding course) → GO TO Q38
 - 08 Other (*Please specify*) → GO TO Q38
-

Q30. The next question is about your perception of who was responsible for your accident. Would you say **you** were....? *Select one only*

- 01 Not responsible at all for the accident
- 02 Partially responsible for the accident
- 03 Totally responsible for the accident
- 99 Don't know / Can't remember
- 97 Prefer not to say

Q31. Did your crash involve... *Select all that apply*

- 01 A moving vehicle(s) or a vehicle(s) that was stopped in traffic → GO TO Q32
(*even if you did not collide with the other vehicle(s)*)
- 02 A parked vehicle → GO TO Q33
- 03 No other vehicles were involved → GO TO Q33
- 99 Don't know / Can't remember → GO TO Q33
- 97 Prefer not to say → GO TO Q33

Q32. Did you or your motorcycle and the other vehicle make direct contact? *Select one only*

- 01 Yes
- 02 No
- 99 Don't know / Can't remember
- 97 Prefer not to say

Q33. What caused your crash? *Select as many as apply*

- | | |
|--|--|
| <input type="checkbox"/> 01 Road/trail conditions | <input type="checkbox"/> 05 Rider error |
| <input type="checkbox"/> 02 Terrain | <input type="checkbox"/> 06 Lapse in concentration |
| <input type="checkbox"/> 03 Trees (e.g. fallen logs, overhanging branches) | <input type="checkbox"/> 07 Doing tricks |
| <input type="checkbox"/> 04 Weather conditions | <input type="checkbox"/> 08 Mechanical failure of the motorcycle |
| <input type="checkbox"/> 95 Other (<i>Please specify</i>) | |
-
- 99 Can't say

Q34. What sort of treatment did you require? *Select all that apply*

- | | |
|---|---|
| <input type="checkbox"/> 01 Admitted to hospital (in a ward) | <input type="checkbox"/> 04 Went to my doctor |
| <input type="checkbox"/> 02 Went to Emergency | <input type="checkbox"/> 05 Saw a physio/chiropractor or similar |
| <input type="checkbox"/> 03 Treated by ambulance at the scene | <input type="checkbox"/> 06 Admitted to a rehabilitation facility |
| <input type="checkbox"/> 95 Other (<i>Please specify</i>) | |
-
- 99 Can't say / Don't recall

Q35.

Have you ever received any compensation or income support as a result of injuries received from a motorcycle crash? *Select one only*

- 01 Yes → GO TO Q36
- 02 No → GO TO Q37
- 97 Prefer not to say → GO TO Q37

Q36.

From whom did you receive this compensation? *Select all that apply*

- 01 TAC
 - 02 WorkSafe/WorkCover/Comcare
 - 03 Personal insurance organisation (e.g. health or income protection)
 - 04 Property/vehicle insurance organisation
 - 05 Centrelink (e.g. Disability Support Pension or Sickness Allowance)
 - 95 Other (*Please specify*)
-
- 97 Prefer not to say

Q37.

Thinking about your **most recent** crash that required **medical treatment**, to what extent do you agree or disagree with each of the following statements?

Please select one answer for each statement

	Strongly Disagree	Somewhat Disagree	Neither	Somewhat Agree	Strongly Agree	Don't know
	01	02	03	04	05	99
a I knew the crash area well	<input type="checkbox"/>					
b I was unfamiliar with the motorcycle I was riding at the time of the crash (i.e. a new bike or borrowed bike)	<input type="checkbox"/>					
c If I was riding more slowly, I could have done something to avoid the crash	<input type="checkbox"/>					
d Road/terrain conditions contributed to the crash	<input type="checkbox"/>					
e I was new to riding at the time	<input type="checkbox"/>					
f I was returning to riding after a break of at least six months	<input type="checkbox"/>					
g Another vehicle contributed to the crash	<input type="checkbox"/>					
h I was tired at the time of the crash	<input type="checkbox"/>					
i There was nothing I could have done to prevent the crash	<input type="checkbox"/>					
j Wearing protective clothing helped reduce my injuries	<input type="checkbox"/>					

THE NEXT SECTION OF THE QUESTIONNAIRE (DARK GREY BORDERS) IS FOR MORE ACTIVE RIDERS

PLEASE COMPLETE THE PAGES WITH DARK GREY BORDERS (PAGES 9-14) IF YOU HAVE RIDDEN A MOTORCYCLE IN THE LAST 12 MONTHS
IF YOU HAVE NOT RIDDEN IN THE LAST 12 MONTHS → GO TO Q65

TYPES OF RIDING

Q38.

Thinking about your riding over the last 12 months, approximately what percentage of the time did you ride in the following categories **excluding any riding you might do for work purposes**?
Please enter percentages or '0' where relevant. Note that percentages need to add to 100.

%	Commuting purposes (going to work, study, shops)
%	Recreation on-road (public roads, highways, freeways)
%	Recreation off-road (tracks in national parks or on private property)
100 %	TOTAL

If you have ridden recreationally either on-road or off-road, answer Q39 below.
If you did not do any recreational riding in the last 12 months → Q40

Q39.

Where do you do most of your recreational riding (on-road or off-road)? *Select all that apply*

<input type="checkbox"/> <small>01</small> State/national parks	<input type="checkbox"/> <small>03</small> Public roads in metro areas
<input type="checkbox"/> <small>02</small> Private land	<input type="checkbox"/> <small>04</small> Public roads in rural/non-built up areas
<input type="checkbox"/> <small>95</small> Other (Please specify)	

Q40.

In the last 12 months, how many kilometres did you ride ON ANY motorcycle **on the road** for any reason?
An approximate number is OK. Please answer one of the below only.

<input type="text"/> km in an average WEEK	OR	<input type="text"/> km in an average MONTH	OR	<input type="text"/> km in an average YEAR
<input type="checkbox"/> <small>99</small> Don't know / Can't say				

Q41.

In the last 12 months, how many hours did you ride ON ANY motorcycle **off road** for any reason?
An approximate number is OK. Please answer one of the below only.

<input type="text"/> hours in an average WEEK	OR	<input type="text"/> hours in an average MONTH	OR	<input type="text"/> hours in an average YEAR
<input type="checkbox"/> <small>99</small> Don't know / Can't say				

MOTORCYCLE SAFETY FEATURES

Q42.

Have you heard of any of the following motorcycle safety features? *Select all that apply*

<input type="checkbox"/> <small>01</small> ABS (Anti-lock braking system)	<input type="checkbox"/> <small>06</small> Emergency brake assist (EBA)
<input type="checkbox"/> <small>02</small> Low tyre pressure indicators	<input type="checkbox"/> <small>07</small> Electronic brake force distribution (EDA)
<input type="checkbox"/> <small>03</small> Speed limiter function	<input type="checkbox"/> <small>08</small> Airbags (on bike)
<input type="checkbox"/> <small>04</small> Blind spot warning sensor	<input type="checkbox"/> <small>09</small> Airbags (in clothing)
<input type="checkbox"/> <small>05</small> Traction control	<input type="checkbox"/> <small>10</small> Electronic Stability Control
<input type="checkbox"/> <small>97</small> I have heard of none of the above	

If the bike you ride most often is for road use, please answer Q43 on the next page, otherwise → GO TO Q44

Q43. Does your current road motorcycle (the one you mostly ride) have ABS (Anti-lock braking system)?

<input type="checkbox"/>	01	Yes
<input type="checkbox"/>	02	No
<input type="checkbox"/>	99	Don't know

Q44. Next time you buy a motorcycle do you plan to buy one with ABS (Anti-lock braking system)?

<input type="checkbox"/>	01	Yes
<input type="checkbox"/>	02	No
<input type="checkbox"/>	99	Haven't decided yet
<input type="checkbox"/>	97	Didn't know it was available
<input type="checkbox"/>	96	Not intending to buy a motorcycle in the future

PROTECTIVE MOTORCYCLE CLOTHING

Q45. When riding a motorcycle, how often do you wear the following items of protective motorcycle clothing?
Please select one answer per row

	All the time 01	Most of the time 02	About half the time 03	Some of the time 04	Never 05	Don't know 99
a Motorcycle helmet – any	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b Motorcycle helmet – open face	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c Motorcycle helmet – full face	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d Motorcycle riding gloves	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e Motorcycle riding jacket	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f Motorcycle riding pants	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g One piece riding suit (Note: this refers to a suit where parts cannot be detached to be worn as separate pieces)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h Any type of boots (i.e. motorcycle specific riding boots or any other shoes that cover your ankles)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If you have said you do not wear a jacket with pants (or one-piece suit) with boots, gloves and helmet every time you ride please answer Q46. Otherwise → GO TO Q47

Q46. What are the main reasons you do not wear a complete set of gear every time you ride?

Q47. What percentage of the time do you wear the following when riding a motorcycle?
Please enter percentages or '0' where relevant. Note that percentages need to add to 100.

%	Boots made specifically for motorcycle riding
%	Other boots (i.e. boots that cover your ankles)
%	Other footwear (i.e. sneakers or other shoes)
%	No footwear/thongs/bare feet
100 %	TOTAL

Q48.

Using a scale where 0 is “not at all dangerous” and 10 is “extremely dangerous” how dangerous do you think it is to ... Please select one answer per row

		Not at all dangerous										Extremely dangerous	
		0	1	2	3	4	5	6	7	8	9	10	Don't know
		01	02	03	04	05	06	07	08	09	10	11	99
a	Ride a few kms above the posted speed limit in a 60km/h zone	<input type="checkbox"/>											
b	Ride a few kms above the posted speed limit in a 100km/h zone	<input type="checkbox"/>											
c	Ride with an illegal Blood Alcohol Content (BAC) level	<input type="checkbox"/>											
d	Ride after using stimulant drugs (such as speed, methamphetamine, ice, ecstasy)	<input type="checkbox"/>											
e	Ride after using depressant drugs (such as marijuana, heroin, GHB)	<input type="checkbox"/>											
f	Ride after using drugs and alcohol	<input type="checkbox"/>											
g	Ride after drinking a small amount of alcohol while also using prescription medicines	<input type="checkbox"/>											
h	Ride while very drowsy	<input type="checkbox"/>											
i	Take your eyes off the road for two seconds while riding	<input type="checkbox"/>											

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.

Q49.

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

<input type="checkbox"/>	01	Yes	→ GO TO Q50
<input type="checkbox"/>	02	No	→ GO TO Q51
<input type="checkbox"/>	98	Prefer not to say	→ GO TO Q51
<input type="checkbox"/>	99	Can't recall	→ GO TO Q51

Q50.

Why were you pulled over?

If you have been pulled over more than once, or for multiple reasons, please select all that apply.

<input type="checkbox"/>	01	Breath tested	<input type="checkbox"/>	04	Routine licence check
<input type="checkbox"/>	02	Drug tested	<input type="checkbox"/>	05	Speeding
<input type="checkbox"/>	03	Loud pipes/exhaust			
<input type="checkbox"/>	95	Other (Please specify)			
<input style="width: 100%; height: 20px;" type="text"/>					
<input type="checkbox"/>	98	Prefer not to say			

Q51.

In the **last 12 months**, how many times, if any, have you been breath-tested when riding your motorcycle?
Please write in number of times or select option below

times

- 01 Zero
- 98 Prefer not to say
- 99 Can't recall

Q52.

In the **last 12 months**, how many times, if any, have you been drug-tested when riding your motorcycle?
Please write in number of times or select option below

times

- 01 Zero
- 98 Prefer not to say
- 99 Can't recall

Q53.

In the **last 12 months**, have you ridden your motorcycle when you knew, or thought you were possibly over the legal blood alcohol limit?

- 01 Yes → GO TO Q54
- 98 No → GO TO Q55
- 97 Not applicable (I don't drink alcohol) → GO TO Q55
- 98 Prefer not to say → GO TO Q55

Q54.

What was the main reason for riding your motorcycle when you knew or thought you were over the legal blood alcohol limit?

Q55.

How often have you intentionally ridden above the limit in a 60km/h zone, even if by only a few km's per hour, in the **last three months**?

- 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

Q56.

Have you been caught speeding on your motorcycle in the **last 12 months**?

- 01 Yes → GO TO Q57
- 02 No → GO TO Q59
- 95 Prefer not to say → GO TO Q59

Q57.

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

- 01 Once
- 02 Twice
- 03 Three or more times
- 98 Prefer not to say

Q58.

Thinking of all the occasions you were booked for speeding in the **last 12 months**, were you caught by?

- 01 A police officer (on the spot fine)
- 02 A road safety camera (fine in the mail)
- 03 Both
- 98 Prefer not to say

Q59.

How fast should people be allowed to ride a motorcycle in a **60km/h** zone without being booked for speeding? *Please write the speed in the box below*

km per hour

→ GO TO Q60

99 Don't know

→ GO TO Q61

Q60.

When you have the opportunity, how often do you ride above **the speed you nominated in Q59** in a 60km/h zone? *Select one only*

- 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

Q61.

How fast should people be allowed to ride a motorcycle in a **100km/h** zone without being booked for speeding? *Please write the speed in the box below*

km per hour

→ GO TO Q62

99 Don't know

→ GO TO Q63

Q62.

When you have the opportunity, how often do you ride above **the speed you nominated in Q61** in a 100km/h zone? *Select one only*

- 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

Q63.

To what extent do you agree or disagree with the following statements?
Please select one answer per row

	Strongly Disagree	Somewhat Disagree	Neither	Somewhat Agree	Strongly Agree	Don't know
	01	02	03	04	05	99
a I ride over the speed limit if I'm sure I'll get away with it	<input type="checkbox"/>					
b I think motorcyclists should always wear motorcycle clothing (jacket, pants, boots and gloves) while riding	<input type="checkbox"/>					
c Motorcycle clothing protects me in the event of a crash	<input type="checkbox"/>					
d Riding while tired can be as dangerous as drink-riding	<input type="checkbox"/>					
e The only remedy for feeling drowsy while riding is to stop riding and rest	<input type="checkbox"/>					
f People returning to motorcycling after a break should have to undertake a motorcycle training course	<input type="checkbox"/>					
g Drivers don't understand what it is like to be a motorcyclist	<input type="checkbox"/>					
h Wearing boots that cover my ankles will protect my feet better than other shoes would	<input type="checkbox"/>					
i Most drivers are unaware of motorcyclists when they are driving	<input type="checkbox"/>					
j Motorcyclists can only be safe on the road if both riders and drivers share responsibility for their safety	<input type="checkbox"/>					
k My family and friends think it's ok to ride a motorcycle without wearing full protective clothing	<input type="checkbox"/>					

Q64.

If you are feeling drowsy when riding a motorcycle, which of the following do you normally do?
Select all that apply

<input type="checkbox"/>	01	Have a break/have a rest
<input type="checkbox"/>	02	Stop riding
<input type="checkbox"/>	03	Pull over somewhere e.g. a safe spot or rest area
<input type="checkbox"/>	04	Have something to eat or drink
<input type="checkbox"/>	05	Do some exercise e.g. stretches/walk a bit etc.
<input type="checkbox"/>	06	Take regular stops e.g. every 2 hours or every 200kms etc.
<input type="checkbox"/>	07	Keep riding but more slowly
<input type="checkbox"/>	08	Keep riding to get to the destination quicker then rest
<input type="checkbox"/>	09	Have a powernap
<input type="checkbox"/>	95	Other (Please specify)

ALL RESPONDENTS TO COMPLETE THIS SECTION

Q65.

In the last ten years, more than 400 motorcycle riders and pillion passengers have been killed, and close to 9,000 riders and pillions have been seriously injured on Victorian roads.

What do you think is the best solution to eliminate or reduce motorcycle deaths on Victorian roads?

HISTORY OF MOTORCYCLE USE

Q66.

Do you have a motorcycle licence? *Select one only*

<input type="checkbox"/>	01	Yes – Learner’s Permit (L-Plates)	→ GO TO Q68
<input type="checkbox"/>	02	Yes – Probationary (P-Plates)	→ GO TO Q67
<input type="checkbox"/>	03	Yes – Full Licence	→ GO TO Q67
<input type="checkbox"/>	04	No – No longer hold a motorcycle/motor-scooter licence (Expired)	→ GO TO Q67
<input type="checkbox"/>	05	No – Never held a motorcycle/motor-scooter licence	→ GO TO Q69

If you hold a learner’s motorcycle licence → GO TO Q68

If you currently hold or used to hold a full or probationary motorcycle licence go to Q67 below

Q67.

How old were you when you got your motorcycle licence? *Please exclude any time on L plates*

Years old

Q68.

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

Years old

DEMOGRAPHICS

We now have a few questions to help us with the analysis:

Q69.

What is your current employment status? *Select one only*

<input type="checkbox"/>	01	Employed full-time	→ GO TO Q70
<input type="checkbox"/>	02	Employed part-time or casual	→ GO TO Q70
<input type="checkbox"/>	03	Self-employed	→ GO TO Q70
<input type="checkbox"/>	04	Student, not working	→ GO TO Q73
<input type="checkbox"/>	05	Unemployed	→ GO TO Q73
<input type="checkbox"/>	06	Home duties	→ GO TO Q73
<input type="checkbox"/>	07	Retired	→ GO TO Q73
<input type="checkbox"/>	95	Other (<i>Please specify</i>)	→ GO TO Q70

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Q70.

How would you describe your **main paid** occupation? E.g. Foreman at workshop / Tax advisor / Retail manager / Sous Chef / Short order cook.

Please write in

Q71. How many hours do you work in an average week?

Hours per week

Q72. Do you ride a motorcycle as part of your employment (excluding riding to or from work)? *Select one only*

- ₀₁ Yes
₀₂ No

Q73. What is your residential postcode?

Q74. Would you like to make any suggestions to the TAC about what **they** can do to improve rider safety?

Q75. Would you be interested in participating in other TAC research into motorcycle safety or other road safety related research?

- ₀₁ Yes, I would be interested
₀₂ No, I would not be interested

Q76. Would you like to enter the prize draw? It will be drawn on the 29th of August (*See page 1 for more details*)

- ₀₁ Yes, I would like to enter the prize draw
₀₂ No, I would not be interested in the prize draw

Q77. Just in case we (Wallis) need to check something, could we please have your first name and an after-hours telephone number? This information is voluntary, but will assist the quality of our survey.

We will only contact you if there is something unclear in your response.

- ₀₁ Yes, it is fine for you to contact me if there is a query about this survey
₀₂ No, please do not contact me

Please complete the box below if you answered "Yes" for Q75, Q76 OR Q77 above

First Name	
Phone	
Email	

Please note: Your personal details will be treated in strict confidence and will only be used for the purposes of contacting you for the reasons above. If you have indicated an interest in further research, please note your details will be forwarded to the TAC for this purpose. Please be assured that your personal details will be treated in strict confidence and will remain separate to your responses to this survey.

THAT IS THE END OF THE QUESTIONNAIRE

**Please put the questionnaire in the pre-paid reply envelope and post it back to us.
Thank you again for your co-operation.**

Prize draw details: Entry to the prize draw open to individuals as named on the cover letter who complete and return the survey. To enter, the invited respondent must complete the survey online at the website using the details listed on the cover letter, over the phone by calling **1300 364 830**, or by returning this form in the reply paid envelope supplied. **Winning individuals will be notified by telephone and in writing.**