

Survive The Ride Association of NSW

Motorcycle Lane Filtering Survey

We are interested in how you are working with the recent changes to NSW road transport Lane Filtering laws.

1. In the box below, in your own words, please describe what you think lane filtering is, and, the circumstances where you would do it?

(In the following questions circle the most correct answer)

2. Do you use lane filtering when you ride? *Yes or No*
3. Except when you are stopping or turning, have you ever used the breakdown lane or the space along the kerb to pass slow moving or stationary vehicles? *Yes or No*
4. How much do you think that lane filtering actually reduces overall traffic congestion?

Not at all Just a little Somewhat Quite a lot
5. As a general statement, do you think lane filtering reduces your travel times? *Yes or No*
6. If you answered yes in Question 5, in a typical 30 minute trip where you use lane filtering, what is your best estimate of the average reduction in your trip time?

1-5 min

5-10 min

10-15 min

7. When you lane filter, how much faster than the surrounding traffic do you usually travel?

<10 km/h

10-15 km/h

15-20 km/h

20-30 km/h

>30 km/h

(In the following question we are looking for your story)

8. The main safety issue for riders that had been identified is that some drivers don't expect motorcycles to pass them in congested traffic. As a result, some drivers attempt to change lanes and/or start a turn.

Have you had this experience yourself or seen it happen to another rider?

Can you describe that incident in the space below?

For example - this actually happen to the survey author - "as I rode slowly between the traffic I could see the driver in the middle lane was texting on their mobile phone. As I passed their front left wheel I noticed their left hand indicator started and the vehicle began to turn. Luckily I had space to quickly move forward before the car hit my back wheel."

We'd like to ask you about some other things that motorcyclists do in traffic (please click the most correct answer):

9. Do you often change lanes when riding in traffic in order to keep momentum and 'work your way through'?
Yes or No

10. On multi-lane roads, do you change lanes to avoid being caught behind trucks and larger vehicles so you can more easily see the roadway ahead?
Yes or No

11. Thinking just about traffic lights, what are the various ways you move to the head of the queue at traffic lights - do you ever:

- Use lane filtering? **Yes or No**
- Use the **Bus** lane? **Yes or No**
- Use the **Bus Only** lane? **Yes or No**
- Use the **Bike (pedal cycle)** lane? **Yes or No**
- Use the **Right or Left Turn Only** lanes (marked with a turn arrow)? **Yes or No**

12. Do you also try to move to the head of the queue at **STOP** signs if the opportunities to get out are restricted and the traffic is often stationary for longer periods of time?
Yes or No

13. When lane filtering, sometimes vehicles are too close to each other and you can't get past without hitting their mirrors. If this happens and the traffic is stopped, do you try to "wriggle" your bike between vehicles and across to the other lane to get past?
Yes or No

Optional Questions about who you are:

What bike(s) do you ride:

What is your occupation?

How long have to held a rider's licence:

What is your age:

Gender: Male or Female

What is your level of Education?

School

TAFE

University

What is your country of birth?

Finally ...

We are looking for people who can advise us on the rider safety issues they face (not political issues, just what happens on the road that needs to be addressed by riders or other motorists).

Are you interested in becoming a regular adviser on rider safety issues?

If so, please provide your contact email and describe any issues you believe are important to you as a rider.

Email:

Issues:

Survive the Ride Association of NSW
PO Box 83,
South Bexley, NSW, 2207

www.survivetheride.org

Contact: _____

David Tynan
Secretary and Treasurer
david@survivetheride.org