

***** Final NC Minutes *****

National Committee Attendance Sheet					
National Committee Meeting (via Microsoft Teams due to ongoing COVID-19 restrictions)					Date: 10/10/2020
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	✓	

Motorcycle Action Group: National Committee Meeting

Date: October 10, 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 October 2020 NC meeting was held remotely via Microsoft Teams.

The Board of Directors met via Skype meetings on the evening of Friday 9th October 2020 and on the morning of Saturday 10th August 2020.

As with the August 2020 NC meeting, the committee met virtually via Microsoft Teams.

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.

5. Ratification of previous NC Minutes:

i. Minutes of previous NC meeting.

To accept the August 2020 NC Minutes.

Proposed: George Legg; Seconded: Steve Wykes. Carried.

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

None.

6. Matters arising from previous NC Minutes:

None.

7. Campaigns/Priorities:

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

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

SM asked about ParkMark. TC has been looking into dual-purpose (cycles/motorcycles) secure parking infrastructure. IC to ask FEMA for any contact regarding this IC and LÖ to continue to look into dual parking systems.

CB reported that the ACSO has modified its response regarding the Highway Code consultation response and other stakeholders are yet to respond.

The RSDG meeting on Tuesday will cover e-scooters; CB requested any questions should be forwarded to him via email.

CB noted that he is reassured when other views expressed regarding NMC coincided with his own. Points raised included whether MAG could afford financially to get involved in the current circumstances. SL noted that reserves are now being tapped into but that if the NC decided to get involved the Board would request monthly payments.

AC noted that there is already an informal structure in place (COMO) and that MAG is 'grown-up enough' to continue its work without being part of an NMC. CB observed that there is the possibility that other COMO organisations may wish to join the NMC. SW felt it would be worthwhile to strengthen the COMO to forestall any potential movement towards the NMC.

CB noted that it is the same groups that form the COMO that want it to develop into NMC and, in response to a question as to whether MAG could persuade those groups to strengthening COMO instead, noted that one group is buying credibility, one is good at legal cases but not lobbying and two want more involvement politically. The NMC would provide all of these things.

AC noted that one organisation has a steady income and is therefore in a position to buy in and another has vast reserves.

To join the NMC as per the proposal provided to MAG. **Proposal falls.**

To formulate a response to the proposal. **Proposal carried.**

CB stated that the NMC will be no more effective than MAG is now and will simply add a layer of bureaucracy.

LÖ noted Martyn Boyd's work in Northern Ireland on a campaign in respect to wire rope barriers.

He went on to note a consultation regarding parking. There is a risk of a blanket ban on pavement parking and wanted a steer on whether MAG should respond. Following a short discussion, which noted that there is a big difference between urban and rural areas, and that it would be difficult for MAG to hold a position.

LÖ to prepare options for a position, which will be submitted to the NC list for an e-vote.

CB is looking into KSI statistics in respect to all vulnerable road user groups (VRUs).

LÖ wanted to know whether MAG should continue with work on ChIPT. TC asked whether motorcycles are still excluded from the proposed fossil fuel ban and LÖ responded that although they are not mentioned, it is more a case of having been forgotten.

DW noted that his region is completely against the ChIPT campaign and sought clarification on how much time is being spent on the project. LÖ stated that it is mainly his own time.

SW asked what other support is out there for ChIPT (e.g. motorcycle manufacturers) but LÖ responded that this is currently unknown. CB stated that the MCIA position is that they will not support ICE and are pushing for electric.

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TC noted that he has received a response from Mark Menzies MP in respect to a number of questions he submitted to him, and that this response included information that Government funding has been awarded for an initiative led by Triumph looking at innovations. TC further noted that there is no longer any ICE development and that other, carbon-neutral options are being explored. He stated that MAG should be protecting our right to ride rather than ICE.

Following further observations, LÖ stated that this matter constitutes a 'profoundly important strategic juncture' for MAG.

SL and AC noted that there were insufficient voting NC members present to take a fair vote and that it would be moved to an e-vote.

See Appendices for attached formal reports.

8. Board meeting report (including FEMA):

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

No appointments or resignations.

SL reported a total of 27 take-ups on the free magazine initiative with two membership conversions. Lost Rally tee shirt sales reached 305. Thanks to the Foundation for supporting this initiative.

Board met with the Political Unit on Saturday morning.

CB and AC are working on a noise position statement.

TC is investigating Microsoft Teams for a way of using the version that permits meeting schedules to be circulated prior to meetings.

The MAG Wiki has been updated and works the same as Wikipedia.

There has been a slight fall on memberships from this time last year.

Carol is to contact non-renewals from the last 12 months.

The Bikesure agreement is going well, including membership retentions.

Motorcycle Live will be an on-line event this year and they will like and share MAG content that uses a Motorcycle Live hashtag.

Confidential discussion around some issues.

The reminder that membership can be paid by monthly Direct Debit is to be rerun.

Finances are down but still within acceptable parameters. There is usually a spike in income around now which will not happen.

MAG is awaiting the outcome of a bequest, which will bring in a sum of money.

Following donation of a pair of tyres from a Star Letter, there could be a Christmas raffle. It was suggested that regions may be able to look at sponsoring other prizes for membership draws. Corporate members may also be approached with this suggestion.

IT and Website are progressing well.

No issues currently with MAG Media or NEL.

Bennetts are looking for a link with MAG and Julie will forward their emailed proposal to the Board for consideration.

SL requested that any fundraising or membership drive ideas should be circulated on the NC email list.

PC suggested that a request go out asking for regions to forward monies from regional accounts to Central. SL to circulate via email.

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.

Yorkshire Pudding was able to take place having met all necessary regulations and guidelines. However, Farmyard Party had to be cancelled again due to an increase in infection rates.

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.

All is quiet on the Cumbrian front but to help out national funding I have donated my star letter pair of tyres to Central HQ to be used as they see fit.

Also I have been trying to recruit new members via the Cumbria MAG facebook page.

East Anglia: (vacant)

No report available.

Eastern: (vacant)

No report available.

East Midlands: (vacant)

No report available.

Greater London: Tim Fawthrop

Greater London MAG have been holding weekly Zoom meetings. We invited Karen Cole from the MCIA to attend, she is responsible for safety.

It was a very interesting meeting, and we built a good relationship with her, Colin also attended the meeting which helped MAG.

I attended the Ace Cafe 27th reunion at the invitation of Mark Wilsmore. One of the Aims of the reunion was to honour the work of the volunteer riders during lockdown. They are doing an outstanding job and keeping of delivering everything from PPE to Oximeters, some of the retail sector is also using motorcycle couriers to keep their businesses going, more businesses are using couriers every week.

We have sent out a few emails to London MAG members trying to get them to interact with their councils and TfL on everything from #streetspace to how councils can improve on motorcycle safety with the minimum outlay.

The motorcycle fatality rate for London is on the increase and was up last year 31 in 2019 as opposed to 22 in 2018, it's not good so far for this year with the unofficial figure of 28, we expect this to be more than last year because the night and weather is closing in which doesn't help. We are looking into trying to contact TfL and the GLA with a targeted campaign to always include motorcycle and scooters in any transport policy.

We are also looking into doing our AGM online with a combination of social media. This is going to be interesting and I am leaving it in the hands of people who have more understanding, got to move with the times.

Using Zoom seems to work well for London MAG, we usually get 6 or more people and can invite people to help no matter where they are based, Karen Cole for example joined us from Leicester, she wouldn't be able to have done this if she had to travel to London.

Herts & Essex: (vacant)

No report available.

Lincolnshire: Alex Bridgwood

No report submitted.

North East: Dave Wigham

Currently due to C19 and the nature of our members (age and health) that attend meetings, no meetings are taking place. Similarly, due to the age and lack of IT expertise meetings are not able to go ahead on Teams or Zoom either. We had hoped to restart meetings in September but this wasn't the case as C19 levels in our area began a steep rise as 75,000 students returned to the area.

We have had input to the latest County Transport plan.

New push bike lanes have been installed in Gateshead but we've received no concerns so far.

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Communications are currently being held via personal phone calls and email.

We are planning for a March 2021 AGM.

Northern Ireland: Martyn Boyd

No report submitted.

North Wales: Bill Hughes

Due to Covid, things are very quiet here with nothing happening on the public field. We did have a meeting last month, but due to developing situations, we had to cancel the September meeting and have just heard on the News that Flintshire have from 6pm tomorrow been put under local lockdown. Presumably the virus will wait till then before it has another go at us.

I have had a response from Flintshire County Council at last and the mood of it seemed much more positive than the attitude I received the last time I had contact with them before the Covid thing happened.

Have replied to them enclosing a copy of our Pathways to Progress. All I can do at the moment is by indirect contact which is never as good as face to face talk, but we do what we can to lay some groundwork.

North West: Tony Cox

7th -8th August: -Board meetings via Skype

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

8th August: - NC Meeting via Microsoft Teams

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

National IT Matters

I have had little involvement in National IT now that the new website is up and running.

Other News and future events.

- Wirral Mag Rep Dave Pearson has been contacted by Phil Ashton, the Assistant Technical Officer for Neighbourhood & Parking services for Wirral Council in reply to Dave's request for the Council to look at installing secure parking for PTW in a number of locations across the Wirral. Dave has been given the option to come up with some suggestions which will be considered by the council as part of a planned large redevelopment of areas of Birkenhead.
- Wirral MAG are meeting, all other groups still on hold due to enhanced COVID restrictions in the NW.
- Keeping the regional website up to date and assisting others with their regional sites. I was also asked to look at one of the local MAG groups Facebook site as automatic messages were being generated from it, causing some members concern.
- I continue to write to my MP Mark Menzies on the benefits of Motorcycles and Scooters during the current pandemic but have sent multiple mails and received no replies.
- 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

As might be expected very little happening the past few months.

We have held regular TEAMS meetings but very little engagement with the Scottish Road Safety Framework a virtual meeting is scheduled for the 4th week in November.

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Nothing from Edinburgh Council Transport Forum the cynic in me thinks this may be because they have been able to advance road closures and introduction of segregated cycle lanes willy nilly to the detriment of other road users and don't want to hear rational objections.

Participated in Board and NC Meetings virtually.

Keeping abreast of e-mails and campaigns when appropriate.

Other than that, bade a sad farewell to Paul Christy a life member and one of the original Edinburgh MAG members who passed away a couple of weeks ago. Well known in biking circles in the area being a member of Alba Wings, British Legion Riders and the Scottish Road Marshalls in addition to MAG, he was accompanied on his final ride from Dunfermline to Kirkcaldy by around a hundred bikes, in a truly biblical downpour that was only fitting for someone keen on Sub Aqua.

South East: Steve Mallett

The 'Rye Strand Quay' bike parking/noise/speeding saga continues. With the Mayor, Town Clerk, Police and MP all saying 'something has got to be done' we (SE MAG) decided to be proactive and actually do something.

Having distributed our self-produced 'Rye welcomes careful and considerate motorcyclists' flyers two weeks running we then took decibel readings in the presence of Nick Foreman, a journalist from Rye News. The resulting article was very fair and well balanced. Unfortunately, there now seems to be a vociferous body of moaners on social media who didn't even know there was a problem until they read about it. Needless to say, they are now in full-on moaning mode.

Sally Ann Hart MP wants to meet up now so I suppose that will be a good thing. She has already met Andy Cutts (Hastings Rep) about bike thefts so at least she is engaging with MAG.

Both Brighton and Hastings MAG are keeping close in touch with their members on social media whilst E Kent have unofficial meetings at the Pebbles Beach Kiosk Tuesday bike nights in Dover. N Kent are back to fortnightly 'Zoom' meetings.

Self and Julian Quinton are having another Team Meeting with Medway Council officials on Oct 8th in pursuit of making the Medway towns more biker friendly. Apparently, there is unlimited money available on the back of the Covid Crisis to improve/introduce cycle lanes without public consultation and MAG want to get a bit of this money diverted to motorcycle facilities. A very busy road link to the Medway tunnel has recently been reduced in width by 3 m to accommodate lightly segregated (Wands) cycle lanes. As the Medway tunnel is off limits to pedal cyclists this all seems a bit of a waste of money.

Southern: Tim Peregrine

No report submitted.

South Wales: Phil McFadden

Nothing happening apart from Aber MAG chip runs on Wednesday evenings, & these T shirts (if the photo shared, or see my Facebook page). I understand they will go on general sale soon.

South West: Paul Carter

No report submitted.

Thames Valley: Pete Seymour

No report submitted.

Western: George Legg

Things are still pretty quiet, Bristol MAG and Not-Avon MAG managed to hold some meeting until Boris shut the pubs early!

West Midlands: Graham Wells

Meetings have continued for the West Midlands and Black Country although sparsely attended.

Things have been a bit quiet around here; the only thing to report is the Bewdley bike parking protest which was a complete flop. The organiser refused my offers of a meeting with the council which we could have facilitated and instead went ahead with a "protest" whereby bikes parked in designated bike spaces in the car parks, thus proving they could do it if they wanted and achieving nothing. This whole event was one man's dream, and he didn't want any interference from anyone else, otherwise it could have turned into a success like Rye; I hope he's woken up now.

I won't be attending the October meeting as I will be competing in a shooting competition in Derbyshire.

Yorkshire: Richard Manton

Very quiet here in Yorkshire.

Most groups are managing to have meetings, but the sporadic lockdowns are playing havoc. This means that we have decided not to advertise official meetings but have gone down the informal "meet you for a pint and a natter" that the lockdown rules still permit.

We were in discussions last year with West Yorkshire police regarding bike theft and they were going to relaunch their anti-theft initiative. We recontacted them last week to find that they have done nothing over the lockdown, but they say theft had dropped anyway.

Bradford City Council are still too busy spending the millions of pounds handed out after the lockdown for cycling and walking to respond to our emails.

We managed to put on the Yorkshire Pudding rally which went very well and led to our belief that the Farmyard party wouldn't be a problem, but rising Covid infection rates led to the District Council/Public Health having to withdraw support and the event had to be cancelled.

Had contact with the highways manager at Leeds City Council regarding the bus lane trial. One route has been earmarked for the year-long trial and everything is ready to start in Autumn but he mentioned that this was the widest bus lane in Leeds and other bus lanes would be dangerous for motorcycles to pass buses in! It seems to me that they are readying their excuses not to roll out the trial city wide on its completion.

ii. Chair and Vice-Chair

Chair:

Much of the same with a big sprinkling of extra stuff to try and cover a 'not possible' AGC.

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I remain in close contact with the office, often speaking to Julie multiple times in a week. As with previous reports you will see some of what I've been dealing with in reports, although you won't see the direct input I've made. I have also spoken with Carol, Colin, Lembit, Pete Walker (MAP) & Avril Finney (runs the MAG stand at FYP etc).

Since my last report:

Attended and worked at the Yorkshire Pudding Rally. I also drank beer, in order to support the event of course ;)

Attendance at Skype Board & NC meetings plus scheduling and attending an additional Board Skype meeting.

Attended a virtual meeting with the DfT alongside Colin.

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

NC list email interaction.

Admin related work on reports; Board minutes, NC minutes, employees reports to Board & NC meetings. I am aware some minutes remain in draft format (on the to-do list (still) and required to close year end so moved further up the list).

Signed some cheques (yes that still happens), released some payments via online banking.

Chased my DBS application.

Organised a reward for Julie to celebrate her 10-year service.

Instigated replenishing the stock of MAG neck tubes.

Started work on a potential membership promotion.

Votes: 1) How to present the Political team report to NC. 2) Who has voting rights at NC meetings.

Recording of the Political team report, uploaded to Dropbox. Note: Dropbox still needs a good tidy up (on the to-do list), it tells me I am running low on space.

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 (07870792227 include your name as I have changed phones and failed to carry over any numbers).

Vice Chair:

I attended the August Board and NC meetings via Skype and Microsoft Team.

The magazine formerly known as South East Biker is no more, but the production team have started a new magazine called Moto Gusto. Available in both printed and digital format their plan is to become a national publication with a strong online presence. They are very keen to include MAG content and I have provided two articles so far. They have also signed up to receive our PRs.

<https://motoqusto.co.uk/>

The "Lost Rallies T-shirt" was launched after the last meeting and I am pleased to report 305 T-shirts have been ordered raising around £2500. I do not have any figures in respect to the uptake on the free magazine offer.

There has been quite a lot of Board email traffic of late, but I have managed to keep up with most of it. I have also responded to requests for feedback on the Future of Transport Review, ICE Consultation and PRs. Facebook admin continues.

I have written a Soapbox for The Road but having re-read it, it needs re-writing.

A change of PC resulted in many technical issues relating to email and I have to thank Andy Meredith for his help and patience.

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

No report available.

iv. *National Clubs Officer (vacant)*

No report available.

v. *National Web Research Officer*

Still searching out stuff for the campaigns team and Network, despite my PC going BANG on me, but all fixed now and I believe the campaigns team are still wading through the back log of research I sent them.

vi. *Executive Officer*

Updates

Offices – Working restrictions have been reduced so both Carol and I are in the office together. We suffered another flood this time from the café behind the offices. No damage caused as all stationery is off the floor. Site manager arranged for the carpet to be hoovered to collect as much water as possible, so not to leave a water mark or cause the office to become damp. PAT testing still to be completed at a later date. The workplace is COVID-19 secure and have procedures in place should we have any visitors.

IT – The pre-order shop went live for the Lost Rallies t-shirts, a few minor teething problems which were sorted out very quickly. This has now closed, and I am currently preparing the online shop with all the other MAG merchandise. Most of the historic archived content has been moved to the new site but we are still progressing with this. The MAG online servers were updated over the first weekend in October, this allowed for a security update to take place. It did cause a problem with the database and the self-serve facility which were resolved during this period. WikiMAG login is currently still a problem but loaded documents that have stored links are still available.

The Database upgrade is currently being tested and will hopefully be live in my next report.

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 – The Lost Rallies t-shirts have now been ordered a total of 305. We are just waiting for delivery (around 14th/15th October). Once they have all been posted I will be able to advise a final figure for the donation.

Staff – We have all been able to take some annual leave which has been beneficial. Colin has 3 days, Carol has 1 week, Lembit has 2 weeks (6 days) and I have 3 weeks left to take. Lembit is looking to take some further time off so not to take time over. I aim to take more time off and not take any more than 1 week over. Colin is busy but has some frustrations which he will talk about when you meet. Carol is busy and on top of all her work. Lembit is preparing for the ChIPT discussion at NC and working on his priorities. ***

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. ***

Sub-Contractors contracts – No update/change. ***

My role – Audit went well and am just waiting for the final approved figures, only one amendment required. Accounts will be printed and ready for December Board meeting. Still working on the website with the shop being my current priority. Motorcycle Live will now run as a virtual event. We have been asked to supply information about MAG and links to our website. They have also asked us to use a specific # which will promote them and then they will like our posts thus expanding our reach. There is no cost to us other than a small amount of time to give information about us and links. This is very new to us, but COVID-19 has certainly had its benefits in allowing us the time to move forward.

I would also like to take this opportunity to thank the Board and NC for my 10-year MAG anniversary gift and the words of thanks are really appreciated, thank you.

Health & Safety – Fixed wiring check due November 2020 and LPG boiler service due during September not completed as yet.

MAG Member Benefits – no update

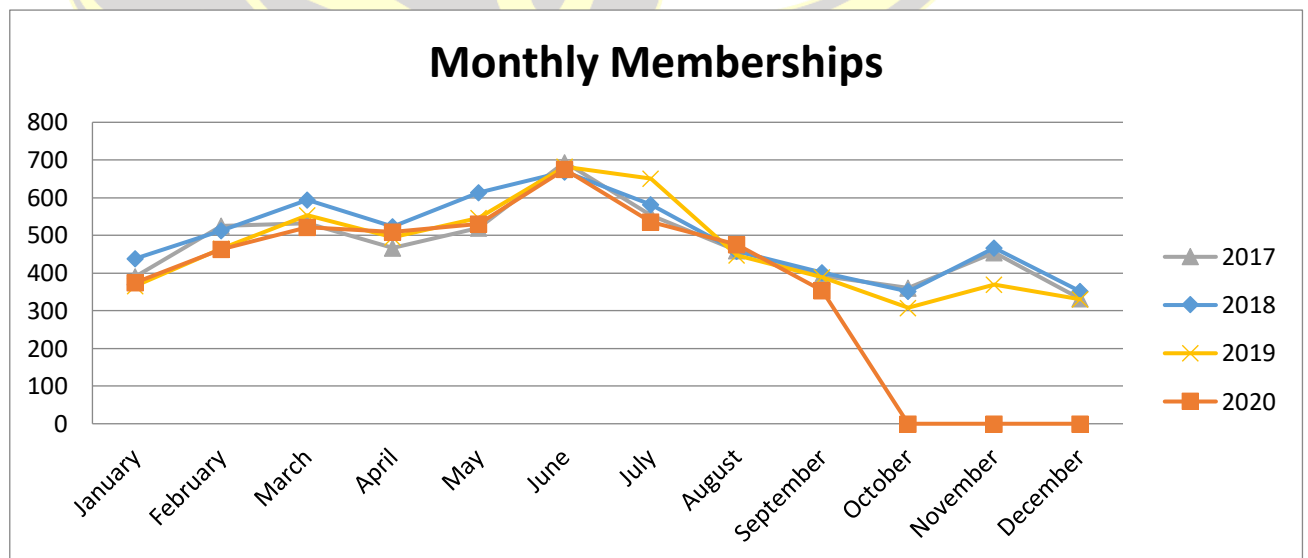
*** Denotes redacted text

vii. *Finance and membership figures*

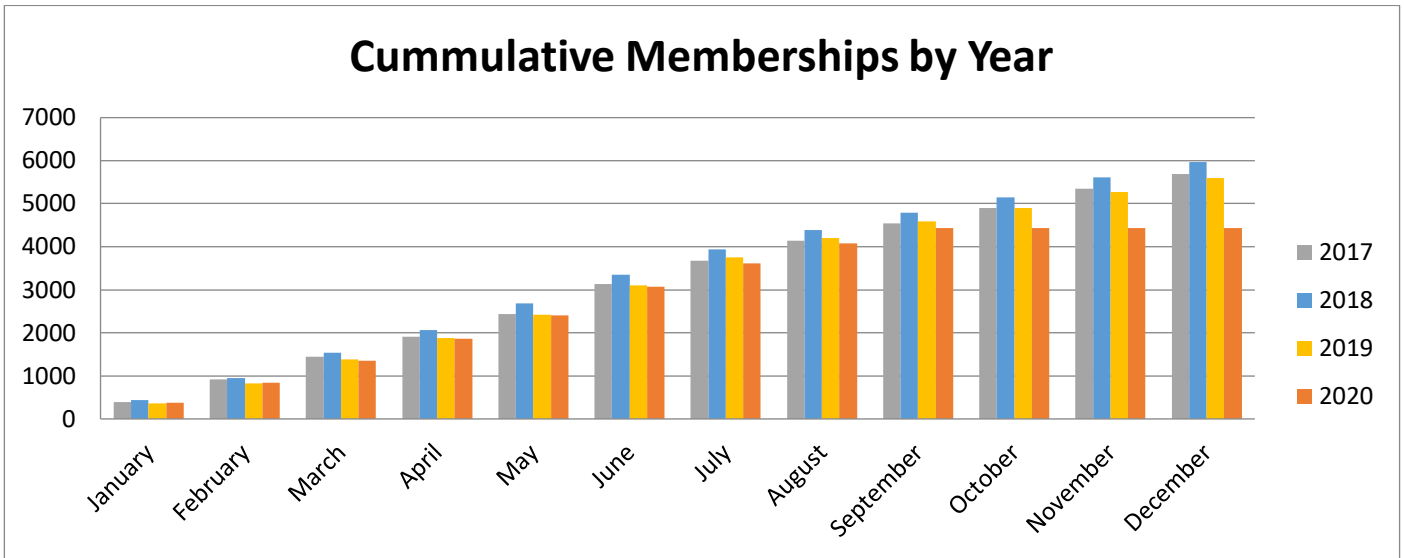
The Motorcycle Action Group Limited financial report up to end of September 2020 and is in draft form until final sign-off of the previous year's accounts.

Memberships taken by Bikesure via Go Compare/Quotezone comparison sites over almost nine months of the year 307 new memberships and 416 renewals compared to 2019 for the same period we are 114 memberships down overall (total 2020 - 723: 2019 - 837). This has been caused by COVID-19, the main reduction is in regard to new memberships (year to date difference 185) compared to an increase in renewals (year to date 71) taken. The renewals are very positive and hope to sustain the current increase.

The below graph shows that memberships by month have followed previous years patterns. September is currently sitting below all other years and still have standing orders and Bikesure memberships to add. Overall compared to 2019 the three quarters of the year (to end of September) is down a total of 145 memberships as shown in the Cumulative Memberships by Year graph below. This shows we are just about maintaining membership levels.



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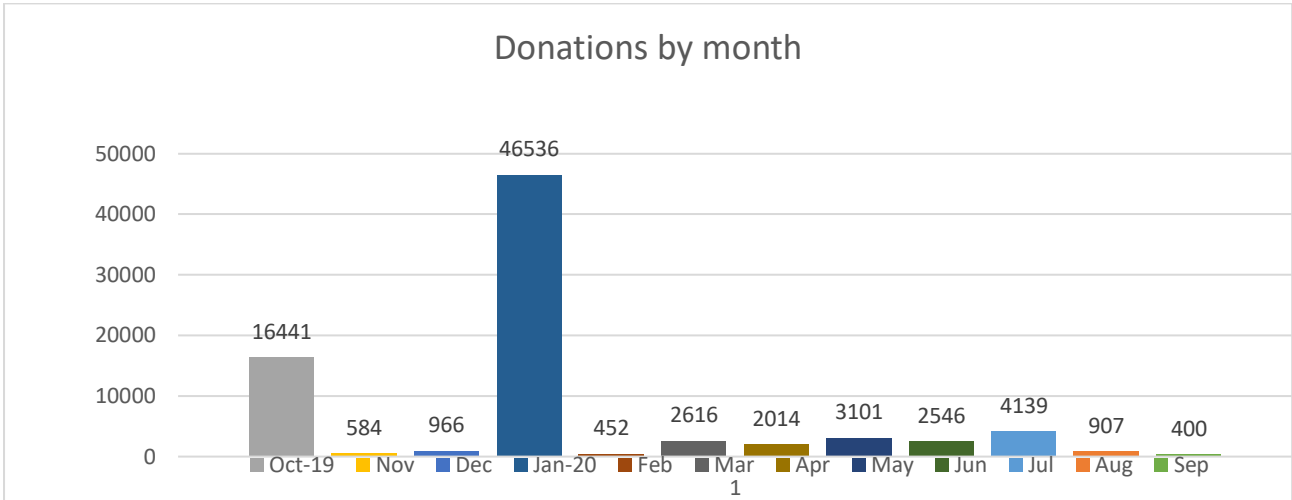


There is a total of 1,399 Life members (3 new Life members and 1 sadly passing away). The database currently shows the total membership at 7123 this includes Life Members and Nominated Officers. From the database we have 22 corporate members (some just renewing) and 107 clubs. Please note that not all clubs use the associated nominated officers' membership and prefer to pay, the database is showing 79 Nominated Officers.

Cash balances as at today 07.10.20 or where indicated.

			Current	Previous Aug 20	Movement
TMAGL	Lloyds – current	07.10.20	5,362.74	5,257.51	105.23 ↑
TMAGL	Lloyds – Reserves instant access	07.10.20	160,061.18	165,054.03	4,992.85 ↓
TMAGL	Lloyds – standing orders	07.10.20	893.91	3,126.58	2,232.67 ↓
NEL	Lloyds – current	01.09.20	6,319.39	6,319.39	0 -
MAG Foundation	Lloyds – current	01.09.20	8,577.09	8,486.71	90.38 ↑
MAG Media	Lloyds - current	01.09.20	33,854.47	27,168.67	6,685.80 ↑

Reserves are currently at around 5.5 months' worth of full running costs. The chart below shows donations received over the last twelve months (October 2019 to September 2020 total of £80,701).



viii. *Foundation (Tony Cox)*

I have been in communication with Nick Vale of the Thames Vale Advanced Motorcyclists. Nick had a lot of questions from the TVAM committee about the status of the MF and the apparent lack of activity as this seemed to bear great importance in whether the TVAM would affiliate to MAG. Before I had chance to address his concerns in full, the TVAM decided that they could not affiliate to MAG as the MF were not doing enough to promote road safety. I lost the plot on that one a bit but not had the time to get to the bottom of what they were after.

Funding the “Lost Rallies” T-Shirts and sales are doing very well. Also, a steady income being generated via the on-line shopping apps.

Pleased with the progress the Foundation has made over the last couple of years.

Theft is still on the agenda and it was noted that massive increases in insurance premiums are a factor with non-reporting.

12. Any other business:

i. *Mark Wilsmore suggestion to MAG*

Following the death of a police motorcycle officer and the suggestion that orcas may have been the cause or a contributory factor, he suggests that MAG contact [the family/police ???] offering condolences and information regarding the dangers flagged up by MAG regarding the use of orcas.

It was noted that, as the investigation is ongoing, MAG would need to be careful about anything said in such a communication.

LÖ noted that this could have implications for Councils who are installing orcas and AC said that, should it be proved that orcas were a factor in the accident, MAG can offer to share its previous findings.

To send a letter of condolence and include an offer of assistance in respect to orca findings if appropriate.

Carried.

It was noted that orcas seem to be moving up the agenda again.

ii. *Memes*

Short discussion around memes: what they are, how to use them and where appropriate. It was agreed that they are not appropriate to use with professional work but may be useful reaching people that MAG does not ordinarily reach. SL will write something for Network.

13. Additions to Priorities:

Covered under Campaigns.

DW wished to record his apologies for intermittent attendance at this virtual meeting, due to technical difficulties.

Date of next meeting: 12.00 pm, Saturday 12th December 2020



APPENDIX 1

POLITICAL UNIT WRITTEN REPORTS: COLIN BROWN

Resource Library

Progress still very slow.

Clean Air Zones

Manchester have bucked the trend by launching their consultation when all other areas seem to be pulling the plug on CAZ's. The majority seem to be running into issues with central government pulling funding due to air quality already reaching legal thresholds due to lockdown. Manchester are proposing Class C so no particular threat there.

Crime/Secure Parking

The BPS Park Mark Plus project to cover motorcycling has hit a stumbling block in Leeds. Leeds City Council have previously withdrawn from the Park Mark Scheme due to cost and do not have funds to reinstate Park Mark simply to allow for the motorcycle element (cannot have m/c element without the full accreditation). WYP say they will approach PCC for funding, but I doubt this will work as the cost is significant and ongoing (annual fee). Suggestions have been made for further meetings with the council, but I am not hopeful at this stage. It may be that we need to consider a different region altogether as there is little point approaching a different council in the region if the theft figures are already low. Next MCRG meeting scheduled for November – will look to raise the crime reporting as a specific agenda item.

MCIA

Karen Cole attended a Zoom meeting with GL MAG and made some promises about working more closely with MAG. This will hopefully come to something, but I have concerns about their Unlock Your Freedom campaign and lack of engagement with us on that campaign.

Road Safety

Made the decision to delay the road safety analysis project until the 2019 data is published (due 30/9). The report will become a regular annual publication in the same format as theft stats.

Highway Code Review campaign continues apace. I am working on a lengthy formal consultation response but more importantly searching out allies to make the arguments. The written response will need to challenge the hierarchy concept introduction, respond to the specific rule changes plus suggest potential rule changes that will improve safety for the forgotten VRU group. The PACTS meeting was very disappointing and led to a meeting with David Davies to raise concerns about mission creep in PACTS. Sadly, I think it is intentional and thus unlikely to be reversed. The ACSO meeting was far more balanced and unbiased – waiting to see what line they take, but this will be further discussed on 8th October. Have submitted views to LRSC and there is a meeting on 13/10 so will get a feel for their position. Have had strange response from Highways England basically saying they take no position, but it was unclear whether they will support the changes from an active travel perspective. Further discussion required there. Awaiting to see what the results of the IAM's survey of its members returns.

DfT

The invitation to join the RSDG, Strategic Motorcycle Working Group and Bike Testing and Training Advisory Groups are a significant result and should not be under-estimated. This will allow us to have significant influence and access to the Department that certainly I have struggled to gain till now.

***** Final NC Minutes *****

It is important to note that the Strategic Working Group is separate from and unconnected with the Highways England Working Group. The DfT group is formative and yet to have its first meeting. I continue to press for more engagement beyond the road safety department of DfT, but this will be much easier now that we have achieved this significant breakthrough. We need to carefully consider where we go with the letter writing campaign, but a short pause to consolidate the road safety engagement is probably wise at this stage.

The first RSDG meeting that I will get to attend is scheduled for 13/10

Transport Policy

England Economic Heartlands strategy is disappointingly lacking in clarity. I have taken the opportunity to point this out following publication of a big report on First and Last Mile that totally fails to consider motorcycling. It covers literally every other mode, including those modes not yet legal, but makes not one mention of motorcycling.

A short meeting with Ian Bradfield on the forthcoming Welsh Strategic Transport Plan went extremely well demonstrating how getting in early to key personnel that do not carry an evangelical bias can work very well. It is clear that the Active Travel agenda has a three-line whip, but an unbiased official provided zero resistance to some sensible suggestions on motorcycling. The ability to point to responses on the Welsh Clean Air Plan helped. Promoting electric motorcycles is welcomed with open arms, so we just need to ensure that we promote electric motorcycle policy that works for ICE motorcycles too – parking, bus lane access etc.

I got wind that meetings are starting for the Oxfordshire Local transport Plan. Having established the new official leading the work I have made contact and won an invite to the very first “vision and goals” meeting. There was an attempt to suggest that later meetings would be more relevant, but I resisted this approach saying that it is important for motorcycling to be integrated into strategic level thought processes. Meeting due 14/10

Coalition of Motorcycling Organisations

Discussion of the National Motorcycling Council is in full swing. Craig Carey Clinch is looking for commitments from the main players by the date of the next meeting on 1/10.

*** Denotes redacted text

APPENDIX 2

POLITICAL UNIT WRITTEN REPORTS: LEMBIT ÖPIK

Choice In Personal Transport (CHIPT)

Government is considering next steps regarding its proposed ban on petrol engine powered new vehicles. Lembit estimates this response will be released in early 2021. We expect petrol motorcycles to be INCLUDED in the proposed ban. Considering an intelligent response to this threat is a key element in the CHIPT agenda – established at the February 2020 NC meeting.

Since then, CHIPT has developed a robust, collective engagement. Despite the evident issues forcing us to meet only digitally, plus the presence of illness within the CHIPT team's 'bubble,' the campaign now achieves weekly news coverage. MAG, Lembit believes that if we close CHIPT down, we shift from attempting to direct our own destiny to the status of simply managing the decline of petrol engine motorcycling. MAG needs to decide if it is willing to continue to participate, and indeed lead, the active defence of petrol engines or if it will become reactive, and leave it to others to defend the choice to purchase new petrol engine motorcycles.

CHIPT has already achieved the following:

- Active steering group creating energetic news in the media.
- Most of the work is delegated to ABD, FFUK, GWPF.
- Over 10 MPs, via FFUK, willing to back the campaign.
- FOI challenge to Khan over consultation claims (see above).
- Cohesive messaging regarding ICE ban.
- Conference planned for 24 November 2020.
- Over 6,000 emails to MPs.
- All of the above for no additional expenditure by MAG.

The 2 options

The first option is that we remove MAG from CHIPT. In that case, this campaign will continue without MAG anyway. This would put MAG in a position whereby MAG hopes a campaign we started achieves its goals without us. In that case we are abdicating responsibility for our right to buy new petrol engine motorcycles to others. We will no longer be a proactive part of that campaign.

Alternatively, the second option is that we continue to intelligently lead the CHIPT agenda, using other groups to front those aspects of the campaign MAG does not want to engage itself in publicly – such as the environmental dimension.

As reported in August, the task of funding is made immensely difficult in the Covid-19 'second wave' environment. However, Lembit has been able to operate this without additional cost to MAG. Note that most of the work is delegated within the CHIPT team, so this is a force multiplier as far as our messaging is concerned.

Lembit can extend the group – and therefore its firepower – so long as MAG decides to continue to participate. This has not been possible until NC makes a decision, as expanding the group and suddenly leaving could lead to reputational damage on the grounds that MAG could look 'flaky' in front of those willing to fight the case, with the additional risk that MAG looks and 'weak' in front of our opponents. If we agree to continue, Lembit can quickly attract others to join.

So, MAG has to decide if we are willing to back CHIPT or not. Lembit's counsel is that, if we don't, we're hoping someone else will save petrol motorcycles, or conceding that we aren't concerned about the end of petrol-powered motorcycling. Unless NC can come up with a third alternative, it's a binary decision.

Lembit working with Neil and the CHIPT team, mainly under the Voters for Motors working title. Articles have been submitted for The Road on the CHIPT campaign and a proposed Conference. The campaign has attracted interest from media and also opponents of ICE power. Lembit judges that our work here has had a strategically important effect already - even under the difficult circumstances of Covid-19 that makes new contacts harder to consolidate. The summit now called the Eco Transport Conference 2020. Further media coverage is almost continuous, via ABD and FFUK in The Sun, The Mail and Talk Radio. MAG is supplying the messaging to these groups. This agenda is gaining significant momentum and has been successful at countering the previously blanket anti-petrol and diesel vehicle coverage in the media.

NC now needs to decide whether to support this campaign or terminate our involvement in it.

Wire Rope Barriers

Martyn Boyd in Northern Ireland has created a 'case study' campaign opposing wire rope barriers, on grounds of risk to road users. He has created momentum that exposes the Northern Ireland authorities to potential liability if they insist on continuing with these barriers. The outcome has significance for the whole of the UK. Lembit has supported Ian Churchlow and Martyn on this campaign with data and research.

Road safety detour

A summit between MAG and a road safety organisation – which MAG pays a membership fee to be in – has led to MAG exposing anti-motorcycle bias in the policy and research activities of safety organizations. These organisations are drifting into active commentary on environmental and health related issues that have nothing whatever to do with the road safety agenda. This is what appears to have led some of the commentary to be discriminatory against motorcyclists. As paying members of the group, MAG is demanding corrections to this discriminatory anti-motorcycle drift. MAG's actions here represent a significant increase in our campaigning assertiveness.

London Mayoral Race

Mr Kurten - another Mayoral candidate - has joined the Mayoral race. MAG is already informing other candidates, including Conservative Candidate Shaun Bailey and Independent candidate 'The Drillminister,' without taking any party-political side. Mr Khan's personal popularity ratings have declined. On an objective analysis, the re-election of Mr Khan is currently the worst choice for the interests of motorcyclists.

Clean Air Zones

Government is promoting a cycling and walking led 'Green Recovery.' However, there is evidence of very little meaningful shift towards these modes, despite much evidence of road restrictions being promoted by Government policy for other modes. The agenda is being pushed by lobby groups associated with these modes of travel. We are seeking interventions to include motorcycles. This also relates closely to CHIPT agenda. Lembit (and Colin) have made as comprehensive analysis of the science as much as is necessary for now.

MAG has highlighted motorcycle benefits in context of the claimed goals of politicians in terms of health and climate agendas – and we have discovered that many cannot tell the difference between these two separate agendas – including the Mayor of London! Some of the debate is politically driven rather than scientifically driven. CAZs are generally either neutral or damaging to motorcycling. While the current threat outside London has diminished, their introduction is an ever-present danger and responses have been incorporated into the CHIPT campaign.

Recruitment

MPs continue to be approached, and Lembit encourages local approaches to MPs too. We have some resources to provide one year of free membership to MAG friendly MPs.

MCA

Lembit believes we should invite Tony Campbell to attend the December MAG NC digitally. We need to hear his plan for motorcycling and the industry. Lembit has not approached him to attend – but believes Mr Campbell would be willing to do so on request.

Lembit Öpik

Director Communications and Public Affairs, MAG

*** Denotes redacted text

