

National Committee Attendance Sheet						
National Committee Meeting (via Microsoft Teams due to ongoing COVID-19 restrictions)					Date:14/08/2021	
Surname	First Name	Initials	Region/Post	Present	Apologies	
Armstrong	Michael	MA	Cumbria Rep		√	
Boyd	Martyn	MB	Contact for Northern Ireland			
Bridgwood	Alex	AB	Lincolnshire Rep	√		
Brown	Colin	CB	Director Campaigns & Political Engagement	√		
Carrott	Jane	JC	Director TMAGL	√		
Smith	Doug	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		√	
Travis	Steve	ST	Contact for Yorkshire		√	
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	√		
Ferrari	Carol	CF	Minute Taker		√	

Motorcycle Action Group: National Committee Meeting

Date: Saturday 14th August 2021 Time 12.00 pm Venue: Not applicable

1. Introduction:

Although Government-led national restrictions on gatherings and social distancing in relation to the COVID-19 pandemic have eased, the August NC meeting was held remotely via Microsoft Teams. The 'usual' hall, Wren Hall, wanted all bookings for 2021 made in 2020.

The Board of Directors met via Microsoft Teams on the evening of Friday 13th August 2021 and (with the Political Team) on the morning of Saturday 14th August 2021.

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

2. Apologies for absence:

See Attendance Sheet.

3. Appointments and resignations:

DS elected as South West Regional Rep (replacing Paul Carter).

ST as contact for Yorkshire (Richard 'Manny' Manton having stepped down at the AGM and no replacement RR being elected).

South Wales AGM poorly attended, no rep or contact however SL has been in contact with Gordon Hesp who previously showed interested. The timing isn't quite right for Gordon but he's happy to be contacted again towards the end of the year if there's no change in South Wales.

4. Adoption of NC agenda:

Adopted without revision.

5. Ratification of previous NC Minutes:

i. Minutes of previous NC meeting.

To accept the June 2021 NC Minutes.

Proposed: GL Seconded: SW Carried.

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

MAG continue with the plan to host a virtual AGC meeting on 25th of September 2021.

For: 9 Against: 1 Motion carried.

Subsequent to this vote members emailed Central and the Chair to argue against holding a virtual AGC. When the window for manifestos and motions closed only one position was contested, Chair. Recognising that any decision from a virtual AGC would dissatisfy the membership, SL took the decision to contact the two candidates contesting the Chair role. A compromise acceptable to the candidates was settled upon with details in this issue of The ROAD and on the carrier sheet: Chair candidate debate 11th September, restricted to 150 (due to venue size), register in advance, a

recording will be made available to members after the debate, all voting to be via the database with multiple routes for doing this.

6. Matters arising from previous NC Minutes:

Vote as above, hosting a virtual AGC 2021 (subsequently abandoned).

System for voting via database (self-serve). Complete, thanks recorded to Leslie Johns for this.

Answer written questions submitted in relation to virtual AGC 2021 (SL). Complete.

Police, Crime Sentencing and Courts Bill - MAG to send a letter of objection to the bill (LÖ/SL). Complete.

Feedback on position statements (SW). Ongoing.

Complaint – against Rep and Deputy Rep of Wycombe MAG. JC, SMC and AB looked at the complaint and provided a response in a timely manner. No action against any party was deemed necessary. The complainant has been informed. No further correspondence has been received. The matter is now closed.

Notify Phil McFadden that the NC are happy he acts as the observer at tomorrow's (13/06/2021) South Wales AGM (SL). Complete.

7. Campaigns/Priorities:

CB and LÖ provided written reports, circulated to the NC prior to the meeting.

CB and LÖ presented the following (PowerPoint available, SL will post on Dropbox).

Strategy

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

We seek long term outcomes

Much of Political Unit's work is strategic
Campaigns last months or years
Result of MAG's growing sway
We are leading thinking

Electric Monoculture LÖ

Much public debate and increased media coverage; can structure handle it, can there be enough charging points in place, time taken to charge ect.

Landmark report released LÖ

Details of APPG report in collaboration with others shared on NC list, MAG contributed to report and is quoted. Report questions the feasibility of a move to all electric. Continuing to work with others to protect our right to ride fossil fuelled motorcycles.

More on alternative fuels appearing as an article in the next issue of The ROAD. Hydrogen is a possibility but not there yet.

Electric test - Zero bike LÖ

There's an article, from Keith Prince, testing a 'Zero' electric motorcycle in The ROAD. The article is complimentary, Keith's concerns only being about the lack of noise and the fear pedestrians may step out in front of him.

Local Transport Plans (CB)

Engagement on a couple of LTPs since the last NC.

Oxford local transport and connectivity plan, you may recall the comment 'motorcyclists are a danger to themselves'. The Oxford plan is still not fully generated, MAG remain on the case meeting with County Council officers. It was a positive meeting, the feeling being they are beginning to listen, and there should be something positive to report relating to all the work MAG has put in (draft document not due until September).

West Midlands Combined Authority have released a survey to shape their transport plan. CB is encouraged by a question relating specifically to whether motorcycle use should be encouraged.

Demo rights restricted? LÖ

The Police crime bill is still going through Parliamentary process, it has to pass through The House of Commons then The House of Lords, and may well go back and forward. It's due to be debated on 21st Sept in The House of Lords. It will become law, although there is some resistance.

The phoney war LÖ

Low traffic neighbourhoods (LTNs), there have been several calls for members to come forward with LTNs of concern. To be clear we are not against these on principle but conscious that they take away bikers rights to travel in the areas where restrictions are imposed (under LTNs).

Local Transport Note 1/20 / Bus Lanes CB

Following reports by council officers in Leeds that the DfT position on motorcycles in bus lanes had changed (from positive to negative). We now have in writing from the DfT that this is not the case. Looking to create a comprehensive list of bus lanes and those that allow motorcycles (along with restrictions if applicable) as one does not exist.

E10 LÖ

Looking to get a Parliamentary question put in specifically relating to E10.

Not yet found an additive to use with E10 to combat issues in older engines / laying up machines for some time.

SMc: been filling up bike with E10 anyway, possibly the situation isn't as bad as we're being lead to believe.

AB: thinks long term use worse due to attracting moisture, laying up and plastic tanked bikes.

LÖ believes the timetable is for a gradual roll out of E10.

Increase in bike questions LÖ

Big thank you to GL, either GL has got better at finding mention of motorcycles and motorcycling related issues or there has been an increase in debate relating to motorcycles/riders. It certainly looks like we've increased the profile of motorcycling.

Bike Theft CB

Updated Bike Theft Ranking document published. It makes for interesting reading as does the missing data. London's figures are way above those of other regions. Worryingly though decreases in figures may largely be down to the pandemic, not solving the theft issue.

CB already sing the document as a hook to secure more meetings; yesterday North Yorkshire and more lined up. Manchester has no data, CB has written to Deputy Mayor for Policing and Crime, previously having tried Andy Burnham, no response to date. Thames Valley & Hampshire have also not replied (areas share the same offices). Still looking to secure a meeting with Kit Malthouse. In contact with Home Office (HO) officials and Gareth Wrigley (National Vehicle Crime Working Group). HO reporting won't change unless the police request it.

This is a priority so push National Vehicle Crime Working Group. Response to date that car and van related crime is higher so that's where priorities lay and as a minority group we won't get much time, however CB has looked at the figures and they reveal the rate of theft relating to motorcycles is eight times higher. Looking for support from MCRG (Chair Tony Campbell). CB concerned that MCRG gives commercially lead response rather than victim lead. MCRG are currently looking at Governance, including creating roles for different aspects. CB looking for a role with MCRG and for it to grow teeth and seek action. CB sees the potential for future improvements with MCRG.

SMc: project Venice and BikeSafe, CB has contacts which he'll share direct to SMC
CB has contacted Deputy Major of London's office and has a meeting next week.

Vision Zero: 50% U.N. Target LÖ

LÖ sees this announcement as a small victory for common sense. It allows debate, we need to be in debate.

DfT are looking at setting up a new road safety strategy.

Welcoming Roads CB

'Welcoming Roads' an alternative for Vision Zero. The DfT are considering an alternative approach to Vision Zero, it will be an uphill struggle but a more balanced approach than Vision Zero is needed. 'Welcoming Roads' offers this, the document was quickly launched, it is a MAG initiative, NMC are supportive of it, TfL are not in disagreement but the Mayor's office says it supports Vision Zero. The important message to take away is recognition that roads are used for a large number of purposes including leisure. No lobby group has disagreed with the document that looks to include all legitimate transport modes.

E-scooter Legitimacy CB

Where do we stand? At the moment e-scooters are not a legitimate transport mode, they can't legally be used on the roads unless under pilot schemes. CB suggests we could use this to our favour, and reached out to groups who want to use them.

Media interest grows LÖ

Media interest in MAG is growing, national media references given. Call to contact local BBC radio stations (BBC in a bit of a pickle at the moment). If you call a 'phone in' show relating to transport, you are likely to get on, call every time they have a relevant topic. They want you to feel good so you call again, it's a win-win.

Looking ahead LÖ

Electric arguments are increasing. Police crime bill and changes to transport policy are coming.

LTNs: let LÖ know if you've got issues or even if you're happy with one.

E10 date: LÖ will find out more and report in Network.

CB – road safety strategy looking to it get right (Welcoming Roads). Theft/crime; long game, getting some traction. Next big area insurance; affect of theft on premiums, technical view.

LÖ: Autonomous vehicles – all gone quiet, wrestling with practical problem of actuarial risk, no point if makes world more dangerous e.g. braking compared to human response, vehicles talking with each other. Probably more to report in October. Law Commission, LÖ made suggestions but didn't get anywhere, they're not responsive.

TC - personal view as autonomous vehicles move on to strategic roads they'll become the biggest risk to motorcycles. There will be a need to become 'connected' and therefore controlled. Rider control will be taken away. The pleasure of riding will be gone. Expressed surprise at being told all has gone quiet.

SW – taking on board what has been said about autonomous vehicles, the ethos being autonomous vehicles are supposed to make everything safer and do away with accidents. Tests seem to indicate at best on par with human controlled vehicles. Even though there's currently a 'driver' present. The figures are low because the vehicle numbers are low but there appears to be little benefit based on data currently available.

AB – part of autonomous vehicles is speed limiters, being fitted on all new vehicles from next year, inevitable this will include motorcycles at some point. Whilst the UK is different to EU, in the UK advisory, in the EU automatic in speed limit zones. Taking us one step closer to being controlled.

CB – analogy works extremely well if you treat the 'human' (driver/rider) as a package to be delivered. Part reason of the reason for including leisure in the Welcome Roads document was to include the 'enjoyment' process. Laying the ground work that the road network is not just for

transporting people/goods. If there is a desire to have a separate road structure for cyclists, there is a need for cross over.

TC – many vehicles have crude autonomous systems now. Control of the vehicle based on the vehicle in front or behind. Steering control based on lane markings. These used on existing roads. Next comes complete connectivity. This will be the only way it will work. Safety aspects coming in but to drive is for more vehicles on existing roads. Lots of companies are cracking on with it (incorporating autonomous control technology).

LÖ - segregation of travel is the only way we can really get autonomous vehicles on the roads. This means manual vehicles will only be allowed on certain roads. Not about what powers the vehicle but how it is controlled. Might even happen with insurance. Trials are ongoing. Be careful to recognise autonomous vehicles are electric. Personally would see benefit of autonomous control for driving a car, as doesn't enjoy driving. Very hard to improve on Western safety.
ACTION: Parliamentary questions.

See Appendices for attached formal reports.

8. Board meeting report (including FEMA):

The Board met via Microsoft Teams on Friday evening, including JS, and again on Saturday morning with the Political team. SL gave a verbal report:

No apologies for non-attendance.

No appointments or resignations.

June minutes not yet complete, apologies given by SL (reason – dealing with AGC).

Actions from last meeting:

Microsoft Teams purchased.

Ride to Work Day promoted.

Progressing with individual interested in Finance Director role.

SMART targets for all employees ongoing.

New will service 'MAG Legacy' via SorryMate added as a member benefit.

New office lease.

AGC – no longer virtual, now Chair challengers 'face-to-face' debate.

From JS report:

BikeSure very happy with partnership deal with us, we are their highest performing partner.

Warwick University student gave feedback on Social Media project, full report to follow to Board from JS. Lots to work on, give us a base line.

Website review started, removing outdated terminology and rewording date related info so it doesn't need annually updating.

Finance report: No concerns, under current conditions we are stable. Taking Life memberships regularly. Healthy cash donations taken at the MAG at Yorkshire Pudding (£179.50), one thankful member donating £100.

FEMA report from IC; French filtering trial which had been running for five years came to an end earlier this year, it has been decided to continue it for another three years.

SMC are looking at 'better design for motorcyclist in the event of an accident' barriers e.g. smooth surface. This is of some interest in the ongoing discussions in N.I. Other suggestions from SMC are anti-slip surfaces and surface debris removal.

MAG Media: magazine gone to press, number of last minute issues relating to confusion over articles (JS on annual leave and had sent all articles to IM but IM not sure).

NEL: condolences to LÖ following the sad loss of his mum. SL in regular contact with all employees.

A.O.B. AGC 2021 Directors terms: TC outgoing, thanks given for all his work over the years, remaining on the Foundation. JC submitted a manifesto to extend tenure to four full years (as seen on NC list). SW returned unopposed. NFL elected unopposed. Two Director positions remain vacant at his time.

Discussion on Fair Fuel APPG report

Saturday am with Political Team: a brief version of the report you have heard today from CB and LÖ.

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

9. Forthcoming events:

SL issued a reminder that groups needing PLI should ensure they make a request to Central in a timely manner.

SMc: event at Brooklands tomorrow along with the Ace Café.

10. Requests for AGM Observers:

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

Meeting's: virtual meeting are ongoing but information and communication are being passed on via private page on Facebook.

Dead End Rally was sadly cancelled.

RR Report

Send NC emails to Furness/West Cumbria MAG.

Work ongoing about national waiting times for practical/theory motorcycle tests.

Also I'll be at work for the next meeting, my apologies.

East Anglia: (vacant)

No report available.

Eastern: (vacant)

No report available.

East Midlands: (vacant)

No report available.

Greater London: Spen McEvoy

No report received.

Herts & Essex: (vacant)

No report available.

Lincolnshire: Alex Bridgwood

No report received.

North East: Dave Wigham

No report received.

Northern Ireland: Martyn Boyd (contact)

Here's a synopsis of what's been happening here lately.

NI Road safety Review

I have had recent positive engagements with our Dept for Infrastructure (DfI) as part of the NI Road Safety Review. They seemed genuinely interested in our input and also wanted to know what we thought, from a motorcycling perspective, about the changes to the Highway Code in GB. NI has the power to produce its own varied version, within limits of course. As usual, none of those conducting this survey have any motorcycling knowledge but did indicate a willingness to learn and some of their questions illustrated that. I provided them with the Welcoming Roads document and Colin Brown's response to the Highway Code consultation.

I was asked for what we believe should be their priorities, from our perspective, in this review. My answers were:

Re-establish the Motorcycle Safety Forum and give it some power

Through it, MAG previously made constructive suggestions for measures that could enhance motorcyclists safety over a long term, not just box-ticking sticking plaster pseudo remedies. Unfortunately, none of our suggestions were taken forward.

Actively adopt the Safe Systems Approach for roads

Ensuring surfaces, signs, markings etc are maintained in good condition. These have all deteriorated in recent years to the point where some road surfaces present a clear hazard to motorcycles. Also, actively consider the needs & vulnerabilities of motorcyclists when designing new roads/road improvement schemes and safety measures. **Roads that are safe for motorcyclists – your MOST AT RISK user group – will be safe for EVERY road user.**

Establish an Enhanced Rider Training Scheme similar to that in GB

This would be a subsidised scheme using currently in place, suitably qualified instructors to provide real-world enhanced rider skills training – so called Survival Skills – for all post-test motorcyclists whether newly qualified or those returning to motorcycling. Such a scheme existed in the 1980/90's (called Star Rider) and was a great success. This type of scheme, over a 10 or more year period, would increase rider safety through knowledge, training and skills that are not provided as part of the training to pass the test. This would consequently reduce the current 50% rate of rider collisions that are attributable to rider errors and thus save lives and increase safety. Also, **enhance driver training** to actively teach awareness of the vulnerabilities of motorcyclists. This could be done by including even a short training module on a small motorcycle conducted by a motorcycle instructor.

Rethink road safety education

Using the example of the Cycling Proficiency scheme, actively go into P7 and onward classes to educate children about all aspects of road safety, all aspects of individual responsibilities, drive home the Shared Space message, educate for awareness of vulnerable road users from an early age.

Motorcycle parking provision

A recent Zoom meeting with an official from my local Council regarding their new parking strategy for the entire district. They are committed to increasing motorcycle parking, initially in the four main towns of the district. They sought our views and input with regard to location, amount and design and how to make their plans known to the motorcycling community. Altogether very positive and a PR piece is promised featuring the new Mayor, myself and my Triumph! This is a campaign I have been on for about three years now and it seems to be bearing positive fruit.

Sustainable Travel Strategy for Belfast

I've been in contact with various parties, including our responsible Minister, putting forward the proposition that motorcycles can be part of the solution rather than part of the problem. I feel I am getting somewhere as I was recently asked about electric motorcycles and what sort of infrastructure would be needed for them. Can I get some help with that please? I also discussed providing more dedicated 'bike parking in Belfast city centre and publicising it from the perspective of encouraging more motorcycling use. I also submitted the idea that motorcycle parking at the Belfast Rapid Transport depots (this is a tram-like bus system that criss-crosses the city and is set to expand) with secure lockers could encourage a bike and ride type of commuter and made clear the very positive safety benefit to motorcyclists that full access to Belfast bus lanes provides currently. I was assured there are no plans to remove that access.

North Wales: Bill Hughes

Have started monthly meetings on the last Thursday of the month at St Asaph again. As expected turnout was none existent as the Covid lock down has lost any ground we may have made with the group, so we need to come up with some ideas to get us back into action. Sadly, the restrictions were lifted too late for us to stage our bike show again this year which is a shame as we did have a

lot of enquiries about it. It was becoming a part of the biker calendar in the area and was well supported. Hopefully it will be remembered next year when it WILL happen again.

At the moment, my health is still restricting my ability to do what I want to do. I was supposed to have an appointment with my consultant last week but it was cancelled and is now scheduled for the end of September. Whilst not getting too optimistic, Am hoping they will be able to do something more for me. However, should the NC wish to seek someone else to take on the RR position, I would obviously be prepared to step down, whilst offering any support that I could. Until such times, whilst I can still ride (which, at the moment I can) I will continue to do what ever I can.

There is a member who was interested in starting a group on the Llyn Peninsula. I have been in contact with him, but at that time he had not progressed the idea any further. I am trying to arrange a meeting with him as, due to the road links in North Wales, I see the way forward for MAG in this area as small groups in different locations that could then work together on a coordinated strategy. I live in hope, forever the optimist.

North West: Tony Cox

11-12th June: -Board meetings via Microsoft Teams

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

12th June: - NC Meeting via Microsoft Teams

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

3rd July: - Funeral of Bob Salisbury

Bob Salisbury was a lifetime MAG member who passed away earlier in the month. I was contacted by Sarah, his daughter, to see if we could give him a good send off and so I put out the call via social media and we had a great turn out for his last ride, much appreciated by Sarah and her family.

I did know Bob as an acquaintance but knew very little about him but found out a lot more on the day. Bob was a science teacher and has written a paper on the use of hydrogen as an alternative fuel which he published ~ 10 years ago. I am now in contact with his sister to get a copy of the paper.

Regional News.

- The Blackpool Motorcycle Show was cancelled after the Covid restrictions where extended which was a big blow as I had put a lot of time and effort into getting Blackpool Council to authorise this event and had got financial support negotiated from other organisations which should have made it one of the most profitable one yet.
- Red Rose MAG plan to resume their meetings next month and Wirral Mag have been holding meetings since there meeting place re-opened. I have not had any replies from the rest of the local groups so far.
- Dave Pearson, the Wirral MAG rep, plans to chase up the council again to see if any progress on secure parking. He would like to see MAG produce a guide that could be sent to councils showing what secure parking options are available, particularly the combined cycle/motorcycle parking that has been mentioned in 'the Road'.
- The Manchester Bike Show has been postponed until next April due to the current pandemic. I had negotiated a contra-deal with the organisers for premium stand space FOC and expect this to be offered for the re-arranged event.
- 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>.

MAG Foundation

We held an online meeting on Monday 9th August with 3/5 of the trustees in attendance. The Foundation are looking at producing Christmas cards and will sell these though the TMAGL website. The Foundation are also in discussion with RealRider.com with a view to producing a motorcycle parking app. The money for this would come from the money the "Donna" donation. There is a sum

from Scotland that needs to be used for Road Safety which we are looking at. WE are also looking at having some more "Think Bike" stickers and putting a free one in the next edition of The Road.

Scotland: Steve Wykes

No report received.

South East: Steve Mallett

Sorry to say that this has been a very unproductive 2 months. The non news is that the planned launch of Horsham MAG and the re-launch of East Surrey MAG have both been put on the back burner.

The BHP radio MAG interview was recorded but in the end was dropped and a different MAG personage has taken on the role.

We have a new and very good Rep at Brighton MAG, Sandy Moon who is the driving force behind 'MAGFest'.

We, S E MAG have been invited to the Kent Vision Zero launch in September, I don't suppose it'll be the most exciting day out I've ever had but good to be asked.

Southern: Tim Peregrine

Not much to report, however pleased to say that the Regional Reps meeting is now being held in person and the Groups are slowly getting back to the same.

Some have been more active than others and social media seems to remain quite active, with some normal stamping of feet.

PCC transport group is being engaged with and will be following up the 'pothole' dragon machine, to understand utilisation and effectiveness.

South Wales: (vacant)

No report available.

South West: Doug Smith

I'm Doug Smith, new south West Region Rep since our AGM in June when Paul Carter stepped down from the RR's post.

I have previously been SW RR, but many years ago and I appreciate that MAG as an organisation has evolved in the intervening years so I am trying to get up to speed. However, since the Region AGM I have been on a Road Trip around the UK for the past 6 weeks and comms have been a little sporadic at times.

Each of the 4 groups within the Region are now trying to get back to normal running with each of their regular meetings have now resumed. Taunton MAG are working towards getting the Tone Vale Tea Rally up and running again next year. Likewise, Cornwall MAG are planning the End of the Road Rally for next year. North Devon MAG have resumed the Barnstaple Bike Nights despite a minor spat with the District Council's Environmental Health Officer. All sorted now. Unfortunately the Ilfracombe Bike show will not take place this year due to a calendar clash, but will be back in

2022. West Dorset MAG have been busy on FaceBook, but no immediate plans for their annual bike show.

I have every intention to visit each group in the near future. The reps I have spoken with report that their finances are sound and sufficient to cover their immediate needs. I have just finished a stint marshalling at the Yorkshire Pudding Rally with members from North Devon MAG and Taunton MAG groups. The rally went very well, was well attended and many people I spoke to were glad to be back at a MAG rally and that life seems to be returning to something approaching normality.

I was noted that the 2 candidate for Chair did not take the opportunity to attend MAG's first major rally of the year. This would have been a good platform to advertise their ambitions for the organisations and network with the number of reps, RR's and many MAG members present at the rally.

At this stage I am currently also the local rep for North Devon and with support from the Group I am likely to continue in both posts for the foreseeable future.

Thames Valley: Pete Seymour

No report received.

Western: George Legg

Nothing much doing in the Western Region, one or two groups starting to meet up again where practical.

West Midlands: Graham Wells

Still not much happening and not quite back to normal yet. We have had our first physical meeting for a long time on a very wet evening last week where a new face turned up but 2 regulars cried off due to the deluge.

Myself and Colin went to up Staffordshire for the first meeting of the reincarnated Stafford & District Group and with our local contact Eddie talked to riders at the KI café which is a popular biker café and detected a bit of interest. Unfortunately Eddie's wife has had to be re-admitted to hospital with complications after an op and he has understandably been a bit busy elsewhere.

Two events that we would normally attend with a stand have been cancelled this Summer but another one is scheduled for the 15th and another one next month so fingers crossed they might go ahead.

Yorkshire: Steve Travis (contact)

We held a very well attended Region AGM on Sunday 25th July. There were no candidates put themselves forward as Yorkshire RR, so after a period of navel gazing, I volunteered to be a contact/interim Rep until someone comes forward to take on the role permanently. Fear not however, Yorkshire remains a very strong Region with 6 very active groups.

All the Groups have now restarted their meetings. Wakefield held their AGM on Tuesday 29th June, Huddersfield have theirs on Wednesday 11th August, East Yorkshire sometime in October, and others are planning theirs. Huddersfield have a really excellent working relationship with Calderdale Council and a very difficult one with Kirklees. Calderdale are open-minded, helping to cultivate a constructive liaison with cycling, approved bus lane access, (but slow to implement all sections) and now proposing to set up Biker Down. Leeds & Bradford MAG continue to lock horns with Leeds Council who are very anti-bike, they have blocked a bus lane trial in the city for a couple of very spurious reasons, including one Councillor saying 'motorbikes will delay buses'...er, excuse me.

York MAG, our newest relaunched Group are making great progress, and looking to represent North Yorkshire as a whole with NYCC, Craven District Council, Hambleton and Scarborough as their targets – there is a lack of a joined up policy for bike parking charges throughout North Yorkshire that they are hoping to resolve. York MAG also held their first rally/event (a small rally cum piss up in a brewery), which was well attended. East Yorkshire MAG are actively planning their small rally, Spat Out of Hull in September.

Yorkshire MAG have just hosted the Yorkshire Pudding Rally, the only one of the 3 Yorkshire MAG rallies we have been able to host this year – the event was a sell out from April (a record) and was a highly successful event which should have returned a tidy sum for the MAG coffers. Thanks to all the other regions obviously who also take time out to support and marshal the rally, including folks from as far away as France, (well Devon, but it's all the same thing isn't it!)

ii. Chair and Vice-Chair

Chair:

Lots of work for the subsequently abandoned virtual AGC. Liaising between the two candidates for Chair and with Central.

Some of the usual stuff:
Contact with Julie and Lembit, Carol, Colin, and Tony.

Online attendance at June 2021 Board & NC meetings

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.
Spent some time with Julie looking at Microsoft Teams.
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.
Finance: releasing payments via online banking.
Collating all the Trolling's on a Word document.

Vice Chair: Tony Cox

No report

iii. National Reps' Liaison Officer (vacant)

No report available.

iv. National Clubs Officer (vacant)

No report available.

v. National Web Research Officer – George Legg

Continuing to trawl the web for useful stuff for both Campaigns team and the Network Editor.

vi. *Network Editor – Anne Gale*

Producing Network as usual.

vii. *Executive Officer*

Updates

Offices – As restrictions have now lifted no real change to the office in real terms. Full PPE is available and on offer should we have any visitors – none planned. I have had one quote for the lighting replacement in the office at £1200 plus VAT and usual onsite contractor is still to quote. The lease is up for renewal and waiting for confirmation of rent and hoping that there is no increase or only a minimal increase. I will negotiate the lighting dependent on their proposal. There has been no increase in rent throughout the lease, so if it remains the same it would be cheaper for us to replace the lighting than it being added to the lease annually going forwards.

Office opening hours have been adjusted for telephone answering times to reduce workload through staff leave/absence around year end. Telephone calls will be answered between 10am to 3pm and the answering machine on for all other hours.

IT – I have been unable to look at detail into an off the shelf Membership database (CRM) option recommended by Leslie. Microsoft Office which includes Teams will be added to the office so that Teams is available for future NC and other meetings where necessary. This will be in MAG's name and not allocated to one of the office pc's so that is accessible to whomever needs it. We will upgrade all systems as required to keep up to date in technology and software. Leslie is working on an add on to the self-serve system to allow members to register to attend Q&A session live, or ask a question/s and the ability to vote for a Chair candidate and this will be used to register all received votes and it will be an auditable process.

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 – looking at Christmas Cards.

Staff – Staff have been advised that the face to face meeting ban has now been lifted and it is up to the individual if they wish to meet face to face or not. I have asked that all are mindful of MAG finances as we need to expenditure to a minimum. As you will be aware we have had a health issue with Carol so have reduced her hours in light of this but she remains working. ***

We have had some absence from Lembit whilst his mum was hospitalised and then unfortunately she passed away. ***

All staff have now had their second COVID-19 vaccination.

The Employee Handbook continues to be under review. HR training is being looked into at all levels.

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

My role – Auditor booked for year-end accounts at the beginning of September. Year End preparation underway but a little behind planned schedule. I am trying to get on top on the website with updates, uploading previous NC minutes and AGC minutes (redacted versions as necessary) and pages are being worked upon that were direct transfer from the old site. The Warwick Business School projects have started with some issues regarding accessing accident data against legal/illegal riders is difficult to get access to. This part of the research will be something for the future but are working with the student to gain other accident data to use in safety stats. Results should be presented later in August. Still waiting for response from Bennett's. Still busy with no let up obvious.

Health & Safety – Nothing major but have today contacted Site Manager as roof had started to leak in a heavy downpour. Very minor and will be fixed once roof is dry.

MAG Member Benefits – Cotswold discount has been received well by members and also getting requests from affiliated members. We have explained that this is a full member only benefit. SorryMate have designed an advertorial for The ROAD and MAG Legacy will be launched at that

point. I have managed to get 15% off the basic £150 basic will cost with agreed 15% additional services relating to the will. This is also available to friends and family of MAG members but at a reduced discount of 5%. All MAG referrals will be looked at and if we have 12 – 15 members/friends or family take up the offer we will get a referral fee. A PR will be sent out regarding this in the future along with social media. MAG Insurance is an issue currently but no update as yet – I will advise accordingly.

*** Denotes redacted text

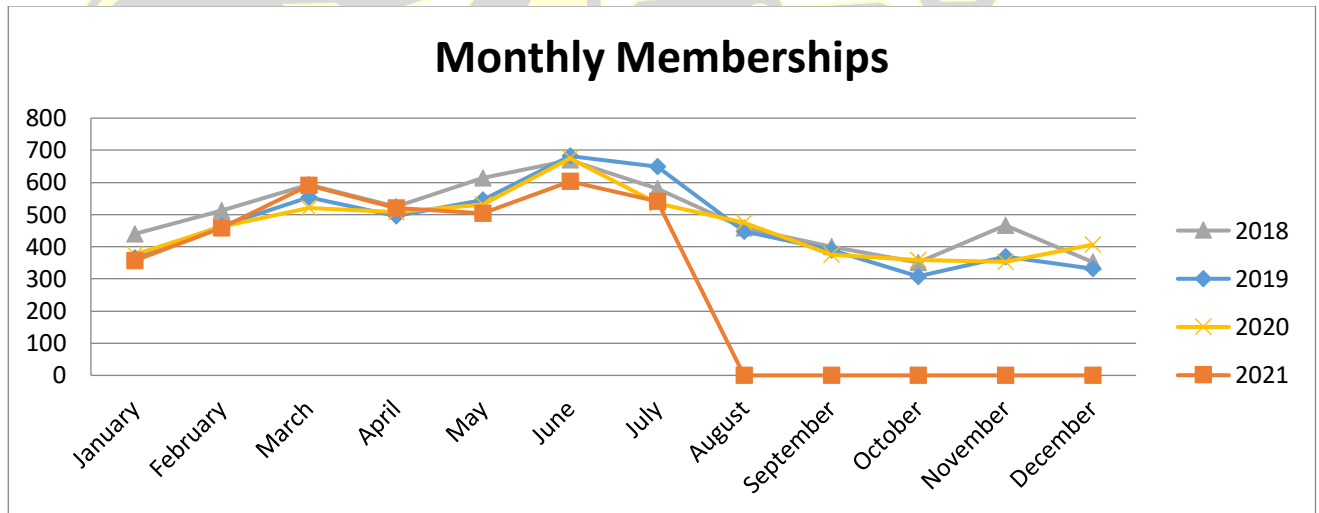
viii. Finance and membership figures

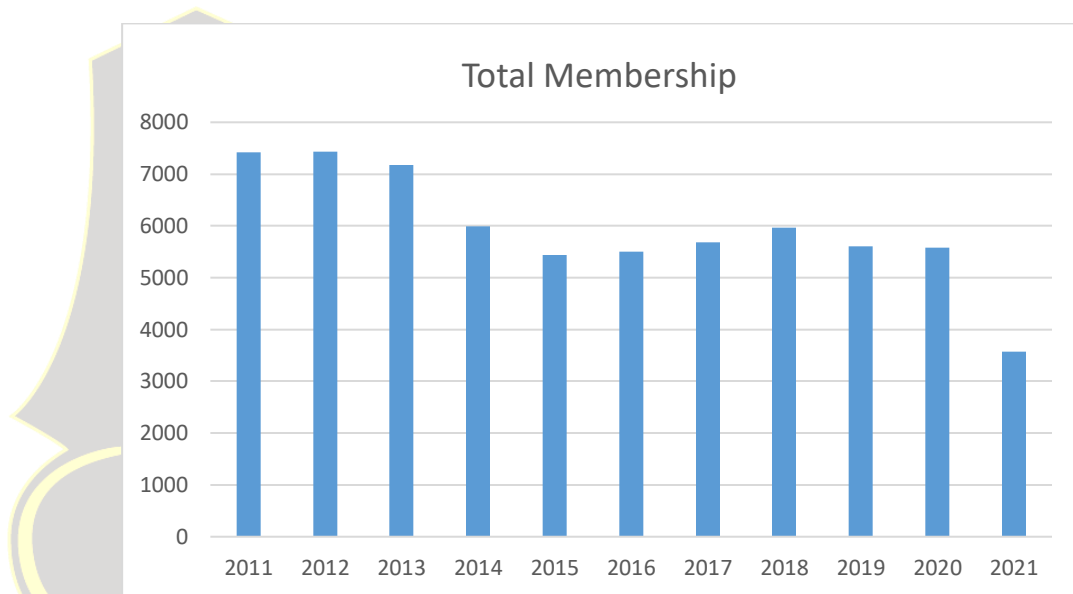
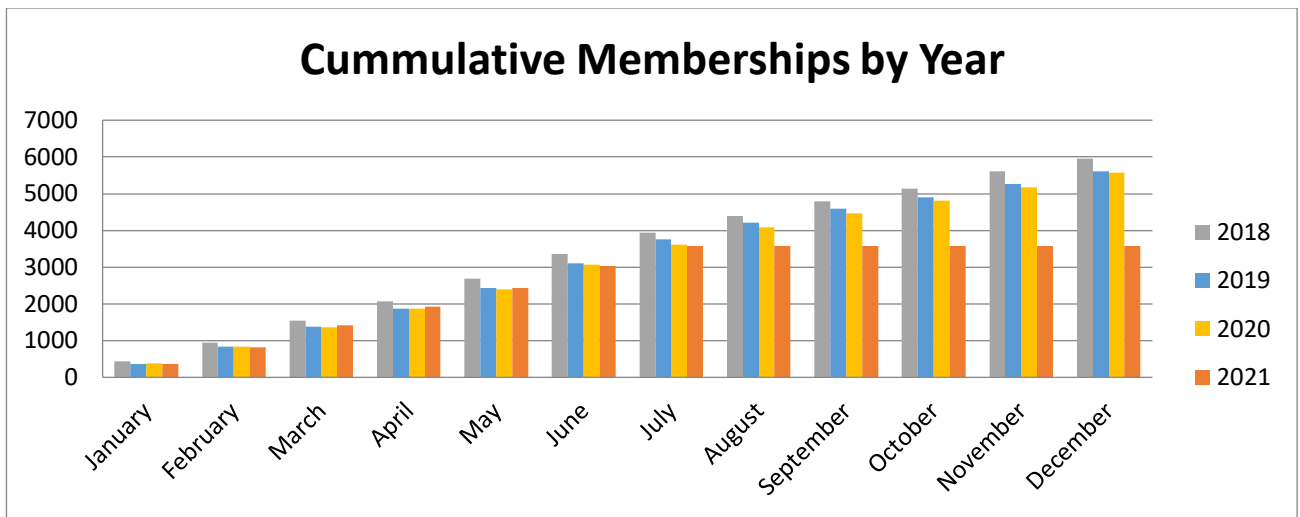
Finance Report

The Motorcycle Action Group Limited financial report up to end of July 2021 and are draft figures until year end is complete. Audit is booked for mid-September.

Memberships taken by Bikesure via Go Compare/Quotezone comparison sites from January to 27th July are 293 new memberships and 321 renewals compared to 2020 for the same period 224 new memberships and 335 renewals. Therefore a total of 55 memberships up for the year showing an excellent retention rate at just under 60%.

The below graph shows that memberships by month have followed previous years patterns. July is currently sitting at a similar point to 2020 but below previous years, I am still to add standing orders and only a few days of Bikesure memberships. July has a total of 3 more members than July 2020. June was 67 memberships below June 2020 and this may be down to Farmyard (Carol is contacting those who have not renewed). Overall comparing 2021 to 2020 (January to July) for comparison purposes 2021 is a total of 24 memberships down. This is shown in the Cumulative Memberships by Year graph below. This shows we are maintaining membership levels.



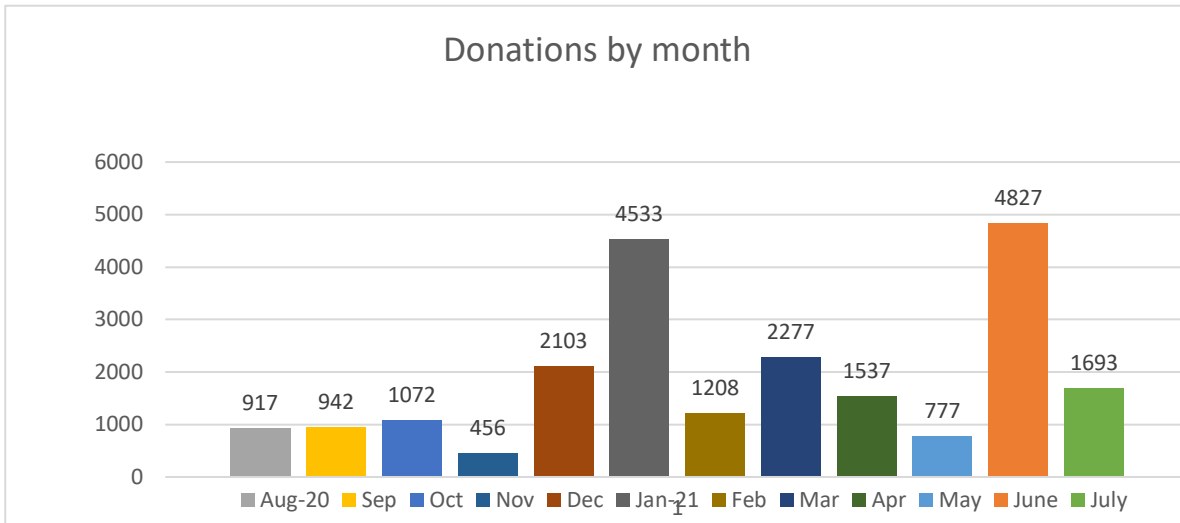


There is a total of 1,400 Life members (total of 9 new Life members during 2021 along with losing a few). The database currently shows the total membership at 7146 this includes Life Members and Nominated Officers. From the database we have 20 corporate members and 96 clubs. Please note that not all clubs use the associated nominated officers membership and prefer to pay, the database is showing 67 Nominated Officers.

Cash balances as at today 11.08.2021 or where indicated.

			Current	Previous Apr 21	Movement
TMAGL	Lloyds – current	11.08.21	14,766.17	11,584.66	3,181.51 ↑
TMAGL	Lloyds – Reserves instant access	11.08.21	160,197.67	163,193.59	2,995.92 ↓
TMAGL	Lloyds – standing orders	11.08.21	382.35	1,288.29	905.94 ↓
NEL	Lloyds – current	30.07.21	6,066.84	3,426.84	2,640.00↑
MAG Foundation	Lloyds – current	30.07.21	52,652.99	34,830.96	17,822.03↑
MAG Media	Lloyds - current	30.07.21	7,533.05	6,317.94	1,215.11↑

Reserves are currently at around 6 months' worth of full running costs. The chart below shows donations received over the last twelve months - August 2020 to July 2021 total of £22,341. The bequest is still to be finalised.



ix. *Foundation (given verbally by TC)*

The trustees had a meeting on Monday 3rd May. Looking to produce Christmas cards, if anyone has any designs or pictures please get in touch with TC.

Continuing to be involved with Realrider looking at a parking app and looking to part fund. SMc advised that London have a new member who is an app developer.

Looking at projects specific to bequests left with instructions on how it's to be spent.

More Think Bike stickers will be produced, likely to stick with existing design.

Please keep supporting through 'Give as you live' and Smile Amazon as every penny raised is of benefit to riders. SMc advised he recently sent an email to London members email list and hopes that received a good response.

Some discussion around 'browser add-on' that highlights when you visit a site and you can raise a donation. Some members of the NC use this option.

12. Any other business:

i. *MAG at 50 - How should we celebrate in 2023? SMc*

In real terms this is not far away. Mark Wilshire, Ace Café, attends the regular London MAG meetings (currently online). He suggests looking now at; how to celebrate, creating merchandise, growing membership and building a social media presence.

SL suggested forming a working groups and that SMc lead, SMc happy to action.

13. Additions to Priorities:

Covered under Campaigns.

Date of next meeting: 12.00 pm, Saturday 11th December 2021 (although incoming Chair may wish to meet sooner)

APPENDIX 1

POLITICAL UNIT WRITTEN REPORTS: COLIN BROWN

Board Report from Colin Brown

2021 08 02

Crime/Secure Parking

Efforts to secure a meeting with Kit Malthouse are creeping forward. I am now in communication with a Home Office Policy Advisor. I will probably secure a meeting with her in the near future, but the communications reveal that priority is being given to car theft because the absolute numbers are higher. I have therefore pointed out the theft rate being 8 times higher for motorcycles than cars and thus the discriminatory nature of ignoring the issue.

The meeting with Northumbria PCC Kim McGuinness took place on 8th July. The meeting revealed that there was little evidence of crime reporting to back the claims about the issue. Conversation revealed that quad bikes are the real issue not motorcycles, and this largely is affected by poor security of farm based equipment that is easily stolen and then used across the countryside by disaffected youths with nothing better to do with their time. McGuinness was on board with helping us get traction with the Association of PCCs and possibly with our efforts to get the meeting with Malthouse.

The Bike Theft Rankings have been published and I have immediately set to using the document to justify meetings with London Deputy Mayor for Policing, Manchester Deputy Mayor for policing, Gwent PCC, Hampshire PCC, Thames Valley PCC and Hertfordshire PCC.

London's deputy mayor has delegated, but a meeting has been agreed with the Mayor's Office for Policing and Crime (MOPAC) on 18th August.

The Association of Police and Crime Commissioners have still not responded, though I do now have a named contact via the Home Office Policy Advisor, so hopefully, combined with communications with individual PCCs we may see some movement soon.

Road Safety

The "Welcoming Roads" concept is meeting no public or private resistance as far as I am aware. This is in contrast to the dire warnings I heard from many quarters that it would be shouted out immediately by VZ adherents. The NMC has now formally and publicly put full support behind it.

The decision to remove the MAG logo from the Welcoming Roads document hosted on the NMC website was a deliberate and calculated move on my part. We need the idea to be non-partisan so that it can be adopted and embraced by all, not just in the motorcycling sphere but across all road user groups. The approach only works if it is backed by all groups. It is not a niche for motorcycle safety but an approach for the entirety of road safety.

The term is mentioned openly by DfT officials which gives me the impression that it has slid into the wider consciousness. The plan is to allow it to consolidate and then once it is in place to start leveraging the implications in favour of motorcycling.

Work continues on the MCIA post-test training initiative. A survey of riders to gauge motivations and opinions on post test training is imminent.

DfT

Progress continues to be slow. The Five Priorities work has largely diluted into the NMC initiative. I continue to reference the Five Priorities in independent communications with the DfT and have recently specifically asked for clarification of the current DfT position on motorcycle access to bus lanes. This was triggered by Leeds City Council officers claiming that the new DfT guidance on cycling infrastructure changes the position on motorcycle access in bus lanes. This is a misrepresentation in my view and a formal statement from DfT is needed to clear this up. If I do not receive confirmation via officials within a week I will seek to resolve via a parliamentary question.

We had a two hour meeting with the DfT under the NMC banner. This meeting was to clarify and explain elements of the broad list of requirements for a motorcycling strategy. It seems that the sheer scope of this strategy is allowing a degree of obfuscation when it comes to quick wins. I will continue to argue for quick wins as a signal of intent from the DfT.

Bus Lanes

The events in Leeds demonstrate the clear need to use all the strings and levers at our disposal to resolve the situation of bus lane access at a national level.

My plan is to initially gather and publish a database showing the extent of access that we have as well as the extent of potential gains to be made. Although I have requested members to act as eyes on the ground, responses have been limited. I am thus exploring how likely we are to succeed using an FOI route. We are trialling an FOI with two local authorities to see if time and cost caps are likely to be triggered before rolling out to every single LA in the UK. The database will allow me to refresh our PTW access to bus lanes publication.

Once we have a comprehensive data set we can use this to make the argument for a consistent national policy position from the DfT as well as creating a hit list of local authorities to be targeted. I believe the database is of value to the DfT itself as they claim they have no way to collate the basic information of how many bus lanes exist themselves.

Transport Policy

A significant meeting was achieved with Oxfordshire County Council officers to discuss the drafting of the LTCP5. The meeting was facilitated by Cllr John Broad. I believe we made notable progress in opening the minds of the officers drafting the strategy. Engaging at this point enables access to influence the broad brush elements of the strategy and ensuring it actually considers an approach to motorcycling.

Stakeholder meetings for both Shropshire and West Midlands Combined authority proved less fruitful. That said I believe there is potential for the WMCA strategy to be pushed over the edge to a proper look at motorcycling. It is teetering on the brink of being positive in encouraging motorcycling. I will be investing more time into securing a two way dialogue with the officers.

Having discovered that the Welsh Transport Plan had been published I was disappointed to see that discussed options had been overlooked with a resulting transport plan that is entirely silent on anything motorcycle related. I have written again to Ken Skates to request a meeting and will continue to push for this as I believe there is a possibility to come back on this.

National Motorcycling Council

As previously stated further meetings between NMC and DfT have taken place, but concrete progress on a strategy is yet to appear.

The NMC has spent some time on the issue of transporting motorcycles across borders post Brexit.

The NMC has formally and publicly backed the Welcoming Roads vision.

I continue to push for proactive and original approaches that will secure long term and significant benefit for motorcycling.

MCIA

The Journey document publication has been placed on temporary hold. The MCIA have decided that they wish to review it again in the light of the announcements in the Transport Decarbonisation Plan.

The announcement of MCIA and the ZEMO Partnership role to produce a motorcycle decarbonisation technological roadmap is an area of potential engagement between MAG, MCIA and ZEMO.

The recruitment of a new MCIA Head of Policy and Public Affairs (Alfie Brierley) creates the need to engage with a new figure at the MCIA. We are seeking to make contact and open dialogue.

ENDS

*** Denotes redacted text

APPENDIX 2

POLITICAL UNIT WRITTEN REPORTS: LEMBIT ÖPIK

Board and NC report – Lembit Öpik

2021 08 14

Push back on electric monoculture

The Government has now included petrol motorcycles in the ban of vehicles you can buy in the UK from 2035. The reason for this is the Government's Transport Decarbonisation Plan (TDP). They believe this move will reduce cut carbon dioxide emissions in the UK. The Government has an ambitious target to make the United Kingdom 'Net Zero UK' by 2050.

There is no voluntary element in the plan. You will be prevented from buying a new petrol motorcycle from that time.

The CHoice in Personal Transport (CHiPT) campaign is opposing this proposal, in line with the views of NC and the wider motorcycling community. We do not oppose electric vehicles – it is the element of compulsion that we object to. The Government agrees that motorcycles should be included as a legitimate mode of transport, but as Lembit has always warned, having two wheels instead of four has not protected our choices in terms of the type of engine we can use. The principle of banning petrol power for all new modes continues.

Strangely, policymakers continue to seem unable to grasp the benefit of modal shift from cars to petrol motorbikes, which reduces congestion, fuel use and pollution immediately, without the need for infrastructure changes.

We continue to engage with the Government and the motorcycle industry. However, there is likely to be a swift escalation of public disapproval once people realise that they won't be able to choose petrol motorbikes (or petrol or diesel cars) in the near future.

Lembit is promoting a campaign of communication with Members of Parliament to ask that they state if they support this ban. We believe that the target is impossible to hit, but that the disruption the attempt is causing will be detrimental to the interests of bikers, the environment and personal choice.

Landmark report released

Lembit has worked with Howard Cox of Fair Fuel UK and many MPs to release the long-awaited report on electric vehicles and the issues with the current plan.

We will share the link to the report separately. This is the most comprehensive scientific, economic and environmental analysis of the impact of the proposal ever published in the UK. By comparison, other published articles are just that – commentaries on the attractiveness of the shift to electric vehicles, without considering all the factors involved.

As expected, the environmental movement and cycling lobby have been attacking the report. However, at time of writing nobody has succeeded in undermining the core tenets or the factual basis of the report. This is set to become a cornerstone in the resistance to compulsion and Lembit is working closely with others to ensure that our position is powerfully represented, as it is in the report itself.

Low Traffic Neighbourhoods come under continuing fire

As predicted, Low Traffic Neighbourhood (LTNs) continue to be opposed by local people, more than has been reported in the popular media which doesn't seem overly concerned about the level of objection. Remember, local authorities used emergency powers to bring these LTNs in on the pretence of social distancing. This move necessarily ties them into Covid-19 laws, and as such the decline of the pandemic means that proper consultation must now take place.

Lembit has not yet received many reports from colleagues of LTNs, meaning that either MAG members are happy with them or that we haven't taken a stand yet. Either way, if you want us to assist, just let us know and we will do so. The main issue is to be aware that time is not our friend. There will always be time limits to consultations of this nature, and if we miss our window to object, then we have no say in subsequent decisions where they will reasonably observe that we didn't make any formal objection when we could have.

Call Lembit with any LTN info or questions and comments on 01926 844064 or email Lembit@mag-uk.org

MAG ally tests electric vehicle

In the spirit of balance, Lembit organised an extended test ride for Keith Prince AM (Assembly Member), the Deputy Chair of Greater London Assembly's Transport Committee, tested a Zero SR electric Café Racer. The full report is in The Road.

His impression was encouraging, and he would consider the mode of power for future commuting. The test was organised with Dale Robinson of Zero Motorcycles who are corporate members of MAG.

We therefore take a practical and informed approach to these matters, without prejudice against a mode that has a place in the biking mix.

E10 for autumn

Lembit predicted that E10 will be introduced as the default petrol in late Autumn 2021. 'E10' is a petrol that includes 10% of crop-based fuel. Lembit has been encouraging colleagues and members to check your vehicle's compatibility. Here's the link again:

<https://www.gov.uk/check-vehicle-e10-petrol>

Lembit is also seeking clarity on whether some fuel additives will assist in making a non-compatible vehicle able to use it.

Parliamentary Questions and Debates

Lembit and George Legg, now have a good interface to ensure that the consultations, questions and answers which relate to motorbikes in the political arena are found and noted.

The reporting indicates a 40% increase in questions and answers since the June 2021 NC. This is probably a reflection of two things: George's increasing prowess at finding them, and a genuine underlying increase.

Recurring themes are: e-scooter trials; testing regulations regarding Covid-19 restrictions; smart motorways; cycling investment; accident statistics; moped enabled crime; a potential off-road motorcycle register.

If you have a question you'd like to have asked, please let Lembit know on: lembit@mag-uk.org

Lembit will be happy to take you through the process and explain how to get your MP to submit the questions. Just get in touch.

Vision Zero loses momentum

Vision Zero, the ludicrous idea that ALL fatalities and serious injuries can be eliminated on roads, has waned as a concept. The United Nations has supported a reduction of deaths and casualties by 50% by 2030.

However, KSIs have remained fairly steady in developed countries, including in the UK. Lembit suggests this is because we have hit a baseline that is very difficult to get below. That would indicate the reasons for highly authoritarian proposals on riders and other road users, like limiting traffic numbers or forced lane segregation. It is also why politicians and road safety fanatics are obsessed with things like autonomous vehicles, which they wrongly assume would make vision zero achievable.

Lembit (and Colin) have both actively engaged in the debate and present MAG's position in a logical and databased way. Lembit's primary concern is some sort of de facto ban on motorcycling based on the fact this would quickly reduce KSIs further. There is, of course, a profound contradiction in promoting vision zero and cycling at the same time. The ONLY mode of transport that saw an increase in fatalities in 2020 was cycling, where the number of deaths increased by 40% versus the previous year.

National media appearances

Lembit has represented MAG twice on national media, both times on GB News, the new station aimed at current affairs. In the latter appearance, Lembit was able to underline the need for logic and science in the face of the unquantified calls for a ban on cars and, by inference, motorcycles. The evangelistic and bitter cycle lobby representative was unable to find the grace to agree to work with him and MAG when Lembit offered to take a collegiate approach to see what the facts say. This was obviously because the individual concerned had no confidence in his facts, or simply didn't care about them. We therefore had a prima facie example of how the 1% of traffic (cycling) seeks to dictate to the other 99% without feeling any need for serious engagement.
public statements.

Difficult weeks

Lembit thanks NC for your comments after my mum, Liivi Öpik, died on 21st July 2021. Lembit was very close to mum and admits this loss has been harder to deal with than any previous bereavement. At time of writing, the funeral is scheduled for 13th August 2021.

Lembit Öpik

Director Communications and Public Affairs
Motorcycle Action Group

*** Denotes redacted text

