



The best road is never the fastest one.

Moto Maps

User manual

A motorcycle route planner that scores roads by corners, scenery and road type — not just speed. Weather timed to where you will actually be, fuel planning that knows where the pumps run out, group rides, and a safety link home.

Version 1.4.2 · Public beta · Made in Sydney

Contents

- 1 What Moto Maps is
- 2 Getting started in three taps
- 3 Putting it on your phone
- 4 Planning a ride
- 5 Choosing between the routes
- 6 Checking the ride before you go
- 7 Fuel — and the stretch that catches people out
- 8 Riding: the drive screen
- 9 Voice guidance
- 10 Sharing a ride
- 11 Riding with other people
- 12 The safety link home
- 13 Trip history
- 14 Your garage and how others see you
- 15 Settings, in full
- 16 When something goes wrong
- 17 What it cannot do — honestly

1

What Moto Maps is

Car navigation answers one question: what is quickest? For a rider that is usually the wrong question. Moto Maps asks a different one — what does the road actually do? It measures how much a road turns, how much it climbs, and how much of it is single carriageway, then offers you the scenic line, the twisty line and the fast line and lets you decide.

It runs in your browser. There is nothing to download, no account needed to plan and ride, and it is always the latest version.

What it does

- Plans a whole day as one ordered list of places — as many stops as you like, in the order you will ride them.
- Scores every route for **twistiness** (degrees of turning per kilometre), scenery and road type.
- Shows the **weather timed to where you will be**, not the forecast at home right now.
- Plans fuel against your tank range, and warns you when a stretch is longer than it.
- Turn-by-turn navigation with voice, posted speed limits, and a locked route that will not silently reroute you.
- Group rides on one live map, with a meeting point everyone agrees to.
- A private tracking link so someone at home knows you arrived.

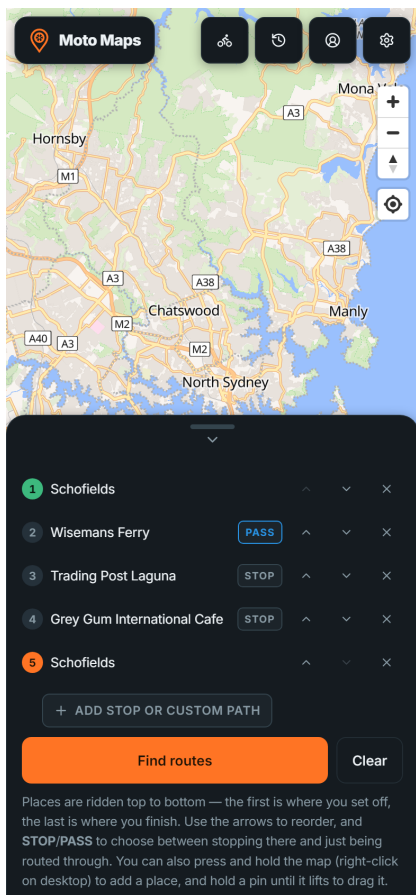
A word on what this is

Moto Maps is in public beta and is free through 2026. It is built by a rider in Western Sydney, and it is honest about its gaps — section 17 lists them rather than hiding them.

2

Getting started in three taps

Open app.motomaps.com.au. You do not need an account for any of this.



1 — Add where you are setting off from

Type it in the search box, or tap the crosshair to use where you are now. You can also press and hold the map (right-click on a computer) to drop a place.

2 — Add where you are going

Add it the same way. Every place you add goes on the end of the list, so the newest one becomes your finish and the one before it becomes a stop along the way.

3 — Tap Find routes

You get up to three scored options. Pick one, tap **Use this route**, and you will see weather, fuel and everything else for it.

There is no limit on stops

Add as many places as the day needs. They are ridden top to bottom, and the arrows beside each one move it earlier or later.

3

Putting it on your phone

Moto Maps is a website that behaves like an app. Add it to your home screen and it gets its own icon and runs full screen, with no browser bars in the way. It takes about ten seconds and downloads nothing from a store.

iPhone

- Open **app.motomaps.com.au** in **Safari** — this does not work in Chrome on iPhone.
- Tap the **Share** button (the square with an arrow coming out of it).
- Scroll down and tap **Add to Home Screen**, then **Add**.

Android

- Open **app.motomaps.com.au** in Chrome.
- Tap the **Install** prompt at the bottom of the screen.
- No prompt? Tap the three dots, then **Add to Home screen**.

Keep it updated

The installed app checks for a new version when you open it and every half hour, and updates itself — except while you are navigating, where a reload would end your ride. To check by hand: **Settings** → **About** → **Check for update**. The version shown there is what you are running.

4

Planning a ride

A day out is rarely two points. Moto Maps treats a ride as one ordered list: the first place is where you set off, the last is where you finish, and everything between is somewhere you are going through.

Adding and ordering places

- **Add stop or custom path** opens a search box. Pick a place and it joins the end of the list. The box stays open so you can add several in a row.
- The **up and down arrows** move a place earlier or later. Moving one to the top makes it your start; moving one to the bottom makes it your finish.
- **×** removes a place.
- **Return to start** keeps your current finish as a stop and adds a leg home — that is how you plan a loop.
- **Swap** appears only when you have exactly two places, because with stops in between there is no single thing 'swap' could mean.

STOP or PASS — the difference that matters

Every place in the middle of the list has a small **STOP / PASS** button. This is not cosmetic — it changes how the route is worked out.

	What it means	Use it for
STOP	Somewhere you are stopping. The route treats it as a destination and you get an arrival announcement.	Cafés, lunch, fuel, the pub at the end.
PASS	A road you want to be routed along, without stopping. No arrival, no leg break.	“Take me over the ferry” or “go the Putty Road way”.

Why PASS exists

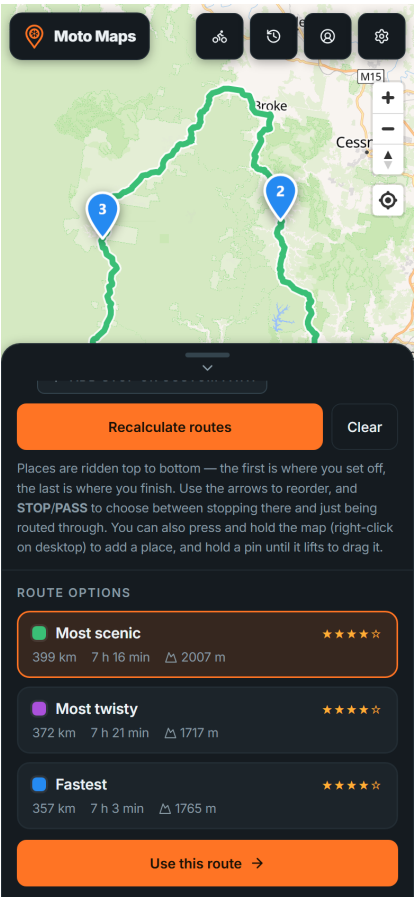
If you mark a road as a stop, the app will tell you that you have arrived — on a road you were only ever riding along. PASS is how you shape the route without the app thinking you meant to stop there.

Editing on the map

- **Press and hold** the map (right-click on a computer) to add a place where you tapped.
- **Hold a pin until it lifts**, then drag it. The hold is deliberate — a pin move is measured in degrees, so a stray fingertip while zoomed out could otherwise move a stop by kilometres.
- On a computer you can drag the route line itself to pull it through a road you want.

5

Choosing between the routes



Tap **Find routes** and the app asks the router for several genuinely different lines between your places, then measures and labels them.

Most scenic

Best combination of elevation change and curvature.

Most twisty

The highest degrees of turning per kilometre.

Fastest

Quickest by time. Often the motorway, and often the duller.

The stars are the twistiness score. Roughly: one star is a highway, three is a good ride, five is a road you plan a day around.

Sometimes you get two options, not three

The more places you pin, the less freedom the router has, so the scenic, twisty and fast lines often converge on the same road. When two come out identical, the duplicate is removed rather than shown twice.

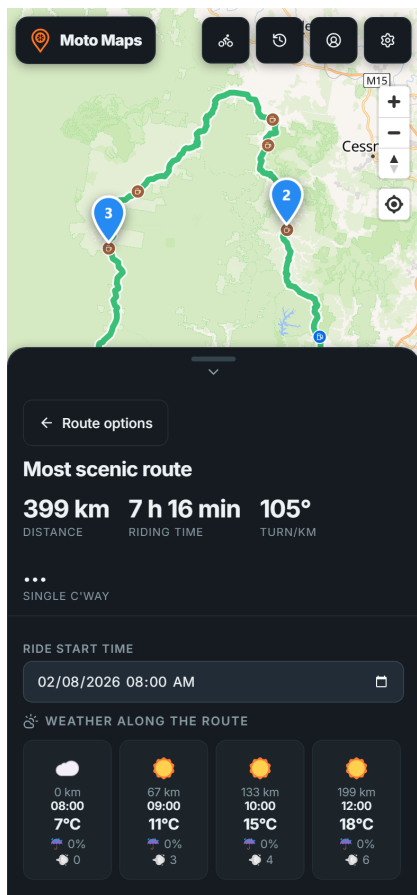
Reading the numbers

Number	What it is
Distance	Total for the whole ride, including every stop.
Time	Moving time only. It does not include lunch, fuel, photos or waiting for a ferry.
°/km	Degrees of turning per kilometre — measured from the road's real geometry, not guessed.
Climb	Total metres gained over the ride.

6

Checking the ride before you go

Tap **Use this route** and set your start time. Everything below is worked out for that time, which is the whole point — a forecast for right now tells you nothing about a pass you will reach at three in the afternoon.



Weather along the route

Each point is timed to when you will actually reach it: temperature, chance of rain and wind. This is what tells you to pack the wets, or to go a day later.

Road status

Closures, roadworks and accidents currently reported on your route.

Single vs dual carriageway

How much of the ride is undivided road. A high single-carriageway share usually means a better ride.

On the route

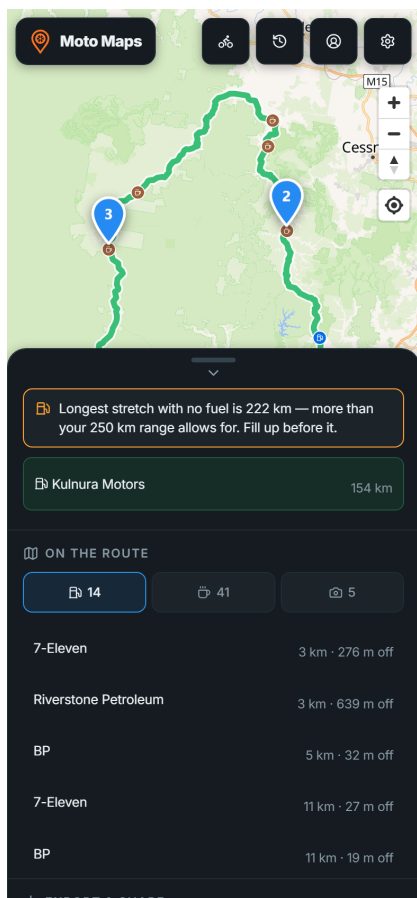
Fuel, food and coffee, and fixed speed cameras — each with how far along the ride it is and how far off the road.

Taking it with you

- **GPX** — for a dedicated GPS unit. Also your backup if you lose phone signal.
- **KML** — opens in Google Earth.
- **GeoJSON** — for mapping tools.
- **Google Maps** — opens the same route there.
- **Share trip card** — a picture of the map with the stats and a written summary, for posting.
- **Save trip** — keeps it in History. Rides are also saved automatically when you hit Drive.

7

Fuel — and the stretch that catches people out



Set your tank range once in **Settings**. The app then plans fuel against it and suggests where to fill, always leaving a 20% reserve rather than running you to the last drop.

The warning is the important part

If the longest stretch with no fuel is further than your tank will comfortably go, the app says so in plain words. In the picture, a 222 km stretch against a 250 km tank.

It also counts the run from your start to the first station, and from the last station to your finish — both strand you just as effectively.

Stations that are not stations

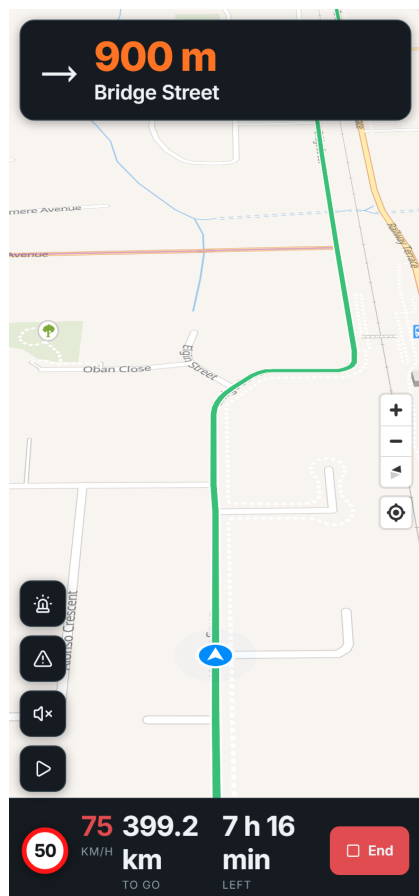
Some places tagged as fuel in the underlying map data do not actually sell any — a closed roadhouse, for instance. Moto Maps deliberately ignores those, so it will never send you to a pump that is not there. If a roadhouse still has food it stays on the map as a café instead.

Fuel data comes from OpenStreetMap

It is community-surveyed, not a licensed feed. It is very good on main routes and thinner in the back country. Treat a long empty stretch as real, and top up before it rather than after.

8

Riding: the drive screen



The banner

One arrow, one distance, one street name — sized to be read in a glance at speed. The full sentence is spoken instead of written.

Speed limit and your speed

The posted limit is drawn as the sign itself, bottom left. Your speed turns **red** when you are over it. No sign means the map data has no limit for that road — the app shows nothing rather than guessing.

The tool rail

Police report, hazard report, voice on/off, and the ride simulator for testing.

The camera

You sit low so most of the screen is the road ahead. It leans in slightly before a turn or roundabout, and tilts a little above 70 km/h.

The route is locked

Once you start, the route will not change under you. Miss a turn and you get an **OFFROUTE** warning and a dashed line showing the way back — routed along real roads to the nearest point on your route, never all the way back to the start. It will not quietly reroute you down a motorway.

The one exception is a reported **road closure** ahead. You are offered a short detour that rejoins your planned road, and it is only used if you tap **Accept**.

Reporting police and hazards

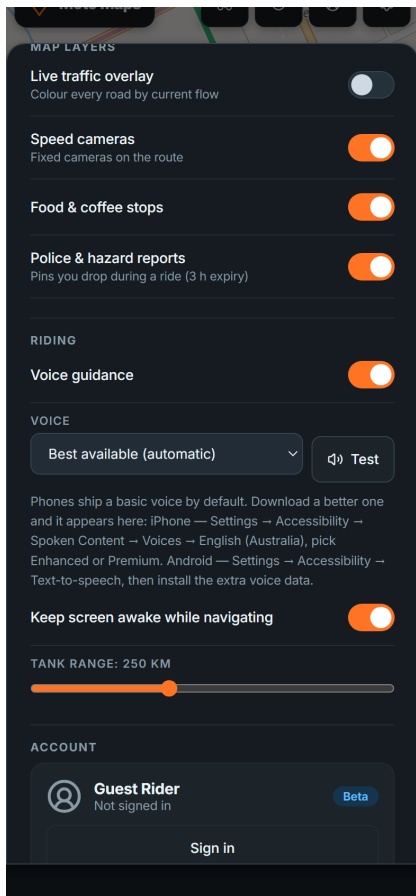
Tap the siren or the triangle to drop a pin where you are. Riding alone, these stay on your own phone and expire after three hours. In a group, everyone sees them immediately — and they are called out by voice about 500 m before you reach one.

Ending a ride

Tap **End** to stop navigating — useful for pulling over to check the map. You will be asked whether to leave the group, never dropped from it automatically. Reaching your destination does the same thing.

9

Voice guidance



Moto Maps does not ship a voice of its own — it speaks with the voices already on your phone. **Settings** → **Voice** lists them, best first, with a **Test** button so you can hear one before choosing.

If it sounds robotic

Phones ship a basic voice by default. Download a better one and it appears in the list straight away:

iPhone — Settings → Accessibility → Spoken Content → Voices → English (Australia), then choose **Enhanced** or **Premium**.

Android — Settings → Accessibility → Text-to-speech, then install the extra voice data.

Hearing nothing on an iPhone?

Check the **silent switch** on the side of the phone. iOS mutes web speech when that switch is on, and no app can override it. If Moto Maps notices it is being silenced, it tells you on screen rather than letting you ride on in silence.

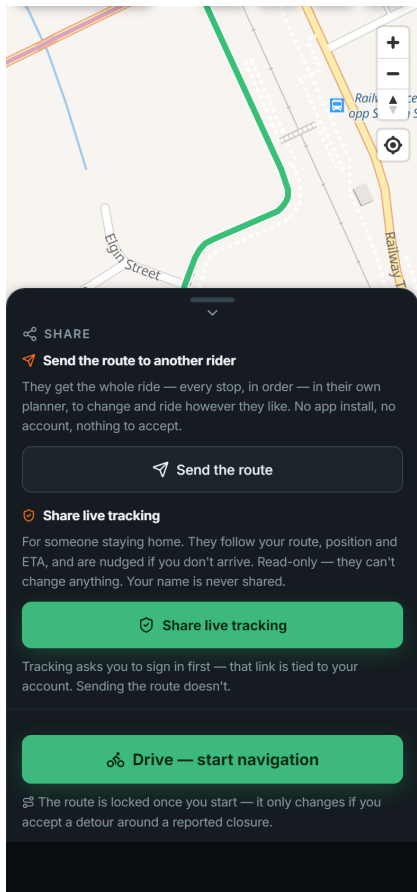
What gets spoken

- Turns, twice: once about 300 m out and again as you arrive at them.
- Police and hazard reports on the road ahead, roughly 500 m before.
- Going off route, and when a closure detour becomes available.
- Arriving.

10

Sharing a ride

There are two quite different things you might mean by sharing, so they are two separate buttons.



Send the route to another rider

The whole ride — every place, in order, including which are pass-throughs — travels inside the link. They open it and the ride is in **their** planner, theirs to reorder, add to and re-route. No account, no app install, nothing to accept, and it never expires.

Their app works the route out fresh, so they get their own choice of scenic, twisty or fast on the day's roads rather than inheriting your line.

Share live tracking

For someone staying home. They watch your route, position and ETA, and are nudged if you do not arrive. Read-only — they cannot change anything. See section 12.

11

Riding with other people

Group rides need an account, because they involve other people's positions. Everything else in Moto Maps does not.

Finding riders going your way

Set your ride start date, then tap **Find riders to ride with**. Moto Maps compares your route with other riders' routes for that same day and shows anyone whose road overlaps yours by a useful distance. Plan next weekend and other people planning that day will see you.

- Your home and destination are never exposed — the first and last kilometre of your route are trimmed before it is compared with anyone else's.
- Matching is strongest in New South Wales, where the app started. Riding with people you already know works anywhere.

Inviting and joining

- Invite a rider and they get a pop-up to accept or decline. Accepting puts you both in one group.
- An invited rider shows as **Invited** — **waiting** until they answer.
- Decline someone and they are hidden from your board for a while. The app tells you when riders are hidden and offers **Show anyway**.

Agreeing a meeting point

Once someone joins, Moto Maps suggests real cafés and fuel stops near where your routes come together. Someone proposes one; it is only **set** when every active rider has agreed. Anyone can counter-propose, or the group can ride without a meeting point at all.

Nobody's choice is imposed

An earlier version put this to a vote, which meant one rider's pick could be applied to everyone. It is consent now: no meeting point is set until everyone still riding has said yes.

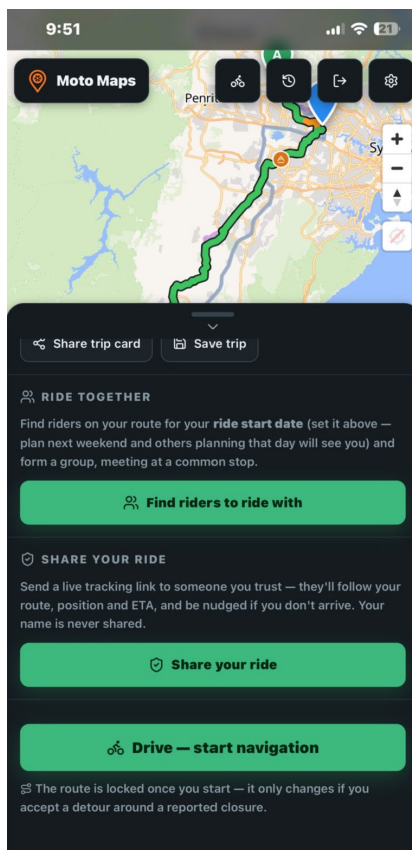
During the ride

- Everyone in the group appears on one live map, each as their own animal and colour.
- Broadcast **wait**, **catching up** or **lost** — it rides as a bubble on your marker on everyone else's map.
- Police and hazard pins are shared with the whole group the moment you drop one.
- Arriving takes you off everyone's map but keeps you in the group. The group ends when nobody is left riding.
- If the leader leaves, leadership passes to the rider seen most recently — the group does not collapse.

12

The safety link home

Share live tracking creates a private link for one person you trust. They open it in any browser — no app, no login, no account — and see your route, where you are, and when you are expected.



Share your ride sits alongside Find riders and Drive on the route screen.

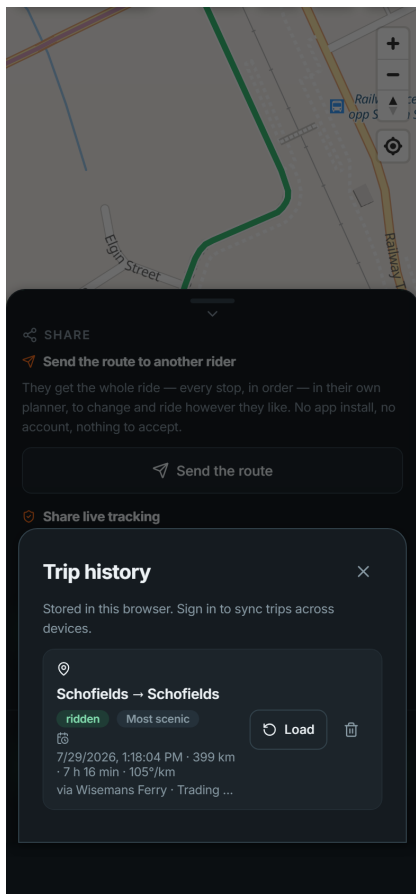
- Your position updates roughly every twenty seconds while the app is open and you are navigating.
- It stops when you arrive or tap End.
- Your name is never shared — only your bike, from your Garage.
- The link works only for whoever holds it. There is no directory and nobody can look you up.

It needs your phone awake and online

Live position comes from your phone. If it dies, loses signal, or the app is fully closed, updates stop — the person watching sees your last known position and the time it was recorded. It is a safety net, not a tracker.

13

Trip history



Every ride you save — and every ride you actually start — is kept in **History**, with its stops listed underneath so you can tell one Kangaroo Valley run from another.

Load puts the whole ride back in your planner, ready to ride again or change. Rides you have ridden are marked.

Signed in, your history follows you to any device. Signed out, it stays on that phone only.

Replotting an old ride is clean

A trip loaded from History brings back the places **you** chose. Meeting points agreed with a group, and detours taken around a closure, belong to that one ride and are deliberately not carried forward.

14

Your garage and how others see you

Open **Garage** from the top bar. Your bike and a marker — a colour and an animal — are what other riders see on a group map. Your real name is not shown anywhere.

- Pick from sixteen animals and a set of colours so you are recognisable at a glance in a pack.
- The group leader is always shown in gold with a star.
- Signed in, your garage follows you between devices.

15

Settings, in full

Setting	What it does
Accent colour	The highlight colour through the whole app.
Map style	Classic, Light, Night, Satellite, Hybrid or Terrain. Night is easier on the eyes after dark; Terrain shows contours.
Live traffic overlay	Colours every road by current flow, not just your route. Off by default.
Speed cameras	Fixed cameras on your route.
Food & coffee stops	Cafés and food along the way.
Police & hazard reports	Pins dropped during a ride. They expire after three hours.
Voice guidance	Spoken directions on or off.
Voice	Which of your phone's voices speaks, with a Test button.
Keep screen awake	Stops the screen sleeping while navigating.
Tank range	How far you can go on a tank. Fuel planning uses 80% of this.
About	Your version number, Check for update, and how to send feedback.

16

When something goes wrong

Problem	What to do
No voice on iPhone	Check the silent switch on the side of the phone — iOS mutes web speech with it on. Then tap Test in Settings → Voice; that tap is also what gives the browser permission to speak.
The voice sounds robotic	Download an Enhanced or Premium voice in your phone's accessibility settings, then pick it in Settings → Voice. See section 9.
No traffic colours	Traffic only shows where there is congestion — a clear road is drawn green. For traffic on every road, turn on Live traffic overlay in Settings.
No speed limit sign	The underlying map has no posted limit for that road. The app shows nothing rather than guessing. It is also hidden while you are off route.
Map is blank or only a strip	Close the app fully and reopen it. If it persists, open it in your browser and reload.
An old version is running	Settings → About → Check for update. An installed app that is never closed can sit on an old build.
Another rider cannot see me	Both of you must have published for the same ride date , and your routes must overlap by a useful distance. Check you have not declined them — the board says when riders are hidden.
Route will not calculate	The routing service is free and shared, and occasionally busy. Wait a moment and tap Recalculate.

17

What it cannot do — honestly

Every app has limits. Knowing these before you set off is worth more than discovering them on the road.

- **It does not work without signal.** Offline maps are the most-asked-for feature and are not built yet. Plan before you leave, and export a GPX as backup.
- **Speed limits and fuel come from OpenStreetMap.** Community-surveyed, not licensed. Very good on main roads, thinner in the back country, and occasionally out of date where a limit has recently changed. The sign on the pole always wins.
- **Moving time excludes stops.** A seven-hour riding day with two cafés and a ferry is a ten-hour day.
- **Rider matching is thin outside New South Wales.** It needs riders nearby. Riding with people you already know works anywhere.
- **Live position needs your phone awake and online.** No signal, no updates.
- **Twistiness cannot tell you about surface or camber.** It measures how much a road turns, not whether the gravel at the apex will have you off. That part is still your call.

Ride to the conditions

Moto Maps is a planning tool. It does not know about the wet patch in the shade, the roadworks that went in yesterday, or what your tyres are doing. Nothing in it replaces reading the road.

Something wrong, or something missing?

It is a beta, and telling us actually helps: hello@campaignroom.com.au

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