



**Memorandum of Understanding
Between
The UK National Motorcyclists Council
&
The Land Access and Recreation Association**

1. This memorandum sets out an understanding reached between the parties to it. It establishes a framework for a cooperative relationship with the objective of developing and the promoting of good working practices to protect and advance the interests of preserving and securing motorised access to green roads and to further the aims of each organisation in relation to motor and motorcycle sport activities.
2. This Memorandum recognises that whilst the interests of the parties are mostly common, or similar, they can on occasion be different. It seeks to formalise what up until now have been informal and unstructured arrangements. In so doing it does not seek in any way to denigrate the value or limit the effectiveness of those arrangements.
3. The parties to this memorandum are, in alphabetical order: the Land Access and Recreation Association (LARA) and the National Motorcyclists Council (NMC). It was reached between representatives of the above named organisations, endorsed by their respective executive bodies and ratified as signed and dated below.
4. LARA is a non profit, umbrella organisation and forum that brings together the leading national associations in motor sport and recreation. LARA has an objective in its Constitution to: “protect, pursue, and promote the interests of motorsport, particularly in respect of access to the countryside; and the recording, use, and maintenance of vehicular rights of way for recreational purposes.” LARA promotes and advocates responsible and sustainable motor sport and recreation, and offers advice and training on all aspects of land use.
5. LARA does not organise events or act as any sort of governing body. It seeks to; assist its member organisations with their own procedures and issues; assist with formalised procedures associated with land use planning and statutory environmental management; offer advice and training on all aspects of land use; promote and advocate responsible and sustainable motor sport and recreation; and act as a unified voice to national and local government.
6. NMC is a coalition of motorcycling representative organisations, which works together on commonly held positions about issues where motorcyclists seek to change or influence government policy. It also researches issues to both inform campaigning and support the individual work of its members. The NMC’s mission is: “Working together to help assure a positive and sustainable future for motorcycling”

7. NMC brings together a broad spectrum of representative national motorcyclists organisations. These range from riders' representative organisations, to motorcycle sport representatives, road safety experts and those with an interest in minor highways that are vulnerable to neglect, whether unsurfaced, unsealed or tarmacked/sealed. It seeks to: research, inform and debate sustainability in motorcycling, and secure fair treatment for motorcyclists and motorcycling; provide single voice positions on issues of key importance to the motorcycle world as a whole; provide thought leadership on a range of issues that impact upon motorcycling; and act as a force multiplier by combining organisations strengths.
8. The above-named organisations agree that it is most important that their respective interests are recognised and appreciated by the UK Government, UK Parliament, the devolved administrations and other regulatory and policy forming bodies, both governmental and also non-governmental stakeholders. To this end they undertake to regularly consult and where practical to work together to ensure that those interests are understood and promoted.
9. The parties to this memorandum agree they have common interests in the use by their member organisations of public highways and other public rights of way; and in education and the promotion of responsible competition and functional and leisure use of motor vehicles in the countryside and elsewhere.
10. Both parties agree that the public highways and rights of way network is a significant national asset for the functional, recreational and leisure use of motor vehicles and that unsealed roads in particular are under continuing threat of misuse, closure and other restrictions on their use. Both parties recognise that for route integrity and use to be maintained there are three key principles that need to be addressed:
 - 10.1. the legal and technical aspect of retaining rights to use the public highways and rights of way network;
 - 10.2. the political lobbying of those in authority to maintain and improve the general public rights of way network for all users and in particular motorised users;
 - 10.3. the physical improvement of the network along with the education of the stakeholders involved in the use and maintenance of vehicular routes.
11. Recognising that the strength of LARA lies mainly in technical and legal expertise and the strength of NMC lies mainly in the lobbying and influencing, both parties agree that the interests of their respective organisations will be best served by informing and educating the legislators and policy makers and in creating understanding among member organisations and other stakeholders. Accordingly, it is agreed that from time-to-time joint activities may be jointly organised. Such activities will seek to the interests of both organisations.
12. Accordingly the parties agree to advise one another of any issues of consequence on which they intend to act and on which they believe would be of direct interest to the other parties. Where appropriate a meeting(s) or other process between the parties will be convened at which the matter will be frankly and fully discussed. Whenever possible the principles set out below will be followed.
 - 12.1. When appropriate and advisable the parties will agree to undertake joint actions or campaigns on matters of common interest. It is recognised that such joint actions could require the approval of the parties' respective executive bodies.
 - 12.2. Where a joint action or campaign is deemed not to be possible or advisable the parties agree to consider coordinating their respective individual activities.

- 12.3. Where the interests of the parties are such that they preclude either joint or coordinated actions, then they undertake to pursue their respective courses of actions in ways that will seek to avoid directly undermining the credibility of the other party.
13. In the event of serious difficulties or problems arising between the parties, it is agreed that the Chairs and executive officers of the respective organisations shall meet with the express objective of resolving such difficulties and problems. Where this does not prove immediately possible, the matter should be considered by the executive bodies of the respective parties.
14. Whilst the parties to this memorandum agree to work within its spirit and intention, they accept that it is not, in part or in whole, legally binding and any party may withdraw from the understanding on the decision of their executive body, having been duly transmitted in writing to the other parties. This agreement will be reviewed by each party every two years.



Ian Davis
Chair of the Land Access & recreation
Association



Craig Carey-Clinch MCIPR
Executive Director of the National
Motorcyclists Council

Dated: 1 June 2023