

<b>National Committee Attendance Sheet</b>					
National Committee Meeting (via Microsoft Teams due to ongoing COVID-19 restrictions)					Date:10/04/2021
<b>Surname</b>	<b>First Name</b>	<b>Initials</b>	<b>Region/Post</b>	<b>Present</b>	<b>Apologies</b>
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	Spenn	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		
Vacant			South Wales Region		
Wells	Graham	GW	West Midlands Rep	✓	
Wigham	Dave	DW	North East Rep		✓
Wykes	Steve	SW	Scotland Rep / Director TMAGL	✓	

## Motorcycle Action Group: National Committee Meeting

Date: April 10, 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 April 2021 NC meeting was held remotely via Microsoft Teams.

The Board of Directors met via Microsoft Teams on the evening of Friday 9<sup>th</sup> April 2021 and on the morning of Saturday 10<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:

Tony Cox appointed as Vice Chair.

Rory Wilson resigned position of Acting RR for S. Wales.

### 4. Adoption of NC agenda:

Adopted with revision.

### 5. Ratification of previous NC Minutes:

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

*To accept the February 2021 NC Minutes.*

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

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

Ratification of Tony Cox to position of Vice Chair.

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

New Vice Chair appointed.

Noise Position Statement finalised and circulated.

## 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.:

### **Strategy**

- Engage with decision-makers
- Be part of policy making community
- Operate nationally and regionally
- Lead the conversation

### **TfL & MAG make peace... and progress**

London MAG leads our relationship with TfL

TfL and MAG discussed safety

Détente with Mayor (*because I needed to look it up, détente - the easing of hostility or strained relations*)

E-scooters on agenda

Next round table June 2021

*Additional input at meeting:*

*LÖ noted that Sadiq Khan is most likely to be returned as Mayor of London. Developing relationship is best way forward.*

*CB has been liaising with SM<sup>c</sup> regarding potential hustings.*

### **Did bike thieves obey the lockdown?**

Headline figure shows approx. 60% reduction in motorcycle thefts in 2020

Motorcycle Crime Reduction Group

National Vehicle Crime Working Group

Policing Minister

*Additional input at meeting:*

*CB stated FOI figures are patchy and unlikely to be complete in time for PCC Elections. Also, first approach made to Policing Minister, Kit Malthouse, for a meeting.*

### **Election handbook published**

Here's the link:

[https://wiki.mag-uk.org/images/7/76/MAG\\_Election\\_Handbook\\_Version\\_202103A.pdf](https://wiki.mag-uk.org/images/7/76/MAG_Election_Handbook_Version_202103A.pdf)

Thanks Selina/Michael

May 6 is polling day

Contact parties and candidates

Hold meetings on-line or physically

*Additional input at meeting:*

*LÖ thanked SL, CB and MA for input on revised Election Handbook. Also invited questions or requests for assistance.*

*(IM joins the meeting)*

*(TC leaves meeting)*

## **Progress on safety messaging**

RSGB PTW Conference  
National Young Riders Forum  
Transport for London  
2 Wheels London

*Additional input at meeting:*

CB: RSGB meeting went well. Manchester also setting up '2 Wheels'.

*(MA joins the meeting)*

MB noted that he awaits feedback regarding the wire rope barriers review. Also been liaising with Ulster Farmers Union regarding keeping roads clean and a PR has been released.

CB received a call from Alan Hiscox (BHS Safety Director) to ask whether horse manure is a problem on the roads.

## **Choice In Personal Transport (ChiPT)**

Bikes still not formally in 2030 ban  
Increasing dialogue in media  
Much discussion in NC list  
Decision on what to do lies with NC

*Additional input at meeting:*

SL noted that a survey has been released in an effort to gauge the viewpoint of motorcyclists beyond the 'NC bubble' and that RRs have been requested to reflect their membership regarding the ChiPT vote, rather than a personal vote.

TC noted that he has reservations regarding support from other vehicle-based groups. He stated that he feels that LÖ time would be better spent on other areas of concern, such as autonomy. He further stated that he is not suggesting that the principle is dropped but ChiPT was supposed to be self-supporting and self-funding. However, major car brands and industry are already moving away from ICE. He also noted that his region has voted 5:1 in favour of dropping the ChiPT active campaign.

LÖ noted that policies brought to AGC 2019 looked to protect ICE and that the NC endorsed this at the February 2020 NC meeting by taking on board the ChiPT campaign to defend the ICE beyond 2030.

He further noted that the ICE ban is unlikely to exclude motorcycles and that, realistically, a ban on cars will ultimately become a ban on motorcycles also. He then stated that if MAG is not seen to defend the ICE it will lose members. Regarding ChiPT funding, he noted that the Covid pandemic curtailed this, but that work has been delegated to other organisations such as FFUK, ABD, etc.

IC said we should vote first on whether we want to defend the ICE. SL noted that MAG already has a position statement covering this TC clarified that the ban is on fossil fuels specifically, not the ICE. He also reiterated that companies such as JaguarLandRover are already moving away from fossil fuels and shutting down R&D relating to it.

Vote "MAG protect existing ICE motorcycles and oppose any future ban on the sale of NEW ICE motorcycles." Proposed: IC Seconded: SW  
Vote result: unanimous in favour.

AB asked whether the results of the survey should be waited on, and what action ChiPT is planning, going forward. He also asked where manufacturing and NMC stand on the issue. In addition, he observed that we are at a crossroads, with focus on electric but there are also synthetic fuels, which TC confirmed are carbon neutral.

LÖ stated that the Government is determined to 'go electric' and that this where their focus is directed but it is not realistic. He said that ChiPT needs to challenge by getting to the science behind it.

CB noted that the subject has not been formally discussed on the NMC.

JC said a reality check is in order: it is happening, and we cannot simply rail against progress. Also, if the membership is directed to the existing position statement, they should understand that MAG is not abandoning ICE. SM concurred, adding that we need to ensure that MAG is seen to be decisive in whatever it does.

SW raised points regarding battery life, emissions and the problem of the public being misled with inaccurate data.

*(MA leaves the meeting after casting his vote against continuing with ChiPT.)*

TC stated that NC was losing sight of what the vote was supposed to be. He said that industry has already decided and that the Advanced Propulsion Centre is looking at alternative technology. He acknowledged that the comments from SW regarding cradle-to-grave analysis is interesting but doesn't work. He concluded that NC needed to get back to voting regarding the way forward with ChiPT.

LÖ said he understands that the NC voted for MAG to defend the ICE beyond 2030 and that ChiPT is about working with others.

SMc asked whether the motorcycle industry has been asked its opinion and noted that many concerns are around range. He also noted that a changeover cannot be overnight.

*(TC advised that DW had just phoned him and reiterated his vote against continuing with ChiPT).*

TP noted that the existing position statement is clear about defending the ICE.

Some discussion around charging point infrastructure ensued.

AB asked whether the vote could be deferred until the results of the survey are in and SL explained that the survey is not about ChiPT, simply to gauge opinion regarding electric bikes.

SL then clarified that a 'Yes' vote supports TC's position of withdrawing support for ChiPT and a 'No' vote is in favour of work on ChiPT continuing.

*MAG to cease funding of the ChiPT campaign forthwith.*

SL collated electronic votes coming in, but the vote was inconclusive at this point. SL to contact NC members with voting rights with a request to cast a vote and not abstain in an effort to get a clear result.

### **When is a door not a jar?**

Top Five Priorities

Ken Skates delegates to Principal Policy Lead – Roads

Michael Matheson delegates to Head of Road Policy

The mood music is changing.

*Additional input at meeting:*

CB noted that all meetings are increasingly positive.

In response to a question from SW, he said that Michael Matheson has delegated, and his replacement is a motorcyclist and on-side.



LÖ observed that MAG is increasingly effective at a high level due to the work being put in.

### **Autonomy looms**

Major developments in liability debate  
Liability issue could cause 'driver apartheid'  
MAG involved at strategic level with Law Commission  
Possible time scale for legislation – 2026

*Additional input at meeting:*

LÖ observed that autonomy is becoming a major issue, and he is attempting to get MAG a seat at the Law Commission table as it will be better for motorcycle g to be built into debate now rather than further down the line.

### **National Motorcyclists Council**

Formal launch 5<sup>th</sup> March  
Informal meetings with DVSA and DfT  
Discussions on wider membership and model for the role of the NMC

*Additional input at meeting:*

CB is looking for feedback regarding MAG's relationship with NMC.

*(TC rejoins the meeting)*

MA asked whether licensing is 'on the list' of priorities and CB confirmed that it is. He also confirmed, in response from a question from SW, that another thing on the list is reversal of same tests for each category level of testing.

### **Life's a journey not a destination**

Follow up meeting with MCIA after Feb NC meeting  
MAG invited to comment on MCIA "Journey" document  
Slow progress

*Additional input at meeting:*

CB noted that, in chasing up progress on the 'Journey' document, that it is still pending.

### **Council firmly against cycle lane**

Kensington & Chelsea won't change view  
Khan slams council for rejecting his policy  
Sign of local resistance versus organised lobbying  
Cycle Lane issue will become key post-Covid  
MAG can calmly raise issue with TfL

### **E-10: but when?**

*'In line with the feedback received to this consultation, we can confirm that we'll introduce legislation as soon as possible to require fuel suppliers and retailers to introduce E10 petrol in the standard 95-octane petrol grade by 1 September 2021. We'll also require the higher-octane 'Super' grade to remain E5 to provide protection for owners of older vehicles.'*

Ecological move  
Older engines beware!  
MAG will monitor actual roll out

*Additional input at meeting:*

LÖ noted that there will be more information forthcoming, probably around September.

## Ride To Work Day

21<sup>st</sup> June 2021

### FUN

Refresh of Filter Friendly

Calling all volunteers who are not camera shy

*Additional input at meeting:*

SL thanked JC for working on the new 'Filter Friendly' stickers.

CB requested short video clips of people with their bikes at work, which will be stitched into a longer promotional video. Diversity of riders would be ideal and they do not need to be MAG members.

CB also confirmed there will be plenty of lead-up activity, including blog posts, prior to Ride to Work Day.

### MAG A-OK RE: A2 & DVLA

*A2 test min motorcycle capacity was 395cc*

*A2 test will now be possible on 245cc engines and up*

Saves money at no cost to safety

MAG submitted formal submission to consultation

For once, a good move that opens up biking

*Additional input at meeting:*

LÖ noted the reduction in engine cc for the A2 test from 400 to 250 is a good result.

### till June

Likely easing of lockdown, but not completely

Lembit to proceed according to ChiPT decision

Autonomy rising up transport agenda

Elections May 6<sup>th</sup> 2021

Ride to Work Day

Other PU updates including the need to address charging infrastructure for electric vehicles. CB is discussing transparency regarding work done with JS.

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.

TC appointed to post of Vice Chair.

Minutes of previous meeting accepted.

Agreed to investigate the purchase of a video conferencing package.

Carol will take the Minutes for 'in the room' meetings going forward, with transitional support from JC.

There is likely to be up to five Director positions available at AGC 2021.

JS requested a clear, concise steer following the ChiPT vote.

Approval to be sought at NC regarding an Associate Membership relating to a Bennetts offer.

Finances are still strong, and membership is slightly up on March last year.

JS has secured a better deal on magazine postage, with a saving of £500 per issue.

Work on IT and the website are ongoing.

FEMA is looking at rejigging its membership categories.

June issue of The Road will need to carry information regarding AGC 2021, reminders for Manifestos, etc.

TMAGL remains fully compliant with GDPR.

Item (iv) under AOB was taken at this point.

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:

A few events are now being cautiously planned for later in the year now that restrictions are gradually lifting.

Yorkshire Pudding and Stormin' are both currently on track to take place.

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):

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 now sadly cancelled.

Furness MAG.

Meetings: They held their first virtual meeting in March, but information and communication are 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 another 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.



Wrote an article for The Road about contacting two newly appointed members to the House of Lords.

Wrote to my MP (Mark Jenkinson) about long waiting times for theory and practical tests for motorcycle's. This prompted a reply from the DfT and the Chief Exec for the DVSA.

Both passed onto Central and the Political Team.

I also made a template about said issues and have passed it onto the wider motorcycling community, this should be received by another two MP's.

Petitioned my MP on extending the CBT pass period but received a general response.

Continue to spearhead the anti-slip manhole cover campaign locally with Cumbria County Council and United Utilities. Also working with the Political Team nationally with an example letter for MPs plus an article for The road too.

Cumbria PCC election: Labour and Lib Dems have answered my motorcycling question online, but the Conservatives are yet to answer.

Attended February NC meeting online and was accompanied by Aurora and Daisy!

East Anglia: (vacant)

No report available.

Eastern: (vacant)

No report available.

East Midlands: (vacant)

No report available.

Greater London: Spen McEvoy (Acting)

*Group:*

- Fighting Camden over their proposed undemocratic and ludicrous parking changes, despite MAG presenting them with a 1500 signature petition. And looking into organising a demo with some people from said petition.
- Making in-roads with Westminster council on road and transport planning.
- Do the same with TFL with regard to ASLs as well as other transport planning issue. And trying to get the issue of ULEZ and motorcycles looked at logically.
- Contacting Hammersmith & Fulham council to get them to make the motorcycle trial/s they did permanent.
- Looking at engaging other London borough councils to get motorcycles on the agenda.
- Look at setting up a zoom meeting for London MAG meeting from the Ace Cafe and Bike Shed.

*Rep:*

- Send out an email to regular Greater London & London members to contact the mayor candidates, due to the complete lack of replies I got, despite the email going out twice.
- Getting the gazebo collected in preparation for the Coffee & Donuts, Brooklands and Ace Cafe MAG days. And asking for volunteers to help move it around.

- Drafting the newsletter to send to regular Herts, Greater London & London members about what we have been up to-
- Setting up an agreement with Malc's Motorbikes to store the Gazebo, plus use of their van
- Emailing all Herts and London regular members with a view to starting up the local Herts group again.
- Getting parking issue in Hemel Hempstead and then other towns in Herts looked at from a motorcycle pov.

*Admin:*

- Asking central for the ability to get the petrol costs covered for moving the gazebo around.
- Managing the Facebook page, and reminding members that they can contribute to the MAG Foundation by using Smile for Amazon orders.

Herts & Essex: (vacant)

No report available.

Lincolnshire: Alex Bridgwood

Since coming back from being away with work lockdown has been the prominent feature, as such there isn't anything to report on at this moment in time.

North East: Dave Wigham

The North East submitted via Colin a submission on the North East Transport Plan. Motorcycles have been included in the 'Micro Transport' section but have received little individual mention. Interestingly the road surveys they carried out recorded only 0.4% use of motorcycles for travelling to and from work.

It is not clear if after reorganisation of local transport PTWs will still have the same access to bus lanes we have won over the years so this will be our next point of focus.

As the pubs reopen, we are looking again at having in person meetings; however, at least one meeting venue has no outside seating and quite how we'd work with current regulations is not clear.

Northern Ireland: Martyn Boyd

In conjunction with the Ulster farmers Union, the main representative body of farming in Northern Ireland, a joint press release was issued to appeal to farmers to be more mindful of motorcyclists' safety regarding farm waste deposits on public roads. This appeal was picked up nationally and carried by UK farming on their website. See these links:

[www.farminguk.com/news/farmers-asked-to-be-mindful-of-bikes-as-weather-improves\\_57963.html](http://www.farminguk.com/news/farmers-asked-to-be-mindful-of-bikes-as-weather-improves_57963.html)

[www.ufuni.org/news/ufu-asking-farmers-to-be-mindful-of-bikes-on-roads](http://www.ufuni.org/news/ufu-asking-farmers-to-be-mindful-of-bikes-on-roads)

MAG NI was proactively approached by the Democratic Unionist Party (DUP) to provide a motorcycling perspective to their road safety policy consultation document. The DUP is the largest political party in NI and currently holds key ministries including First Minister.

I was also proactively approached by a regional newspaper in County Tyrone, the Tyrone Courier, to write a short article about potholes with regard to motorcycles.

MAG has also been invited to be involved in the user engagement process of the Statistics and Analytics Branch of our NI Dept for Infrastructure which has responsibility here for all roads and all things roads. They want our input into motorcycle road safety and motorcycle collision statistics.

I've recently initiated engagement with the NI branches of the BMF and of Cycling Ireland to consider a joint appeal to our Department of Infrastructure for a concerted effort to tackle the crumbling state of our roads from the perspective of safety for these two vulnerable road user groups. Part of our appeal is for a change of thinking to actively include considering two-wheeler safety when planning and executing road repairs.

North Wales: Bill Hughes

No report submitted.

North West: Tony Cox

**12<sup>th</sup> -13<sup>th</sup> February: -Board meetings via Microsoft Teams**

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

**13th February: - NC Meeting via Microsoft Teams**

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

**Regional News.**

- All local group meetings are still on hold due to the pandemic. Blackpool MAG have decided not to run their June rally this year due to the uncertainty of the situation.
- A member on the Wirral has contacted me about the installation of Orcas on the A41 through New Ferry / Rock Ferry. I passed the details onto the Wirral Rep Dave Pearson who followed it up with his local Conservative Councillor, Mike Collins who wrote the following reply;  
*"I have been told that there is no more being considered at the moment and I have asked that the road safety team liaise with cycle and motorcycle groups before proceeding, which I hope they do.*
- I have contacted Blackpool Council and booked the 4<sup>th</sup> July for the Blackpool Bike Show in Stanley Park. This is on condition that Covid restrictions are eased sufficiently.
- I have contacted the Manchester Bike Show organisers and arranged a deal on gaining premier stand space in exchange for FOC adverts in the Road and publicising on our other media outlets.
- Keeping the regional website up to date and assisting others with their regional sites. Assisting Central with badge stock replacement.
- 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>.

**On a personal note:**

- I have started my full-time role with the RNLI and things have been a bit hectic of late, hence the lack of action these past few months. Hopefully, normal service will soon be re-established. In early March I stepped up to take over as Vice Chair and will endeavour to fulfil this role as it is important that our Chair has adequate support over these difficult times.

Scotland: Steve Wykes

Still very quiet. Other than Board and NC meetings and regular Zoom meetings with members and keeping abreast of NC E-mails nothing to report.

South East: Steve Mallett

We had a couple of well attended SE regional committee meeting on Zoom mainly to discuss the pro/anti ChiPT vote. Only 3 persons failed to attend, however, 2 of them voted by proxy having been given a run down to both sides of the debate.

Brighton & Hove City Council are overhauling the motorcycle information pages on their website and, I am delighted to say, want input from motorcyclists. Brighton MAG (many thanks Joe Greening) will collate the themes that emerge from the comments and present them to the Council.

At Hastings, Rep Andy Cutts and his branch members have been contributing to the 'Hastings Local plan' consultation with requests for secure PTW parking.

PCC elections. Wrote to the 3 main candidates highlighting the issue of motorcycle theft + related crime and what were they going to do about it if/when elected. Sitting PCC (Cons), automated acknowledgement, Labour, long reply about social problems amongst young persons who steal PTW's...Liberals, no reply. This candidate has also stood at least twice as a prospective MP in Rochester and keeps up his 100% record as a non-communicator.

The much-heralded Rye charm offensive, cancelled in April, will take now place on July 18<sup>th</sup>, having been postponed a couple of times. Apart from MAG, there's a lot of interest from other well-respected groups with Biker Down and Advanced riders from both Kent and Sussex attending. Meanwhile, local vigilantes have taken to scattering nails on Strand Quay and a resident has been quoted in the local paper as 'wanting to shoot out the tyres of visiting bikes'. Should be a good day out.

'South Downs Safer Roads', a coalition of Parish Councils held another Zoom meeting attended by self and Colin Brown. Sadly, this is another recurring tale of local residents complaining about noisy and speeding road users - read motorcycles.

Julie Diplock of Elk Proms has given us an open invitation to have our publicity gazebo at any of her numerous bike jumbles throughout the year.

N Kent will attempt an 'on-line' AGM on April 12<sup>th</sup>

Southern: Tim Peregrine

Not dissimilar to last report from Southern.

Continue to hold virtual Regional Meetings once a month.

Groups are very quiet, and a couple are more active on Social Media than others. Hampshire's Road Safety Council meetings are proceeding. Regional Dep Rep attended one, and myself another. Regional Dep Rep attended County Older Drivers Forum.

South Wales: (Vacant)

No report available.

South West: Paul Carter

Once again not much to report.

North Devon MAG have approval to run Barnstaple Bike Nights subject to Covid restrictions lifting on 21<sup>st</sup> June.

I am hoping to meet Chris Palmer in the near future to discuss a joint campaign to address the state of the roads in Devon.

Thames Valley: Pete Seymour

No report submitted.

Western: George Legg

On the whole things are still pretty quiet; however, there is considerable dissatisfaction brewing here in North Somerset, as the local council under the guise of "Active Travel" are proposing the closure of several roads across North Somerset to motor vehicles. Even my local MP, Dr Liam Fox thinks it's a crackpot scheme!

Our regional political officer is going to look into it, however time is short as the consultation ends at the end of April

You can see the full proposals (such as they are) at the following link: <https://www.n-somerset.gov.uk/.../Notice%20of%20intent%20...>

Also: [https://n-somerset.inconsult.uk/gf2.ti/-/1216162/84479013.1/PDF/-/29964 Active travel strategy 2020 ACC 22 Oct 2020 - CONSULTATION VERSION.pdf](https://n-somerset.inconsult.uk/gf2.ti/-/1216162/84479013.1/PDF/-/29964%20Active%20travel%20strategy%20ACC%2022%20Oct%202020%20-%20CONSULTATION%20VERSION.pdf)

West Midlands: Graham Wells

Hello all, there is still not much going on around the West Midlands. We haven't held any virtual meetings as apart from Colin the only other person who regularly comes to meetings has no internet at home. We have met up for some "sanity" rides but I'm not sure if they are working.

Myself and Colin have contacted Coventry council about their upcoming transport consultation and are now waiting for the meetings to start later in April where we will be attending physically or virtually.

The only other news is Eddie Foreman is still keen on starting a group in Stafford and is eager to meet up as and when we can, also he said he can come to the Staffordshire biker breakfast meets in the summer so we will have at least one extra bod to help to hold the gazebo down.

Yorkshire: Richard Manton

Hope you're all keeping safe, well and sane!

Meetings will be starting to restart this month in beer gardens around Yorkshire so long as restrictions keep on being lifted.

Farmyard is gone this year as it was scheduled for the week prior to all restrictions being lifted 😞 BUT the Pudding is very much on, with an increased capacity and tickets selling fast.

The new York branch are looking at putting on a camping weekend on the weekend that would have been the Farmyard.



We still haven't got a start date for the Leeds bus lane trial as they managed to sneak in yet another consultation, even though we've been told on many occasions that it'll start before the end of the financial year in spring 2021!

On a better note, Bradford city council have opened up the main bus lane through the city centre for a motorcycle access trial, running for 18 months with a view to rolling it out city wide. They've also put secure motorcycle parking in all their council owned car parks! I've given them some praise in The Road this issue.

South Yorkshire MAG are backing a campaign by the local police and crime commissioner to look at abolishing smart motorways.

The main topic of conversation here has been CHIPT. Neil's letter to members gave me more emails than I've ever had on any subject.

Unfortunately, Neil's email was very one sided and gave only one side of a complex story. Most members weren't at the AGC when the votes were discussed and taken, so they only have his point of view.

My personal point of view is that we need to broker some middle ground as the members overwhelmingly think that if the NC vote against backing CHIPT, we'll be going directly against the members and that perception won't be good for an organisation that is supposed to be run by the members, for the members.

I suggest that a debate at the next AGC would be a fairer and more transparent way to sort this issue out and it would also stop the keyboard warriors/bandwagon jumpers as they'd actually have to turn up to vote!

We need to tread very carefully with this issue as the vast majority of our core members have no interest whatsoever in electric motorcycles and see this argument as either backing or dropping ICE vehicles - I know that isn't the case, but after Neil's letter went viral, that is definitely the perception judging by the email responses I had.

Unfortunately, The Daft Way Up #2 fundraiser that I was planning has been shelved through lack of interest. I had just 5 people contact me after the announcement (three of which wanted to do it on their own bikes - not daft bikes or mopeds) I'm unsure whether the idea of mopeds put people off or if it was timidity due to Covid?

I plan to resurrect the idea again, possibly next year, but with "inappropriate" motorcycles as before - I'm on the lookout for one already.

## ii. *Chair and Vice-Chair*

### Chair:

For the last month my time has been dominated by ChiPT. I try to deal with everyone sensitively and not express a personal view, this is sometimes misread by others. Multiple people worked on the latest survey and a lot of work was put in to create simple questions, relevant to riders, asked in a non-leading way to gain a snapshot view of riders feeling about what powers their bikes/scooters. You can't please all the people all the time, but we do our best. As I write this it's less than 24hours since the survey was published and it's received more responses than the previous survey.

I've been in regular contact with Carol, Colin, Julie, Lembit and Tony. I continue to check not just on MAG business but on staff welfare. I've also been discussing tentative plans with Julie for when restrictions allow for staff returning to 'normal' attendance at the office.

Online attendance:  
Board & NC meetings  
National Motorcyclists Council launch

Work to find and appointment a replacement Vice Chair. Thank you, Tony, for responding to the call.

Keeping an eye on the four nations lifting of lockdown and updating the Facebook post.

Articles/input for BSH, Network, PRs' and The ROAD.  
Interaction with the NC mainly via email but a few calls and messages on other platforms.  
Work on the NC, Board and Directors email lists.  
Responding to members.  
Social media mainly sharing posts.  
Admin related work on reports; Board minutes, NC minutes, employees' reports to Board & NC meetings.  
Recording of the Political team report.  
Finance: releasing payments via online banking.  
Work on the (now complete) Elections Handbook which now includes a section specifically for Covid times.  
Work on the diary and governance with Julie  
Collating all the Trolling's on a Word document.

Lots of jobs still on the 'to-do' list, it doesn't get any shorter.

Vice Chair:

Personnel new in post. No report available.

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 national lockdown restrictions are now reducing, and I am returning to work at the office in a staged return from working at home. The no visitors allowed into the office will remain in place until all restrictions have been lifted (current road map states 21<sup>st</sup> June 2021). Maintenance at the office will be carried out as required and to ensure a safe working environment. Deliveries will take place at the main door, keeping contact to a minimum. Full PPE is available whilst in the office along with anti-bacterial wipes and cleaners to be used as necessary.

**IT** – The database upgrade has come to a standstill and Leslie has contacted me to ask me to look at an 'off the shelf' program that he has become aware of, possibly offering everything that we need. He is happy to populate and set up for us. I will need to investigate further but there will be costs involved so I need to way up the pros and cons before presenting to you as an option. From the basics that I've seen it looks to offer everything we need including opt in/out of email lists. I do not think it will be compatible

with our current email lists system. Hence why more in-depth investigation is required along with consultation with Andy M.

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** – Unfortunately the Foundation WBS research project did not get selected by any Masters students at Warwick University. We had two applicants for the Campaigns research project which could be extended to look at a road infrastructure aspect of accidents, to see if road surface/layout/design is a major factor in accidents. I have offered this to the University but have not heard anything back as yet.

**Staff** – Appraisals completed with all staff \*\*\* these are to be sent out along with 'Conflict of Interest' Declaration for completion. Some annual leave has been booked with only a few days remaining from last year not being taken by 31<sup>st</sup> March, which is minimal. I have encouraged to get as much booked up as possible. Otherwise, staff are generally well with good morale.

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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. HR training is being looked into at all levels.

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

**My role** – Accounts are as up to date as they can be. VAT returns are due to be completed at the end of April. The deferred VAT payment from March 2020, I successfully applied to repay in instalments over the next 11 months interest free, this will allow cash-flow to remain stable paying £615 per month. All appraisals have been completed and I am still to send out to each or their feedback. I have been delayed in doing this due to an issue raised at one of the appraisals. I have removed Lembit from the ChiPT campaign to allow time to gain guidance from the NC. \*\*\*

Updated Directors Conflict of Interest Policy and declaration has been sent to all Board Directors.

The website still needs further updates to old/out of date information transferred from the previous site – time has not allowed me to complete this. I have not progressed the Bennett's deal as yet as again time has not allowed. \*\*\*

The two applications to WBS were successful having 1 applicant for the Social Media Project and two for Motorcycle KSI's are they illegally riding? Project. All were interviewed and I have advised the successful applicants who will start on the projects on 1<sup>st</sup> June. The standard was excellent.

**Health & Safety** – Fixed wiring has been certified and one advisory of the age of the offices fluorescent lighting and that they will need to be updated before the end of the certification period of 5 years. I have advised the site manager of this and hope that they will cover the cost of replacement lighting fixtures otherwise I will look at costs for completing this work.

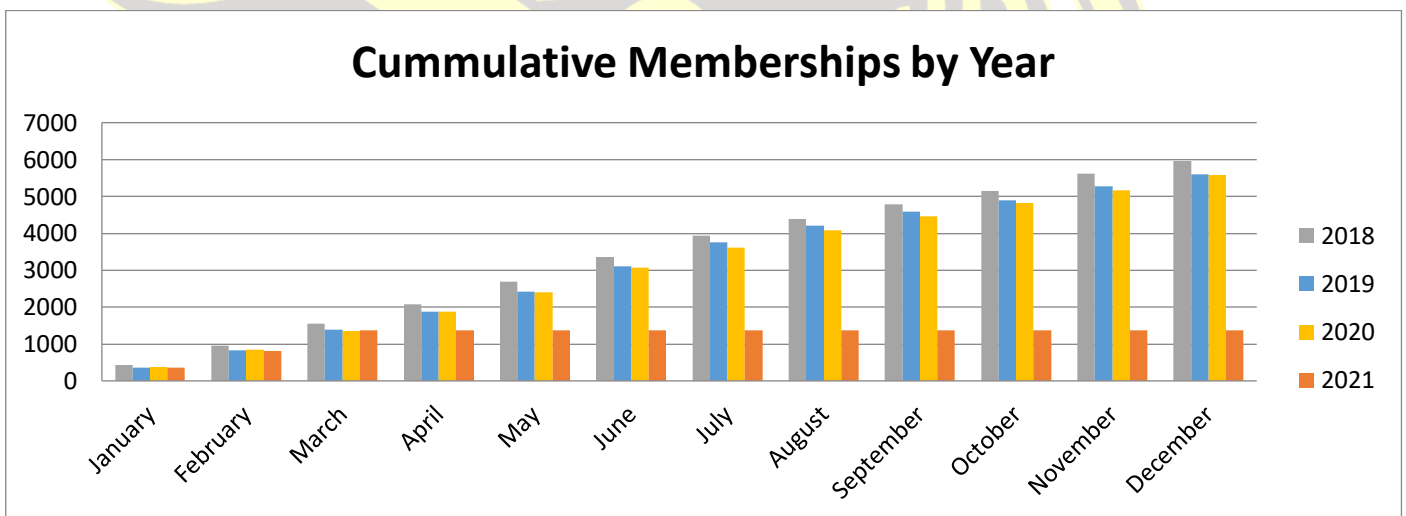
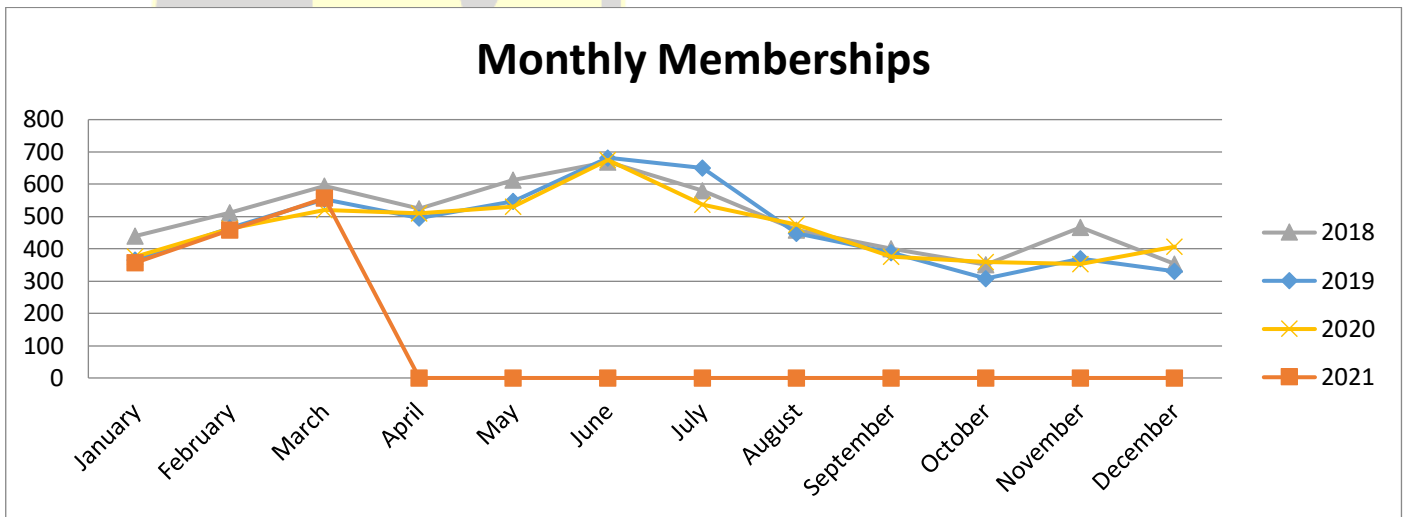
**MAG Member Benefits** – all MAG offered benefits are being looked at in order to maintain the best deals for members along with the best services offered. Andy Carrott had started the process of a deal with Cotswold Outdoor I have now applied for the discounts to offer to members which has been accepted and offered discounts to all of their businesses Cotswold Outdoor, Runnersneed and Snow & Rock. As this is a member only benefit the code will only be available via email or on the letter being sent out upon renewal/starting a membership 'Welcome Pack' letter until such time that it is available in the self-serve area or members only area of the website.

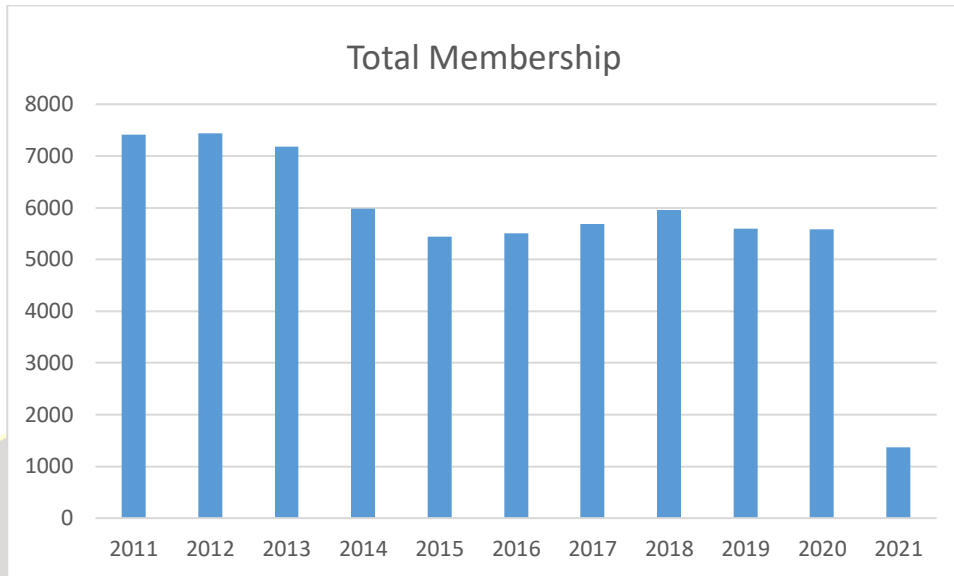
\*\*\* Denotes redacted text.

vii. Finance and membership figures

The Motorcycle Action Group Limited financial report up to end of March 2021 unreconciled. Memberships taken by Bikesure via Go Compare/Quotezone comparison sites from January to 24<sup>th</sup> March are 58 new memberships and 106 renewals compared to 2020 for the same period 91 new memberships and 71 renewals. Therefore a total of 2 memberships up for the year showing an excellent retention rate.

The below graph shows that memberships by month have followed previous years patterns. March is currently sitting above all other years (but 2018) and still have standing orders and Bikesure memberships to add, March has a total of 36 members more than March 2020. Overall comparing 2021 to 2020 first quarter for comparison purposes 2021 is a total of 14 memberships ahead. This is shown in the Cumulative Memberships by Year graph below. This shows we are maintaining membership levels and edging ahead of last year.



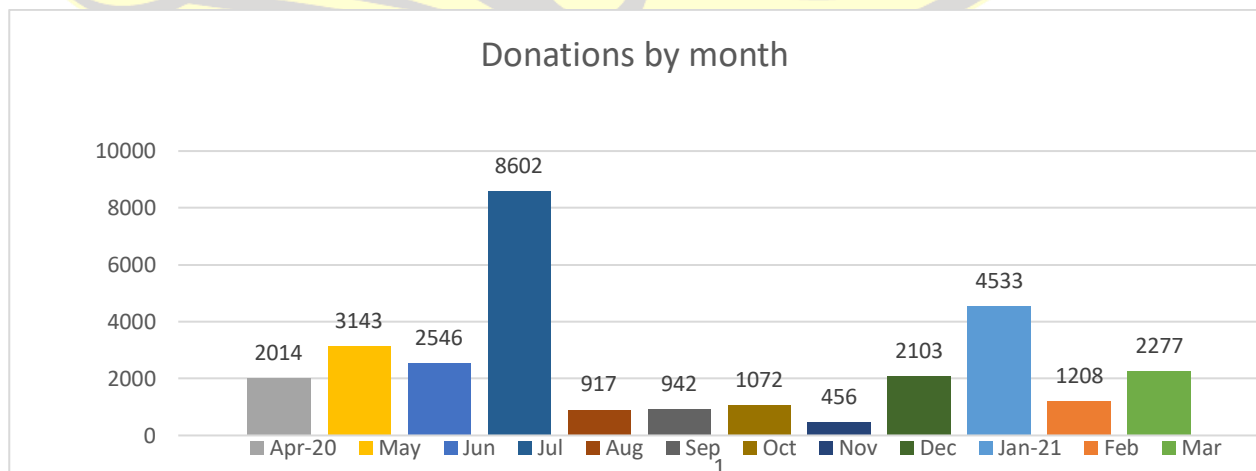


There is a total of 1,397 Life members. The database currently shows the total membership at 7176 this includes Life Members and Nominated Officers. From the database we have 16 corporate members and 92 clubs this is the main renewal time but have lost some clubs during the pandemic. Please note that not all clubs use the associated nominated officers membership and prefer to pay, the database is showing 74 Nominated Officers.

Cash balances as at today 08.04.2021 or where indicated.

			Current	Previous Feb 21	Movement
TMAGL	Lloyds – current	08.04.21	13,440.32	12,592.53	847.79 ↑
TMAGL	Lloyds – Reserves instant access	08.04.21	160,190.89	170,189.62	9,998.73 ↓
TMAGL	Lloyds – standing orders	08.04.21	2,189.56	1,220.35	969.21 ↑
NEL	Lloyds – current	01.03.21	4,042.07	4,082.07	40.00 ↓
MAG Foundation	Lloyds – current	01.03.21	34,847.51	34,573.54	273.97 ↑
MAG Media	Lloyds - current	01.03.21	6,332.79	6,239.79	93.00 ↓

Reserves are currently at around 5 months' worth of full running costs. The chart below shows donations received over the last twelve months - April 2020 to March 2021 total of £29,812.





viii. *Foundation (Tony Cox)*

Agreed to fund a video about filtering.

12. Any other business:

i. *Creation of electric membership category*

CB stated that this is a growing area and that in representing riders of electric bikes and scooters, they provide a potential for increased membership.

*To create a new membership category for riders of electric bikes and scooters. Carried.*

ii. *Review of position statements*

SL noted that a review of existing position statements is in order, given that some may need updating. SW volunteered to help with this.

iii. *AGC 2021*

SL noted that information regarding AGC 2021 will be published in the June issue of The Road. It is not known at present whether it will be possible or practical to hold a physical meeting. With this in mind, purchase of a video conferencing package is being investigated and branches and regions would dial in from local satellites.

AB and SM<sup>c</sup> offered to assist with the IT aspects of this option.

No objections were raised regarding holding a virtual AGC if necessary.

SL also noted that any candidates for posts are returned unopposed if there are no other candidates for the post.

iv. *Creation of 'Associate Member' category*

This would be a non-fee category of membership that would be included on mailing lists for PRs etc. There would be no discounts, no magazine (with the possible exception of a few selected 'taster' PDF pages). SL confirmed that MAG mailing lists are **never** sold on.

*To create a new membership category of 'Associate Member' as part of the Bennetts Insurance offer. Carried.*

v. *Police, Crime and Sentencing Bill*

This had been flagged up on the NC list and LÖ explained that it stems from the massive disruptions (including preventing ambulances from getting to calls) caused by Extinction Rebellion and would mean, in general terms, that the Police could impose noise and time limits on demonstrations. He further noted that if Parliament is inconvenienced, they are more likely to take action.

CB said that the NMC has said that the Bill would apply to static protests only but JC questioned this as the wording of the Bill specifically uses the word 'procession'.

LÖ said there is no prospect of the Bill not being passed.

JC to circulate the link to the Bill (with details of where to find the relevant section) to the NC list. It was decided that the exact wording of the Bill needs to be appraised, with a view to lodging objections if deemed appropriate.

13. Additions to Priorities:

Covered under Campaigns.

**Date of next meeting: 12.00 pm, Saturday 12<sup>th</sup> June 2021**



## APPENDIX 1

### POLITICAL UNIT WRITTEN REPORTS: COLIN BROWN

#### **Crime/Secure Parking**

An approach has been made to Kit Malthouse, but no response to date.

I attended the MCRG meeting on 25<sup>th</sup> March. There was discussion of a more formalised approach to the group with an elected chair and leads for specific areas of interest. I have expressed support and offered to put effort into any role deemed suitable. There was a presentation from Chief Inspector Wrigley about the National Vehicle Crime Working Group (NVCWG). Tony Campbell sits on this group representing the MCRG. Craig Carey-Clinch is considering making a request for a seat for the NMC at the NVCWG and has suggested that I attend the meetings as the NMC representative.

The NVCWG is chaired by ACC Jenny Sims (NPCC Lead for Vehicle Crime, ACC Jenny Sims and Kit Malthouse. Members of the group are leads from the motor industry, manufacturers, security, policing, home office and other key stakeholders and subject matter experts.

The first product from the group was the NVCWG Action Plan, this directs and focusses attention on 3 key areas:

1. Raising the level of technological understanding of the threat across all key partners, including police
2. A programme of work to affect the behaviour of vehicle owners.
3. A programme of work to removing the profit from vehicle crime.

Our FOI request process for the MAG National Police Force Bike Theft Rankings is underway, but responses are slow and not improving. That said responses that have been received back up all other indicators to show that motorcycle theft declined considerably in 2020. The PNC data that was presented at the MCRG suggests that there was a reduction of over 60%. Despite the good news there are concerns that there will be significant increases in 2021 as biking returns to normal after the lockdown. As more bikes are pulled out of garages and thieves are emboldened by increased 'cover' the lock it or lose it messaging does need to be reinforced with riders.

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#### **Road Safety**

I attended the Kent Vision Zero Road Safety Strategy stakeholder meeting along with Steve Mallett and JC Quinton, had a further @off the record' meeting with Rory McMullen and submitted a detailed written consultation response. We now wait to see the final strategy document, but hopefully we should receive a good level of engagement between KCC and MAG going forward.

I submitted a video presentation entitled "Re-THINK! Bike" to the RSGB PTW conference and took part as a panellist for the conference Question Time session. This has led to a number of openings and conversations with road safety professionals.

I attended the PACTS Road User Behaviour Working Party meeting. In February. This led to further informal meetings and discussions with Community Speed Watch UK and the Health and Safety Executive (HSE). The HSE conversation revolved around gig economy riders and grey fleet.

I have engaged with RoSPA in Scotland on their 'Better Rider' scheme and also took part in an MCIA post-test training forum meeting.

#### **DfT**

I remain convinced that our meeting with Baroness Vere signalled a turning point in terms of opportunity for MAG and motorcycling in policy. We submitted the five priorities list with supporting policy levers discussion document, and received an acknowledgement that reaffirmed a willingness to work with MAG.

Approaches to Ken Skates and Michael Matheson have yet to lead to ministerial level meetings, but both led to significant meetings with senior Welsh and Scottish Government officials. This is not a concern as there will be constraints on both due to the elections in May.

For Wales I met Ian Bradfield - Principal Policy Lead – Roads. This meeting largely covered the Welsh Transport Plan and there was a suggestion that motorcycling will be better covered in the final draft of the plan which is to be published very soon. Key here was the suggestion that motorcycles should be specifically mentioned as part of micromobility. For Scotland I met Fred O'Hara Head of Road Policy. This was an extremely positive meeting not least because Fred is a biker who enjoys the benefits of bus lane access in Edinburgh.

I have also had further meetings with DVSA and DfT as part of the NMC. It is very evident that the mood within the DfT has changed and there is an increasing acceptance of the fact that they need to develop policy around motorcycling. We have great potential for progress here provided we continue to maintain these developing relationships.

### **Transport Policy**

The slew of transport policy consultations continued. I submitted a response to the DfT's Future of Transport Rural Strategy as well as assisting Craig with a response from the NMC.

I engaged with Coventry City Council following a very bald survey ahead of their transport plan. This has placed MAG firmly on the stakeholders list and I expect early meetings with the Council.

I completed a response to the Oxfordshire LTCP5 Vision Consultation. This is an ongoing battle to get them to keep their promises to allow proper engagement on the formulation of this strategy. OCC are maintaining an arm's length style, but I continue to push for genuine engagement.

### **MCIA**

Julie and I met with MCIA's Tony Campbell, Karen Cole, Jenny Luckman and Nick Broomhall to further discussion on the MCIA's 'Journey' document. This was following the offers made by Tony Campbell at the February NC meeting. The meeting was positive and open but we are awaiting sight of the full draft document before further comment is made.

### **Ride To Work Day**

Planning continues for the Ride To Work Day campaign. The overarching theme for the campaign will be fun. This is to push the fact that mental wellbeing and positivity are benefits of riding to work. This seems a particularly relevant aspect to push in the current climate with COVID. I have put out a call via Network for volunteers willing to appear in a video for the campaign. Contacts at Bennetts Bike Social are helping with providing imagery for the website and posters promoting the campaign. The Filter Friendly campaign is getting a re-refresh courtesy of Jane Carrott's cartoonist contact, and I am working on a filtering safety campaign in partnership with the National Young Riders Forum. I hope to get the NMC members to push the campaign along with the MCIA and the APPG.

### **National Motorcycling Council**

The NMC formally launched on 2<sup>nd</sup> February. The launch was an online event. I spoke on behalf of MAG. The launch was well attended and has received a good degree of press coverage.

I have continued to represent MAG at all NMC meetings and joined NMC meetings with the DVSA and DfT.

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### **Research Projects**

I have assisted Julie in interviewing students from Warwick University for research projects. I have also worked with Julie on groundwork for what could be a significant research project in partnership with the University of Nottingham.

### **Supporting MAG Regions**

I have supported South East Region on work with noise complaints. I attended a meeting with the South Downs Safer Roads Task Force. I have also ensured their involvement in the Kent Road Safety Strategy work.

I have engaged with various enquiries from members in South Wales on bus lane access, and Devon on pothole and road surface quality issues.

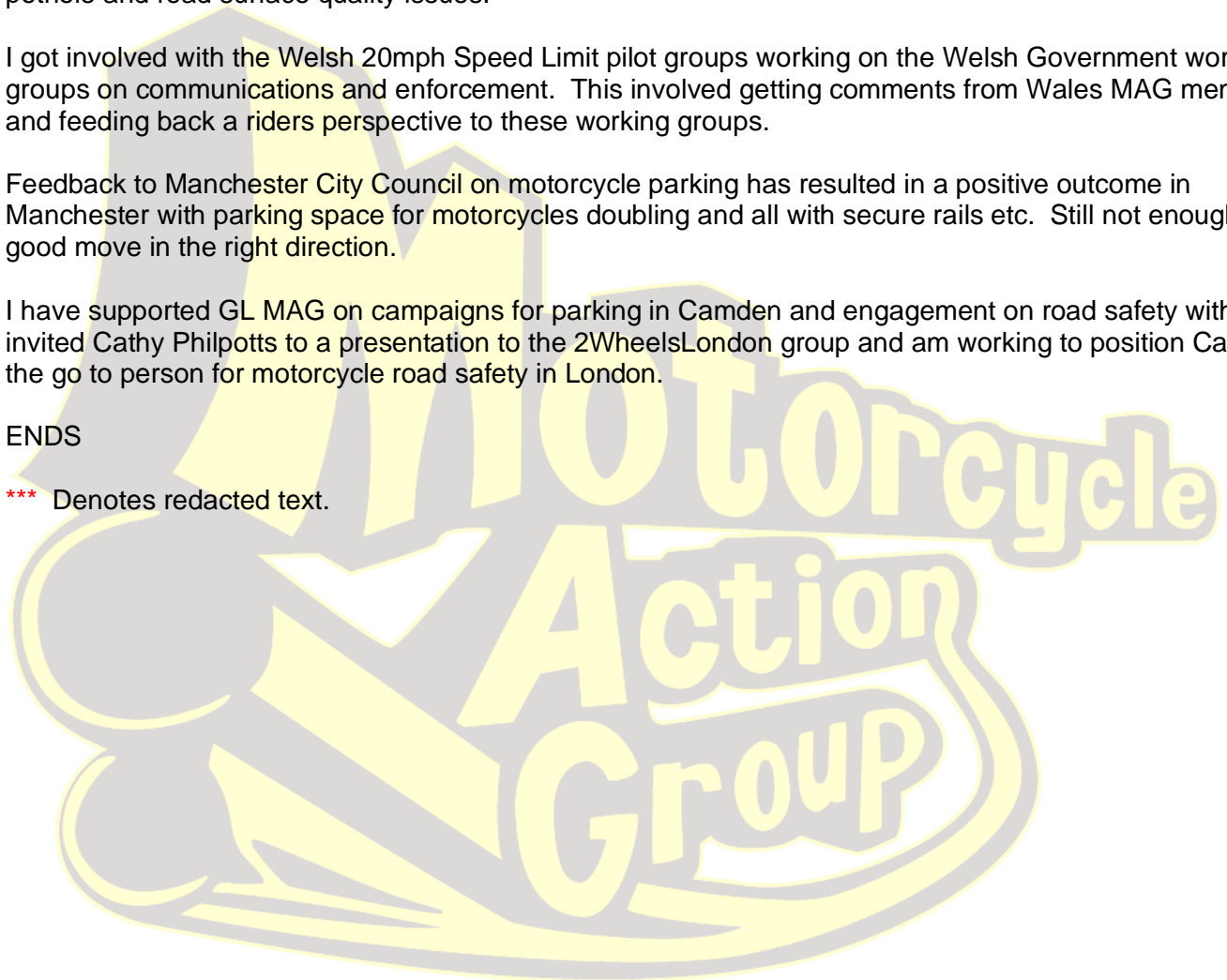
I got involved with the Welsh 20mph Speed Limit pilot groups working on the Welsh Government working groups on communications and enforcement. This involved getting comments from Wales MAG members and feeding back a riders perspective to these working groups.

Feedback to Manchester City Council on motorcycle parking has resulted in a positive outcome in Manchester with parking space for motorcycles doubling and all with secure rails etc. Still not enough, but a good move in the right direction.

I have supported GL MAG on campaigns for parking in Camden and engagement on road safety with TfL. I invited Cathy Philpotts to a presentation to the 2WheelsLondon group and am working to position Cathy as the go to person for motorcycle road safety in London.

ENDS

\*\*\* Denotes redacted text.





## APPENDIX 2

### POLITICAL UNIT WRITTEN REPORTS: LEMBIT ÖPIK

#### Improved relationship with Transport for London

MAG met a senior team from Transport for London (TfL) to discuss rider safety and the effect that certain traffic management schemes have had on bikers. This is a development from an earlier meeting last year, which was not particularly productive. This time, Cathy Phillpotts from London MAG led our delegation, attended by Lembit and Colin. Keith Prince AM was instrumental in securing this series of meetings, held via the Zoom digital platform.

Unlike the first meeting, this one was highly productive. TfL outlined what they refer to as they 'Vision Zero Dashboard,' a measuring tool to monitor accident statistics in the Greater London area. While MAG has issues with the Vision Zero model when taken literally, we judged that the primary goal was to work with TfL rather than seeking to argue every point. This worked well, and meant we were able to discuss biker safety issues in specific locations. Details are in The Road and Network.

For NC, the key points are as follows:

- 1 Cathy led our delegation, establishing London MAG as clearly in a prominent role regarding riders' rights in the Capital. Her encyclopaedic knowledge, built on her own extensive riding experience, was priceless, and truly informed the meeting, keeping it mature and practical. This is a public milestone in the evolution of London MAG.
- 2 TfL now takes MAG seriously, as the voice of riders in the city. Their willingness to establish this dialogue with us has been earned through three years of patient effort. We can now turn this relationship into action.
- 3 Our fractious relationship with Mayor Khan was less useful than a more collegiate approach with him. Aggression and confrontation are really going to get us nowhere. Open doors will.
- 4 We're now entering the wider world of powered two wheelers' including e-scooters. This opens another door – into cycle lanes. We therefore become stakeholders in a key area of interest to TfL, and that's widens our sphere of operations a lot.

Overall, this is a very good outcome, and is likely to lead to practical outcomes on London's streets. MAG is in a better place in London's decision-making circles than it has been in at least a decade, and possibly ever.

#### Election Handbook available

The Updated MAG Election Handbook has been announced and is available for colleagues to use. Key contributors, aside from Lembit, were Selina, Michael Armstrong and Colin. The Handbook takes account of the possible need to handle interactions with candidates digitally, and has also been made relevant for all forthcoming elections – even a General Election. More details are in Network and The Road.

Note that elections will occur for local Councillors, Police and Crime Commissioners, Mayors and for the Wales, Scotland and Northern Ireland legislatures 6<sup>th</sup> May 2021. They're all included in the Handbook. You can look at it at this link:

[https://wiki.mag-uk.org/images/7/76/MAG\\_Election\\_Handbook\\_Version\\_202103A.pdf](https://wiki.mag-uk.org/images/7/76/MAG_Election_Handbook_Version_202103A.pdf)

#### Government verdict on petrol, diesel and hybrid 2030 ban consultation doesn't mention motorbikes – yet

Following bold announcements about the intended ban on the sale of new petrol, diesel and hybrid vehicles by 2030, the Government has retrospectively published its response to the consultation it had on this subject. This is unconventional. Normally, the Government response will precede the policy announcement, not follow it. Their response is here:

<https://www.gov.uk/government/consultations/consulting-on-ending-the-sale-of-new-petrol-diesel-and-hybrid-cars-and-vans/outcome/ending-the-sale-of-new-petrol-diesel-and-hybrid-cars-and-vans-government-response>

It's worth noting that, as far as Lembit can see, there is no specific mention of motorcycles, either as exempt from or included in the ban. All we can say for CERTAIN is that this is the case. Lembit advises that, at some point between 2021 and 2030, the status of ICE motorcycles will inevitably be clarified. Lembit will share his own prediction – and it is a just that, a prediction and not a statement of fact – on request, if this assists the NC's deliberations on the subject.

### **Autonomy looms**

Lembit has identified significant activity regarding the development of autonomous vehicles and their use on UK roads. This is an issue that has been of particular interest and concern to colleagues, notably Tony Cox, and he's right to be concerned. The issues are covered in more detail in Network and The Road. The central concern is one of liability – who takes the blame in an accident? It's not a simple answer, and it drives the debate about how autonomous vehicles should interact with, for example, human controlled motorbikes, and if there is the potential for segregated road space as an expedient solution to the problems of, for example, different response times for a man versus a microchip.

Next step is to seek to engage with interested parties, primarily in the Law Commission and at the PACTS road safety group, to input MAG's opinions and suggestions about the way forward. Note that autonomous vehicles ring with them many advantages. The challenge is to make sure the negatives don't outweigh the positives, or de facto ban some modes of transport, such as manually controlled motorcycles, from a large proportion of British road space.

### **Choice in Personal Transport**

The NC will be aware of the lively debate about the future of ChiPT. As this has continued, Lembit has maintained a watching brief, as advised. Lembit can provide any facts required by the NC and is obviously willing to provide his professional opinion on request. The political decision is for MAG's NC to make, and on that Lembit does not have a vote.

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### **Kensington and Chelsea sets interesting and significant precedent**

Despite intense pressure from the Mayor of London and some 'active travel' lobby groups, the Kensington and Chelsea London borough has now voted unanimously at the highest level NOT to reinstate the controversial cycle lane it removed from a major street in the borough, following intense local pressure from residents. The Councillors cited one reason as the fact that a claimed majority in support of the lane was not based on local residents, but on the basis of votes from those who do not live in the area. Local people overwhelmingly opposed the cycle lane. MAG was aware that this sort of polling mathematics was probably at play, and the Council's data has proved our assumptions to be correct. This may set a precedent and is certainly significant in the rate of roll out of these roadspace-removing lanes.

Lembit's view is that this issue will rise to greater prominence if and when the Covid-19 pandemic is finally considered over. Until then, emergency powers protect the lanes, despite a lack of consultation. Lembit predicts that this could be a significant factor in our workload in the months immediately following an end to social distancing measures, though at present it's extremely hard to predict when this may occur.

### **One to watch – E10 introduction**

Although little reported in the media, the E10 biofuel move – whereby up to 10% of fuel is essentially a form of alcohol rather than conventional oil, is pending. Lembit is trying to find out the actual timing, as this may well have implications for older motorcycles in particular. The move is being made on the basis that this is an

environmental measure. Lembit made a comprehensive submission to the consultation, but the proposals were not altered to take account of these concerns, it seems.

### **Good changes to A2 testing**

The Government has proposed lowering the motorcycle size you can do your A2 licence on, from a minimum of 395cc to 245cc. Lembit submitted MAG's response, welcoming the move. It broadens the range of motorcycles eligible for usage in this test regime, In addition, it saves money for rider and training operations at no cost whatever in terms of safety. Lembit believes this change will be implemented, probably towards the end of 2021.

### **Lembit Öpik**

Director Communications and Public Affairs  
Motorcycle Action Group

\*\*\* Denotes redacted text.

