

**Heather Ellis**

Ph: [REDACTED]

Mob: [REDACTED]

Email: [REDACTED]

Web: [www.heather-ellis.com](http://www.heather-ellis.com)

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## **Submission for the Inquiry into Motorcycle Safety**

**About Heather Ellis:** I am a motorcyclist with more than 30 years experience. I am a member of The 59 Club of Victoria and Moto Guzzi Club of Victoria. I have also recently been invited to sit on the Victorian Government Motorcycle Advisory Group.

**My submission is for the introduction of club permit registration for all road motorcycles and scooters used for recreational riding.**

The club registration for recreational motorcycle road riding under this proposal would operate the same as the present club permit registration system operating in Victoria. As under the present club permit system, motorcycle and scooter riders would be required to join a motorcycle and/or scooter club that issues and oversees club permits.

**This submission addresses the following criteria as per the Road Safety Committee, Parliamentary Committees Act 2003.**

**(h) new initiatives to reduce motorcycle crashes and injuries;**

- With the number of motorcycle licences rising each year (up more than 13 per cent since 2008 to 336,000, *The Age* 15/7/2011), club registration for all recreational riders would provide safe opportunities for novice riders to participate on organised rides with experienced riders.
- As a high percentage of motorcyclists in Victoria ride on a recreational basis, recreational club registration would make their hobby of riding motorcycles mostly on weekends and during dry weather less expensive and more importantly, safer.
- Organised club rides are usually held on weekends, particularly on Sunday with departure at 9am or 10am, one of the safest times for a novice rider to be on the road and riding to the departure point. For example, the 59 club meet every Sunday at the Mocha and Lime Cafe in Healesville. Novice riders can then use the ride to the

meeting point to gain experience and then participate in an organised ride and gain further riding experience.

- By participating in an organised club ride, novice riders can concentrate on improving their riding skills and not on the route as they will be following other riders.
- By participating in an organised club ride, novice riders can also be mentored by experienced riders by receiving advice on road safety, particularly on awareness of potential dangers when riding a motorcycle.

**In addition, my submission also addresses the following criteria:**

**(b) the changing face of motorcycling and in particular, patterns of motorcycle usage over time including the uptake of motorcycles as an alternative form of transport and its impact on road safety;**

- The changing face of motorcycling is that the majority are recreational motorcyclists, most likely only ride their motorcycle approximately 60 times per year. These motorcyclists ride on weekends and mostly during dry weather. Therefore a recreational club permit system would have great appeal to these motorcyclists and riding on organised club rides would offer increased safety.

**(c) the attitudes of riders to safety and risk taking including drugs, alcohol, travelling at inappropriate speeds, use of protective clothing and fatigue;**

- Under a recreational club permit system, riders follow a leader at a safe speed. Most experienced motorcyclists do not take drugs or drink alcohol over the legal limit while on a recreational ride. Motorcycle culture, especially within a recreational motorcycle club is focused on the use of protective clothing.

**(d) riders and drivers attitudes to each other;**

- Under a recreational club permit system, motorcyclists are riding as a group on an organised club ride, they are highly visible by drivers.

**(f) the efficiency and effectiveness of the accredited provider scheme in the delivery and administration of motorcycle licensing;**

- Under a recreational club permit system, novice motorcyclists from the moment they are licensed will have the opportunity and be required to join a club ride (as part of the continuation of their membership), which will provide an extension of the presently inadequate motorcycle training and licensing system.

**(j) the effectiveness of the Motorcycle Safety Levy in improving rider safety in Victoria; and**

- As many motorcyclists who have road registered motorcycles also drive cars and therefore pay car registration, motorcyclists are already paying double the registration fees. The Motorcycle Safety Levy needs to be abolished.

**(k) the ways government can work with non-government stakeholders to achieve motorcycle safety outcomes.**

- Under a recreational club permit system, the government and motorcycle clubs authorised to issue and oversee club permits would need to work together. Those clubs authorised to issue club permits would be obligated to hold at least one organised club ride per month and also have a regular meeting point once per week on a Sunday similar to The 59 Club of Victoria.

Submission made by Heather Ellis



A handwritten signature in black ink, appearing to read 'HELLIS', is written over a horizontal line.

**Heather Ellis**

[Redacted]

Ph: [Redacted]

Mobile: [Redacted]