

National Committee Attendance Sheet					
National Committee Meeting (via Microsoft Teams due to ongoing COVID-19 restrictions)					Date:13/02/2021
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	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	✓	
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		✓
McEvoy	Spen	SMc	Greater London Rep	✓	
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		✓
Wilson	Rory	RW	South Wales Rep / Trustee Foundation	✓	
Wykes	Steve	SW	Scotland Rep	✓	
Cohen	Alex		Observer, Greater London	✓	
Campbell	Tony		Guest speaker, MCI (one item only)	✓	

## Motorcycle Action Group: National Committee Meeting

Date: February 13, 2021 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 February 2021 NC meeting was held remotely via Microsoft Teams.

The Board of Directors met via Microsoft Teams on the evening of Friday 12<sup>th</sup> February 2021 and on the morning of Saturday 13<sup>th</sup> February 2021.

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:

Rory Wilson appointed Acting RR for S. Wales.  
Spen M<sup>c</sup>Evoy appointed Acting RR for Greater London.

Andy Carrott resigned as Vice Chair and Director of TMAGL.

### 4. Adoption of NC agenda:

Adopted without revision.

### 5. Ratification of previous NC Minutes:

#### *i. Minutes of previous NC meeting.*

*To accept the December 2020 NC Minutes.*

**Proposed: George Legg; Seconded: Tony Cox. Carried.**

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

None.

### 6. Matters arising from previous NC Minutes:

No action points available for circulation.

## 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 ran through the main points with additions from CB and LÖ where appropriate.:

CBTs are unavailable during Lockdown; there has been a request for engagement with MPs.

CB said feedback from MPs suggests that Early Day Motions are a waste of time; however, LÖ advised that we continue to use them as it 'puts us in the record'.

LÖ reported on the recent ChIPT virtual 'round table' event, which had received coverage from several media outlets. It was agreed to create a database and work on three key areas: alternative fuels, reaching out to environmental groups, and roads access.

TC also attended this event and expressed surprise at the naivety of some delegates, citing the examples of the Head of the Road Haulage Association being unaware that there are large goods vehicles already running on alternative fuel, and Keith Prince being unaware of hydrogen stations being available in London.

LÖ said the object of the meeting had been to "bring all sides together" and that there was a need to separate content from process.

SL noted that TC is looking to open a dialogue with the RHA.

IM stated that he was interested in the views of others on the NC, and that his own view is that MAG is "in danger of shooting itself in the foot".

SM also attended and observed that it all seemed "a bit blokey, down the pub" and that there didn't seem to be much by way of liberal views.

MA attended and said that each organisation in attendance had spoken on its behalf but that there was no dialogue or consensus on common ground.

SM<sup>c</sup> (non-attender) said it did not sound very impressive.

TC noted that there had been no dialogue regarding motorcycling and that the only way to keep motorcycling alive is to concentrate on motorcycling.

SM observed that years ago OPEC had "a big say" about everything in the world and where are they now?

LÖ expressed surprise at these comments and stated that he had created a space for this to happen and was trying to build it organically. Regarding the observation about the meeting being "blokey", he said "look at the NC!" Regarding the lack of common ground between organisations he said he felt that showed that the right groups had been brought together.

He also said that both AGC 2019 and the NC had approved the ChIPT campaign, and that if the fight for fossil fuel ICE does not continue, the mandate is not being carried out. He noted that there were some "heavy hitters" at the meeting and that the objective is to prevent discrimination on the basis of fuel type.

IM urged caution, noting that, to protect MAG's reputation, the organisation should exercise care when choosing associate bodies to work with, checking credentials and objectives.

BH said he could not envisage electric bikes at rallies because attendees would "not have a charge point in their tents!"

Alex Cohen noted IMs earlier point regarding preserved railways, stating that the coal industry has been decimated over the last 40 years and the fuel is becoming harder to get. He said there is no point fighting for an exemption if the fuel is not available.

TC clarified that there will be fuel sources in future to power ICE.

Other topics from the video presentation were briefly noted with little or no extra input from CB or LÖ.

SL noted that Elections are now confirmed for May 6<sup>th</sup>, 2021 and that MAG's Elections Handbook is being updated and is due for release in March.

SL also noted that if branches are holding virtual meetings and would like someone from NC to attend, to submit a request.

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.

AC resigned from posts of Vice Chair and Director of TMAGL.

Minutes of previous meeting accepted.

The Facebook 'The ROAD' free offer resulted in two new memberships.

Discussed keeping the MAG message consistent.

Discussed Bennett's offer that could result in increased membership.

Finances are still in good health, despite reduced income.

JS reported that the on-line shop is the "best thing we've ever done".

FEMA held its AGM, with all posts filled by the same personnel. They are considering a position statement regarding noise.

SL reported that staff are happy and working well, and that rolled-over leave is being taken in a timely manner.

SL noted that the NC needs to consider the possibility of holding a 2021 AGC, looking at feasibility, potential dates and how to, and welcomed suggestions.

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:

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.

MA noted that plans are ongoing for Dead End Rally, currently scheduled for July.

SM advised that MAGFest is currently planning a live music on-line event.

10. Requests for AGM Observers:

None. All face-to-face AGMs postponed until further notice. However, as officers get to grips with relevant technology, one or two regions are looking to hold virtual AGMs.

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):

In addition: SL noted that membership retention figures are the best to-date, and that finances are looking good considering the circumstances.

TC raised a redesign of the 'Think Bike' stickers, and also Christmas cards.  
CB said he would also like to see 'Filter Friendly' stickers, and a potential opening for the Foundation regarding young riders.

*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.  
Easter Egg Run is set for the 28<sup>th</sup> of March but with the Coronavirus, it is unlikely to happen.

Furness MAG.

Meetings are on hold, information and communication is being passed on via private page on Facebook.  
Dead End Rally is set for 9<sup>th</sup>-11<sup>th</sup> of July. Local MP Simon Fell is keen to attend providing the event goes ahead.

RR Report.

Send NC emails to Furness/West Cumbria MAG.

Attended an ex-member of MAG funeral by riding along with another 60 riders on his final journey. I was joined by two other members of West Cumbria MAG.

Attended Lembit's Zoom meeting on Eco-transport roundtable.

Wrote an article for The Road about Cumbria MAG inviting the Prime Minister to join us for some green-laning.

Started writing a second article for The Road about contacting two newly appointed members to the House of Lords.

Enticing the local biker community to become keyboard warriors to sign a government petition to extend the CBT passed period. Also, to identify manhole covers that need replaced with anti-slip one's. (four years ago, a batch of 21 covers were bought by Cumbria County Council and only three are left).

East Anglia: (vacant)

No report available.

Eastern: (vacant)

No report available.

East Midlands: (vacant)

No report available.

Greater London: Spen McEvoy (Acting)

No report submitted (only just taken up post).

Herts & Essex: (vacant)

No report available.

Lincolnshire: Alex Bridgwood

No report submitted.

North East: Dave Wigham

No report submitted.

Northern Ireland: Martyn Boyd

Almost nothing to report. Still awaiting contact from the DfI regarding their ongoing (so they say) review of their use of wire rope barriers. I shall wait until mid-next week before sending a reminder rocket.

Still no contact either from the DfI Northern Ireland Road Safety Review regarding the Minister's promised membership of it. A rocket is being prepared. I've approached Stena ferry company with an idea for them to offer riders a free breakfast if they prove they have taken out a new MAG membership, no response. Reminder rocket in preparation.

Unlike the rest of the Kingdom, motorcycle training and testing continues in the EuroCell although there is no plan to extend the validity of CBT's that may expire before a rider gets the chance to book a theory test once lockdown begins to lift. I shall schedule yet another reminder rocket!

North Wales: Bill Hughes

No report submitted.

North West: Tony Cox

**11<sup>th</sup> -12<sup>th</sup> December: -Board meetings via Skype**

Took part in the Board meetings, minutes will be available at [www.mag-uk.org](http://www.mag-uk.org).

**12th December: - NC Meeting via Microsoft Teams**

NC meeting went well. Minutes should soon be available on [www.mag-uk.org](http://www.mag-uk.org).

**25<sup>th</sup> January: - MAG Foundation AGM**

The MAG Trustees held our AGM via Teams, a full version of the minutes is available to anyone interested. We discussed a new run of the Think Bike stickers and putting a free one in The Road. As we require a new run of stickers it was decided that we would look at re-designing it so if anyone reading this would like to help with the design, all artwork gratefully received.

**09th February: - Ministry of Truths via Zoom**

Took part in this inaugural roundtable meeting hosted by Howard Cox of FFUK & Lembit. It was quite an eye opener and I was amazed at how so many folks involved are so naive about what is happening in the transport industry. The MD of the Road Haulage Association seemed quite oblivious to the fact that there are fleets of trucks circulating today that run on natural gas and I had to correct his statement that “trucks running on natural gas is a long way away, fact!” The audience mainly consisted of members of the ABD and GWPF with a few fellow MAG colleagues in attendance. The case study by Keith Prince centred around a “green” who only took one flight a year to go on holiday, but he informed her that she had to take two, unless she walked back, (oh we did laugh) and she eats ham sandwiches, and he is a veggie?? Keith also came out with incorrect information on the lack of availability of hydrogen in the London area (try telling the Met Police that) and that LPG is not an option, so I am not sure where he is getting his information from as I know different and was frantically updating the delegates via the chat box.

I have no doubt that this meeting will be heralded as an overwhelming success in the progress of the CHiPT campaign, but apart from the odd person who mentioned that they rode a motorcycle, it had nothing to do with two-wheeled transport and focussed more on HGVs and London taxis. To that extent I really do not know why MAG continues to fund this initiative. I also made note that the instigator of this whole sorry saga, Mr Neil Liversidge, did not feel it necessary to attend, which speaks volumes to me.

**Regional News**

- As the current pandemic continues to rage, 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. The Wirral Rep, Dave Pearson is being very proactive in discussions over bike security and would like information on how to access Rishi Sunak's levelling up fund and has suggested setting up a one stop on-line link for cycle/PTW secure parking apparatus etc. This is something that I may take up with the other MAG Foundation Trustees.
- Took part in a seminar arranged by the Advanced Propulsion Centre UK which was detailing the Roadmaps that have been developed in relation to achieving zero carbon output in the transport industry, a recording of which can be found at <https://www.apcuk.co.uk>. The interesting part for me was the talk on thermal propulsion systems where the industry expert, Steve Sapsford, MD of SCE Worthing talked about how ICE development has a big part to play in the future and gave some insight into renewable “drop in tank” fuels that are being developed, well worth a watch.
- 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>.
- I have been offered a full-time role as Coxswain/Mechanic within the RNLI which I have accepted. This may impact the time I have for my MAG commitments.

Scotland: Steve Wykes

Regular Zoom meetings and e-mails; otherwise, nothing to report.

South East: Steve Mallett

My attempts via the PCC to get Kent Police to commit to attending the MCRG meetings progress at the speed of a glacier but at least movement is in the right direction. The PCC claim they can only hold the Police accountable for 'Strategic Priorities'. However, I understand the Kent Police are now in touch with Polly Fenn at MCIA who organises the meetings.

There is now a 'Vision Zero' plan for Kent. Ongoing discussion with IAM and VMCC on this.

SE regional, Zoom meeting for Reps, Committee etc on Feb 4<sup>th</sup>. Would have been good if everyone had managed to attend.

Brighton MAG (Joe Greening) are working with the Parking Infrastructure Team / Transport partnership at Brighton & Hove Council and have made some good progress. Apparently £80,000 is earmarked for secure m/c parking in the town centre.

Sandy Moon has been working away at plans to put on MAGfest should circumstances allow it.

The date will be 23 to 25 July. Failing this she's looking to do an on-line, pay to attend, live music event using the same bands as she has for the rally.

In Medway, N Kent, 'Lock it' signs with a MAG logo are now displayed at Council run, secure, m/c parking bays.

Branch zoom meetings continue to be held every couple of weeks.

Southern: Tim Peregrine

Continue to hold virtual Regional Meetings once a month.

Most Groups are very quiet, and a couple are more active on Social Media than others.

Hampshire's Road Safety Council meetings are proceeding virtually, although have been postponed for one month.

Portsmouth Transport Planning Group meeting attended.

Salisbury No Traffic zone in Salisbury, suspended. Meeting has been held to see if will support again.

Diamond IoW Races contacted but postponed before receiving feedback.



South Wales: Rory Wilson (Acting)

Nothing to report from South Wales other than we are encouraging members in Wales to respond to the draft Wales transport strategy which has no mention whatsoever of PTWs. Thanks to Colin for pointing this out in The Road & Network.

South West: Paul Carter

Unfortunately, there isn't a lot to report again this time round.

North Devon MAG members have been selling donated items on eBay to raise funds. A number of members in the region have been writing to their respective MP's regarding the question of renewing CBTs during the lockdown.

Thames Valley: Pete Seymour

No report submitted.

Western: George Legg

All is very quiet here on the Western Front, everyone is in lock-down and keeping safe, our Regional PO, Geoff Mills, has flagged up some proposed speed restriction changes for South Gloucestershire, so Bristol and South Glos MAG's will be having their say on that.

West Midlands: Graham Wells

It's all quiet on the West Midlands front. Since attending my dining room for the last NC meeting, I have had a few face-to-face meetings with the other West Mids member who is active and also has fine taste in biscuits.

The only encouraging news is that a fellow in Stafford in the north of the region wants to start a regular meeting up there. I will keep in touch with him and when/if this mess is over, we should be able to set something up.

Yorkshire: Richard Manton

All meetings are currently suspended due to Covid restrictions.

Leeds have been having occasional Zoom meetings.

York MAG are back up and running with a new acting committee put in place. Due to the pandemic, everything is being done via Facebook at the moment, but the acting committee are keen to get fully involved with bikers locally.

Leeds City Council has been massively promoting cycling and walking to the detriment of everything else, which has meant that we've been very busy trying to keep motorcycles on the agenda.

We ran an email campaign to get local MPs involved, with limited success and I also did a big article with the Yorkshire Evening Post to push the motorcycling agenda that went down very well locally.

The Leeds bus lane trial is due to start in Spring, but the council are already making excuses to not roll the trial out city wide upon its completion.

We've had notice that 50 Sheffield stands will be put around the districts of Leeds in popular spots which is a good start.

South Yorkshire MAG are keen to push for an end to "smart motorways" as there have been a few incidents on the M1 in that area and members want to see them phased out.

Into The Valley has been cancelled.

We're hopeful that both The Farmyard Party and The Yorkshire Pudding rally will go ahead as planned and a decision will be taken in the next couple of months.

Finally, I'm looking to organise another "Daft Way Up" fundraiser. Initially the thought was mopeds and the four extremities (North, East, South, West) which would take in Northern Ireland but a few of the original Dafties are pushing to keep it to "inappropriate" bikes which would broaden the appeal. By the next NC meeting plans should be firmly in place.

ii. *Chair and Vice-Chair*

Chair:

Regular telephone calls, emails and occasional text with Julie, Colin and Lembit. I do also speak with Carol but that is less frequent. Checking not just on MAG business but on staff welfare. Responding to members.

Since my last report:

Online attendance:

Julie's annual review

Board & NC meetings

Greater London AGM

Meeting with Baroness Vere, Under Secretary of State with the Department of Transport

National Motorcyclists Council inaugural meeting

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

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

Facebook mainly sharing postings but also updating the Covid related advice.

Admin related work on reports; Board minutes, NC minutes, employees reports to Board & NC meetings.

Finance: signing year end accounts, releasing payments via online banking.

Work on the 2021 monthly members draw.

Work on the Elections Handbook with primarily Lembit but also Colin.

Work on the non-geographic phone numbers with Julie.

Work on the diary and governance with Julie

Collating all the Trollings on a Word document, 2020 complete and a new document started for 2021.

Work on the NC, Board and Directors email lists.

Recording of the Political team report, at the time of writing it still needs to be edited.

Vice Chair:

I attended the December Board and NC meetings. I continue to support in the preparation of PR documents and assist Colin and Lembit as required. I have also assisted Selina on a number of issues as well as working on Board matters.

Facebook continues to attract new members and questions via Messenger. On top of the normal Facebook traffic, a national owner's club is looking at affiliation, a learner rider joined, and we have had

offers to help MAG that will be passed on to the relevant local reps. Tracy Smith is also doing sterling work as admin on Facebook. I am also admin of the Lincolnshire region Facebook page.

I have written an article for Moto Gusto magazine and another piece for The Road.

I am looking forward to being released back into the wild.

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

No report available.

iv. *National Clubs Officer (vacant)*

No report available.

v. *National Web Research Officer*

Continuing to seek out stuff for the Campaigns team and the Network editor.

vi. *Executive Officer*

**Offices** – COVID-19 full national lockdown came into effect during January. As we were already working in a restrictive manner nothing has changed. Whilst we are in full lockdown, I remain working from home and Carol in the office (as she cannot work from home). No visitors are allowed into the office and all deliveries take place at the main door, keeping contact to a minimum. Full PPE is available to Carol whilst in the office along with anti-bacterial wipes and cleaners to be used as necessary. Should Carol not be in for a day I have all calls transferred to me at home. The office will remain open as normal as much as is possible and members will not see a reduced service in any way.

**IT** – No major updates from the previous report. Electronic versions of The ROAD (not current) now available on our website.

Note: 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 when restrictions are reduced sufficiently.

**MAG Foundation** – Held their virtual AGC earlier in January. The second run of the Lost Rallies T-shirts has now ended and were posted out to members last week. The final donation to MAG has not been calculated as the postage cost is still to be invoiced. Overall, the 2 runs 526 t-shirts were ordered, which is amazing and very successful. Without the Foundation running this on our behalf the donation received would have been around half the amount. Please pass our thanks to the Foundation. I have started an application to Warwick Business School (WBS) - Warwick University to start a research project regarding secure motorcycle parking and an app. Hopefully, a student will select the proposed project so that the Foundation can complete this with some of the restricted funds.

**Staff** – Annual leave remaining from last year is reducing. My week in January did not happen but am taking half days generally on a weekly basis. We have until the end of March to take the remaining 2020 holiday days otherwise we will lose those days of entitlement. Lembit is currently on paternity leave (booked from 21<sup>st</sup> January to 3<sup>rd</sup> February inclusive). We all continue to be busy. \*\*\*

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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 regular basis. The 'Conflict of Interest' anniversary is now due for staff and will be completed at appraisal due after this Board/NC meeting. \*\*\*

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

**My role** – Accounts completed signed and returned to Auditor. VAT returns are due to be completed shortly, and otherwise fairly up to date with the accounts. The website needs further updates to old/out of date information transferred from the previous site. I have completed my feedback on my appraisal and will be completing my team's appraisals during the latter part of February. I have a meeting this week with Bennett's to discuss our relationship further with a bespoke style of affiliation and what we can offer them as a benefit to their customers at what cost. \*\*\* Monthly prize draw announced, and the first winner of the year picked. I have left a message to call the office to finalise details. I am also completing two further applications to WBS for research projects (Attracting membership through better use of social media (and conversion) and campaigns - number of motorcycle KSI's that involved illegal riding), these are presented to students later in February so I will know the outcome at our meeting in April.

**Health & Safety** – Fixed wiring check booked for next week – I will update at the meeting of any concerns.

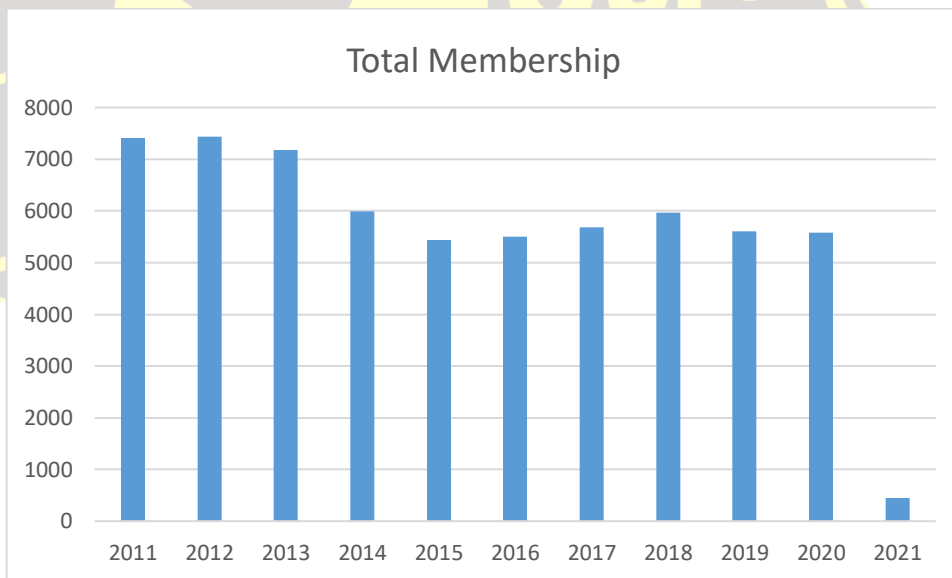
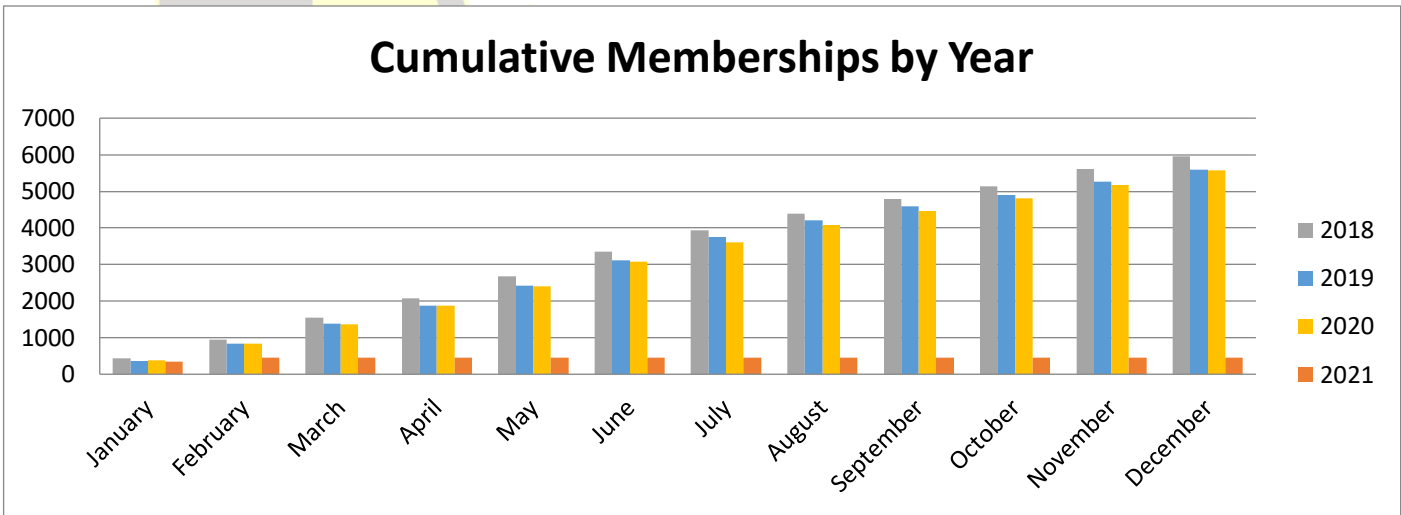
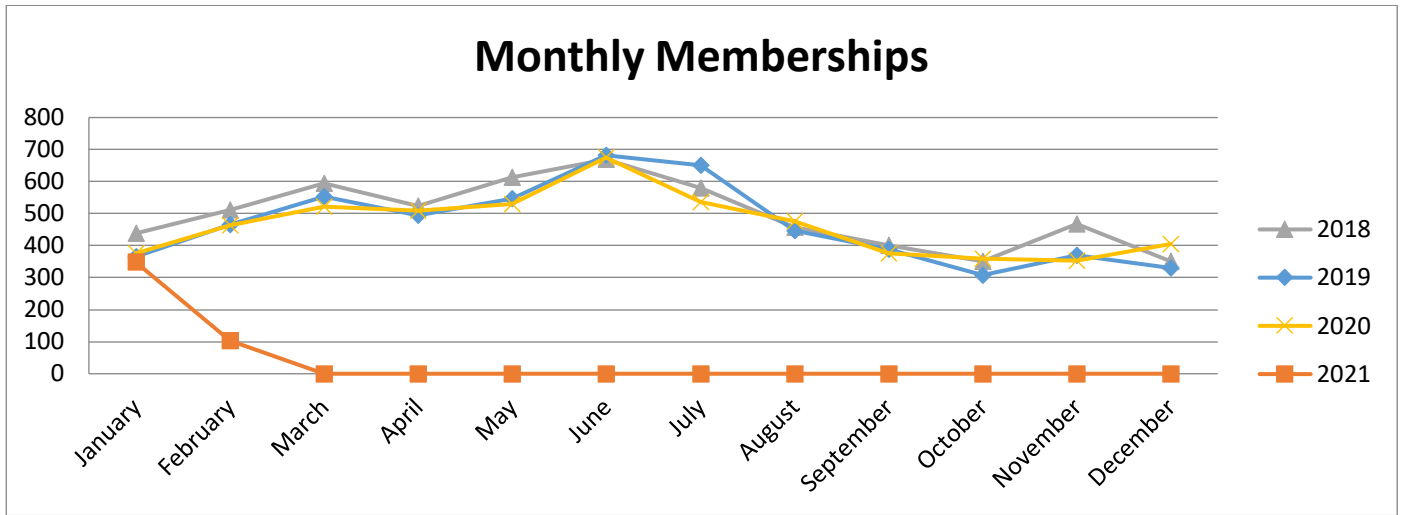
**MAG Member Benefits** – no update at this time but will be looked at in time for our next meeting in April along with the updated version on our website following all compliance regulations in regard to insurances. I have started to ask questions from our current providers regarding what else they can offer our members.

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\*\*\* Denotes redacted text

vii. *Finance and membership figures*

The Motorcycle Action Group Limited financial report up to end of January 2021 unreconciled. Memberships taken by Bikesure via Go Compare/Quotezone comparison sites over the first part of January are 17 new memberships and 17 renewals compared to 2020 for the same period 21 new memberships and 16 renewals this may be down to the current restrictions in place regarding COVID-19. Therefore, a total of 3 memberships down for the year. Total memberships taken during 2020 864 memberships compared to 2019 911 memberships a difference of 47 memberships this was mainly in attracting new members as the retention rate of renewals was over 51% our best performance so far. The below graph shows that memberships by month have followed previous years patterns. January is currently sitting below all other years and still have standing orders and Bikesure memberships to add. Overall comparing 2020 to 2019 as full years for comparison purposes 2020 was a total of 24 memberships down. This is shown in the Cumulative Memberships by Year graph below, January 2021 is just about on target with 27 members below 2020 figures. This shows we are just about maintaining membership levels.

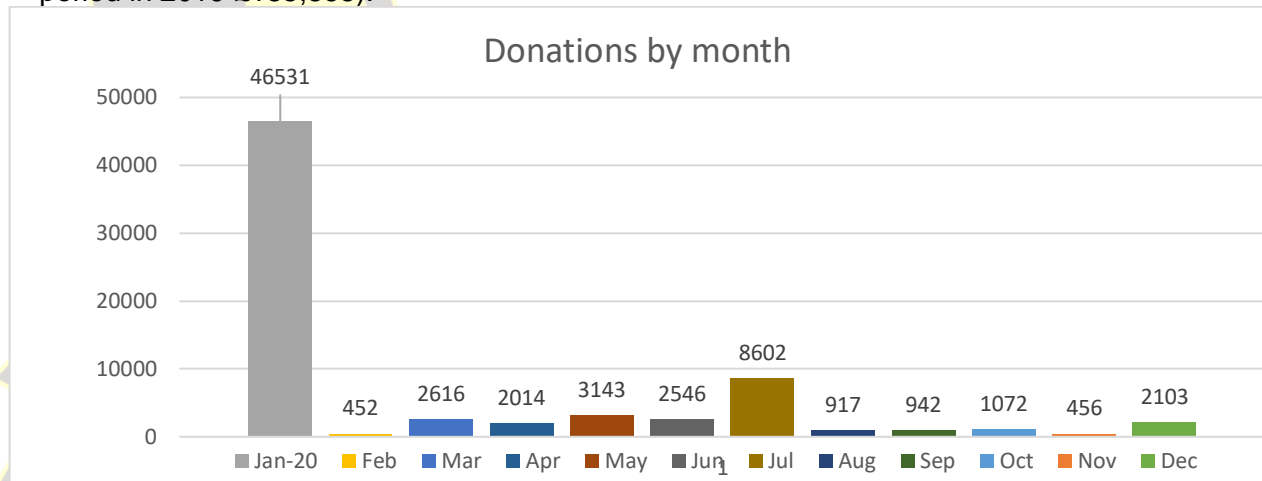


There is a total of 1,398 Life members. The database currently shows the total membership at 7170 this includes Life Members and Nominated Officers. From the database we have 19 corporate members and 103 clubs. Please note that not all clubs use the associated nominated officer's membership and prefer to pay, the database is showing 74 Nominated Officers.  
 Cash balances as at today 10.02.2021 or where indicated.

**\*\*\*Final NC minutes\*\*\***

			Current	Previous Dec 20	Movement
TMAGL	Lloyds – current	10.02.21	12,592.53	2,542.16	10,050.37 ↑
TMAGL	Lloyds – Reserves instant access	10.02.21	170,189.62	170,185.45	4.17 ↑
TMAGL	Lloyds – standing orders	10.02.21	1,220.35	178.13	1,042.22 ↑
NEL	Lloyds – current	01.02.21	4,082.07	4,082.07	-
MAG Foundation	Lloyds – current	01.02.21	34,573.54	34,478.10	95.44 ↑
MAG Media	Lloyds - current	01.02.21	6,239.79	30,782.89	24,543.10↓

Reserves are currently at around 5 months' worth of full running costs. The chart below shows donations received over the last twelve months (January to December 2020 total of £71,392 compared to the same period in 2019 £185,865).



*viii. Foundation (Tony Cox)*

The MAG Trustees held our AGM via Teams, a full version of the minutes is available to anyone interested. We discussed a new run of the Think Bike stickers and putting a free one in The Road. As we require a new run of stickers it was decided that we would look at re-designing it so if anyone reading this would like to help with the design, all artwork gratefully received.

**12. Any other business:**

*i. Presentation and Q&A with Tony Campbell, MCIA*

*Item taken out of turn due to time constraints.*

TCam joined the meeting at 12.30 pm, thanking the NC for his invitation to attend.

He stated that the MCIA is committed to working more closely with MAG, believing that the two organisations may have differing agendas but areas of commonality also.

He noted that, in a conversation with the DfT, they had said to him “Don’t talk to us about transport policy until you’ve sorted your road safety out”.

Several points were covered, including:

*Tomorrow's Journey*: approaching the subject of motorcycles having a role to play, using familiar arguments in friendly language.

*Environmental study*: interest in cradle-to-grave study for motorcycles v cars.

*Updating language*: better placed to engage with Ministers; hopeful that concerns will be heard.

*Lead arguments*: mental health and physical exercise, plus tourism, congestion, etc.

*Challenges*: pollution, noise, road safety. There is a need to change the narrative.

TCam said there is an opportunity for working in partnership, acknowledging that 'L-CAT' is clumsy terminology, but that this is what is used now.

He went on to show several slides from a presentation, including points on MCIA Policy and Position Paper, noting that motorcycling as a leisure activity or pastime is not well understood, reiterating the health benefits and economic contribution.

He further stated that there need to be conversations about riding responsibly and having awareness of ourselves; access and licencing. He highlighted riding responsibly as being particularly important to get "non-believers" on-side.

TC asked whether he had considered bringing in the Low Carbon Vehicle Foundation and TCam confirmed yes.

*(Alex Cohen joins meeting)*

MA asked how confident is the MCIA in winning their arguments with the Government and on what timescale. TCam responded, noting that the Government is much more inclined to listen than they were several years ago, that influence is increasing so that they are in a position to shape things going forward.

RW noted that he was encouraged by the presentation.

LÖ observations: the presentation was encouraging; happy to share cradle-to-grave work already done so far.

CB asked whether there is potential for open collaboration with MAG; i.e. with MAG named in work done. TCam said the answer was "yes" from a personal perspective but hasn't yet taken it to MCIA's Board. He also said he would be "amazed" if there is anything in the MCIA document that MAG could not support. CB responded, stating he was keen to understand where MCIA see MAG sitting going forward. TCam said there are "still some old hands" on their Board but that most are receptive, and that he sees the covers of any documents with MCIA, MAG and road safety organisations all represented.

SL said that MAG would be looking for more transparency regarding sharing of information going forward as there has been a reluctance on the part of MCIA in the past. TCam said that there is "no other way to work" than transparently, and that he would like to see MAG and MCIA work more closely: e.g., having awareness regarding each other's press releases.

SL then thanked TCam for attending and TCam responded in kind for the invitation.

*(TCam leaves the meeting)*

LÖ noted that this represented great progress as MCIA wouldn't engage with MAG several years ago, and said he is encouraged by TCam's presentation.

CB said he would be pushing for use of MAG's logo for positioning going forward with Government, etc.

SM observed that it was a good presentation and that we need to develop a "split personality" for "selling" to the Government.

MA stated that MAG needs to ensure that it doesn't end up being MCIA's 'little brother' and that information will need to flow both ways.

SW said he has no problem with collaborative work so long as it really is that.

SM<sup>c</sup> said he had a different perspective to others and had heard very positive things from TCam.

IC said he had reservations and suggested caution going forward, using the analogy of the UK being seen as America's 'poodle' and stating that he does not want to see MAG become MCIA's poodle.

IM expressed surprise that TCam spoke of motorcycles only in the context of leisure, with no mention of their utility role. He also expressed interest in finding out whether MCIA would be amenable to advertising in The ROAD, thereby cementing the relationship.

In closing the item, SL asked whether there were any objections to CB and LÖ working with MCIA; none were raised.

ii. *Smart motorways*

CB advised that existing 'dynamic' hard shoulders on motorways will not be decommissioned; however no new ones are planned. He will continue conversation with Highways England.

SL noted that there is a lack of education regarding use of 'smart' lanes and CB confirmed that HE is to run a campaign.

iii. *Vote: 5 Priorities for submission to Baroness Vere*

The outcome of the members questionnaire gave a result of:

Default motorcycles in bus lanes strategy  
Prioritising pothole repairs where they are on the riding line  
Use of non-slip manhole covers  
Improving crash barrier design  
Increase in dedicated motorcycle parking

MA mentioned contacting MPs regarding taxation, but CB advised these priorities are specific to the DfT and that taxation does not fall within their remit.

CB also noted that it might be possible to combine priorities 2 and 3 and add in a new priority 5.

General discussion around various points, including GetaGrip.

SL suggested the Foundation could generate a letter for the NC to use regarding manhole cover option. TC will put this to the other Trustees.

iv. *YouTube channel*

SL noted that following the set-up of a MAG YouTube channel, there has been little by way of uploads. It was also noted that whilst having Facebook and Twitter accounts, many don't use them. SMC noted that there were six videos two years old and only 56 followers. He also said he was happy to spearhead a video campaign and that videos can be uploaded but remain hidden until approved.

SL said a large part of the problem is having personnel to look after it and following further discussion, SL said that SMC had sold himself into the role.



v. *Survey*

It was suggested that a members' survey could be taken to find out more about riders' attitudes and feelings regarding PTW power sources. TC is happy to lead on this.

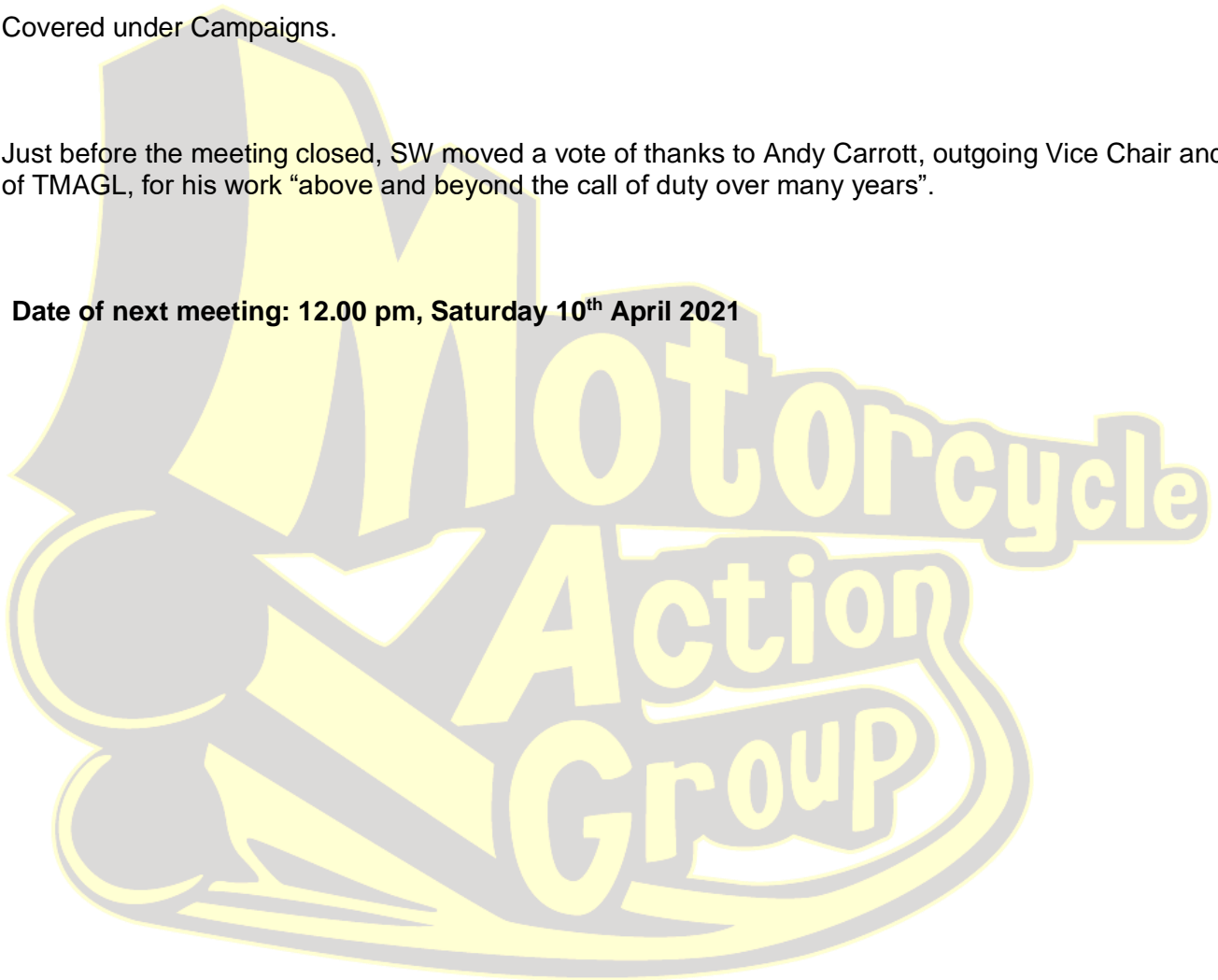
TP suggested it could be rolled out to non-members as well.

13. Additions to Priorities:

Covered under Campaigns.

Just before the meeting closed, SW moved a vote of thanks to Andy Carrott, outgoing Vice Chair and Director of TMAGL, for his work "above and beyond the call of duty over many years".

**Date of next meeting: 12.00 pm, Saturday 10<sup>th</sup> April 2021**



## APPENDIX 1

### POLITICAL UNIT WRITTEN REPORTS: COLIN BROWN

#### Clean Air Zones

Response submitted to the Oxford “Red Zone Pilot” consultation. Following a meeting with senior officers working on the scheme it was evident that there is still a total lack of consideration of motorcycles as a separate transport mode. \*\*\*

The consultation response I submitted stated that motorcycles should be entirely exempt from the pilot for this reason and offered to work with the council to establish a sensible approach for motorcycles in the wider zone when it is rolled out. This offer was also repeated in a letter sent directly to the relevant OCC cabinet member. As yet no response. I will seek to follow up and request a formal response from the cabinet member.

I also submitted a response to the Scottish Low Emission Zones Regulations Final Proposals Survey. We are still on track for motorcycles to be out of scope for Scottish LEZ's.

#### Crime/Secure Parking

The Camden parking consultation does have a direct impact from a crime perspective, but the council is unwilling to engage at any level. I have supported GL MAG with their efforts on this issue. \*\*\*

A MAG member who is resident in the constituency of the current Minister for Policing, Kit Malthouse, has had a conversation with him about motorcycle theft. Whilst I was not directly involved in this, I did discuss the issues with our member prior to the meeting. I have now received useful feedback from the member. I will use this to frame a formal MAG approach to the Minister to discuss the national issues that we see from a policing perspective. This will centre on forces working in silos, churn of senior staff, poor data and re-offending by the few that are actually convicted.

Julie is beginning the FOI process for the theft rankings which I intend to publish in time to influence PCC and Mayoral elections. We hope to get data dumps of all vehicle thefts from those forces that have previously failed to answer due to time/cost restraints. This gives us an opportunity to ascertain the numbers in the areas where we have no data, but naturally requires a lot of time to achieve.

#### Road Safety

I do believe that the green shoots of progress are appearing in this area.

A second RSDG Motorcycle Strategic Focus Group meeting was held in January. This is despite the full RSDG meeting being postponed due to the new lockdown.

I am using these meetings as a forum to push our agreed positions on VRU status and I am also developing thought around road behaviour messaging. \*\*\*

I am also using the opportunity to push Filter Friendly and get a wider section of the road safety sector using Ride To Work Day as a hook for safety campaigns.

Engagement with TfL (specifically on road safety) has significantly improved. As well as our meeting via Keith Prince, I have been working with stakeholder engagement managers from their Vision Zero team. This led to a briefing on a forthcoming TfL motorcycle road safety campaign. It is evident that the message I have been forcibly pushing of ensuring the optics do not alienate the intended audience are getting through. \*\*\*

\*\*\*

I have agreement from the National Young Rider Forum to work on a safety video aimed at young riders that is to be tied to Ride To Work.

I will be investing significant time in the newly announced Kent Vision Zero Road Safety Strategy consultation. There is a clear demonstration that motorcycle safety is a top priority (with 25% of all fatalities being attributed to motorcycling this is not a surprise). I have made initial contact with the lead road safety officer and will be attending a stakeholder workshop prior to submitting a formal response. \*\*\*

## DfT

Our meeting with Baroness Vere was successful. We have a commitment to work with MAG to improve outcomes for riders. This may not be a full-bore endorsement of support for motorcycling, but it is certainly a big step in the right direction and should pave the way to more progress. We have been asked to submit a top five priorities list. Given that this is designed as items that have the most impact for riders this may start as fairly immediate actions and will thus have limitations but getting some quick wins will be a big result.

\*\*\*

Given the success at Ministerial level here I am also looking to make similar level representations in the devolved administrations. We have formally written to Ken Skates (Wales) and Michael Matheson (Scotland) formally requesting meetings and will discuss with Martyn Boyd and Ian Churchlow the need/best approach with Nichola Mallon. The goal will again be to get a high-level agreement for closer and positive working relationships as we are achieving with DfT ministers.

## Transport Policy

It has been a busy period for transport policy consultation responses. The Welsh Transport Strategy response was sent in and allied to the formal letter to Ken Skates. I also managed to submit responses to Colchester Transport Strategy and Transport North East's first Transport Plan.

There are likely to be other consultations that we missed, but the impression is that motorcycles are uniformly poorly considered in all transport strategies.

The Oxford LTCP5 consultation is imminent. The draft is working through the internal process to go out for consultation. \*\*\*

I have also increased the reach of motorcycling amongst policy makers by getting an opinion piece article published in Local Transport Today magazine. I have not widely shared the article but happy to send a copy to anyone interested.

## Ride To Work Day

Planning is getting under way for this year's campaign. This year marks the 30<sup>th</sup> anniversary of the international campaign. I plan to focus on the reasons why people choose to ride motorcycles to work and the diversity of people that make this choice. I will be calling on MAG members and others to help by submitting video clips of themselves with their bikes at their place of work briefly stating the main reason why they ride to work. The plan here is to create a campaign video to demonstrate the wide variety of motivations and the wide range of people that ride.

Whilst we will also promote the safety aspects, there must be an equal if not stronger element that encourages others to ride to work. \*\*\*

### **Coalition of Motorcycling Organisations/National Motorcycling Council**

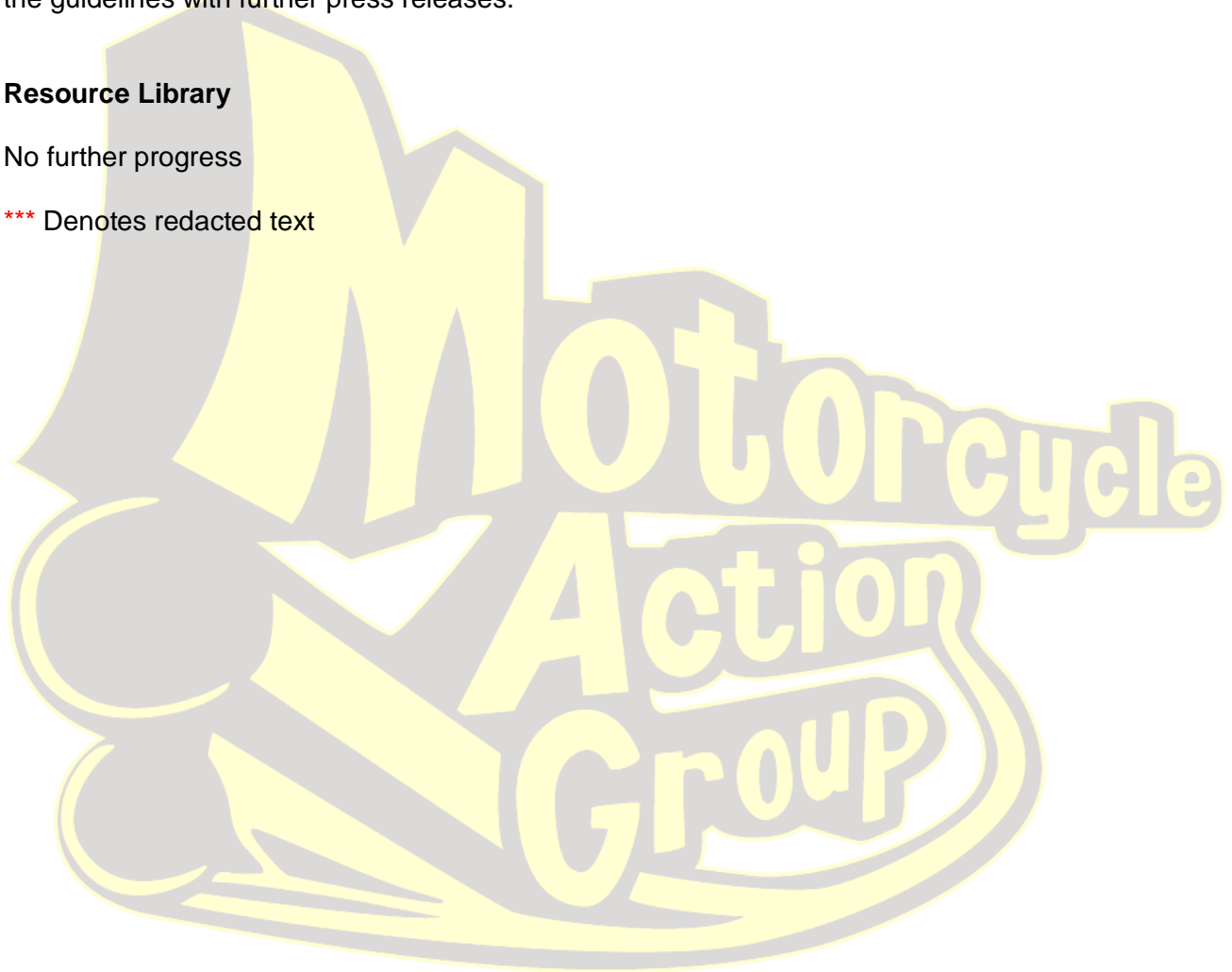
The NMC formation meeting will take place on 2<sup>nd</sup> February, ahead of a formal launch event and publicity which is yet to be confirmed. I have continued to attend all COMO and NMC meetings. I have kept Selina and Andy in the loop on all developments.

The COVID guidelines have been updated for the new lockdown, but the decision was taken not to publicise the guidelines with further press releases.

### **Resource Library**

No further progress

\*\*\* Denotes redacted text



## APPENDIX 2

### POLITICAL UNIT WRITTEN REPORTS: LEMBIT ÖPIK

#### **Social distancing and motorcycling**

Lembit and Colin have both made the case for promoting motorcycling as an effective form of travel in terms of remaining socially distanced from others. Keith Prince AM, our best representative on the Greater London Authority, has agreed to present our case at the next Mayor's Questions in London. We will seek to extract a form of words from Mr Khan that endorses this position.

The best guess is that restrictions will begin to be lifted in March 2021. However, the Government will be determined to prevent yet another 'wave' of the disease further paralysing the United Kingdom at a time when the vaccination process is proceeding at the rate of about 500,000 individuals per day. A simple calculation would suggest that the risk of resurgence would mean that lockdown restrictions could be lifted with a reasonable degree of confidence by May 2021 latest.

The one caveat that affects motorcyclists and all other citizens is the possibility of vaccine resistant strains undermining the current strategy.

*ACTION STEPS: respect the official guidance. Lembit will update colleagues of any further comments and guidance that is given in specific reference to the use of motorcycles.*

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#### **Inquest ruling on 'emissions death'**

The inquest into the death of a desperately asthmatic girl in London ruled that bad air was a contributory factor in her death. Lembit and the CHIPT team, primarily an individual called Paul Biggs, have analysed the verdict. Essentially, the conclusion is that this verdict clearly sets a condition that the death was not solely caused by emissions, but by the underlying health condition of the dead person.

After a high degree of media interest in the verdict at the time, the media has moved on from this and seems to not have pursued it with any vigour. Lembit believes that this issue will be used by campaigners to argue for further reductions in road traffic – with a group called 'Mums for Lungs' typical of those calling for such measures to be taken on the basis of health.

*ACTION STEP: Lembit will seek to find out, through semi-official channels, what the Government's intentions are, if any, regarding the legislative agenda, and if motorcycles are included explicitly or implicitly in these policies.*

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#### **Choice In Personal Transport**

The 2030 ban date for the sale of new petrol engine vehicles remains in place. Motorcycles remain in a grey area, with no explicit inclusion of two wheelers powered by petrol engines. However, Lembit continues to advise that it is politically not credible to believe motorcycles will in some way be excluded. This would be logically impossible for the Government to justify. For example, why would a 1,000cc motorcycle, with a maximum capacity of two people be permitted, when a 1,000cc motorcar with a maximum capacity of five people is banned? A fuller exposition of the current situation is to be found in the current edition of The Road.

The ChiPT Steering Group meets weekly and has displayed a good ability to generate political support in Parliament and in the media. MAG is not mentioned in any of the articles published but contributes a considerable quantity of copy to what is written and expressed in the media. Lembit chairs the ChiPT meetings, also operating as Voters for Motors. Media contributions have been made on Talk Radio, BBC

Radio 2, The Sun newspaper and The Mail. The campaign has also developed a presence in social media, notably on Twitter. Lembit will give a further update on the event at the NC.

Research into the issues driving the proposed ban continues – with David, Paul and Lembit of ChiPT leading this research. Throughout the campaign, data has been at the heart of everything that has been claimed by the ChiPT team. We have also conducted research through the auspices of, for example, Fair Fuel UK. Their follower base includes 70,000 individuals who identify themselves as motorcyclists – exceeding MAG's own total membership by 12,000.

The first eco-Roundtable is (was) held on 9<sup>th</sup> February 2021. MAG members registered at this first event, and at time of writing Lembit are optimistic that this will be the first of a regular series of such events to bring all sides together in the spirit of collective dialogue towards a sustainable and scientifically logical transport strategy for the UK.

The book to be published is still under development. It will be ready once we have the opportunity to complete the editing process and secured the publisher's agreement to hard copy development as well as soft copy.

*ACTION STEPS: attend future Roundtable events if you would like to contribute or observe proceedings and write for the website, which welcomes any opinions from all sides in the transport and environmental debate. Ask Lembit for details on how to contribute in either an official or personal capacity.*

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### **TfL: decision time, March 2021**

In line with the meeting outcome reported to the last NC meeting, Lembit and Colin are gearing up for a decision on the position of the current London administration, primarily towards the safety aspect of motorcycling, by March 2021.

The site visits have been postponed due to the extreme lockdown measures in place throughout 2021 so far in London. We are asking for a review of road usage changes in relation to motorcycle traffic, and also in relation to the safety issues related to the longer-term planning of traffic, including electrically powered motorcycles, some of which are already permitted in cycle lanes. Lembit has made clear we expect to be consultees in any discussion about cycle lanes on account of our duty to represent those on powered two wheelers in these lanes.

Based on the interaction with TfL, we will be able to advise on our assessment of the quality of service the hundreds of thousands of riders in London can expect from Mr Khan, should he get re-elected. Lembit is also working with London MAG representatives to secure similar clarity from other serious contenders. In reality, the only other person who could win the Mayoral election in London is the Conservative candidate Shaun Bailey. MAG will not take a side politically regarding whom bikers should vote for. We will, however, present the facts to enable London bikers to make an informed decision based on their own priorities regarding motorcycling policy commitments.

*ACTION STEPS: Lembit and Colin to continue the engagement with TfL with a view to a definitive summit with the TfL officers in March 2021, reporting to colleagues after that. Lembit working with London MAG to get answers from other candidates about their policy position towards motorcycling on London's highways.*

### **Pop-up cycle lanes legal ruling**

Following a legal action by the taxi drivers of London, the High Court ruled that Sadiq Khan's 'Streetspace' scheme has been unlawful and fails to accord with the correct protocols in its implementation. Quotes from Justice Lang include her assessment that the Mayor 'took advantage of the pandemic' to force through 'radical changes' to remove road space from existing road users. This obviously includes the restriction on

motorcyclists who have suffered like everyone else who isn't on foot or on a bicycle. The Judge also described the Mayor's antics in removing road space as superficial and 'seriously flawed.'

A key thrust of the ruling was that Khan's aim was to permanently alter road arrangements, using the Covid-19 outbreak as an excuse to do this. The likely impact is that such schemes will not be able to proceed without proper consultation for now. At time of writing, Khan's people are appealing against Judge Lang's judgement.

Note that there have been large changes across London, affecting thousands of riders every day. This ruling may also have an impact on 'LTNs' - Low Traffic Neighbourhoods.

Justice Lang's position can be summed up in her own words: 'The scale and ambition of the proposals, and the manner in which they were described, strongly suggest that the Mayor and TfL intended that these schemes would become permanent, once the temporary orders expired. However, there is no evidence to suggest that there will be a permanent pandemic requiring continuation of the extreme measures introduced by the Government in 2020.'

Throughout the introduction of these schemes, MAG has raised exactly the same concerns. It appears our interpretation of the unacceptability of the measures has now been confirmed by the High Court. These changes have reduced the utility of the roads for bikers, and potentially increased dangers as well.

*ACTION STEPS: we have to wait to see what the appeal ruling is. In the meantime, we have a powerful tool to prevent the expansion of this scheme in the Greater London area, and nationally, based on Justice Lang's assessment, and the implications for those local authorities should they attempt to disregard the verdict of the High Court.*

## **Elections Handbook**

Thanks to the excellent original work of Michael Armstrong, and the contributions of Selina and Lembit, we have an updated Elections Handbook ready for sharing in March 2021. Elections are taking place at local and national level, including a number of Mayoral contests. At time of writing, the elections are scheduled for May 2021.

The handbook contains everything you need to hold a physical or digital event to hold candidates to account and secure commitment to work with MAG. The best time to this is before the elections, not after them.

*ACTION STEPS: please use the Elections Handbook to organise digital or physical events to quiz the candidates, and contact Lembit for any assistance you wish to receive.*

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\*\*\* Denotes redacted text