



Department of Transport and Main Roads RSPAT Survey 2014

REPORT C

PTWs: Motorcycles, Scooters and Mopeds

PREPARED FOR

Department of Transport and Main Roads

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introduction

Since 1998, Department of Transport and Main Roads has conducted an annual survey of Queensland motorists focusing on road safety attitudes and behaviours, as well as support for Department of Transport and Main Roads safety initiatives. Up until 2007, the survey was conducted using the CATI (computer assisted telephone interview) methodology. In a change in 2008, the fieldwork for the RSPAT survey was migrated to an online panel, with this methodology now being utilised each year.

The 2014 survey tracks many of the measures that have been taken in previous years. Additionally, some new measures have been included across a range of subject areas, including new sections on Heavy Vehicles, Cycling and Road User Behaviours (previously separated into Risky Behaviour and Community Road Safety sections). Where relevant, results of previous waves of research have been compared to the current research.

The 2014 report detailing the findings to the survey is divided into three documents.

Report A	Speed, Alcohol, Drugs and Road User Behaviour
Report B	Fatigue, School Transport Safety, Occupant Restraint, Heavy Vehicles and Cycling
Report C	Powered Two-wheeler (PTW) Safety

This document is Report C which outlines the findings to 2014 survey questions pertaining to the use of motorcycles, scooters and mopeds. This report is based on the surveys taken with those who ride or own a powered two-wheeled (PTW) device, as well road users more generally (this group being asked a sub-set of the PTW questions for comparison purposes).

summary

PTWs

Do you ride a registered PTW? (M15)

72% of the PTW survey sample rides a registered motorcycle, 23% a registered scooter and 12% a registered moped, results consistent with previous surveys.

Do you own a registered PTW? (M4)

62% of the PTW survey sample base owns a registered motorcycle, 15% own a registered scooter and 8% a registered moped.

What motorcycle licence do you currently hold? (FFb)

In a continuing trend, 54% of those taking part in the PTW survey have an "R" class motorcycle licence, 16% hold an interstate or international licence, 11% possess an "RE" licence while 7% currently hold an "RE" Learner licence. 12% of the sample does not hold any type of motorcycle licence at present.

Is the current class "C" (car) licence sufficient to ride a moped? (M13) (M14)

49% of PTW riders/owners believe that a "C" class car licence to ride a moped is sufficient. 49% do not regard this licence as sufficient while 2% are unsure. Among all road users 55% regard the "C" class licence as sufficient, 26% do not believe it to be sufficient while 19% are not sure of their view on this matter.

Among those who do not feel that the current "C" class licence for moped users is sufficient, the most common type of alternate licence supported is an "RE" motorcycle licence (55% among PTW riders/owners, 41% among all road users). The second most commonly supported alternate licence is a practical rider training course (28% among PTW riders/owners, 21% among all road users). The 2014 data is consistent with survey findings of the past two years.

How frequently do you ride a PTW on the road? (M2)

The average frequency of riding a motorcycle is 138 times per year, with the most common frequency being daily (33%), followed by at least once a week (31%) then once a month (20%).

The average frequency of riding a scooter is 77 times per year, the most common frequency being at least once a week (27%), followed by daily (17%) then at least once a year (15%).

The average frequency of riding a moped is 55 times per year, the most common frequency being at least once a week (42%), followed by once every six months (20%) then once a month (13%).

What do you estimate to be the average number of kilometres you ride on-road in one year? (M5)

On average, Queensland motorcyclists are riding on-road 6,110 kilometres per year. The average number of kilometres being travelled on-road by scooter riders is 2,920 kilometres per year while on average, moped riders are riding on-road 1,330 kilometres per year.

In developing your ability to ride a moped, how useful (if at all) did you find each of the following forms of preparation? (M16)

Methods perceived as most useful in developing an ability to ride a moped are practice off road (96%), training given by a friend or family member (74%), research and reading up (62%) or tips from the person who has sold the moped (60%).

What is the main reason you ride on-road? (M6) (M7) (M18)

Among all PTW riders/owners, the main reasons for riding on-road are for recreational (72%) and commuter purposes (52%, this reason increasing significantly since 2013 – 49%). 8% report the main reason for riding is for work while 4% cite some other reason for why they ride on-road. Data derived from the 2014 survey is generally consistent with 2013 data.

Among those who ride for commuting needs, the main reasons for this are for the lower fuel costs (85%), for the enjoyment of this type of travel (70%) or because of the ease and convenience of this transport mode (57%). These were also the top three reasons given in the last two years of surveying.

Among those riding for recreational purposes, the main reasons for this are for the thrill and adventure of it (62%), an enjoyment

of getting out on their own (60%), for the love of PTWs (56%) or because riding is more fun and easier than driving (56%).

Thinking of PTW safety as a road safety issue, for you (how important) is it? (M9)

Among PTW riders/owners, 97% rate PTW safety as an important road safety issue, whereas among road users more generally, some 72% rate the issue of PTW safety as important. Results remain consistent with 2013 data.

Rank the three most important sources you used when looking for information about safe PTW riding. (M19)

The most important sources used when looking for information about safe PTW riding are websites/search engines (51%), the licensing process (44%) and government publications (34%). These three factors were also the most important in the 2012 and 2013 surveys.

How safe do you think PTW riding is? (M10)

There are clear differences between PTW riders and road users more generally when it comes to assessing how safe PTW riding is; 77% of PTW riders/owners say that PTW riding is either somewhat or very safe, whereas 50% of road users rate PTW riding as somewhat or very safe.

The main reason for believing that PTW riding is unsafe is because... (M27)

The main reasons why PTW riding is considered unsafe are because vehicle drivers can't see PTW riders (60% PTW riders, 18% all drivers/riders), in a crash riders are more likely to be injured or killed (33% PTW riders, 58% all drivers/riders) or because riders are so exposed to the elements (4% PTW riders, 13% all drivers/riders).

When you ride your PTW on-road, what behaviours do you demonstrate? (M23)

Protective wear

At least nine in ten PTW riders/owners report they are wearing an approved helmet (99%) or a protective jacket (93%). More than eight in ten PTW riders/owners claim to be wearing protective gloves (87%), boots (87%) or pants (84%) while just over seven in ten are wearing visible gear (76%).

Visibility and vehicle maintenance

At least nine in ten PTW riders/owners report they are taking active measures to be seen while riding (97%), are regularly maintaining and servicing their PTW (98%) or ensuring their motorcycle is visible while riding (94%).

Alcohol

6% of all PTW riders/owners report riding under the influence of alcohol. The same percentage (6%) reports riding while over the legal limit. Around five in ten respondents report drinking and riding within the legal limit (50%).

Speed

43% of drivers/riders report travelling over the speed limit while 92% report travelling at speeds appropriate for the road conditions.

Other behaviours

Just under one in ten PTW riders/owners reports riding an unregistered PTW on the road (7%), riding an illegally modified PTW (8%) or performing illegal manoeuvres (8%).

Around five in ten (49%) respondents are lane filtering while lane splitting (32%) is a behaviour practised by three in ten PTW riders/owners.

Why don't you regularly take steps to ensure you are visible when riding your PTW? (M24)

The main reasons why PTW riders do not take steps to ensure they are visible when riding is because they believe that high visibility items don't look good (38%) or because there's a limited range of high visibility products available on the market (30%).

Why do you speed and or travel at inappropriate speeds for the road conditions? (M25)

Among those who speed or travel at inappropriate speeds for the road conditions, the most common reason for this is because they are confident in their skills to control their PTW (50%). The next most common reasons are because speed limits are considered to be too low (39%), because riders want to get to their destination faster (35%) or because riders like to speed for the thrill of it (33%).

Have you ever been involved in any kind of crash when riding a PTW on a public road where you or any other person was injured (this includes injuries of any severity)? (M8)

In results similar to previous years, 24% of the PTW survey sample base reports they have been involved in a crash when riding a PTW on a public road where an injury (for themselves or others) was sustained.

How many of these crashes, that involved injury of any severity, have you been involved in? (M20) How many were reported to the Police? (M21)

Of those with a past experience of a PTW crash involving injury of any severity, the average number of crashes they have experienced is 2.17.

Among riders who have been in a PTW crash involving injury, 25% claim that they have not reported their crash to police. 58% claim they have reported all their crashes to the police while 14% have reported one crash to police.

For those crashes that were not reported to the Police, can you explain why? (M28)

Among PTW riders who have been in a crash where injury was sustained but who have not reported this event to police, the main reason for this is because their injuries were not perceived to be significant enough to warrant reporting (84%, this response increasing since 2013 – 66%). The next most common reason for not reporting was because they were the only one involved in the crash (37%, down from 68% in 2013).

In the most severe crash what was the most severe injury to anyone involved? (M22)

Of PTW riders who have been involved in a crash resulting in injuries to themselves or others, 45% identified the most severe injury as being one that required hospitalisation. 22% reported requiring medical treatment from a doctor while 33% required no medical treatment.

Rank the three things that you feel would be most effective in reducing crash risks for PTW riders? (M26)

In a continuing trend, the three factors believed to be most important in reducing crash risks for PTW riders are the education of other road users (56%), improved road environment (44%) and riders riding to the conditions (41%).

Do you intend to return to riding a motorcycle/scooter/moped? (M3a) (M3b) (M3c) (M17a) (M17b) (M17c)

32% of lapsed motorcycle riders said they have plans to return to riding, 14% of the lapsed scooter riders report plans to return while none of the moped riders surveyed plan to return to riding.

For those who have lapsed from riding a motorcycle and do not intend to return, the most common reasons for this are because they no longer feel safe riding (66%), they no longer ride for recreation (65%) or they no longer have access to a motorcycle (45%).

For those who have lapsed from riding a scooter or moped and do not intend to return, the most common reasons for this are because they no longer have access to the vehicle, no longer have an interest in riding or they don't need to ride to commute or for work.

Key trends – PTWs

PTW riders aged 25-39 years

- Higher than average ownership and incidence of riding a registered scooter
- More likely than average to rate the “C” class licence for moped riders as sufficient
- More likely than average to rate the licensing process as an important source of safety information
- More likely than average to report performing illegal behaviour when riding their PTW, ride an illegally modified PTW or ride an unregistered PTW on the road
- More likely than average to feel that a reduction in rider distraction is an effective means of reducing crash risks for PTW riders.

PTW riders aged 40-59 years

- Higher than average incidence of riding and ownership of a registered motorcycle
- Riding a greater than average number of kilometres per year
- More likely than average to possess an “R” class licence
- More likely than average to have an open licence
- More likely than average to ride just for enjoyment
- More likely than average to report travelling at speeds appropriate for the road conditions
- More likely than average to wear protective boots
- More likely than average to take active measures to be seen.

Female PTW riders

Overall, females are more likely than males to:

- Have an “RE” Learner licence
- Rate the “C” class licence for moped riders as sufficient
- Ride a PTW to save fuel costs when commuting
- Support their partner’s/friend’s interest in riding when riding for recreation
- Feel that because they ride during daylight hours, they don’t need to take any steps to increase their visibility
- Rate improved PTW safety technology as an effective means of reducing crash risks for PTW riders.

Male PTW riders

Overall, males are more likely than females to:

- Possess an “R” class licence
- Have an open licence
- Ride a greater number of kilometres per year
- Ride to get out on their own, for the love of PTWs, because it’s fun and easier than driving or for enjoyment
- Have experienced past crashes and resultant injury
- Rate clubs/associations or the media as important sources of information about safe PTW riding
- Feel that rider visibility should be the responsibility of other road users
- Report speeding
- Report travelling at speeds appropriate for the road conditions
- Ride for ease and convenience.

Those riding for recreational purposes

- Higher than average incidence of owning and riding a registered motorcycle
- More likely than average to possess an “R” class licence
- More likely than average to ride a motorcycle
- More likely to be male
- More likely than average to say they ride for enjoyment or for ease and convenience
- Motorcyclists riding for recreational purposes are more likely than average to do so on a monthly basis
- More likely than average to ensure their motorcycle is visible or they are wearing protective boots when riding a PTW for recreational purposes
- More likely than average to travel at inappropriate speeds because they feel confident in their skills to control their PTW.

Those riding for commuting purposes

- More likely than average to own a scooter
- More likely than average to be from the South Eastern region
- More likely than average to ride weekly
- Motorcyclists riding for commuting purposes are more likely than average to do so on a daily basis
- Motorcyclists riding for commuting purposes or who ride on at least a weekly basis are more likely than average to report riding more than 5,000 km
- More likely than average to speed to get to their destination faster.

Motorcyclists

- More likely than average to have an open licence
- More likely than average to possess an “R” class licence
- Those possessing an “R” class licence are more likely than average to be riding on a daily basis
- More likely than average to ride for enjoyment
- More likely than other PTW riders to report wearing a protective jacket, gloves or boots
- More likely than other PTW riders to report speeding and past crashes resulting in injury
- More likely than other PTW riders to speed or travel at inappropriate speeds because they feel confident in their ability to control their PTW or they like the thrill of it
- More likely than other PTW riders to travel longer distances.

Scooter riders

- More likely than other PTW riders to rate the “C” class licence for moped riders as sufficient
- More likely than other PTW riders to report performing illegal behaviour when riding their PTW
- More likely than other PTW riders to be riding for work purposes
- More likely than average to ride under the influence or drink and ride over the legal limit.

“R” licence holders

- Higher than average incidence of owning and riding a registered motorcycle
- More likely than average to report speeding
- More likely than average to travel at inappropriate speeds because they feel confident in their skills to control their PTW
- More likely than average to have experienced past crashes and resultant injury
- More likely than average to rate improved rider training as an effective way of reducing rider crashes
- More frequently cite wearing protective gloves.

Key trends – All drivers/riders

Males

- More likely than females to rate PTW riding as safe.

Riders aged 40-59 years

- More likely than average to believe current licensing for mopeds is insufficient.

Open licence holders

- More likely than average to rate PTW riding as safe.

Motorcyclists

- More likely than average to believe current licensing for mopeds is insufficient.

method

Research Method

The 2014 method comprised an online self completion survey using the ORU research panel. Where relevant, results from the 2014 survey have been paired with data from previous waves of research for comparison.

Prior to 2008, the survey was conducted using the CATI (computer assisted telephone interview) methodology, but was changed in subsequent years to an online panel format.

Fieldwork

Questionnaire Design

The questionnaire used for the current wave of interviewing is appended to this report as Appendix A. The questionnaire consists predominantly of closed-ended questions where response options have been pre-coded. A listing of responses that did not fall within the prescribed response codes within the questionnaire can be found at Appendix B.

At the request of Department of Transport and Main Roads, changes have been made to the questionnaire between each wave of interviewing. New questions have been introduced, past questions deleted and some changes to question wording have been requested. Where question wording has changed, this has been indicated throughout the report.

Online panel

MCR's panel supplier, ORU, generated the sample and distributed the self completion survey to its Queensland panellists for this study. ORU own and manage the largest research-only panel in Australia (with over 300,000 members) and have QSOAP (Quality Standard for Online Access Panels) 'Best Practice' Level 2 accreditation. They have a unique "by-invitation-only" strategy which ensures greater quality of respondents.

Sample Selection and Size

Eligibility for selection and sampling population

Two target audiences were included in this section of the survey:

1. Current PTW riders or owners of a registered PTW
2. Road users in general, comprised of people aged 16 years and over who are motorists, motorcyclists, riders of scooters or mopeds. (Note that the PTW riders included in the road users sample were not included in the PTW sample base).

Sampling

Best practice sampling was used to collect the respondent group: the sample was deployed as random in controlled batches, with reminders, activity/category filtering and over sampling conducted as necessary. Anyone who had taken part in a survey on the topic of road safety in the past six months was excluded from the invitation process.

Dates of fieldwork

The field dates for the online PTW surveys were from the 10th April – 5th May, 2014. The fieldwork dates for the online Road users' survey were from the 10th April – 5th May, 2014. Appendix C contains the fieldwork report which details the results of contact with all potential respondents.

Weighting

Post enumeration the data were weighted up to statistics supplied by DTMR on the total number of current drivers' licences and PTW riders' licences in Queensland as at 31st January 2014.

Quotas

The following quotas were achieved for the PTW survey.

PTW sample base:

	RSPAT PTW riders/owners Topic: PTW Safety	
	n	%
SEX		
Male	152	60
Female	102	40
AGE		
18 to 24 years	19	7
25 to 29 years	26	10
30 to 34 years	23	9
35 to 39 years	29	11
40 to 44 years	31	12
45 to 49 years	30	12
50 to 54 years	41	16
55 to 59 years	28	11
60 years or over	27	11
REGION		
Northern	12	5
Central	12	5
Southern	34	13
South East Queensland	196	77
LICENCE TYPE		
RE Learner	27	11
RE	26	10
R	127	50
Non-Qld	43	17
None	31	12

Details of the sample base for the road users' survey are contained on the following page.

Road user sample base:

	RSPAT Topics: Speed, Alcohol, Drugs, Road User Behaviour, PTW Safety, Fatigue, School Transport Safety, Occupant Restraint, Heavy Vehicles, Cycling	
	n	%
SEX		
Male	308	51
Female	292	49
AGE		
16 to 17 years	16	3
18 to 24 years	69	12
25 to 29 years	54	9
30 to 34 years	55	9
35 to 39 years	54	9
40 to 44 years	59	10
45 to 49 years	54	9
50 to 54 years	55	9
55 to 59 years	48	8
60 years or over	136	23
REGION		
Northern	67	11
Central	53	9
Southern	72	12
South East Queensland	408	68
LICENCE TYPE		
Open	514	86
Sub-Open (Learner, Provisional, Probationary)	80	13
Motorcycle	121	20
None	5	1

Definitions

Throughout the report a number of abbreviations and labels have been used, the definitions of which are provided below:

PTW – powered two-wheel device

Sub-open – Learner, Provisional and Probationary licences

Sth Eastern – South Eastern

km/hr – kilometres per hour

p/yr – per year

Jul – July

Apr – April

M/C – Motorcycle

60+ – people aged 60 years and older

<25 – people aged 16-24 years

n – sample.

Data Analysis

At the completion of fieldwork, the survey results were analysed using the statistical package: SurveyCraft. The analysis took the form of frequency counts for each question and cross analysis of responses to all questions by selected demographic and behavioural factors (cross tabulations).

In addition to these analyses, the data were subjected to Z-tests to detect significant differences between the average and sub-group results. Statistics that are significantly different to the average have been identified throughout the report through the use of bolding and arrows. It should be noted that where a key result differs significantly from the average (and is referred to in the report's commentary), it is not necessarily the group with the highest percentage (small cell sizes mean sometimes there is a group with a higher percentage, however this does not differ significantly from the average after taking sampling error into account).

To assess sampling error associated with survey results, the reader is referred to the sampling error chart at Appendix D.

Publication of Information



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The Code of Professional Behaviour can be downloaded at www.amsrs.com.au. Under the Code of Professional Behaviour – information about clients' businesses, their commissioned market research data and findings remain confidential to the clients unless both clients and researchers agree to the details of any publications.

MCR has ISO20252 accreditation.



Disclaimer

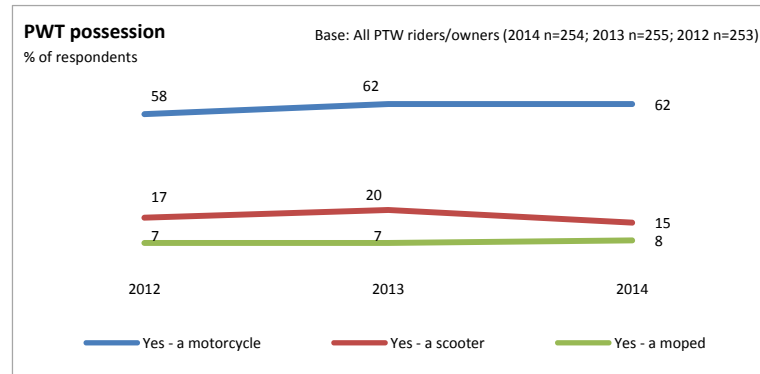
As is our normal practice, we emphasise that any market size estimates in this report can be influenced by a number of unforeseen events or by management decisions. Therefore no warranty can be given that the information included will be predictive of a desired outcome.

findings

motorcycles,
scooters and mopeds

1.0 Motorcycles, Scooters & Mopeds

1.1 PTW possession



1.1.1 Do you own a registered PTW? (M4)

In 2014, 62% of the PTW survey sample base owns a registered motorcycle, 15% a registered scooter while 8% own a registered moped, these results being comparable to the 2013 survey. 17% of the sample does not own any registered PTW device.

As this question is a multiple response question (i.e. people may own more than one type of PTW), the figures in the adjacent chart and the tables below may not necessarily sum to 100%.

1.1.2 Key sub-group differences

In a continuing trend, higher than average ownership of motorcycles can be found among those aged between 40-59 years while 25-39 year olds are more likely than average to own a scooter.

Other sub-group differences are outlined in the following table.

Table 1.1.1 Do you own a registered PTW? (M4)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE								VEHICLE RIDEN									
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		RE Learner		RE		R		Non-Qld		None		Motor-cycle		Scooter		Moped		None	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13		
Base: All PTW riders/owners	254	255	152	153	102	102	19^	14^	78	71	130	117	27	53	12^	15^	12^	15^	34	39	196	186	27^	20^	26^	31	127	122	43	39	31	43	169	157	59	55	27^	34	14^	31
% of respondents																																								
Yes – a motorcycle	62	62	63	63	56	56	51	58	61	43	67	77	56	57	54	52	81	82	62	73↑	60	57	39	41	56	51	77	75	62	63	12	24	83	81	9	22	3	15	85	62
Yes – a scooter	15	20	14	19	23	25	20↓	37	24	46	11	7	10	8↓	3	38↑	10	7	21↑	8	18	22	7	15	25	28	11	15	20	26	23	31	5	6	60	73	12	15	38	
Yes – a moped	8	7	7	6	16	12	17	13	11	7	7	5	6	9	18		10	2	10	8	5	9	21	15	10		2↓	6↑	5	4	34	21	*	1		3	68	63		4
No	17	17	19	18	5	12	12	11	7	16	17	13	33	27	25	21		9	13	11↓	19	19	32	33	9	26	13	9↓	16	23	31	26	15	19	38	25	31	29		

	TOTAL		RIDE REASON								RIDE FREQUENCY											
			Commute		Recreation		Work		Other		Weekly		Monthly		6 monthly		Yearly		5 yearly		Years ago/Not	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All PTW riders/owners	254	255	134	108	168	180	18^	23^	8^	12^	150	147	55	47	17^	14^	7^	8^	7^	6^	18^	33
% of respondents																						
Yes – a motorcycle	62	62	70	58	68	73	66	49	11	31	75	68	71	67	10	40	17	56	9	13	25	43
Yes – a scooter	15	20	22	27	10	16	22	48	19		18	27	12	7	17	6		10			11	14
Yes – a moped	8	7	10	9↑	7	5	12	9	2	33	10	9↑	9	7	7		4	9		7		
No	17	17	3↓	16	18	13	4	11	68	37	1	4	9	19	67	54	79	26↓	91	87	64	45

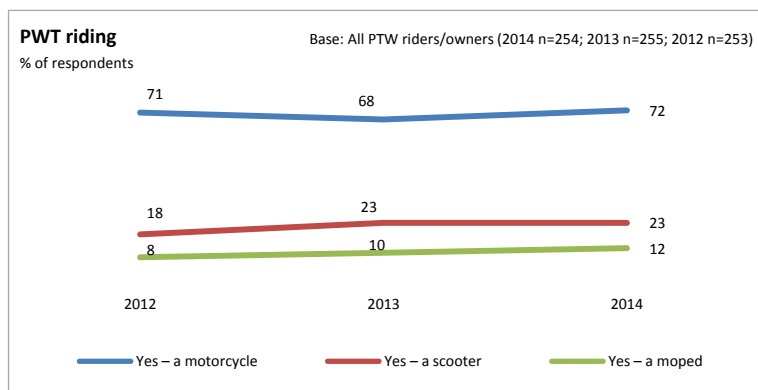
^ Caution: small cell size.

* Indicates less than 1% of respondents.

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

1.2 PTW riding



1.2.1 Do you ride a registered PTW? (M15)

72% of the PTW survey sample rides a registered motorcycle, 23% a registered scooter while 12% ride a registered moped, these statistics being in line with previous survey results. 2% of the sample does not ride any type of PTW device (this finding being significantly different to the 2013 result – 10%).

As this question is a multiple response question (i.e. people may ride more than one type of PTW), the figures in the adjacent chart and the tables below may not necessarily sum to 100%.

1.2.2 Key sub-group differences

Reflecting last year's survey results, a higher than average incidence of riding a registered motorcycle is evident among those aged 40-59 years, those with an "R" licence or recreational riders. A higher than average incidence of riding a registered scooter is found among those aged 25-39 years.

Other sub-group differences are outlined in the following table.

Table 1.2.1 Do you ride a registered PTW? (M15)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE								VEHICLE RIDEN									
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		RE Learner		RE		R		Non-Qld		None		Motor-cycle		Scooter		Moped		None	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13		
Base: All PTW riders/owners	254	255	152	153	102	102	19^	14^	78	71	130	117	27	53	12^	15^	12^	15^	34	39	196	186	27^	20^	26^	31	127	122	43	39	31	43	169	157	59	55	27^	34	14^	31
% of respondents																																								
Yes – a motorcycle	72	68	75	74	56	41	65	50	65	43	73	82	81	81	51	71	87	88	70	71	74	63	46	50	72	53	88	81	80	81	5	21	100	100	22	30	18	31		
Yes – a scooter	23	23	23	22	23	25	20	35	25	48	21	8	25	16	28	32↑	10		23	9↓	24	29	21	15	25	46	16	12	23	34	50	28	7	10	100	100	30	39		
Yes – a moped	12	10	11	9	18	13	17	19	14	9	12	6	10	19	32	6	10	2	15	8	8	14	21	18	10	7	5	6	6	10	50	28	3	5	16	18↑	100	100		
No	2↓	10	1↓	7	10	22	10	12	3	13	1↓	8	1	7	3	14		10	7	13	1↓	8	12	17		5	*↓	6		3	11	37						100	100	

	TOTAL		RIDE REASON								RIDE FREQUENCY											
			Commute		Recreation		Work		Other		Weekly		Monthly		6 monthly		Yearly		5 yearly		Years ago/Not	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All PTW riders/owners	254	255	134	108	168	180	18^	23^	8^	12^	150	147	55	47	17^	14^	7^	8^	7^	6^	18^	33
% of respondents																						
Yes – a motorcycle	72	68	72	65	79	77	66	45↓	30	52	75	70	79	83	63	60	58	62	43	87	47	43
Yes – a scooter	23	23	21	28	17	19	26	35↑	82	4	18	26	9	7	52	31	38	36	80		38	20
Yes – a moped	12	10	11	12	11	8	12	12	24	33	11	10↑	9	9	33	7	4	21	31			14
No	2↓	10	1↓	9	2↓	8	1	31	9	11	1	4	4	1	1	15		23	2	13	15	52

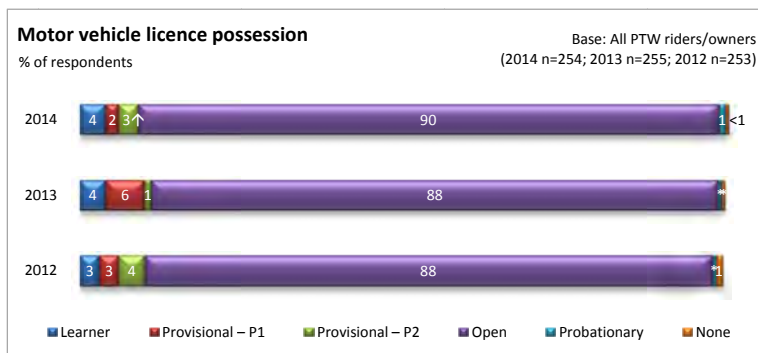
^ Caution: small cell size.

* Indicates less than 1% of respondents.

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

1.3 Motor vehicle (car) licence possession



1.3.1 What type of motor vehicle (car) licence do you currently hold? (FFa)

As was found in 2013, in the vast majority of cases (90%) PTW riders/owners are most likely to have an open motor vehicle licence. In the sample this year there is an increase in the proportion of P2 licence holders (3% versus 1% in 2013).

1.3.2 Key sub-group differences

An open licence is most prevalent among males, people aged 40 – 59 years or motorcyclists.

Other sub-group differences are outlined in the following table.

Table 1.3.1 What type of motor vehicle (car) licence do you currently hold? (FFa)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE										VEHICLE RIDEN								
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		RE Learner		RE		R		Non-Qld		None		Motor-cycle		Scooter		Moped		None		
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13			
Base: All PTW riders/owners	254	255	152	153	102	102	19^	14^	78	71	130	117	27	53	12^	15^	12^	15^	34	39	196	186	27^	20^	26^	31	127	122	43	39	31	43	169	157	59	55	27^	34	14^	31	
% of respondents																																									
Learner	4	4	2	4	12	6	12	24	4	4	4	2		2			8		1	12	5	4	52	31	2	6							13	3	4	5	2	4	2	4	6↑
Provisional – P1	2	6	1	7	8		12	28	5	7		4		6				12	4	5	1	6	11		9	35	*		3			6	1	4	4	11	4	12	29		
Provisional – P2	3↑	1	1	1	12		28		4	4	*						11				3↑	2	16		10	7	*		5				2		7	5	7				
Open	90	88	94	88	67↓	89	46	48	83	84	96	93	100	98	94	100	81	88	95	83	90	87	21↓	69	74	50	100	100	90	99	99↑	77	93	92	85	81	84	83	64	92↑	
Probationary	1	*	1		1	2	2		3	1											2	1			5	2			3	1			1		2	1	2				
None	*	*			*	3			*	*		*		*							*	1									1	4		*				1	3	2	

	TOTAL		RIDE REASON								RIDE FREQUENCY											
			Commute		Recreation		Work		Other		Weekly		Monthly		6 monthly		Yearly		5 yearly		Years ago/Not	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All PTW riders/owners	254	255	134	108	168	180	18^	23^	8^	12^	150	147	55	47	17^	14^	7^	8^	7^	6^	18^	33
% of respondents																						
Learner	4	4	3	1	4	4	10	5		13	2	1	10	20	5	6					9	
Provisional – P1	2	6	3	11	2	1	1	7			3	3	*			41					11	
Provisional – P2	3↑	1	3	2	2		1				*		7		11	12	16					
Open	90	88	91	86	91	94	88	87	100	87	95	96	80	78	80	41↓	84	100	100	100	77↓	98
Probationary	1	*	1	*	1	1		1			*	*	3	2	4						2	
None	*	*			*	1								1		1					2	2

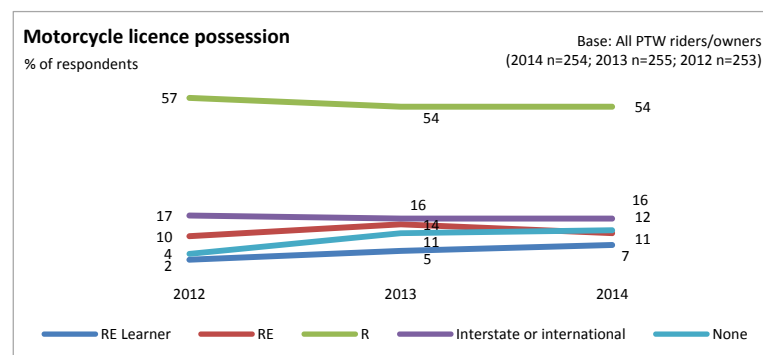
^ Caution: small cell size.

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↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

1.4 Motorcycle licence possession



1.4.1 What motorcycle licence do you currently hold? (FFb)

54% of the PTW survey sample base has an “R” class motorcycle licence, 16% hold an interstate or international licence, 11% possess an “RE” licence while 7% currently hold an “RE” Learner licence.

12% of the sample does not hold any type of motorcycle licence at present.

These results are consistent with the 2013 survey findings.

1.4.2 Key sub-group differences

In results similar to previous years, males are more likely than females to possess an “R” class licence, this class of licence also being more prevalent among those aged 40 – 59 years, those riding a motorcycle or those riding for recreational purposes. Females are more likely than males to have an “RE” Learner licence.

Other sub-group differences are outlined in the following tables.

Table 1.4.1 What motorcycle licence do you currently hold? (FFb)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE										VEHICLE RIDEN							
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		RE Learner		RE		R		Non-Qld		None		Motor-cycle		Scooter		Moped		None	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13		
Base: All PTW riders/owners	254	255	152	153	102	102	19^	14^	78	71	130	117	27	53	12^	15^	12^	15^	34	39	196	186	27^	20^	26^	31	127	122	43	39	31	43	169	157	59	55	27^	34	14^	31
% of respondents																																								
RE Learner	7	5	4	3	20	16	39	6	7	6	5	6		2			13	6	5	9	8	5	100	100									4	4	6	3	12	9	36	9
RE	11	14	11	15	12	12	15	28	23	23	5	12	5	2	3		32	15	6	5	10	20			100	100							11	11	12	29	9	10		7
R	54	54	56	59	41	28	32	24↓	34	40	63	61	70	68	51	56	37	62	61	63	57	49					100	100					66	63	39	29	22	33	3	36
Interstate or international	16	16	17	16	12	12	12	10	27	17	10	15	14	15	3	30	18	8	11	12	20	14							100	100			18	18	16	23	7	16		5
None	12	11	12	7	15	33	2↓	32	9	14	16	5	11	14	43	14		9	17	11	6	11									100	100	1	3	27	14	50	32	61	43

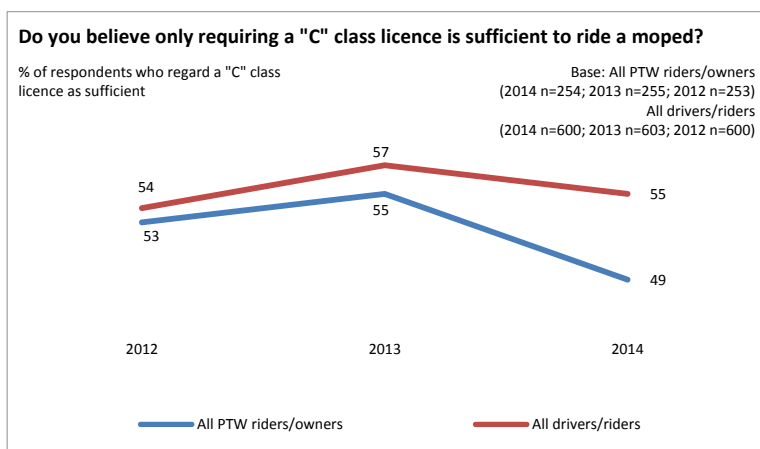
	TOTAL		RIDE REASON								RIDE FREQUENCY											
			Commute		Recreation		Work		Other		Weekly		Monthly		6 monthly		Yearly		5 yearly		Years ago/Not	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All PTW riders/owners	254	255	134	108	168	180	18 [^]	23 [^]	8 [^]	12 [^]	150	147	55	47	17 [^]	14 [^]	7 [^]	8 [^]	7 [^]	6 [^]	18 [^]	33
% of respondents																						
RE Learner	7	5	4	3	7	6 [↑]	11	3		8	4[↑]	1	16	18[↑]	10		4	25		25	11	8
RE	11	14	14	22[↑]	12	9	43	14	10		13	10	5	11	11	58	31	26		7	2	6
R	54	54	56	48	54	60	19	27	22	67	60	64	53	49	34	28	37	33	37	68	35	23
Interstate or international	16	16	15	17	16	18	20	33	8		14	19	16	13	22	7	28		7		37	13
None	12	11	11	10	11	8	7	22	60	25	10	6	10	10	23	7		17	57		15	51

[^] Caution: small cell size.

Bold figures are significantly different to the average (of that wave) at least the 95% confidence level.

^{↑↓} Indicates a significant increase or decrease compared with the previous measure at least the 95% confidence level.

1.5 Support for moped licensing



1.5.1

In Queensland a moped is defined as a motorcycle with an engine capacity of not more than 50 ml and has a manufacturer's top rated speed of not more than 50 km/hr. Currently to ride a moped, a class "C" (car) licence is required. Do you believe this is sufficient? (M13)

49% of the PTW riders/owners and 55% of all road users believe that a "C" class car licence to ride a moped is sufficient. 49% of PTW riders/owners do not regard this licence as sufficient while 2% are unsure. Among all road users 26% do not believe that the "C" class licence is sufficient while 19% are not sure about this issue.

The results to this question are consistent with the survey findings from the last two years.

1.5.2

Key sub-group differences

All PTW riders/owners

Females, riders aged 25-39 years or those who own or ride a scooter are more likely than average to rate the "C" class licence for moped riders as sufficient. Moped riders also appear more likely to agree with this statement, however the cell size of moped riders is too small upon which to declare a significant result.

All drivers/riders

The view that current licensing for mopeds is insufficient is more likely than average to be found among people aged 40-59 years. Females more so than males are undecided on this issue.

Other sub-group differences are outlined in the following tables.

Table 1.5.1a In Queensland a moped is defined as a motorcycle with an engine capacity of not more than 50 ml and has a manufacturer's top rated speed of not more than 50 km/hr. Currently to ride a moped, a class "C" (car) licence is required. Do you believe this is sufficient? (M13) – All PTW riders/owners

		TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE										VEHICLE RIDEN								
				Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		RE Learner		RE		R		Non-Qld		None		Motor-cycle		Scooter		Moped		None		
		14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13			
Base: All PTW riders/owners		254	255	152	153	102	102	19^	14^	78	71	130	117	27	53	12^	15^	12^	15^	34	39	196	186	27^	20^	26^	31	127	122	43	39	31	43	169	157	59	55	27^	34	14^	31	
% of respondents																																										
Yes		49	55	44	53	76	64	78	71	53	65	47	47	41	52	72↑	36	35	80↑	34	61	51	53	64	84	31	75	41	46	63	51	78	65	40	50	69	64	74	76	29	69	
No		49	41	53	44	24	26	22	20	42	28	52	49	59	48	28	60	65	20↓	66	38	46	42	28	16	65	25	59	53	35	37	19	24	58	47	30	29	20	21	71	31	
Don't know		2	4	2	3	*↓	10		8	5	7	1	3			4			*	1	3	6	8		5		1	2	2	12	3	11	2	3	*	8	7	3				

	TOTAL		RIDE REASON								RIDE FREQUENCY											
			Commute		Recreation		Work		Other		Weekly		Monthly		6 monthly		Yearly		5 yearly		Years ago/Not	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All PTW riders/owners	254	255	134	108	168	180	18^	23^	8^	12^	150	147	55	47	17^	14^	7^	8^	7^	6^	18^	33
% of respondents																						
Yes	49	55	49	59	48	49	41	79	65	58	41	52	63	58	55	52	64	79	73	36	72	69
No	49	41	49	39	50	48	52	6	35	42	57	43	32	37	45	48	36	21	27	64	28	26
Don't know	2	4	2	3	2	3	7	14			2	4	5	5								5

Table 1.5.1b In Queensland a moped is defined as a motorcycle with an engine capacity of not more than 50 ml and has a manufacturer's top rated speed of not more than 50 km/hr. Currently to ride a moped, a class "C" (car) licence is required. Do you believe that this is sufficient? (M13) – All drivers/riders

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE								
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C		None		
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	
Base: All drivers/riders	600	603	308	310	292	293	85	88	163	169	216	217	136	129	67	57	53	38	72	94	408	414	514	555	80	40	121	37	5^	1^	
% of respondents																															
Yes	55	57	58	58	52	55	59	59	55	56	56	50	57	63	70↑	61	53	52	59	53	55	55	57	55	55	55	52	60			
No	26	25	28	27	24	24	18	26	22	24	31	27	27	24	16	19	24	16↓	35	26	26	28	27	25	19	27	33	39↓		100	
Don't know	19	18	15	15	24	21	24	15	23	20	13	17	23	19	21	10↓	15	31	14	16	21	18	18	18	26	18	12	10	40		

^ Caution: small cell size.

* Indicates less than 1% of respondents.

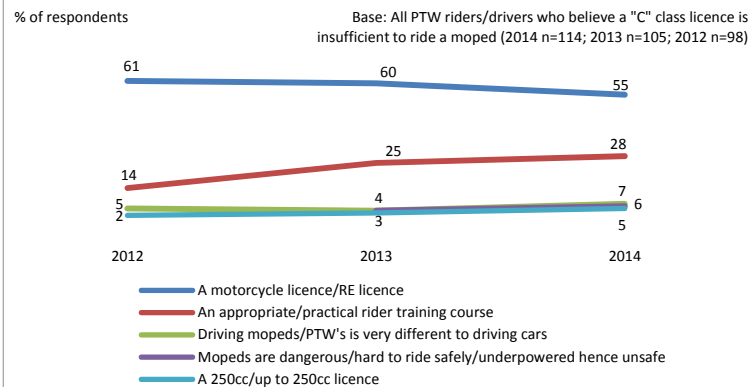
Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

1.6 Requirements for riding a moped

PTW riders/owners

What do you think should be required to ride a moped? (Unprompted) - Top 5



1.6.1 What do you think should be required to ride a moped? (M14)

Among those who do not feel that the current "C" class licence for moped users is sufficient, the most common type of alternate licence suggested is an "RE" motorcycle licence (55% among PTW riders/owners, 41% among all road users). The second most commonly suggested alternate licence is a practical rider training course (28% among PTW riders/owners, 21% among all road users).

The 2014 data on this issue is consistent with survey findings of the past two years.

1.6.2 Key sub-group differences

Minor sub-group differences are detailed in the following tables.

All drivers/riders

What do you think should be required to ride a moped? (Unprompted) - Top 5

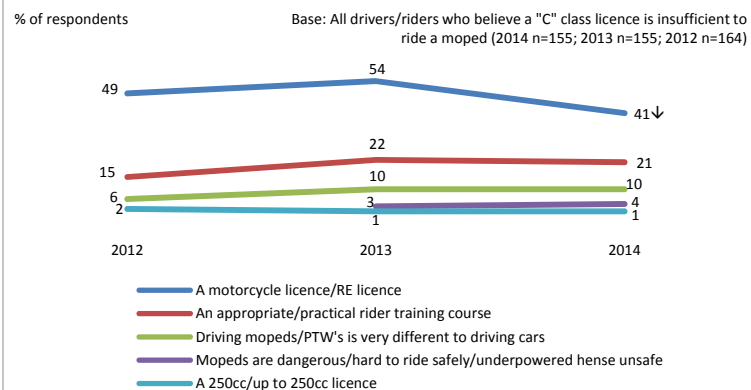


Table 1.6.1a What do you think should be required for riding a moped? (M14) – All PTW riders/owners

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE										VEHICLE RIDEN									
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		RE Learner		RE		R		Non-Qld		None		Motor-cycle		Scooter		Moped		None			
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13				
Base: All PTW riders/owners who believe a “C” class licence is insufficient to ride a moped	114	105	78	71	36	34	4^	4^	26^	18^	69	54	15^	29^	3^	9^	4^	2^	20^	15^	87	79	8^	5^	13^	9^	74	69	11^	12^	8^	10^	88	77	20^	14^	6^	8^	8^	13^		
% of respondents																																										
A motorcycle licence/RE licence	55	60	56	61	46	54	8	9	53	24	58	74	55	66	53	53	68	100	37↓	79	58	54	45	84	76	24	62	68↑	5	46	20	50	58	69	38	13	44	78	39	47		
An appropriate/practical rider training course	28	25	26	24	47	33↑	8		38	16	23	30	30	24	53	43	32	40	26	10	23	21	26		17	9	24	24↑	54	50	50	12	29	27	24	25	36	11	37	19↑		
Driving mopeds/PTWs is very different to driving cars	7	4	7	3	2	9			1	4	10	2	7	10	41						6	7		19	6		5	4	20	8			7	4	5	2		11				
Mopeds are dangerous/hard to ride safely/underpowered hence unsafe	6	4	6	5	7	3			8		5	5	8	8				14	16	7	4	26		6		7	7	2				6	6	7	13							
A 250cc/up to 250cc licence	5	3	5	4		2				17	10	*			47	16			4			*					6	5	7				5			21		4				
Special/Moped licence	4	4	4	5	5	4	38		5	15	4		7					6		5	8	16		1		5	6		3	6		3	5	6	2		7	9				
A full car licence	3	1	4	1			45						8	3				16		1↓	33								6	41			1	14				41				
A licence	3		3		5			1		3		7								6				4	4							4		5								
An open licence	1	1	2		6						3	1							2	3	1			5		1	1				1	*	5					3				
The same as everyone else/same for cars	1		1		2						2						5									1					1							4				
A physical test/proven ability to ride/balance etc.	*↓	5		6	2	5		9		13	*	3		3						*↓	9		16	1			7				*	6		1				4				
A proper test/written test		4		4		3		9					15		9						3		16				4		6				5		5		15		4			
Other restriction mentioned e.g. an age restriction, IQ test		2		1		8				3		*	3						2		2						2		2			2										
Other negative comments about mopeds e.g. they shouldn't be on the road		1		1								2							8								2					1										
Don't Know		5		5		8		81		6		1		3		4					8				15		1		9		32		1		16				28			
None	1		1						3											1				5								5										
Other	7	4	7↑	3	8	11			9	17	10	1						8	3	9	6	6		12	29	4	*	18	3	3	6	5↑	3	13	7	20	7					
Refused/no response	*	3		3	2				1	13										*	4				29	*								1	16							

^ Caution: small cell size.

* Indicates less than 1% of respondents.

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

Table 1.6.1a What do you think should be required for riding a moped? (M14) – All PTW riders/owners (continued)

	TOTAL		RIDE REASON								RIDE FREQUENCY											
			Commute		Recreation		Work		Other		Weekly		Monthly		6 monthly		Yearly		5 yearly		Years ago/Not	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All PTW riders/owners who believe a "C" class licence is insufficient to ride a moped	114	105	59	44	80	83	5^	2^	3^	6^	74	63	19^	19^	8^	6^	2^	2^	2^	4^	9^	11^
% of respondents																						
A motorcycle licence/RE licence	55	60	60	57	59↓	70	83		29	70	56	63	42↓	86	72		85	75		83	48	59
An appropriate/practical rider training course	28	25	15	30	31	26	8		71	20	20	28	49	9	31	38	100	100	100	7	15	5
Driving mopeds/PTWs is very different to driving cars	7	4	10	2	9	5			29		8	2	5	21							6	
Mopeds are dangerous/hard to ride safely/underpowered hence unsafe	6	4	3	6	8	4			29	26	7	7	3		12							
A 250cc/up to 250cc licence	5	3	7		1	4				5	5	5	6									
Special/Moped licence	4	4	4	8	3	1	9				3	7	10								37	
A full car licence	3	1	4	2	4						4				19							12
A licence	3		3		3						2											
An open licence	1	1		1	2	1					2	*	1	2								
The same as everyone else/same as for cars	1				1						1		1									
A physical test/proven ability to ride/balance etc.	*↓	5		6	*	3						6		6			25		10			
Other restriction mentioned e.g. an age restriction, IQ test		2		1		2						2		2								
Other negative comments about mopeds e.g. they shouldn't be on the road		1				1						2										
A proper test/written test		4		2		3						1				19			10		12	
Don't Know		5				5		80		19		5				12						12
None	1		1												9							
Other	7	4	9	6			8	20		10	8	2	7			25					5	
Refused/no response	*	3	*	6							*					25						

^ Caution: small cell size.

* Indicates less than 1% of respondents.

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

Table 1.6.1b What do you think should be required to ride a moped? (M14) – All drivers/riders

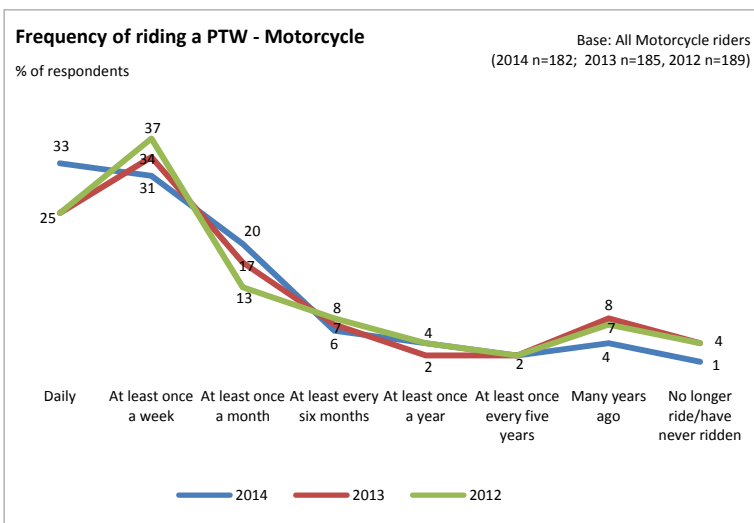
	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE							
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C		None	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders who believe a “C” class licence is insufficient to ride a moped	155	155	85	84	70	71	15^	23^	36	40	67	60	37	32	11^	11^	13^	6^	25^	24^	106	114	140	141	15^	11^	40	14^	0	1^
% of respondents																														
A motorcycle licence/RE licence	41↓	54	39	53	43	56	27	37	31↓	71↑	51	56	38	42	27↓	91	39	84	32↓	71	44	45	43↓	57	20	21	40↓	86		100
An appropriate/practical rider training course	21	22	22	24	20	19	33	29↑	19	15	21	25	19	19	27	18	23	16	32	21	18	23	21	21	26	35	18	22		
Driving mopeds/PTWs is very different to driving cars	10	10	9	7	10	14	20	8	3	10	9	9	14	16	9			17	12	9	10	11	8	9	26	9	10	7		
A licence	8		11		4		13		3		6		14				8		8		8		8		7		3			
Special/Moped licence	7	13	7	10	7	16	13	12		17	6	8	14	16	9	9	8		8	9	7↓	15	7	12	7	9	5	13		
Mopeds are dangerous/hard to ride safely/underpowered hence unsafe	4	3	5	5	3	1		4	6	3	3	2	5	6	9	9			8	4	3	3	4	4	7		5			
A full car licence	4	5	4	5	4	4			6	5	5	3	3	10	9		15				3	6	4	5	7		5			
A physical test/proven ability to ride/balance etc.	4	5	4	4	4	7		4		3	2	3	14	12		9	23			8	3	4	4	5		9	5			
The same as everyone else/ same as for cars	2	2	2	1	1	4	7				3	3		6					12	4		3	1	3	7		3			
Other negative comments about mopeds e.g. they shouldn't be on the road	2	4	2	5	1	3	7	4		5	3	5			9				4		1	5	2	4		9	2	7		
A proper test/written test	2	4	2	3	1	4	7	21	3			1	3						8	4	1	4	1	3	13	17	2			
Other restriction mentioned e.g. an age restriction, IQ test	1	1↓		1↓	3				3		2			3					8			1↓	1	1↓						
An open licence	1	4		1	1	7				3	2	8				18				4	1	3	1	4						
A 250cc/up to 250cc licence	1	1		1	1						1	2									1	1	1	1						
None	3	1	4	1	1			4	8		2										4	1	2		7	9	5			
Don't know	5	2	1	2	9	1	6		6	2	4	3	3		9				4		5	3	4	1	6	9				
Other	9	5	12	6	6	3	7	4	14	2	9	6	5	5			15		12	17	9	4	9	4	13	9	15	5		
Refused/no response	2				4		7		5						9						2		1		7		2			

^ Caution: small cell size.

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

1.7 Frequency of riding a PTW



1.7.1 How frequently do you ride a PTW on the road? (M2)

The average frequency of riding a motorcycle is 138 times per year. The most common frequency with which motorcycles are being ridden is daily (33%), followed by at least once a week (31%), then once a month (20%).

The average frequency of riding a scooter is 77 times per year. Scooters are most commonly being ridden at least once a week (27%), followed by daily (17%), then once a year (15%).

The average frequency of riding a moped is 55 times per year. The most common frequency with which mopeds are being ridden is at least once a week (42%), followed by once every six months (20%), then once a month (13%).

Differences between 2013 and 2014 may in part be due to small cell sizes (and large associated sampling error).

1.7.2 Key sub-group differences

Among motorcyclists, those who hold an "R" licence are more likely than average to be riding this type of vehicle on a daily basis.

Motorcyclists who mainly ride for commuting purposes are more likely than average to be riding on a daily basis.

Other sub-group differences are outlined in the following tables.

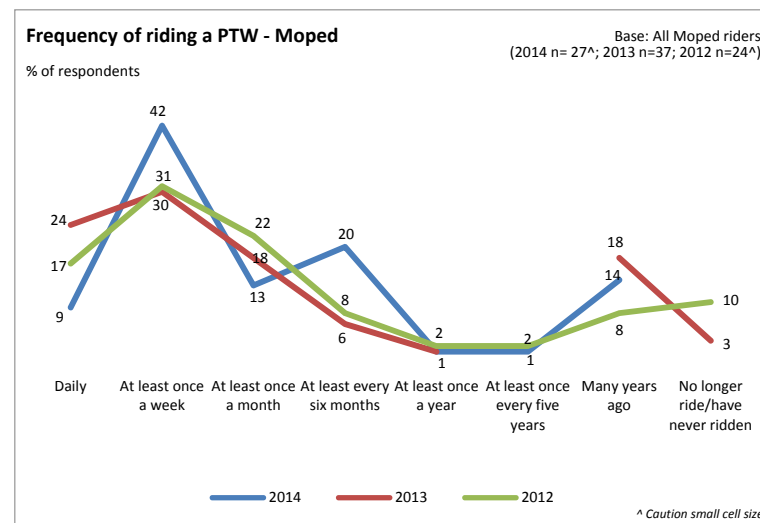
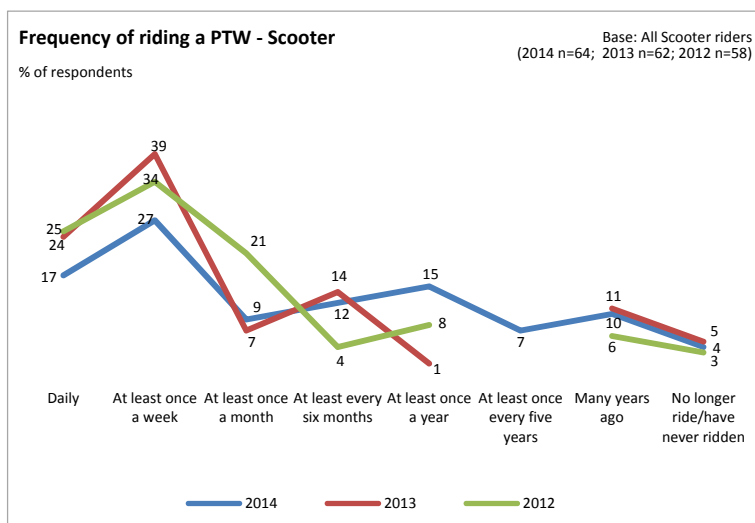


Table 1.7.1a How frequently do you ride a PTW on the road? (M2) – Motorcycle riders

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE								VEHICLE RIDEN									
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		RE Learner		RE		R		Non-Qld		None		Motor-cycle		Scooter		Moped		None	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13		
Base: Motorcycle riders	182	185	118	122	64	63	14^	8^	46	39	101	95	21^	43	7^	11^	9^	13^	24^	32	142	129	16^	15^	16^	21^	107	100	32	29^	11^	20^	169	157	10^	15^	5^	9^	12^	24^
% of respondents																																								
Daily (365 times p/yr)	33	25	35	27	17	12	22	40	30	24	36	25	32	23	33	32	51	27	27	19	30	25	3		52	22	38	34	16	14			34	27	30	7		14		10
At least once a week (52 times p/yr)	31	34	32	36	22	26	39	31	31	32	32	40	26	24	30	42	27	35	33	34	31	33	31	3	17	16	33	37	34	57		3	31	37	6↓	61	30	22	34	
At least once a month (12 times p/yr)	20	17	17	17	38	18	19	26	23	19	24	15	6	18	37		15	8	26	27	16	20	50	47	9	15	18	15	19	14	52	21	20	18					28	2
At least every six months (2 times p/yr)	6	7	7	9	3		2		10	7	1	8	15	9		8		13	6	10	9	5	12			29	7	5	8	5	7		7	7	12		28			13
At least once a year (Once p/yr)	4	2	3	1	9	9	15		2	2	2	3	7	2			7	3	8	1	3	3		11	21	9	1	1	6			3	3	2	20	11		22		4
At least once every five years (0.2 times p/yr)	2	2	2	2	3	3	2	3	1		1	4	5			8					3	2		13		1	2	3	2		4		2	2	17		41		4	4
Many years ago (0.1 times p/yr)	4	8	4	8	3	7			*	6	3	3	10	23		8		10		4	6	8	4	6	1	6	1	5	15	8	5	37	3	6	15	15		33	8	29
No longer ride/never ridden (0 times p/yr)	1	4	1	*	5↓	25			3	10	1	2		2		3		3		5	2	4		19		1	1			2	32	36	1	1		6		8	27	38
MEAN (number of times per year)	138	112	147	120	80	58	103	165	129	106	152	115	130	97	141	139	203	118	119	89	126	111	33	8	200	90	157	145	80	82	6	4	142	120	114	57	16	63	21	36

	TOTAL		RIDE REASON								RIDE FREQUENCY												
			Commute		Recreation		Work		Other		Weekly		Monthly		6 monthly		Yearly		5 yearly		Years ago/Not		
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	
Base: Motorcycle riders	182	185	90	71	141	148	9^	11^	3^	6^	102	98	44	38	12^	9^	5^	5^	5^	6^	14^	29^	
% of respondents																							
Daily (365 times p/yr)	33	25	59	44	26	21	74	21		18	52	42											
At least once a week (52 times p/yr)	31	34	32	33	34	40	7	52	23	13	48	58											
At least once a month (12 times p/yr)	20	17	4	3	23	21	18			13			98	99									
At least every six months (2 times p/yr)	6	7	2	8	7	5							2		75	91							
At least once a year (Once p/yr)	4	2	1		4	3									12	9	100	100					
At least once every five years (0.2 times p/yr)	2	2	*	3	1	2		6	67										100	100			
Many years ago (0.1 times p/yr)	4	8	1↓	9	4	4		15		38				1	13							68	67
No longer ride/never ridden (0 times p/yr)	1	4	*	1	1	4	1	5	9	18		*										32	33
MEAN (number of times per year)	138	112	234	177	115	99	275	104	12	73	213	184	12	12	2	2	1	1	*	*	*	*	

^ Caution: small cell size.

* Indicates less than 1% of respondents.

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

Table 1.7.1b How frequently do you ride a PTW on the road? (M2) – Scooter riders

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE										VEHICLE RIDEN							
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		RE Learner		RE		R		Non-Qld		None		Motor-cycle		Scooter		Moped		None	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13		
Base: Scooter riders	64	62	38	34	26^	28^	2^	7^	31	30	24^	14^	7^	11^	3^	6^	2^	1^	10^	5^	49	50	7^	3^	7^	13^	23^	19^	14^	12^	13^	15^	12^	13^	59	55	5^	10^	2^	6^
% of respondents																																								
Daily (365 times p/yr)	17	24	18	22	11	34	43	18	12	34	17	10	18	2		36			31		19	23	11	17	17	16	9↓	44	28	13	22	16	11	15	18	21		13		46
At least once a week (52 times p/yr)	27	39	25	41	41	32		37	32	44	32	49	18	13		51	40		44	82	29	33	27	67	32	39	44↑	31	15	67	9	20	15	32	29	46		21		
At least once a month (12 times p/yr)	9	7	8	5	11	15		4	17	5	5	24	4					5		12	10	5	16	12	4	6	14	10	2	11	2	6	10	7	7			62		
At least every six months (2 times p/yr)	12	14	10	16	21	2	57	18	15	13		15	15	10			60		3	7	13	20	34		40	40		5	26		2	11	30	12	10	13		13	38	14
At least once a year (Once p/yr)	15	1	17			5			10	1	20	2	15		47						11	1				2	14	1	8		29		8		13	1	50			
At least once every five years (0.2 times p/yr)	7		8		3				1		18				41						1								2		26		2		8		3			
Many years ago (0.1 times p/yr)	10	11	9	12	13	3		4	5		4		30	67	11	13		100			13	6					20	4	10	12	1	37	18	26	11	8	30	45		28
No longer ride/never ridden (0 times p/yr)	4	5	5	4		9		18	7	3	3			8					17	11	2	6	22				7	2		6		15	10	5	4	4	16	8		11
MEAN (number of times per year)	77	111	80	103	62	144	159	87	63	149	79	64	75	14	1	159	22	*	135	43	87	104	55	99	79	79	55	178	113	82	88	68	49	74	82	102	1	60	8	169

	TOTAL		RIDE REASON								RIDE FREQUENCY											
			Commute		Recreation		Work		Other		Weekly		Monthly		6 monthly		Yearly		5 yearly		Years ago/Not	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: Scooter riders	64	62	38	35	27^	32	8^	13^	5^	1^	39	41	8^	5^	8^	5^	2^	3^	3^	0	4^	8^
% of respondents																						
Daily (365 times p/yr)	17	24		29	33	15	13	51	37	12		35	36									
At least once a week (52 times p/yr)	27	39		42	35	28	60	17	38	4	100	57	57									
At least once a month (12 times p/yr)	9	7		8	5	5	8	18		6		4	100	100								
At least every six months (2 times p/yr)	12	14		7	13	15	7		9			2			53	100						
At least once a year (Once p/yr)	15	1		7	1	25	1				5				35		100	42				
At least once every five years (0.2 times p/yr)	7					1				53									69			
Many years ago (0.1 times p/yr)	10	11		7	12	6	7		2	25	3	2						58	31		81	63
No longer ride/never ridden (0 times p/yr)	4	5			1	5	4	14	14						12						19	37
MEAN (number of times per year)	77	111		128	141	72	78	195	154	46	52	159	160	12	12	1	2	1	*	*		*

^ Caution small cell size.

* Indicates less than 1% of respondents.

Table 1.7.1c How frequently do you ride a PTW on the road? (M2) – Moped riders

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE										VEHICLE RIDDEN								
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		RE Learner		RE		R		Non-Qld		None		Motor-cycle		Scooter		Moped		None		
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13			
Base: Moped riders	27^	37	12^	18^	15^	19^	4^	3^	10^	11^	10^	13^	3^	10^	3^	1^	2^	1^	3^	2^	19^	33	4^	4^	4^	2^	7^	11^	4^	9^	8^	11^	5^	7^	5^	10^	27^	34	0	3^	
% of respondents																																									
Daily (365 times p/yr)	9	24	10	27	3	14			25	60	1			25						24	30			52			54		7	8	17		17			13	9	25			
At least once a week (52 times p/yr)	42	30	42	23	41	55↑	22	52	27	26	51	39	58	20	59			100	43	100	35	22	36		48		19	34	20	37	55	42	14			8	42	30		34	
At least once a month (12 times p/yr)	13	18	3	18	46	17	67	39	15	14	5	35					100			9	22	56	88		50	17	2			5	10				13	13	18				
At least every six months (2 times p/yr)	20	6	26	7		3			15		35	22			41			28			7				50			68		31	2		17	50	13	20	6				
At least once a year (Once p/yr)	1	1			4	5	11					5								3	2	8									4					1			34		
At least once every five years (0.2 times p/yr)	1				6				3		1									4								12		1		5		3		1					
Many years ago (0.1 times p/yr)	14	18	18	22		5		9	15		6		42	47	100			28		26	13		12			63	9		37		24	81	56	47	45	14	18		31		
No longer ride/never ridden (0 times p/yr)		3		4									8								4								18			10		8		3					
MEAN (number of times per yr)	55	105	60	112	37	83	20	32	106	234	33	25	30	102	31	*	12	52	23	52	107	124	25	11	215	7	12	216	12	46	59	85	8	62	1	54	55	109		18	

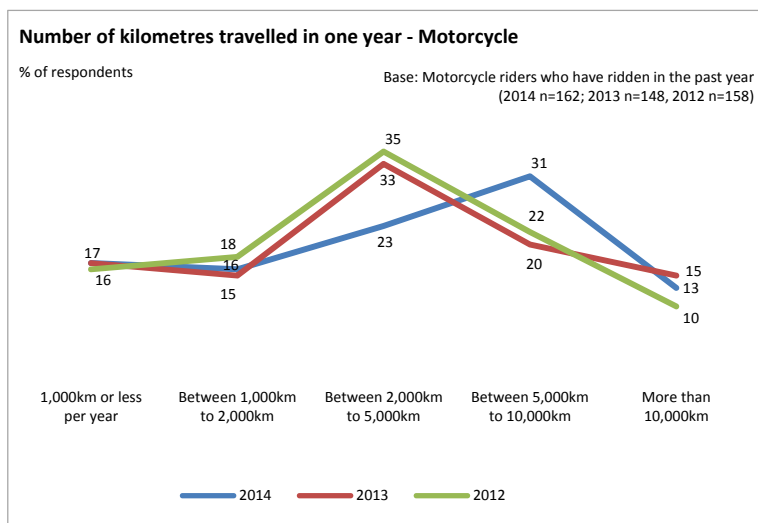
	TOTAL		RIDE REASON								RIDE FREQUENCY											
			Commute		Recreation		Work		Other		Weekly		Monthly		6 monthly		Yearly		5 yearly		Years ago/Not	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: Moped riders	27^	37	16^	19^	12^	21^	2^	4^	2^	5^	16^	24^	4^	5^	3^	2^	1^	2^	3^	1^	0	3^
% of respondents																						
Daily (365 times p/yr)	9	24	18	36		27		9		25	16	38										
At least once a week (52 times p/yr)	42	30	67	35	50	19	53	66	8	47	79	49										
At least once a month (12 times p/yr)	13	18	6	9↓	9	18	47			28		8	100	100								
At least every six months (2 times p/yr)	20	6			32	11									80	100						
At least once a year (Once p/yr)	1	1	2			2											100	30				
At least once every five years (0.2 times p/yr)	1		1		1														18			
Many years ago (0.1 times p/yr)	14	18	6	20	8	17			92		5	5			20			70	82	100	78	
No longer ride/never ridden (0 times p/yr)		3			6		24														22	
MEAN (number of times per yr)	55	105	101	149	28	110	33	69	4	120	100	166	12	12	2	2	1	*	*	*	*	

^ Caution: small cell size.

* Indicates less than 1% of respondents.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

1.8 Number of kilometres travelled in one year



1.8.1

What do you estimate to be the average number of kilometres you ride on-road in one year? (M5)

On average Queensland motorcyclists are riding on-road 6,110 km/yr. Most commonly, motorcyclists say the number of kilometres travelled is between 5,000-10,000 km/yr (31%).

The average number of kilometres being travelled on-road by scooter riders is 2,920 km/yr, the most common estimate of distance travelled being 1,000-2,000 km/yr (39%).

On average moped riders are riding on-road 1,330 km/yr. Most commonly, these riders say the number of kilometres travelled is 1,000 km/yr or less (50%).

Differences between 2013 and 2014 may in part be due to small cell sizes (and large associated sampling error).

1.8.2

Key sub-group differences

Motorcyclists

Males tend to report a greater number of kilometres travelled than females. Estimates of kilometres travelled are higher among riders aged between 40-59 years.

Motorcyclists who ride for the purpose of commuting or who ride on at least a weekly basis are more likely than average to report riding more than 5,000 km/yr.

Longer travel distances are more commonly found among motorcyclists, compared with scooter or moped riders.

Other sub-group differences are outlined in the following tables.

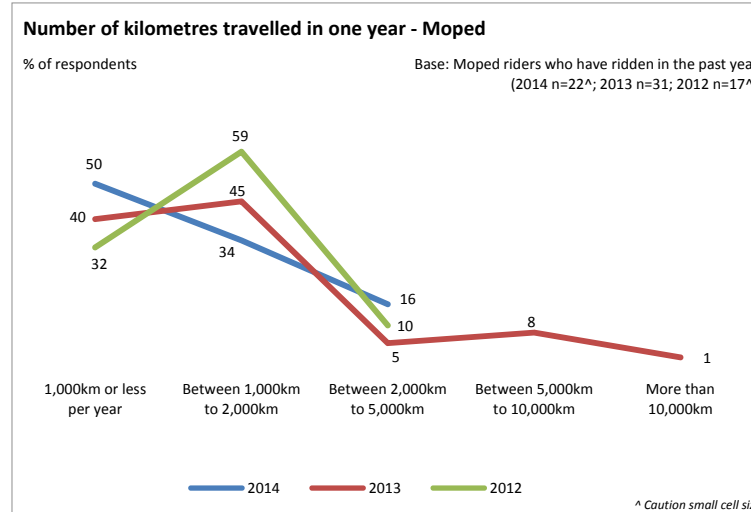
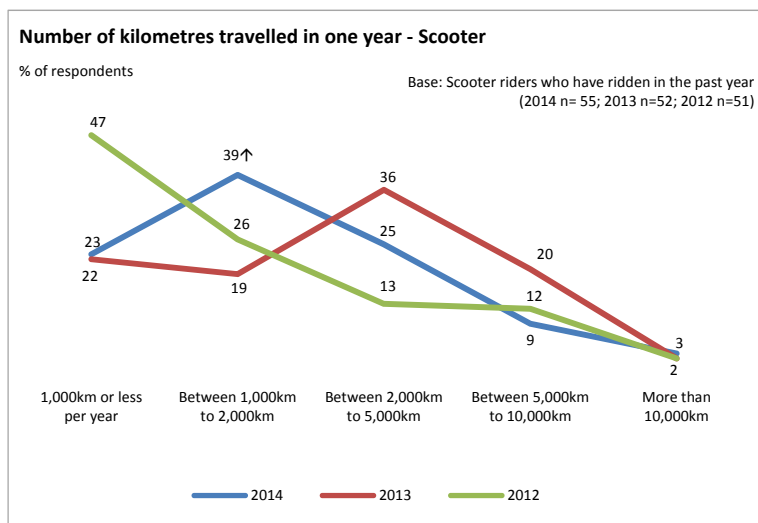


Table 1.8.1a What do you estimate to be the average number of kilometres you ride on-road in one year? (M5) – Motorcycle riders

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE								VEHICLE RIDEN									
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		RE Learner		RE		R		Non-Qld		None		Motor-cycle		Scooter		Moped		None	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13		
Base: Motorcycle riders who have ridden in the past year	162	148	111	108	51	40	13^	7^	40	28^	91	80	18^	33	7^	8^	9^	10^	24^	27^	122	103	14^	8^	15^	18^	103	92	27^	24^	3^	6^	158	141	7^	11^	3^	5^	3^	5^
% of respondents																																								
1,000 km or less per year (500 km p/yr)	17	17	13	15	40	35	50	27	13	17	11	14	26	22	13	10	15	23	25	24	16	15	81	87	13	49	14	8	8	8	12	72	16	17	17	14	49	38	61	20
Between 1,000 to 2,000 km (1,500 km p/yr)	16	15	14	14	25	21	17	70	30	17	8	4	13	30	15	10	21	25	22	5	12	17	9	7	8	7	11	15	38	22	49	12	15	15	36	26		24	39	
Between 2,000 to 5,000 km (3,500 km p/yr)	23	33	23	34	22	27	27		24	40	22	36	23	31	26	22	13	52	4↓	25	31	34	7		12	19	26	39	22	33	38	10	24	33	29	46	27			80
Between 5,000 to 10,000 km (7,500 km p/yr)	31	20	35	21	6	10	2	3	30	7	43	29	14	11	46	42	51		31	15	23	22		6	63	12	33	21	13	27		6	31	21	10	5	25	14		
More than 10,000 km per year (20,000 km p/yr)	13	15	14	15	6	6	2		3	19	16	17	24	6		17			18	31	18	13	3		4	13	14	18	20	9			14	15	9	9		24		
MEAN (Number of kilometres per year, '000)	6.11	5.89	6.57	6.16	3.1	3.47	2.15	1.43	4.24	6.10	7.41	7.03	7.06	3.66	4.62	7.55	4.68	2.30	6.48	8.42	6.7	5.70	1.4	0.97	6.06	4.49	6.54	6.70	6.36	5.39	2.15	1.35	6.2	6.02	4.1	4.24	3.03	6.38	0.89	2.91

	TOTAL		RIDE REASON										RIDE FREQUENCY									
			Commute		Recreation		Work		Other		Weekly		Monthly		6 monthly		Yearly		5 yearly		Years ago/Not	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: Motorcycle riders who have ridden in the past year	162	148	85	57	127	125	8^	7^	1^	3^	102	97	44	37	11^	9^	5^	5^	0	0	0	0
% of respondents																						
1,000 km or less per year (500 km p/yr)	17	17	3	6	19	17	12	9		30	4	2↓	33	41↑	60	59	83	100				
Between 1,000 to 2,000 km (1,500 km p/yr)	16	15	9	13	17	14	8	4			15	16	23	18	2	5						
Between 2,000 to 5,000 km (3,500 km p/yr)	23	33	20	40	24	32	7	72			20	37	31	24	36	35						
Between 5,000 to 10,000 km (7,500 km p/yr)	31	20	46	23	26	23	66			30	42	26	8	11	1		17					
More than 10,000 km per year (20,000 km p/yr)	13	15	22	18	14	14	8	15	100	40	18	19	4	6								
MEAN (Number of kilometres per year, '000)	6.11	5.89	8.69	6.96	5.97	5.98	6.92	5.69	20.00	10.43	7.75	7.35	3.10	3.28	1.71	1.62		0.50				

^ Caution: small cell size.

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

Table 1.8.1b What do you estimate to be the average number of kilometres you ride on-road in one year? (M5) – Scooter riders

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE										VEHICLE RIDEN							
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		RE Learner		RE		R		Non-QLd		None		Motor-cycle		Scooter		Moped		None	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13		
Base: Scooter riders who have ridden in the past year	55	52	32	27^	23^	25^	2^	5^	28^	28^	20^	14^	5^	5^	1^	5^	2^	0	9^	4^	43	43	6^	3^	7^	13^	19^	17^	12^	9^	11^	10^	8^	8^	50	49	1^	5^	2^	2^
% of respondents																																								
1,000 km or less per year (500 km p/yr)	23	22	22	18↓	27	42			27	18	7	41	53	68		28			45	20	24	20↓	65	83		13	36	34	9	3	20	21	21	29	23	25		36	100	
Between 1,000 to 2,000 km (1,500 km p/yr)	39↑	19	39	21	40↑	14	43	71	19	13	68↑	21	26		100		40		55	14	27	27	35		15	16	34	23	27	16	73	30	20		40↑	19	100	36		24
Between 2,000 to 5,000 km (3,500 km p/yr)	25	36	29	39	8	24		29	41	43	15	11	22	32		30				67	37	36↑		17	40	50	24	10	46	77	8	20	35	49	24	40↑				
Between 5,000 to 10,000 km (7,500 km p/yr)	9	20	5	20	25	21	57		13	23		27				42	60				7	14			45	21	2	27	9	3		30	16	11	9	14				76
More than 10,000 km per year (20,000 km p/yr)	3	2	4	3						3	10										5	3					5	6	9				7	11	4	3		28		
MEAN (Number of kilometres per year, '000)	2.92	3.64	2.93	3.82	2.87	2.81	4.91	2.08	2.8	4.16	3.5	2.92	1.41	1.45	1.5	4.34	5.08		1.05	2.63	3.37	3.47	0.85	1.01	5.01	3.62	2.56	4.17	4.53	3.22	1.46	3.46	4.3	4.9	2.99	3.37	1.5	6.31	0.5	6.07

	TOTAL		RIDE REASON								RIDE FREQUENCY											
			Commute		Recreation		Work		Other		Weekly		Monthly		6 monthly		Yearly		5 yearly		Years ago/Not	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: Scooter riders who have ridden in the past year	55	52	35	31	24^	27^	7^	10^	3^	1^	38	40	8^	5^	7^	5^	2^	2^	0	0	0	0
% of respondents																						
1,000 km or less per year (500 km p/yr)	23	22	20	13	25	25	7		28	100	16	22	61	33	13	19	69	35				
Between 1,000 to 2,000 km (1,500 km p/yr)	39↑	19	38↑	10	41	22	69	22	19		47↑	18	18	48	40	16						
Between 2,000 to 5,000 km (3,500 km p/yr)	25	36	29	42	21	38↑	24	42	53		26	32	21	11	32	65		65				
Between 5,000 to 10,000 km (7,500 km p/yr)	9	20	8	31	11	10		36			5	25		7	15		31					
More than 10,000 km per year (20,000 km p/yr)	3	2	6	4	3	5					6	3										
MEAN (Number of kilometres per year, '000)	2.92	3.64	3.44	4.73	2.81	3.48	1.91	4.52	2.27	0.50	3.25	3.95	1.3	1.83	2.92	2.60	2.68	2.46				

^ Caution: small cell size.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

Table 1.8.1c What do you estimate to be the average number of kilometres you ride on-road in one year? (M5) – Moped riders

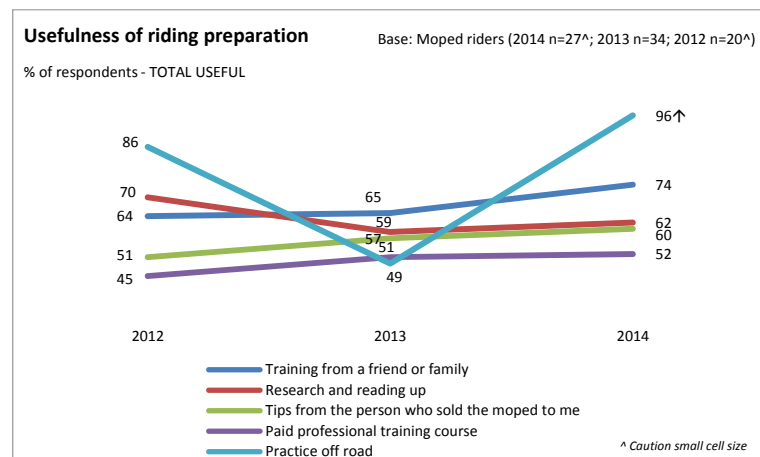
	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE										VEHICLE RIDDEN								
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		RE Learner		RE		R		Non-Qld		None		Motor-cycle		Scooter		Moped		None		
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13			
Base: Moped riders who have ridden in the past year	22^	31	9^	13^	13^	18^	4^	2^	8^	11^	8^	13^	2^	5^	3^	0	2^	1^	2^	2^	15^	28^	4^	3^	4^	2^	4^	10^	3^	6^	7^	10^	1^	2^	1^	5^	22^	29^	0	2^	
% of respondents																																									
1,000 km or less per year (500 km p/yr)	50	40	52	31	43	61↓	67		22	35	53	64	100	37	41		60		100		32	48	56	41	7	50	31	13	86	84	54	54	100	50	100	44	50	38		100	
Between 1,000 to 2,000 km (1,500 km p/yr)	34	45	29	54	50	24	22	100	32	30	46	36		44	59		40	100		100	13	35	8	59	42	50	69	59			38	36				28	34	47			
Between 2,000 to 5,000 km (3,500 km p/yr)	16	5	19	5	7	5	11		46	5	1			19							54↑	6	36		51			10			8	5					16	5			
Between 5,000 to 10,000 km (7,500 km p/yr)		8		9		5				25											9						17				5		50		28		8				
More than 10,000 km per year (20,000 km p/yr)		1				5				5											2									16								2			
MEAN (Number of kilometres per year, '000)	1.33	1.95	1.37	1.83	1.21	2.23	1.04	1.5	2.2	3.62	1	0.86	0.5	1.5	1.09		0.9	1.5	0.5	1.5	2.26	2.04	1.66	1.09	2.45	1	1.19	2.62	0.93	3.63	1.12	1.34	0.5	4.01	0.5	2.74	1.33	2		0.5	

	TOTAL		RIDE REASON								RIDE FREQUENCY											
			Commute		Recreation		Work		Other		Weekly		Monthly		6 monthly		Yearly		5 yearly		Years ago/Not	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: Moped riders who have ridden in the past year	22^	31	14^	16^	10^	17^	2^	3^	1^	5^	15^	23^	4^	5^	2^	2^	1^	1^	0	0	0	0
% of respondents																						
1,000 km or less per year (500 km p/yr)	50	40	14	36	66	56		15		34	25	31	70	54	100	87		100				
Between 1,000 to 2,000 km (1,500 km p/yr)	34	45	55	45	32	24	47	72	100	40	48	49	30	46		13	100					
Between 2,000 to 5,000 km (3,500 km p/yr)	16	5	31	3	2	7	53			25	27	7										
Between 5,000 to 10,000 km (7,500 km p/yr)		8		13		12		12				10										
More than 10,000 km per year (20,000 km p/yr)		1		3								2										
MEAN (Number of kilometres per year, '000)	1.33	1.95	1.98	2.45	0.87	1.84	2.55	2.09	1.5	1.67	1.79	2.32	0.8	0.96	0.5	0.63	1.5	0.50				

^ Caution: small cell size.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

1.9 Usefulness of riding preparation



1.9.1 In developing your ability to ride a moped, how useful (if at all) did you find each of the following forms of preparation? (M16)

Of various means of preparing to ride a moped, methods perceived as most useful are practice off road (96%), training from a friend or family member (74%), research and reading up (62%) or tips from the person who sold the moped (60%).

Variability in results over time are likely to have been influenced by high levels of sampling error.

1.9.2 Key sub-group differences

No sub-group differences are evident on this question.

Table 1.9.1a In developing your ability to ride a moped, how useful (if at all) did you find each of the following forms of preparation? (M16) – Paid professional training course

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE								VEHICLE RIDDEN											
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		RE Learner		RE		R		Non-Qld		None		Motor-cycle		Scooter		Moped		None			
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13				
Base: Moped riders	27^	34	12^	18^	15^	16^	4^	2^	10^	11^	10^	11^	3^	10^	3^	1^	2^	1^	3^	2^	19^	30	4^	3^	4^	2^	7^	11^	4^	8^	8^	10^	5^	7^	5^	10^	27^	34	0	0		
% of respondents																																										
Very useful	14	33	12	32	23	40	11	57	5	26	9	50	51	20						100	40	28	7	86	7	50	44	25	13	35	4	22	51	27	21	29	14	33				
Moderately useful	37	18	32	13	56	35	89	43	43	35	36	16			41		100	100	28		21	20	93		6	50	21	23	80	5	31	14	5	17	53	27	37	18				
Not useful	22		28						12		41				48						11				45						36						22					
Did not use	26	49	28	55	21	24			39	39	14	34	49	80	10	100			72		28	52		14	42		35	53	7	60	29	64	44	56	25	45	26	49				
TOTAL USEFUL	52	51	44	45	79	76	100	100	48	61	45	66↑	51	20	41		100	100	28	100	61	48	100	86	13	100	65	47	93	40	35	36	56	44	75	55	52	51				

	TOTAL		RIDE REASON								RIDE FREQUENCY											
			Commute		Recreation		Work		Other		Weekly		Monthly		6 monthly		Yearly		5 yearly		Years ago/Not	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: Moped riders	27^	34	16^	17^	12^	19^	2^	4^	2^	5^	16^	23^	4^	5^	3^	2^	1^	1^	3^	0	0	3^
% of respondents																						
Very useful	14	33	13	21	9	35		66	92	34	12	26	7	64		87		100	89			
Moderately useful	37	18	14	24	42	18	100	9			11	27	76		80	13	100		11			
Not useful	22		46		28						41											
Did not use	26	49	27	54	21	47		24	8	66	36	47	18	36	20							100
TOTAL USEFUL	52	51	27	46	51	53	100	76	92	34	23	53	82	64	80	100	100	100	100			

^ Caution: small cell size.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

Table 1.9.1b In developing your ability to ride a moped, how useful (if at all) did you find each of the following forms of preparation? (M16) – Training from a friend or family

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE								VEHICLE RIDEN									
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		RE Learner		RE		R		Non-Qld		None		Motor-cycle		Scooter		Moped		None	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13		
Base: Moped riders	27^	34	12^	18^	15^	16^	4^	2^	10^	11^	10^	11^	3^	10^	3^	1^	2^	1^	3^	2^	19^	30	4^	3^	4^	2^	7^	11^	4^	8^	8^	10^	5^	7^	5^	10^	27^	34	0	0
% of respondents																																								
Very useful	15	27	10	20	32	56	11	57	27	34	9	34	9	8	10			100	28	63	18	23		86	49		12	9	81	37	4	34	16	10	9	12	15	27		
Moderately useful	59	38	58	38	64	35	89	43	20	36	88	36	42	38	90	100	100				45	38	64	14		100	65	37	12	22	73	32	56	70	75	72	59	38		
Not useful	16	1	21			4			25			3	49						43		23	1	36		45			2			15						16	1		
Did not use	10	34	12	42	5	6			28	30	2	27		53					28	37	14	39			6		22	51	7	40	8	35	28	20	16	16	10	34		
TOTAL USEFUL	74	65	68	58	95	91	100	100	47	70	98	69	51	47	100	100	100	100	28	63	63	61	64	100	49	100	78	46	93	60	77	65	72	80	84	84	74	65		

	TOTAL		RIDE REASON								RIDE FREQUENCY											
			Commute		Recreation		Work		Other		Weekly		Monthly		6 monthly		Yearly		5 yearly		Years ago/Not	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: Moped riders	27^	34	16^	17^	12^	19^	2^	4^	2^	5^	16^	23^	4^	5^	3^	2^	1^	1^	3^	0	0	3^
% of respondents																						
Very useful	15	27	17	21	11	30		66	8	6	19	31		58	20							
Moderately useful	59	38	56	44	68	38	47	9	92	6	42	30	100	9	61	100	100	100	100			56
Not useful	16	1	17		12	1	53				30			6								
Did not use	10	34	9	35	9	31		24		87	10	39		26	20						44	
TOTAL USEFUL	74	65	73	65	79	68	47	76	100	13	61	61	100	68	80	100	100	100	100			56

^ Caution small cell size.

Table 1.9.1c In developing your ability to ride a moped, how useful (if at all) did you find each of the following forms of preparation? (M16) – Practice off road

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE								VEHICLE RIDEN										
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		RE Learner		RE		R		Non-Qld		None		Motor-cycle		Scooter		Moped		None		
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13			
Base: Moped riders	27^	34	12^	18^	15^	16^	4^	2^	10^	11^	10^	11^	3^	10^	3^	1^	2^	1^	3^	2^	19^	30	4^	3^	4^	2^	7^	11^	4^	8^	8^	10^	5^	7^	5^	10^	27^	34	0	0	
% of respondents																																									
Very useful	74	32	84↑	24	42	59	11		48	56	97	28	100	28	90		40		100	37	55	35	7	41	13		96	45	81	55	91↑	14	95	37	97	37	74	32			
Moderately useful	21	18	16	14↓	40	30	89		40	9	1	16		30		100	60	100			43	9	93		45		4	16	12	5	9	35	5	26	3	21	21	18			
Not useful	4	5		7	16			43	12						10							7			42	50										13	4	5			
Did not use	1↓	46		55↑	2	11		57		35	1	56		42						63	2↓	49		59		50		39	7	40		50		37		29	1↓	46↑			
TOTAL USEFUL	96↑	49	100↑	39↓	81	89	100		88	65	99	44	100	58	90	100	100	100	100	37	98↑	44	100	41	58		100	61	93	60	100↑	50	100	63	100	57	96↑	49			

	TOTAL		RIDE REASON								RIDE FREQUENCY											
			Commute		Recreation		Work		Other		Weekly		Monthly		6 monthly		Yearly		5 yearly		Years ago/Not	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: Moped riders	27^	34	16^	17^	12^	19^	2^	4^	2^	5^	16^	23^	4^	5^	3^	2^	1^	1^	3^	0	0	3^
% of respondents																						
Very useful	74	32	61	31	89	40	47	21	100	47	67	33	54	34	100			100	82			22
Moderately useful	21	18	31	23	10	14	53				25	14	46			13	100		18			56
Not useful	4	5	8	9							7	8										
Did not use	1↓	46		36	1	47		79		53	1↓	45		66		87					22	
TOTAL USEFUL	96↑	49	92	55	99	53	100	21	100	47	92	47	100	34	100	13	100	100	100			78

^ Caution: small cell size.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

Table 1.9.1d In developing your ability to ride a moped, how useful (if at all) did you find each of the following forms of preparation? (M16) – Research and reading up

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE										VEHICLE RIDEN								
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		RE Learner		RE		R		Non-Qld		None		Motor-cycle		Scooter		Moped		None		
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13					
Base: Moped riders	27^	34	12^	18^	15^	16^	4^	2^	10^	11^	10^	11^	3^	10^	3^	1^	2^	1^	3^	2^	19^	30	4^	3^	4^	2^	7^	11^	4^	8^	8^	10^	5^	7^	5^	10^	27^	34	0	0	
% of respondents																																									
Very useful	20	25	14	16	39	56			39	50	1	31	42	11	10		40	100		37	34	23	36	27	48		50	38		25		18	37	17	21	17	20	25			
Moderately useful	42	34	39	36	51	28	100		5	14	52	52	58	47	48	100	60		43		30	33	64	59		50	16	21	24	5	59	49	19	53	3	42	42	34			
Not useful	25	7	32	7	3	9		43	28	5	36	3			41				28		13	9		14	45	50		2	68		32				50	13	25	7			
Did not use	13	34	15	42	8	7		57	28	31	10	14		42					28	63	24	35		7		35	39	7	70	9	33	44	30	25	28	13	34				
TOTAL USEFUL	62	59	53	52	90	84	100		44	64	53	83	100	58	59	100	100	100	43	37	64	56	100	86	48	50	65	59	24	30	59	67	56	70	24	59	62	59			

	TOTAL		RIDE REASON								RIDE FREQUENCY											
			Commute		Recreation		Work		Other		Weekly		Monthly		6 monthly		Yearly		5 yearly		Years ago/Not	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: Moped riders	27^	34	16^	17^	12^	19^	2^	4^	2^	5^	16^	23^	4^	5^	3^	2^	1^	1^	3^	0	0	3^
% of respondents																						
Very useful	20	25	20	23	1	31	100	21	92	41	18	35	30	19						82		
Moderately useful	42	34	55	31	58	43					59	17	70	46		100	100	100	11			56
Not useful	25	7	10	9	32	2				6	7	9		9	80				7			
Did not use	13	34	15	37	9	24		79	8	53	16	39		26	20							44
TOTAL USEFUL	62	59	75	54	59	73	100	21	92	41	77	52	100	64		100	100	100	93			56

^ Caution: small cell size.

Table 1.9.1e In developing your ability to ride a moped, how useful (if at all) did you find each of the following forms of preparation? (M16) – Tips from the person who sold the moped to me

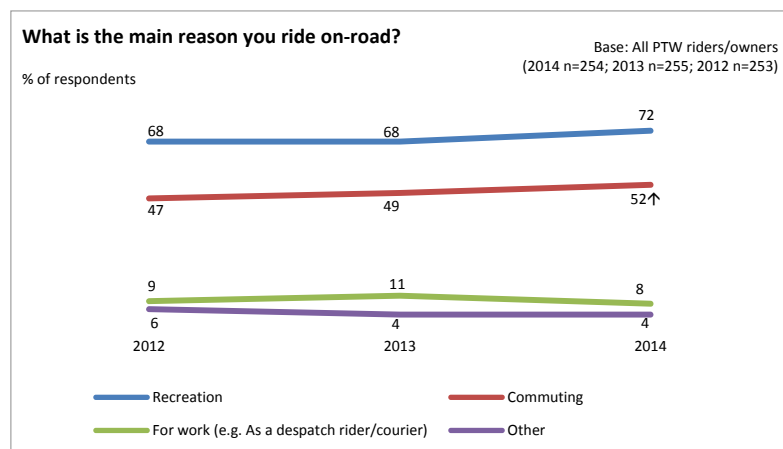
	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE										VEHICLE RIDEN								
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		RE Learner		RE		R		Non-Qld		None		Motor-cycle		Scooter		Moped		None		
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13			
Base: Moped riders	27^	34	12^	18^	15^	16^	4^	2^	10^	11^	10^	11^	3^	10^	3^	1^	2^	1^	3^	2^	19^	30	4^	3^	4^	2^	7^	11^	4^	8^	8^	10^	5^	7^	5^	10^	27^	34	0	0	
% of respondents																																									
Very useful	6	19			11	28	47			14	39	1	35	9		10					8	24	7	27	48	50				17	3	26		17		17	6	19			
Moderately useful	54	39	57	45	43	17	89	57	31	20↓	83	36		47	90	100	60			63	41	30	93	59			4	37	24	13	81	60	5	53	53	42	54	39			
Not useful	16	7	14	7	23	7	11	43			1	6	42				40				33	9			45	50	50	5		1		37		21	13	16	7				
Did not use	24	36	30	38	5	29			31	41	15	23	49	53				100	100	37	18	38		14	7		46	58	76	70	15	15	59	30	25	28	24	36			
TOTAL USEFUL	60	57	57	55	72	64	89	57	45	59	84	70	9	47	100	100	60			63	49	54	100	86	48	50	4	37	24	30	84	85	5	70	53	59	60	57			

	TOTAL		RIDE REASON								RIDE FREQUENCY											
			Commute		Recreation		Work		Other		Weekly		Monthly		6 monthly		Yearly		5 yearly		Years ago/Not	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: Moped riders	27^	34	16^	17^	12^	19^	2^	4^	2^	5^	16^	23^	4^	5^	3^	2^	1^	1^	3^	0	0	3^
% of respondents																						
Very useful	6	19	11	19	2	24		21			11	17	7	19			87					
Moderately useful	54	39	67	48	65	41	53	55		6	53	34	63	40	61	13	100	100	18			56
Not useful	16	7	10	9		1	47		100	6	10	9	30	6					82			
Did not use	24	36	12	25	32	33		24		87	26	40		36	39							44
TOTAL USEFUL	60	57	77	66	68	65	53	76		6	63	51	70	58	61	100	100	100	18			56

^ Caution: small cell size.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

1.10 Reasons for riding on-road



1.10.1 What is the main reason you ride on-road? (M6)

Among all PTW riders/owners, the main reason given for riding on-road is for recreation (72%) followed by commuting purposes (52%, this reason increasing significantly since 2013 – 49%). 8% report the main reason for riding is for work while 4% cite some other reason for why they ride on-road.

The data derived from the 2014 survey is generally consistent with the 2013 survey results.

1.10.2 Key sub-group differences

Those mainly riding for recreational purposes are more likely than average to be males, holders of an “R” licence, riding a motorcycle or riding on a monthly basis.

Those riding for commuter purposes are more likely than average to be from the South Eastern region or riding weekly.

Those riding for work are more likely than average to be scooter riders.

Other sub-group differences are outlined in the following tables.

Table 1.10.1 What is the main reason you ride on-road? (M6)

	TOTAL		SEX				AGE							TMR REGION								LICENCE TYPE								VEHICLE RIDEN										
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		RE Learner		RE		R		Non-Qld		None		Motor-cycle		Scooter		Moped		None	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13		
Base: All PTW riders/owners	254	255	152	153	102	102	19^	14^	78	71	130	117	27	53	12^	15^	12^	15^	34	39	196	186	27^	20^	26^	31	127	122	43	39	31	43	169	157	59	55	27^	34	14^	31
% of respondents																																								
Recreation	72	68	74	68	58	68	75	36	67	55	65↓	80	91	71	64	78	69	50	86	86	70	65	76	78	76	40	72	76	71	80	63	46	79	77	54	56	64	52	74	57
Commuting	52↑	49	54	52	44↑	33	41	47	58	59	56↑	47	38	40	51	64	55	52	37	29	56↑	50	34	26	65	75	54↑	44	49	53	46	44	53↑	47	48	61	48	58	13	46
For work (e.g. As a despatch rider/courier)	8	11	8	10	10	12	10	30	20	17	4	7		3		23	35	3	1	11	7	9	14	7	33	10	3	5	10	22	5	21	8	7	9	16↑	8	13	3	34
Other	4	4	4	4	3	5			1	1	5	2	5	14	11	2		7	2	7	3	3		6	3		1↓	5	2		18	8	1	3	13	1	7	12	14	5

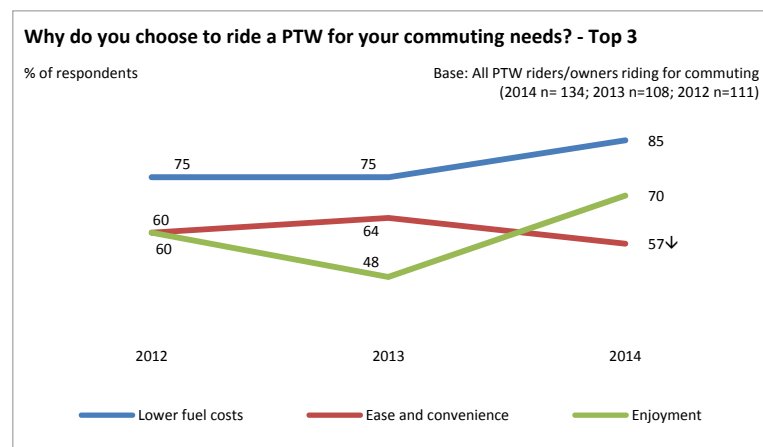
	TOTAL		RIDE REASON								RIDE FREQUENCY											
			Commute		Recreation		Work		Other		Weekly		Monthly		6 monthly		Yearly		5 yearly		Years ago/Not	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All PTW riders/owners	254	255	134	108	168	180	18^	23^	8^	12^	150	147	55	47	17^	14^	7^	8^	7^	6^	18^	33
% of respondents																						
Recreation	72	68	56	46	100	100	58	44	10	44	68	69	80	94	90	42	84	90	17	53	73	46
Commuting	52↑	49	100	100	41	33	65	68	8	11	75↑	60	15	9↓	11	52	16	10	6	47	26	44
For work (e.g. As a despatch rider/courier)	8	11	11	15	7	7	100	100			10	12	10			6				19	9	19
Other	4	4	1	1	1	2			100	100	1	3	1	4					77		3	13

^ Caution: small cell size.

Bold figures are significantly different to the average (of that wave) at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at least the 95% confidence level.

1.11 Reasons for choosing to ride a PTW for commuting needs



1.11.1 Why do you choose to ride a PTW for your commuting needs? (M7)

Among those who choose to ride a PTW for their commuting needs, the main reasons for this are for the lower fuel costs (85%), for the enjoyment of this type of travel (70%) or because of the ease and convenience of this transport mode (57%). These were also the top three reasons given in last two years of surveying.

1.11.2 Key sub-group differences

Riding a PTW to save fuel costs is a more common response among females than it is among males.

Choosing this transport mode for its ease and convenience is a reason more frequently cited by recreational riders or males.

A choice to ride just for the enjoyment is more likely to be evident among males, those riding motorcycles, recreational riders or those aged 40-59 years.

Other sub-group differences are outlined in the following tables.

Table 1.11.1 Why do you choose to ride a PTW for your commuting needs? (M7)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE								VEHICLE RIDEN									
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		RE Learner		RE		R		Non-Qld		None		Motor-cycle		Scooter		Moped		None	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13		
Base: All PTW riders/owners who ride on-road for the purpose of commuting	134	108	83	73	51	35	10^	5^	44	36	71	48	9^	19^	6^	8^	5^	5^	11^	9^	112	86	12^	6^	16^	21^	70	49	22^	18^	14^	14^	87	63	34	31	16^	17^	3^	9^
% of respondents																																								
Lower fuel costs	85	75	84	72	93	96	79	49	82	78	87	73	90	84	100	85	95	38	93	89	79	78	97	100	95	44	83	86	72	78	99	82	82	75	93	78	99	95	100	66
Enjoyment	70	48	74	50	41	36	57	59	49	27	79	65	90	48	94	57	86	47	86	80	58	41	46	24	84	34	76	60	42	51	68	26	76	54	46	26	84	38	35	56
Ease and convenience	57↓	64	60	67	36	45	31	28	50	55	68	72	44	80	65	93↑	88	53	45	96	50	53	65	59	69	53	56	60	42	86	63	77	60	66	41	58	83	74	35	76
Reduced time it takes to commute to and from work	46	24	51↑	26	16	13	4		59	30	46	25	31	20	78	27	53		14	28	43	29	29		72	22	42	33	42	12	47	16	49	23	20	21	70	28		52
Lower purchase cost compared to other vehicles	46	36	46	38↑	44	19	40	28	58	39	39	37	44	28	68	60	54	15	38	66	40	28	71	36	72	24	34	29	48	61	58	50	46	34	33	38	80	55	35	39
Reduced emissions and more environmentally friendly	39	22	40↑	20	33	32	36	4	57	35	25	18	46	9↓	46	18	54		49	39	32	25	41	19	65	26	26	18	47	36	61	5	34	26	36	30	85	9		6
Other	1	3	1	3	3	2	4			3	2	4								2	4			2	5	1	3					1	2		4					

^ Caution: small cell size.

Bold figures are significantly different to the average (of that wave) at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at least the 95% confidence level.

Table 1.11.1 Why do you choose to ride a PTW for your commuting needs? (M7) (continued)

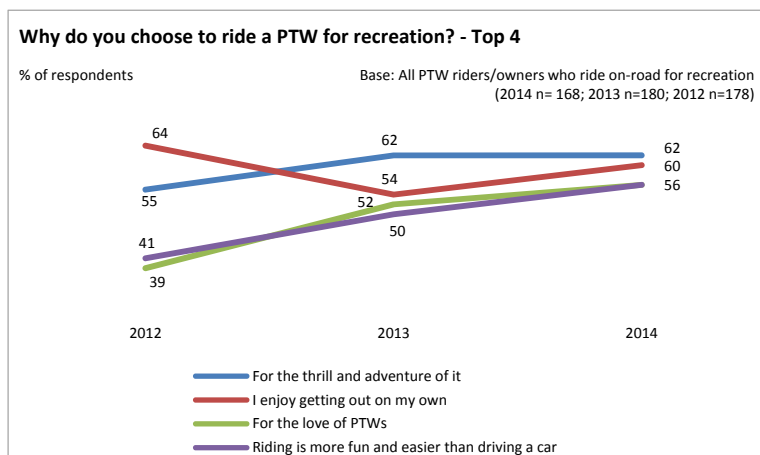
	TOTAL		RIDE REASON								RIDE FREQUENCY											
			Commute		Recreation		Work		Other		Weekly		Monthly		6 monthly		Yearly		5 yearly		Years ago/Not	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All PTW riders/owners who ride on-road for the purpose of commuting	134	108	134	108	63	50	7^	12^	1^	1^	108	83	11^	5^	5^	4^	2^	1^	2^	4^	6^	11^
% of respondents																						
Lower fuel costs	85	75	85	75	81	83	100	90		100	87	87	75	66	30		24	100	62	53	100	59
Enjoyment	70	48	70	48	86	79	88	57	100	100	75	56	29	85						14	40	32
Ease and convenience	57↓	64	57↓	64	62	80	88	85	100	100	59↓	69	49	100↑	46	32		100	38	38	46	49
Reduced time it takes to commute to and from work	46	24	46	24	56	30	81	46	100	100	48	29	44	25	53							19
Lower purchase cost compared to other vehicles	46	36	46	36	56	43	88	86			48	39	19	25	70	23			62	39	9	28
Reduced emissions and more environmentally friendly	39	22	39	22	44	33	88	46		100	40	21	15	34		45		100		14		
Other	1	3	1	3	1	2					1	3					76			9		

^ Caution: small cell size.

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

1.12 Reasons for choosing to ride a PTW for recreation



1.12.1 Why do you choose to ride a PTW for recreation? (M18)

Among those who choose to ride a PTW for recreation, the main reasons for this are for the thrill and adventure of it (62%), because they enjoy getting out on their own (60%), for the love of PTWs (56%), or because riding is more fun than driving (56%).

1.12.2 Key sub-group differences

Males are more likely than females to report riding to get out on their own, just for the love of PTWs or because it is fun and easier than driving a car.

Female PTW riders are more commonly riding PTWs recreationally to support their partner's/friend's interest in riding.

Other sub-group differences are outlined in the following tables.

Table 1.12.1 Why do you choose to ride a PTW for recreation? (M18)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE										VEHICLE RIDEN							
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		RE Learner		RE		R		Non-Qld		None		Motor-cycle		Scooter		Moped		None	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13		
Base: All PTW riders/owners who ride on-road for recreation	168	180	109	110	59	70	14^	7^	45	42	85	90	24^	41	7^	12^	8^	9^	25^	33	128	126	18^	16^	15^	16^	93	95	29^	29^	13^	24^	132	126	26^	30	12^	19^	9^	22^
% of respondents																																								
For the thrill and adventure of it	62	62	63	63	57	59	65	11	84	66	70	67	25↓	53	80	67	78	82	63	57	55	59	60	46	72	56	62	68	70	58	44	45	66	67	32	55	45	37	87	59
I enjoy getting out on my own	60	54	64	58	28	29	40	36	49	50	69	51	61	67	66	63	50	23	59	58	60	55	43	5	75	51	56	55	57	66	77	55	60	59	53	52	82	65	51	18↓
For the love of PTWs	56	52	59	56↑	36	30	31		70	49	62	55	38	59	76	49	68	70	65	47	47	52	32	23	68	36	59	58	55	58	49	36	59	59	51	44	48	46	41	35
Riding is more fun and easier than driving a car	56	50	61	55	22	27	60	34	49	51	51	53	70	46	69	75↑	38	26	77↑	51	50	46	30	26	53	34	61	53	34	71	83	16	52	53	65	65	77	78	44	12↓
I enjoy the social interaction	40	28	40	30	37	22	37	31	51	16	45	30	19	38	84	28	85	40	14	22	28	29	27	9	55	35	32	32	49	25	54	17	41	32	30	15	63	14	4	19
I like to support my partner's/friend's interest in riding	8	15	4	9	32	47	5	35	9	28	7	9	7	14	5		11	56	8	9	7	15	23	41	2	6	3	14	12	10	21	30	6	16	4	9	13		42	29
I like to relive my youth	7↓	15	7	16	2	10			8	14	8	14	5↓	20		22			8	16	9	14	10			9	7↓	16	9	26	6		7↓	17	13	29		15	11	2
I like the status and image of being a rider	7	13	7	14	4	8	2	23	10	6	4	18	10	7		15		16	11	9	8	13		4		24	11	14	4	11		4	8	14		11	1	3		3
Other	6	5	6	5	1	5			3	5	9	3	4	9	18			4	1	3	6	7		3	4		9	7	1	1			7	5	3		4	14		

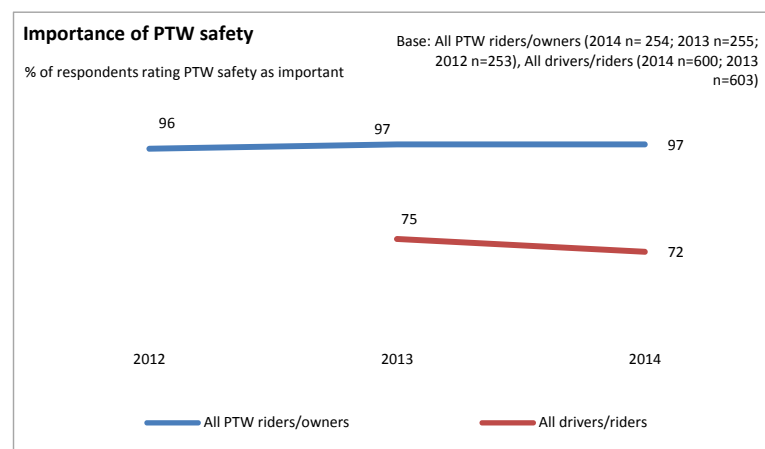
	TOTAL		RIDE REASON										RIDE FREQUENCY									
			Commute		Recreation		Work		Other		Weekly		Monthly		6 monthly		Yearly		5 yearly		Years ago/Not	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All PTW riders/owners who ride on-road for recreation	168	180	63	50	168	180	7^	9^	1^	5^	93	99	43	43	13^	9^	5^	7^	3^	2^	11^	20^
% of respondents																						
For the thrill and adventure of it	62	62	70	73	62	62	94	90	100	81	70	69	71↑	46	45	24	26	55	12	88	8	74↑
I enjoy getting out on my own	60	54	67	69	60	54	96	79	100	63	59	63	65	38↓	61	39	57	36	100	88	38	28
For the love of PTWs	56	52	61	70↑	56	52	84	75	100	63	62	61	63	43	45	50	13	6	12		16	28
Riding is more fun and easier than driving a car	56	50	79	70	56	50	93	47		63	70	62↑	29	33	48	36	44			88	30	15↓
I enjoy the social interaction	40	28	50	26	40	28	82	16		25	45	28	38	33	41	44	7		12			22
I like to support my partner's/friend's interest in riding	8	15	6	3	8	15	7	3			5	12	17	19	3		7	54	12	12	5	37
I like to relive my youth	7↓	15	9	22	7↓	15	22	69			7↓	16	2	9	6	11	26	23		88	15	7
I like the status and image of being a rider	7	13	10	8	7	13	6	3		19	9	15	5	15							11	4
Other	6	5	10	1	6	5			100	19	9	4	1	8								2

^ Caution: small cell size.

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

1.13 Importance of PTW safety



1.13.1 Thinking of PTW safety as a road safety issue, for you is it...? (M9)

Among PTW riders/owners 97% rate PTW safety as an important road safety issue, most rating it as very important (79%). These results are consistent with the 2012 and 2013 survey results.

Among road users more generally some 72% rate the issue of PTW safety as important.

Results to this question are consistent between 2013 and 2014.

1.13.2 Key sub-group differences

Minor sub-group differences are outlined in the following tables.

Table 1.13.1a Thinking of PTW safety as a road safety issue, for you is it...? (M9) - All PTW riders/owners

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE										VEHICLE RIDEN								
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		RE Learner		RE		R		Non-Qld		None		Motor-cycle		Scooter		Moped		None		
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13			
Base: All PTW riders/owners	254	255	152	153	102	102	19^	14^	78	71	130	117	27	53	12^	15^	12^	15^	34	39	196	186	27^	20^	26^	31	127	122	43	39	31	43	169	157	59	55	27^	34	14^	31	
% of respondents																																									
Very important	79	71	80	68	75	85	80	30	75	59	82	81	79	79	83	63	90	71	68	78	78	71	90	80	74	54	81	79	71	55	80	72	82	77	69	43↓	81	75	79	85	
Quite important	18	26	17	29	23	13	19	51	20	41	18	16	12	17	17	37	10	27	18	10↓	19	27	9	20	23	42	17	19	29	43	7	17	16	21	23	53	19	13	21	8	
Not very important	2	2	3	1	1	3		11	5			1	5	3				2	7	8	2	*			3		1	1		*	13	6	1	1	8			9		1	
Not at all important	1	2	1	2	1		2	8				2	5	2				6	3	*	2	2			4	2	1		2		5	1	1		4		3		6		
TOTAL IMPORTANT	97	97	96	96	98	97	98	81	95↓	100↑	100↑	97	91	96	100	100	100	98	87	89	98	97	98	100	97	96	97	98	100	97	87	89	98	98	92	96	100	88	100	93	

^ Caution: small cell size.

* Indicates less than 1% of respondents.

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

Table 1.13.1a Thinking of PTW safety as a road safety issue, for you is it...? (M9) - All PTW riders/owners (continued)

	TOTAL		RIDE REASON								RIDE FREQUENCY											
			Commute		Recreation		Work		Other		Weekly		Monthly		6 monthly		Yearly		5 yearly		Years ago/Not	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All PTW riders/owners	254	255	134	108	168	180	18^	23^	8^	12^	150	147	55	47	17^	14^	7^	8^	7^	6^	18^	33
% of respondents																						
Very important	79	71	80	61	80	76	82	48	100	91	85	70	66	73	69	58	58	93	97	77	71	79
Quite important	18	26	16	35	17	22	15	35		9	11	28	32	27	31	42	42		3	23	20	3
Not very important	2	2	4	2	2	1	1	7			2	2	3					7			8	4
Not at all important	1	2	*	2	1	2	1	11			2	1										14
TOTAL IMPORTANT	97	97	96	96	96	97	97	83	100	100	96	98	97	100	100	100	100	93	100	100	92	82

Table 1.13.1b Thinking of PTW safety as a road safety issue, for you is it...? (M9) - All drivers/riders

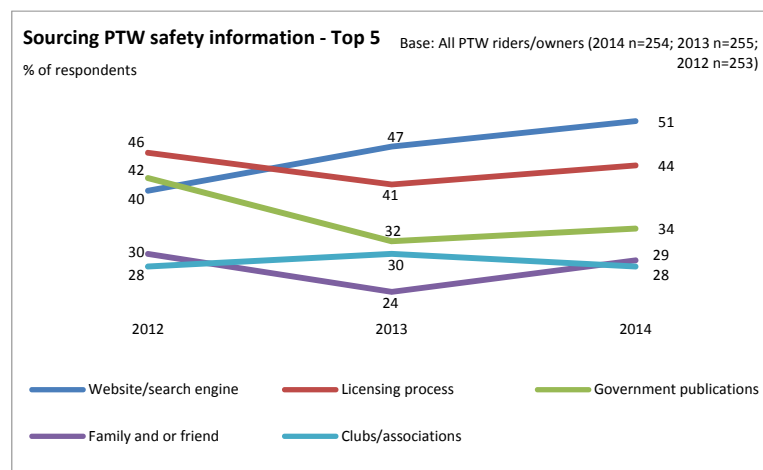
	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE							
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C		None	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders	600	603	308	310	292	293	85	88	163	168	216	217	136	129	67	57	53	38	72	94	408	414	514	555	80	40	121	37	5^	1^
% of respondents																														
Very Important	33	35	33	33	34	38	27	17	31	34	35	36	37	48	30	37	23	29	40	46	34	34	35	36	24	29	37	48	40	100
Quite important	39	39	39	39	39	40	40	48	39	39	39	38	37	36	37	35	41	42	33	32	40	41	38	39	42	38	42	33	40	
Not very important	20	20	20	23	19	17	25	28	20	20	18	22	18	12	22	24	17	24	18	16	20	19	19	20	25	23	15	11	20	
Not at all important	8	5	8	5	9	5	8	8	10	7	7	4	7	4	10	4	19	5	8	6	6	6	8^	5	9	10	6	8		
TOTAL IMPORTANT	72	75	72	72	73	78	67	65	71	74	74	74	74	84	67	72	64	71	74	78	74	75	73	75	66	67	79	81	80	100

^ Caution: small cell size.

* Indicates less than 1% of respondents.

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

1.14 Sourcing PTW safety information



1.14.1 From the list below, please choose the three most important sources you used when looking for information about safe PTW riding. (M19)

The most important sources used when looking for information about safe PTW riding are websites/search engines (51%), the licensing process (44%) and government publications (34%). These three factors were most commonly mentioned in the 2012 and 2013 surveys.

1.14.2 Key sub-group differences

Males more so than females to rate clubs/associations or the media more importantly.

Riders aged 25-39 years are more likely than average to rank the licensing process as an important source of safety information.

Other sub-group differences are outlined in the following tables.

Table 1.14.1 From the list below, please rank the three most important sources you used when looking for information about safe PTW riding (M19) – most important source of safety information

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE								VEHICLE RIDEN									
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		RE Learner		RE		R		Non-Qld		None		Motor-cycle		Scooter		Moped		None	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13		
Base: All PTW riders/owners	254	255	152	153	102	102	19^	14^	78	71	130	117	27	53	12^	15^	12^	15^	34	39	196	186	27^	20^	26^	31	127	122	43	39	31	43	169	157	59	55	27^	34	14^	31
% of respondents																																								
Website/search engine	51	47	50	47	55	48	72	59	66	52	49	46	26	36↑	31	60	80	35	30	47	55	46	66	42	65	33	50	50↑	58	54	24	42	52	46	42	43	33	55	71	48
Licensing process	44	41	45	39	42	52	28	44	58	46	43	40	31	37	51	48	56	60	36	34	42	37↓	64	44	76	61	38	36	32	48	48	32	43	40	42	44	58	45	80	48
Government publications	34	32	34	32↓	34	32	31	43	31	21	29	36↓	51	36	38	40	8	42	22	24↓	42	30	44	22↓	14	35	38	31	23	41	41	23	32	36	29	22↓	56	35	65	18
Family and or friend	29	24	28	21	32	43	38	28	44	40	18	18	26	14	3	13	41	10	25	17	33	32	35	61	74	43	20	18↓	32	13	17	30	28	20	26	28	24	27	25	38
Clubs/Associations	28	30	31	32	13	18	2	5	23	17	32	41	34	32	27	31	21	28	30	26	29	32	6	22	27	24	26↓	37	50	26	17	14	32	40	19	11	23	14		12
PTW manufacturer information	27	26	28	25	21	28	25	36	12	27	32	22	38	30↓	56	31	3↓	47	25	18	25	22	14	18	6	18	29	28	23	17↓	47	39	29	25	28	34↓	32↓	47	20	31
Media	23↑	13	25	15	12	5↓	10	2	18↑	11	30	14	17	17	40	12	26	19	17	4	19	15	24	2	6	3	25	17	19	21	32	3	22	18	25	13	30	9	7	1
Sales person	5	6	4	6	11	6	23		2	9	6	5	2	7	16	9			2	9	5	6	6	3		4	4	8	4	1	19	6	3	5	11	10	4	21	9	2
Other	6	2	7	2	3				*		12	2	5	5	20		3		11		1	3			1		11	1	2	8			9	2	4	1		3		
None/no other source used	10	15	10	16	11	10	4	19	8	8	10	17	17	18		14	5	7	29	31	9	12		10	1	4	13	17	7	15	17	22	10	15	12	10	8	9	4	22

	TOTAL		RIDE REASON								RIDE FREQUENCY											
			Commute		Recreation		Work		Other		Weekly		Monthly		6 monthly		Yearly		5 yearly		Years ago/Not	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All PTW riders/owners	254	255	134	108	168	180	18^	23^	8^	12^	150	147	55	47	17^	14^	7^	8^	7^	6^	18^	33
% of respondents																						
Website/search engine	51	47	57	60	48	45	78↑	52	10	35	59	56↑	45	40	23	22	37	52	20	43	61	23
Licensing process	44	41	53	41↓	45	41	74	40	38	49	46	46	35	27↓	60	22	31	54	42	31	28	49
Government publications	34	32	35	26↓	34	36	19	15↓	30	24	35	34↓	31	35	45	36	17	25			22	17
Family and or friend	29	24	30	28	30	21	53	35	14	10	28	21	22	34	43	39	43	50	2	24	38	17
Clubs/Associations	28	30	22	30	32	33	4	16	18	3	28	34	25	24	33	36	47	5	3		20	21
PTW manufacturer information	27	26	16	28	29	26	11	22	72	35	19	28	32	14	48	16	17	39	89	7	35	40
Media	23↑	13	27	16	18	14	15	16	46	43	23	16	20	14↓	25	1		10	54	7	20	9
Sales person	5	6	5	4	2	7	7	7	55	9	4	7	4	5	1	7		21	54		8	2
Other	6	2	7	1	8	2					7		11	5		7					2	3
None/no other source used	10	15	10	9	10	16	9	20		21	10	10	18	22	1	11	26	7		50	2	28

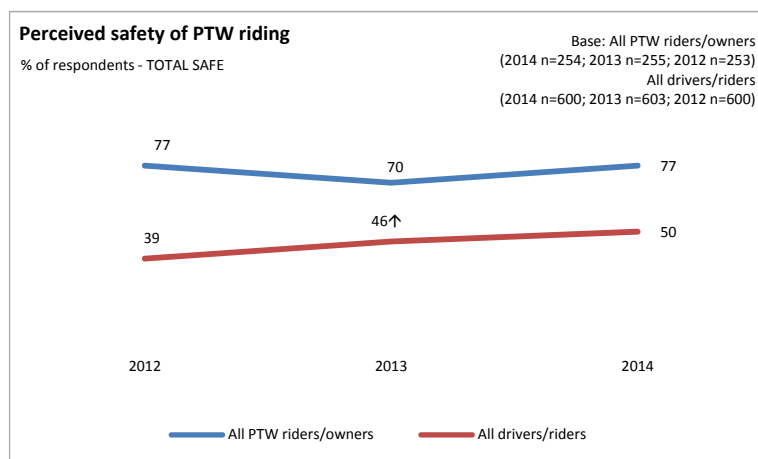
^ Caution: small cell size.

* Indicates less than 1% of respondents.

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

1.15 Perceived safety of PTW riding



1.15.1 How safe do you think PTW riding is? (M10)

There are clear differences between PTW riders and road users more generally when it comes to assessing the safety of PTW riding; 77% of PTW riders/owners say that PTW riding is either somewhat or very safe, whereas 50% of all drivers/riders in the general road users' survey rate PTW riding as somewhat or very safe.

1.15.2 Key sub-group differences

Among all drivers/riders, segments more likely than average to rate PTW riding as safe are males or open licence holders.

Other sub-group differences are outlined in the following tables.

Table 1.15.1a How safe do you think PTW riding is? (M10) - All PTW riders/owners

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE										VEHICLE RIDEN							
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		RE Learner		RE		R		Non-Qld		None		Motor-cycle		Scooter		Moped		None	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13		
Base: All PTW riders/owners	254	255	152	153	102	102	19^	14^	78	71	130	117	27	53	12^	15^	12^	15^	34	39	196	186	27^	20^	26^	31	127	122	43	39	31	43	169	157	59	55	27^	34	14^	31
% of respondents																																								
Very Safe	15	14	16	13	10↓	19	10	24	10	13	21	16	13	10	29	12	4	22	17	21	14	11	17	24	3↓	13	15	16	32↑	8	8	10	17	13	19	11	3	18		29
Somewhat Safe	62	56	62	55	62	57	52	27	57	69	60↑	50	76	57	53	47	61	48	56	57	65	59	52	43	43	55	64	56	55	53	84	60	57	54	71	66	89	69	54	33
Somewhat Unsafe	20	24	20	26	18	17	25	17	32	17	17	30	6	25	18	27	26	30	19	11	19	26	21	31	44	23	20	21	11	38	8	18	23	27	10	16	2	14	43	30
Very Unsafe	2	4	2	4	4	7		16	1	1	2	4	5	7		14	3		7	7	2	2		2	9	5	2	5	2		6	3	5	*	1			3	7	
Don't Know	1	2		2	5	*	13	17				1		*			6			3	*	2	11		1	4		1		*		5	*	1		5	6			
TOTAL SAFE	77	70	78↑	68↓	73	76	62	51	67	82	81	66↓	90	67	82	59	65	70	74	78	80	70	68	66	46	68	79	73	87	61	92	71	74	67	90	77	92	86	54	63

^ Caution: small cell size.

* Indicates less than 1% of respondents.

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

Table 1.15.1a How safe do you think PTW riding is? (M10) - All PTW riders/owners (continued)

	TOTAL		RIDE REASON								RIDE FREQUENCY											
			Commute		Recreation		Work		Other		Weekly		Monthly		6 monthly		Yearly		5 yearly		Years ago/Not	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All PTW riders/owners	254	255	134	108	168	180	18^	23^	8^	12^	150	147	55	47	17^	14^	7^	8^	7^	6^	18^	33
% of respondents																						
Very Safe	15	14	17	14	16	13	20	30	8	13	15	17	24	12	5				7	7	29	13
Somewhat Safe	62	56	60	60	59	56	35	31	90	52	62	61	50	47	80	47	52	39	93	11	50	51
Somewhat Unsafe	20	24	22	24	20	24	41	34	2	26	21	19	22	28	14	44	17	61		36	21	25
Very Unsafe	2	4	1	1	3	6	4			8	2	1	*↓	10	1	9	31			46		6
Don't Know	1	2	*	1	1	2		5			*	1	4	3								5
TOTAL SAFE	77	70	77	74	76	69	55	61	98	66	77	79	74	59	85	47	52	39	100	18	79	64

Table 1.15.1b How safe do you think PTW riding is? (M10) - All drivers/riders

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE							
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C		None	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders	600	603	308	310	292	293	85	88	163	169	216	217	136	129	67	57	53	38	72	94	408	414	514	555	80	40	121	37	5^	1^
% of respondents																														
Very safe	5	3	7	4	4	3	3	2	6	3	6	5	4	2	3	3	6	5	5	7	6↑	2	5	3	5	2	12	5		100
Somewhat safe	45	42↑	50	46↑	40	39	36	35	43	46	46↑	35	52	55↑	43	34	38	45	45	39	47	44↑	47	43↑	36	37	54	45		
Somewhat unsafe	31	36	28	35	34	37	29	39	32	37	28↓	39	36	28↓	36	52	36	26	29	40	30	34↓	31	35↓	30	41	23	36	80	
Very unsafe	6↓	12	5↓	12	8↓	13	9	17	5	8	8↓	15	1↓	9	4	9	8	13	10	9	5↓	13	6↓	12	5	12	3	8		
Don't know	12↑	6	11↑	5	14↑	8	21↑	7	14↑	6	12↑	7	6	5	13↑	2↓	13	11	11	5↓	12↑	7	10↑	6	24↑	7	7	6	20	
TOTAL SAFE	50	46↑	56	49↑	44	42	40	37	49	49	52↑	40	57	57↑	46	37	43	50	50	46	52	46	53↑	46↑	41	39	67	50		100

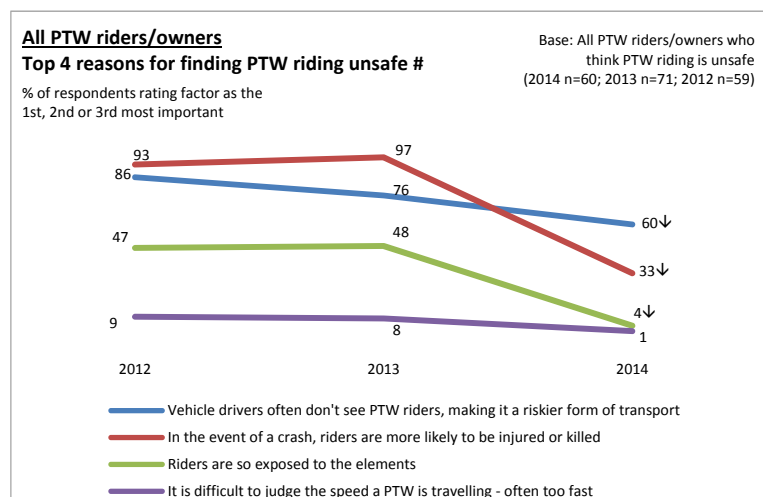
^ Caution: small cell size.

* Indicates less than 1% of respondents.

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↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

1.16 Reasons for believing that PTW riding is unsafe



In 2014 this question was a single response question. In 2013 it was multiple response in which respondents were asked to select the three main reasons for why they believe PTW riding to be unsafe.

1.16.1 The main reason I believe PTW riding to be unsafe is because... (M27)

The main reasons why PTW riding is considered unsafe are because vehicle drivers can't see PTW riders (60% PTW riders, 18% all drivers/riders), riders are more likely to be injured or killed in a crash (33% PTW riders, 58% all drivers/riders) or because riders are so exposed to the elements (4% PTW riders, 13% all drivers/riders).

Differences noted between 2013 and 2014 are due to a change in how the question was asked between these two measures; in 2013 respondents were asked to nominate their top three reasons (multiple responses allowed) whereas in 2014 respondents were asked to nominate their main reason only (a single response measure).

1.16.2 Key sub-group differences

Minor sub-group differences are highlighted in the following tables.

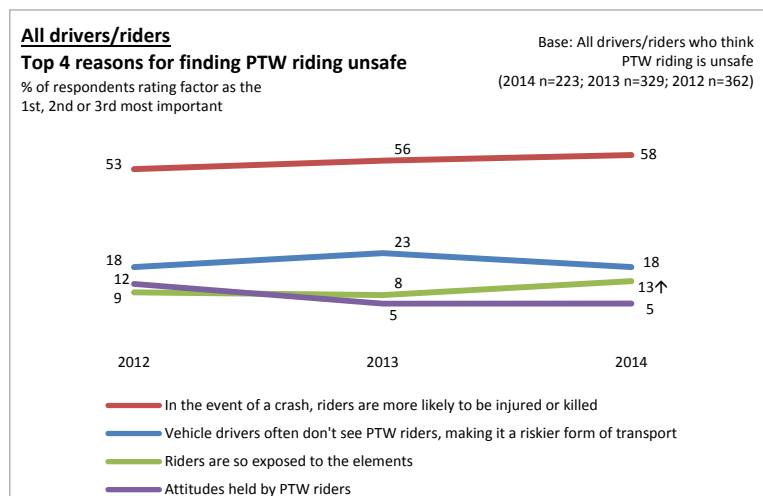


Table 1.16.1a The main reason I believe PTW riding to be unsafe is because... (M27) – All PTW rider/owners

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE										VEHICLE RIDEN							
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		RE Learner		RE		R		Non-Qld		None		Motor-cycle		Scooter		Moped		None	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13		
Base: All PTW riders/owners who think PTW riding is somewhat/very unsafe	60	71	32	47	28^	24^	4^	5^	22^	14^	30	37	4^	15^	2^	6^	2^	4^	8^	9^	48	52	5^	6^	8^	7^	31	37	8^	10^	8^	11^	41	48	10^	9^	3^	5^	6^	12^
% of respondents																																								
Vehicle drivers often don't see PTW riders, making it a riskier form of transport	60↓	76	61↓	74	57↓	87	52	74	52↑	51	63↓	83	92	81	100	71	100	35	46	96	43↓	83	15	100	88	49	61↓	85	8↓	72	55	63	65↓	76	46	45	29	61	14	68
In the event of a crash, riders are more likely to be injured or killed	33↓	97	33↓	97	32↓	96	48	100	35↓	97	33↓	95	8↓	100		100		100	54	94	43↓	96	78	70	3↓	100	35↓	98	71	100	37↓	100	28↓	96	45↓	100	71	100	86	100
Riders are so exposed to the elements	4↓	48	4↓	45	3↓	66		68	5↓	64	4↓	46		34		34		75		55	7↓	46	7	62		85	3↓	33	16	50		61	4↓	47		69		71		48
It is difficult to judge the speed a PTW is travelling – often too fast	1	8		10	3			26	1	12				19				25			1	9				1	6		5		42		6	5					33	
PTWs are more susceptible to poor road conditions	*↓	45		46	2↓	39		6		42	1↓	55		39		38		65		10	1↓	50		68		53		48		44	8	13	*↓	51		21		29		22
Attitudes held by PTW riders	*↓	25		27	3	13		26	1	34		21		27		57			45	1↓	16				13		31	5	28		20		24	5	65		39		29	
Other	2		3						5											4				9								3								

	TOTAL		RIDE REASON								RIDE FREQUENCY											
			Commute		Recreation		Work		Other		Weekly		Monthly		6 monthly		Yearly		5 yearly		Years ago/Not	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All PTW riders/owners who think PTW riding is somewhat/very unsafe	60	71	30	25^	41	50	4^	6^	1^	3^	31	28^	15^	18^	3^	7^	3^	5^	0	3^	8^	10^
% of respondents																						
Vehicle drivers often don't see PTW riders, making it a riskier form of transport	60↓	76	72↑	64	54↓	83	90	53		30	71↓	76	30↓	94	57	68	77	89		100	8	36
In the event of a crash, riders are more likely to be injured or killed	33↓	97	26↓	97	37↓	98	10	90	100	100	28↓	100	47↓	91	43	100	23	100		77	43	100
Riders are so exposed to the elements	4↓	48		52	5↓	42		76		94		43	10↓	60↑		32		52		23	40↓	82
It is difficult to judge the speed a PTW is travelling – often too fast	1	8	1		1	5		15		70	1					18						51
PTWs are more susceptible to poor road conditions	*↓	45	1↓	64		40		19		6		55		43		39		50		44	9	22
Attitudes held by PTW riders	*↓	25		23↓		33		47			1↓	26		12		43		9		56		8
Other	2				3								13									

^ Caution: small cell size.

* Indicates less than 1% of respondents.

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

Table 1.16.1b The main reason I believe PTW riding to be unsafe is because ... (M27) - All drivers/riders

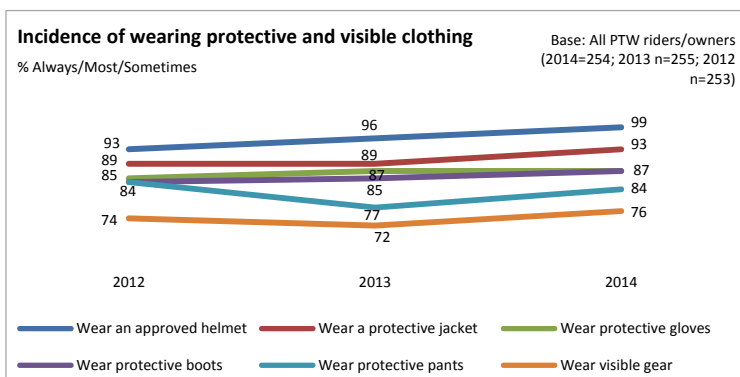
	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE							
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		Open		Sub-Open		M/C		None	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All drivers/riders who think PTW riding is unsafe	223	329	101	156	122	173	33	56	61	87	78	130	51	56	27^	36	23^	19^	28^	51	145	223	191	298	28^	25^	32	18^	4^	0
% of respondents																														
In the event of a crash, riders are more likely to be injured or killed	58	56	58	59	57	52	60	61	54	49	50	54	73	65	74	61	52	53	57	41	56	57	58	55	57	63	72↑	22	75	
Vehicle drivers often don't see PTW riders, making it a riskier form of transport	18	23	13	20	23	25	12	14	15	23	31	28	8	18	11	28	17	21	21	31↑	19	20	19	23	18	17	9↓	46		
Riders are so exposed to the elements	13↑	8	15	8	12	8	12	8↓	23	14	9	6	8	3	11	6	9	11	11	10	15↑	8	13↑	8	14	8	12		25	
Attitudes held by PTW riders	5	5↓	6	6↓	4	4↓	3	7	5	3↓	6	5↓	4	6	4	3	13	10	3	2↓	4	5↓	5	5↓	4	4	6	5		
PTWs are more susceptible to poor road conditions	3	3	4	3	2	3	3	2		4	4	2	6	3			4	5	4	6	3	3	4	3				10		
It is difficult to judge the speed a PTW is travelling - often too fast	1	3	1	2	2	3	9	3		1		3		3						4	2	3	1	2	7	4		5		
Other	1	3	3	2		4		5	3	5		2	2	2		3	4		4	6	1	4	2	3		4		10		

^ Caution: small cell size.

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

1.17 PTW on-road behaviours



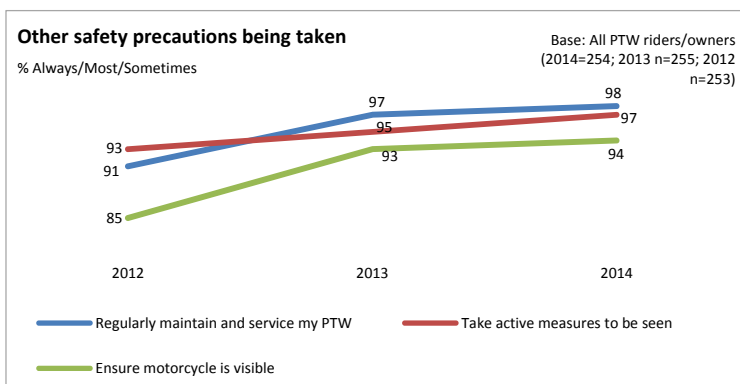
1.17.1 When you ride your PTW on-road, what behaviours do you demonstrate? (M23)

Incidence of wearing protective and visible clothing

At least nine in ten PTW riders/owners report they are wearing an approved helmet (99%) or a protective jacket (93%). More than eight in ten PTW riders/owners claim to be wearing protective gloves (87%), boots (87%) or pants (84%) while just over seven in ten are wearing visible gear (76%).

Key sub-group differences

Motorcyclists are more likely than average to report wearing a protective jacket, gloves or boots. Riders with an "R" licence type more frequently cite wearing protective gloves. Wearing protective jackets, pants or wearing visible gear are more common practices among South Eastern residents while riders aged 40-59 years are more likely than average to wear protective boots.

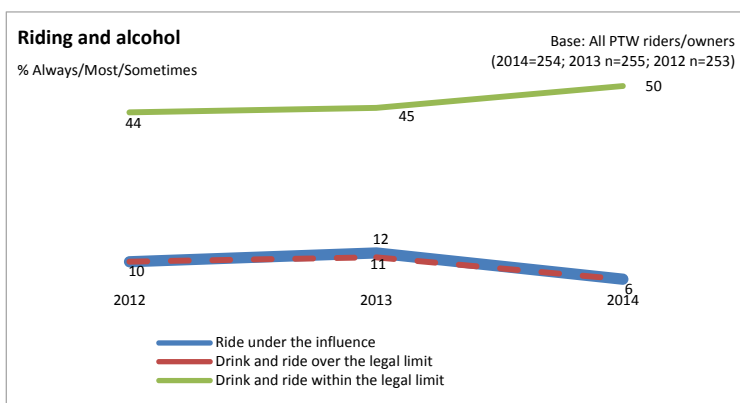


Other safety precautions being taken

At least nine in ten PTW riders/owners report they are taking active measures to be seen while riding (97%), are regularly maintaining and servicing their PTW (98%) or ensuring their motorcycle is visible while riding (94%).

Key Sub-group differences

PTW riders/owners aged 40-59 years are more likely than average to take active measures to be seen.



Riding and alcohol

6% of all drivers/riders report riding under the influence of alcohol. The same percentage (6%) reports riding while over the legal limit. Around five in ten respondents report drinking and riding within the legal limit (50%).

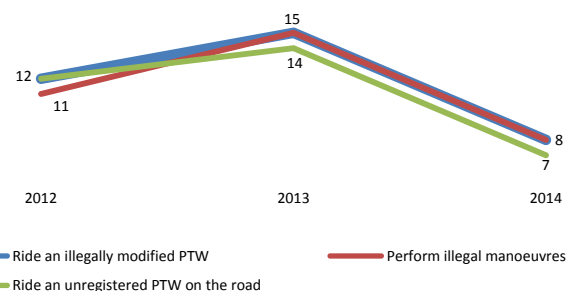
Key sub-group differences

Riding under the influence or drinking and riding over the legal limit are more likely than average to be evident among scooter riders.

Other illegal behaviours being performed

% Always/Most/Sometimes

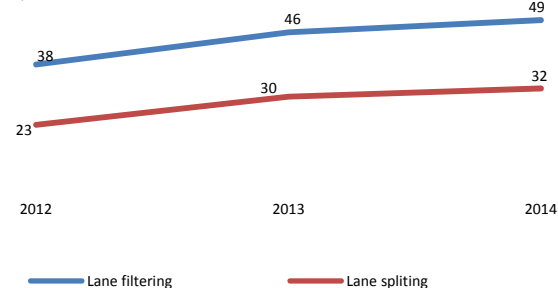
Base: All PTW riders/owners
(2014=254; 2013 n=255; 2012 n=253)



Lane splitting and filtering

% Always/Most/Sometimes

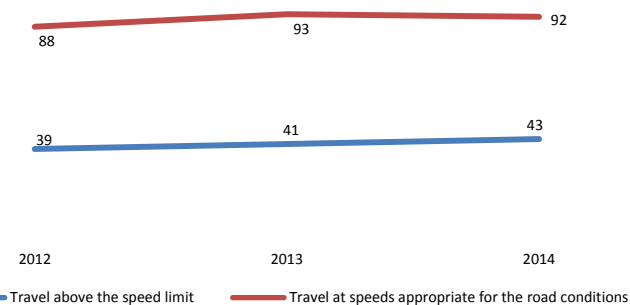
Base: All PTW riders/owners (2014=254; 2013 n=255; 2012 n=253)



Speeds travelled at

% Always/Most/Sometimes

Base: All PTW riders/owners (2014=254;
2013 n=255; 2012 n=253)



Other illegal behaviours being performed

Just under one in ten PTW riders/owners reports riding an unregistered PTW on the road (7%), riding an illegally modified PTW (8%) or performing illegal manoeuvres (8%).

Key sub-group differences

Scooter riders or those in the 25 – 39 years age group are more likely than average to report performing illegal manoeuvres, riding an illegally modified PTW or riding an unregistered PTW on the road.

Lane splitting and filtering

Around five in ten (49%) respondents are lane filtering while lane splitting (32%) is a behaviour practised by three in ten PTW riders/owners.

Key sub-group differences

Lane filtering is more likely than average to be practised by South Eastern residents.

Speeds travelled at

43% of drivers/riders report travelling over the speed limit while 92% report travelling at speeds appropriate for the road conditions.

Key sub-group differences

Motorcyclists are more likely than average to report speeding, as are males or those holding an “R” licence. Males or riders aged 40 – 59 years are more likely than average to report travelling at speeds appropriate for the road conditions.

Other sub-group differences are detailed in the following tables.

Table 1.17.1 When you ride your PTW on-road, what behaviours do you demonstrate? (M23) – total sometimes, most of the time and always, by subgroup

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE										VEHICLE RIDEN									
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		RE Learner		RE		R		Non-Qld		None		Motor-cycle		Scooter		Moped		None			
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13				
Base: All PTW riders/owners	254	255	152	153	102	102	19^	14^	78	71	130	117	27	53	12^	15^	12^	15^	34	39	196	186	27^	20^	26^	31	127	122	43	39	31	43	169	157	59	55	27^	34	14^	31		
% of respondents																																										
Wear an approved helmet	99	96	100↑	96	93	98	89	83	98	93	100	100↑	100	95	95	100	96	93	100	100	100↑	95	100	100	100	96	98	99	100	97	100	81	99	99	100↑	90	96	95	100	83		
Take active measures to be seen	97	95	97	95	95	99	89	81	95	93	99	98	95	97	95	100	100	100	94	89	97	95	92	100	97	95	98	96	98	100	91	83	98	98	94	95	96	86	95	86		
Regularly maintain and service my PTW	98	97	99	97↑	95	98	89	92	100	94	100	100	95	100	95	100	100	100	94	100	100	96	100	100	100	98	98	100	99	92	89	99	100↑	96	92	100	100↑	100	92			
Wear a protective jacket	93↑	89	94	89	86	89	78	83	95	89	95	90	91	89	84	94	90	79	84	93	98↑	89	92	90	93	77	97	94	100	96	66	71	97	94	85	85	80	70	100	81		
Travel at speeds appropriate for the road conditions	92	93	93	92	83	95	76	73	80	88	98	97	100	96	92	88	68	100	96	93	95	92	85	91	64	96	95	94	97	95	96	78	92	98	93	93	94	98↑	87	58		
Wear protective gloves	87	87	86	86	89	88	85	64	79	84	92	90	86	90	84	88	71	98	75	92	94↑	82	91	95	61	78	94	90	96	94	63	67	90	94	79	79	80	65	97	85		
Ensure motorcycle is visible	94	93	95	92	89	95	78	83	92	93	98	93	91	95	95	87	94	100	91	94	94	92	92	90	86	91	96	97↑	95	86	91	83	95	96	91	91	91	90↑	95	82		
Wear protective pants	82↑	77	80	75	89	88	79	83	79	74	85	77	78	77	84	94	71	63	60	83	89↑	74	91	90	62	55↓	86	79	90	93	63	65	83	81	79	72	81	66	100	75		
Wear protective boots	87	85	86	84	90	89	82	64	76	80	93	91	91	84	84	93	74	85	85	95	91↑	80	87	95	52	79	97	89	97	95	63	51	91	94	85↑	72	76	62	95	70		
Wear visible gear	76	72	77	71	71	77	84	61	81	75	69	67	83	80	76	92	89	64	54	66	79	70	87	70	88	77	69	66	84	88	82	69	72	72	86	80	87	74	88	62		
Drink and ride within the legal limit	50	45	50	46	47	41	37	49	61	37	47	53	44	38	45	52	64	67	55	35	47	41	41	39	78↑	58	49	43	43	43	41	42	50	49	55	45	33	44	32	15		
Travel above the speed limit	43	41	46	44	24	27	35	60	47	36	39	50	46	23	35	40	50	45	45	29	43	44	26	36	47	47	56	42	34	44	3↓	26↑	51	45	31	38	7	26	19			
Lane filter	49	46	52	48	34	32	46	63	41	53	54	41	51	39	46	49	49	52	39	41	53↑	45	22	28	32	59	57↑	42	61	53	28	44	53	42	40	51	51	38	10	51		
Lane split	32	30	33	31	29	22	37	71	34	36	37	26	17	16	46↑	6	49	32	23	31	28	35	19	34	19	50	32	21	58	41	20	29	35	29	35	38	27	21	4	12		
Ride an unregistered PTW on the road	7	14	6	14	14	16	5	25	21	32	2	7		2	3	9	5		4	9	10	20	1	23	4	34	7	11	20	5		17	6	9	16	32	7	16	8			
Ride an illegally modified PTW	8	15	7	15	14	13	11	33	13	18	8	16		2	3	16	28	12		12	7	16		20	10	20	7	11	19	23		15↑	7	14	15	24	5	10	6			
Perform illegal manoeuvres	8	15	8	16	11	13↑	10	43	15	24	5	11↑	5	4	3		4	20	6	17	11	18	1	20	3	30	7	9	23	25		12↑	7	15	11	25	5	11				
Drink and ride over the legal limit	6	11	4	11	15	11	13	17	13	24	3	5		2	3		10			3	13	7	16		20	10	34	4	4	18	13		10	4	8	15	26	5	13			
Ride under the influence	6	12	5	11	14	15	13	33	13	23	4	6↑		*	3	4	10			9	8	17		20	13	28	4	5	17	12		20	4	9	16	25	4	10		6		

^ Caution: small cell size.

* Indicates less than 1% of respondents.

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

Table 1.17.1 When you ride your PTW on-road, what behaviours do you demonstrate? (M23) – total sometimes, most of the time & always, by subgroup (continued)

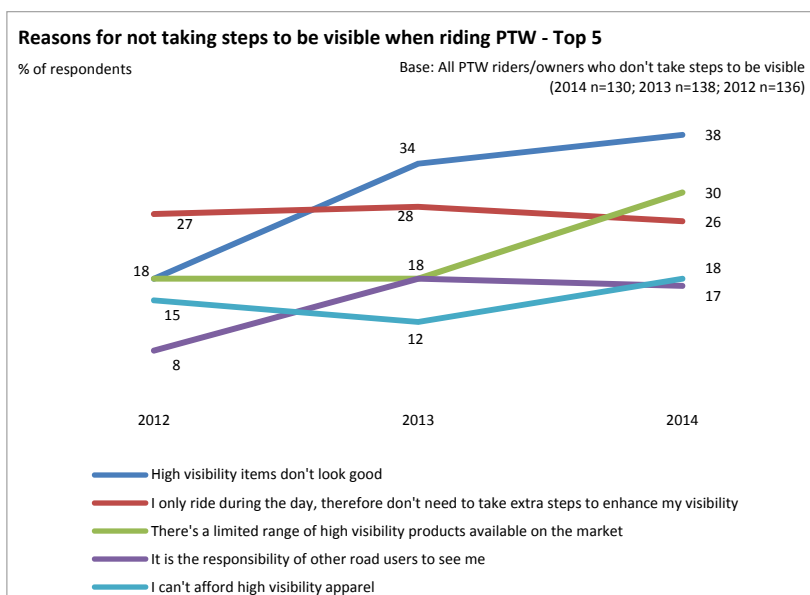
	TOTAL		RIDE REASON								RIDE FREQUENCY											
			Commute		Recreation		Work		Other		Weekly		Monthly		6 monthly		Yearly		5 yearly		Years ago/Not	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All PTW riders/owners	254	255	134	108	168	180	18^	23^	8^	12^	150	147	55	47	17^	14^	7^	8^	7^	6^	18^	33
% of respondents																						
Wear an approved helmet	99	96	100↑	95	99	97	94	93	100	100	99	97	97	100	100	100	100	100	100	100	100	78
Take active measures to be seen	97	95	96	94	97	97	94	83	97	100	97	96	98	100	92	100	100	90	100	100	97	77
Regularly maintain and service my PTW	98	97	98	98	98	99	100	92	100	100	97	98	100	100↑	100	100	100	100	100	100	100	87
Wear a protective jacket	93↑	89	96↑	87	95	93	88	89	52	81	94	94	94	94	92	71	100	81	48	54	100	75
Travel at speeds appropriate for the road conditions	92	93	89	95	91	94	55	71	97	100	91	94	93	96	100	85	100	100	100	81	67	84
Wear protective gloves	87	87	89↑	83	87	91	55	82	52	81	83	88	92	92	100	81	100	81	48	36	98	84
Ensure motorcycle is visible	94	93	92	92	96	93	94	89	95	83	93	94	98	98	84	100	100	81	100	100	97	74
Wear protective pants	82↑	77	80↑	71	81	84	53	92	52	81	78	80↓	89	81	92	65	89	76↓	45	36	92	70
Wear protective boots	87	85	82	82	90	88	54	82	49	81	84	86	95	86	96	93	100	91	48	36	97	75
Wear visible gear	76	72	80	77	76	70	75	76	87	81	78	72	58	76	84	72	89	91	100	36	86	63
Drink and ride within the legal limit	50	45	52	52	48	42	67↑	7↓	53	44	47	45	60↑	38	46	57	37	36	73	68	47	38
Travel above the speed limit	43	41	52	45	44	42	50	28	18	29	50	43	41	43	21↓	65	12	16	3	11	39	10
Lane filter	49	46	57	53	44	38	26	63↑	30	37	55	48	41	41	36	71	55	25	33	22	39	25
Lane split	32	30	32	35	28	24	20	23	8	6	30	29	37	36	47	59	38	9	7		28	9
Ride an unregistered PTW on the road	7	14	8	17	4	11	14	13		4	5	12	10	18	14	42	12		7		19	2
Ride an illegally modified PTW	8	15	10	17	3↓	17↑	11	13		13	7↓	16	9	19	15	19	12	10	3		11	
Perform illegal manoeuvres	8	15	9	18	5	11	11	12		13	7↓	15	9	20	8	36	12		7		19	
Drink and ride over the legal limit	6	11	6	13	3	9	11	6		4	3	8	11	14	15	36			7		11	3
Ride under the influence	6	12	7	14	3	9	11	11	10	4	4	11	9	14	15	30		10	4		11	

^ Caution: small cell size.

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

1.18 Reasons for not ensuring visibility when riding PTW



1.18.1 Why don't you regularly take steps to ensure you are visible when riding your PTW? (M24)

The main reasons why PTW riders do not take steps to ensure they are visible when riding is because they believe that high visibility items don't look good (38%) or because there's a limited range of high visibility products available on the market (30%). Other key reasons are that they only ride during the day and don't feel they need to take extra steps to be visible at this time (26%), not being able to afford high visibility apparel (18%) or rider visibility is perceived to be the responsibility of other road users (17%).

1.18.2 Key sub-group differences

Females are more likely than males to feel that riding during the day doesn't require them to take any steps to increase their visibility or to report not knowing where to purchase high visibility apparel.

Males are more likely than females to feel that rider visibility should be the responsibility of other road users.

Other sub-group differences are outlined in the following tables.

Table 1.18.1 Why don't you regularly take steps to ensure you are visible when riding your PTW? (M24)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE										VEHICLE RIDEN								
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		RE Learner		RE		R		Non-Qld		None		Motor-cycle		Scooter		Moped		None		
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13			
Base: All PTW riders/owners who don't wear visible gear, ensure PTW is visible or take measures to be seen while riding	130	138	79	81	51	57	10^	9^	40	37	71	66	9^	26^	5^	7^	9^	12^	20^	21^	96	98	12^	13^	12^	12^	74	68	18^	20^	14^	25^	93	84	28^	30	16^	17^	5^	20	
% of respondents																																									
High visibility items don't look good	38	34	41	35↑	25	25	28	52	62	53	29	30	16	5	18	5	59	40	52	34	31	37	4	16	56	72	44	35	31	14		17	45	36	27	37	8	27		18	
I only ride during the day, therefore don't need to take extra steps to enhance my visibility	26	28	24	23	40	52	21	3	33	27	20	31	35	30	46	38	20	50	21	14	26	22	51	75	32	2	23	29	6	25	53	35	18	24	34	28	62	6	17	47	
There's a limited range of high visibility products available on the market (for example, apparel, PTWs, and or equipment)	30	18	32	19	19	12	21	3	40	24	27	21	23	12	18	14	59	10	4	20	30	21	14	11	50		28	26	46	14	3	11	35	21	28	19	10	9	36	12	
It is the responsibility of other road users to see me	17	18	20	20↑	3	7	16	11	13	17	21	21↑	12	14		15	25	15	19	15	17	20↑	19	13		19	23	16	18	26	1	19	21	20↑	3	9	11	13	17	32	
I can't afford high visibility apparel	18	12	19	12	14	12	10	26	36	17	9	9	12	8		15	40		8	17	17	14	27		53	9	11	12	24	14		20	18	8	23	16	24	53		7	
I don't care	5	10	5	11	5	3	3	22	3		4	11	14	14		23	4	11	11	11	4	6			7	7	3	7	5	22	19	11	3	11	14	11	1				
My clothing is bright enough/wear a bright jacket	2	3	2	3	1	2			1	1	3	3	8						15	3	2						5	6		10	1	1	4	4			6	28			
Don't need to, am careful/highly vigilant	7	3	8	3		3			3	1	12	4		3	35						5	5					9	5	5		10		8	4			6				
I don't know where to purchase high visibility apparel from	2	3	1	1	10	10	25			8	1	1				8				2	5			11		1	1	2	14		2	3	*	7	11		5		2		
My bike is brightly coloured/highly visible	2	2	1	1	5	3		3	3		1	2		1	8				3	1	2			6			2			7	2		1	4		6		10			
Don't need to, only ride short distances	1	1	11	1		1			1	1			3							1	1		5			1	1				1	1		3		8					
I use my headlight/flash my light for other drivers	6		8								10		12		35				5		3					9		7				8									
Protective clothing more safe/effective in an accident compared to hi-viz wear	1		1		4						3					4			1							2					2			4							
Don't ride a bike/don't ride anymore		4		4		4				5		1		15			11		5		3					5				14		4						13			
Wouldn't make a difference other drivers don't care/are idiots		1		2								1		4					5		1						2						2								
Other	5	10	5	12	4	4			2	2	9	16		11		54			9	8	6	6	4	9	5	4	6	11		21	5	2	6	14	1		1		19	6	

^ Caution: small cell size.

* Indicates less than 1% of respondents.

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

Table 1.18.1 Why don't you regularly take steps to ensure you are visible when riding your PTW? (M24) (continued)

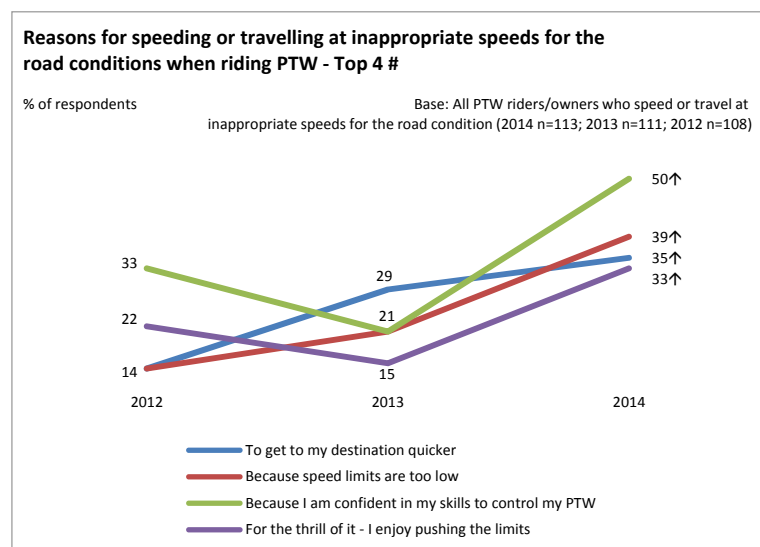
	TOTAL		RIDE REASON								RIDE FREQUENCY											
			Commute		Recreation		Work		Other		Weekly		Monthly		6 monthly		Yearly		5 yearly		Years ago/Not	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All PTW riders/owners who don't wear visible gear, ensure PTW is visible or take measures to be seen while riding	130	138	71	58	78	102	10^	12^	5^	7^	71	73	34	22^	8^	8^	3^	8^	4^	4^	10^	23^
% of respondents																						
High visibility items don't look good	38	34	41	39↑	40	27	52	22		12	43	34	29	29	36	74	24	26		33	45	4
I only ride during the day, therefore don't need to take extra steps to enhance my visibility	26	28	26	27	24	29	17	28	15	14	23	28	33	23	38	15	53	47		9	9	39
There's a limited range of high visibility products available on the market (for example, apparel, PTWs, and or equipment)	30	18	39	12	24	25	53	14			36	24	14	14	48	15	47	13			9	4
It is the responsibility of other road users to see me	17	18	24	21	12	21↑	14	24		27	24	17	6↓	37↑	12	11		10			4	15
I can't afford high visibility apparel	18	12	24	12	17	10	70	19	57	24	21	13	10	15		2		25	93	62	21	2
I don't care	5	10	7	7	7	13		12			7	10		19	7							10
My clothing is bright enough/wear a bright jacket	2	3	2	2	2	4	6		8	27	1	5	3	1							7	2
Don't need to, am careful/highly vigilant	7	3	5	2	6	4			20		5	4	17	2								2
I don't know where to purchase high visibility apparel from	2	3	1	2	2	3		10			1↓	4			18			5	11		5	
My bike is brightly coloured/highly visible	2	2	3	2	1	2	6				3	2		4								
I use my headlight/flash my light for other drivers	6		4		8						4		17									
Protective clothing more safe/effective in an accident compared to hi-viz wear	1		2		2						2											
Don't ride a bike/don't ride anymore		4		2		3				34										6		31
Wouldn't make a difference other drivers don't care/are idiots		1		2		2				16		1		5								
Don't need to, only ride short distances	1	1			1	1							2	2				21				
Other	5	10	2	11	5	14				12	3	10	12	10					7	62	5	11

^ Caution: small cell size.

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

1.19 Reasons for speeding



In 2014 this question was a multiple response question in which respondents were asked to select all that apply. In 2013 it was single response in which respondents were asked to select one answer only.

1.19.1 Why do you speed and or travel at inappropriate speeds for the road conditions? (M25)

Among those who speed or travel at inappropriate speeds for the road conditions, the most common reason for this is because they are confident in their skills to control their PTW (50%). The next most common reasons are because speed limits are considered to be too low (39%), riders want to get to their destination faster (35%) or riders like to speed for the thrill of it (33%).

Note that significant changes in the data between 2013 and 2014 are due to a change in the way the measure was taken between the two survey periods. Prior to 2014, the question allowed a single response only and so collected peoples' main reason for speeding, whereas in 2014, the question was converted to a multiple response format to allow respondents to cite all their reasons for speeding.

1.19.2 Key sub-group differences

Those who ride a motorcycle are more likely than average to speed or travel at inappropriate speeds because they feel confident in their skills to control their PTW or because they savour the thrill of it. Personal confidence is also more likely than average to be a contributing factor to speeding among riders with "R" licences or those riding for recreational purposes.

Those who are riding for commuting purposes are more likely than average to say they speed in order to get to their destination faster.

Other sub-group differences are outlined in the following tables.

Table 1.19.1 Why do you speed and or travel at inappropriate speeds for the road conditions? (M25)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE										VEHICLE RIDEN								
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		RE Learner		RE		R		Non-Qld		None		Motor-cycle		Scooter		Moped		None		
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13			
Base: All PTW riders/owners who speed	113	111	73	75	40	36	13^	7^	43	37	46	52	11^	15^	6^	6^	7^	4^	14^	10^	86	91	7^	7^	11^	17^	66	54	22^	18^	7^	15^	81	72	26^	25^	8^	10^	3^	10^	
% of respondents																																									
To get to my destination quicker	35↑	29	34	30	42↑	20	37	30	57	45	34↑	22		6	9		82	27	16	39	34	34	4	50	72	75	30↑	16	59↑	9	10	32	34↑	24	55	55	16	44		2	
Because speed limits are too low	39↑	21	43	22	15	14	19	34	53↑	7	33	27	36	30	24	47	72	27	26	18	36↑	14	55	23	75↑	3	38	23	19	48		2	46	28	6	7	16		12		
Because I am confident in my skills to control my PTW	50↑	21	52↑	20↓	38	24	46	24	51↑	18	40↑	20	71	28	17	35	72		36	7	56↑	23	33		66	9	55↑	23	30	22	14	35	58↑	21	30	9	2	26	36	51	
For the thrill of it - I enjoy pushing the limits	33↑	15	34↑	15	28	15	34		22	16	43↑	18	28	6	66	18	28	45	35	9	24↑	9	4	5	2		37	26	36	3	72		35↑	13	7	21	51	19			
I don't speed	5	5	4	4	14	10	15		2	6	3	3	10	13		9		15		3	8	25	15			5	2		6	10	23	3	4	17		17	10	26	16		
Because I like to keep up with my mates (peer pressure)	7	4	8	3	1	6		12	12	6	4	1	9						18	3	8	5	17			6	9	1		9		7	9	3		8					
To clear dangerous traffic/get to a safer position/defensive measure	3	1	4	1		5				2	3	1	10						13		2	2		7			4	2	5				4	2							
Don't ride/no longer ride PTW		*				1								2								*										2							1		
Other	10	5	11	5	7	4			4		22	7		15	25		4		11	24	8	4				14	6	63	6	21	4	2		84	5	14				2	18

	TOTAL		RIDE REASON								RIDE FREQUENCY											
			Commute		Recreation		Work		Other		Weekly		Monthly		6 monthly		Yearly		5 yearly		Years ago/Not	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All PTW riders/owners who speed	113	111	62	53	80	75	8^	12^	3^	5^	75	68	21^	19^	5^	11^	1^	2^	2^	3^	9^	8^
% of respondents																						
To get to my destination quicker	35↑	29	47↑	37	27	16	75	25		11	39↑	17	22	37	53	69	100	38	100			29
Because speed limits are too low	39↑	21	50	29	36	25	74	3			47	31	27	8	18			62			3	
Because I am confident in my skills to control my PTW	50↑	21	53↑	18↓	53↑	21	75	56		7	56↑	23	27	23	31	7				15	76	28
For the thrill of it - I enjoy pushing the limits	33↑	15	38↑	10	31↑	20	8	7		29	39↑	21	14	2	29	6			53		17	
I don't speed	5	5	3	4	6	4	2	6			4	2	11	5		4				63	3	35
Because I like to keep up with my mates (peer pressure)	7	4	3		9	5		3		15	2	3	14	14	47							
To clear dangerous traffic/get to a safer position/defensive measure	3	1	5		3	2			37		4			7								5
Don't ride/no longer ride PTW		*				*																3
Other	10	5	30	3	77	7			9	38	8	3	26	5		14				22	4	

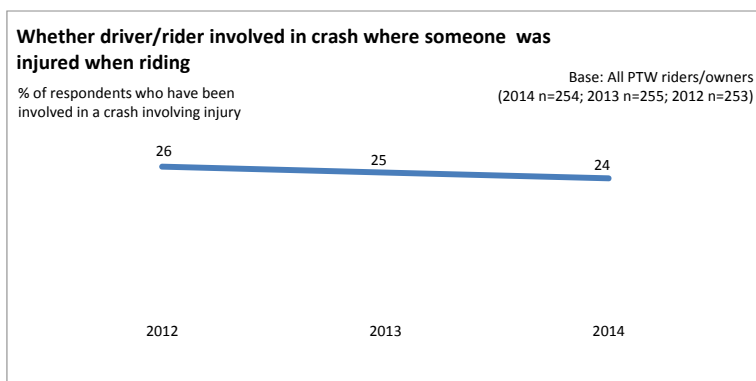
^ Caution: small cell size.

* Indicates less than 1% of respondents.

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

1.20 Incidence of PTW crashes



1.20.1 Have you ever been involved in any kind of crash when riding a PTW on a public road where you or any other person was injured (this includes injuries of any severity)? (M8)

24% of the PTW survey sample base reports they have been involved in a crash when riding a PTW on a public road where an injury (for themselves or others) was sustained, this result being in line with results in 2012 and 2013.

1.20.2 Key sub-group differences

Key subgroup differences in 2013 are again on display in 2014; male riders are more likely than female riders to have experienced past crashes and resultant injury. Injury is also significantly more common among "R" licence holders or those riding a motorcycle.

Other sub-group differences are outlined in the following tables.

Table 1.20.1 Have you ever been involved in any kind of crash when riding a PTW on a public road where you or another person was injured (this includes injuries of any severity)? (M8)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE								VEHICLE RIDEN									
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		RE Learner		RE		R		Non-Qld		None		Motor-cycle		Scooter		Moped		None	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13		
Base: All PTW riders/owners	254	255	152	153	102	102	19^	14^	78	71	130	117	27	53	12^	15^	12^	15^	34	39	196	186	27^	20^	26^	31	127	122	43	39	31	43	169	157	59	55	27^	34	14^	31
% of respondents																																								
Yes	24	25	24	28	21	8	22		13	15	27	32	33	30	28	28↑	17	26	19	20	25	25	8	7	26	15	32	35	20	15	1	8	30	31	14	15	8	4	7	5
No	76	75	76	72	79	92	78	100↑	87	85	73	68	67	70	72	72↓	83	74	81	80	75	75	92	93	74	85	68	65	80	85	99	92	70	69	86	85	92	96	93	95

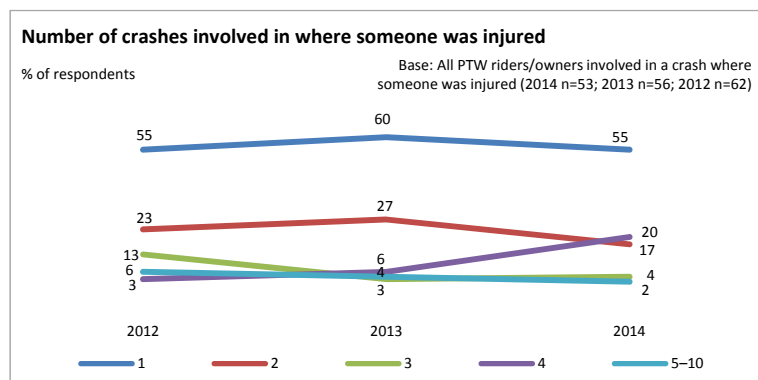
	TOTAL		RIDE REASON								RIDE FREQUENCY											
			Commute		Recreation		Work		Other		Weekly		Monthly		6 monthly		Yearly		5 yearly		Years ago/Not	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All PTW riders/owners	254	255	134	108	168	180	18^	23^	8^	12^	150	147	55	47	17^	14^	7^	8^	7^	6^	18^	33
% of respondents																						
Yes	24	25	29	19	25	28	14	1	8	23	27	28	13	24	27	7	26	10	21	64	12	15
No	76	75	71	81	75	72	86	99	92	77	73	72	87	76	73	93	74	90	79	36	88	85

^ Caution: small cell size.

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

1.21 Number of PTW crashes



1.21.1 How many of these crashes, that involved injury of any severity, have you been involved in? (M20)

Of those who have had a PTW crash involving injury of any severity, the average number of crashes they have been involved in is 2.17. Most commonly riders report being involved in just the one crash (55%).

1.21.2 Key sub-group differences

Small cell sizes prevent the observation of any significant sub-group differences.

Table 1.21.1 How many of these crashes, that involved injury of any severity, have you been involved in? (M20)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE										VEHICLE RIDEN							
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		RE Learner		RE		R		Non-Qld		None		Motor-cycle		Scooter		Moped		None	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13		
Base: All PTW riders/owners who have been in a PTW crash involving injury	53	56	38	48	15^	8^	3^	0	9^	9^	33	32	8^	15^	3^	5^	4^	4^	5^	6^	41	41	1^	1^	7^	8^	35	39	8^	5^	2^	3^	46	47	6^	7^	4^	2^	2^	2^
% of respondents																																								
1	55	60	59	59	31	79	40		86	97	43	49	62	60	47	59	31	69	44	29	63	65	100	100	62	92	54	54	44	67	100	86	54	53	25↓	100	60	100	100	74
2	17	27	13	28	38	9			14	3	23	30	12	40	11	41	35	31	24	26	15	23			12		17	33	27	13		14	17	32	18		40			26
3	4	3	4	3	2						8	5									6	5					6	4					6	3						
4	20	6	20	6	21	12	52				20	11	26		41		34		32	46	10	1			26	8	19	5	25	20			21	7	58					
5 – 10	2	4	2	4	8		8				4	6									4	6					3	5	4				3	4						
10 – 15	1		2								3										2						2						2							
MEAN	2.17	1.75	2.11	1.76	2.56	1.45	3.11		1.14	1.03	2.55	2.11	1.9	1.4	2.36	1.41	2.38	1.31	2.21	2.62	2.09	1.76	1	1	1.89	1.23	2.25	1.85	2.27	1.72	1	1.14	2.23	1.87	2.91	1	1.4	1	1	1.26

^ Caution: small cell size.

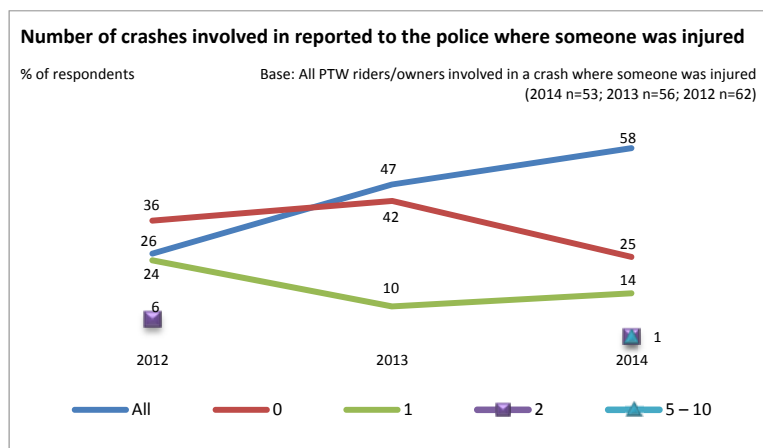
↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

Table 1.21.1 How many of these crashes, that involved injury of any severity, have you been involved in? (M20) (continued)

	TOTAL		RIDE REASON								RIDE FREQUENCY											
			Commute		Recreation		Work		Other		Weekly		Monthly		6 monthly		Yearly		5 yearly		Years ago/Not	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All PTW riders/owners who have been in a PTW crash involving injury	53	56	33	23^	40	42	2^	1^	1^	3^	36	37	6^	9^	4^	2^	1^	1^	4^	2^	2^	5^
% of respondents																						
1	55	60	57	72	52	54	100	100		49	53	55	75	90	41		100	100	66	28	15	92
2	17	27	22	22	15	32			100	51	19	31	13			48			16	72	85	8
3	4	3	5	4	3	2					4	2	11			52						
4	20	6	13	2	27	8					19	9			59							
5 – 10	2	4	4		1	5					3	3		10					18			
10 – 15	1				2						2											
MEAN	2.17	1.75	1.95	1.35	2.29	1.88	1	1	2	1.51	2.26	1.81	1.36	1.63	2.76	2.52	1	1	2.31	1.72	1.85	1.08

^ Caution: small cell size.

1.22 Reporting of PTW crashes to the Police



1.22.1 How many of these crashes, that involved injury of any severity, were reported to Police? (M21)

Among riders who have been in a PTW crash involving injury, 25% claim that they have not reported their crash to police.

58% of PTW riders involved in a crash where injury was sustained claim they have reported all their crashes to the police, while 14% of riders say they have reported one crash to police.

1.22.2 Key sub-group differences

Small cell sizes do not allow for any sub-group differences to be observed.

Table 1.22.1 How many of these crashes, that involved injury of any severity, were reported to Police? (M21)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE								VEHICLE RIDEN									
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		RE Learner		RE		R		Non-Qld		None		Motor-cycle		Scooter		Moped		None	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13		
Base: All PTW riders/owners who have been in a PTW crash involving injury	53	56	38	48	15^	8^	3^	0	9^	9^	33	32	8^	15^	3^	5^	4^	4^	5^	6^	41	41	1^	1^	7^	8^	35	39	8^	5^	2^	3^	46	47	6^	7^	4^	2^	2^	2^
% of respondents																																								
All	58	47	59	46↑	50	70↑	8		81	45	67	57↑	38	26	100	25	35	41	55	55	50	54↑	100	100	62	81	52	43↑	75	54	100	27	59	46↑	18	40	60	28	100	100
0	25	42	25	42	22	30	40		19	55	18	28	38	63		75	31	59	45	14	27	34				19	34	47		13		73	23	41	25	60	10	72		
1	14	10	13	10	23		52				9	12	24	11			34			31	18	11↓			38		9	9	25	33			14	12	58		30			
2	1		2								3										2						2						2							
5 – 10	1		2								3									2							2						2							
Don't know	1	1		1	4						1	2								1	2					1	2					1	2							

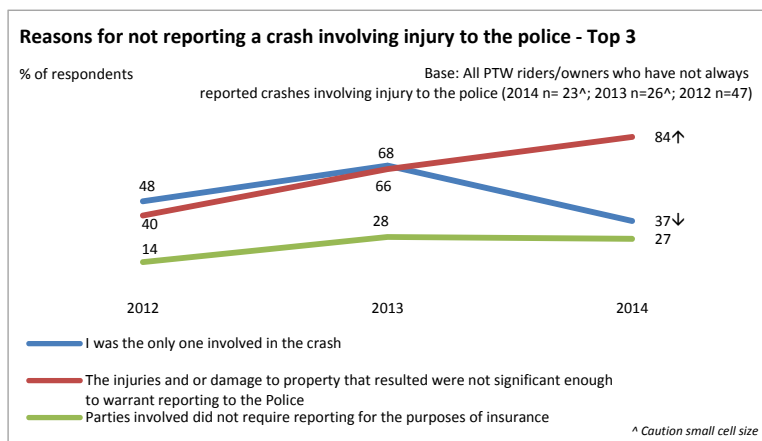
	TOTAL		RIDE REASON								RIDE FREQUENCY											
			Commute		Recreation		Work		Other		Weekly		Monthly		6 monthly		Yearly		5 yearly		Years ago/Not	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All PTW riders/owners who have been in a PTW crash involving injury of any severity	53	56	33	23^	40	42	2^	1^	1^	3^	36	37	6^	9^	4^	2^	1^	1^	4^	2^	2^	5^
% of respondents																						
All	58	47	69	59↑	57	40	45	100	100	63	62	44↑	73	56	11				100	100	100	52
0	25	42	18	38	22	46	55			37	22	44	27	34	31	52	100	100				48
1	14	10	10	3↓	17	13					11	10		10↓	59	48						
2	1		2		2						2											
5 – 10	1				2						2											
Don't know	1	1	1		1	2					1	2										

^ Caution: small cell size.

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

1.23 Reasons for not reporting PTW crashes to the Police



1.23.1 For those crashes that were not reported to the Police, can you explain why? (M28)

Among PTW riders who have been in a crash where injury was sustained but who have not reported this event to police, the main reason for this is because their injuries were not perceived to be significant enough to warrant reporting (84%, this response increasing since 2013 – 66%). The next most common reason for not reporting was because they were the only one involved in the crash (37%, a reason in decline since 2013 – 68%).

27% of PTW riders refrained from reporting their crash because parties involved did not require reporting for the purposes of insurance, while 16% felt that the police would take too long to attend the crash if they did report it.

7% reported that they did not want to draw attention to their riding behaviours prior to the crash (for example, speeding), while 6% indicated that they didn't know that they were required to report the crash to police.

1.23.2 Key sub-group differences

No significant sub-group differences are evident on this issue.

Table 1.23.1 For those crashes that were not reported to the Police, can you explain why? (M28)

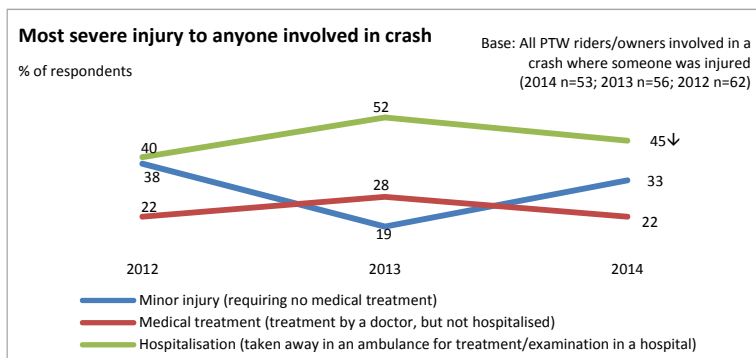
	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE								VEHICLE RIDEN									
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		RE Learner		RE		R		Non-Qld		None		Motor-cycle		Scooter		Moped		None	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13		
Base: All PTW riders/owners who have been in a PTW crash and not reported it to the Police	23^	26^	17^	24^	6^	2^	2^	0	2^	4^	14^	12^	5^	10^	0	3^	2^	2^	2^	3^	19^	18^	0	0	2^	2^	20^	20^	1^	3^	0	1^	20^	23^	4^	4^	2^	1^	0	0
% of respondents																																								
I was the only one involved in the crash	37↓	68	43	67	6	100			14	44	52	74	39	74		29		100	28	100	46	71				100	46	65		71		100	28↓	76↑	43	19	25			
The injuries and or damage to property that resulted were not significant enough to warrant reporting to the Police	84↑	66	82	66	94	62	100		86	67	82	67	81	64		100	100	100	72	67	83↑	40			100	62	81	70	100	71			92↑	62	70	77	75			
Parties involved did not require reporting for the purposes of insurance	27	28	33	29							50	36	19	33		56				35	37	23			32		30	27		71			27	33	13		75			
I needed to be somewhere else	3	10	4	10							8	16		7				52			5	5				4	12					4	12							
Crash/accident off road/on private property		8		9								5		17						32		10					10						10							
I didn't know that I had to report the crash to Police	6	6	8	6							16	5		10						32	9	5				8	7					7	7							
Police would take too long to attend	16	6	19	6							17	7	23	7					72	33	9	5				20	4		29			18	7		15		100			
I was riding under the influence of drugs and or alcohol		1				38				6												2				38									7					
I was at fault	4	1	4			38				6	9							28			2				38	4						4			7					
I did not want to draw attention to my riding behaviours prior to the crash (for example, speeding)	7				43		57									53								68							8		27							
Other		3		3							6										5					3						3								

	TOTAL		RIDE REASON								RIDE FREQUENCY									
			Commute		Recreation		Work		Other		Weekly		Monthly		6 monthly		Yearly		Years ago	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All PTW riders/owners who have been in a PTW crash and not reported it to the Police	23^	26^	15^	8^	17^	22^	1^	0	0	1^	18^	17^	1^	4^	3^	2^	1^	100	0	2^
% of respondents																				
I was the only one involved in the crash	37↓	68	48	63	40	69				100	47	62		78		100	100			100
The injuries and or damage to property that resulted were not significant enough to warrant reporting to the Police	84↑	66	83	79	84	66	100				87	73	100	16	100	100				57
Parties involved did not require reporting for the purposes of insurance	27	28	35	53	23	32					31	31			34	100		100		
I needed to be somewhere else	3	10	7	8		11					5	13								
Crash/accident off road/on private property		8		11		6				100		3		21						57
I didn't know that I had to report the crash to Police	6	6	14	11		3					10	3								57
Police would take too long to attend	16	6	7		16	7					25	8								
I was riding under the influence of drugs and or alcohol		1		4														100		
I was at fault	4	1	8	4	5						6									
I did not want to draw attention to my riding behaviours prior to the crash (for example, speeding)	7					3									31					
Other		3													22					

^ Caution: small cell size.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

1.24 Injuries sustained during PTW crashes



1.24.1 In the most severe crash what was the most severe injury to anyone involved? (M22)

Of PTW riders who have been involved in a crash resulting in injuries to themselves or others, 45% identify the most severe injury as being one that required hospitalisation (a decrease since 2013 – 52%), while 22% required medical treatment by a doctor. 33% of riders reported receiving only minor injuries requiring no medical treatment.

1.24.2 Key sub-group differences

No significant sub-group differences are apparent on this issue.

Table 1.24.1 In the most severe crash what was the most severe injury to anyone involved? (M22)

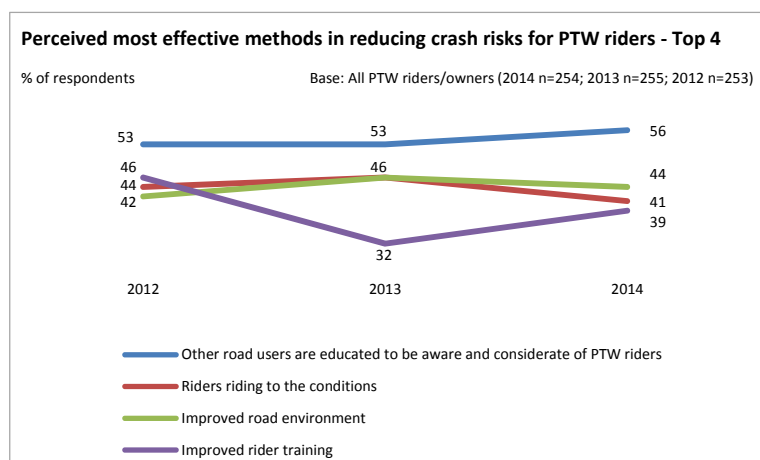
	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE										VEHICLE RIDEN							
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		RE Learner		RE		R		Non-Qld		None		Motor-cycle		Scooter		Moped		None	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13		
Base: All PTW riders/owners who have been in a PTW crash involving injury	53	56	38	48	15^	8^	3^	0	9^	9^	33	32	8^	15^	3^	5^	4^	4^	5^	6^	41	41	1^	1^	7^	8^	35	39	8^	5^	2^	3^	46	47	6^	7^	4^	2^	2^	2^
% of respondents																																								
Hospitalisation (taken away in an ambulance for treatment/examination in a hospital)	45↓	52	48	52	24	58			40	60	63	53	24	46	89	25	35	41	24	31	38↓	67↑		100	59	57	45	42	34↓	100	54	100	49	54		39	30	100	54	100
Medical treatment (treatment by a doctor, but not hospitalised)	22	28	18	27	49	42	52		28	40	22	21	12	34	11	53	34	28	11	41	25	17	100		41	43	14	31	37		46		16	22	65	61	60		46	
Minor injury (requiring no medical treatment i.e. first aid only required or extent of injury unknown at the time)	33	19	34	20↓	28		48		32		15	24	64	20		22	31	31	65	29	36↑	13↓					41	25	29				35	22↓	35		10			
Other		1		1								2									2						2						2							

	TOTAL		RIDE REASON								RIDE FREQUENCY												
			Commute		Recreation		Work		Other		Weekly		Monthly		6 monthly		Yearly		5 yearly		Years ago/Not		
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	
Base: All PTW riders/owners who have been in a PTW crash involving injury	53	56	33	23^	40	42	2^	1^	1^	3^	36	37	6^	9^	4^	2^	1^	1^	4^	2^	2^	5^	
% of respondents																							
Hospitalisation (taken away in an ambulance for treatment/ examination in a hospital)	45↓	52	56	52	46	48			100	100	51	56	43	47	84↑		48				72	15	72
Medical treatment (treatment by a doctor, but not hospitalised)	22	28	15	19	18	33	45				11	34	27	7	38	52	100	100	82		85		
Minor injury (injury requiring no medical treatment - i.e. first aid only required or extent of injury unknown at the time)	33	19	29	29	36	17↓	55			49	33	22	27		62				18	28		28	
Other		1				2								9									

[^] Caution: small cell size.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

1.25 Effective measures for reducing risk of PTW crashes



1.25.1 From the list below please rank the three things that you feel would be most effective in reducing crash risks for PTW riders? (M26)

Reflecting results from previous survey waves, riders/owners perceive the most effective factor to reduce crash risks for PTW riders to be education for other road users (56%). Improved road environment is the next most common response (44%) followed by riding to the conditions (41%).

1.25.2 Key sub-group differences

Females are more likely than males to rate improved PTW safety technology, for example ABS, as an effective means of reducing crash risks for PTW riders.

“R” licence holders or motorcycle riders are more likely than average to cite improved rider training as an effective way of reducing rider crashes.

Riders aged 25-39 years or scooter riders are more likely than average to feel that a reduction in rider distraction would be an effective means of reducing crash risks for PTW riders.

Other sub-group differences are outlined in the following tables.

Table 1.25.1 From the list below please rank the three things that you feel would be most effective in reducing crash risks for PTW riders? (M26)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE								VEHICLE RIDDEN										
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		RE Learner		RE		R		Non-Qld		None		Motor-cycle		Scooter		Moped		None		
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13			
Base: All PTW riders/owners	254	255	152	153	102	102	19^	14^	78	71	130	117	27	53	12^	15^	12^	15^	34	39	196	186	27^	20^	26^	31	127	122	43	39	31	43	169	157	59	55	27^	34	14^	31	
% of respondents																																									
Other road users are educated to be aware and considerate of PTW riders	56	53	56	52	55	62	52	48	52	44	57	62	61	50	52	76	84	64	66	50	48	46	50	65	82	49	54	55	41	59	66	40	58	57	45	47	62	39	77	37	
Riders riding to the conditions	41	46	42	49	33	35	14	4	34	49	39	39	65	74	26	41	12	47	54	51	47	46	37	43	24	31	46	50	38	52	38	44	45	49	43	52	17	41	18	40	
Improved road environment	44	46	46	46	36	46	19	50	39	41	50	57	48	25	30	65	30	61	56	45	48↑	38	35↓	65↑	35	46	52	46	36	43	35	38	45	51	36	34	36↑	26	47	36	
Improved rider training	39	32	41	31↓	34	37	34	28	40	13	40	41	40	39	30	42	75	19↓	26	40	38	30	38	35	44	21	50	37	23	26	10	27	48	35	22	15	23	39	16	29	
Reduction in drink/drug riding	24	22	23	23	30	16	25	31	31	19	17	18	30	31	12	6	27	7	18	30	28	27	36	12	12	21	21	22	47	21	13	26	25	20↑	22	27	22	44	29	23	
Increase fines and penalties for illegal use of PTWs	12	18	10	18	21	20	23	28	17	24	11	15	1	15	21	6	8	17	7	23	11	20	22	10	12	20	8	17	10	21	23	23	7↓	18	18	17	35	24	19	16	
Improved PTW safety technology, for example ABS	7	17	6↓	18	9	9	5	41	6	6	11	24		8	11	2		47	5	7	8	16	4		9	27	4	17	7	10	17	16	5	18	13	8	1	11	6	27	
Reduction in rider fatigue	12	14	9	14	26	13	30	17↓	17	27↑	9	6	4	13	3		22	15	9	14	12	18	21	5	8	28	9	12	25	9	3	17	9	9	17	25↑	15	17	5	20	
Reduction in rider speeds	14	13	14	12	14	17	25	12↓	12	15	14	9	13	19	20	13		7	15	8	15	16	7	18	1	8	10	13	29	20	24	10	13	13	27	12	28	20	5	22	
Reduction of rider distraction	8	12	7	12	7	9	21	19	14	29	4	3	4	6	5	23	4	7		4	12	12	9	7	4	24	8	6	16	19	4	18	6	7	18	28	1	6	5	28	
Improved PTW visibility	18	12	18	11	18	22	39	8	15	20	18	11	17	6	35	14	10	8	15	16	17	12	19	31	20	19	13	7	14	12	47	21	10	8	28	26	38	17	30	8	
Improved licensing system	21	11	24	11	24	12	12	15	24	14	23	8	18	12	40	12	29		26	9	14	14	23	8	50	7	19	12	9	4	20	21	24	10	11	8	24	16	45	13	
Other	4	3	4	4↑		*					8	7		2	14				5	3	2	5					6	5↑	4	4			5	5				1			

^ Caution: small cell size.

* Indicates less than 1% of respondents.

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

Table 1.25.1 From the list below please rank the three things that you feel would be most effective in reducing crash risks for PTW riders? (M26) (continued)

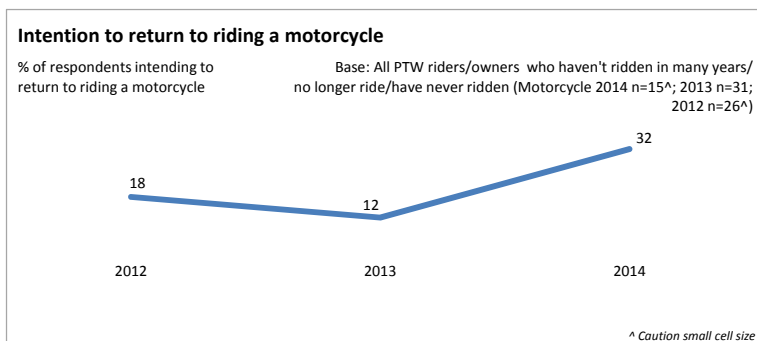
	TOTAL		RIDE REASON								RIDE FREQUENCY											
			Commute		Recreation		Work		Other		Weekly		Monthly		6 monthly		Yearly		5 yearly		Years ago/Not	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Base: All PTW riders/owners	254	255	134	108	168	180	18^	23^	8^	12^	150	147	55	47	17^	14^	7^	8^	7^	6^	18^	33
% of respondents																						
Other road users are educated to be aware and considerate of PTW riders	56	53	57	52	59	63	60	50	27	55	61	60	47	55	55	19	78	33	16	93	38	40
Riders riding to the conditions	41	46	44	47	41	49	33	35	76	71	40	48	41	40	31	40	22	29	85	7	53	61
Improved road environment	44	46	51	50	42	48	34	42	16	49	50	49	46	56↑	5	20	44	41	17	69	55	27
Improved rider training	39	32	38	30↓	44	38	46	15↓	28	17	39	31↓	45	33	39	34	53	76	25	31	22	28
Reduction in drink/drug riding	24	22	18	17	27	19	5	20	3	11	21	17	32	27	31	38		33	17		41	34
Increase fines and penalties for illegal use of PTWs	12	18	11	16	9	15	7	18	5	2	9	20	10	10	39	19	4	15		50	3	16
Improved PTW safety technology, for example ABS	7	17	7	17	4	16	1	20	50	17	6	17	5	11	3	33			52		10	14
Reduction in rider fatigue	12	14	11	16	10	9	11	9		24	11	11	12	4	19	44		19	4		22	27
Reduction in rider speeds	14	13	12	11	14	9	20	27	25	35	13	12	10	20	27	4	1	9	25	18	11	18
Reduction of rider distraction	8	12	11	18	5	7	15	45			8	10	8	4	9	35	12		7	19	2	16
Improved PTW visibility	18	12	16	11	16	12	24	10	48	17	15	12	21	17	11	11	43	10	52		31	11
Improved licensing system	21	11	22	12	24	12	43	8	16	2	25	10	9	19	30	1	35	36		13	12	9
Other	4	3	2	4	4	4			8		2	3	13	5		4						

^ Caution: small cell size.

Bold figures are significantly different to the average (of that wave) at at least the 95% confidence level.

↑↓ Indicates a significant increase or decrease compared with the previous measure at at least the 95% confidence level.

1.26 Intention of returning to motorcycle/scooter/moped riding



1.26.1 Do you intend to return to riding a motorcycle/scooter/moped? (M3a) (M3b) (M3c)

PTW owners who no longer ride were asked whether they intended to return to riding.

32% of lapsed motorcycle riders report an intention to return, 14% of lapsed scooter riders are planning to return while none of the lapsed moped riders surveyed plan to return to riding.

The reader should note that the cell sizes for this question are very small and as a consequence, the reported results are subject to high levels of error.

1.26.2 Key sub-group differences

Observation of sub-group differences is not possible due to small cell sizes.

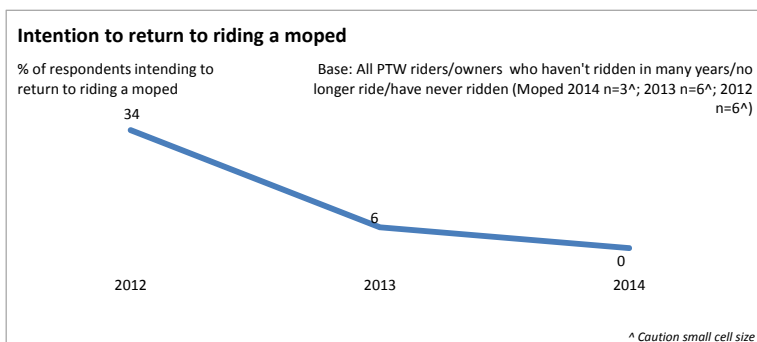
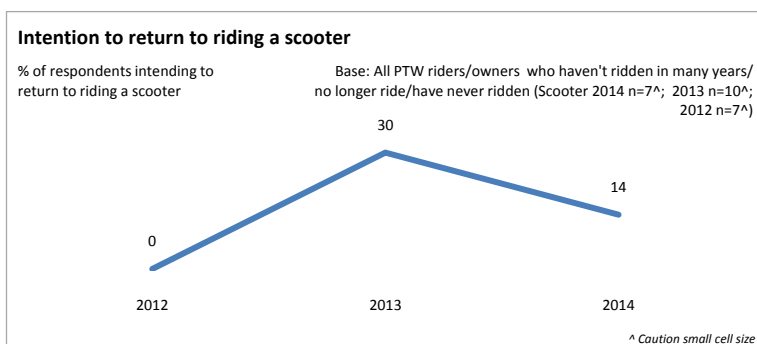


Table 1.26.1 Do you intend to return to riding a motorcycle? (M3a) Do you intend to return to riding a scooter? (M3b) Do you intend to return to riding a moped? (M3c)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE										VEHICLE RIDEN												
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		RE Learner		RE		R		Non-Qld		None		Motor-cycle		Scooter		Moped		None						
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13					
Motorcycle riders																																													
Base: All PTW riders/owners who rode a motorcycle many years ago/no longer ride/have never ridden	15^	31	5^	11^	10^	20^	0	0	5^	11^	8^	10^	2^	10^	0	2^	0	3^	0	5^	15^	21^	2^	5^	1^	2^	2^	5^	3^	5^	7^	14^	7^	12^	1^	4^	0	4^	8^	17^					
% of respondents																																													
Yes	32	12	30	6	37	21			10	24	20	5	50	8						36	32	12	46	14	100			6	41	24	27	12	34	10	100	20		28	22	11					
No	51	46	57	56	30	30			65	50	44	22	50	55		28		61		50	51	45		19			100	79	41	47	42	42	54	46					38	49					
Unsure	17	42	13	38	32	49			25	25	36	73		37		72		39		14	17	44	54	67		100		15	18	29	31	46	12	44		80		72	40	40					
Scooter riders																																													
Base: All PTW riders/owners who rode a scooter many years ago/no longer ride/have never ridden	7^	10^	5^	7^	2^	3^	0	2^	2^	2^	3^	0	2^	6^	1^	1^	0	1^	1^	1^	5^	1^	1^	0	0	0	4^	2^	1^	3^	1^	5^	3^	5^	7^	6^	3^	5^	0	4^					
% of respondents																																													
Yes	14	30		35	87				43					41	100			100				15							100	33		35		15	14	12		15		63					
No	33	26	40	18		77				100	47		50	21						100	49	41					45	34		67		9	65	30	33	24	65	30		28					
Unsure	53	44	50	47	13	23		100	57		53		59	38		100		100		51	45	100					55	66			100	56	35	54	53	64	35	54		8					
Moped riders																																													
Base: All PTW riders/owners who rode a moped many years ago/no longer ride/have never ridden	3^	6^	3^	5^	0	1^	0	1^	1^	0	1^	0	1^	5^	0	1^	0	0	1^	0	2^	5^	0	1^	0	0	3^	1^	0	3^	0	1^	3^	5^	3^	5^	3^	5^	0	1^					
% of respondents																																													
Yes		6				100		100													9		100																					100	
No	100	43	100	46					100		100		100	46					100		100	68					100			100			100	46	100	46	100	46							
Unsure		51		54									54		100						23							100				100		54		54		54							

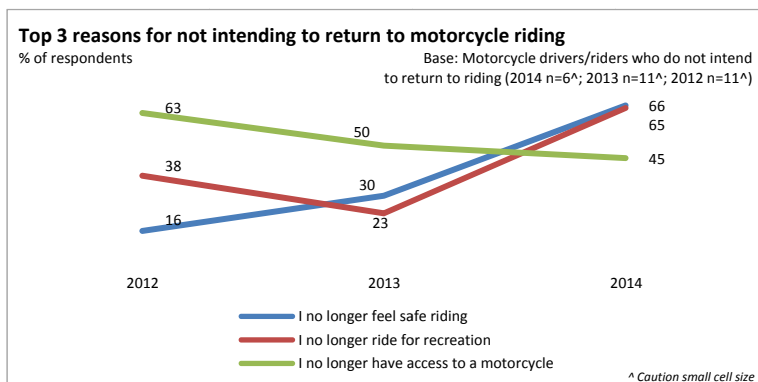
^ Caution: small cell size.

Table 1.26.1 Do you intend to return to riding a motorcycle? (M3a) Do you intend to return to riding a scooter? (M3b) Do you intend to return to riding a moped? (M3c) (continued)

	TOTAL		RIDE REASON								RIDE FREQUENCY											
			Commute		Recreation		Work		Other		Weekly		Monthly		6 monthly		Yearly		5 yearly		Years ago/Not	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Motorcycle riders																						
Base: All PTW riders/owners who rode a motorcycle many years ago/no longer ride/have never ridden	15^	31	4^	10^	11^	21^	1^	3^	1^	3^	0	1^	0	1^	1^	0	0	0	0	0	14^	29^
% of respondents																						
Yes	32	12	13	9	32	21								100	100						11	10
No	51	46	11	35	49	32	100	26	100	91											66	47
Unsure	17	42	75	56	19	47		74		9		100									22	42
Scooter riders																						
Base: All PTW riders/owners who rode a scooter many years ago/ no longer ride/have never ridden	7^	10^	3^	4^	2^	5^	1^	3^	1^	0	1^	1^	0	0	1^	0	0	1^	1^	0	4^	8^
% of respondents																						
Yes	14	30	53	41		21						100									28	27
No	33	26	39	22		58		33	100		100									100		30
Unsure	53	44	8	37	100	21	100	67							100			100			72	43
Moped riders																						
Base: All PTW riders/owners who rode a moped many years ago/ no longer ride/have never ridden	3^	6^	1^	3^	1^	4^	0	1^	1^	0	1^	1^	0	0	1^	0	0	1^	1^	1^	0	3^
% of respondents																						
Yes		6		10																100		
No	100	43	100	25	100	75		100	100		100	100			100					100		44
Unsure		51		65		25												100				56

^ Caution: small cell size.

1.27 Reasons for not returning to motorcycle/scooter/moped riding

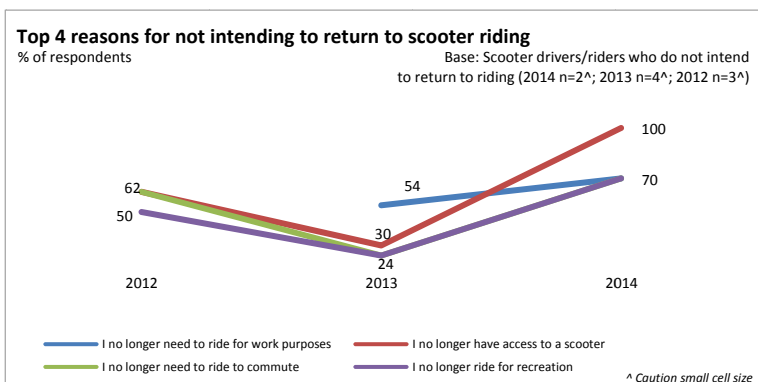


1.27.1 Why don't you intend to return to riding a motorcycle/scooter/moped? (M17a) (M17b) (M17c)

For those who have lapsed from riding a motorcycle and do not intend to return, the most common reasons for this are because they no longer feel safe riding (66%), ride for recreation (65%) or have access to a motorcycle (45%).

Scooter riders say they no longer have access to a PTW (100%), they no longer need to ride for work purposes (70%), recreation (70%) or to commute (70%).

Moped riders cite reasons such as no longer having access to a moped (81%), not having an interest in riding (55%), not needing to commute anymore (45%) or no longer needing to ride for work purposes (45%).



1.27.2 Key sub-group differences

Observation of sub-group differences is not possible due to small cell sizes.

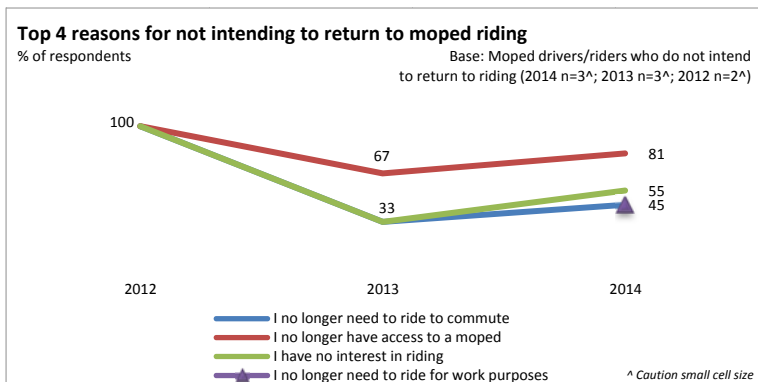


Table 1.27.1 Why don't you intend to return to riding a motorcycle? (M17a) Why don't you intend to return to riding a scooter? (M17b) Why don't you intend to return to riding a moped? (M17c)

	TOTAL		SEX				AGE								TMR REGION								LICENCE TYPE										VEHICLE RIDEN								
			Male		Female		< 25		25-39		40-59		60+		Northern		Central		Southern		Sth Eastern		RE Learner		RE		R		Non-Qld		None		Motor-cycle		Scooter		Moped		None		
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13			
Motorcycle riders																																									
Base: Motorcycle riders who don't intend to return to motorcycle riding	6^	11^	3^	6^	3^	5^	0	0	2^	4^	3^	2^	1^	5^	0	1^	0	1^	0	2^	6^	7^	0	1^	0	0	2^	3^	1^	2^	3^	5^	3^	4^	0	0	0	0	3^	7^	
% of respondents																																									
I no longer have access to a motorcycle	45	50	52	67									100	86					100		72	45	30						100	100	50			52	84					16	
I have no interest in riding	10	48		56	73	25			24	21	13			72					100		72	10	27						100			73	17		84				73	13	
I no longer feel safe riding	66	30	76	31		25				21	73		100	40					100			66	12					51	55	100			17		46					13	
I no longer ride for recreation	65	23	76	22		25			76	76			100									65	43					49		100			61	76						46	
I no longer need to ride to commute	4	21		11	27	51				31	13	30		14								4	39						19			27	34		16				27	26	
I am no longer physically capable of riding		12		11		17				14				14						28		15		100						50			16						8		
I no longer have a valid licence to ride		6				25				21												12										17							13		
I no longer need to ride for work purposes		6				25				21												12										17							13		
I no longer am medically fit to ride		4				17				14										28				100															8		
Other		8				32						70					100															21							16		
Scooter riders																																									
Base: Scooter riders who don't intend to return to scooter riding	2^	4^	2^	2^	0	2^	0	0	0	2^	1^	0	1^	2^	0	0	0	0	0	1^	2^	3^	0	0	0	0	2^	1^	0	2^	0	1^	2^	2^	2^	2^	2^	0	2^		
% of respondents																																									
I no longer need to ride for work purposes	70	54	70	50		60				60	100		100	50								100	64					100			50		100	100	50	100	50	100	50		60
I have no interest in riding		54		50		60				60				50									64							50		100		50		50		50		60	
I no longer have access to a scooter	100	30	100	50							100		100	50								100	36				100			50			100	50	100	50	100	50			
I no longer have a valid licence to ride		24				60				60												28										100							60		
I no longer need to ride to commute	70	24	70			60				60			100									70	28								100	70		70		70			60		
I no longer ride for recreation	70	24	70			60				60			100									70	28				70			100	70		70		70				60		
I no longer feel safe riding		24				60				60												28									100								60		
I no longer am medically fit to ride		16				40				40									100									100											40		
Moped riders																																									
Base: Moped riders who don't intend to return to moped riding	3^	3^	3^	3^	0	0	0	0	1^	0	1^	0	1^	3^	0	0	0	0	1^	0	2^	3^	0	0	0	0	0	0	0	0	3^	0	0	3^	3^	3^	3^	3^	3^	0	0
% of respondents																																									
I no longer have access to a moped	81	67	81	67					100				100	67					100		70	67					81			67			81	67	81	67	81	67			
I no longer need to ride to commute	45	33	45	33									100	33							70	33					45			33			45	33	45	33	45	33			
I have no interest in riding	55	33	55	33					100		100			33					100			30	33				55			33			55	33	55	33	55	33			
I no longer need to ride for work purposes	45		45										100								70					45						45		45		45					
I no longer feel safe riding	35		35						100		100								100							35						35		35		35					

^ Caution: small cell size.

Table 1.27.1 Why don't you intend to return to riding a motorcycle? (M17a) Why don't you intend to return to riding a scooter? (M17b) Why don't you intend to return to riding a moped? (M17c) (continued)

	TOTAL		RIDE REASON								RIDE FREQUENCY							
			Commute		Recreation		Work		Other		Weekly		6 monthly		5 yearly		Years ago/Not	
	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13	14	13
Motorcycle riders																		
Base: Motorcycle riders who don't intend to return to motorcycle riding	6^	11^	1^	4^	3^	5^	1^	0	1^	2^	0	0	0	0	0	0	6^	11^
<i>% of respondents</i>																		
I no longer have access to a motorcycle	45	50		62	52					74							45	50
I have no interest in riding	10	48		62		16	100		100	74							10	48
I no longer feel safe riding	66	30			76	16				74							66	30
I no longer ride for recreation	65	23			76	60											65	23
I no longer need to ride to commute	4	21	100	38		24											4	21
I am no longer physically capable of riding		12		27		11												12
I no longer have a valid licence to ride		6				16												6
I no longer need to ride for work purposes		6				16												6
I no longer am medically fit to ride		4				11												4
Other		8				21				26								8
Scooter riders																		
Base: Scooter riders who don't intend to return to scooter riding	2^	4^	1^	2^	0	3^	0	0	1^	0	1^	0	0	0	1^	0	0	4^
<i>% of respondents</i>																		
I no longer need to ride for work purposes	70	54				64			100						100			54
I have no interest in riding		54		66		64												54
I no longer have access to a scooter	100	30	100			36			100		100				100			30
I no longer have a valid licence to ride		24				28												24
I no longer need to ride to commute	70	24				28			100						100			24
I no longer ride for recreation	70	24				28			100						100			24
I no longer feel safe riding		24				28												24
I no longer am medically fit to ride		16		34														16
Moped riders																		
Base: Moped riders who don't intend to return to moped riding	3^	3^	1^	1^	1^	3^	0	0	1^	0	1^	0	1^	0	1^	0	0	2^
<i>% of respondents</i>																		
I no longer have access to a moped	81	67			100	67			100				100		100			50
I have no interest in riding	55	33	100	100	100	33					100		100		100			50
I no longer need to ride to commute	45	33				33			100						100			
I no longer ride for recreation																		
I no longer feel safe riding	35												100					
I no longer need to ride for work purposes	45								100						100			

^ Caution: small cell size.

appendices

Appendix A – questionnaire

PANEL MODE QUESTIONNAIRE

AA	Do you or any of your close friends or family work in any of the following industries?
	(SELECT ANY ANSWERS THAT APPLY)
1.	Advertising <input type="checkbox"/>
2.	Marketing <input type="checkbox"/>
3.	Market Research <input type="checkbox"/>
4.	None of the above <input type="checkbox"/>

IF YES TO ANY, TERMINATE

BB	Have you done any transport or road safety online or telephone surveys in the last six months?
	(SELECT ONE ANSWER ONLY)
1.	Yes <input type="checkbox"/>
2.	No <input type="checkbox"/>

IF YES, TERMINATE

CC	To which of the following age categories do you belong?
	(SELECT ONE ANSWER ONLY)
1.	under 16 years <input type="checkbox"/>
	TERMINATE
2.	16 to 17 years <input type="checkbox"/>
3.	18 to 24 years <input type="checkbox"/>
4.	25 to 29 years <input type="checkbox"/>
5.	30 to 34 years <input type="checkbox"/>
6.	35 to 39 years <input type="checkbox"/>
7.	40 to 44 years <input type="checkbox"/>
8.	45 to 49 years <input type="checkbox"/>
9.	50 to 54 years <input type="checkbox"/>
10.	55 to 59 years <input type="checkbox"/>
11.	60 years or over <input type="checkbox"/>

CHECK QUOTAS

DD	Are you:
	(SELECT ONE ANSWER ONLY)
1.	male <input type="checkbox"/>
2.	female <input type="checkbox"/>

CHECK QUOTAS

ENTER POSTCODE

Demo 4	What is the name of your suburb or town?
New	
Question	TYPE IN YOUR ANSWER BELOW

ALL PTW RIDERS/OWNERS

PTWs: MOTORCYCLES, SCOOTERS AND MOPEDS (M)

NOTE: A powered two or three wheeler (PTW) will refer to all two or three wheeled motor vehicles designed to transport people. This includes motorcycles with or without a sidecar, motor scooters, and mopeds.

All questions in this survey apply to your on-road PTW riding experience only.

DISPLAY TO ALL

M4	Do you own a registered PTW? (TICK ALL THAT APPLY)
1. Yes – a motorcycle	<input type="checkbox"/>
2. Yes – a scooter	<input type="checkbox"/>
3. Yes – a moped	<input type="checkbox"/>
4. No	<input type="checkbox"/>

DISPLAY TO ALL

M15	Do you ride a registered PTW? (TICK ALL THAT APPLY)
1. Yes – a motorcycle	<input type="checkbox"/>
2. Yes – a scooter	<input type="checkbox"/>
3. Yes – a moped	<input type="checkbox"/>
4. No	<input type="checkbox"/>

QUOTA CONTROL QUESTIONS: n=250 people who answered codes 1, 2 or 3 at either M4 or M15

TERMINATE survey for anyone who answered code 4 to both M4 and M15 (Neither own nor ride a registered PTW)

DISPLAY TO ALL

FFa	What type of motor vehicle (car) licence do you currently hold? (SELECT ONE ANSWER ONLY)
1. Learner	<input type="checkbox"/>
2. Provisional - P1	<input type="checkbox"/>
3. Provisional - P2	<input type="checkbox"/>
4. Probationary	<input type="checkbox"/>
5. Open	<input type="checkbox"/>
6. None	<input type="checkbox"/>

DISPLAY TO ALL

FFb	What motorcycle licence do you currently hold? (SELECT ONE ANSWER ONLY)
1. RE Learner	<input type="checkbox"/>
2. RE	<input type="checkbox"/>
3. R	<input type="checkbox"/>
4. Interstate or international	<input type="checkbox"/>
5. None	<input type="checkbox"/>

DISPLAY TO ALL

M13	NOTE: In Queensland a moped is defined as a motorcycle with an engine capacity of not more than 50 ml and has a manufacturer's top rated speed of not more than 50 km/h. Currently to ride a moped, a class "C" (car) licence is required. Do you believe that this is sufficient? (SELECT ONE ANSWER ONLY)
1. Yes	<input type="checkbox"/>
2. No	<input type="checkbox"/>
3. Don't know	<input type="checkbox"/>

DISPLAY IF CODE 2 AT M13

M14	What do you think should be required to ride a moped? (TYPE IN RESPONSE)
Type in ...	

DISPLAY TO ALL

M2 How frequently do you ride a PTW on the road? (SELECT ONE ANSWER ONLY FOR EACH PTW type)								
	Daily Code 1	At least once a week Code 2	At least once a month Code 3	At least every six months Code 4	At least once a year Code 5	At least once every five years Code 6	Many years ago Code 7	No longer ride / Have never ridden Code 8
Base: Motorcycle riders a) Ride a <u>motorcycle</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Base: Scooter riders b) Ride a <u>scooter</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Base: Moped riders c) Ride a <u>moped</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISPLAY TO ALL

BASE: THOSE WHO ANSWERED CODES 1 – 5 AT M2 A, B, C

M5 What do you estimate to be the average number of kilometres you ride on-road in one year? (SELECT ONE ANSWER ONLY for each PTW type)					
	1,000 km or less per year Code 1	Between 1,000 to 2,000 km Code 2	Between 2,000 to 5,000 km Code 3	Between 5,000 to 10,000 km Code 4	More than 10,000 km per year Code 5
Base Motorcycle riders a) Ride a <u>motorcycle</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Base: Scooter riders b) Ride a <u>scooter</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Base: Moped riders c) Ride a <u>moped</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISPLAY IF CODE 3 AT M15

Please answer the following questions about your on-road riding experience. If you are currently not an active rider, please answer the following questions with your most recent riding experiences in mind.

M16		In developing your ability to ride a moped, how useful (if at all) did you find each of the following forms of preparation? (SELECT ONE ANSWER FOR EACH)			
		1 Very Useful	2 Moderately Useful	3 Not useful	4 Did not use
a)	Paid professional training course	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b)	Training from a friend or family	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c)	Practise off road	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d)	Research and reading up	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e)	Tips from the person who sold the moped to me	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISPLAY TO ALL

M6 What is the main reason you ride on-road?
(SELECT ANY ANSWERS THAT APPLY)

- | | |
|--|--------------------------|
| 1. Commuting | <input type="checkbox"/> |
| 2. Recreation | <input type="checkbox"/> |
| 3. For work (for example as a despatch rider or courier) | <input type="checkbox"/> |
| 4. Other / type in ... | <input type="checkbox"/> |

DISPLAY IF CODE 1 AT M6

M7 Why do you choose to ride a PTW for your commuting needs?
(SELECT ANY ANSWERS THAT APPLY)

- | | |
|--|--------------------------|
| 1. Lower fuel costs | <input type="checkbox"/> |
| 2. Lower purchase cost compared to other vehicles | <input type="checkbox"/> |
| 3. Reduced emissions and more environmentally friendly | <input type="checkbox"/> |
| 4. Reduced time it takes to commute to and from work | <input type="checkbox"/> |
| 5. Ease and convenience | <input type="checkbox"/> |
| 6. Enjoyment | <input type="checkbox"/> |
| 7. Other / type in ... | <input type="checkbox"/> |

DISPLAY IF CODE 2 AT M6

M18 Why do you choose to ride a PTW for recreation?
(SELECT ANY ANSWERS THAT APPLY)

- | | |
|---|--------------------------|
| 1. For the thrill and adventure of it | <input type="checkbox"/> |
| 2. For the love of PTWs | <input type="checkbox"/> |
| 3. I enjoy the social interaction | <input type="checkbox"/> |
| 4. I enjoy getting out on my own | <input type="checkbox"/> |
| 5. Riding is more fun and easier than driving a car | <input type="checkbox"/> |
| 6. I like to support my partner's/friend's interest in riding | <input type="checkbox"/> |
| 7. I like to relive my youth | <input type="checkbox"/> |
| 8. I like the status and image of being a rider | <input type="checkbox"/> |
| 9. Other / type in ... | <input type="checkbox"/> |

DISPLAY TO ALL

M9 Thinking of PTW safety as a road safety issue, for you is it...?
(SELECT ONE ANSWER ONLY)

- | | |
|-------------------------|--------------------------|
| 1. Very important | <input type="checkbox"/> |
| 2. Quite important | <input type="checkbox"/> |
| 3. Not very important | <input type="checkbox"/> |
| 4. Not at all important | <input type="checkbox"/> |

DISPLAY TO ALL

M19	From the list below, please choose the three most important sources you used when looking for information about safe PTW riding? (SELECT THE THREE MOST IMPORTANT SOURCES)	
		Select 3 only
1.	Website/search engine	<input type="checkbox"/>
2.	Licensing process	<input type="checkbox"/>
3.	Family and or friend	<input type="checkbox"/>
4.	Clubs / Associations	<input type="checkbox"/>
5.	Media (for example magazines, TV commercials)	<input type="checkbox"/>
6.	Government publications, such as the motorcycle riders' guides	<input type="checkbox"/>
7.	PTW manufacturer information	<input type="checkbox"/>
8.	Sales person	<input type="checkbox"/>
9.	Other / type in ...	<input type="checkbox"/>
10.	None / no other sources used	<input type="checkbox"/>

DISPLAY TO ALL

M10	How safe do you think PTW riding is? (SELECT ONE ANSWER ONLY)	
1.	Very safe	<input type="checkbox"/>
2.	Somewhat safe	<input type="checkbox"/>
3.	Somewhat unsafe	<input type="checkbox"/>
4.	Very unsafe	<input type="checkbox"/>
5.	Don't know	<input type="checkbox"/>

**DISPLAY
IF CODES
3 OR 4
AT M10**

M27	From the list below, please choose main reason for why you believe PTW riding to be unsafe. (SELECT ONE ANSWER)	
		Select 3 only
1.	Riders are so exposed to the elements	<input type="checkbox"/>
2.	In the event of a crash, riders are more likely to be injured or killed	<input type="checkbox"/>
3.	Vehicle drivers often don't see PTW riders, making it a riskier form of transport	<input type="checkbox"/>
4.	Attitudes held by PTW riders	<input type="checkbox"/>
5.	PTWs are more susceptible to poor road conditions	<input type="checkbox"/>
6.	It is difficult to judge the speed a PTW is travelling – often too fast	<input type="checkbox"/>
7.	Other / type in...	<input type="checkbox"/>

DISPLAY TO ALL

M23	When you ride your PTW on-road, what behaviours do you demonstrate? (SELECT ONE ANSWER FOR EACH STATEMENT)					
COMPUTER TO ROTATE PRESENTATION OF STATEMENTS		1	2	3	4	5
		Always	Most of the time	Some-times	Hardly ever	Never
1.	Wear an approved helmet	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	Wear a protective jacket	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.	Wear protective pants	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.	Wear protective gloves	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.	Wear protective boots	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6.	Wear visible gear (for example, brightly coloured gear, or reflective strips)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> [GO TO M24]	<input type="checkbox"/> [GO TO M24]	<input type="checkbox"/> [GO TO M24]
7.	Ensure motorcycle is visible (for example, ride with headlights on during the day, colours on bike)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> [GO TO M24]	<input type="checkbox"/> [GO TO M24]	<input type="checkbox"/> [GO TO M24]
8.	Take active measures to be seen while riding on the road (for example, not riding in blind spots, engaging other driver's eye contact)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> [GO TO M24]	<input type="checkbox"/> [GO TO M24]	<input type="checkbox"/> [GO TO M24]
9.	Regularly maintain and service my PTW	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10.	Ride an unregistered PTW on the road	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11.	Drink and ride within the legal limit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12.	Drink and ride over the legal limit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13.	Ride under the influence of illicit drugs and or prescription medication that shouldn't be used prior to controlling machinery	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14.	Ride an illegally modified PTW	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15.	Travel above the speed limit	<input type="checkbox"/> [GO TO M25]	<input type="checkbox"/> [GO TO M25]	<input type="checkbox"/> [GO TO M25]	<input type="checkbox"/>	<input type="checkbox"/>
16.	Travel at speeds appropriate for the road conditions (for example, slowing down in wet weather)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> [GO TO M25]	<input type="checkbox"/> [GO TO M25]	<input type="checkbox"/> [GO TO M25]
17.	Perform illegal manoeuvres, such as wheel stands and burnouts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18.	Lane split (that is, overtaking <u>moving</u> vehicles, other than motorcycles, within the same lane travelling in the same direction)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
19.	Lane filter (that is, overtaking <u>stationary</u> vehicles, other than motorcycles, within the same lane travelling in the same direction)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISPLAY IF CODE 3, 4 OR 5 AT QUESTION 6, 7 AND/OR 8 OF M23

M24	Why don't you regularly take steps to ensure you are visible when riding your PTW? (SELECT ALL THAT APPLY)	
1.	I can't afford high visibility apparel	<input type="checkbox"/>
2.	I don't know where to purchase high visibility apparel from	<input type="checkbox"/>
3.	High visibility items don't look good	<input type="checkbox"/>
4.	There's a limited range of high visibility products available on the market (for example, apparel, PTWs, and or equipment)	<input type="checkbox"/>
5.	It is the responsibility of other road users to see me	<input type="checkbox"/>
6.	I only ride during the day, therefore don't need to take extra steps to enhance my visibility	<input type="checkbox"/>
7.	I don't care	<input type="checkbox"/>
8.	Other / type in ...	<input type="checkbox"/>

DISPLAY IF CODE 1, 2 OR 3, AT QUESTION 15 AND/OR CODE 3, 4 OR 5 AT QUESTION 16 OF M23

M25	Why do you speed and / or travel at inappropriate speeds for the road conditions? (SELECT ALL THAT APPLY)	
1.	For the thrill of it – I enjoy pushing the limits	<input type="checkbox"/>
2.	To get to my destination quicker	<input type="checkbox"/>
3.	Because I am confident in my skills to control my PTW	<input type="checkbox"/>
4.	Because speed limits are too low	<input type="checkbox"/>
5.	Because I like to keep up with my mates (peer pressure)	<input type="checkbox"/>
6.	Other / type in ...	<input type="checkbox"/>

DISPLAY TO ALL

M8 Have you ever been involved in any kind of crash when riding a PTW on a public road where you or another person was injured (this includes injuries of any severity)?
(SELECT ONE ANSWER ONLY)

1. Yes ☐
2. No ☐

DISPLAY IF CODE 1 AT M8

M20 How many of these crashes, that involved an injury of any severity, have you been involved in?
(SELECT ONE ANSWER ONLY)

1. 1 ☐
2. 2 ☐
3. 3 ☐
4. 4 ☐
5. 5-10 ☐
6. 10-15 ☐
7. 15-20 ☐
8. 20 or more ☐

DISPLAY IF CODES 1 AT M8

M21 How many of these crashes, that involved an injury of any severity, were reported to Police? (PLEASE SELECT A NUMBER IF IT WAS LESS THAN ALL CRASHES)

1. All ☐
2. 0 ☐
3. 1 ☐
4. 2 ☐
5. 3 ☐
6. 4 ☐
7. 5-10 ☐
8. 10-15 ☐
9. 15-20 ☐
10. 20 or more ☐
11. Don't know ☐

DISPLAY IF CODES 2 – 11 AT M21

M28 For those crashes that were not reported to Police, can you explain why?
(SELECT ALL THAT APPLY)

1. I was the only one involved in the crash ☐
2. The injuries and/ or damage to property that resulted were not significant enough to warrant reporting to the Police ☐
3. Parties involved did not require reporting for the purposes of insurance ☐
4. I did not want to draw attention to my riding behaviours prior to the crash (for example, speeding) ☐
5. I was riding under the influence of drugs and / or alcohol ☐
6. I was at fault ☐
7. I didn't know that I had to report the crash to Police ☐
8. I left the scene ☐
9. Police would take too long to attend ☐
10. I needed to be somewhere else ☐
11. Other / type in ... ☐

DISPLAY IF CODE 1 AT M8

M22 In the most severe crash what was the most severe injury to anyone involved?
(SELECT ONE ANSWER ONLY)

1. minor injury (injury requiring no medical treatment - i.e., first aid only required or extent of injury unknown at the time) ☐
2. medical treatment – a person requiring medical treatment by a doctor, but not hospitalised ☐
3. hospitalisation – someone taken away in an ambulance for treatment / examination in a hospital ☐
4. a fatality / fatalities ☐
5. Other / type in ... ☐

DISPLAY TO ALL

M26 From the list below please choose the three things that you feel would be most effective in reducing crash risks for PTW riders?
(SELECT THE THREE MOST EFFECTIVE THINGS)

Select 3 only

- | | | |
|-----|---|--------------------------|
| 1. | Reduction in rider speeds | <input type="checkbox"/> |
| 2. | Riders riding to the conditions | <input type="checkbox"/> |
| 3. | Reduction in rider fatigue | <input type="checkbox"/> |
| 4. | Reduction of rider distraction | <input type="checkbox"/> |
| 5. | Reduction in drink / drug riding | <input type="checkbox"/> |
| 6. | Increase fines and penalties for illegal use of PTWs | <input type="checkbox"/> |
| 7. | Improved road environment | <input type="checkbox"/> |
| 8. | Improved PTW visibility | <input type="checkbox"/> |
| 9. | Other road users are educated to be aware and considerate of PTW riders | <input type="checkbox"/> |
| 10. | Improved licensing system | <input type="checkbox"/> |
| 11. | Improved rider training | <input type="checkbox"/> |
| 12. | Improved PTW safety technology, for example ABS | <input type="checkbox"/> |
| 13. | Other / type in ... | <input type="checkbox"/> |

DISPLAY IF CODE 7, 8 AT M2a

M3a Do you intend to return to riding a motorcycle?
(SELECT ONE ANSWER ONLY)

- | | | |
|----|--------|--------------------------|
| 1. | Yes | <input type="checkbox"/> |
| 2. | No | <input type="checkbox"/> |
| 3. | Unsure | <input type="checkbox"/> |

DISPLAY IF CODE 7, 8 AT M2b

M3b Do you intend to return to riding a scooter?
(SELECT ONE ANSWER ONLY)

- | | | |
|----|--------|--------------------------|
| 1. | Yes | <input type="checkbox"/> |
| 2. | No | <input type="checkbox"/> |
| 3. | Unsure | <input type="checkbox"/> |

DISPLAY IF CODE 7, 8 AT M2c

M3c Do you intend to return to riding a moped?
(SELECT ONE ANSWER ONLY)

- | | | |
|----|--------|--------------------------|
| 1. | Yes | <input type="checkbox"/> |
| 2. | No | <input type="checkbox"/> |
| 3. | Unsure | <input type="checkbox"/> |

DISPLAY IF CODE 2 AT M3a

M17a Why don't you intend to return to riding a motorcycle?

(SELECT ALL THAT APPLY)

- | | |
|--|--------------------------|
| 1. I no longer have a valid licence to ride | <input type="checkbox"/> |
| 2. I no longer need to ride to commute | <input type="checkbox"/> |
| 3. I no longer ride for recreation | <input type="checkbox"/> |
| 4. I no longer need to ride for work purposes | <input type="checkbox"/> |
| 5. I no longer feel safe riding | <input type="checkbox"/> |
| 6. I am no longer medically fit to ride | <input type="checkbox"/> |
| 7. I am no longer physically capable of riding | <input type="checkbox"/> |
| 8. I no longer have access to a motorcycle | <input type="checkbox"/> |
| 9. I have no interest in riding | <input type="checkbox"/> |
| 10. Other / type in ... | <input type="checkbox"/> |

DISPLAY IF CODE 2 AT M3b

M17b Why don't you intend to return to scooter riding?

(SELECT ALL THAT APPLY)

- | | |
|--|--------------------------|
| 1. I no longer have a valid licence to ride | <input type="checkbox"/> |
| 2. I no longer need to ride to commute | <input type="checkbox"/> |
| 3. I no longer ride for recreation | <input type="checkbox"/> |
| 4. I no longer need to ride for work purposes | <input type="checkbox"/> |
| 5. I no longer feel safe riding | <input type="checkbox"/> |
| 6. I am no longer medically fit to ride | <input type="checkbox"/> |
| 7. I am no longer physically capable of riding | <input type="checkbox"/> |
| 8. I no longer have access to a scooter | <input type="checkbox"/> |
| 9. I have no interest in riding | <input type="checkbox"/> |
| 10. Other / type in ... | <input type="checkbox"/> |

DISPLAY IF CODE 2 AT M3c

M17c Why don't you intend to return to moped riding?

(SELECT ALL THAT APPLY)

- | | |
|--|--------------------------|
| 1. I no longer have a valid licence to ride | <input type="checkbox"/> |
| 2. I no longer need to ride to commute | <input type="checkbox"/> |
| 3. I no longer ride for recreation | <input type="checkbox"/> |
| 4. I no longer need to ride for work purposes | <input type="checkbox"/> |
| 5. I no longer feel safe riding | <input type="checkbox"/> |
| 6. I am no longer medically fit to ride | <input type="checkbox"/> |
| 7. I am no longer physically capable of riding | <input type="checkbox"/> |
| 8. I no longer have access to a moped | <input type="checkbox"/> |
| 9. I have no interest in riding | <input type="checkbox"/> |
| 10. Other / type in ... | <input type="checkbox"/> |

ALL DRIVERS/RIDERS

PTWs: MOTORCYCLES, SCOORTERS AND MOPEDS (M)

DISPLAY TO ALL

M13	<p>NOTE: In Queensland a moped is defined as a motorcycle with an engine capacity of not more than 50 ml and has a manufacturer's top rated speed of not more than 50 km/h. Currently to ride a moped, a class "C" (car) licence is required.</p> <p>Do you believe that this is sufficient? (SELECT ONE ANSWER ONLY)</p> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="width: 80%;"> <p>4. Yes</p> <p>5. No</p> <p>6. Don't know</p> </div> <div style="width: 15%;"> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> </div> </div>
-----	---

DISPLAY IF CODE 2 AT M13

M14	<p>What do you think should be required to ride a moped? (TYPE IN RESPONSE)</p> <p style="margin-top: 10px;">Type in ...</p>
-----	--

NOTE: A powered two or three wheeler (PTW) will refer to all two or three wheeled motor vehicles designed to transport people. This includes motorcycles with or without a sidecar, motor scooters, and mopeds.

DISPLAY TO ALL

M9	<p>Thinking of PTW safety as a road safety issue, for you is it...? (SELECT ONE ANSWER ONLY)</p> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="width: 80%;"> <p>1. Very important</p> <p>2. Quite important</p> <p>3. Not very important</p> <p>4. Not at all important</p> </div> <div style="width: 15%;"> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> </div> </div>
----	---

DISPLAY TO ALL

M10	<p>How safe do you think PTW riding is? (SELECT ONE ANSWER ONLY)</p> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="width: 80%;"> <p>6. Very safe</p> <p>7. Somewhat safe</p> <p>8. Somewhat unsafe</p> <p>9. Very unsafe</p> <p>10. Don't know</p> </div> <div style="width: 15%;"> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> </div> </div>
-----	--

DISPLAY IF CODES 3 OR 4 AT M10

M27	<p>The main reason I believe PTW riding to be unsafe is because ... (SELECT ONE ANSWER ONLY)</p> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="width: 80%;"> <p>1. Riders are so exposed to the elements</p> <p>2. In the event of a crash, riders are more likely to be injured or killed</p> <p>3. Vehicle drivers often don't see PTW riders, making it a riskier form of transport</p> <p>4. Attitudes held by PTW riders</p> <p>5. PTWs are more susceptible to poor road conditions</p> <p>6. It is difficult to judge the speed a PTW is travelling – often too fast</p> <p>7. Other / type in ...</p> </div> <div style="width: 15%;"> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> <p><input type="checkbox"/></p> </div> </div>
-----	---

DEMOGRAPHICS - DISPLAY TO ALL

And finally just a couple of questions about you which are for statistical purposes only.

Demo 1 What is your occupation?

TYPE IN YOUR ANSWER BELOW

.....

Demo 2 What is the highest level of education that you have completed?
(SELECT ONE ANSWER ONLY)

- | | |
|------------------------------------|--------------------------|
| 1. Below Year 10 | <input type="checkbox"/> |
| 2. Year 10 | <input type="checkbox"/> |
| 3. Year 11 | <input type="checkbox"/> |
| 4. Year 12 | <input type="checkbox"/> |
| 5. Certificate or Diploma | <input type="checkbox"/> |
| 6. Undergraduate University degree | <input type="checkbox"/> |
| 7. Postgraduate University degree | <input type="checkbox"/> |

Demo 3 Area of Residence
(SELECT ONE ANSWER)

- | | |
|---------------------------------------|--------------------------|
| 1. Capital City | <input type="checkbox"/> |
| 2. Regional City | <input type="checkbox"/> |
| 3. Outside a capital or regional city | <input type="checkbox"/> |
| 4. Remote | <input type="checkbox"/> |

As this is market research, it is carried out in compliance with the Privacy Act and the information you provided will be used only for research purposes. Your answers will be combined with those of other participants to provide feedback to the Department of Transport and Main Roads on the servicing needs of the Queensland public. Once information processing has been completed, please be assured that your name and contact details will be removed from your responses to this survey. After that time we will no longer be able to identify the responses provided by you. However for the period that your name and contact details remain with your survey responses, which will be approximately one month, you will be able to contact us to request that we delete some or all of your information.

Appendix B – other responses

PTWs: MOTORCYCLES, SCOOTERS AND MOPEDS (M) – General motorists sample: All drivers/riders

Question M14 What do you think should be required to ride a moped?	
Response given	Number of Responses
All 2 wheel vehicles need special riding skills and a separate licence be required	1
A brain	1
No vehicle allowed to travel on major roads if it cannot attain the speed limit	1
Separate roadway	1
No formal bike training required. At the end of the day it has two wheels and therefore is a bike	1
50 km/hr speed is too low for mopeds should be some higher	1
Moped test	1
A licence for two wheel vehicles	1
There should be a mandatory class of defensive driving given to show how to operate the moped before they can even get near one. After that they should be made to sign that they know that they are riding a single seat moped, and they could be fined when caught riding two up	1
Helmet, safety course	1
Follow driving instructions	1
Some other formal education	1
They should go at least 60 km an hour so as not to hold up any other road users	1
Helmet	1

Question M27 The main reason I believe PTW riding to be unsafe is because...	
Response given	Number of Responses
If they can only drive at 50 km/h and the road is signed for a higher speed other (ordinary) cars would be stuck behind them -- not safe, inviting speeding and dangerous driving	1
It's a combination of the above along with the inherent danger that a bike offers no protection to the rider	1
They can be sitting ducks	1

PTWs: MOTORCYCLES, SCOOTERS AND MOPEDS (M) – All PTW riders/owners

Question M14 What do you think should be required to ride a moped?	
Response given	Number of Responses
Still require a 'P' licence or an open licence to drive one	1
Tourists	1
50cc	1
The compulsory wearing of proper safety clothing and helmets	1
Same requirement as a motorcycle	1
At least 100 km/hr as it is safer for riding on road and you are not going to hold up traffic	1
Because lack of experience and guidance causes accidents	1
C class	1
Should be up to 100	1
Full licence	1
Responsible driving	1

Question M6 What is the main reason you ride on-road?	
Response given	Number of Responses
To go to the shops	2
No longer ride regularly	1
Tourism	1
Enjoyment	1
Shopping	1
School drop and pick up	1
Passenger for recreation	1

Question M7 Why do you choose to ride a PTW for your commuting needs?	
Response given	Number of Responses
Parking	1
Parking is easier at my work for a motorbike	1
Cheaper than public transport	1

Question M18 Why do you choose to ride a PTW for recreation?	
Response given	Number of Responses
You get to see more of what is around you, as your view is unimpaired	1
I only ride for commuting	1
To piss off Campbell	1
Being in the world - inside a car is like sitting, watching four TV screens around you	1
Costs	1
I enjoy riding motorcycles	1
Petrol saving	1

Question M19 From the list below, please choose the three most important sources you used when looking for information about safe PTW riding?	
Response given	Number of Responses
I have held a motorbike licence for 55years and have followed rule changes since then and never had an accident	1
Lessons	1
Experience	1
Rider training courses	1
Research for my dissertation and riding technique books	1
Common sense	1
Personal experience of operating PTWs since I was 6yrs old	1
Stay upright courses	1

Question M24 Why don't you regularly take steps to ensure you are visible when riding your PTW?	
Response given	Number of Responses
High vis items are good if they have seen me already	1
Only ride on a rural road	1
Don't always have it with me	1
My lights are on	1
Own limited bike clothing	1
If they can see HV, they can see me anyway	1
Leather doesn't normally come in high visibility	1
I'm not sure	1
I do, at night	1
Forget	1

Question M25 Why do you speed and or travel at inappropriate speeds for the road conditions?	
Response given	Number of Responses
Only speed occasionally on open straight empty roads	1
Not paying attention	1
Sometimes I am not looking at the gauge and inadvertently exceed the limit	1
I always travel at appropriate speeds for the road conditions, only speed when it's as safe as possible	1
Ride to the conditions no real reason	1
Not on purpose but sometimes on straighter sections I look down and realise I am over the limit but never intentional	1
It's easy to do	1
Keep up with traffic	1
Speed is appropriate to conditions, not a sign	1
I am a passenger only	1
Not intentional	1

Question M27 Please choose main reason for why you believe PTW riding to be unsafe.	
Response given	Number of Responses
Vehicle drivers aggression towards PTW riders	1

Question M26 From the list below please choose the three things that you feel would be most effective in reducing crash risks for PTW riders?	
Response given	Number of Responses
Riders riding to their ability	1
Driver consideration	1
Improved car driver training	1
Higher speed limits for bikes	1
Car driver education & enforcement of law	1
Anything that is not going to cost more money	1

Appendix C – fieldwork report

PTW Survey

Dates of FW:

10th April to 5th May

No. of invitations issued:

Approx. 18,500 invitations for 1957 responses (254 completes, 123 incompletes, 1580 screeners and 0 quota full)

Average survey length:

14 min

Any unusual events or occurrences during fieldwork:

None

General motorist/rider Survey

Dates of FW:

10th April to 5th May

No. of invitations issued:

Approx. 9,000 invitations for 966 responses (600 completes, 105 incompletes, 109 screeners and 152 quota full)

Average survey length:

34.5 mins

Any unusual events or occurrences during fieldwork:

None

Appendix D – sampling error chart

All sample surveys and polls, whether or not they use probability sampling, are subject to multiple sources of error which are most often not possible to quantify or estimate, including sampling error, coverage error, error associated with non-response, error associated with question wording and response options and post survey weighting and adjustments. Therefore MCR avoids the words “margin of error” as they are not able to be verified. All that can be calculated are different possible sampling errors with different probabilities of pure, unweighted, random samples with 100% response rates. These are only theoretical because no published surveys come close to this ideal. Respondents for this survey were randomly selected (using probability sampling) from the online panel respondent base. Because the sample is based on those who agreed to be invited to participate in the online panel, accurate estimates of theoretical sampling cannot be definitively calculated. At the absolute minimum, sampling error based on various cell sizes for this survey could fall within the following ranges:

(at the 95% confidence level)

Sample size	10%/90%	20%/80%	30%/70%	40%/60%	50%/50%
5	±27.0	±36.0	±41.0	±44.0	±45.0
10	±19.0	±25.0	±29.0	±31.0	±32.0
15	±15.0	±21.0	±24.0	±25.0	±26.0
20	±13.0	±18.0	±20.0	±22.0	±22.0
25	±12.0	±16.0	±18.0	±19.5	±20.0
30	±11.0	±15.0	±16.7	±17.9	±18.0
35	±10.0	±13.5	±15.5	±16.6	±16.9
40	±9.0	±12.6	±14.5	±15.5	±15.8
50	±8.0	±11.3	±13.0	±13.9	±14.1
60	±7.7	±10.3	±11.8	±12.6	±12.9
70	±7.2	±9.6	±11.0	±11.7	±12.0
80	±6.7	±8.9	±10.2	±11.0	±11.1
90	±6.3	±8.4	±9.7	±10.3	±10.5
100	±6.0	±8.0	±9.2	±9.8	±10.0
150	±4.8	±6.5	±7.5	±8.0	±8.2
160	±4.7	±6.3	±7.2	±7.7	±7.9
170	±4.6	±6.1	±7.0	±7.5	±7.7
200	±4.2	±5.6	±6.5	±6.9	±7.0
220	±4.0	±5.4	±6.2	±6.6	±6.7
240	±3.9	±5.2	±5.7	±6.3	±6.5
250	±3.8	±5.1	±5.8	±6.2	±6.3
260	±3.7	±5.0	±5.7	±6.1	±6.2
280	±3.6	±4.8	±5.5	±5.9	±6.0
300	±3.5	±4.6	±5.3	±5.7	±5.8
320	±3.4	±4.5	±5.1	±5.5	±5.6
340	±3.3	±4.3	±5.0	±5.3	±5.4
350	±3.2	±4.3	±4.9	±5.2	±5.3
360	±3.2	±4.2	±4.8	±5.2	±5.3
380	±3.1	±4.1	±4.7	±5.0	±5.1
400	±3.0	±4.0	±4.6	±4.9	±5.0
420	±2.9	±3.9	±4.5	±4.8	±4.9
440	±2.9	±3.8	±4.4	±4.7	±4.8
450	±2.8	±3.8	±4.3	±4.6	±4.7
460	±2.8	±3.7	±4.3	±4.6	±4.7
480	±2.7	±3.7	±4.2	±4.5	±4.6
500	±2.7	±3.6	±4.1	±4.4	±4.5
550	±2.6	±3.4	±3.9	±4.1	±4.3
600	±2.4	±3.3	±3.7	±4.0	±4.1
650	±2.4	±3.1	±3.6	±3.8	±3.9
700	±2.3	±3.0	±3.5	±3.7	±3.8
750	±2.2	±2.9	±3.3	±3.6	±3.7
800	±2.1	±2.8	±3.2	±3.5	±3.5
850	±2.1	±2.7	±3.1	±3.4	±3.4
900	±2.0	±2.4	±3.1	±3.3	±3.3
950	±1.9	±2.6	±3.0	±3.2	±3.2
1000	±1.9	±2.5	±2.9	±3.1	±3.2