Motorcycling in Brisbane

Community consultation report

February 2023

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## Introduction

Having a safe, connected, flexible and sustainable transport network is vital to our city. It helps visitors and businesses commute to and from work, access recreational activities, remain socially connected and transport goods and services more efficiently.

The Transport Plan for Brisbane – Strategic Directions(Transport Plan) is Brisbane City Council’s plan to guide the evolution of our city’s transport network over the next 25 years as Brisbane grows and evolves. To support the release of the Transport Plan, Council has developed the Transport Plan for Brisbane - Implementation Plan 2018(Implementation Plan).

Motorcycling is a key initiative of the Implementation Plan, and focuses on opportunities for safe, motorcycle travel in the city. Travelling by motorcycle and mopeds, particularly for commuting, can help manage congestion on our roads and reduce the need for car parking in the CBD and activity centres.

Our vision is for motorcycling to be a transport mode of choice for people to travel and transport small goods throughout Brisbane, with appropriate infrastructure in place to support safe riding for residents, businesses and visitors.

Council sought feedback from the motorcycling community and key transport stakeholder groups about how to support motorcycle use into the future. Council actively discussed how to improve support by:

identifying opportunities to improve motorcycling safety, accessibility, and parking infrastructure across Brisbane

exploring potential barriers

understanding safety issues

determining what actions will support residents, visitors and businesses in adopting motorcycling to travel, and for transporting minor goods throughout Brisbane.

This feedback will help Council deliver on our commitments in the Transport Plan. Council will develop the Brisbane motorcycling implementation plan, outlining the short- and long-term initiatives and actions that will help Council enhance the motorcycling experience in the city.

## Community consultation report

### Consultation overview

Council invited the community to have their say on motorcycling in Brisbane from 3 December 2021 to 27 February 2022. Residents and industry partners were asked to share their thoughts on motorcycling in Brisbane to inform the development of the Brisbane motorcycling implementation plan.

The purpose of this community consultation report is to provide an overview of the consultation channels and communication tactics implemented and to summarise the community feedback received.

### Communication campaign tactics

Council delivered a communication campaign to raise awareness of the community consultation and encourage the community to have their say.

The following communication campaign tactics and channels were used:

Council’s corporate website and Your City Your Say subsite

Council’s Twitter and LinkedIn

e-newsletters

consultation materials.

### Consultation channels

Council gathered feedback on motorcycling in Brisbane through a variety of tools and channels. All potential stakeholders that do or could choose motorcycling as a mode of transport were encouraged to provide feedback via an online survey.

#### Online survey

The online survey, which could be accessed via Council’s corporate website and Your City Your Say web platform, requested feedback on seven categories: travel experience, travel behaviour, reasons to ride, behaviour change, safety, accessibility and infrastructure.

The survey asked riders and non-riders for feedback on their road use, commuting preferences, and any concerns, opportunities and changes they would like to see to improve motorcycling in Brisbane.

Council received 2325 submissions via the online survey.

#### Written submissions

During the consultation period, Council received two written submissions from members of the public, via Council’s Contact Centre.

##### Table 1: Total consultation inputs by feedback type

| Feedback type | Number |
| --- | --- |
| Online survey | 2325\* |
| Written submissions  | 2 |
| Total | 2327 |

\*Duplicate responses and responses with no answers have been removed.

### Reviewing feedback

Council values the feedback received during the consultation period and will consider all responses when developing the Brisbane motorcycling implementation plan. Individuals who provided their email address and requested to receive project updates will be advised of any future consultation opportunities, as well as related information as Council develops the Brisbane motorcycling implementation plan.

## What you told us

### Online survey

The online survey contained a range of questions to help Council understand what the potential barriers to riding a motorcycle and community thoughts about safety.

Throughout the survey we use the terms 'motorcycle' and 'motorcycling' to describe the use of an automotive vehicle such as a motorcycle, motorbike, moped or motorised scooter that is registered as an on-road vehicle in Queensland and Australia.

Demographics

##### Table 2: Survey results — age distribution

What is your age?

| Age | Number (n) | Percentage of respondents |
| --- | --- | --- |
| **Under 18** | 2 | 0% |
| **18-24 years** | 101 | 4% |
| **25-34 years** | 390 | 17% |
| **35-44 years** | 394 | 17% |
| **45-54 years** | 474 | 20% |
| **55-64 years** | 407 | 18% |
| **65 years and older** | 200 | 9% |
| **Prefer not to say** | 357 | 15% |

**Base n = 2325.**

##### Table 3: Survey results — gender identity

How do you identify?

| Gender identity | Number (n) | Percentage of respondents |
| --- | --- | --- |
| **Male** | 1609 | 69% |
| **Female** | 317 | 13% |
| **I describe myself in another way** | 12 | 1% |
| **Prefer not to say** | 387 | 17% |

**Base n = 2325.**

Travel experience

##### Table 4: Survey results — travel experience

Please select your level of experience with motorcycling.

| Travel experience | Number (n) | Percentage of respondents |
| --- | --- | --- |
| **No experience** | 235 | 10% |
| **Some experience; I am interested in riding more often** | 207 | 9% |
| **Experienced rider; I ride regularly** | 1731 | 74% |
| **Past rider; I used to ride and have now stopped** | 152 | 7% |

**Base n = 2325.**

Past riders cited safety concerns, financial costs and physical ability/health as reasons for no longer riding a motorcycle.

Travel behaviour

##### Table 5: Survey results — travel behaviour

How do you currently commute to work? Please select all that apply to you in an average week.

| Commute mode | Number (n) | Percentage of respondents |
| --- | --- | --- |
| **Motorcycle (includes moped, motorised scooter and motorbike)** | 1275 | 55% |
| **Private motor vehicle (one occupant)**  | 828 | 36% |
| **Private motor vehicle (two or more occupants)**  | 189 | 8% |
| **Public transport (bus)** | 182 | 8% |
| **Public transport (ferry)** | 22 | 1% |
| **Public transport (train)** | 158 | 7% |
| **Public ride share (includes e-bike or e-scooter)** | 21 | 1% |
| **Private e-mobility device** | 23 | 1% |
| **Bicycle** | 161 | 7% |
| **Walk or run** | 116 | 5% |
| **I do not commute (includes working from home)** | 282 | 12% |
| **Other** | 89 | 4% |
| **Nonresponse** | 67 | 3% |

Base n = 2325.

Respondents who indicated they used both a motorcycle (including moped, motorised scooter and motorbike) and any of the public transport options were asked what factors influenced their decision to use public transport for their commute to work instead of motorcycling.

Weather:Motorcycling safety and comfort is affected by wet or stormy weather conditions. If this weather is forecast, many riders will choose to leave their motorbike at home and access public transport for their commuting or general travel needs.

**“When the weather is poor, i.e., it's raining or is forecasted to rain, I'll avoid riding my motorbike. I'll either get wet or I find the risks of riding in the wet too high. I'll take the bus on these days.”**

Cost or availability of parking:Brisbane’s CBD has limited free or metered on-road and footpath parking opportunities for motorcycles. If the rider does not need to travel into the CBD area early in the morning, often these types of parking are fully occupied by the time they arrive. The costs of commercial off-road parking centres are considered expensive, and this discourages riders from using this infrastructure later in the morning or casually over the weekends.

**“If it is raining (or forecasted to) I will opt for public transport instead of my other options. Also, if I am coming into the office much later, as there is a slim chance of free parking in close proximity to the office.”**

##### Table 6: Survey results — travel behaviour

How often do you use after-ride facilities following your commute? e.g., locker, sink/mirror, shower, changing area.

| After-ride facility usage | Number (n) | Percentage of respondents |
| --- | --- | --- |
| **After every ride** | 217 | 17% |
| **Sometimes** | 312 | 24% |
| **Only in extreme weather** | 281 | 22% |
| **Never** | 451 | 35% |
| **Nonresponse** | 14 | 1% |

Base n = 1275. Question only shown to those who selected ‘Motorcycle (includes moped, motorised scooter and motorbike)’ (Table 5).

##### Table 7: Survey results — travel behaviour

If there were more after-ride facilities available, would you use your motorcycle more than you currently do?

| After-ride facility usage | Number (n) | Percentage of respondents |
| --- | --- | --- |
| **Yes, I would use it more often** | 307 | 52% |
| **No, I would use it the same amount** | 247 | 42% |
| **Unsure** | 38 | 6% |
| **Nonresponse** | 1 | 0% |

Base n = 593. Question only shown to those who selected ‘Sometimes’ or ‘Only in extreme weather’ (Table 6).

##### Table 8: Survey results — travel behaviour

Does your workplace provide after-ride facilities?

| Response | Number (n) | Percentage of respondents |
| --- | --- | --- |
| **Yes** | 717 | 56% |
| **No** | 485 | 38% |
| **Unsure** | 58 | 5% |
| **Nonresponse** | 15 | 1% |

Base n = 1275. Question only shown to those who selected ‘Motorcycle (includes moped, motorised scooter and motorbike)’ (Table 5).

Reasons to ride

##### Table 9: Survey results — reasons to ride

Why do you choose to ride a motorcycle? Select all that apply.

| Reasons to ride | Number (n) | Percentage of respondents |
| --- | --- | --- |
| **Free or cheaper parking** | 1150 | 59% |
| **Shorter travel time and/or less traffic congestion compared to a motor vehicle** | 1366 | 70% |
| **Lower running costs compared to a motor vehicle** | 1173 | 61% |
| **Environmental benefits** | 588 | 30% |
| **Health benefits** | 469 | 54% |
| **Fun/enjoyment of being on a motorcycle** | 1690 | 87% |
| **Being part of a community of riders** | 787 | 41% |
| **Something else** | 108 | 6% |
| **Nonresponse** | 54 | 3% |

Base n = 1938. Question only shown to ‘Experienced riders’ and ‘Some experience’ (Table 4).

Respondents who selected ‘Something else’ were offered the opportunity to provide a reason.

Travel flexibility: **Public transport options are not always suitable as an alternative to a car. Timetables and start and end destinations may not provide viable alternatives, so motorcycling provides the solution and flexibility required.**

**“Can cover time periods when public transport is not available. i.e., a 11pm start at work or a 4am finish at work”.**

Public transport costs and time: **Riders often mention the travel cost and point to timeframes for public transport not meeting their needs. Riding a motorcycle is seen as more cost and time efficient due to the ability to lane filter and reduce the effects of congestion.**

**“Quicker than public transport. Cheaper than public transport (that does include ALL running costs). Less aggravating. It's awesome.”**

##### Table 10: Survey results — reasons to ride

What do you think the benefits would be if more people were motorcycling instead of using another transport mode?

| Benefits of riding | Number (n) | Percentage of respondents |
| --- | --- | --- |
| **Congestion reduction benefits** | 1568 | 67% |
| **Pollution reduction benefits** | 449 | 19% |
| **Parking / After ride facilities benefits** | 453 | 19% |
| **Safety / Awareness / Health benefits** | 617 | 27% |
| **Lifestyle benefits** | 167 | 7% |
| **Public / Active transport benefits** | 19 | 1% |
| **Licencing / Training benefits** | 13 | 1% |
| **Road network conditions / Road design benefits** | 93 | 4% |
| **Nonresponse** | 507 | 22% |

Base n = 2325. Free text question.

##### Table 11: Survey results — reasons to ride

What might influence you to start riding a motorcycle? Select all that apply.

| Influences | Number (n) | Percentage of respondents |
| --- | --- | --- |
| **Free or cheaper parking** | 84 | 49% |
| **Shorter travel time and/or less traffic congestion compared to a motor vehicle** | 89 | 51% |
| **Lower running costs compared to a motor vehicle** | 85 | 49% |
| **Environmental benefits** | 65 | 36% |
| **Health benefits** | 23 | 14% |
| **Fun/enjoyment of being on a motorcycle** | 93 | 55% |
| **Being part of a community of riders** | 37 | 21% |
| **None of the above** | 13 | 7% |
| **Something else** | 31 | 17% |
| **Nonresponse** | 24 | 13% |

Base n = 181. Question only shown to those who indicated ‘Yes’ or ‘Undecided’ to considering motorcycling as an option for their lifestyle (Table 28).

Of those who selected ‘Something else’, the primary influencing factor was travelling flexibility. Many of the respondents consider **motorcycling as an add-on to their** travelling flexibility**, offering an alternative to driving a private car or using public transport where there is less flexibility due to financial costs, parking availability and set timetables for public transport. This response was consistent** w**hether riding a motorcycle is for pleasure, commuting or their sole transport method**.

**“Three main reasons. One, I've always ridden motorcycles so convenient and faster. Two, I live at Nudgee beach — there's only three buses a day! Three, cost for secure motorcycle parking in the city is similar to public transport cost, $8 per day”.**

**“Taking a car seems excessive when it's just me. Public transport doubles or triples my travel time and costs are high for the inconvenience. Also enjoy getting out with friends for a social ride”.**

##### Table 12: Survey results — reasons to ride

Should you get into riding a motorcycle, what type of use would you consider? Select all that apply.

| Types of riding | Number (n) | Percentage of respondents |
| --- | --- | --- |
| **Short trips, such as those around my neighbourhood** | 106 | 61% |
| **Long distance trips, such as travel between cities or inter-state** | 29 | 17% |
| **Leisure cruising, such as weekend rides either alone or as part of a group** | 87 | 51% |
| **Commuting to work** | 98 | 57% |
| **Nonresponse** | 29 | 16% |

Base n = 181. Question only shown to those who indicated ‘Yes’ or ‘Undecided’ to considering motorcycling as an option for their lifestyle (Table 28).

##### Table 13: Survey results — reasons to ride

What do you currently use a motorcycle for? Select all that apply.

| Types of riding | Number (n) | Percentage of respondents |
| --- | --- | --- |
| Short trips, such as those around my neighbourhood | 1188 | 61% |
| Long distance trips, such as travel between cities or inter-state | 758 | 39% |
| Leisure cruising, such as weekend rides either alone or as part of a group | 1575 | 81% |
| Commuting to work | 1264 | 65% |
| Nonresponse | 144 | 7% |

Base n = 1938. Question only shown to those who indicated ‘Experienced rider’ or ‘Some experience’ (Table 4).

##### Table 14: Survey results — reasons to ride

Are any of the following factors preventing you from getting a motorcycle/licence or riding? Select all that apply.

| Barriers | Number (n) | Percentage of respondents |
| --- | --- | --- |
| Affordability of the motorcycle, safety gear, training, licence, registration and insurance | 87 | 22% |
| Cannot find a buddy to complete the buddy riding component of the learner licensing system | 35 | 9% |
| Lack of training services in my area | 16 | 4% |
| No suitable motorcycles that meet my needs e.g. accessibility, storage | 12 | 3% |
| Lack of space at my residence to safely park a motorcycle | 36 | 9% |
| Safety concerns | 146 | 38% |
| No barrier to getting a motorcycle/licence | 78 | 20% |
| Something else | 61 | 16% |
| Nonresponse | 76 | 20% |

Base n = 388. Question only shown to those who indicated ‘Yes’ or ‘Undecided’ (Table 28) or those who indicated ’Some experience’ (Table 4).

Of those who selected ‘Something else’, a wide range of barriers were mentioned. The main **concerns were around** safety**, citing car drivers as a risk and a lack of road rule adherence and general courtesy from motorists. It was also explained that riding doesn’t meet specific needs, such as commuting with multiple persons or shopping.**

**“Problem is not in my riding as I am safe and courteous. Issue is drivers do not look out for bikes or give them courtesy on the roads. I have had trucks ride on my tail and cars not see me whilst commuting, even though I am in their direct eyeline and not in blind spot”.**

**“**Sounds silly but the hair and makeup thing is a big barrier for me (i.e. when wearing a helmet)”.

##### Table 15: Survey results — reasons to ride

Please tell us about your specific safety concerns and whether you could start or increase riding if your safety concerns were addressed.

| Safety concerns | Number (n) | Percentage of respondents |
| --- | --- | --- |
| Weather/environment | 7 | 5% |
| Driver (car and bus) behaviour | 47 | 32% |
| Road rules/enforcement | 17 | 12% |
| Visibility/driver awareness | 43 | 29% |
| Education/licencing/training | 31 | 21% |
| Statistical information influences | 13 | 9% |
| Health/lifestyle | 6 | 4% |
| Road infrastructure | 18 | 12% |
| Other | 10 | 7% |
| Nonresponse | 18 | 12% |

Base n = 146. Question only shown to those who indicated ‘Safety concerns’ (Table 15). Free text question.

Behaviour change

##### Figure 1: Survey results — behaviour change

If you had a motorcycle or rode more often, how would this change your use of the following transport modes?

Base n = 388. Question only shown to those who indicated ’Some experience’ (Table 4) or those who indicated ‘Yes’ or ‘Undecided’ to considering motorcycling as an option for their lifestyle (Table 28).

Feedback showed that:

the most likely impact of new motorcycle riders would be a reduction in private motor vehicle usage followed by less reliance on public transport

most respondents are not current users of public ride share schemes (including e-bikes and e-scooters) and are not users of private e-mobility devices

most people who walk or run will continue to do so.

##### Figure 2: Survey results — behaviour change

How has your use of the following transport modes changed since you began riding a motorcycle?

Base n = 1731. Question only shown to those who indicated ‘Experienced rider’ (Table 4).

Feedback showed that:

owning a motorcycle shows a strong reduction in private motor vehicle usage

riders tend not to use public transport or use it any less because of owning a motorcycle

most motorcycle owners do not own private e-mobility devices or use public ride share options, including e-bikes and e-scooters.

Safety

##### Table 16: Survey results — safety

What issues do you believe are most likely to discourage or prevent others from motorcycling?

| Barriers | Number (n) | Percentage of respondents |
| --- | --- | --- |
| Driver/Rider behaviour | 967 | 42% |
| Road conditions | 227 | 10% |
| Personal Safety | 966 | 42% |
| Weather conditions | 329 | 14% |
| Parking and security | 272 | 12% |
| Convenience | 164 | 7% |
| Costs | 178 | 8% |
| Licencing/road rules/skills/training | 306 | 13% |
| Public transport | 3 | 0% |
| Other | 94 | 4% |
| Nonresponse | 396 | 17% |

Base n = 2325. Free text question.

A wide range of issues were raised by respondents as potential reasons why others may choose not to take up motorcycling.

* Risk from other road users:This topic was raised as a significant issue in discouraging uptake of motorcycling. There is a perception of low driver awareness from car and heavy vehicle drivers not seeing motorcycle riders. There were a number of potential causes raised, including poor driving skills, distractions and general behaviour and attitudes in different traffic conditions, with the end result of leaving motorcycle riders feeling very vulnerable.

“Car drivers have no regard for motorcyclist lives. They don't seem to realise that if we come off at 100 km/h we're probably dead. I've had friends die at lower speeds. Everyone I've spoken to that WANTS to ride, but is too scared to, says they're not scared of riding a bike, they're terrified of everyone else on the road. Car drivers are so reckless. Most don't use their indicators anymore, they cross lanes like no one else is around”.

* Weather conditions: **Due to the exposed nature of motorcycle riding, many riders choose not to ride on days when rain or inclement weather has been forecast. Many respondents cite a lack of covered parking or end of trip facilities as a deterrent**. Wet roads pose increased vehicle control risks for riders and, when combined with painted road surfaces, can be seen as too risky to ride on or over.

“Accident fear, weather conditions, road conditions. Not being able to have a place to store helmet and gear. Changeroom facilities. Undercover parking”.

* **Licencing/road rules/skills/training**:** A number of submissions raised the topic of general skills for both drivers and riders, adherence to road rules, licencing obstacles and access to quality training. Many respondents feel these areas are below an acceptable standard, which is contributing to the community’s view of overall riding safety and uptake.**

“The learner supervisor scheme makes it very hard for new riders to gain confidence and valuable seat time. It’s also very hard to get a Qld motorcycle licence if you don't drive a car”.

* Road conditions and parking infrastructure: **There was a shared opinion among respondents that the c**urrent road design and configuration often does not consider the needs of motorcycle riders. Surface maintenance, lane widths and controls, security and parking infrastructure are substandard in the views of current riders.

“Drivers on the road are careless and don't see micro transport vehicles. Many don't understand how much longer it takes a bike to stop. It would be great if shopping centres had lockers you can use to store your helmet and gear while you shop”.

##### Table 17: Survey results — safety

Do you feel safe when riding a motorcycle in Brisbane?

| Response | Number (n) | Percentage of respondents |
| --- | --- | --- |
| Yes | 1102 | 53% |
| No | 516 | 25% |
| Unsure | 279 | 13% |
| Nonresponse | 193 | 9% |

Base n = 2090. Question only shown to those who selected ’Some experience,’ ‘Experienced’ and ‘Past rider’ (Table 4).

##### Table 18: Survey results — safety

You indicated you do not feel safe riding in Brisbane. Please provide your reason(s).

| Safety concerns | Number (n) | Percentage of respondents |
| --- | --- | --- |
| Driver awareness  | 365 | 46% |
| Driver poor or aggressive behaviour  | 319 | 40% |
| Personal safety  | 65 | 8% |
| Speed limits  | 2 | 0% |
| Driver/Rider training and education  | 163 | 21% |
| Road hazards/maintenance/design  | 128 | 16% |
| Congestion  | 78 | 10% |
| Lack of/too much enforcement  | 29 | 4% |
| Lane filtering  | 99 | 12% |
| Other  | 32 | 4% |
| Nonresponse | 45 | 6% |

Base n = 795. Question only shown to those who selected ‘No’ or ‘Unsure’ (Table 17). Free text question.

Driver awareness and poor or aggressive behaviour by drivers towards motorcyclists were most mentioned by respondents as reasons for feeling unsafe.

* **Driver awareness: A lack of** awareness from car and heavy vehicle drivers was a significant factor in motorcycle riders not feeling safe on the roads. Poor behaviour while turning and changing lanes, mobile phone distractions, loud music masking traffic noise and lack of blind spot checks are repeatedly listed by riders as a cause for drivers not seeing motorcycle riders.

“Motorcycles do not seem to have any status - get the feeling that motorcycles, and their riders are dispensable, no one cares. SMIDSY. ‘Sorry mate, I didn't see you’ seems to be enough of an excuse for a car driver to outraged at your presence. Lane splitting is legal, motorcyclists help speed up traffic.”

* **Driver poor or aggressive behaviour towards motorcyclists: A lack of u**nderstanding of lane filtering and other road laws that allow motorcycle riders to move around cars is seen to be a significant shortfall. Current riders feel that other drivers actively obstruct or intimidate riders, attempting at times to race riders from the stop bar to get in front again, or preventing motorbikes from lane filtering.

“A lot of drivers try to race you even though you’re not racing. They get mad at you for lane filtering. They try and not let you in.”

##### Figure 3: Survey results — safety

Please rank the risks below in order of concern to you when riding a motorcycle.

Base n = 1938. Question only shown to those who selected **’Some experience’ and ‘Experienced’ (Table 4).**

When considering the overall ranking of the risks, the feedback showed the following priority order.

1. **Risk 1:** Behaviour of other road users e.g. excess speed, following distances, fatigue, inattention.
2. **Risk 3:** Road hazards such as potholes, puddles, heavy rain, debris and uneven surfaces can be minor hazards for a motor vehicle, but a major hazard for a motorcycle.
3. **Risk 2:** Motorcyclists are smaller than other motor vehicles, which can be harder for other road users to see.
4. **Risk 4:** My behaviour e.g. lack of training or skills, excess speed, following distances, fatigue, inattention.

##### Figure 4: Survey results — safety

Please rank the risks below in order of concern to you when considering whether to ride a motorcycle.

Base n = 181.Question only shown to those who indicated ‘Yes’ or ‘Undecided’ **(Table 28).**

When considering the overall ranking of the risks, the feedback showed the following priority order.

1. **Risk 1:** Behaviour of other road users e.g. excess speed, following distances, fatigue, inattention.
2. **Risk 2:** Motorcyclists are smaller than other motor vehicles, which can be harder for other road users to see.
3. **Risk 3:** Road hazards such as potholes, puddles, heavy rain, debris and uneven surfaces can be minor hazards for a motor vehicle, but a major hazard for a motorcycle.
4. **Risk 4:** My behaviour e.g. lack of training or skills, excess speed, following distances, fatigue, inattention.

##### Table 19: Survey results — safety

What is the main factor that would discourage or stop you from riding a motorcycle?

| Barriers | Number (n) | Percentage of respondents |
| --- | --- | --- |
| Weather conditions | 368 | 16% |
| Road conditions | 691 | 30% |
| Enforcement | 181 | 8% |
| Costs and facilities | 165 | 7% |
| Health and capability | 485 | 21% |
| Driver/Rider behaviour | 590 | 25% |
| Nonresponse | 443 | 19% |

Base n = 2325. Free text question.

A wide range of issues were raised by respondents as potential reasons why they may choose not to take up motorcycling.

* **General safety concerns:** A high number of submissions reference safety concerns as a factor that would discourage or stop them from riding a motorcycle. Concerns ranged from risks around other vehicles, riding in heavy traffic, poor road conditions, inclement weather and driver behaviour of other motorists. The risk to personal safety and a feeling of vulnerability was reflected repeatedly. Gaps in car/bus/truck driver knowledge about motorcycle riding are perceived to be significant, leading to increased concern for safety and enjoyment of those choosing riding. Improvement in driver/rider education is very desired by the riding community to reduce exposure to unsafe road situations.

“Safety definitely. I could be the best and most skilled motorcycle rider, but all it takes is one other driver to make a mistake and it could be fatal.”

* **Road conditions and design:** The condition of the road surface is heavily represented in the views of respondents as a deterrent for riding. Potholes, slippery painted lines and loose gravel are small issues for four wheeled vehicles but serious hazards for motorcycles. Manhole covers in the driving line of a bike when cornering changes the safety conditions for the rider substantially.

“The road condition, potholes, loose gravel on the road shoulder and slippery paint used for line markings. The paint gets wet in the rain and our tyres slip.”

* **Parking costs, availability and security:** Many respondents commented on needing more parking overall for motorcycles. The risk of theft has been raised when using on-street and footpath parking spaces. Respondents also commented on wanting covered parking to protect their bikes from ambient weather conditions, storage lockers for safety equipment and end of trip facilities to support both commuting and visiting the city areas. Commercial parking facilities costs when no free parking is available makes riding into the CBD and immediate suburbs less attractive.

“Parking. Unlike car drivers we have helmets and jackets etc and need to carry these with us for safety. Parking miles away is of no benefit and makes using a car more common. I know many riders who would take a bike, but this holds them back. Allow footpath parking with 1.5 m clear for pedestrian.”

##### Table 20: Survey results — safety

Which of these actions are you taking when riding a motorcycle? Select all that apply.

| Safety actions | Number (n) | Percentage of respondents |
| --- | --- | --- |
| Wearing any reflective or fluorescent clothing | 667 | 34% |
| Use of a white, rather than black, helmet | 636 | 33% |
| Headlight on in daytime | 1657 | 86% |
| None of the above | 41 | 2% |
| Nonresponse | 2 | 0% |

Base n = 1938. Question only shown to those who indicated ‘Experienced rider’ or ‘Some experience’ (Table 4).

##### Table 21: Survey results — safety

What could be preventing you from undertaking these safety actions?

| Barriers | Number (n) | Percentage of respondents |
| --- | --- | --- |
| Personal choices | 14 | 34% |
| Driver awareness/behaviours | 17 | 41% |
| LED lights/Exhaust noise | 2 | 5% |
| Opposing information to study results | 3 | 7% |
| Driver/Rider training/education | 9 | 22% |
| Costs | 3 | 7% |
| Safety risks | 5 | 12% |
| Nonresponse | 6 | 15% |

Base n = 41. Question only shown to those who indicated ‘None of the above’ (Table 20). Free text question.

The **primary influencing factor mentioned was** driver awareness, specifically that drivers of vehicles and heavy vehicles still don’t look for motorcycles when driving, so things like high visibility safety equipment would not help keep them safe.

**“I consider myself invisible to all other motorists. Looked but failed to see (LBFTS) is reported for 60% of motorbike accidents with other road users. Assuming others are paying attention is foolish. Experience and defensive driving are key.”**

**“Lack of care, attention and training by both riders and other road users is far more a factor - a reliance on coloured clothing and bright lights is at best a band-aid measure that will never provide mitigation for talentless, poor, lazy or untrained rider and driver behaviour.”**

##### Table 22: Survey results — safety

If more education was available to increase awareness of both motorcycle riders and other road users about how to safely share the road and reduce risk of accident or injury for all road users, would you consider motorcycling as an alternative to car use?

| Response | Number (n) | Percentage of respondents |
| --- | --- | --- |
| Yes | 34 | 11% |
| No | 143 | 48% |
| Unsure | 56 | 19% |
| **Nonresponse** | 65 | 22% |

Base n = 298. Question only shown to those who indicated ’No experience’ (Table 4) and those who indicated ‘Past rider’ (Table 4) and who also indicated ‘No’ or ‘Undecided’ (Table 27).

Accessibility

##### Table 23: Survey results — accessibility

Do you think Brisbane is an accessible city for motorcyclists?

| Response | Number (n) | Percentage of respondents |
| --- | --- | --- |
| Yes | 1071 | 46% |
| No | 546 | 24% |
| Unsure | 419 | 18% |
| Nonresponse | 289 | 12% |

Base n = 2325.

Infrastructure

##### Table 24: Survey results — infrastructure

Throughout Brisbane, motorcycles can use both metered and non-metered, time limited short- and long-term parking as well as non-regulated parking. As Brisbane is always changing, these facilities may need to be reviewed and adjusted to meet the needs of motorcyclists. This could mean adding more motorcycle parking spaces, either in the city or in suburban centres, changing the time limits of motorcycle parking to balance demands depending on the location.

Please tell us your thoughts on Brisbane’s motorcycle parking locations and time limits.

| Comment theme | Number (n) | Percentage of respondents |
| --- | --- | --- |
| More motorcycle parking spaces were required in more locations | 1052 | 50% |
| Less motorcycle parking spaces were required in fewer locations | 9 | 0% |
| Current number and placement of motorcycle parking spaces is satisfactory | 128 | 6% |
| More reduced cost/free motorcycle parking is required | 372 | 18% |
| New/increased fees for motorcycle parking is required | 11 | 1% |
| Longer/no motorcycle parking time limits were required | 162 | 8% |
| Shorter motorcycle parking time limits were required | 25 | 1% |
| Current motorcycle parking time limits (a mixture) are satisfactory | 93 | 4% |
| Motorcycle spaces should be provided on-road | 64 | 3% |
| Motorcycle spaces should be provided on footpaths | 263 | 13% |
| Motorcycle spaces should be provided undercover (e.g. under awnings/trees) | 49 | 2% |
| Motorcycle spaces should be provided in off-street locations (e.g. within buildings, shopping centres) | 42 | 2% |
| Motorcycle spaces should be provided at park ‘n’ ride facilities | 6 | 0% |
| Motorcycle spaces should be provided near end of trip facilities (e.g. lockers, toilets, showers) | 13 | 1% |
| Motorcycle spaces should be placed in safe locations (e.g. near CCTV, visible locations) | 78 | 4% |
| Motorcycle spaces should be provided in locations where there are accessible ramps and pathways leading to spaces | 47 | 2% |
| Motorcycle spaces should be provided in locations where they do not impact other road users (e.g. pedestrians and cyclists) | 15 | 1% |
| Don’t know where existing motorcycle parking spaces are located | 78 | 4% |
| Motorcycle parking signage and markings need improvements | 85 | 4% |
| Additional motorcycle parking spaces are required in other areas across Brisbane and outside of the CBD | 88 | 4% |
| Additional parking enforcement is required at motorcycle parking spaces | 49 | 2% |
| Nonresponse | 427 | 20 |

Base n = 2090. Question only shown to those who indicated ‘Some experience’, ‘Experienced rider’ or ‘Past rider’ (Table 4). Free text question.

##### Figure 5: Survey results — infrastructure

How would you rate the current infrastructure for motorcycles in Brisbane?

Base n = 2325.

Feedback rated the following infrastructure in order of priority for Council action:

1. after-ride facilities
2. locations of available parking spaces throughout Brisbane
3. road surfaces
4. time allocations of parking spaces
5. quantity of parking spaces.

##### Table 25: Survey results — infrastructure

What locations do you think Council should investigate for motorcycle parking?

| Location | Number (n) | Percentage of respondents |
| --- | --- | --- |
| Cafes/food hubs | 38 | 2% |
| Universities/schools/hospitals | 67 | 4% |
| Brisbane CBD | 520 | 30% |
| Fortitude Valley | 99 | 6% |
| Southbank/South Brisbane/West End | 148 | 9% |
| Inner suburbs (Newstead/Teneriffe/New Farm/Petrie Terrace/Kangaroo Point/Woolloongabba/Herston) | 206 | 12% |
| Milton/Toowong/Auchenflower/Paddington | 29 | 2% |
| Mt Coot-tha | 13 | 1% |
| Parks/entertainment venues/stadiums/tourist places | 110 | 6% |
| Suburban shopping/commercial centres | 175 | 10% |
| Transit hubs | 92 | 5% |
| Everywhere/anywhere (open access to footpaths) | 303 | 18% |
| Commercial parking | 57 | 3% |
| Other | 219 | 13% |
| Nonresponse | 428 | 25% |

Base n = 1728. Question shown to people who indicated the locations of available parking spaces throughout Brisbane was ‘Average’, ‘Below average’ or ‘Poor’ (Figure 5). Free text question.

##### Table 26: Survey results — infrastructure

What could Council do to improve other infrastructure for motorcycles?

| Comment theme | Number (n) | Percentage of respondents |
| --- | --- | --- |
| Increased road maintenance (potholes/patches) | 259 | 21% |
| Increased road cleaning (debris/gravel/rubbish/tree litter) | 58 | 5% |
| Review parking (spaces/ramps/asphalt footpaths/bay sizes/location app) | 357 | 29% |
| Speed limits | 7 | 1% |
| E-bike facilities | 13 | 1% |
| Advertise parking (location signage/facilities available) | 34 | 3% |
| Parking (shade or covered/lockers/security/EOT facilities) | 265 | 22% |
| Road surface (slippery paint/service lids/temp road works) | 77 | 6% |
| Trial motorcycle jump box (intersection storage box) | 82 | 7% |
| Review road design (access to bus lane/green bridges/dedicated lane/filter lane at intersections) | 379 | 31% |
| Public transport | 7 | 1% |
| Increase driver/rider education (road rules/skills) | 146 | 12% |
| Other | 94 | 8% |
| Nonresponse | 300 | 25% |

Base n = 1216. Question only shown to people who indicated the locations of available parking spaces throughout Brisbane was ‘Average’, ‘Below average’ or ‘Poor’ and provided a rating of ‘Average’, ‘Below average’ or ‘Poor’ for any other infrastructure (Figure 5). Free text question.

##### Table 27: Survey results — travel experience

Would you consider motorcycling as an option for your lifestyle?

| Response | Number (n) | Percentage of respondents |
| --- | --- | --- |
| **Yes** | 120 | 31% |
| **No** | 193 | 50% |
| **Undecided** | 61 | 16% |
| **Nonresponse** | 13 | 3% |

Base n = 387. Question only shown to those with ‘No experience’ and ‘Past rider’ (Table 4).

Respondents who indicated ‘No’ or ‘Undecided’ to considering motorcycling as an option for their lifestyle were asked what factors influenced their decision.

The following factors were most mentioned (in order of frequency):

Safety concerns

Weather or lifestyle considerations

Physical ability to ride, including health and/or age-related concerns

Preference for public and/or active transport

Concerns about licencing and/or costs

####

#### Issues and improvements

Throughout the survey, Council asked respondents to provide details on any issues and improvements to help inform the development of the Brisbane motorcycling implementation plan and improve motorcycling throughout the region.

Key themes from respondents included:

the need to improve driver awareness and understanding of road rules for all forms of vehicles on the road network

the need for the provision of additional infrastructure and road network design with motorcycling in mind

safety was extensively highlighted as the primary concern for current riders, and the biggest inhibitor for potential new or returning riders

poor quality and quantity of infrastructure was cited as contributing to the current levels of motorcycling on our road network and preventing further uptake.

##### General comments on motorcycling in Brisbane:

Respondents were generally welcoming of the development of Council’s motorcycling implementation plan.

Some participants called for the banning of motorcycles, particularly low-powered mopeds operating on car licences.

Lane filtering laws were seen as very poorly educated and communicated to car and heavy vehicle drivers.

Road surfaces and design was highlighted as lacking in motorcycling consideration.

Most respondents see this survey as a positive platform for community communication.

##### General issues with motorcycle parking locations and time limits:

The respondents commented there is insufficient parking resources which will need significant investment should motorcycling be increased in the inner-city area.

Many believe the locations are not widespread enough to service the whole of the city.

The time limits are not diverse enough to meet the needs of the different uses.

Access and after-ride facilities have opportunities to be improved to make motorcycling more appealing to all rider groups.

##### Suggested locations for motorcycle parking:

On road motorbike parking bays could be expanded into more streets throughout the CBD.

Footpath parking has limitations due to design and other user requirements.

General enforcement will be needed to manage time-limited parking.

Balanced distribution between cars and motorbikes ‘per street’ could improve location and availability issues.

##### Suggested improvements for motorcycle infrastructure in Brisbane:

Improved road design to cater to filtering laws.

Accessibility and usability improvements for parking locations.

Education of all road users of motorcycling to raise awareness and driving safety standards.

### Other feedback

Written feedback was also provided via written submissions received through Council’s Contact Centre.

Suggestions and identified issues with motorcycling in Brisbane reflected the feedback received via the online survey. A summary of the top issues and potential solutions identified across all submissions is provided below.

#### Written submissions

Council received an additional two forms of correspondence directly from customers wishing to provide feedback on the motorcycling in Brisbane survey.

The nature of the submission from one respondent was in relation to the commercial use of motorcycles throughout the CBD and suggested the increase motorcycle parking in several location in the suburb of Spring Hill. Additionally, the respondent suggested enhanced access to loading zones for commercially used motorcycle as part of a courier business.

Another submission primarily highlighted the negative aspects of motorcycling in the CBD and inner suburbs. This customer had views that motorcycles are a bad method of transport and should not be encouraged, and the footpath parking provisions, specifically in the Spring Hill area, should be removed for several reasons.

## Assessment of feedback

The issues raised during community consultation have been summarised below. Council has reviewed and will consider how the feedback provided will shape the directions in Brisbane’s motorcycling implementation plan.

### Summary of key issues

Respondents were generally in favour of the motorcycling initiative and survey and welcome the opportunity to participate in improving this transport option for road users. However, respondents raised concerns regarding safety of riding a motorcycle on Brisbane’s road network.

Safety was the primary concern for respondents, particularly:

* car and heavy vehicle driver awareness
* poor driver behaviour
* poor driver/rider skill levels
* the lack of suitable parking
* insufficient road network design
* poor road infrastructure quality
* challenges of road rule enforcement.

There is a lack of knowledge of existing lane filtering laws and aggressive behaviour from other drivers as a result.

The current standard of infrastructure is insufficient for the current motorcycle usage, let alone an increased volume if this transport method is encouraged in the future. Key issues include:

* lack of parking infrastructure in terms of availability, accessibility, usability and proximity to/presence of after ride facilities
* inappropriate lane widths
* lack of access to priority/segregated lanes
* poor line marking treatments and surface repair methodology
* poor road construction design with motorcycling safety not having been considered.

### Options suggested by the community

The following options suggested by the community may be considered for inclusion in the Brisbane motorcycling implementation plan.

A range of infrastructure solutions including:

* motorcycle jump boxes at intersections
* access to bus lanes
* motorcycle friendly line marking and road surface repair treatments
* improved warning signage at motorcycle vulnerability locations (e.g. camber/corner locations)
* motorcycle parking access signage and colour coding
* electric vehicle motorcycle charging location
* event/transit hub motorcycle parking
* motorcycle parking bay sizes and time limit variations
* equipment storage, bike security and weather protection at parking locations.

Driver awareness campaigns to raise safety and road rule knowledge.

Financial incentive schemes such as subsidised safety equipment, rider/driver training, registration and toll reduction.

LED motorcycle awareness signage in locations where crashes have occurred.

Car and heavy vehicle exclusion areas.

Council is committed to improving safety and infrastructure required to support and encourage this form of transport throughout Brisbane.

## Next steps

The Motorcycling in Brisbane survey has provided important insight into the needs of the motorcycling community in Brisbane. Council will work to develop the Brisbane motorcycling implementation plan that will provide guidance moving forward for actions and initiatives that Council can undertake to improve motorcycling safety and uptake amongst road users in the Brisbane region.

To find out more information, visit brisbane.qld.gov.au and search ‘motorcycling’.

Brisbane City Council

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