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The Executive Officer  
Road Safety Committee  
Parliament House  
EAST MELBOURNE VIC 3002

15<sup>th</sup> June 2011

Submission No. #05  
Received  
Road Safety Committee

Re **INQUIRY INTO MOTORCYCLE SAFETY**

As listed in the Herald Sun Saturday June 11<sup>th</sup> 2011

- (a) As a general comment, I consider the education and testing of drivers and riders is inadequate for today's conditions. Both riders and drivers push the boundaries beyond their own abilities. It is too easy to get a licence and the cost of that licence does not reflect the responsibility that goes with it. See further notes to item (i)
- (b) I am now a 68 year old self employed handyman and have held a motorcycle licence for over 15 years. I started riding for pleasure and friendship with the Ulysses club. After retiring from the "rat race", I started to ride more because of cost, time savings and easier parking in the city and shopping centres. I do however; minimize riding in bad weather conditions.
- (c) I am continually appalled at the attitudes of some riders to their own safety. They wear a helmet, but shorts, singlet and thongs are useless as protection in cases of accidents.
- (d) I have been forced to swerve and brake suddenly because a driver has failed to do an "over the shoulder check" before changing lanes. Drivers have also started to change lanes at the same time as they indicate. (See comment (a) above.)
- (e) No comment.
- (f) Refer to (i)
- (g) Vicroads still continue to install wire rope "cheese cutter" barriers.
- (h) A licence to drive or ride should be considered as a "privilege earned", NOT a right of birth. The HART school of riding is a step in the right direction but in my opinion, the learners course does not go far enough. I have completed an advanced course in riding at HART and I now consider for the safety of all riders, that that is a minimum requirement BEFORE a licence is issued. At this level a rider has some basic skills BEFORE he/she is released to ride on the road. The same goes for a drivers licence. 120 hours under the supervision of any licensed driver is not good enough. It should be conducted by a suitably qualified instructor. As part of my employment I participated in a "defensive driving course" arranged by my employer and I was surprised at how much I learnt about road craft and how much more aware I was of driving skills. Adequately skilled drivers and riders would reduce accidents.
- (i) Riding a motorcycle is much more demanding and hazardous than driving a car, or ute and I do not have a problem with the concept of a Levi on the TAC insurance premium for motorcycles. I do however have a major concern re the application of TAC costs.

My situation is no different to many road users. I have a family car, a work ute, and a motorcycle. I pay 3 TAC premiums but I can only use one vehicle at a time. For fairness to multi-vehicle owners the TAC premium should be removed from the

registration cost and added to the drivers licence. If that was to occur I would pay TAC once including the Levy. This has other advantages as well.

TAC premiums could be adjusted according the drivers record (as is done on many other insurances such as no claim bonuses). Good drivers get a "no claim bonus" Bad driving records are penalised with a excess levi. That would mean that bad drivers pay for their misbehaviour.

- (j) I get the notice of supposed actions taken with my registration, but I have seen little to indicate it is good value for money
- (k) Refer to above.

I know that the above would substantially increase the cost of a drivers licence for some young person who does not own a car. But why should "Dad" be penalized with the cost of the bad behaviour of his "son".

Likewise a licence which costs \$500 or more a year might make people consider it a thing of value and hence change driver behaviour. For the car owner the cost does not change.

I hope this is considered seriously in your enquiry

I Remain

Yours sincerely

Alan Pask