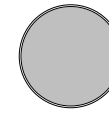


bristol CYCLIST

No. 56 - Summer 2005

Newsletter of the £1 where sold
Bristol Cycling Campaign
FREE to members



biking beyond petroleum

*cycling and the end of
the oil age*

- *bristol cycles to the G8 protests*
- *plane madness in the west's skies*
- *20 vision - part 2*
- *rides diary*
- *car free in Budapest*
- *poems and the crossword!*



**Climate Change
Special**

Bristol Cycling Campaign



...is working for safer transport and planning policy for Bristol. Its aims include:

- 1) A freeze on road building
- 2) Control on traffic entering the city when pollution is high
- 3) Council budgets supporting sustainable transport, especially cycling.
- 4) Speed limits in urban areas reduced to 20 mph.

This is your campaign and there are plenty of opportunities to **Bike shops giving discounts to BCC members**

(remember to take your membership card along with you!)

- Ashton Cycles, Bedminster5%
 - Bike, Queens Avenue, Clifton10%
 - Harvey's, Henleaze Road9%
 - Mud Dock, The Grove10%
 - Dave Bater, Downend and Park Street10%
 - Overbury's10%
 - Psyclerwx, Abbotsford Rd off Cotham Hill10%
 - Pembury Cycles, Highridge Road & 41 Gloucester Rd10%
- (parts and accessories only)

Bristol Cycling Campaign contact details:

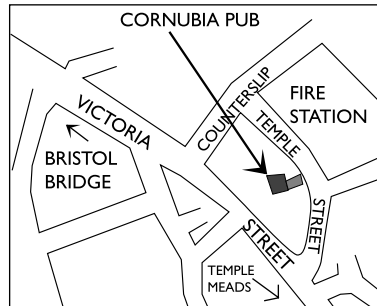
Mail (including articles for this magazine if you don't have email): Box 60, Greenleaf Bookshop, 82 Colston Street, Bristol BS1 5BB

Website: www.bristolcyclingcampaign.org.uk
Join via our website or email: join@bristolcyclingcampaign.org.uk
For other information email: info@bristolcyclingcampaign.org.uk
Email for magazine articles: bcc-editors@bristolcyclingcampaign.org.uk

BCC smart group: This is a useful way of keeping in touch with what's happening cycle-wise in Bristol and is dead easy to join. Just send an email (from the address that you want to receive the mail) to bristolcyclingcampaignsubscribe@smartgroups.com or if that's too much you can subscribe with a few clicks from the BCC website at www.bristolcyclingcampaign.org.uk

Business meetings

First Thursday of each month at the Cornubia Pub, Temple Street (off Victoria Street) in the city centre. Meetings start at 8pm and are held in the meeting room on the first floor. All are welcome.



Useful Phone Numbers

- **Environmental Transport Association** Reference (to claim discount) 1506 1999 You'll also need to quote your BCC membership number
- **Problems with cycleways** 903 6822
- **Problems on the highway** 922 3838. A helpful line for reporting problems with road surfaces, broken glass and burnt-out cars – They now have a policy of quick response to broken glass.
- **Parking hotline** – 922 2198 to report parking problems (e.g. cars parked in cycle lanes). They'll only act if the car is parked on double yellow lines – not pavement parking.
- **Smoky diesels** 975 5148
- **Traffic light problems** 0800 854 229
- **Police** 927 7777 for all departments. Use this line to complain about speeding, pavement parking etc.
- **Redfield Beat Police** for the Bristol end of the Railway Path 945 5727
- **South Gloucestershire Council "Streetcare"** 01454 868000

Other cycling groups in Bristol

- CTC** www.ctcwest.org.uk/bristol
- Cyclebag East** www.digitalbristol.org/members/cyclebag/intro.html
- Avon Outdoor Activities Club** (summer rides only) www.aoc.co.uk/
- Mountain Biking** www.bristolmountainbikeclub.com and www.bristolmtb.co.uk



This long thin sticker (approx 10 inches long) fits along your top-bar or similar part of your bike. Show drivers that your bike is not part of the traffic problem! **Available at meetings for a mere 50p or through the post from Rowland on 0117 9512157 or nicefella@tesco.net**

A Changing Climate

Summertime, and the cycling gets easy... We have a fine selection of rides out of the city, come and feel that wind in your hair and the sun on your back.

THIS EDITION looks at how issues of climate change may affect us both globally with the G8 summit in July, and more locally, the effects of the planned expansion of Bristol Airport. But if we are getting depressed about what seems to be outside our control, what can we do as individuals? Where transport is concerned we could all do the following, every time we plan a journey:

- 1 Think about whether you really need to travel.
- 2 Could you use anything other than a car/motorbike/van?
- 3 If you really have to use a private vehicle, how can you minimise the pollution you will cause?

Elsewhere in the magazine:

If it's summer it must be time for the Big Green Gathering! Dust off your tent and join the expedition to the Mendips for this fossil-fuel-free festival (see p.15). Local police are getting mad about pavement parking (at last!). And we dish the dirt on Chelsea Tractors. If you want a supply of those fake parking tickets to slip under a 4x4 windscreen wiper contact the Alliance Against Urban 4x4s via www.stopurban4x4s.org.uk. Joe Grundy's comment about a 4x4 in Ambridge 'the only time it's off-road is when it's parked on the pavement', neatly links our two articles!

As both an environmental and a transport group we have devoted much of this edition to the issues surrounding climate change in Bristol. Pip and Bill's articles on Bristol airport give lie to the gloss appearing in much of the local press about its expansion. News about more facilities for cyclists in south Bristol and 20mph zones provide equally welcome positive stories from around the city.

Don't forget to check the rides diary – this is now updated on the web so be sure to check out our website. We'd be delighted to have feedback on this – as well as any stories or comments on the magazine so we can keep improving things.

Drop us a line at bcc-editors@bristolcyclingcampaign.org.uk. Remember this is your campaign, and if you haven't been to our rides or meetings before why not come and vent your spleen or air your chest (as appropriate).

Veronica ☺

cycling

BCC membership at all time high!

As of February 2005, you're a member of one of Bristol's biggest campaign groups! Bristol Cycling Campaign has **398** members – its highest ever. So we must be doing something right! It's particularly encouraging when new faces appear at our monthly meetings, as this one of the most effective ways to get involved in our campaigns and have a say in how we're run. Also new members turning up to rides and events are always made welcome. – see the new rides diary on page 8.

SS Great Britain sails the Avon again!

Bristol Ferryboat Company have introduced a new cross-harbour ferry called *The Mary*, connecting the south harbourside at the SS Great Britain with the north at Capricorn Quay at the bottom of Jacobs Wells Road. The fare is a mere 25p for you and your bike, with monthly tickets also available. During the summer the service operates between 08:00 and 09:30 and 11:15-18:15 weekdays and 10:30-17:30 weekends. More information is available at www.ssgreatbritain.org and www.bristolferryboat.co.uk. Or phone (0117) 926 0680

A Place on the Board?

Life Cycle UK, the cycle promotion charity, is looking for 1-2 energetic people to join its Board of Trustees. Trustees meet four times a year to oversee the work of the charity and ensure that everything is running smoothly. They also guide the development of the organisation. Naturally, we expect our Trustees to be enthusiastic cyclists, but we also want people with useful experience, knowledge or skills that could help the charity do its work better. The post is voluntary and unpaid. To find out more, e-mail post@lifecycleuk.org.uk or phone Peter Andrews on 0117 929 0440

shorts

Kerbside Cops keeps pavements for pedestrians

Police and local authority partners are launching a new campaign to stop indiscriminate pavement parking in various parts of Avon and Somerset.

Avon and Somerset police made the announcement on their website recently. This could be a useful tool for cyclists who find their paths frequently blocked by pavement parking that also obstructs cycle facilities.

The campaign aims to target those who deliberately flout the law by obstructing pavements. This includes people dropping children off at school; HGV or van drivers parking when delivering or even people parking outside their homes on the pavement.

Parking on pavements is not only dangerous but could also block an emergency vehicle, which could put people's lives at risk. There is an instant £30 fine for anyone found parking illegally on a pavement but vehicles also run the risk of

being towed away, if they cause an obstruction. HGV drivers not only risk a fine but could have points on their licence.

To highlight the problem Avon and Somerset police have joined forces with Bath and North East Somerset Council, North Somerset Council, South Gloucestershire Council and Bristol City Council to produce a special advisory leaflet 'Pavements are for Pedestrians'

The leaflet gives five reasons not to park on pavements:

- It obstructs the pavement, forcing pedestrians into the road
- It damages the pavement, causing accidents and requiring expensive repairs
- It creates a hazard for people who are blind or partially sighted
- It creates particular difficulties for people with disabilities or those with pushchairs
- It is illegal and you could be fined

Stopping on a pavement for even a few moments can cause inconvenience to others, at worse it could prevent an ambulance, fire engine or police car attending an emergency incident, where

people's lives could be put in jeopardy.

The leaflet highlights common excuses give by people for parking on pavements including: "I'm only stopping to get a newspaper/post a letter/pick up my child from school," "I don't want my car damaged, they speed up and down this road," "I'm making a delivery, I won't be here long."

Wendy Linham of Avon and Somerset police's traffic management and road safety unit said: "The message we want to get across is that pavements are for pedestrians. Not only are there potential dangers created by people parking vehicles on pavements but damage can be caused, underground services affected which may not only create a potential hazard but could prove costly to repair.

"We are also keen to stop people cycling on pavements. You can only do so where there are special signs permitting cycling. Parking on cycle lanes can also cause obstruction and could make cyclists vulnerable and put their safety at risk", said Wendy.



G8 Expectations -

Bristolians bike to Scotland

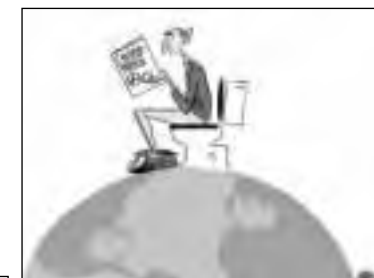
This year is likely to see some of the largest demonstrations this country has ever witnessed as thousands from across the world converge in Scotland to protest against the meeting of the eight richest industrialised countries (the G8). BCC members will be taking part by riding to Edinburgh to show their opposition to the injustice of global capitalism.

As the leaders of the world's richest countries gather in Scotland for the G8 summit, tens of thousands are to converge in Edinburgh on 2nd July demanding trade justice, debt cancellation, and more and better aid for the world's poorest countries. Not for the faint hearted (with an average of 65 miles per day), a route has been planned, starting in Bristol on the 25th June and arriving in Edinburgh on the 1st July in plenty of time for the demonstration to the G8 conference on the 2nd. People

.....
the government has recently admitted that it is unlikely to meet even the tiny reductions in emissions agreed in the Kyoto protocol

are riding from all over the country for this demo. Of course, there are many more issues that are likely to draw people to Scotland in July besides poverty. Tony Blair has stated

that climate change is to be another central issue for the G8 agenda. Yet transport remains the fastest growing source of CO₂ emissions in the UK, with millions continuing to be poured into road building to cater for ever increasing volumes of



be close to reaching the point of no-return with fossil fuel emissions. To achieve the minimum 60% reduction necessary in carbon emissions, cyclists, activists and others who simply want to see a world that is habitable for their children are planning to take their messages and ideas to confront the G8 in Gleneagles this July. Not just another summit, but perhaps one of the final opportunities to avoid the possibility of a sustainable world slipping from the grasp of future generations.

traffic. Meanwhile air travel – already exempted from most forms of taxation – continues to be actively promoted by the government with the most sustainable forms of transport, such as walking and cycling, still suffer from chronic underfunding and lack of priority. Perhaps unsurprisingly the government has recently admitted that it is unlikely to meet even the tiny reductions in emissions agreed in the Kyoto protocol. Rather than promoting alternative energy sources and reductions in energy consumption, the response to declining North Sea oil and gas stocks has been to begin importing supplies from Saudi Arabia and Algeria, supporting oppressive regimes and fuelling oil wars. And the unthinkable is being thought – that nuclear power may make a comeback.

For more information: www.dissent.org.uk
 The Dissent! Network provides a networking tool to co-ordinate radical resistance to the Summit.

dissentbristol@subsection.org.uk
 for information on the local Dissent! group.

Contact Richard Burton (burtthebike@blueyonder.co.uk) for information about the ride to the Edinburgh Make Poverty History protest



The near-unanimous opinion of climatologists holds that we may

Plane madness :



Vision of a sustainable west country? From the Greater Bristol Strategic Transport Study (www.gbsts.com)

The above may look like the opening credits to Dad's Army, but they're more sinister than that – a plot by politicians and developers to invade the countryside with a revived road building programme coupled with the massive expansion of Bristol Airport. We look at how campaigners are coming together to put these plans where they should be – in the recycling bin!

Bristol Friends of the Earth has recently formed a climate change campaign group. They intend to work locally on aviation and road traffic. These are the sectors where CO₂ emissions are growing fastest. Aviation contributes 6% (projected to rise to 15% by 2050) and road traffic nearly 25% of the UK's CO₂ output. Road traffic is growing at 2% per year.

The UK is committed by international treaty (Kyoto) to reduce CO₂ emissions by 12.5% by 2010 and there is scientific agreement that much deeper cuts are needed (60% by 2050) in order to keep climate change below dangerous levels (below 2°C temperature rise). Since 1990, the UK's emissions have reduced by 12.6% largely due to de-industrialisation and the switch to gas rather than government policy. Now they are rising again.

FoE plan to oppose the expansion of Bristol International Airport. This expansion will increase passengers from 4.5 million today to 9 million in 2013 and 12 million in 2030. We have worked out that by 2013 a forest larger than the County of Avon would be required to soak up BIA's annual CO₂ output. This is more than

twice the annual amount of CO₂ produced by all the cars in Bristol.

Expansion will double the number of cars going to the airport (which use the A38 and the rural roads to the west and east of the airport). (94% of passengers arrive by car). This is an extra 300 cars an hour and at peak times, double or treble this. Airport villages such as Felton, Wrington and Winford are expected to see their quality of life deteriorate further.

Pip and Crash

Planning for the airport's growth seemingly entails officials drawing up a list of 25 more airports "with which we want to develop links". There are currently 42 destinations compared to 15 just 5 years ago.

The airport boasts, "we have 7 million people within a 2-hour drive". This is where more roads, motorway links, massive parking



Brown Sky Thinking

lots come into the picture. Underpinning this of course is a complete disregard for the coming peak-oil/global warming crisis. Cheap air travel is perhaps symptomatic of the culture of overconsumption which deliberately confuses wants and needs, especially regarding mobility. People are no longer seeing air travel as a luxury but as a basic element of happiness and satisfaction, and a "right" so that life without it will seem empty, dull, depressing and boring to large numbers of people brought up with cheap and available airplanes on their doorstep. Indeed once you start to become aware of hypermobility, you notice the way that there's almost an addiction or dependency on air travel. You can hardly have a



the UK were implemented, and based on achieving equal shares for everyone in the world by 2050, it would entail a personal carbon reduction of 80% on 2005 figures by 2050. He says "The calculated figures should shock you" and cites the example of a single flight from London to Athens which would exceed your entire personal carbon ration for a year in 2030. This is based on a calculated scenario of 450ppm which many scientists think is necessary but "even on the less rigorous 550ppm scenario, your

"Cheap air travel is perhaps symptomatic of the culture of overconsumption which deliberately confuses wants and needs, especially regarding mobility"

conversation in a group without someone saying they've just got back from somewhere far away or are about to go somewhere else for something as absurd as a St Valentines day break and so forth. And whenever I want to go to say, Scotland I'm frustrated and annoyed that easyjet offers easily the most tempting fares even though I'd far rather travel by rail.

annual ration in 2030 would not be enough to cover a return flight from London to New York".
Bill

Many members of Bristol Cycling Campaign have pledged to resist the massive expansion in airport capacity. One of the most effective ways we can do this is to join forces with other transport and environmental campaign groups, to promote safe, clean, sustainable travel. Recently there has been much talk of forming such an alliance – rest assured we will keep you posted. In the meantime, you can join the pledge to resist airport expansion at:
<http://www.airportpledge.org.uk>

The short haul air travel nowadays so heavily promoted, subsidised by tax free fuel, and aggressively priced by budget airlines is the least efficient to use. This is because jets are much less efficient when climbing to altitude, so the shorter the flight, the less energy-efficient it is.

In one of Mayer Hillman's articles he explains that if realistic emissions reduction targets for

Support sustainable tourism !
WyeCycle has been set up to represent the interests of those residents of the Lower Wye Valley who support the development of the proposed Sustrans Chepstow to Brockweir Bridge cycleway, which follows the line of a disused railway.

WyeCycle believe that the path would be of considerable benefit to local communities and that it would, in addition to offering cyclists an alternative to the death-defying A466, allow low visual impact and walking, running and wheel-chair access into the valley.

However, dark forces have appeared in the form of a block from a group of wealthy Brockweir residents, who have made a counter offer for a critical piece of land owned by one of the village pubs. The offer was un-refusable – lots more than Sustrans could pay and an implicit threat to hit the pub trade if the landlord accepted Sustrans' bid.









The councils need to be made aware of the importance of this proposed route, especially for tourism and commuting. For example:

- how you could use it to visit the countryside and shops/ pubs/ cafes of Tintern;
- how your children would benefit from having a safe and pleasant environment in which to learn to ride bikes;
- how you believe it would represent a small but positive step towards a cleaner, greener and healthier future for local communities.

Write to:
Planning Department, Forest of Dean District Council, Council Offices, High Street, Coleford, Glos GL16 8HG
email clive.reynolds@fdean.gov.uk
(For the attention of Clive Reynolds, ref:P0120/05/COU)

Planning Department, Monmouthshire County Council, County Hall, Cwmbran, Monmouthshire, NP44 2XH
email Planning@Monmouthshire.gov.uk
(For the attention of Phil Thomas, ref:11302)

BCC RIDES : Summer 2005

Date	Details	Miles/Pace	Start	Ride Leader
2nd	BCC Monthly Meeting + Social		8pm prompt, Cornubia pub	
5th	Holt Farm. NGS garden.	30max, medium 	10:30am, Arnolfini	Susan 977 9616/07760 197567
5th	An evening on Brandon Hill for live theatre provided by UBU Spotlights		Brandon Tower 7.30pm-10pm	
11th	St Werburghs City Farm summer Fair - Car free zone & BCC stand	Ride to the event please and give your support	12noon onwards	Rowland 07711 214168
12th	Vineyard ride. Exact vineyard to be decided so see BCC website for updates	Medium	10.30am Start of cycle path	Catherine 926 6411 or 966 9414
15th	Bike Breakfast & BCC stand. This popular events attracts lots of potential members for BCC, but also needs helpers on and prior to the day	Ride to this event please and give your support	7.30am -9am, Castle Green Bandstand	Simon 0117 900 2193 or Susan 07760 197567 Rowland 07711 214168
19th	Bristol's Biggest Bike Rides for National Bike Week. 5 rides to choose from. Go to www.bristol-city.gov.uk for more info	Clevedon Challenge is 38 miles. Go at your own pace  	9:00am prompt Millennium Square	Just turn up and ride! (you wont be alone)
26th	Hunters Lodge, Priddy. Good food. A few hills.	35, medium 	10:30am Start of Bath cycle path	Kean 955 3670
3rd	Clevedon Craft Centre and beyond. Visit the local pottery or commission something in leather! BYO picnic.	35 medium 	10:30am Clifton side of Clifton Bridge.	Dave 973 0846
7th	BCC Monthly Meeting & Social		8pm prompt, Cornubia pub.	
10th	Chew Valley, out on cycle track back over Dundry. Picnic or café.	35, medium 	10:15am, Start of cycle path	Helen
14	Sabrina Social - all welcome. Possible quiz or auction. See BCC website for info		8pm onwards	
17	Lamplighter's local interest ride. Out on Pill path back along Portway. Pub stop at end to chat with BU graduate on sustainability issues for cyclists. Picnic or pub lunch	25 max. very easy 	10:30am, Arnolfini	Susan + Helen 07760 197567 on the day or 977 9616
24	Tortworth Chestnut. Possibly England's oldest tree. BYO picnic	Easy pace 	10:30am Start of Bath cycle path	Jane & Cathy 951 0275
31	Berkeley Castle - Picturesque village and pleasant ride. BYO picnic	30miles 	10:30am, Arnolfini	Mac 969 8665
04	BCC Monthly Meeting & Social		8pm prompt, Cornubia pub	
07	Chepstow/Tintern - depends how far we get! Byo picnic & possible pub stop.	45 miles 	10am prompt, Durdham Downs Water Tower,	Susan 977 9616 /07760 197567
14	Tranby House, Whitchurch. NGS biodiversity garden. £2.00 entry & tea/cake to buy or BYO picnic.	20miles 	11:00am Clifton side of Clifton Bridge.	Decide on the day. See ngs.org.uk for map
21	Marshfield via St Catherine's Valley. Out on the cycle path, through scenic valley, back on Dramway	35mi, medium 	10:30am Start of Bath cycle path	Joe 925 5217 / 07971 036933
24	Green Drinks Bonanza: meet up with Bristol and Bath Green Drinks groups at the Jolly Sailor, Saltford	16mi, medium 	5:45pm Start of Bath cycle path	Ronnie 934 0941

key:  suitable for beginners;  not suitable for beginners See our website for last minute changes and additions: <http://www.bristolcyclingcampaign.org.uk/diary>

Bristol Cycling Campaign camping weekend

Friday 22, Saturday 23 and Sunday 24 July 2005
Location: Appley, Somerset

Following last years very relaxing and enjoyable camping weekend, Bristol Cycling Campaign is doing it again! Make sure you pencil this in your diary for July. We will have exclusive use of this wonderful, alternative 'green' campsite.

For more information, please contact Simon Carpenter on 01373 474086.

Wednesday Wheelers

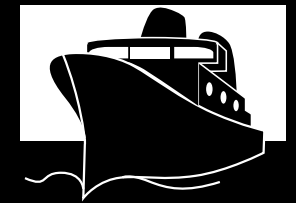
Over the summer months this group organises Wednesday evening rides usually starting after work from the Create Centre. Plan ahead now for the warmer weather and get yourself on the e-mailing list by contacting Will Baker on william@cse.org.uk or phone 0117-934-0941

Check the bccbcc website!

Now updated with the rides diary. Check the site for any last minute changes before you set off on your ride.

A hoy there!

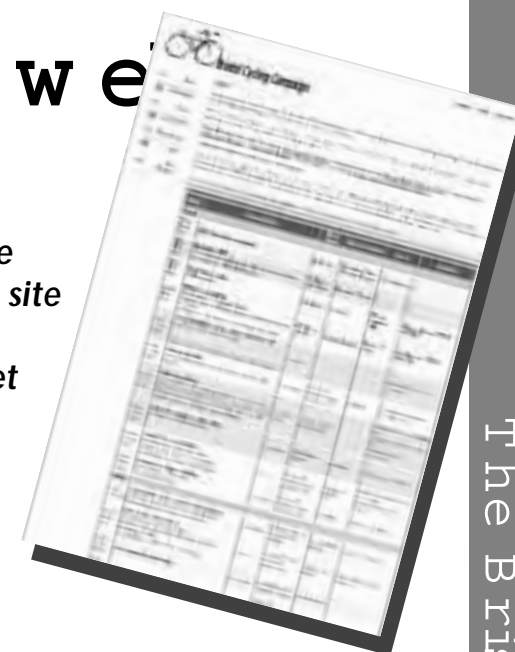
The next Sabrina social, quiz and auction will be on Thursday 14th July at 8pm



The Sabrina is a floating pub moored by the Bascule Bridge which links Queens Square and Mary Redcliffe.

All Welcome!

Sabrina Social



<http://www.bristolcyclingcampaign.org.uk/diary>



Memories of Vintage Biking

Below is a picture of my father when he was 14 in 1932. I find this photo interesting as this was the year he started his first job on the railway. The bike is a typical model for the day, probably a Ralieggh, with under the rim brakes. This was kept and handed down to me and my sister 24 and 27 years later. In those days we really appreciated what we were given which seems exactly the opposite to many things today.

This old boneshaker lasted us until I bought a bike with a Sturmey Archer three-gear back hub. I think we were the first to put knobbly tyres on our bikes, yes the first Mountain Bikes – if only we'd known then what we know now.

We passed our driving tests and I bought a Vespa scooter and my sister drove dad's car, an upright Ford Prefect. I did not ride a bike again until I met Reg Brunt 4 years ago and that meeting changed my life. I now try to cycle most of the time and where I used to fill my car up maybe ten+ times, now it is a more



SO SAD THIS WORLD

So sad this world the sky's gone grey
It should be sunny in this month of May
The birds are choking way up in the trees
The filth in the air makes my lungs wheeze
The oils gone I'm happy to say
We all should have acted yesterday
But it's too late our time has now come
We all were so selfish and oh so dumb
The world was telling us oh so plain
About the bad air and acute acid rain
Live for now so we all joined in
Plenty for all we all can win
We have one house no let's get two
Two or three cars will take us on through
Let's get some cash we all wanted more
Some Charlie some wine a big four by four
No matter then who paid the price
Some poor sod will pay it twice
For every greedy soul out there
There are five or six who play it fair
Just enough is what they need
To live their lives without the greed
Hey hang on a moment the grass is green
The view from this cycle has got to be seen
The crops in the fields the barley the rye
Give us our world back can they hear us cry
We're doing our bit to keep down pollution
The cycling fraternity has got the solution
Will new technology give us the answer?
To smog in the air and asthma and cancer
The answer I'm sure has to come from inside
The heart and the mind come on take the ride
Join us keep healthy support the campaign
The bicycle's tops and long may it reign.
Harry☺

DOOMSDAY



.....
"My mate and I played marbles in the gutter, up one side of the road and down the other with only one car in the street to contend with. Ten years later the road was full from top to bottom but bythat time I had lost my marbles anyway!".....

modest 3 to 4, so thank you Reg.
So where does this leave me now? At the moment I am thinking of moving off of this hill I am on now and into a smaller house, eventually getting rid of my car.

All this through a chance meeting in a car park, is that irony or what? There were not many cars in the streets when I was about five. My mate and I played marbles in the gutter, up one side of the road and down the other with only one car in the street to contend with. Ten years later when I started my paper rounds at 14 the road was full from top to bottom, no more marbles for us, but by that time I had lost my marbles anyway and gone into motorcycles. Now I am more conscious about the environment, I recycle all my veggy waste, paper, etc. and am more careful with the energy I use. Windmills are a great idea and I think they should be along every hill in the country now, not later when it is too late, (hence the cartoon)

Harry☺

4x4 Disaster

Ground level pollution from 4x4s is just as damaging as carbon emissions.

4x4s can emit twice as much carbon monoxide, hydrocarbons and nitrogen dioxide as passenger cars. These chemicals cause ozone and other pollutants to build up around cities, leading to poor air quality and dangerous smog. Despite the congestion charge, air quality in London is still way below minimum health standards on a regular basis. Professor Mike Pilling, an atmospheric scientist at the University of Leeds, said that London and other major cities would suffer most from the rise in dangerous emissions from car exhausts. "It's clear that we are not going to meet the objectives that the government has for air quality in 2005 and 2010". Although diesels are more fuel efficient than petrol vehicles of the same size, the cost is vastly more nitrous oxide (NOx) and particulate (PM10) emissions. It is not just our air quality that suffers. Storm water runoff from our road network is polluted with oil and rubber from traffic and ends up polluting our waterways. Also note that more than half the pollution caused in the lifetime of a vehicle occurs in construction and disposal and obviously the bigger the vehicle the bigger the mess.

Why this design is bad for fuel efficiency and pollution

For a given amount of internal space, an off-roader body means that the vehicle ends up much taller and larger than would be the case for a saloon, estate car or even MPV. Combined with the extra transmission equipment and tougher suspension and chassis needed for four-wheel-drive off-roading, this produces a much heavier vehicle, which needs a bigger engine to achieve the same performance as a lighter car, which will in general

produce more pollution per mile. Diesel models are popular among 4x4 owners because they are less thirsty. However, while diesel engines produce less carbon dioxide, they give out greater amounts of the other pollutants, which can make them even more harmful to the people around them.

Why this design is bad for safety

The extra weight of 4x4s automatically makes them more of a danger to other road users when they are involved in a collision. From basic mechanics we know the kinetic energy of a vehicle, which needs to be dissipated in a crash, is proportional to its mass. However, the unique problem with the off-roader shape is that this extra weight is combined with additional height. Higher bumpers and mismatched crumple zones lead to extra dangers to pedestrians, cyclists, people in smaller cars and the occupants of the big 4x4s themselves. While cars like luxury saloons and MPVs are heavy too, they don't suffer from the appalling design faults of 4x4s in this respect. The inertia, high centre of gravity and sluggish handling of many 4x4s may also make it harder to avoid a collision.

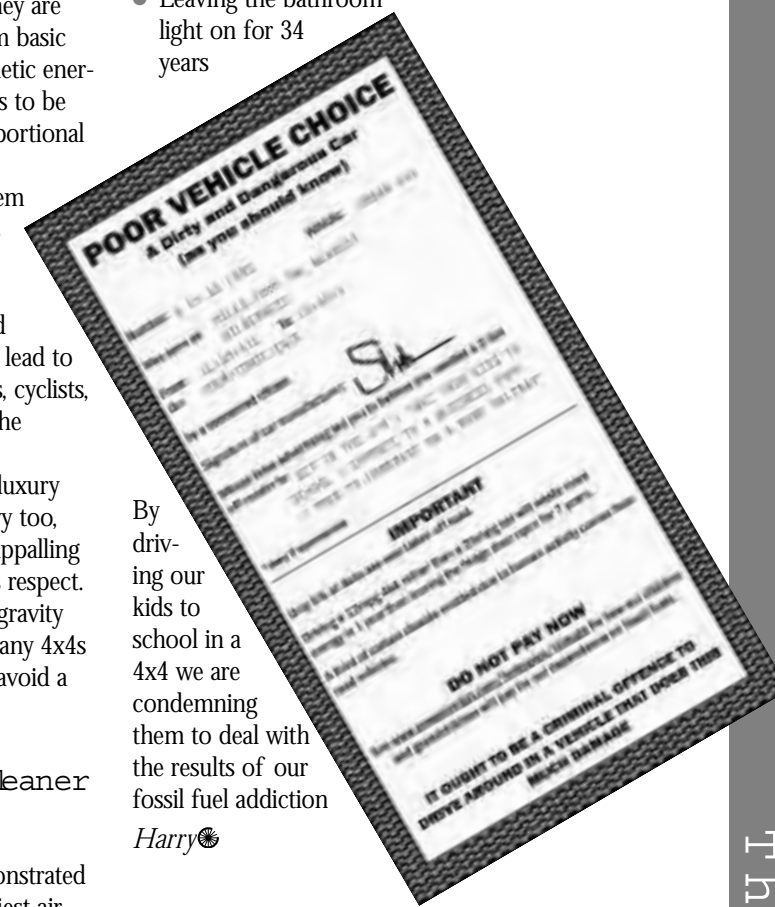
You will breathe cleaner air

Pollution studies have demonstrated that, in slow traffic, the dirtiest air isn't being breathed by the cyclists in the gutter or the people waiting for the bus on the pavement, but by those inside the cars in the middle of the road. If you find this implausible, check where your car's air intake is, and compare it with the exhaust pipe of the 4x4 in front of you.

People won't think you are an idiot

In the USA, where big 4x4s are even more common than in Chelsea, the safety record of 4x4s is appalling:

- A 4x4 is twice as likely to be involved in a fatal rollover as an ordinary car
- If a pedestrian is hit by a 4x4 they are twice as likely to be killed. In a side-impact collision with a 4x4, a car driver is around 4 times more likely to be killed than if they were hit by another car
- Driving a 13mpg 4x4 rather than a 25mpg car for a year will waste more energy than:
- Leaving the fridge door open for 7 years
- Leaving the TV on for 32 years
- Leaving the bathroom light on for 34 years



By driving our kids to school in a 4x4 we are condemning them to deal with the results of our fossil fuel addiction
Harry☺

www.newscientist.com/hottopics/climate
Learn more about the science of climate change
<http://www.metoffice.com/research/hadleycentre/>
Get active against climate change:
www.stopesso.com
www.risingtide.org.uk
www.greenpeaceactive.org.uk
www.foe.co.uk

Car-free cities 2005: Biking to the future in Budapest

World Car-Free network is the hub of the global carfree movement, promoting alternatives to car dependence and automobile-based planning. Bristol Cycling Campaign became the first UK member in 2004. This year's car-free conference in Hungary promises to take the growing movement forward.

Towards Carfree Cities V will be held July 18-21, 2005 in Budapest, Hungary, followed by the World Carfree Network Annual General Meeting on July 22 and an optional excursion day on July 23.

The goal of the Towards Carfree Cities conference series is to bring together people from around the world who are promoting practical alternatives to

car dependence – walking, cycling and public transport, and ultimately the transformation of cities, towns and villages into human-scaled environments rich in public space and community life. The focus is on strategy, collaboration and exchange, assisting the practical work of conference participants – whether it be organising carfree days, promoting urban cycling, or building the carfree cities of the future.

Last year BCC members shared their experiences of cycling, campaigning and thinking about how to build spaces that are free of cars. Evenings were spent relaxing, eating, drinking and

talking with like-minded individuals from around the world. Registration for 2005 is now open at the website below. If you would like to attend, please let us know and we can help you get there!
Contact: info@bristolcyclingcampaign.org.uk or browse to <http://www.worldcarfree.net/conference>



Bikes for all in Hartcliffe and Withywood

The Cycle Club of Withywood and Hartcliffe were delighted to receive funding from "Awards for All" of £4,154 recently

cycles were purchased from local bike shop "Pembury Cycles" who were able to offer a discount to support the scheme. Also available is a three-wheeled tricycle with power assistance. It is hoped that this will open the club up to less able cyclists. Child seats and a 'tag along' are also available for those with young children. Two local women, one from Hartcliffe and one from Withywood, are being trained as cycle instructors with LifeCycle, to ensure that the bikes are used safely and legally and give extra confidence to less experienced cyclists.



The funding will go towards boosting cycling for adults in the area. Part of the money has been spent on bikes, which will be available to hire to club members. There are standard two wheel bikes with racks and panniers as well as helmets and locks for safety. The



"this is a great way to get me back into cycling again"
Nic Steven

Nic Steven, who is pictured on the tricycle says, "I used to cycle a lot before my current medical condition. This is a great way to get me back into cycling again" Why not join the club and get ready for the Bristol Biggest Bike Ride in June? The club welcomes new adult members, details are available from Kate Cooke. Kate Cooke, a keen cyclist, is the local SRB5 funded Physical Activities Co-ordinator and facilitates the club as part of the Active Life and Bristol City Council Sports Development projects. Bikes will be available to hire from 11th April at Withywood Sports Centre, Molesworth Drive, Withywood.
Kate Cooke ☎
0117 9640504
0779 5315285
kate_cooke@bristol-city.gov.uk
Funded by the Hartcliffe and Withywood Community Partnership and Supported by the South West RDA

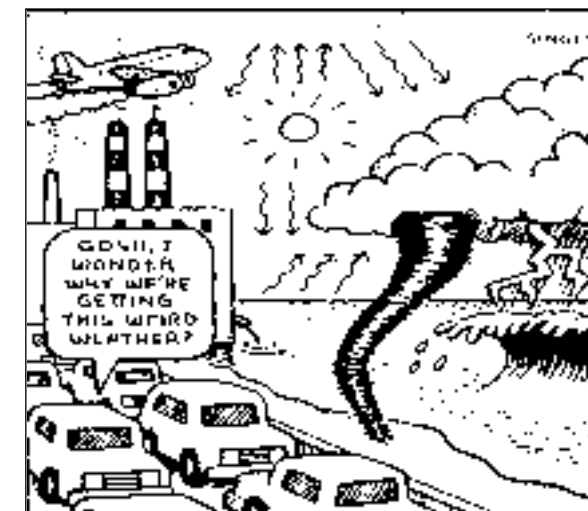


Twenty Vision

A safer environment on the roads is the key to turning more people to cycling and walking. In towns, slower speeds would make walking and cycling safer, encouraging much greater use of these non-polluting modes thereby reducing the number of motor vehicles, reducing congestion and pollution. Climate change is the greatest threat to humanity and the global environment and dramatic reductions in use of fossil fuels in transport are essential for the planet's survival.

Appropriate speed management to curb CO2 emissions from traffic would reduce the demand for excessively powerful vehicles and lead to vehicles better adapted to the lower speed conditions under which they are most often driven. In the long-term slower speeds would lead to less dispersed patterns of development, and a much less resource intensive transport system, with accompanying reductions in CO2 emissions. Lower traffic speeds reduce air pollution by improving traffic flow: "Exhaust emissions always contain larger amounts of carbon monoxide, hydrocarbons and nitrogen oxides when a vehicle is

calming schemes on exhaust emissions revealed reductions of 30% in nitrogen oxide, 20% in carbon monoxide and 10% in hydrocarbons. An increase in numbers of people cycling and walking also leads to reduced pollution. The same holds true for noise



pollution, "with a lower speed always resulting in a lower noise level". Again, major benefits may come from the smoother flow gained from lower speeds, as a large proportion of noise is generated through acceleration. Any reduction in car use contributes to reducing carbon emissions and global warming. Mayer Hillman explains how slower speeds can lead to less motorised trips: "In the short-term, higher speeds deliver time savings. However, that benefit then gradually intrudes into people's perceptions of how far they can travel in relation to the amount of time they are prepared to allocate to travel – which tends to be a fixed amount. As a consequence, in the medium and longer term, the speed at which a person can travel has a high influence on the extent to which their activities are geographically spread.

"The introduction of Brighton's Hanover 20mph zone in summer 1995 saw a 22% reduction in motor vehicles"

accelerating or decelerating, or when the engine is idling, than when the vehicle is cruising." Where 30kph zones were introduced in Germany, car drivers on average had to change gear 12% less often, used their brakes 14% less often and required 12% less petrol. One study of the effects of traffic

Over time, drivers' decisions are likely to be influenced by the impact of having to drive more slowly which in turn then leads them to drive less..." Some local authorities in Britain have already introduced comprehensive speed management strategies. City of York Council has been a pioneer in the field of speed management since the 1980s. The Council introduced its Speed Management Plan in 1997, after detailed public consultation. The plan divided the city's roads into a hierarchy of traffic routes, mixed priority routes and residential areas, each with its own traffic calming measures and target speed limits. The Speed Management Plan also set a target that every one of York's 60 primary and 12 secondary schools should be surrounded by a 20mph school zone within six years. As a result of

Part two looks at how 20mph zones can help increase cycling and tackle global warming. the plan and the Council's anti-speeding campaign with North Yorkshire Police, York met its national casualty reduction targets for the year 2000 well in advance of target dates.

The introduction of Brighton's Hanover 20mph zone in summer 1995 saw a 22% reduction in motor vehicles, while as a result of the cycle-friendly towns scheme in West Germany, cycle use rose by 50% between 1981 and 1991. The mayor of London, Ken Livingstone has intimated his intention to implement 20mph limits throughout most of London: "What I intend to do as



part of my election manifesto is to say that in residential parts of London, and it's about 90% of the streets, you should have a 20 mph limit." K Livingstone, 2003. The London Cycling Campaign is holding Livingstone to this promise and we in Bristol should find ways to press for similar commitment from Bristol City Council.
Bill Telfer ☎
Sources: Slower Speeds Initiative <http://slowerspeeds.org.uk/content/view/50/38>
20mph As a Standard Speed Limit – Why London Needs It. John Hilary, The London Cycling Campaign www.lcc.org.uk

From the Archive ...

Bristol Cycling Campaign has long been agitating for lower speed limits as these extracts from the archive show.

NEW CYCLIST February 1993 SPEED KILLS

'A 20mph urban speed limit would add one minute to a typical city car journey and save 1500 lives a year' says the Bristol Cycling Campaign (BCC). BCC members took to the streets in November to demonstrate in favour of a cut in the speed limit.

"Why," they ask, "is the Department of Transport taking expensive TV advertising to ask drivers to stick to 20mph and spare 19 out of 20 people they hit? Why not just fix 20mph speed limits? Why not traffic calming? Why not safe streets?"



Around 100 cyclists reclaimed the roads by spreading out across the three lanes of Bristol's inner ring road during one morning rush hour. They wore '20mph' speed limit signs on their backs and caused traffic to slow down considerably.

The demonstration was backed up by coverage in local papers and on regional television. Campaigners expected to receive support from pedestrians and angry reactions from motorists. In fact many drivers also signalled their support for the campaign and the event went off smoothly. The BCC will be continuing to press for a lower speed limit and a reduction in the number of people killed or injured by cars.



Pavement parking leaflets

Pi**ed off by pavement parking???? Simply slip one of these funky leaflets under the offender's windscreen wiper to get the message across in a polite and firm way. Stocks of leaflets are available from BCC meetings, from our stalls, can be photocopied from the mag, and can be downloaded from our website. The original artwork was done by local artist, Paul Boston, way back in the early 1990s and is just as relevant today. If anyone would like to design something similar for the problem of parking in cycle lanes etc then please get in touch.

**Thank You
For Not
Driving
(in safety
blue!)**

These stickers have a powerful message. I had them printed after seeing the image in the latest issue of "Car Busters" magazine. Some guy in the States saw it on the back of a bus ticket and thought - good idea! Car Busters published it and thought - good idea. Bristol City Council's Transport Planning Department asked me for some and are hoping to promote the image on stickers themselves. I took the opportunity to ask if they would make metal signs up for places like cycle tracks, cycle parks, bus & train stations, schools, etc. Like I always say - if you don't ask, you don't get! They are considering my request, so my fingers are crossed! Good idea too! The stickers come in "safety blue" and stick really well! So once used they should last for ages getting their message across. If you want some they are available from the BCC stall at 30p each or four for a £1. Or direct from me at the same price phone 0117-951-2610 The original PDF version is at www.thinksmall.org Pete Taylor



High Tide

by Mark Lynas

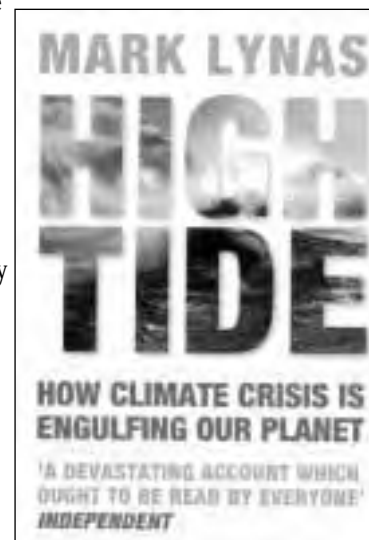
Book review by Pip Sheard, Bristol Friends of the Earth

High Tide is a great read. I have read a lot of books about global warming and this is the best and most enjoyable by miles. Mark Lynas is a UK journalist (and now environmental campaigner) who sets out to see what has happened to a beautiful glacier photographed by his Dad decades before. What he finds is truly shocking.

He spends three years travelling the world meeting people whose environment, homes and livelihoods are being destroyed by rising temperatures. He starts with the floods in the UK and visits Alaska, China, Islands in the Pacific, Peru and the USA.

This book will inspire you and you will find it hard to put down. The people he meets tell you all you need to know to be aware of climate change. Cost £7.99 (paperback) Or borrow a copy at any Bristol Public Library at 363.7387.

Pip



The Big Green Gathering

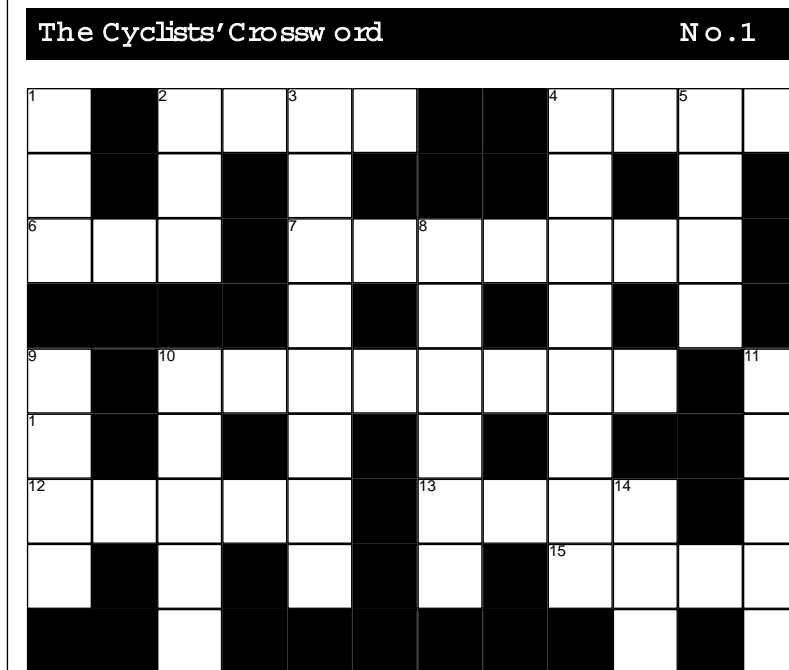
Day after day, week after week and year after year, we see increasing evidence that our planet is in peril. The climate is changing. The forests are burning. Whole species are dying. The air is polluted. The ice caps are melting. The poor have starvation and malnutrition. The rich have obesity, cancer and coronaries. World summits make inadequate gestures. Politicians bow down to the great god, THE MARKET. Dictators and bullies wave nuclear weapons. It can make you feel helpless and hopeless and useless.

The **Big Green Gathering** is a festival with a message and a mission. We are here to show that there is another way, another vision, and a host of practical ways to make that vision a reality. We can make a difference, each of us, both through campaigning and protesting, and in our own habits and lifestyles. We are here to remind ourselves of

that, to inform and inspire each other, to learn from each other, to compare our experiences and to feel our collective strength. We are here also to relax and to enjoy ourselves and to have fun.

The first Big Green Gathering grew out of discussions among participants in the Green Fields area of the Glastonbury Festival in 1993, which revealed a demand for a separate and smaller event with an explicitly Green focus. The Big Green Gathering has been running regularly ever since, and has now settled on a new (and much improved) site on the Mendips - which is easy cycling

distance of Bristol. For 2005 the dates are Wednesday 3rd to Sunday 7th August. Full details on how to get your BGG 2005 Tickets will be available here soon at <http://www.big-green-gathering.com> Each year many BCC members form a group to cycle down to the Big Green Gathering - it's an easy half-day ride from Bristol. We camp together and do some communal cooking - usually breakfasts. This year we could also volunteer to do a workshop on some title such as "Cycle Campaigning". Anyone up for helping with this project? Rowland



Down

- 1 A bike is one less (3)
- 2 (and 9 down) Dirty port of call for Bristol cyclists (3,4)
- 3 Suss out confused rant about charity (8)
- 4 (and 2 across) Crucial weight of a cycle protest (8,4)
- 5 Rage about - and gets teeth into - 12 across (4)
- 8 Short blunder about engineer (6)
- 9 See 2 down
- 10 How cyclists start a revolution
- 11 Was briefly put on back foot by 5 down (5)
- 14 Feel the pinch when popping out (3)

Across

- 2 See 4 down
- 4 Quickly thinks of part of 5 down (4)
- 6 Socialist notes (3)
- 7 A brain's fuddled at BCC social! (7)
- 10 Pub with a confused brain, you see (8)
- 12 Links to 10 down (5)
- 13 Gracefully change lane (4)
- 15 Rearranged file before death (4)

bristol CYCLIST MAGAZINE

I want to join the Bristol Cycling Campaign 

NAME _____

ADDRESS _____

POSTCODE

TELEPHONE _____

EMAIL _____

Please return this form to:
Eric Booth
13 Alpha Road
Southville
Bristol BS3 1DH

£5 individual

£2 concession

£7 household

and I would like to make a donation of £ _____

EITHER:

I enclose a cheque/postal order made payable to
Bristol Cycling Campaign, for the sum of £ _____

OR

I would like to pay by standing order:

NAME AND ADDRESS OF YOUR BANK/BUILDING SOCIETY:

ACCOUNT NUMBER _____

Please pay to the Bank of Scotland, Prince Street, Bristol for the account
of Bristol Cycling Campaign, a/c No. 00143662 Sort Code 12-05-77

£ _____ ANNUALLY, STARTING ON (DATE) _____

SIGNED _____

DATE _____

NAME _____