



# June 2023 Network

**A networking tool providing information for Activists and other interested parties**

|  |              |
|--|--------------|
| <b>Editorial</b>   | <b>1-2</b>   |
| <b>Political Report – Colin Brown and Lembit Opik</b>  | <b>2-5</b>   |
| <b>MAG Press Releases: Workplace parking under scrutiny for Ride to Work Day 2023. MAG’s motorcycle theft campaign has an Ace up its sleeve.</b> | <b>5-7</b>   |
| <b>MAG Podcast</b>   | <b>7</b>     |
| <b>Honda, Kawasaki, Suzuki and Yamaha join forces on hydrogen bikes. Ride Apart.</b>   | <b>7-9</b>   |
| <b>MAG Notice Board</b>  | <b>10</b>    |
| <b>FEMA:- UK motorcyclists want more money for road maintenance</b>  | <b>11-12</b> |
| <b>MCIA:- April powered two wheeler registration statistics</b>  | <b>12-13</b> |
| <b>New Labour’s war on motorists/motorcyclists comes to Bristol. Mark Duell &amp; David Churchill</b>  | <b>13-14</b> |
| <b>Toby Young, from the Spectator – the sheer lunacy of going completely EV.</b>   | <b>14-15</b> |
| <b>50<sup>th</sup> Anniversary Merchandise</b>   | <b>16</b>    |
| <b>SSUP ‘signposts’ a summer of safe riding on social media</b>  | <b>17-18</b> |
| <b>Websites you may wish to visit</b>  | <b>18-19</b> |
| <b>Contacts</b>  | <b>19-20</b> |

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## EDITORIAL

Whilst trying to find something to have a rant about for my Editorial this month this passed across my desk. You may wish to read it:-

<https://www.telegraph.co.uk/money/consumer-affairs/sadiq-khan-ulez-expansion-analysis-report-transport-london/> . How Sadiq Khan's advisers savaged his Ulez expansion (but were overruled).

I've read it and so far as I can see Khan's ULEZ doesn't seem to be working as well as he first of all wished (except of course in extremely high revenue for his London coffers!!). Not to mention that his plans to include Greater London will result in extremely low percentages of people turning to what he thinks is utopia in the form of walking or cycling inconveniencing and in many cases preventing many from accessing their places of work and curtailing 'freedom of movement' for those on low salaries, disabled, disadvantaged etc., all whilst travelling with his entourage him being reportedly the 3<sup>rd</sup> most guarded person in the UK! I would also hazard a guess and say he is one of the most hated people in the UK.

Of course, on both counts he only has himself to blame. His measures aren't working, he allegedly refuses to take the advice/findings of his advisers so why spend tax payers money on Advisers in the first instance. Such draconian measures are bound to be met with discontent.

I'm betting Sir Richard (Dick) Whittington is turning in his grave.

Other important sites you may wish to visit are these two:- Just in case anyone missed it a piece on Lithium Ion Battery Fires. Probably worth putting out to our members <https://twitter.com/BBCBreakfast/status/1661999378280636416> also of note <https://www.bbc.com/news/articles/c729l54glwro> don't you just love this technology.

And, this is just horrific: <https://www.youtube.com/watch?v=h9AC5C8AoF>

On a thoroughly more pleasant subject its really great to see the Big Japanese 4 coming together to invest resources in the experiment and development of Hydrogen as a future for motorcycle transport. In fact, its great to see any manufacturers investing in other forms of 'fuel' for the future motor and motorcycle industry especially with what appears to be more and more disenchantment with the EV. Watch this space. It could be exciting but whatever the future of transport it has to be safe.

Ride free, AG

For the July edition please submit copy to [aine@mag-uk.org](mailto:aine@mag-uk.org) by the 25<sup>th</sup> June with the subject heading of: Network

## **POLITICAL REPORT – LEMBIT OPIK & COLIN BROWN**

Three Bank Holidays and a coronation don't stop MAG's campaigning work. This month's report only covers only half of what we have been up to as Lembit is unable to submit a report on this occasion.

## **The licencing review is starting!**

The DVSA Motorcycle Strategic Focus Group had its second meeting at the end of April. There was a brief update from the DfT on the Road Safety Framework – no more news other than that its release is getting closer.

The role of the group was also debated a little further and it was agreed to form two working groups, one to look at the gig economy/delivery rider issues, the other to look at the training and testing regime. Colin will be participating in both these working groups which will have their first meetings in June.

We do finally have a start therefore, towards getting one of the entry barriers to motorcycling addressed, but this is going to be a long drawn out process. We will keep you informed of progress.

## **The MAG Podcast launches**

We have launched the MAG podcast as a further route to disseminate MAG related content and campaigns. This is no vanity project, and we will no doubt work to develop the format based on any feedback. We will remain true, however, to the motivation for doing this. The podcast needs to be a vehicle to provoke thought, opinion and, most importantly, action. We don't have the resources to provide much entertainment, but hopefully we can increase the profile and reach of MAG's message.

The Podcast is initially available on our YouTube Channel, but we hope to make it widely available on all the usual podcast platforms.

If you have access to YouTube, please like and subscribe – every like, comment and additional subscriber improves our standing with the algorithms which put our content in front of potential new audiences. So, hitting the like and subscribe buttons and making comments on all our YouTube content is in itself another bullet fired in the war to protect our rights and freedoms.

If you want to appear as a guest on the podcast get in touch. We want a wide variety MAG voices to appear on the show. If there is a burning subject that you want to hear discussed, let us know. Feel free to drop an email to Central Office with feedback, ideas and offers.

Find the MAG YouTube channel here:

<https://www.youtube.com/@MotorcycleActionGroupMAG>

## **Fight Motorcycle Theft Meetings continue to get results**

Colin is following up with opportunities created by the Birmingham Fight Motorcycle Theft meeting. The relationships fostered with the West Mids PCC and West Mids Police are showing results, with MAG being invited to steering group meetings for the West Midlands Road Safety Strategy and to present at a meeting of the seven West Midlands councils' Community Safety Leads. We have also been invited to ask a formal question of the new West Midlands Chief Constable at a public scrutiny board meeting.

We are delighted to have dates now for similar meetings for Hertfordshire and West Yorkshire Police. The Herts police meeting will be held at the iconic ACE Café on Wednesday 14<sup>th</sup> June and the West Yorks meeting will be held in Leeds at the John Charles Centre for Sport on Saturday 24<sup>th</sup> June. The Leeds meeting is being held in partnership with the City Council. All the evolving details can be found on the MAG Facebook page and website.

We have more meetings in the pipeline, but please make sure you do all you can to attend any of these public meetings happening in your region. Bums on seats really do make a difference.

### **Ride To Work Day 2023**

Ride to Work Day takes place on Monday 19<sup>th</sup> June this year. Take a look at, and please make use of the updated resources on the website here: <http://ride-to-work-day.mag-uk.org/ride-to-work-resources/>

This year we are taking a close look at workplace motorcycle parking facilities – or lack thereof. We are running a survey now on parking at the workplace, please answer it. You don't have to ride to work to answer, indeed you don't need necessarily to ride at all – we are surveying workplaces not riders – so please ask your friends and relatives to complete the survey too. Again, more responses make for more meaningful results.

Complete the survey here: <https://www.surveymonkey.co.uk/r/LSPT8HQ>

We will be publishing the survey results on 19<sup>th</sup> June, and creating a video to accompany the new for 2023 Employers Guide to Motorcycle Parking.

All these resources only have meaning if you make use of them.

### **ZEV Mandate**

The UK government's euthanization of the internal combustion starts next year. Yes, if you thought it something far down the road, think again. The Government plans to start restricting the proportion of ICE cars and vans sold in the UK from 2024. The proportion of new ICE vehicle sales will diminish year on year and no doubt prices will go up and up as BEV's remain unaffordable. What about motorcycles you may ask.

The decision is still not formally made. Colin was going to be attending a Ministerial roundtable event on 7<sup>th</sup> June, but as this report was being written the meeting was postponed again to 21<sup>st</sup> June. There is little sign of movement on anything other than the meetings despite the ever-increasing list of voices saying that all the eggs in one BEV basket is a disaster waiting to happen. We will keep you posted.

### **Does making a noise make a difference?**

**Yes!**

As I write this an email invitation has just come in to Central and to our activists in GL MAG from the Transport Policy Manager for Kensington and Chelsea Council. She wants to discuss changes to motorcycle parking in Kensington and Chelsea and to hear our views.

It is clear that the campaigns in Islington and Hackney to fight ridiculous motorcycle parking charges have been noticed beyond the board rooms of those councils. We are being asked to discuss Kensington and Chelsea's proposals before they go out to public consultation. This is where the real impact happens.

If you wonder whether all this campaign work makes any difference, here is the proof that it does, so lets all take heart and continuing making our voices heard – loud and clear.

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## **MAG PRESS RELEASES**

### **Workplace parking under scrutiny for Ride To Work Day 2023**

For Ride To Work Day 2023, the Motorcycle Action Group (MAG) is investigating workplace parking facilities. A survey launched today asks riders for details covering the availability, quality and security of workplace motorcycle parking.

Ride To Work Day 2023, which will take place on Monday 19th June, celebrates the many benefits gained from riding a motorcycle, scooter or moped to work. The international campaign increases awareness and acceptance of an often-overlooked transport choice.

In order to increase the popularity of this congestion-busting commuter option, MAG is asking employers to bring their motorcycle parking provision up to scratch. Firstly, MAG will answer the question: how well are employers doing? MAG is then asking all riders to give a copy of a new motorcycle parking guide to their company.

New this year, the Ride To Work Day resource pack includes an employers' guide to motorcycle parking. This simple booklet gives employers tips and advice to help them facilitate this sustainable commuting option.

MAG's Director of Campaigns & Political Engagement, Colin Brown, said:

"One thing cannot be denied; if you ride to work you are going to need somewhere to park your bike. Motorcycle parking is often just an afterthought, if not entirely ignored. Car, and increasingly cycle, parking is a given at most workplaces. But the motorcyclist is often left to make the best of a bad job. We are running this survey to get a feel for how well the motorcycle commute is being supported by employers. We have also developed a simple guide with advice for employers and hope to see the standards improve by Ride To Work Day 2024."

Put the Action in:

If your workplace has its own parking facilities, please complete the short survey here:

<https://www.surveymonkey.co.uk/r/LSPT8HQ>

You don't necessarily need to be a regular motorcycle commuter to answer the questions. Once you have completed the survey, why not give your boss a copy of our handy guide?

We will collate the survey responses and publish the results on Ride To Work Day 2023.

ENDS

Contact MAG at 01926 844 064 or [central-office@mag-uk.org](mailto:central-office@mag-uk.org).

Notes for Editors

The survey can be found here: <https://www.surveymonkey.co.uk/r/LSPT8HQ>

The employers guide to motorcycle parking can be found here: <http://ride-to-work-day.mag-uk.org/wp-content/uploads/2023/05/Motorcycle-Parking-Guide.pdf>

Find out more about Ride To Work Day at <http://ride-to-work-day.mag-uk.org/>

## **MAG's motorcycle theft campaigning has an ACE up its sleeve**

The Motorcycle Action Group (MAG) has revealed an ACE Café up it's anti motorcycle theft campaigning sleeve. The iconic ACE Café will be the venue for the Hertfordshire Fight

Motorcycle Theft public meeting.

MAG has already delivered two successful public meetings aimed at raising the profile of the fight against motorcycle theft. Gillingham in Kent and Birmingham have seen meetings earlier this year with riders given the chance to hold the Kent and West Midlands police forces to account. Hertfordshire Police's response will be in the spotlight as the ACE Café hosts the next in the series of public meetings being arranged by MAG.

The Hertfordshire Police and Crime Commissioner, David Lloyd, will be joined by Chief Inspector Ricky Bartlett and MAG's own Colin Brown on the panel for the hustings-style meeting.

The previous meetings in Kent and the West Midlands have seen tangible outcomes, and the hope is that this next meeting will be equally effective.

The meeting will be open to any riders who wish to find out more about the work Hertfordshire Police are doing, ask questions and raise concerns. The meeting will take place at the ACE Café on Wednesday 14th June, kicking off at 6pm.

Speaking as the meeting was announced, MAG's Director of Campaigns & Political Engagement, Colin Brown, said:

"We are delighted to be holding this next meeting in the series at such a great venue. Our thanks go to Mark Wilshire for allowing us to hold the meeting at the ACE Café. We already have a date set for a West Yorkshire Police meeting – it will be held in Leeds on 24th June. We have seen genuine engagement in both Kent and the West Midlands following meetings in those areas. The meetings are unquestionably raising the profile of the issue. More importantly the meetings are opening up opportunities for greater co-operation between the riding public and our police forces, and other stakeholders. We are confident that the meeting on 14th June will have the same impact in Hertfordshire"

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The first edition of the MAG podcast is up on  
YouTube now:

<https://youtu.be/dFJif3dIn14>

**Honda, Kawasaki, Suzuki, And Yamaha Join Forces On Hydrogen Bikes.**

***This uplifting (in my opinion) article is written*** By: [Janaki Jitchotvisut](#).  
**Published by Ride Apart.**

On May 17, 2023, Japan's Big Four motorcycle manufacturers announced a bold new plan to cooperatively develop hydrogen-powered motorcycle engines. Honda, Kawasaki, Suzuki, and Yamaha executives all gathered at a Tokyo press conference to announce the formation of HySE, which stands for "Hydrogen Small Mobility and Engine Technology."

In addition to the four biggest Japanese moto manufacturers, both [Kawasaki Heavy Industries Limited](#) and [Toyota Motor Corporation](#) will also join HySE as special members. Having both of those companies on board is important, since both KHI and Toyota have independently advanced their own hydrogen-powered research in their respective fields. While HySE will concern itself with motorcycle engines, it also plans to develop other hydrogen-powered engines for small mobility needs, as well.

What will the newly formed HySE organization primarily focus on? The companies jointly announced a plan to pursue three main research and development areas, with responsibilities for each divided among the four OEMs as follows:

- Research on hydrogen-powered engines (Honda, Suzuki, Yamaha, and Kawasaki Motors)
- Study on hydrogen refuelling system (Yamaha)
- Study on fuel supply system (Kawasaki Motors)

More Hydrogen News:

[\\_Hydrogen From Seawater: Australian Research Team Says It's Cracked It](#)

[\\_Bosch Investing 1 Billion Euros In Hydrogen Infrastructure Development](#)

According to the current plans that HySE has laid out, Honda will lead the effort to research model-based development of hydrogen-powered engines. Suzuki will conduct an element study on functionality, performance, and reliability of hydrogen-powered engines. Meanwhile, Yamaha and Kawasaki Motors will both conduct hands-on research using real hydrogen-powered engines to assess their functionality, performance, and reliability in the real world.

Additionally, Yamaha will study requirements necessary to develop a hydrogen refueling system, as well as hydrogen tanks for small mobility, for motorcycles and other vehicles. Finally, Kawasaki Motors will expend some effort in studying auxiliary equipment required for the fuel supply systems and tanks needed for hydrogen distribution, as well as what equipment should be installed in between the fuel tanks and injectors on hydrogen-powered vehicles.

These are daunting and important undertakings, to be sure—which is why it seems good that the four companies (plus KHI and Toyota Motors) are cooperating in their development efforts. While electric vehicle developments are good in some areas, there are others where it will be extremely difficult (at best) to decarbonize. Although most people, companies, and governments now acknowledge a need to reduce carbon emissions for the good of every living creature on the planet, how we actually get there will require multiple good ideas, research, and development working in concert.

As [we've discussed in the past](#), clean hydrogen (sometimes also referred to as green hydrogen) is theoretically possible. Unfortunately, in the past, it's also been prohibitively expensive to produce. Most companies want to make money, so they seek out the least expensive ways to achieve whatever goals they have—meaning that the possibility of clean hydrogen has frequently remained on paper.



According to the US National Resources Defense Council, implementation of the massive hydrogen tax credit included in the Inflation Reduction Act of 2022 could be a game-changer in terms of clean hydrogen development incentivization for companies.

However, whether that's the case largely depends on the guidelines that the US Department of Energy and US Internal Revenue Service establish and enforce on hydrogen-producing companies to account for their emissions. Emissions don't only come from tailpipes—they come from all phases of production and shuffling a few numbers around on a spreadsheet doesn't magically make them go away.

We look forward to seeing the fruits of HySE's research going forward, and we'll be sure to keep you updated with all the latest developments as they happen.

Sources: [Honda](#), [Kyodo News](#), [US National Resources Defense Council](#)

Japan's Big Four motorcycle manufacturers will conduct research and development together.

*[I'm told Toyota put a lot of their hydrogen and battery research out for free to anybody, to help drive development. Also, that they are ceasing work on electric but going forward with their hydrogen engines. Since they are party to this collaboration I expect behind the scenes they will be adding quite a bit of knowhow. AG]*

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## MAG Notice Board

**Next  
Network deadline  
25th June**

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**OPEN ROAD deadline  
15th July**



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### **Parliament Recess Dates**

Whitsun—25th May to 5th June

Summer—20th July to TBA

### **MAG Podcasts**

Please like and subscribe

[www.youtube.com/@MotorcycleActionGroupMAG](http://www.youtube.com/@MotorcycleActionGroupMAG)



**16th to 18th June  
Last chance to buy the Farmyard Party tickets!**

# FEMA

## UK motorcyclists want more money for road maintenance

FEMA News: May 2, 2023



MAG UK research showed that every year four motorcyclists die as a result of poor road maintenance and a further 70 per year suffer life-changing injuries in incidents where road surface defects are a contributory factor.

The British Motorcycle Action Group (MAG) – a member of FEMA – renews its campaigning to end the problem of crumbling road surfaces. The Resurface Our Roads campaign is supporting a government petition calling for increased funding. MAG will also highlight the dangers faced by motorcyclists and shortcomings of local authority responses.



The [petition](#) (deadline 20 September 2023) calls for increased funding for road repair and resurfacing. The petition states:

- The Government takes billions a year from road users. We deserve better investment in road maintenance, not simply waiting for potholes to appear then filling them.
- Many roads need resurfacing to provide better, safer conditions for all road users. The Government should increase funding for this.
- Road surfaces in many areas are a disgrace and not becoming of a supposedly developed leading world economy.
- Potholes are an obvious danger to all road users, but our roads need much more than the sticking plaster of pothole repair, much of which takes an age to be undertaken.

- Nor is it simply about safety; there is a total lack of civic pride. Improving roads could help improve wellbeing by reducing stress. Invest more of the billions of pounds of revenue taken from road users into road infrastructure.

For motorcyclists, the risks go far beyond the cost and inconvenience of damaged wheels and suspension. MAG research conducted in 2020 showed that every year, over 70 motorcyclists are killed or seriously injured in incidents where road surface defects are a contributory factor. Safe road infrastructure is one of the key pillars of the Safe System approach to road safety.

MAG's Director of Campaigns & Political Engagement, Colin Brown, said: "Potholes are an emotive subject for riders. A simple request for stories of pothole related crashes on MAG's social media attracted a response rate higher by an order of magnitude than other posts. Potholes have always been in the top five issues that get raised by our membership. The recent announcement by Chancellor of the Exchequer Jeremy Hunt of an extra [£200 million](#) to tackle the issue is laughable when taken in the context of the £14 billion backlog of repairs reported by the Asphalt Industry Alliance in their [2023 ALARM report](#)."

MAG is also calling on their members to ask their Members of Parliament to sign the [petition](#) and make sure that they do all they can to allocate funds in this area. "Bikers are voters and now is the time to make our voice heard", says MAG.

Source: [MAG](#)

*Pothole photographs courtesy of [whitedalton.co.uk](#)*

*This article is subject to [FEMA's copyright](#)*

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## MCIA

### April Powered Two-Wheeler Registration Statistics

MCIA News: 9th May 2023



MCIA today released the April month and year to date new vehicle registration figures for motorcycles, scooters, and other L-category vehicles.



The April market closed 13.1% down, with year-to-date registrations 4.2% down on 2022 figures. The only sector to buck this trend is mid-range motorcycles, where there has been small growth comparatively to the same period in 2022.

Tony Campbell, CEO of MCIA said, “Whilst monthly registration figures fall short of the same period in 2022, quarter one ends only marginally behind 2022 registrations. We remain optimistic as we enter warmer months, and supply chain issues become less of a concern, that quarter two will recoup registrations to align with our projections for the year”.

More details on the April registration figures can be [found here](#).

**Please credit MCIA when quoting this information.**

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## **Now Labour's war on motorists comes to Bristol: Map shows £6M eco-friendly LTN stretching two miles where bollards and planters will block cars - after councils imposed schemes on Oxford and London**

Story by Mark Duell and David Churchill • 10 May

A large part of Bristol is set to become car-free in the coming months as the Labour-led council implements a major new low traffic neighbourhood (LTN) scheme.

Officials will install 'pocket parks' and more than 12 'modal filters' such as bollards or planters which will block traffic from several key roads in the east of the city.

The LTN will cover an area stretching for two miles and could become permanent by 2025 amid a £6million project called the 'East Bristol Liveable Neighbourhood'.

The scheme aims to encourage people to walk, cycle or use public transport instead of driving to help tackle air pollution - and it will be trialled from this autumn.

But locals are concerned over traffic being forced onto surrounding roads, delays caused to emergency services and an insufficient public transport network.



This map shows the trial scheme for the new £6million 'East Bristol Liveable Neighbourhood'© Provided by This Is Money

There will also be gates that will block private cars but allow buses through, while several roads will be made one-way only, reported the [Daily Telegraph](#).

For the rest of the article indicating which roads go to:- [Now Labour's war on motorists comes to Bristol: Map shows £6M eco-friendly LTN stretching two miles where bollards and planters will block cars - after councils imposed schemes on Oxford and London \(msn.com\)](#).

**Toby Young from The Spectator [I've included this article because it, once again, shows the sheer lunacy of going completely EV]**  
**Carmageddon: the electric vehicle boondoggle**

A couple of years ago I thought seriously about buying an electric car. Not a hybrid, but the full monty. There was one in particular I liked the look of and I even contacted a dealership to ask whether they'd accept my diesel-powered VW Touran in part-exchange. The answer was yes, but it was still eye-wateringly expensive. Was it worth it? I tried to persuade myself it would be, given the savings on fuel costs, the waiving of the congestion charge, etc.

Boy, am I glad I dodged that bullet. Scarcely a day passes without a new horror story about electric vehicles in the press. Over the past week alone, we've learnt that some popular models are depreciating at twice the rate of petrol cars, that the number of free electric chargers on Britain's roads has dropped by 40 per cent in the past 12 months, and that the sheer weight of their batteries means these cars could be banned from bridges and multi-storey car parks. It's carmageddon!

The model I was eyeing up supposedly had a range of 275 miles, which meant I could drive to any QPR away game on a single charge. The northernmost club in the Championship is Sunderland, which is exactly 275 miles from my house in Acton. But we now know that the manufacturers' range estimates are wildly optimistic. For instance, Giles Coren was told his Jaguar I-Pace, which he bought in 2020, had a range of up to 292 miles, when the reality was 220. Being a Hoops fan like me, that's one of the reasons he's ditched it. I cannot imagine the frustration of desperately searching for a rapid charging point as a succession of warning lights comes up on the dash, with 70 miles to go and kick-off less than two hours away.

But what would have really annoyed me is the feeling I'd been sold a pup by a government keen to burnish its green credentials. OK, I might have got in under the wire for the plug-in grant of £1,500 – the government scrapped that on 15 June last year – but what about the exemption from road tax I'd been promised? Jeremy Hunt announced in the Autumn Statement that electric car owners will have to start paying vehicle excise duty from 2025.

Then there's the fact that electricity costs have increased by 66.7 per cent in the past 12 months, wiping out most of the savings I would have been banking on. That may not be entirely the government's fault, but failing to invest in nuclear, banning fracking and inflating energy bills with green subsidies hasn't helped.

Perhaps the biggest betrayal, though, has been the failure to invest in the necessary frameworks to make electric cars viable. In March 2022, the government's EV Infrastructure Strategy estimated that the UK would need between 280,000 and 720,000 charging points by 2030 and set a target of 300,000. But to meet that, 100 new chargers would need to be installed daily, whereas the current number is around 23, according to the Society of Motor Manufacturers and Traders. The situation is already dire, with EV owners reporting that two out of three roadside chargers are busy or broken, and this will only get worse as the number of new electric cars on our roads grows. In March, 46,626 new EVs were registered – a record high – but only 713 new chargers were installed.

In light of these failings, it beggars belief that the government is still proposing to ban sales of new petrol and diesel cars by 2030. Even the EU isn't proposing to do it before 2035, but Boris Johnson's administration decided to bring that target forward, thereby putting the UK on course to be the fastest G7 country to decarbonise cars and vans. Announcing this major change without putting the proper investment in place – as if environmental policies don't come with a massive cost – is typical of the headlong rush towards net zero.

A recent report by the Global Warming Policy Foundation estimated that the cost of replacing natural gas back-up in Germany with large battery storage facilities – necessary because wind and solar power are so intermittent – 'is a multi-trillion dollar project, likely costing a multiple of the country's GDP, and thus completely infeasible'. The claim often made by western governments that policies like the phasing out of 'wet' vehicles will spearhead a 'green economic recovery', which will boost GDP and create millions of jobs, is for the birds.

The truth is that virtue-signalling politicians have pledged to wean us off oil and gas without any serious plan for what to replace them with.

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# 50TH ANNIVERSARY MERCHANDISE



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Sweatshirts (navy only) - £20

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## SSUP 'sign posts' a summer of safe riding on social media



**The Shiny Side Up Partnership's big, bold and bright yellow information signs – which have become commonplace at rider crash 'hot spots' – will be hitting social media in the coming weeks.**

The signs are used up and down the country to highlight some of the main crash sites on roads used by motorcyclists, with the aim of reducing the number of riders who are getting killed or seriously injured.

Some speak specifically to riders, while others target drivers with key messages taken from collision data from actual crashes involving bikers.

[The signs are being turned into a new social media campaign](#), which launches on 9 May, in a bid to engage with as many road users as possible.

They cover many of the types of crashes that motorcyclists are typically involved in, including: SMIDSY, filtering/overtaking, losing control on long straight roads, bends and turning across a motorcyclist's path.

The campaign will also be used to promote the Shiny Side Up Partnership's Know the Dangers films, which link to the signs.

The eight short films highlight the most common causes of collisions involving motorcyclists.

Heidi Duffy MBE, facilitator of the Shiny Side Up Partnership, said: "We love our big, bold and bright yellow signs. They are certainly attention-grabbing.

"But even more, they tell drivers and riders that motorcyclists have been killed and seriously injured at these locations and that extra care is needed by those on four wheels and two.

"Their success in spreading key messages to bikers has prompted many counties across the UK to use them, particularly in rural counties where bikers love to ride the open roads.

"This campaign will open up the signs to a much larger audience – as always, with the intention of helping keep riders safe."

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## WEBSITES YOU MAY WISH TO VISIT

app: <https://play.google.com/store/apps/details?id=com.melashkov.mcparking>

<https://www.thisismoney.co.uk/money/markets/article-12108457/Ban-petrol-diesel-cars-faces-axe-EV-fears.html>

UK economy boosted by £1.4 billion as longer lorries roll out on roads

<https://www.gov.uk/government/news/uk-economy-boosted-by-14-billion-as-longer-lorries-roll-out-on-roads>

"New laws to allow longer lorries on UK roads 'could cost lives' of pedestrians and cyclists"

<https://news.sky.com/story/new-laws-to-allow-longer-lorries-on-uk-roads-could-cost-lives-of-pedestrians-and-cyclists-12877257>

Sustainable fuels: <https://coryton.com/get-in-touch/>

RAC uncovers problems with nine-in-10 yellow box junctions councils want to enforce

<https://www.rac.co.uk/drive/news/motoring-news/rac-uncovers-problems-with-yellow-box-junctions-councils-want-to-enforce/>

Riders with first-aid knowledge "can make a tremendous difference"

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