

National Committee Attendance Sheet

National Committee Meeting (via Microsoft Teams due to ongoing COVID-19 restrictions)				Date: 12/12/2020	
Surname	First Name	Initials	Region/Post	Present	Apologies
Armstrong	Michael	MA	Cumbria Rep		✓
Boyd	Martyn	MB	Contact for Northern Ireland	✓	
Bridgwood	Alex	AB	Lincolnshire Rep		
Brown	Colin	CB	Director Campaigns & Political Engagement	✓	
Carrott	Andy	AC	Vice Chair / Lincolnshire Deputy Rep / Director TMAGL	✓	
Carrott	Jane	JC	Minute Taker / Director TMAGL	✓	
Carter	Paul	PC	South West Rep	✓	
Churchlow	Ian	IC	Director TMAGL / NEL	✓	
Cox	Tony	TC	North West Rep / Director TMAGL / Trustee Foundation	✓	
Fawthrop	Tim	TF	Greater London Rep	✓	
Gale	Aine	AG	Network Editor		✓
Hughes	Bill	BH	North Wales Rep	✓	
Lavender	Selina	SL	Chair / Director NEL / Director TMAGL	✓	
Legg	George	GL	National Web Research Officer / Western Region Rep	✓	
Mallett	Steve	SM	South East Rep	✓	
Manton	Richard	RM	Yorkshire Rep		
McFadden	Phil	PM	South Wales Rep / Trustee Foundation		✓
Mutch	Ian	IM	President / Editor "The Road"	✓	
Öpik	Lembit	LÖ	Director Comms & Public Affairs	✓	
Peregrine	Tim	TP	Southern Rep	✓	
Seymour	Pete	PS	Thames Valley Rep		
Vacant			East Anglia Region		
Vacant			East Midlands Region		
Vacant			Eastern Region		
Vacant			Herts / Essex Region		
Vacant			National Clubs Liaison Officer		
Vacant			National Reps' Liaison Officer		
Wells	Graham	GW	West Midlands Rep	✓	
Wigham	Dave	DW	North East Rep	✓	
Wykes	Steve	SW	Scotland Rep		
Cohen	Alex	ACo	Observer, Greater London	✓	

Motorcycle Action Group: National Committee Meeting

Date: December 12, 2020 Time 12.00 pm Venue: Not applicable

1. Introduction:

Due to the continuing Government-led national restrictions on gatherings and social distancing in relation to the COVID-19 pandemic, the December 2020 NC meeting was held remotely via Microsoft Teams.

The Board of Directors met via Microsoft Teams on the evening of Friday 11th December 2020 and on the morning of Saturday 12th December 2020.

SL thanked all for attending and reminded delegates regarding protocols for these meeting (e.g., raising electronic hand, muting, etc).

2. Apologies for absence:

See Attendance Sheet.

3. Appointments and resignations:

None, due to not being able to conduct AGMs under current restrictions.

4. Adoption of NC agenda:

Adopted with revision.

(MB joins the meeting)

5. Ratification of previous NC Minutes:

i. *Minutes of previous NC meeting.*

To accept the October 2020 NC Minutes.

Proposed: George Legg; Seconded: Ian Mutch. Carried.

ii. *Minute of any email votes taken between NC meetings.*

To accept ChiPT campaign rewording of statement.

Carried.

6. Matters arising from previous NC Minutes:

Actions: Membership drive, tyres raffle, second Lost Rallies tee-shirt promotion, Air Ambulance Christmas cards.

National Motorcycle Council: MAG to provide hours in lieu of funds.

7. Campaigns/Priorities:

CB and LÖ provided a video report, which was circulated to the NC prior to the meeting. Written reports were also circulated.

SL asked NC for any questions/queries regarding the political unit report.

CB noted no progress with RSDG, which requires a long-term plan. He has attended a lively MCRG meeting that achieved little.

Oxford's 'Zero emissions' red zone is now being described as a pilot and will be extended.

CB has had an informal 1:1 meeting with Dr Ngan Tran, who is pro-motorcycling and thinks that the debate around VRUs needs addressing with a new approach and even suggested that segregation would be a way forward.

Smart Motorways: a meeting with Highways England in November clarified that they will no longer use so-called 'dynamic' motorway lanes (i.e. no further temporary use of hard shoulder).

(TP and GL join the meeting).

LÖ reported that PACTS is working against motorcycling now and has stated in their latest report that larger motorcycles present a danger to those engaged in active travel. CB observed that PACTS appears to be turning into an active travel proponent.

Keith Prince led a meeting with TfL, which has led to a three-month window to liaise with TfL regarding accident blackspots, KSIs and becoming a stakeholder regarding the cycle agenda.

The emissions court case has finished, and Government and Mayor of London are now opposing the 'air pollution' diagnosis.

LÖ stated that there has been coverage of ChiPT via ABD, FFUK, radio, and Daily Mail. Howard Cox has debated a senior green party member. By way of clarification, it was noted that there has been no formal inclusion of motorcycles in the Government plans to ban fossil-fuelled engines. LÖ's opinion is that there may be a stay of execution until 2035.

Work in respect to road space removal is ongoing.

Regarding autonomy, there are two issues: lane assist technology and that the road safety lobby wants stronger prevention measures in respect to speed. It was noted that it is important to distinguish between driver-assist systems and autonomy.

MB asked for information about how to raise a question in parliament. LÖ responded that it needs a 'friendly MP' to ask the question and he offered to liaise with MB after the meeting closed.

See Appendices for attached formal reports.

8. Board meeting report (including FEMA):

The Board met via Microsoft Teams on Friday evening, including Julie (JS), and again on Saturday morning with the Political team.

No appointments or resignations.

Minutes of previous meeting accepted.

The free magazine offer has been followed up.

Board now using Microsoft Teams.

TMAGL and Foundation have each received £30K from a bequest.

Jon Strong continues to work on ABS legal challenge.

Bennetts are looking at a tie-up with MAG.

A £300 donation from an Elizabeth Brown has been received but has not been identified for the purposes of thanks.

A letter is to be circulated to corporate members offering a deal on provision of items/sponsorship of memberships for monthly prize draw in return for advertising.

JS provided a financial projection regarding funds and reported that there are still six months running costs.

SL advised that staff have been informed that there will unfortunately be no salary increment this coming year.

IT and website are going well.

The website shop is up and running and there has been a good start to sales, up on last year.

FEMA has flagged up a calculation of risk from vehicles to people and feels that the green agenda is attempting to push motorcycles out of the picture.

Latest issue of The ROAD was ready early.

The 'advert' for an 'IT boffin' was pulled.

Board is more involved with reviewing PU articles prior to publication, and this process will be refined going forward.

There will be a review of MAG's 0844 numbers, where the only cost to MAG is when one of the numbers is called. SL requested that RR advise JS whether they use the number or not.

Board met with Political Unit.

SW raised a question regarding the possibility of a '500 Draw'; JS to check whether our lotteries licensing would include this.

TT21 has been cancelled. Agreed that TC attendance should roll over to TT22. MB made offer of attending as official MAG photographer.

IC noted that FEMA has only held a couple of virtual 'hang-out' meetings.

SL asked NC to indicate whether they are happy with the way the Board is working and this was confirmed to be the case.

9. Forthcoming events:

None noted.

Many events have been cancelled or postponed until further notice. SL requested that details regarding cancellations and postponements are forwarded to Central Office. Also, to populate the calendar with potential events going forward.

10. Requests for AGM Observers:

None. All AGMs postponed until further notice.

Constitutional requirement for all AGMs to be held within 15 months of the previous one currently suspended, subject to regular review.

11. Reports (circulated on email list prior to meeting):

i. *Regional Reps*

British Independent Islands: (vacant)

No report available.

Cumbria: Michael Armstrong

West Cumbria MAG.

Meetings have restarted but online and once a month.

NC information and communication are being passed on via WhatsApp and Facebook.

Furness MAG.

Meetings are on hold, information and communication is being passed on via private page on Facebook.

RR Report.

Send NC emails to Furness/West Cumbria MAG.

I attended my first ZOOM meeting with West Cumbria MAG in November.

Sent a recruitment email to two newly appointed House of Lords representatives.

(Both Cumbrian Ex-MP's).

Response from Lord Walney was pro-motorcycling but hasn't joined MAG.

Response from Baroness Hayman of Ullock was also pro-motorcycling but will make a decision in the New Year on whether to re-join MAG.

There was an article about vehicle access on Cumbrian B.O.A.T.s because an environmentalist group wanted to deny us access. This went through the Lake District National Park committee but wasn't upheld. So, I thought that I would invite the Rt. Hon. Boris Johnson MP, Prime Minister to come up to Cumbria for a bit of "green-laning" with Cumbria MAG. This matter is still on-going.

I've also sent an email to Planet Knox to see if they would like to be a MAG Corporate member; I'll be doing the same to Fuel Exhaust's in the near future.

East Anglia: (vacant)

No report available.

Eastern: (vacant)

No report available.

East Midlands: (vacant)

No report available.

Greater London: Tim Fawthrop

Greater London MAG is still holding weekly Zoom meetings.

We have sent out follow-on emails to London MAG members trying to get them to interact with their councils on #streetsspace which has now closed.

We are looking into contact with TfL and the GLA. Thanks to Keith Prince AM a round table meeting is scheduled with TfL, MAG, and the GLA for December, Lembit, Keith, Cathy Phillpots, and Rachel Mawby will be attending for London MAG, Anton has organised a few friendly journalists to attend a pre-meeting briefing at our Thursday Zoom meeting or the following Monday or Tuesday. Rachel has done some outstanding work on this with a briefing document.

Rachel has also spearheaded a campaign in Westminster, and we have got motorcycles access to Parliament Square from Abingdon Street SW1. The council had closed to cars and motorcycles as part of the COVID response. They are also going to be looking into making Regent Street accessible to motorcycles in the future; at the moment they have closed or are closing it to traffic and widening the pavement, also part of the COVID response.

Our online AGM is all set to go for January 14th, 2021 at 7 pm. Steve Mallet has volunteered to be the observer; if you would like the link, let me know and I will forward it to anyone interested. Logan Parsons is organising this, there are a couple of things still to do as it's our first online AGM.

Camden has thrown a big wobbly on motorcycle parking in the borough, again thanks to Rachel for bringing this to our attention, the whole team are responding to this, it has also generated 2 emails to central! One of the authors has joined MAG and both are getting involved in our campaign.

Using Zoom is working well for London MAG; we are able to get more than the usual numbers to attend. Dr Leon Mannings has agreed to attend and talk about Orca's to give the team a better understanding of them. If anyone would like to attend and talk about their role in MAG, I am sure it would be appreciated by all, Julie has also agreed to drop in when she has some free time to talk about her job in MAG, we think that is fantastic and we are all looking forward to that.

Herts & Essex: (vacant)

No report available.

Lincolnshire: Alex Bridgwood

No report submitted.

North East: Dave Wigham

Due to ongoing Tier 3 lockdown nothing is happening in the North East.

Meetings are still suspended but we are investigating meeting via IT in the New Year. Any in person meetings are difficult as bizarrely, everybody that regularly attends needs to shield or has an ongoing health concern.

No new PTW concerns have been raised locally.

During the last year, all our campaigns have been completed and no new ones have begun.

That's it I'm afraid. Until things change not much is happening here.

Northern Ireland: Martyn Boyd

No report submitted.

North Wales: Bill Hughes

In short: there isn't one! As you may be aware, the Covid thing in Wales is run from Cardiff and the various lockdown rules have made it virtually impossible to do anything. As the rules can change from week to week, it is impossible to plan anything, so we sit in limbo. Hopefully, things will change soon.

North West: Tony Cox

9th -10th October: -Board meetings via Skype

Took part in the Board meetings, minutes will be available at www.mag-uk.org.

10th August: - NC Meeting via Microsoft Teams

NC meeting went well. Minutes should soon be available on www.mag-uk.org.

Regional News:

- Not a great deal to report back from the local groups as all group meetings have been suspended during lockdown and Tier 3 restrictions in the NW. Wirral MAG are in communication with their local council and have requested that we have links from our National Website to manufacturers of secure parking hardware and locations of secure parking. I have passed the requests onto Central. There was also a request that the MAG membership £5 discount is available from the on-line form and also that the billing address could be different to the member's address.
- I have received from my MP, Mark Menzies, in response to questions I asked him on proposed changes to the highway code and the promotion of Motorcycling during the Covid pandemic re social distancing. He did not answer my specific questions (that's MPs for you 😊) but did put in a lot of information on electric motorcycles, and a project that Triumph Motorcycles are involved with along with others that are being funded by the government. I have also included a link which details the project.
<https://integralp.com/communication/project-triumph-te-1-creating-uk-electric-motorcycle-capability/>
- Took part in a LinkedIn web seminar on "How do we decarbonise Road Transport, is there a silver bullet solution?" Some interesting debate and points raised, certainly plenty of scope still for the Internal Combustion Engine. There is a recording of this at <https://www.youtube.com/watch?v=nR8WqlbmqqQ&feature=youtu.be>
- Keeping the regional website up to date and assisting others with their regional sites.
- Continuing to help produce and distribute the monthly NW Newsletter. Past issues can be viewed on the North-West MAG website. <http://north-west-region.mag-uk.org>.

Scotland: Steve Wykes

No report submitted.

South East: Steve Mallett

No new business to report.

Existing campaigns with Lower Thames Crossing, Rye noise / speeding and PTW parking in Medway continue to progress.

We have followed up earlier contact with Medway Council with the MAG press release concerning Rishi Sunak's levelling up fund.

Stop Press: just about to send this report off, new email from Medway Council, they are going to access the 'levelling up' fund to provide ground anchors or similar for securing PTWs.

Here's living proof that PRs do actually work.

Brighton MAG were involved with the campaign to keep the iconic Madeira Drive open to road traffic. It's now open on a 'one way only' basis, which seems to keep all parties happy. Brighton MAG are still trying to establish a motorcycle transport strategy with the Brighton and Hove Transport Partnership. This partnership is now on its 3rd Chairperson, so progress is limited.

N Kent MAG continue to meet 'virtually' on Zoom every couple of weeks.

Southern: Tim Peregrine

The Regional Reps are meeting virtually through the current situation.

Some of the Groups are quieter than others, however Salisbury reported more in general attendance than pre-Covid!!

Regional Officers are still busy with councils and other groups including meetings with Councillors and attendance of Transport Planning Committees and monitoring the adoption of cycle lanes in Salisbury and Portsmouth.

Group Reps are conscious that AGMs will be needed and are looking to plan virtually.

South Wales: Phil McFadden

No meetings are taking place and there is very little to report other than that there continues to be interest in the RR position from Gordon Hesp, who has previously ridden his bike to an NC meeting and met many of you. Hopefully in the new year we will arrange a formal vote and handover.

My apologies that I'm unable to attend this NC due to other commitments. Now that my health is improving there's a lot of catching up to do. I've asked the active S. Wales officers & members but nobody else is available either.

South West: Paul Carter

Unfortunately, due to Covid, there have been no meetings in the South West.

Tracy Smith has been raising funds for MAG by selling donated items on eBay.

I have purchased 50 pens with Motorcycle Action Group on them and we are selling those to again raise funds for MAG. These are for sale at £2:50 each.

Thames Valley: Pete Seymour

No report submitted.

Western: George Legg

As I type this, we in the Bristol, South Gloucestershire and North Somerset area have entered Tier 3, so we will not be able to hold meetings of any kind for a while yet! Bristol MAG are going to try virtual meetings, so we'll see how that goes?

Otherwise, it's been somewhat quiet in our region. We'll be glad to see the back of 2020! See also political report below:

Hi George, nothing to report in terms of action taken over the last couple of months but these will be getting my attention shortly:

The revised Bristol CC Clean Air Zone Consultation closes on 13 December and I'll put together a response before then.

The West of England Combined Authority is running a survey on a Spatial Development Strategy. North Somerset is also running the North Somerset Local Plan Choices Consultation. Closing date for both is 14 December. These both only have a limited impact on motorcycling (they are principally strategic land use documents) but I'll make some comments even if only to keep MAG in their consciousness.

The revised Gloucestershire Local Transport Plan is due to go to Cabinet in January 2021 with proposed adoption from March 2021. From the report of consultation I'm not very optimistic that they're going to take notice of our comments. I would attend the Cabinet meeting in person to make representations, but this may not be possible due to the Covid restrictions - most council meetings take place on Zoom or Teams.

Wiltshire are due to start a consultation on their Local Plan review early in 2021. Again, this will probably have a limited impact on motorcycling but may need some input, e.g., on parking standards.

Geoff

West Midlands: Graham Wells

Things have quietened down of late, must be the weather. Between lockdowns we did manage to hold some West Mids. and Black Country meetings but of course they have stopped. Due to the uncertainty, we have nothing planned for the near future, and no news to pass on. I am trying to get out on a bike when I can and hopefully staying sane.

Yorkshire: Richard Manton

Hope you're all keeping safe and well. All our local meetings are currently suspended again along with just about everything else.

We're still engaging with the local councils to try to bring the whole of the pathways to progress document to fruition.

To this end the Leeds City Council bus lane trial is due to start before the end of this financial year and we've asked for confirmation of the start date.

We've asked Bradford City Council to look at allowing bikes in bus lanes again - meetings were curtailed due to Covid, but we're yet to receive a reply. Bradford have put secure motorcycle parking into all council owned car parks which is excellent news.

Kirklees Council responded negatively to our request for bus lane access. This is quite possibly the influence of the highways officer, Joe Walker, who's a biker but doesn't agree with allowing motorcycles to use bus lanes! The wording of the correspondence sounds like Kirklees are waiting for the success or failure of the Leeds bus lane trial before making a final decision so the Leeds bus lane trial takes on extra significance.

Leeds and Bradford MAG managed to organise a Christmas toy collection as opposed to a proper toy run. This was gratefully received by Leeds Children's Charity at Lineham Farm, as it's the usual case that it's the kids that have suffered most during the pandemic.

Leeds and Bradford MAG are going to have to make a decision regarding our Sam Manicom talk at Squires in March. We're going to wait until after Christmas as it's always a good fundraiser for MAG and we'd obviously rather not postpone it.

Central should have received a cheque for £3000 from Yorkshire MAG as this was sanctioned after a plea for funds last month. Have a great Christmas.

ii. *Chair and Vice-Chair*

Chair:

Regular telephone calls, emails and occasional text with Julie, Colin and Lembit. Checking not just on MAG business but on staff welfare.

Since my last report:

Attendance at Skype Board & NC meetings.

Made a New Year video message for FEMA with some of the NC and other MAG members.

Articles/input for BSH, Network, PRs' and The ROAD.

NC list email interaction (thanks to Andy for the prompts when I miss something).

Facebook postings, including sharing Motorcycle Live 2020 posts.

Admin related work on reports; Board minutes, NC minutes, employee reports to Board & NC meetings. (some minutes remain in draft format but I'm steadily working through the to-do list)

Released some payments via online banking.

Still no news on my DBS application, I'm guessing I'll need to start it again.

Proposal to the soon to be formed NMC on what MAG can offer in place of financial support.

Work on a regular (hopefully monthly) membership promotion.

Work on an end of year message to staff with IC.

Collating all the Trollings on a Word document, not recently refreshed on Dropbox but could be by the time we get to the NC meeting.

Recording of the Political team report, uploaded to Dropbox video and audio version (December 2020).

Note: Dropbox still needs a good tidy up (on the to-do list).

I won't reproduce my to-do list but please; if I have missed/do miss any sort of request that requires a response, please remind me or if it's urgent text (07870 792227 include your name as I still haven't put all your numbers in my new phone).

Vice Chair:

Hectic time here at Carrott Towers despite lockdowns and tiers, hence the lateness of this report. I will not go into detail but spare time for MAG has been in short supply so apologies if I have missed anything.

I'm pleased to report that the Lost Rallies T-shirt sales proved so popular there were requests for a reprint and sales have gone well. The finance report provides the income details.

Colin and I have completed a draft position statement on noise which has been circulated to the NC for comment. A further article has been submitted to MotoGusto magazine.

In respect to Colin's work with COMO I have fed back on both the 2nd lockdown guidance to riders and also the tiered guidance to riders. This resulted in some quite involved social media discussions (not with my MAG hat on). What is relevant to MAG and COMO is what could riders legally do, and this is the information that was shared. What riders choose to do within the moral Covid debate is down to the

individual and not for MAG to dictate but some riders felt that this was something riders' groups should have done and told people not to ride. I didn't agree.

I continue to support the PR production process, reviewing articles for the Road (including writing a road test on the Royal Enfield 650 Interceptor) and Facebook admin.

iii. *National Reps' Liaison Officer (vacant)*

No report available.

iv. *National Clubs Officer (vacant)*

No report available.

v. *National Web Research Officer*

Still trolling the inter-web for stuff that may be of interest to the Campaigns team.

vi. *Executive Officer*

Updates

Offices – COVID-19 working restrictions came into effect with a second national lockdown in November until 2nd December. The West Midlands has been allocated as being in tier 3 after this date. So, the restrictions remain in place until this area is reduced to a lower tier. No visitors will be allowed into the office and all deliveries take place at the main door. Carol remains at the office as she cannot work from home. I am working from home and covering the office should Carol not be in. This allows the office to remain open as normal. The boiler was serviced and had its annual safety check with no issues raised.

IT – The Lost Rallies T-shirts went out without a glitch and are now available on the online shop for a second run. New items have been added to the online store and all appears to be working well. We have had a minor issue with the main website/email server in Cardiff and Andy M was able to restore quite quickly. Database is still work in progress as is the website but everything that is current is working well and updates are taking place every week.

Social Media training for Reps delayed due to COVID-19 this will be re-booked as soon as possible for a face-to-face event.

MAG Foundation – Total donation to MAG for Lost Rallies T-shirts is £2,298.47 and to date the second run we have over 100 orders. Foundation also received £30k as a part payment of the bequest.

Staff – Annual leave remaining currently stands at Colin 3 days, Carol 1.5 days, Lembit 4.5 days (1.5 weeks) and I have 11.5 days (hopefully COVID permitting I have a week booked in January and will try to take a few more days before Christmas – work allowing). Lembit has his paternity leave booked from 21st January 2021, though the baby arrived a little earlier than expected. The team are busy, and some frustrations have reduced for Colin. Always plenty to do on the back burner. Carol is up to date and will look at contacting the members who usually renew at Motorcycle Live that haven't already done this. ***

Colin and Lembit have been supplied face masks and anti-bacterial hand gel in readiness for possible face to face meetings and use of public transport for MAG business. ***

The Employee Handbook continues to be under review, there are many changes with the outbreak of COVID-19, and this continues to change on a weekly basis. We have added a new section 'Conflict of Interest' which describes what a conflict of interest is and that annually the form will need to be completed. This has now been completed by all staff and will be reviewed for each at their appraisal next year. ***

Sub-Contractors contracts – No update/change. All articles were submitted via me and were completed in a timely manner.

My role – Currently waiting for completed Accounts so they can be presented at this December Board meeting. Still working on the website with the addition of The ROAD being made accessible. Motorcycle Live was run as a virtual event. Reports have come back stating that it was successful, but I did not see much being highlighted via our social media. I did drop the ball with my plans and luckily Selina picked up on my slack. I am up to date regarding the accounts and looking forward to a break at Christmas, considering all of the COVID-19 restrictions we have had an extremely busy year that has been non-stop. I have only recently gone back to Bennetts but not had a response as yet, this may well be after Christmas, but I will share as soon as I've received.

Health & Safety – Fixed wiring check due November 2020 not completed as yet and waiting for instructions from the site manager.

MAG Member Benefits – no update

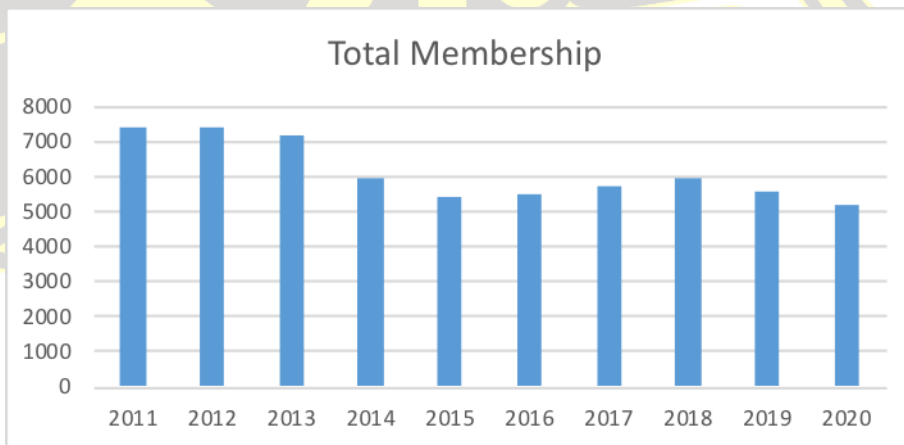
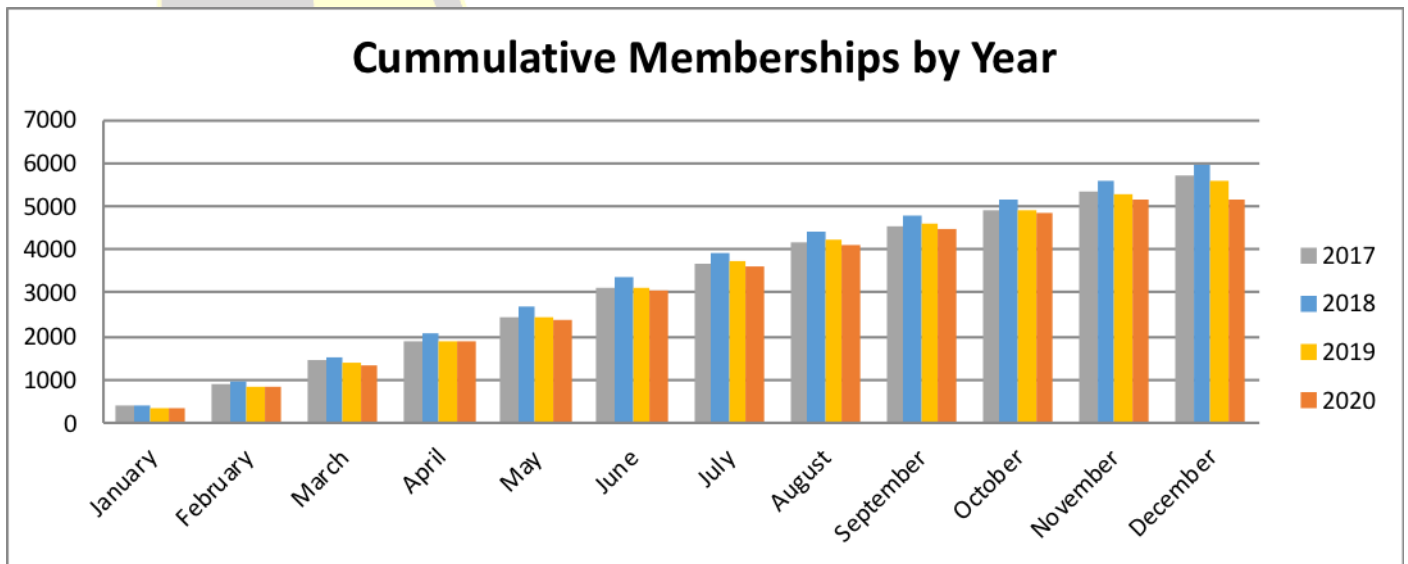
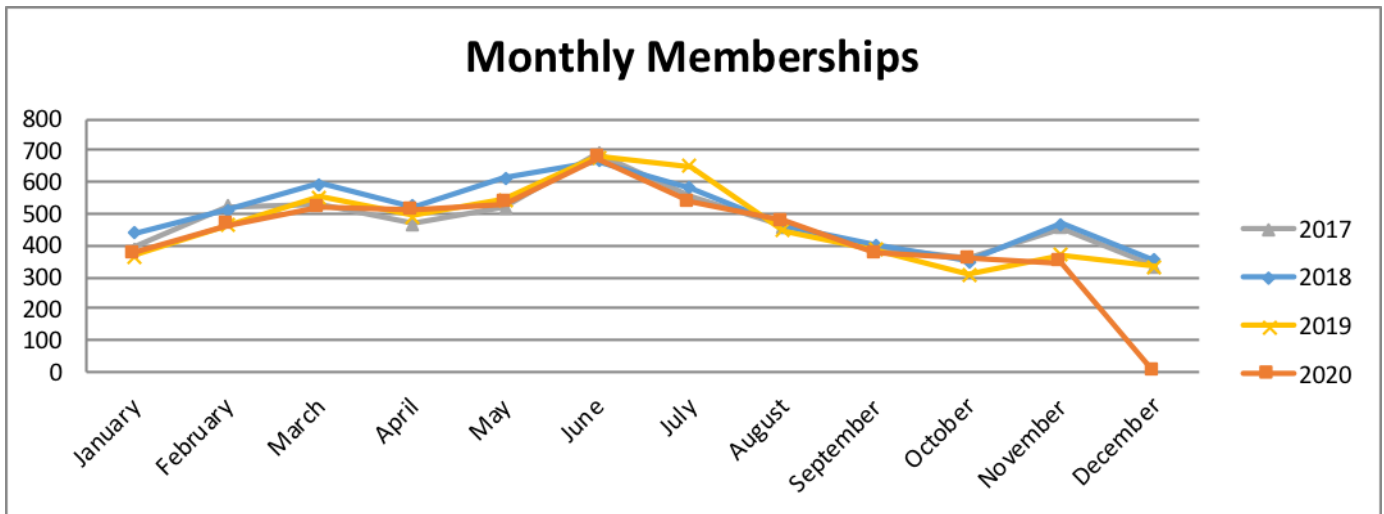
*** Denotes redacted text

vii. *Finance and membership figures*

The Motorcycle Action Group Limited financial report up to end of November 2020 and is in draft form until final sign-off of the previous year's accounts.

Memberships taken by Bikesure via Go Compare/Quotezone comparison sites over almost eleven months of the year 367 new memberships and 446 renewals compared to 2019 for the same period we are 71 memberships down overall (total 2020 - 813: 2019 - 884). This has been caused by COVID-19, the main reduction is in regard to new memberships (year to date difference 129) compared to an increase in renewals (year to date 58) taken. The new memberships taken have improved since the previous report and renewals remain positive and hope to sustain the current increase.

The below graph shows that memberships by month have followed previous years patterns. November is currently sitting below all other years and still have standing orders and Bikesure memberships to add. Overall compared to 2019 (to end of November) is down a total of 105 memberships as shown in the Cumulative Memberships by Year graph below. This shows we are just about maintaining membership levels and have improved since the October report.

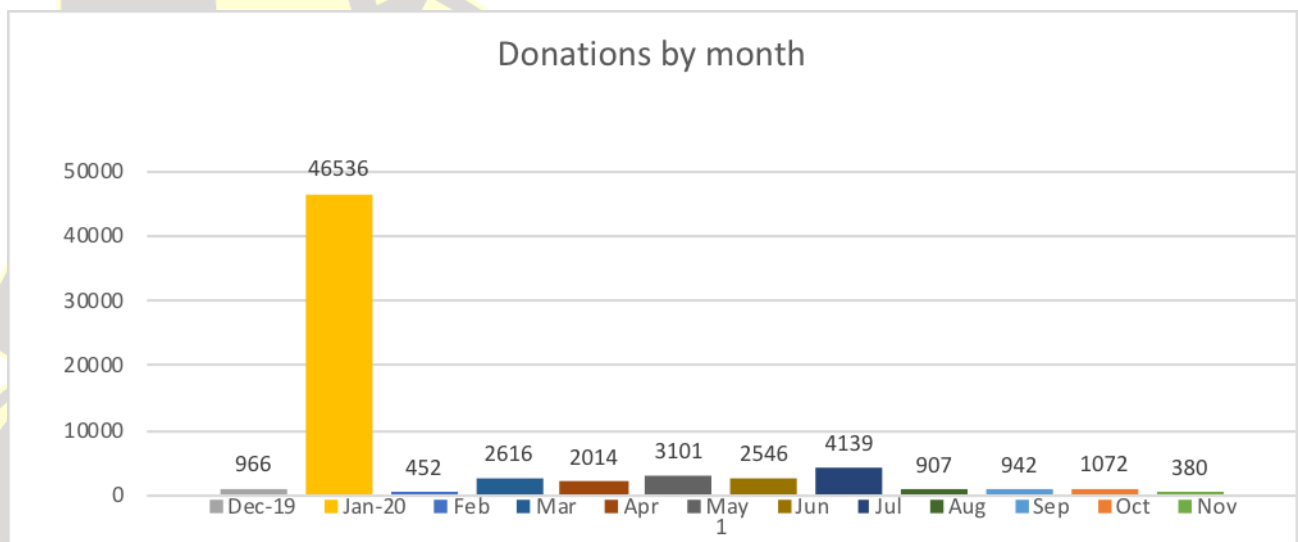


There is a total of 1,398 Life members (reduction with 1 sadly passing away). The database currently shows the total membership at 7127 this includes Life Members and Nominated Officers. From the database we have 17 corporate members (some just renewing) and 104 clubs. Please note that not all clubs use the associated nominated officers' membership and prefer to pay, the database is showing 72 Nominated Officers.

Cash balances as at today 08.12.20 or where indicated.

			Current	Previous Oct 20	Movement
TMAGL	Lloyds – current	08.12.20	2,542.16	5,362.74	2,820.58 ↓
TMAGL	Lloyds – Reserves instant access	08.12.20	170,185.45	160,061.18	10,124.27 ↑
TMAGL	Lloyds – standing orders	08.12.20	178.13	893.91	715.78 ↓
NEL	Lloyds – current	30.10.20	4,082.07	6,319.39	2,237.32 ↓
MAG Foundation	Lloyds – current	30.10.20	34,478.10	8,577.09	25,901.01 ↑
MAG Media	Lloyds - current	30.10.20	30,782.89	33,854.47	3,071.58 ↓

Reserves are currently at around 5 months’ worth of full running costs. The chart below shows donations received over the last twelve months (December 2019 to November 2020 total of £65,670).



viii. *Foundation (Tony Cox)*

The “Lost Rallies” T-Shirts were a great success and generated ~£2300 with over 300 t-shirts sold. Another run is planned.

I arranged a Teams meeting for the MF Trustees on the evening of 30th November. Most were able to join and the meeting was a very useful catch-up. We are planning on having an AGM on the 26th January 2021 and continue to have a meeting every 2 months so that we can report out at the following NC meetings.

Additions brought to meeting:

Alex Cohen (Observer, Greater London) thanked NC for welcoming him to the meeting, and thanked TF for his continued support of the region following his move from the area. He expressed an interest in taking up the post of Treasurer and requested a steer regarding recruitment of a new RR.

MB noted that significant inroads are being made with official channels regarding wire rope barriers and stated that he is confident that there is beginning to be an understanding of the issue. Hopefully, the barriers will be gradually removed and replaced with less dangerous infrastructure with a view to

complete elimination. MB further noted that if this campaign provides sufficient influence for real change, it could be rolled out on the UK mainland.

SL suggested a page of pictures of members and their bikes for The ROAD. She also suggested adding IM's books to the on-line shop.

DW to put CB and IM in touch with the Social Media Officer at the ACE Café.

TF observed that the MAG YouTube Channel is under-used and asked whether the Political Reports could be uploaded to it. SL stated that it would not be appropriate but that she would look at adding new content.

TC said the Foundation could be involved with Christmas cards to be offered for sale and MB stated that he currently produces Christmas cards. TC noted that planning needs to start in the new year and SL suggested that TC and MB liaise post-meeting.

12. Any other business:

i. Reframing the road safety narrative

CB circulated a paper regarding MAG's position on this issue going forward prior to the meeting. It was triggered by a VRU report generating negative comments regarding road safety. He stated that he is looking for a steer on how to progress this. He acknowledged that VRU is not a good phrase, but it is an important one in that, by being used, it is preventing us from being removed from the roads. He noted that Highway Code, PACTS, etc all seem to be developing an exclusion strategy and that to leave the VRU categorisation behind could lead to motorcycles being removed from the roads altogether. He said that MAG needs to redefine the frame of reference.

The second part of the issue is regarding segregation of road space. In a conversation with NganTran it was noted that some countries, e.g., Malaysia, have dedicated motorcycle lanes. Obviously, this is only possible because such countries have a very high volume of motorcycle-based traffic. But there is an argument for sharing cycle and bus lanes.

Finally, there is also an identity issue: i.e., organisations always refer to 'him' in relation to motorcyclists and fall into the trap of stereotyping, forgetting that many people use small-capacity machines for commuting, etc. In working to change this perception, it will change perceptions regarding MAG.

LÖ observed that MAG tends to be reactive rather than proactive and that we need to be specific about 'the ask'. BH stated that the identity of motorcyclists is important and that we tend to set ourselves apart from other two-wheelers such as mopeds and scooters, but this needs to change.

TF noted that the phrase 'powered two wheelers' is not a nice one but SL pointed out that it is a phrase that is accepted generally by officialdom.

LÖ said that cyclists manage to make everything revolve around them and motorcycling needs to find a way of doing the same.

SL then asked if there were any objections to the wording of CB's paper and CB noted that he was reassured that no-one had said it was a bad idea. It was suggested that it could form the basis of an article for The ROAD.

To support CB's paper regarding reframing the road safety narrative and to support CB's actions going forward based on this paper.

Carried (with 12 votes)

ii. *Draft position statement: noise*

Statement was circulated for feedback prior to meeting.

AC acknowledged LÖ's observation that reference to Covid-19 is not strictly relevant in this context; however, it was following lifting of the original stringent lockdown measures that the issue became something that was noted in the public consciousness.

SL suggested that the document include appropriate dating where referencing Covid-19 and LÖ suggested that if references to Covid-19 are included in the position statement, that those specific references could be removed at an appropriate future point without recourse to further debate.

As an aside, AC noted that FEMA would probably consider MAG's position regarding noise to be weak and that the position of another prominent rider organisation seems to have altered from a stance of suggesting those with noisy machines should consider their membership to a position of speaking in terms of 'fundamental freedom'.

SL moved to a vote:

To accept the draft position statement on noise, with the proviso that any references to Covid-19 are annotated with an appropriate date reference and can be removed at a future point.

Proposed: Tim Peregrine; Seconded: Paul Carter. Carried.

iii *Additional points raised*

SM asked whether, in light of no police forces being represented at the last MCRG meeting, could any leverage be put in place with the forthcoming PCC elections. CB to provide a template letter.

General discussion around experience of IAM.

13. Additions to Priorities:

Covered under Campaigns with the addition of:

ChiPT:

TC stated that there was a vote at the last NC meeting in favour of work continuing on this project, but that no time scale had been put on it. He noted that the original timescale for this project had been six months and that NFL had envisaged that after this start-up time, it would run itself. He asked is there an end date and is real progress being made, and further stated that he sought clarity. SL said no time limit had been set when the matter was revisited at the October 2020 meeting. LÖ said he seemed to spend a lot of time justifying ChiPT and stated that progress is being made. SL said the February 2021 NC meeting would mark one year since the project was first brought to the table and that this would be a good point at which to receive a report detailing the work done and recording tangible achievements.

SM asked whether NFL is still actively involved, and SL said she is to have a conversation with NFL and JS. TC wanted to know how we know it is wanted by a 'large proportion' of the membership. IC conceded that any evidence is anecdotal, and TC said that, in speaking with PW, he is under the impression that NFL is not in the loop.

DW noted that when the topic of ICE and fossil fuels was raised at last year's AGC, practically the whole North East delegate removed themselves from The Floor. This because they do not care how their engines are powered; they simply want to ride. He also mentioned that hydrogen proving grounds are currently testing heavy plant.

REDACTED

LÖ stated that he has acted in good faith and would have appreciated notice of the discussion; he further stated that he was not happy being 'exposed to the NC without preparation'.

IM noted that tactics have to be adjusted as a situation changes, and that MAG must avoid looking like dinosaurs in the larger debate regarding ICE and fossil fuels.

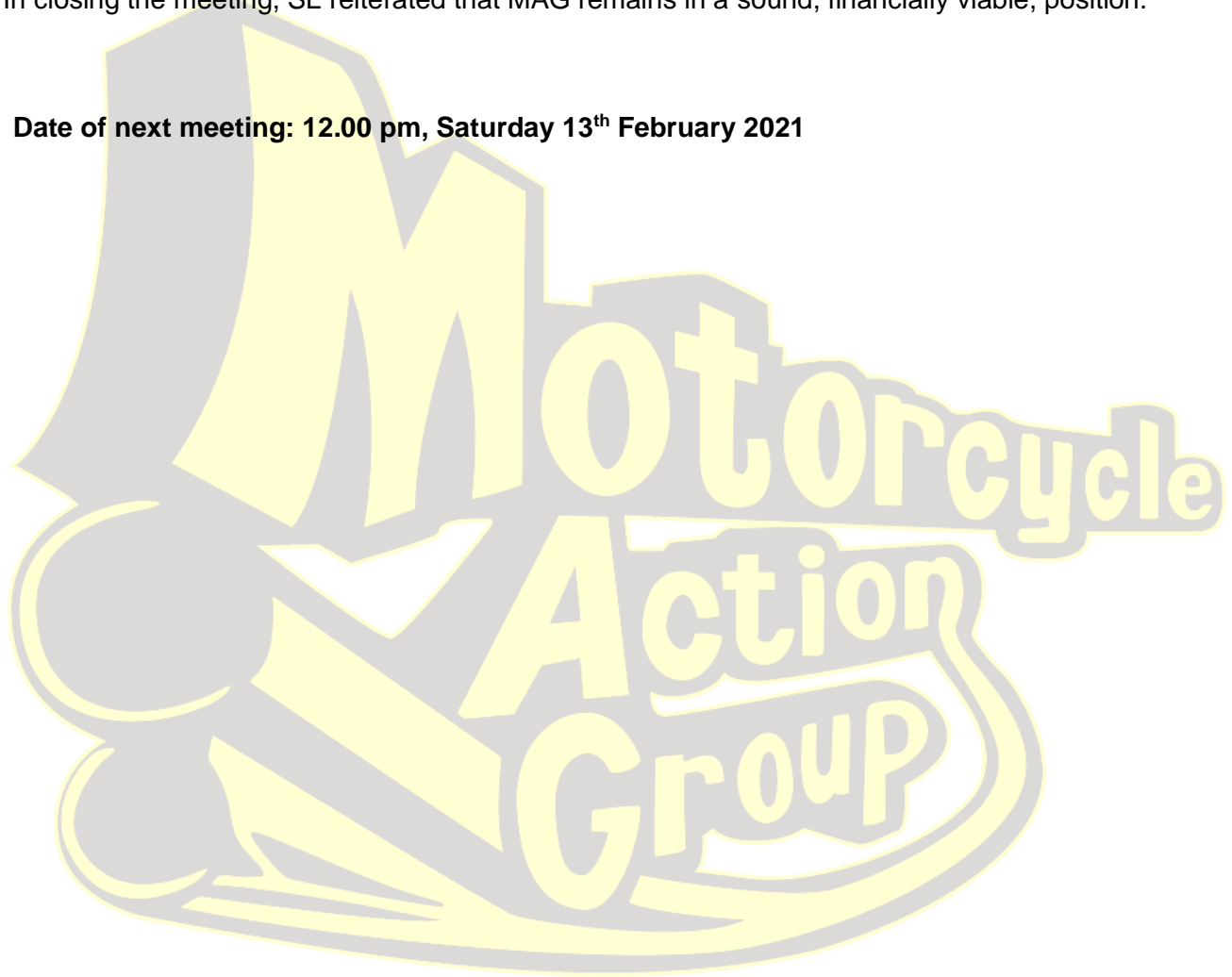
Election pack:

LÖ and SL to review.

Finances:

In closing the meeting, SL reiterated that MAG remains in a sound, financially viable, position.

Date of next meeting: 12.00 pm, Saturday 13th February 2021



POLITICAL UNIT WRITTEN REPORTS: COLIN BROWN

Resource Library

Small amount of progress in the road safety section.

Clean Air Zones

Just when you thought it was safe to go back in the water, Oxford have invited the sharks back into the swimming pool. They have launched a third consultation on their Zero Emission Zone. They are now referring to the “Red Zone” a tiny area within the proposed wider traditional CAZ called the “Green Zone” as a pilot to take place in summer 2021 ahead of a roll out of the Zero Emission Zone over the entire Green Zone area as soon as the spring of 2022. This is a major change to what was originally proposed, which was for the Green Zone to be a standard CAZ following all the usual guidelines and arguments on NO2.

The consultation for the Red Zone “pilot” closes 17th January, so a pretty small window for this behind focus on Christmas and Covid. There is a suggestion of a further consultation on the wider green zone in summer 2021, ahead of the implementation in spring 2022 - eight years before the proposed phase out of the sale of petrol and diesel cars.

Crime/Secure Parking

No progress on Park Mark to report at this point.

The MCRG meeting was lively by MCRG standards. There was even a press release resulting from the meeting as the group discussed ways to increase its profile. There had been plans for a MCRG stand at the NEC Motorcycle Live, but that all fell through with the virtual nature of the event. There was wide agreement that data quality is poor, and research is key, but little consensus on what to do about it. Insurance was also raised as an issue for more examination, but again little direction or plan formulated yet. There was some suggestion to consider reverting to a previous name for the group – Motorcycle Theft Action Group. Apparently, some in police circles still refer to the group as MTAG. I did point out the notable lack of attendance at the meeting by any police force. COVID notwithstanding, I felt that was an accurate reflection on the level of priority given to the subject by law enforcement.

Road Safety

The Highway Code Review campaign is now in abeyance as we await the analysis of consultation submissions. My expectation is that there will be b=minor changes to wording but no significant changes. I heard a comment from the DfT that changes can only be made to the specific wording mentioned in the consultation. This is a weird statement, but I take it to mean they will not entertain any suggestion of additional rules or significant changes for motorcyclist safety.

The VRU stats report was published and got some exposure via RSGB and the Festival of Road Safety. The podcast for the festival was recorded and duly broadcast in week 1 of the event and shortly after I received an invitation to be a panellist for their virtual Question Time event on the last day. There were scripted questions distributed, but these were thrown in the bin on the day as they had audience questions. It was thus all very unpredictable and difficult to raise specific issues. That said I believe I made a fair crack and did manage to provoke more than banal echo chamber chat.

A lead from the event also led to an interesting avenue that will see me meeting with the World Health Organisation on 3rd December. There will be more to report and discuss at the NC meeting.

DfT

I attended my first RSDG meeting on 13th October. This first meeting was interesting and it is clear that a specific strategy needs to be developed to get us beyond simply commenting on what is already happening. The first meeting of the Strategic Motorcycle Focus Group was fairly short notice and took place on 24th November. It is clear that I will be leading conversations here as the other attendees seem stuck in a “more of the same” mind-set. I took the

opportunity to push for DfT support for Filter Friendly and Ride To Work Day. Response was lukewarm but I will get the chance to push this again at the next meeting in January.

Our new-found communication lines with the DfT proved themselves with the announcement of the 2030 date for the phase out of petrol and diesel cars. I was able to get formal confirmation that motorcycles are out of scope within an hour and able to issue a press release before even the MCIA had an answer.

We are not resting on our laurels and I am now pressing forward to secure a ministerial meeting in Q1 of 2021. The hook is the delays in legislation to open the way for changes to the CBT.

Transport Policy

I am disappointed that the pre-draft meeting on the Welsh Transport Strategy has not translated to any effect on the draft document. The strategy is out for consultation until 25th January. I will produce a comprehensive written response but try first to make further connection with Ian Bradfield to understand why ideas discussed did not make the final cut.

The Oxfordshire Vision is also out for consultation. I was not expecting much in this (and thus was not disappointed). The key will be the next stage as they will move on to a more detailed strategy once the “vision” box tick consultation is complete.

Coalition of Motorcycling Organisations

Further press releases from COMO went out as regulations changed. The question of riding for recreation during Lockdown2 lead to much debate with MAG and TRF parting to a degree with other groups on interpretation. Unfortunately, Nick Adderley (NPCC) made public comments that contradicted the press release on recreational riding. Given Adderley’s endorsement of the Guidelines document this caused consternation. However, it now means that Adderley (or one of his team) should be more closely involved in the process as he is keen to avoid divergence of messaging.

The National Motorcycling Council is still moving forward though with a serious dent in its emerging financial position. MAG is offering administrative support in lieu of financial commitment, but no firm response/decision has been received at time of writing.

ENDS

*** Denotes redacted text

POLITICAL UNIT WRITTEN REPORTS: LEMBIT ÖPIK

Meeting with Transport for London

MAG has secured a meeting with Transport for London (TfL) officers about motorcycle safety. London politician Keith Prince secured the meeting. The meeting is on 9th December, so we will be able to give an update to NC on outcomes.

We are specifically focussed on statements made about motorcycle safety by the Mayor and others, which paint motorcycles in a distorted, bad light. These wrong claims are being used to justify policies that hurt riders' rights.

Success from the meeting is that we secure agreement to a dialogue to establish the facts about the factors affecting motorcycle safety, the real figures and what MAG can do WITH TfL to address these issues.

This meeting has the capacity to become very confrontational. We will avoid this, and remain polite, data based and clear.

Choice in Personal Transport (CHIPT)

Since October 2020, Government has announced its intention to bring forward the ban on new petrol (and diesel) powered vehicles to 2030. New hybrids are to be banned by 2035. The position on motorcycles has NOT been clarified. We can assume there are only two possibilities. Firstly, they might be banned by 2030 too. Alternatively, if they are considered no 'worse' than hybrids, then new petrol motorcycles might be allowed to be sold until 2035. However, this is not at all certain. What we can say with certainty is that, if the Government's plan goes ahead for petrol cars, then new petrol motorcycles will be banned by 2035 at the latest.

There are two possible factors that will affect this. Firstly, it is quite possible that this timetable is shown to be utterly impractical. In that case, 'mission drift' could lead to the abandonment of the timetable. This could happen if the infrastructure for a mass move to electric vehicles proves impossible on that timescale, or the vehicles themselves prove dangerous, under-performing or unaffordable.

The second possible reason this plan will not be implemented because of public opposition. The CHIPT project has detected a significant increase in objections to the proposal. This resistance is coming from motoring groups, MPs and some elements in the media. The opposition to the proposals has clearly grown in volume in recent weeks.

MAG leads much of the thinking and narrative development that is being reflected in media reporting. Next steps are to continue to proceed according to the agreed strategy for CHIPT. Given the limitations of organising events during the height of the lockdown, and other human factors, the summit meeting of CHIPT is to be held early next year.

A book is also being generated as the moneymaking element in the project. This is being written in a collaborative effort, and we believe this has a willing audience of individuals already supporting the campaign.

Howard Cox succeeded in causing the Greens to have to agree to look into working with us to create a long-term transport policy for the UK. We are focussing on making them keep their promise. Also, Client Earth have been publicly criticised for profiteering through the environmental debate without adding any true value to it.

Parliamentary Advisory Council on Transport Safety (PACTS)

Following a meeting in summer with PACTS, Colin and Lembit waited to see if the PACTS leadership would soften their apparent campaign against motorcycles in favour of cycles and pedestrians. To the astonishment of MAG's Political Unit, PACTS has, in fact, gone the other way, slamming larger motorcycles and excluding them from the category of vulnerable road users. This is both irrational and prejudicial. There is no justification whatever to justify such a notional exclusion of larger machines. The specific statement in the document is that under the category of 'vulnerable road users,' to quote PACTS: *'It may include motorcyclists as they have limited physical protection in the event of a collision. There is good case for including moped riders etc. (under 50cc). Riders of larger motorcycles are vulnerable but also present a danger to others.'*

MAG is issuing an ultimatum to PACTS to provide the data that causes them to make sure an extraordinary statement of intent, or to withdraw this.

Further money promised for road space removal

Government announcements continue to promise large sums for the continuing support for 'active travel' – which means the removal road space from powered vehicles. This continues to be part of the 'Green Recovery' agenda. MAG's Political Unit is appealing to members to challenge local schemes that remove road space.

An additional concern is the intimation that these schemes should somehow be made permanent. To understand the Government's thinking, see:

<https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities/traffic-management-act-2004-network-management-in-response-to-covid-19>

Reference is made to public consultation. This is the route by which those schemes that MAG considers unacceptable can be challenged. This needs to occur once formal consultations begin. We predict a flood of these all at once, when the Covid-19 'emergency' powers terminate. A team effort will be required to give sensible and comprehensive responses to consultations by local authorities. While some of these schemes might be considered agreeable, we only have one chance to challenge those we consider unacceptable.

Autonomous developments

The autonomous vehicle agenda has been more prominent, with talk of potential authorisation for lane and speed managing autonomy on highways. This presents risk and potential legislative issues. The three key questions are: (1) who is liable in an accident when one vehicle was in autonomous mode? (2) What is the safety implication for autonomous and human controlled vehicles sharing road space? (3) Will we see segregated 'autonomous only' lanes, further restricting road space for human controlled vehicles? The debate is accelerating a little, and MAG's Political Unit has inputted to this and will continue to do so.

It has been announced a vehicle completed an autonomous 230-mile journey on Britain's roads. Apparently, this took place in November 2019. The details are slightly unclear, but the inference is that full autonomy is becoming feasible. The three questions cited above still remain salient.

On a related subject, road safety campaigners are promoting active speed control measures – that technically don't prevent you from speeding but coerce you into not doing so. The direction of travel is clear. MAG is watching to see if this a serious movement that will lead to legislation, or if the apparent cooling of support for these coercive measures at a European level will mean that the technology does not become compulsory. This is one step of actual prevention of speeding by technological means.

Incidentally, autonomous motorcycles have been successfully operated with 'robot' riders. Some may regard this as something of a pointless endeavour, on the basis that the purpose of riding a bike is the enjoyment of controlling the vehicle. Nevertheless, the technology has been successfully trialled. It remains to be seen if it leads anywhere.

Pavement parking consultation

The pavement parking consultation, offering three options to change the current arrangements for enforcement against the practice, has closed. The outcome will be announced by the Government in 2021. A report on the issue is in the latest issue of The Road.

MCIA

MCIA have asked to join the CHIPT campaign. They say they are supportive of the goals of the campaign. Howard Cox was contacted and welcomed their interest.

Parliamentary backing

COVID-19

Lembit Öpik

Director Communications and Public Affairs, MAG

*** Denotes redacted text

