

## ABD denounces ACPO proposals

According to press reports, ACPO (the Association of Chief Police Officers) is considering plans to increase by 30 times the number of speed cameras in the UK. They claim that the justification for this is that blanketing the UK with these devices, purportedly at accident blackspots, will 'save hundreds of lives'.

There are innumerable flaws in the reasoning used to justify this proposed measure but the most fundamental one is the so-called 'Speed Kills' hypothesis. There is no sound basis for this mindless slogan and, in fact, there is no systematic collection of UK road accident causation data. In 1996 the Parliamentary Advisory Council for Transport Safety stated '*a detailed study including the part played by speed in accidents ..... has not been carried out [in the UK] for a number of years*'. Contrary to the transport ministry's propaganda based on the presumption that one-third of all accidents is caused by excessive speed, evidence from the United States (where accurate road accident causation statistics are collected) suggests the proportion is more like 2%.

Another flaw is the assertion that cameras are only sited at accident blackspots. This is presumably why they are used on safe and open stretches of dual carriageway like the A30 near Okehampton. Or the Batheaston bypass, a brand new dual carriageway. Does it have engineered-in accident blackspots necessitating the installation of speed cameras? Road Safety Officers have actually admitted to the ABD off the record that '95% of speed cameras are sited for revenue generation'. Indeed, most local authorities do not maintain records to show where their accident blackspots are.

We are told that police services would of course need to receive a proportion of the fines to fund maintenance of existing sites and installation of new ones, instead of the total amounts going to the Treasury as at present. But there is a principle of British justice that the dispenser of justice should have no interest in its dispensation; does this not smack of 'pyramid financing'? Clearly,

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## Anti-car riot in Leeds

Supporters of "Reclaim the Streets" disrupted traffic and attacked police during an anti-car "demonstration" in Leeds city centre. CS gas and other offensive substances were sprayed at police officers who had to use batons to control a crowd, reported to be 300-strong, as fighting broke out. Fourteen people were arrested and charged with public order offences.

One of the organisers claimed that they wanted "people to use the streets for their enjoyment rather than choking them with car fumes". Since we know that it is not car fumes which choke the streets it is clear that the blame for whipping up such public hysteria rests fair and square with organisations such as the BBC for persistent and blatant broadcasting of propaganda.

## Budget Blows

As promised, the Chancellor raised fuel duty in excess of the inflation rate, resulting in road users being hammered for an extra £1.5 billion per year in addition to the £28bn they already pay. He has previously committed to do the same next year, and the year after. By the year 2000, we will all be paying almost £10bn extra per year in fuel tax.

The road budget has been slashed and much of what is spent is used for measures to deliberately obstruct and annoy car drivers.

The White Paper on Integrated Transport is still to come, threatening further outrageous charges on parking and using the roads. Clearly, we can only expect a fraction of this to find its way back into transport of any kind, if the Budget is any guide.

## A Budget to bring Britain to a halt

This whole charade will bring Britain grinding to a halt, and adds insult to injury for Britain's drivers.

The Government inflicted a further blow on drivers with the introduction of an unjust £25 first registration fee for new cars. This sets a very worrying precedent. Although, of itself, a £25 fee is unlikely to have much impact on new cars sales, we believe that it is unlikely to remain at that level. The registration tax on new cars in the Irish Republic, for example, is 23.4% of the price of new car on top of VAT. We are concerned that UK Government greed may lead to a similar situation here. The Irish tax is currently the subject of a legal challenge to the European Court of Justice, a development that we will be watching with interest.

Issue 19, Summer 1998

£3.50

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## 'Today' car attack

*BBC Radio 4 resumes unreasoned attacks on cars in advance of White Paper*

The White Paper on Integrated Transport is due shortly, and BBC Radio 4 have duly resumed their propaganda campaign against the private car in order to soften up the British public for the draconian tax increases and restrictions on freedom of movement that are certain to be contained within it.

It has become the norm for the Today programme to ignore the scientific facts about all aspects of car use, whilst sensationalising every obscure argument that is thrown against drivers.

On the morning of Friday 15 May, it was the turn of air quality. The weather forecast had warned that, due to an area of high pressure, there was a possibility that the next few days could see one of the increasingly rare episodes of poor air quality across the country. This, then, provided the excuse for yet another tirade against the car.

Naturally, the scientific facts about air quality were not mentioned. For the record, these are:

1. Air quality is improving as emissions

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## Weather forecasts in propaganda war on car

Over the weekend of 15-17 May, forecasts of high levels of air pollutants were persistently incorporated into weather bulletins.

Both BBC and ITN main forecasts were predicting "High levels of air pollution over the entire country, particularly in major conurbations, with Ozone and Particulates being the main culprits." These forecasts continued through the weekend without acknowledgement that they were wrong. This

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# UK News Roundup

## New railway planned for freight and passengers

Central Railways has put together a proposal to build a new rail link from Liverpool to Manchester, Sheffield, Leicester and London, and from there onwards to Lille in Northern France, a total distance of about 400 miles.

The Railway is designed to meet the increasingly heavy demands for cross Channel freight traffic. By integrating the road and rail networks, Central hopes that it will eventually be able to take up to 40% of international lorry traffic from the UK to the Continent. It is common practice elsewhere in Europe for lorries to be carried "piggyback" on trains, thereby achieving the benefits of both rail and road. This has not previously been possible in the UK, because British railways have traditionally used a narrower loading gauge. Whilst the distance between the tracks is the same, British bridges and tunnels are lower and platforms narrower than on the Continent, thus making such arrangements impossible here.

The Central proposal would involve building the railway to the Continental loading gauge thus allowing lorries to be carried on trains here for the first time, and allowing direct access for European trains right into the heart of Britain. This would include fast passenger links to the West Coast main line, and could give Eurostar trains access to the Midlands and North.

With the exception of a new stretch of line between Central London and Folkestone, Central plan to upgrade dismantled or underused lines, and will be built with private money. There would be road/rail terminals near Warrington, at the M1/M6 junction and at west London. Central envisages that two million lorry journeys per annum could be saved within two years of opening.

Construction would provide 5,000 jobs, with 2,000 permanent railway jobs created in the UK and Northern France.

If you are wondering why this issue is being covered in the Association of British Drivers newsletter, read on.

The Government (both this one and the last), as well as many 'green' groups have claimed that they wanted to see an increase in the use of railways including, particularly, a shift of freight from road to rail. They have also bored us all silly with their continuing rantings about 'unsustainable traffic growth', and there has been much talk of 'integration' of transport. To date, all we have actually experienced has been increases in taxation, a vast array of proposals for rather vindictive anti-car measures, and deep cuts in the road building and maintenance programme.

The issue here is not so much that the Government is not pursuing a transport policy

which we agree with; *the issue is that the Government is not pursuing any sort of transport policy at all.*

It seems to us that the Central Railways project will achieve all of the Government's aims:-

- \* taking freight off the roads onto the railways
- \* providing for better and faster rail passenger services which would be a real alternative to the car
- \* reducing traffic growth without harming economic growth
- \* doing all of this using private money
- \* doing all of this without destroying the freedom to drive our cars, or indeed, forcing anyone to give up their liberty.

Contrary to popular perception, much of the UK's rail network is working at or close to capacity. As we reported in our response to the Integrated Transport Policy Consultation document last year, Ian Braybrook (Managing Director of English, Welsh and Scottish Railways) warned that freight operators were already being squeezed off parts of the network, with increasing pressure on the Birmingham/Coventry line, for example.

## **the Government is not pursuing any sort of transport policy at all**

A National Economic Research Associates report last year, also mentioned in our paper, predicted that a hoped for 40% increase in rail freight traffic by 2005 would not materialise if urgent steps were not taken to modernise the network. The works needed included widening of tunnels and bridges to allow lorries to be carried "piggyback" style!

The ABD warned then that it would be likely that "difficult political choices [would] have to be taken soon regarding construction of new lines". What we could not have realised is how soon our prediction would come true. *Once again the ABD addressed the issues first!*

It will be very interesting to see whether the Government now backs the Central Railways scheme. Doing so will alienate the mud-hutters, failing to do so will put the entire Government's transport policy in disarray. Either way, we intend to find out.

## **ABD Roads and Traffic Spokesman**

We regret to announce that Paul Hemingway has, for reasons beyond his control, been obliged to resign as the ABD's Roads and Traffic Spokesman. Paul will continue to be active within the ABD, but is no longer able to appear on television or on radio or to be openly quoted in the media as an official spokesman.

This highlights the need for the ABD to have a number of spokesmen able to handle the media regarding the issues we campaign on. If you can argue the ABD's position and are contactable during the day, perhaps you could take on some of this work. You'd have the backup of the ABD's extensive knowledge base plus media tips from Paul and Julian. Contact Jonathan Newby-Robson for more information.

## **The Association of British Drivers**

**On The Road** is published by Pro-Motor, a company limited by Guarantee and registered in England under no: 2945728.

For contact details see:  
[www.abd.org.uk/contacts.htm](http://www.abd.org.uk/contacts.htm)

## Sordid details of Local Politics laid bare

*Malcolm Heymer, author of the ABD's Action Pack, "Speed Limits, how they are set and your right to object", reports on recent experiences in Essex.*

Chelmsford Borough Council, which is the local authority where I live, has embarked on a programme of speed limit reductions throughout its area. This programme includes the imposition of 30mph limits through any area it considers to be a 'village' and reducing speed limits throughout urban areas to no more than 30mph, regardless of the road geometry, frontage access and general environment of individual roads. I am scrutinising each proposal individually as it is publicly advertised; and objecting where I consider the proposed changes to be unjustified.

I have objected to two such proposals so far. The first concerned a so-called 'village', which is actually a low density, ribbon development on the outskirts of Chelmsford, where a 40mph limit of 15 years' standing was to be reduced to 30mph, despite the fact that the advice given in Department of Transport Circular Roads 1/93 clearly indicated that a 40 mph limit was appropriate and the Council's own speed survey showed an 85th percentile speed of 45mph! My objection was considered by the Council's Environment Committee on 17th March, when I and a friend who had also objected addressed the meeting and pointed out the weaknesses of the Council's case. The Members of the Committee, needless to say, ignored our rational arguments and decided to go ahead with the proposal, as our Editor, who was also present, can testify.

Notwithstanding this rebuff, we both objected to a further proposal, to reduce a 40 mph limit (which had stood for 35 years) to 30 mph and a section of derestricted road to 40 mph, again on the outskirts of Chelmsford. Once again, the Department of Transport circular clearly indicates that the limits should be left as they are. The objections were considered by the Environment Committee on 21st April when, not surprisingly, they decided to go ahead regardless.

There was another report on the agenda, however, about progress with the Council's speed limit reduction programme overall. In attendance at the meeting was the Inspector from Essex Police who is in charge of their traffic management section, with whom I have had some reasonably positive correspondence, and he was invited to address the meeting. He gave an excellent talk about the necessity for speed limits to be set at realistic levels and he cited the problems caused in Suffolk by the policy applied there. He quoted accident figures for that county, which rose between 1995 (before some 450 new 30mph limits were introduced) and 1996. There were 32 fatal accidents in 1995 and 53 in 1996, after the speed limits had been introduced, whereas there had been no significant change in fatal accidents in the neighbouring counties of Norfolk and Essex. There had also been an increase in serious

accidents in Suffolk. He explained that speeds had not been reduced significantly by the new limits and speeds were now often well in excess of them, which was giving Suffolk Police impossible enforcement problems. He also quoted the Suffolk Coroner's criticisms of the limits and their possible role in certain fatal accidents.

He then gave an example within another District of Essex, where the Council had reduced a 60mph limit to 30mph against a Police objection. The Police had carried out before and after speed checks and found no difference whatsoever. They had told the Council, therefore, that since the Council had created the problem, it was up to the Council to solve it, as the Police were not prepared to waste their resources trying to enforce an unrealistic limit, which was not justified on accident grounds.

## the Council had no interest in reasoned arguments

Despite all this, the subsequent debate showed that Members of the Council had no interest whatsoever in such reasoned arguments. Their general attitude was that they knew best what the problems of their areas were, they wanted lower speeds so they wanted lower speed limits, and the quicker the better!

We had quite a long chat with the Police Inspector after the meeting about the frustrations of trying to get through to decision makers with such closed minds. Although we do not agree on everything, he is generally supportive of our concerns about inappropriate speed limits and actually said that it was encouraging to find that the Police were not entirely alone in trying to get reason to prevail: we should keep up the good work!

Although it was a frustrating evening, it had the positive side of showing that the views of the ABD on speed limits are not entirely at odds with those of the Police, which confirms my view that the ABD needs to establish a good rapport with them, both nationally and at a local level with individual members or groups of members.

I will keep those objections rolling in!

## Anti-speed campaign gathers pace

Elsewhere in this issue you will have read about the plan to increase by *thirty times* the number of Gatso cameras deployed on British roads. Meanwhile, local authorities carry on with their obsession with reducing speed limits, and extending 30 and 40mph limits into rural areas.

One organisation has been founded to campaign for even lower limits - 20mph in urban areas, 10mph in residential roads, 40 mph on rural single carriageway roads, with a national maximum of 55mph on dual carriageways and motorways. Called the "Slower Speeds Initiative", they are asking members of the public to sign up and put pressure on politicians over this.

All this leads to the question: why? If you believed the Government's propaganda, it is all about road safety. But if you want a clue as to what it is *really* all about, you should consider a report printed a few years ago by Friends of the Earth, and sent to Sir George Young (then Conservative Transport Minister, who was himself a member of Friends of the Earth). That report suggested that very low speed limits should be imposed and then strictly enforced. The reason given was that this would "take away from the glamour of driving".

Ponder on that next time you crawl along a dual carriageway at an artificial 30mph.

## New Super-Gatso?

If you've driven between Tring and Bicester recently, you may have been alarmed to see blue posts, six metres high, along the verges of the A41. If, like most drivers today, you're suspicious of anything (even parked cars) on the side of the road, you'll have assumed them to be a nefarious sort of new Super-Gatso. Not so. They're Traffic Master sensors, designed to "see" slow moving and stationary traffic and beam a warning message to anyone with an in-car Traffic Master display. Good news for a change.

### PRIVATE MEDICINE

One of our members is Group Secretary of a Private Patients Group.

The group enjoys a 25% discount from the normal rates.

Should any of our members be interested in joining, please contact:

Brian Sealy-Clarke  
19 Elmstone Gardens  
Cliftonville  
Margate  
CT9 3HA

Tel 01843 295608

for further information.

## Fair Payment from Road Users

*Malcolm Heymer reviews an AA report on the costs of driving.*

The politicians and environmentalists who want to get us out of our cars are always claiming that, despite the enormous burden of road user taxation, drivers should be taxed more so that they are made to pay the full 'social and environmental' costs of travel by car. (These are the costs imposed on society in general by car users in terms of their contribution to congestion, pollution and so on.) Only then, they say, would people be able to make 'informed' choices between travel by car, public transport, cycle or on foot.

Well, the AA has recently published a report written by Professor David M Newberry, who is Director of Applied Economics at the University of Cambridge. In the report, Professor Newberry considers the need for changes in the tax system generally, and road user taxation in particular, if the principle of charging for social and environmental costs is accepted. He then goes on to quantify those costs in relation to car use, as well as the costs of providing and maintaining the road network, and compares them with current levels of road user taxation. His main conclusions are as follows:

If environmental and social (or 'green') taxes are to be acceptable and effective, they must be distinct, non-discriminatory and defensibly quantified. That is, they must be clearly distinguished from other road user taxes or charges, applied equally to all sources of the same damage (not just transport) and set at levels based on acceptable methods of computing the costs of the damage done.

The main component of 'green' taxes should reflect the costs of health damage caused by pollution, which can be quantified by estimating the number of quality life years lost through premature death or ill health. The taxes so raised should be allocated to the Health Service to enable improved health care to offset the quality life years lost.

When assessed in this way, current transport taxes appear to more than cover the full social and environmental costs of transport, as well as the cost of providing the transport infrastructure.

There is no evidence that forecast growth in road traffic is unacceptable because of its economic and environmental effects. Future levels of pollution (and thus justified levels of 'green' taxes) are set to halve over the next ten years.

The report is available free to AA members, £5 to others, from AA Group Public Policy, Norfolk House, Basingstoke, Hants, RG24 9NY. It contains excellent, objective ammunition to use against the irrational arguments of the environmentalists and should be required reading for all MPs and local councillors. Members may wish to bring it to the attention of their own MPs and local policy makers.

## Loony Reports

1998 has seen a proliferation of reports which come to the most extraordinary conclusions. One can only think that the authors wrote the conclusion they wanted, and then fitted the 'facts' to suit.

### 1. "SACTRA"

The Standing Advisory Committee on Trunk Road Assessment (SACTRA) published its interim report on "Transport investment, transport intensity and economic growth" earlier this year, and was widely reported in the press as having come to the rather Alice in Wonderland conclusion that building roads destroys jobs and closing them can create them.

In fairness, those reports represented something of an oversimplification, but doubtless suited the more extreme anti-car elements in the Press.

The report itself expressed severe doubts on the methodology used to come to its conclusions, and had the appearance of being

poorly researched generally. Importantly, SACTRA admitted that they were unable to express any opinion at all concerning the scale of traffic reduction which could be achieved without harmful effects on the economy - but for some strange reason felt qualified to say that economic efficiency could be improved by achieving some reduction in traffic volumes.

SACTRA were of the view that "in certain circumstances transport schemes may bring added economic benefits to an area needing regeneration, in other circumstances the opposite might occur". They were concerned that better communications would enlarge markets for goods and services, and that in some circumstances a loss of employment might result.

This may well be true in some circumstances, but only in the way that protectionism always works: by cutting an area off from the outside world (eg by not providing adequate transport links) prices can remain higher in that area, thereby allowing the inefficient businesses to survive. In this sense, building a new motorway for example could be detrimental for local inefficient businesses opened to competition for the first time. On the other hand, efficient businesses would thrive. In the long run we all know that protectionism does not work. It merely postpones the day when economic reality dawns.

Interestingly, the conclusions of the fact that some new roads built to assist economic regeneration do not succeed - could they possibly mean that building the road has not caused traffic to be generated? (This would be surprising, because until now we have always been told that if you build a new road, everybody starts inventing unnecessary journeys until the new road is full of traffic and congested!)

The authors of SACTRA reject a whole series of economic reports which claimed high economic returns for new transport infrastructure, including a 1997 European Commission study on the subject. No explanation whatever is given as to why they reject those findings, or why we should believe SACTRA rather than the other reports. We can only assume that they did not like the conclusions of those reports!

The report also discusses traffic "restraint measures" (mainly road tolls), but says: "To date we have not commissioned new research on this topic, nor did we elicit much comment in our consultation exercise." Having said they had done no research, or made any comments, they wrote three full pages on the subject!

The Freight Transport Association rejected the findings. Their view is that roads mean jobs. A spokesman said "This was something the Romans knew 2,000 years ago".

In conclusion, the SACTRA report has to be one of the least well written or useful reports we have seen - and its conclusions, such as they are, are very questionable indeed.

### 2. Council for the Protection of Rural England

In a recent report, the CPRE tried to dissuade people from moving into rural areas. The publication was obviously timed to coincide with the recent debate about house building on green field sites, and tried to emphasise the downsides of life outside urban areas: poor public transport, and country "smells".

Many people sold on the idea of a picturesque cottage in a pretty garden end up in a "car dependent lifestyle" on a new development somewhere on the edge of Reading, the report said.

If it is really all so awful in the country, it seems surprising that CPRE are keen to save it all, let alone live there! The truth of course is that many of their members moved out of grim towns to find their country idyll, and would rather it was not spoiled for them by others looking to do the same thing!

And as for the car dependent lifestyle - that it is often exactly what pulls people out of town. No more hassle waiting for buses in the rain, or trains that never come; no more worries about where to park. Unless you work in a town centre now, there is often no need ever to go into a town at all.

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# Transport Policy

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## Diesel duty protest

The Freight Transport Association claim that the recent budget increase in the cost of diesel has added £500 million per year to the cost of UK freight transport. As they rightly point out, that cost will either mean a loss of income for the hauliers, or will find its way onto the price of goods in the shops.

86% of the price of diesel in the UK is now tax. Overall, taxation of UK truck operators, taking account of the Road Fund Licence is a massive *two and a half times* the European Union average.

British fuel - petrol as well as diesel - is now the most expensive in the European Union.

## Asthma *not* linked to air pollution

According to Dr Martin Stern of the British Allergy Foundation, asthma is linked to "modern living", in homes which provide the ideal conditions for the household dustmite to thrive. He rejected suggestions that asthma was linked to pollution.

Britain suffers from one of the highest rates of childhood asthma in the world, according to a separate study involving half a million children in 56 countries. Only Ireland, Australia and New Zealand have such a high proportion of sufferers, again suggesting that pollution is not a causal factor, since New Zealand in particular is noted for its clean air.

Rates are low in Eastern Europe, despite high pollution levels.

## Germans desert Green Party

The German Green Party has suffered a catastrophic fall in support after adopting a policy of tripling petrol prices to DM5 per litre (approx £1.66) within ten years. In the Municipal elections in Schleswig-Holstein, support fell to just 6.8%, down from 10.3% four years ago. With a General Election due on 27th September, the left of centre SPD had been hoping to form a coalition with the Greens to gain a majority to enable them to take over from the right of centre CDU/CSU coalition headed by Chancellor Kohl. The possibility of a so-called "Red-Green" alliance took a step back as the result coincided with the election of Gerhard Schröder as opposition SPD leader, who will not wish his Party's fortunes linked to the DM5 petrol question. In addition, the result took the Greens close to the 5% threshold - under rules designed to keep extremist parties out of government, any party that fails to attain 5% of the votes in the national election will get no seats in Parliament at all.

In another move calculated to alienate voters, Ms Saibold, the Green Party's tourism spokesperson, called for a huge increase in jet fuel prices so that "Germans would only be able to fly on holiday once every five years".

By way of comparison, if British petrol prices continue to be raised at the threatened 6% per year above inflation, petrol here will be £1.20 per litre within ten years, assuming no increase in the pre-tax price.

## Welcome to Ghost Town U.K.

Driving into High Wycombe one is now greeted with signs proclaiming that "Town centre enhancement" is underway - sounds great, doesn't it? But try to negotiate the one-way system and park. You might just find a few 30 minute spaces, but nowhere to stay any longer - the few car parks are usually full, with drivers circling hopelessly like vultures at a vegetarian barbeque.

"Enhancement" actually involves bus-ising the town centre and reducing and restricting parking. I say bus-ising because streets are never really pedestrianised; instead shoppers are left to be choked by black diesel smoke and herded back onto the pavements by passing buses.

Once you've done your 30 minutes shopping - certainly no time for a cup of tea here - you can race back to the car before it gets towed away. Given that Wycombe seems to have about as many parking places as John Prescott has won Weightwatcher of the Year awards, most people give up and head home.

In Witney, where parking (even on-street) is generous and free, the shops are teeming with people even on weekdays, and business is booming. Compare this with Wycombe's glut of sad looking charity shops, estate agents and one "Parking Shop" - sure signs that a town is dying.

Banning cars from towns effectively turns them into no-go areas for anyone passing through - as well as most of the locals. A few brave types will choose to lug a week's shopping and two children on the bus, but most will simply take their cars and custom elsewhere. Anyone from outside the area simply won't bother to stop.

The effect on local businesses and shops is easy to imagine - but odds on the planners will blame out-of-town shopping centres and cars before they blame their own politically-correct brand of lunacy. If it's happening in your town, write to the Chamber of Commerce and enlist support, go on the street with petitions and present the results to the council - we have to fight back.

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## ABD denounces ACPO proposals

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the authorities regard drivers as unworthy of even the rudiments of natural justice.

The prelude to the full nationwide abuse of this technology is 'Operation Victoria', shortly to be unleashed on the unsuspecting citizens of Lancashire, and so called by ACPO after the Australian state which has become notorious worldwide for unbridled abuse of speed camera technology. Below are comments on the Victoria experience distilled from Australian and UK motoring magazines:

*Relatively soon after their introduction in the various Australian states, promises were made that cameras would only be located at accident blackspots and would be signposted... This lasted about six months before the signs were removed and ever more devious methods were devised to disguise the traps (including the use of bogus broken-down vehicles)... Shortly thereafter, the Victoria Police Association was able to negotiate a 10% increase in police numbers and a 25% increase in salaries -on the basis that*

*this could be funded entirely from increased speed camera revenue... An internal police report leaked to the media at the same time dismissed the idea of placing speed cameras at accident blackspots, saying 'Insufficient numbers of motorists would be booked, making the cameras of little fund-raising benefit'.*

There is the comforting thought that this could never happen in the UK but consider - speed camera convictions are easy money and they are soaring. Between 1984 and 1994, findings of guilt, fixed penalty notices and written warnings for dangerous, careless or drunken driving etc fell from 251,000 to 190,000. But for 'speed limit offences', they have risen from 256,000 to 602,000.

Meanwhile, casualty data are being massaged to legitimise the abuse of speed camera technology. Cameras are being attributed with all the credit for casualty reductions whereas - almost exclusively due to the efforts of the car manufacturers and traffic engineers - road deaths on average decreased by 140 per annum year-on-year over the 1965-96 period, with no significant improvement since cameras were introduced in 1991.

## Radar detectors

*Radar detectors are now no longer illegal to use in cars according to recent publicity. An ABD member reveals his experiences with a number of devices.*

The best radar detector I ever owned was a 1988-model Uniden RD9-XL which was unfortunately confiscated while in Switzerland in 1996. Since then I have bought about ten radar detectors from different manufacturers, mostly imported from the USA, including newer Unidens, a BEL, a Cobra, an expensive "jammer" and one or two others.

I can comfortably say that sadly virtually all of these are rubbish in the UK, as their K-band sensitivity is extremely low, caused by American fixation with various newer bands and laser, and the fact that they have claimed to "build in" resistance to ambient radar, a lot of which is the same as K-band (e.g. automatic doors etc). Gatso in this country appears to work exclusively on the dirty old K-band which is now all but defunct in the States. I do not think it is worth having laser-protection as I believe that incidence of laser use is very low in this country. Also, I am led to believe that laser does not "pulse" all the time and so does not warn you that you are being zapped until you have been targeted - at which point it is too late.

Some time ago I contacted Uniden in Texas and managed to buy some of an older model RD-9 from around 1991/92 for \$50 each, and this device is about 60-70% as good as my old Uniden RD9-XL.

Equipped with my radar detector I am able to detect Gatso cameras at a distance of between 50 and 200 yards, which is more than enough to take evasive action. It also enables me to identify the "dead" Gatsos and try to establish when and why they are being made "live". So-called "modern" and supposedly better radar detectors are completely useless and are unable to detect the Gatso until you have actually gone past it! This applies to virtually all radar you would buy on, say, Tottenham Court Road or mail order from the magazines - so buyer beware!

Since doing some more research I have heard that the best detector available is the Valentine One which is available mail order from the US at \$399. It purports to use fine quality components with no drop-off on sensitivity to the older bands, plus it has "bogey" alerts which aim to give a clearer picture of the likely whereabouts of the enemy. Unfortunately Valentine have so far ignored all my faxes, but I am determined to get some details from them to establish whether it is worth buying. In the meantime, I would welcome dialogue from other members on their radar experiences.

I would also suggest that if anyone happens upon a late-eighties model radar detector such as the one I had, buy it! My old Uniden was completely trustworthy, and used to bleep frantically before I could even see the cameras. It definitely saved me many times, most notably on several occasions when hair-dryer-equipped policemen were identified by the device from around quarter of a mile away!

*But see the Gatso Q&A section for other views on the downside or limitations of detectors.*

## 'Today' car attack

*... continued from front page*

- from exhausts fall due to cleaner cars.
- The levels of pollutants produced predominantly by cars do not pose a threat to health at their current levels.
- Only 5% of particulate emissions come from petrol cars. Most of the rest is industrial or from diesel transport. One bus can produce as much as 128 cars (NetCen, 1997).
- Ozone levels are usually at their highest in rural areas where emissions from cars are at their lowest.

But this particular morning, the Today Programme descended to hitherto unprecedented depths of distortion, confusion and hysterical

propaganda. At 8:10am, Mr Humphrys introduced the item as follows:

*"Now picture the scene in Birmingham this morning. The most powerful leaders in the world arriving for the great summit. They will be met by Tony Blair himself and handed a little white mask and a cylinder of oxygen and warned not to breathe if they can possibly avoid it. What a sad state of affairs; we're richer than we have ever been and the air is not fit to breathe."*

This was not a question. It was a deliberate statement of John Humphrys' (or his editor's) views, used in a satirical but alarmist way to introduce an important discussion between two guests. And, of course, the car was quickly made the principal scapegoat for this national disgrace of the G8 leaders wearing oxygen masks, a picture which existed nowhere but in Mr Humphrys' head.

It is not, of course, based on any form of reality whatsoever. The levels of air pollution in various locations around the country are available for all to see on Teletext pp 412 - 417. On Friday afternoon, as the G8 leaders were flying in, the air quality at Birmingham airport was:

Pollutant	Ozone	NO <sub>2</sub>	SO <sub>2</sub>	CO	Particles
Main Source	Secondary	Vehicles	Industry	Cars	Diesels
Guidelines	50	100	100	10	50
Actual	57	16	3	0.3	38

Birmingham East Air Quality, 6pm Friday 15 May, Teletext

The concentrations of the car derived pollutants are very low - 3% and 16% of the WHO approved safe levels for carbon monoxide and nitrogen oxides respectively. Particulates are within limits, but a figure of 38 microgrammes per cubic metre is unusually high. However, the fact remains that only 5% of these come from cars anyway. The only chemical to exceed the guide level is ozone, and then only by 14%. Given the levels of car pollutants are so low, it is not reasonable to blame the ozone figure on cars.

This is reinforced by the fact that the highest Ozone level recorded anywhere in England at this time was in rural Sussex at 86ppb, with Devon, Somerset and Derbyshire close behind. Rural ozone levels are usually amongst the highest during these still air periods, clearly demonstrating that there is much more to ozone levels than exhaust pollution.

John Humphrys then went on to introduce the speakers, the President of the US National Environment Trust and Environment Minister, Michael Meacher. Despite his introduction being entirely on the subject of air quality, the speakers discussed nothing but global warming. Now global warming is allegedly associated with carbon dioxide emissions and, in this context, is **nothing to do with air quality**.

Humphrys continued to speak at cross purposes with his guests, using the rather dubious methodology of "looking out of the window" to make, once again, an air quality point which was nothing to do with what his guests were talking about.

One can only speculate that Humphrys spent too much time looking out of the window in school science lessons. If he had paid attention, he might have known that carbon dioxide is a colourless gas which occurs naturally and is essential to plant respiration; it is *not* a pollutant nor part of any real or imaginary smog.

The end result is that the layman would be deliberately misled into confusing the two separate issues of air quality and global warming, the facts about both of which are independently misrepresented by Radio 4 anyway.

One really does expect much higher standards than this from Radio 4. Persistently leaving out key facts is bad enough, but this kind of alarmist nonsense coupled with sheer bad journalism is beyond belief. It is time for Radio 4 to be taken to task on these issues.



## TV responses

Sir - I would like to congratulate you on your web site.

I first learned about it seeing your president on BBC TV World in Action. I thank you for being the first organisation to stand up on behalf of the silent, working majority who rely on their cars for their jobs.

I will read through your website (and of course subscribe to your organisation by post) and then get back to you with further comments.

It's time the Greens & the Government stopped feeding the naive British public with misinformation and time we heard some true facts!

Nick Rosenberg

Sir - We must recognise the serious nature of the fight we have on our hands to protect our fundamental right of free travel in this country. Successive governments have never liked the freedom the car has given the people to travel and assemble at venues and times of their choice. The totally spurious environmental argument has finally given them the opportunity to severely curb this right. However regrettable, it is now necessary for us to use whatever limited means are available to those of us who care about democracy. My view therefore is that the ABD should renew its publication of details of unmarked police vehicles forthwith.

## Weather forecasts

... continued from front page

reflects badly on the professionalism of the Met. Office and suggests that they are being manipulated by those who want to maintain air quality as an issue in the face of overwhelming evidence to the contrary.

BBC Radio 4 used these forecasts as the basis for the "facemask" attack on British car drivers already noted elsewhere. Naturally, Friends of the Earth were quick to jump on the bandwagon and send out a release blaming one or two "moderate" ozone readings on the "wicked car"

The ABD has long asserted that the issue of air quality is being distorted by certain groups claiming "environmentalist" credentials in order to maintain a campaign against car use which is not scientifically justified. The ABD therefore monitors air quality readings on Teletext on a regularity.

These readings revealed a very different picture from the one painted by weather forecasters. Unlike FoE, who select figures to suit themselves, we here summarise the whole truth, good and bad, about air pollution levels last weekend:

- Over the entire weekend, Friday to Monday, Ozone levels were only "high" in one location, rural Nottinghamshire, on one day, Sunday afternoon.
- 30-40% of sites showed "moderate"

This policy should continue until such time as ACPO undertakes not to use unmarked vehicles for traffic enforcement.

Max Falconer

Sir - Following the program on ITV yesterday I decided to look at your web site. The program made your organisation out to be an 'anti-safety' organisation, but after just a few minutes browsing your pages my opinion has most definitely changed. I will be adding your site to my bookmarks list and I would appreciate it if you would add me to any mailing list you operate.

Alistair Weston, Surrey

## Gatso levy

Sir - ACPO has proposed that there should be a £20 levy on top of GATSO fines. It is a ludicrous proposition to expect those caught by GATSOs to have to pay for their use and upkeep - no more or less ludicrous than asking for road protesters to pay for their policing (including infra-red night sights and the use of specialist climbing teams) plus the cost of delays to road building schemes (£millions) and the damage they cause (£hundreds of thousands); and where will it end? Speed trap victims paying for hairdryers? Road tax paying for plod cars?

I thought 'we' already paid for all this anyway!

Bernard Abrams

levels of Ozone at some point. A far cry from the high levels across the country that were forecast.

- Rural sites were more likely to show "moderate" Ozone levels than urban ones, as they usually are, showing quite clearly that there is far more to Ozone levels than traffic pollution.
- Urban sites which had "moderate" Ozone levels tended to have even lower levels of nitrogen dioxide than others, showing an inverse relationship between primary traffic pollution and Ozone.
- Particulate levels were "lomt" on Sunday at all published sites on Ceefax.
- On Friday,, "high" levels of particulates were only found in two locations: Glasgow kerbside and Port Talbot, South Wales. Swansea showed "moderate" levels. The main sources of particulates are industry and large diesel engines in, for example, buses, so these locations are not surprising. All other locations were "low".
- Pollutants which do come mainly from vehicles - carbon monoxide and nitrogen oxides - were low across the country at all times.

These figures expose the distortions behind the alarmist forecasts quoted in the early part of this release, whilst suggesting that the car is not to blame for the "moderate" Levels of Ozone encountered.

## Causes of danger on the road

Sir - I wonder if those responsible for introducing so called traffic calming devices could be held legally liable if these devices cause death or injury to motorists who otherwise are not guilty of any driving offence?

This should include the case of unnecessary speed limits. At present many 30mph speed limits are being imposed in areas where they are not needed. The consequence of this is that, due to frustration, many motorists are driven to do things which cause death and injury. May I ask that those who are responsible for imposing speed limits which in themselves induce accidents should be made legally liable even to the extent of facing charges of manslaughter.

We are familiar with the saga of Fairmile Lane in Surrey when the imposition of a 30mph speed limit led to one death and several badly burned people in a nasty accident. Despite my protest and accurate prediction of events consequent to the introduction of this speed limit, it was imposed. None of my suggestions were acted upon and now several accidents later (they leave the remains of smashed vehicles by the side of the road) still nothing is done.

The speed limit mania is spreading in Surrey and in consequence driver behaviour is deteriorating rapidly. Again I plead for this regulation to be brought in rapidly before more lives are lost.

Dr Michael S Bingley, Surrey

## Snippets from the e-mail

You have my sympathy. It was very obvious to the more intelligent members of the driving public that your interview was selectively edited so as to portray the ABD in a very bad light.

The bottom line is they only broadcast the bits that fit their propaganda style theme. Don't let this discourage you!

I found your site after seeing it mentioned on the World in Action programme. Also last year I was fined £245.00 and given a 21 day disqualification for speeding (91.00mph) on a perfectly straight A-Road (with a 60mph limit) in good conditions and visibility, whereas the man who crashed into our company vehicle (and the vehicle in front) after losing control on a bend in rush hour traffic on a B-road that leaves our town, was given a caution and asked to attend a one-day course at his expense. JUSTICE!!!

The views expressed by readers are their own and do not necessarily represent ABD policy.

# ABD Gatso Watch

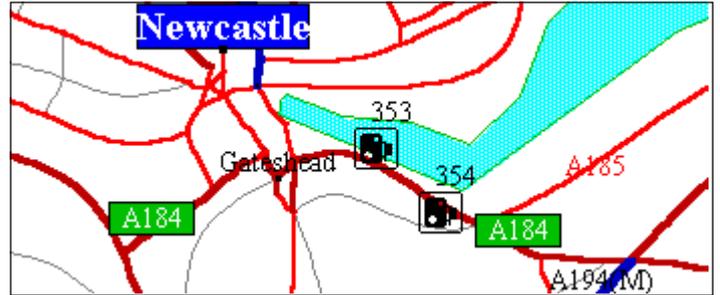
## Caution: Why the ABD publishes Gatso Watch

Members will not need reminding, but "On the Road" is obliged, for other reasons, to mention that:

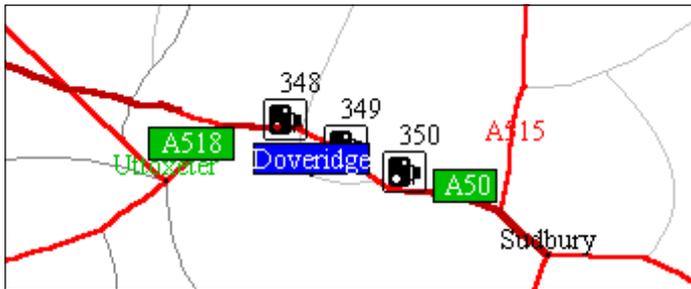
- The ABD does not condone the abuse of speed.
- Drivers should travel at a speed safe for the conditions and with due regard to hazards such as schools.
- Drivers should be able to stop within the distance they can see.
- Drivers should observe the two-second rule.

However, the ABD deplors the abuse of Gatsos and other devices. That is, where they are deployed in locations where the speed limit is unrealistically low.

## Gateshead, Tyne & Wear, A184

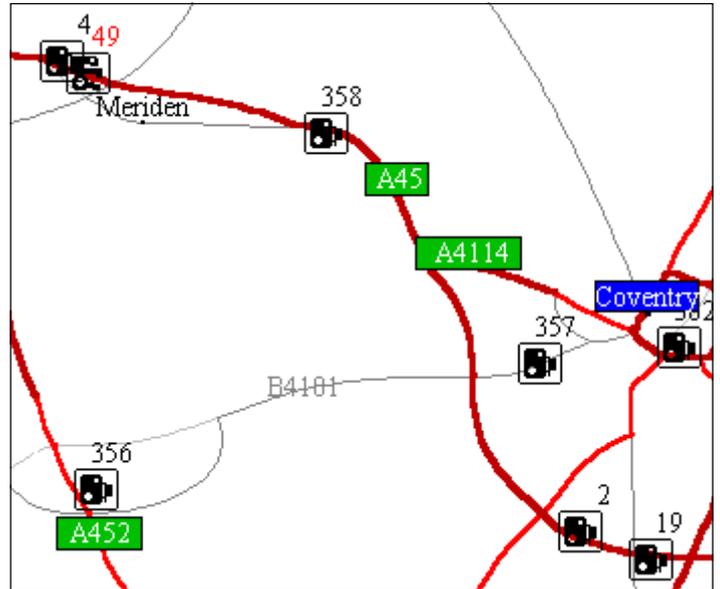


## Doveridge, Staffs, A50

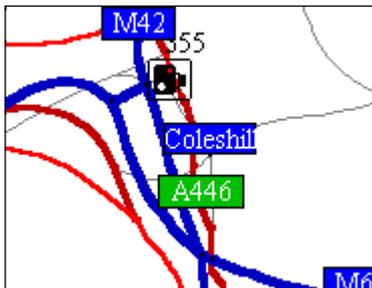


Maps produced in Microsoft Autoroute Plus © 1988-1995 Microsoft Corporation,  
Maps © Crown Copyright 85887M

## Coventry, W Midlands



## Coleshill, W Midlands



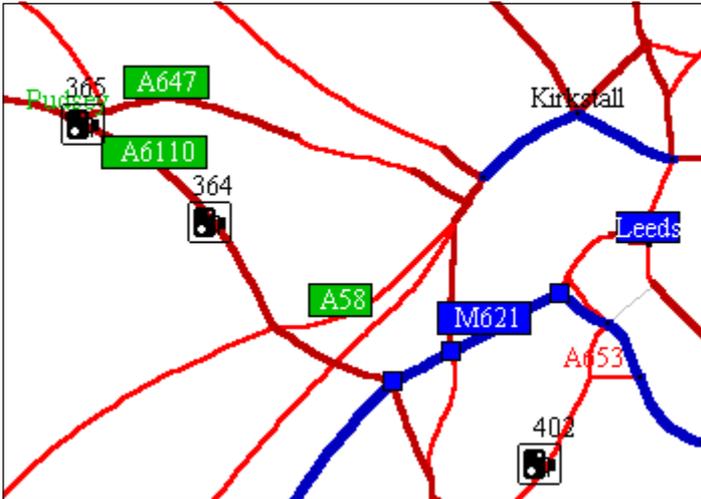
If you can correct or add to any of the information shown in Gatso Watch, please contact the editor.

The limitations of the current mapping software are all too obvious. If you can suggest a better system, please contact the editor.

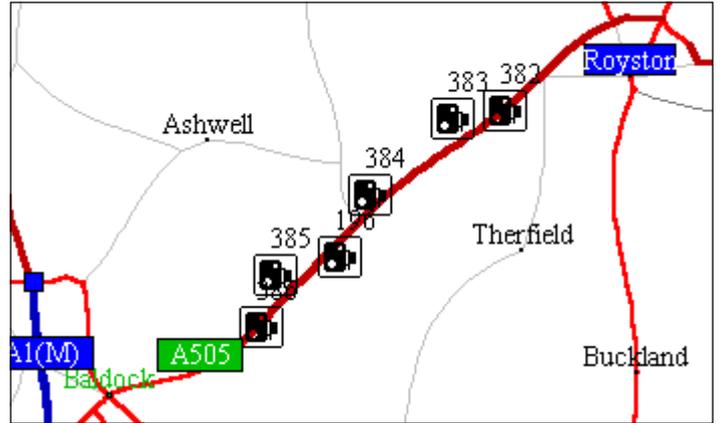
Ref	County	Town	Road	Direction	Location	OS Map Ref	Limit
2	W Midlands	Coventry	A45	B			0
4	W Midlands		A45	B			0
49	W Midlands		A45	B			0
302	W Midlands	Coventry	A4114	B	Multiple, hidden behind bridge abutments	SP332782	40
348	Staffs.	Doveridge	A50	E	at Jn. with Upwoods Rd.; Western edge of village	SK120350	40
349	Staffs.	Doveridge	A50	E	opp. Bakers Lane (c.1/4 mile west of Bell Lane camera)	SK130340	30
350	Staffs.	Doveridge	A50	W	c.250yds. into village opp. Bell Lane	SK140330	30
353	Tyne & Wear	Newcastle	A184	E	Felling bypass, at Gateshead stadium	NZ270630	40
354	Tyne & Wear	Newcastle	A184	W	Felling bypass, by Audi dealership	NZ280620	40
355	Warwicks	Coleshill	A446	B	Station Lane Ind.Est.; Jn. with Gorseley La.	SP190910	50
356	Warwicks	Coventry	B4101	W	Juncn. of B4101 Kelsey Rd. with A452 Kenilworth Rd.	SP240760	40
357	Warwicks	Coventry	A45	SE	Beyond Burnsall Road; hill descending to Canley roundabout	SP310780	40
358	Warwicks	Coventry	A45	N	Approach to A4114 t/o	SP280813	60

# ABD Gatso Watch

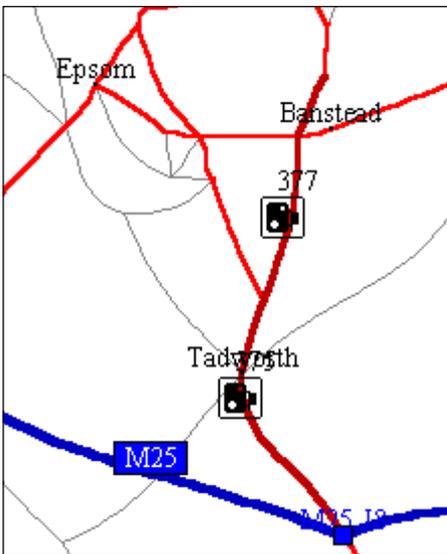
## Leeds, W Yorkshire



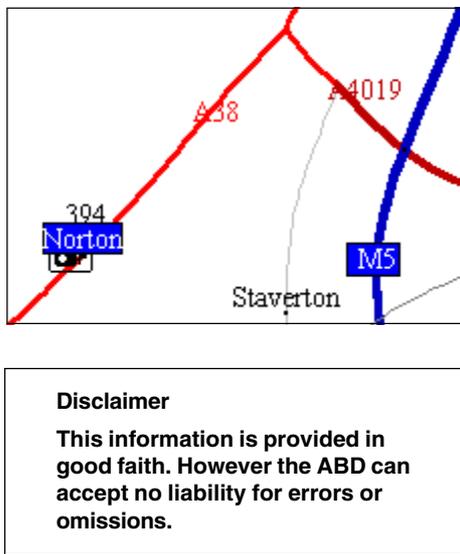
## Royston, Herts, A505



## Surrey, A217



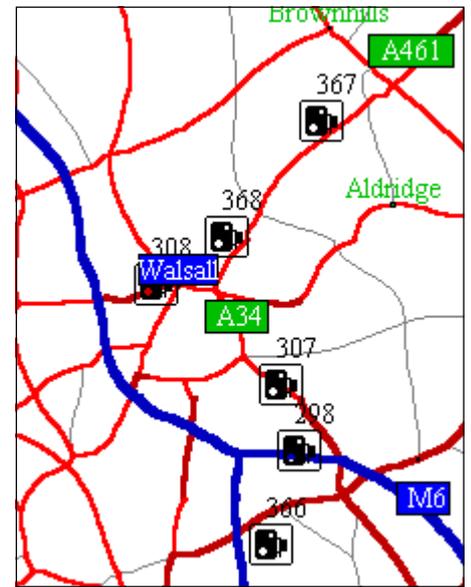
## Norton, Glos, A38



### Disclaimer

This information is provided in good faith. However the ABD can accept no liability for errors or omissions.

## Walsall, W Midlands



Ref	County	Town	Road	Direction	Location	OS Map Ref	Limit
196	Herts	Royston	A505	E	Nr Kelshall turn in trees uphill		0
298	W Midlands	Birmingham	M6	B	Multiple, in roadworks	SP036952	50
307	W Midlands	Walsall	A34	N	Just over the brow of a hill in two-way section	SP032962	40
308	W Midlands	Walsall	A454	W	Just after double set of traffic lights	SP004987	40
364	W.Yorkshire	Leeds	A6110	NW	(NW facing) camera on opp. carriageway c.1 mile SE	SE260330	60
365	W.Yorkshire	Leeds	A6110	SE	Start of 60mph limit & just before A647 T/O (behind A647 sign)	SE250340	60
366			A4041	SW	A4041 dual carr.; either side of juncn. with Forge Lane	SP030930	50
367	West Mids.	Walsall	A461	SW	Walsall Rd.; juncn. with Boatmans La.; opp. Barons Ct. Hotel	SK040030	30
368	West Mids.	Aldridge	A461	N	A461 Lichfield Road; opp. juncn. with Harpur Rd.	SK020000	40
375	Surrey	Lwr Kingswd	A217	R	Central reservation just north of brow of hill by petrol station	TQ241552	40
377	Surrey	Burgh Heath	A217	N	Between Tadworth roundabout and traffic lt. junction with A240	TQ248 5832	40
382	Herts	Royston	A505	W			70
383	Herts	Royston	A505	E			70
384	Herts		A505	E			70
385	Herts	Baldock	A505	E			70
386	Herts	Baldock	A505	W			70
394	Glos	Norton	A38	N	Near kings head pub	S)859236	50
395	Glos		A38	B	multiple		0
402	W Yorkshire	Beeston, Leeds	A653	R	between the Tommy Wass pub and the Kentucky Fried Chicken	SE296304	40

## Gatso Hall of Shame

*This is the second of three cases brought to the attention of the ABD in which Big Brother technology and bureaucracy are being brought to bear on completely innocent and honest people who were not even driving the vehicles allegedly caught by cameras.*

### If the driver cannot be found we will fine you anyway

A business colleague was spending a lot of time working in Europe and was finding that the cost of airport parking was leaving him out of pocket on his expense claim. He also found that with his working schedule, he could find himself arriving at Heathrow, Gatwick or Luton and having to travel and retrieve his car from one of the other airports. It seemed a blessing when he was informed of a Company who would collect, valet and even arrange for a service, before meeting him at his arrival airport. The cost was less than airport parking and the Company impressed him with their BS5750 procedures to ensure his vehicle was looked after.

Last Summer he returned from a holiday to find two Gatso fines relating to the M25 variable, irrational and unpredictable speed limit. On checking he found that he was in Europe at the time. A fact that he could prove very easily. On returning to the Car Collection Service he was told that two employees had been sacked for not keeping the records as per their wonderful BS5750 standards.

When he contacted the Surrey Police, he got the usual "Send your Licence and Pay Up Routine". The alternative was to "Go to Court and pay more, pal". When he tried to explain, he was told "We are not really interested".

A law-abiding and thoroughly decent citizen is now driving illegally for one year as a result of a corrupt and twisted system. Why should this person lose his job and livelihood for an alleged offence that occurred while he was not even in the country?

## Unmarked cars

An experienced traveller reveals the tell-tale signs that enable the observant driver to spot unmarked patrol cars in good time.

- 1 Two-up, big blokes (usually blokes) with blue or white shirts and shiny bits on the shoulders.
- 2 Common cars include Senators, Cavaliers and Vectras, Mondeos, Rovers, Volvos (often the sporty variety e.g. V6) but also note growing use of BMW M3 by the Met, BMW 5 series on M42 and now Passats etc; Scotland - feds in sheds.
- 3 Three aerials and two rear view mirrors.
- 4 No hubcaps on some cars.
- 5 No dealer border on number plates, and no dealer stickers.
- 6 No family paraphernalia such as mini Man Utd football kit, holiday badges, furry dice etc; GB stickers or towbars also unlikely
- 7 Travelling at 70 mph or less on the motorway when nobody else is (unless they've already latched on to a pull).
- 8 Clean-ish car in bad weather when every other vehicle is filthy.
- 9 Funny looking rear parcel shelf - watch for the party piece (hopefully not directly in front of you) - and / or funny looking front sun visors.
- 10 Blue front fogs, or glass reflections from blues hidden behind front grille.

### Dates for your diary

ABD meetings have been planned for 19th September and 7th November 1998. All meetings are to take place at The Heritage Motor Centre, Banbury Road, Gaydon, Warwickshire CV35 0BJ. The venue is situated just off J12 of the M40. Meetings generally commence at 10.30 am, with a break for lunch. All members welcome. Dates and venue subject to change.

## Gatso Q&A

*I have been offered a speed camera 'detector', and I have been told that it is no longer illegal to have such a device.*

Since a court ruling in January 1998 it is indeed legal to use a radar detector in England (not Scotland). It has never been illegal to own a device, but some police forces believed it was illegal to use one.

*I saw a TV programme which showed the confiscation of a detector from someone's car.*

Police have in the past asked detector users to sign a deed of gift and hand over the unit to avoid possible prosecution. At the owner's risk this request can now be ignored and the expensive equipment retained. It is even possible that an officer attempting to do this could be breaking the law himself (attempting to obtain goods by deception).

*Could they possibly work as a means of alerting someone to a potentially dangerous piece of road?*

As to whether any current detector is very good at detecting Gatso speed cameras well enough in advance to allow the user to slow down in time to avoid the dreaded double flash is another story. Most will work when level with (or just past) a camera but by then it is too late. A few cameras with trees and road signs ahead of them (or in heavy but clustered traffic) will have their signal reflected back down the road far enough and strongly enough to be detected but this is a feature of the camera site and not the detector. Detectors can be used to see which gatsos are actually sending out radar, but even then some of these are dummies which detect and flash but do not record. Dead gatsos can be brought to life at any time, don't forget. Some gatsos are sited at dangerous blackspots but by no means all. Detectors do also allow early warning of some pedestrian crossings, traffic lights and - less usefully - the automatic doors at Sainsbury's.

## Web sites

The UK Emission Factors Database of the London Research Centre is a useful site at:

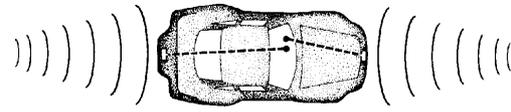
<http://www.london-research.gov.uk/emission/main.htm>

In particular, the page at

<http://www.london-research.gov.uk/emission/petall.htm>

shows how vehicular emissions of Hydrocarbons, CO, and CO<sub>2</sub> actually *reduce* with increasing speed up to about 80mph, before they begin to increase again. NOx emissions are lower at 55 than at 10mph. (A good argument against 'Home Zones'.)

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# Speed and Safety

## Speed limits

*Lance K Green BA Dip Stats FSS, muses on speed limits.*

When I was in school in the early sixties, the most cautious and mildest mannered of our teachers spoke quietly and with authority, "Some people think we should do away with speed limits ..." How shocking! What a crazy and reckless idea: and from Mr Briggs! I hastened to express my disagreement. I went away, however, and thought about it - the nitty gritty of it, that is; not a broad sweep of knee jerk reaction.

The first truth which struck me was that if a limit were just right at a particular place, then it would, in all probability, be all wrong a hundred or two yards further on in any direction. The point, I soon realised, is that conditions on the road (especially in urban areas) vary very sharply indeed in a very short time and distance. Anyone who has ever driven through a town or city will be aware that one's speed needs to be monitored continuously and adjusted frequently.

Any limit that prescribes just one speed (whatever it may be) is necessarily absurd because any driver must vary his or her speed an enormous number of times and to a great degree over a short distance in response to prevailing conditions. After all, if the maximum safe speed (MSS) is 30mph on the straight, then at the next hazard it is going to come down - perhaps sharply - possibly to 10 or even zero. The situation might, of course, open out and the MSS would then increase maybe to 50 or more. Many other factors also vary greatly. The weather, time of day, traffic and pedestrian density, proximity, and behaviour, and many others. With all this ever changing input, a very fast and flexible computer is required to process it. Fortunately, one - and only one - is available. That is the human brain. However irresponsible, stupid, reckless, feckless, absent minded the driver, he or she is absolutely always infinitely better at assessing the MSS than a single speed fixed six months or six years ago or in the mid nineteen thirties.

OK, so one is not expected to treat the limit as a target; but as a maximum, which it is never safe to exceed. There are, however, two answers to this point. Firstly, it is just not true. There are innumerable occasions where it is safe to exceed the posted limit by a wide margin. More fundamentally, if a limit were set so highly that it could never be safely transgressed, it would be an obvious laughing stock; having to be about 65mph in a built up area. Then everyone would know that it was preposterous.

Conversely, one so low as to guarantee safety if obeyed, would prevent all traffic movement, since such a limit would have to be set at zero. In practice the urban speed limits are set somewhere between these two extremes; but that does not make them any more sensible. What is the point of a regulation which is extremely over generous, when it is not unnecessarily restrictive?

Turning briefly to the question of motorway limits; the argument is basically similar but not quite as strong, because conditions on these roads are far less variable. There are no pedestrians, animals, parked or on-coming vehicles, roundabouts, etc. Circumstances do change on motorways, however, and therefore a fixed single speed limit is not appropriate.

I am a statistician by trade; and have naturally tried to find out what scientific evidence there is on road safety in general and speed limits in particular. The best book I have found on the subject is "Road Accidents: Prevent or Punish?" by the late J J Leeming and published by Castle. It was written in the late nineteen sixties; but is the only book I have read which treats road safety scientifically. Leeming's own analyses and those he cites give very weak support for speed limits indeed provided all the evidence is taken into account. I recommend the book very highly.

I have sought more recent studies and asked the Department of Transport for details of analyses of speed limits together with my protest letter about hidden cameras to catch "speeders". I received a pathetic reply which totally ignored my request for details of investigations. I wrote another letter amongst other things repeating my request. The response was slightly less superficial, but still ignored my request for speed limit evidence. I had to assume tentatively that there is little or no recent scientific evidence on the issue, though that seems strange.

So, please think about the question. I am not suggesting that traffic should travel faster than it does. Neither do I believe that we should be allowed to drive at any speed. If someone is driving dangerously, then he or she can be prosecuted for dangerous driving or whatever the current charge is termed. If the driving is not dangerous, then what is the point of punishment?

A great saving grace of these foolish limits in this country has been that they could be disregarded with impunity. Almost everyone in fact ignores the non dual carriageway limits (a point confirmed in Leeming's book): but this could be coming to an end. Hidden cameras could take most of the joy out of motoring. All the above is becoming much more than an academic argument.

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The views expressed by contributors to On The Road are their own and do not necessarily represent ABD policy.



### Action Pack

#### Speed Limits - how they are set and your Right to Object

A 12-page document with all you need to know to oppose the setting of unnecessarily low limits by local authorities:

- an explanation of the procedures
- action checklists to help you prepare
- details from relevant DoT documents
- a sample letter of objection.

This action pack has been prepared by Malcolm Heymer, ABD member and transport planner. To receive a copy send a large, stamped (26p), self-addressed envelope to The Editor, PO Box 3151, Colchester CO6 3JH. Non-members should also send a donation of at least £1 (cheques payable to Pro-Motor Ltd).

## Global warming - fact or fiction

*Warning: This is a real issue for drivers, please read on.*

The Government wants us all to think that the planet is doomed, and all because we are recklessly burning fossil fuels that release carbon dioxide into the atmosphere. Carbon dioxide, we are told, acts to trap more of the sun's energy on the Earth, thus causing it to warm up gradually. The theory is that the additional carbon dioxide works on the same principle as a greenhouse, hence the so-called "greenhouse effect".

Despite what the Government says, the theory is far from proven. However, this did not stop our so-called representatives going to an International summit meeting in Kyoto, Japan where they committed every citizen of this country to achieving a 20% cut in carbon dioxide emissions by 2010. Many countries - including the US and Canada - did not sign up to any reduction at all; and major third world producers such as China, Brazil and India are not covered. They will continue to increase their emissions. Many European countries will be allowed to increase their emissions - Portugal by as much as 40%. Some countries like Germany will be able to cut emissions by a margin, but guess who are the mugs who have to cut emissions *by the largest margin in the world?* Yes, the UK!

You do not need us to tell you that a reduction of that magnitude, if actually carried out, would have a profound effect on the daily lives of every person in this country. It would almost certainly entail a drastic reduction in living standards and quality of life unless accompanied by a far reaching policy for energy efficiency and investment in non-fossil fuel sources. But, if the Government has any idea at all of how this is to be achieved, it is certainly not telling us. There are only two possible explanations:-

1. The Government has absolutely no idea how it could be achieved; or
2. It knows exactly how it will be achieved, but is too frightened to say, because the necessary measures would be too unpopular.

Whilst Parliament spends days actively debating all kinds of relatively trivial matters, this measure went through without any debate or opposition at all - one could say that democracy totally failed in this country. It would have made absolutely no difference whatsoever whether we had had a Conservative or Liberal Democrat Government instead of a Labour one - the result would have been the same.

What is more, the Government (both this one and the last) are engaged in totally schizophrenic policies over carbon dioxide emissions. These either disguise some hidden agenda, or reveal total incompetence, depending upon your point of view.

## Is carbon dioxide a problem...

### Global warming in question

For some time, the ABD has counselled caution over the "global warming" theory - a theory which many scientists have never accepted. After all, 95% of all carbon dioxide emissions on Earth are created by the natural respiratory process by which animals (including humans) breathe in oxygen and breathe out carbon dioxide. Plant life, particularly trees, do the opposite, by extracting the carbon as they grow, and "breathe out" oxygen. Provided that balance is achieved, the proportions of each gas in the atmosphere remains broadly constant.

Now, another group of leading scientists have cast doubts on the theory that man's emissions of carbon dioxide are responsible for the half-degree rise in average global temperatures which has occurred this century. They believe that sunspots are the most likely explanation for global warming. They are based at CERN, the world centre for particle physics research in Geneva.

They say that there is a chain of events leading directly from sunspot activity on the surface of the sun to higher temperatures on Earth, and want to build a cloud detector to test the theory.

Last year, Dr Henrik Svensmark and Dr Eigel Friis-Christensen of the Danish Meteorological Institute discovered that the Earth's cloud cover reduces when fewer cosmic rays reach the Earth.

Cosmic rays are streams of particles which fly through space and constantly bombard the Earth, but the quantity of the rays fluctuates.

They found that periods of increased sunspot activity coincided with reductions in the stream of cosmic rays, and it seems that the sun emits an increased stream of radiation, known as "solar wind". The solar wind causes a number of phenomena including burning out electricity lines - and also deflects the cosmic rays away from Earth.

The reduction in cosmic rays leads to reduced cloud cover and increased temperatures on Earth. The CERN scientists say that there is a much greater correlation between world temperatures and cosmic ray changes than with carbon dioxide levels. If

this is true, then "global warming" is caused by the sun, not man's activities, and cutting carbon dioxide emissions will have no effect other than to *cut* the living standards of those foolish enough to try.

### The Antarctic ice sheet

Every few weeks one of our main news channels or newspapers reveals that another iceberg has broken off in the Antarctic, and hysterically tries to convince us that this is evidence of global warming, which will cause sea levels to rise and drown us all.

This reached fever pitch earlier this year when Professor John Houghton (who was also author of the infamous Royal Commission Report on Transport and the Environment) spoke on the Today programme claimed that the warming in the Antarctic was a "symptom" of global warming.

The ABD has investigated this further, with much information kindly supplied by the British Antarctic Survey (BAS). They say that the Antarctic Peninsular (a relatively small and northerly part of the Antarctic) has warmed by 2.5 degrees Celsius since the 1940s. This is a spectacular increase, which has led to a lot of ice melting. It has also fluctuated considerably from year to year. At present they cannot explain the increase, and they are continuing to research it.

They also say - a point which Professor Houghton conveniently ignored - that *the majority of Antarctica has had a stable climate this century!*

The *only* ice shelves that are disintegrating are on the Antarctic Peninsular - and the BAS scientists prefer to call this effect a "strong regional warming". This is the one region of the Continent where summer temperatures exceed zero degrees Celsius, and they believe that the infiltration of melt water is one of the most important elements in the disintegration of these ice-shelves. So far the Larsen A ice-shelf has disintegrated, whilst Larsen B is under some threat.

It is the view of the scientists that even the loss of Larsen B would have little effect on sea levels. If sea levels were to rise at all, it would be because the ice behind the shelf moved more quickly into the sea, and there is not very much ice behind it anyway.

The BAS scientists say that it is very difficult to predict what will happen to the main Antarctic ice shelves. The average summer temperatures are currently -10C, so there would have to be a 10 degree rise in temperatures before there was any threat of rising sea levels. That is way beyond even the wildest predictions by global warming theorists. BAS say, first, that there is no indication that the warming of the Antarctic Peninsular will continue at all, or that it will spread to other areas. Even if both were to

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# The Environment

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occur, it would take two hundred years for any threat to the main ice shelves to occur - but that is extremely unlikely.

The BAS scientists are serious people, unlike many of the charlatans who use their research for their own political (rather than scientific) ends. They do not necessarily deny the existence of global warming, or that man may have a part in the process, if it exists. They see their job as finding out the truth, without bias. So far, it appears to us that there is a lot less to worry about than the Intergovernmental Panel on Climate Change (IPCC) would have us believe.

(For more information the BAS web site is at : <http://www.nerc-bas.ac.uk/public/info/iceshelf.html> )

## ...or is it not a problem?

### Schizophrenia rules

Let us just assume that the IPCC and the UK Government are right - despite everything in the article above - and that there is an urgent need to tackle carbon dioxide emissions. What is being done?

### Destruction of the world's lungs

If producing carbon dioxide is a problem, then so must reducing the world's ability to absorb it - why, then did the spineless politicians who attended Kyoto fail to criticise the governments of the third world countries where rain forests are being destroyed at an increasing rate, or even raise it as an issue? These are the lungs of the world, where Carbon Dioxide has been absorbed naturally, and recycled into fresh oxygen for millions of years. Yet this year alone Borneo, Indonesia and Brazil have been the scene of unprecedented environmental destruction, yet nothing is said or done.

### One-sided attack on the car

As we have seen, only 5% of the world's carbon dioxide emissions are man-made. Of those man-made emissions, in the UK only 14% come from cars, compared to 25% from households (heating and lighting), and 29% from industry. Yet, whenever the Government preaches reductions, it is the car that gets the blame - just witness the Government's scurrilous recent advertising campaign, mentioned elsewhere in this issue.

The figures: driving an average car for 12 months will cause 3.5 tonnes of carbon dioxide to be emitted. Heating and lighting the average house will cause 9.6 tonnes to be emitted. Britain's housing stock is the least energy efficient in the western world. According to the National Energy Foundation, a modest programme of energy efficiency in the home could shave 24 million tonnes off the national total. This is equivalent to taking 6.5 million cars off the road altogether - and with no loss of lifestyle.

### Subsidy for wastage

While the 400% tax on petrol rose yet again in the recent budget, the Government has actually reduced the VAT on domestic fuel from 8% to 5%, in an effort to provide cheap fuel. This is a move tantamount to encouraging wastage on a grand scale. "Protecting the poor" is always cited as the reason, but in reality the greatest energy users are not poor, and it is the affluent who are the chief beneficiaries of this policy. The programme of competition between electricity and gas suppliers is also threatening further cuts in energy prices - now lower in real terms than they were before the 1970s fuel crisis.

### The scandal of digital TV

The Government is actively encouraging the switch from analogue to digital broadcasting for TV - the UK getting it before anyone else in Europe. But there is a massive cost.

The decoders necessary for receiving the signals use *15 times* as much electricity as a conventional TV, and may need to be left on all day. Household electricity bills are likely to rise by £15 per year, and nationally an entire extra power station will be needed to supply them.

### The coal policy

In a move solely to appease its mining industry supporters, the Government has put a moratorium on the building of more clean gas power stations to favour coal. Yet, coal produces more carbon dioxide when burned than any other fossil fuel. Tony Blair has said he wants to save the remaining coal industry, a move that seems to run directly counter to Government policy both on "Climate Change", and on air quality - coal is also a major producer of sulphur dioxide and nitrous oxides.

### The myth of "alternative energy"

Despite the hype, the UK has the lowest proportion of electricity produced by alternative means. France has halved its carbon dioxide emissions since 1970 by building nuclear power stations that now supply 80% of its electricity needs; Sweden has nuclear and hydro-electric power; Denmark and Germany are investing heavily in wind power.

So far almost nothing has been done to change this. Professor Ian Fells of Newcastle University reckons that the only truly viable "alternative fuel" (other than nuclear) would be to build a barrage across the Severn Estuary, to harness the power of the waves to make electricity. This could produce 7% of our energy needs, and be a fine project for the Millennium. So far, the project has got nowhere, though nobody seems to know why.

To produce 10% of our electricity by wind power would mean building at least

10,000 of the latest turbines, but local authorities habitually refuse permission for them. There has been talk of building them off-shore, but so far there has been no action.

According to Dr Hodgson of Corpus Christi College, Oxford, nuclear power is probably the only realistic alternative. Britain reduced carbon dioxide emissions by 6% between 1990 and 1994, largely as a result of increased nuclear power generation. However, many of the UK's plants are now growing old and are due for closure, and no new ones are being built. In his view, there will actually be a *rise* in UK carbon dioxide emissions between now and 2010, not a fall unless this problem is addressed.

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## Whether global warming is a real issue or not, Government policy is in total disarray. This is without doubt the most serious threat to our lives, lifestyles and prosperity in existence today

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One parliamentary committee seriously suggested that banning private cars altogether might be necessary to achieve the 20% cuts agreed at Kyoto - a move only ever taken in Albania and China during the darkest days of communist tyranny. No other countries have ever taken such a step. The fact remains that there are some stark choices to be made: either the Government drops the proposed cuts in emissions, or it embarks on a serious investment programme in other forms of energy, such as the Severn Barrage. Otherwise, *not only will cars be banned* (at least for everyday use), but *the lights will go out as well*.

That is, of course, what some of the Green groups would like. For the rest of us the current policies are akin to Captain Smith aboard the Titanic: the sea is calm, the sky is clear, and the ship is accelerating towards the ice-field. Scandalously, there is no debate on the subject, and no opposition from any political party - indeed Tim Yeo of the Conservatives accused Labour of not going far enough! The fall out from this could be an economic crash which will not only sweep New Labour from power, but leave a discredited political system behind it, with an angry and impoverished electorate. Now that is a really frightening prospect...

Whether global warming is a real issue or not, Government policy is in total disarray. This is without doubt the most serious threat to our lives, lifestyles and prosperity in existence today.

# Driving Skills

## Three ways to be a better, safer driver

*The ABD has long emphasised the need for more driver training and improved driving standards. Here, ABD member Mark McArthur-Christie who is also an IAM observer and holds a RoSPA Class One certificate, gives a few tips.*

### Does safe have to mean slow?

If you ask most people what safe driving is all about they'll probably talk about keeping to the speed limits. Speed is certainly an issue as far as the highway authorities and the police are concerned - Buckinghamshire and Oxfordshire have more speed cameras than David Bailey and Lord Lichfield put together. But intelligent use of speed is only one element of good driving - in fact, if you think you're safe just because you stick to the limits - think again.

### 1. Don't leave your brain in neutral

Most drivers just don't think enough - if they think at all. The key goes in the ignition and the brain shifts gently into neutral. Look around as you drive to work. Your fellow licence holders will be daydreaming, singing along to the radio, changing a tape, making a phone call, shaving - anything but thinking about their driving.

How do you like the idea of sharing a road with people whose idea of concentration at the wheel is writing "orange squash" on their shopping list while they change gear? Piloting nearly a ton of metal moving at anything up to 70mph needs a bit more thought than pushing a trolley round Tesco.

Because most of us drive every day, familiarity has bred contempt and we do it on autopilot. Key in, brain off. To drive well and safely you've got to concentrate, to think about what's going on around you. There's a lot more to it than just working the pedals and the gear stick without nasty crunching noises.

### Improve your concentration

There's an easy way to improve your concentration - try talking to yourself! No, seriously. Tell yourself out loud what you can see and what you're going to do about it. You'll find that it focuses your mind on your driving and what's going on around you. Here's an example: "Coming into a 30 limit, down to third gear for a bit more control, slowing in case that child on the left runs out. Junction coming up, looking to the right - clear, all clear left, down to first and onto the main road..." But don't do it in traffic jams - it gives care in the community a bad name.

### 2. Learn to look

Sounds obvious, doesn't it? But I'll bet you don't really look when you drive. Try a simple test: What was the last warning sign you passed on the way to work today? You know, the large red triangular one the council spends your council tax on to tell you there's something to look out for. If you can't remember - are you sure you're looking? One of the most popular excuses for car crashes is "I just didn't see him/it/that bend", despite the chevrons, warning signs and SLOW written on the road in monster white letters. When your friends come round to laugh at you and sign the plaster cast, that's going to sound like a pretty lame excuse.

### Scanning around

Try scanning all around you when you're driving, rather than focusing on one thing at a time. Look at everything from who is on the pavement and what they're doing to the way the driver in front is behaving - not just the road signs. Start with the furthest thing you can see in the distance and then look back towards your car and out through your rear view mirror. Don't fall into the trap of just looking

a couple of car's lengths in front - that's just not far enough: the average car is 12 feet long and at only 30mph you need around 75 feet to stop - that's nearly six car lengths. Crunch. Always look as far ahead as you can see - the further the better.

You'll find that there's a lot more going on than you'd thought - and you might just see that bend before you wake up in the ditch watching your no-claims bonus evaporate.

### 3. Anticipate - give yourself time

Anticipation goes hand in hand with looking. It's about making links between something that's already happened and something that's about to. You're driving at night and you can see a cluster of street lights ahead - it's probably a roundabout or a junction, so think about slowing down. The most obvious ones are the ones that get missed: there's fresh grass on the road, so there may be a slow moving vehicle cutting the verge ahead. Horse manure in the road - where's the horse? Once you start looking for the links you'll see more and more of them.

### What's round the next bend?

Links give you time to react. Imagine you're travelling at 60mph on a country road. You see lumps of fresh mud on the road and slow down as you anticipate there's a tractor round the next bend. Sure enough, there it is, large, heavy and travelling a good 55mph slower than you. What would have happened if you'd just carried on and not made the link? Picking bits of Massey Fergusson out of what's left of your radiator grille isn't much fun.

### Get it together

Good driving is about combining the three elements - thinking, looking, and anticipating. Working together they'll not only keep you out of trouble on the road, you'll enjoy your driving a whole lot more. You'll start seeing the gaps at junctions everyone else misses, taking corners with a bit more style, maybe even slowing down in time to miss being the star on Thames Valley Police Candid Camera... It's all about being aware at the wheel, matching your driving to what you see and not simply acting like the compliant sheep who just stick to the speed limit and follow the car in front.

## Advertising in OTR

All advertisements in "On The Road" are placed by members who provide substantial assistance with running the Association. Some of them also offer discounts to other members.

Support the advertisers and you support the ABD!



### Contact the Elderly

## DRIVE AWAY HER LONELINESS

Car Drivers required to drive elderly people to tea one Sunday afternoon a month.

Hosts needed to invite elderly people to tea on a Sunday afternoon once a year.

Volunteers - for more information ring:

FREephone 0800 716 543

Registered Charity No. 244681

## ABD update and Welcome to new members

A very warm welcome to all new members, and congratulations on joining the UK's leading motorists' lobby group! Unlike other motoring organisations, *the ABD has never been afraid to say what others won't say.*

## The AA - moving in the right direction...

The AA has pleasantly surprised us by running full page advertisements in many national newspapers and motoring magazines after the budget. For those of you who missed them, they set the record straight about the 25% fall in vehicle emissions over the past few years, and the fact that emissions of so called "greenhouse emissions" have not grown; as well as highlighting the increasing inequity over motoring taxation and Government spending on transport. The AA reported that £16 out of every £20 tankful of petrol is now tax. If you are an AA member, we suggest writing to congratulate them, because they need to know that their members support what they are doing. The address is:

The Automobile Association  
Group Public Policy  
Norfolk House, Priestley Road  
Basingstoke, Hampshire  
RG24 9NY

Quote your membership number, but do not quote the ABD.

All the publicity that the ABD has received in recent months cannot have done any harm in terms of persuading the AA to act. There is still some way to go, however: the AA still blindly follows the Government line about speed limits and Gatso cameras. But let us give credit where it is due. The AA's move is to be welcomed.

## ... but RAC sell out

The RAC has announced that it is to sell off its motor services division to the people who now run National Car Parks and the Green Flag breakdown service. This will leave the 12,000 or so full members of the RAC about £35,000 each better off. They will continue to enjoy the benefits of their exclusive Gentlemen's club in Pall Mall. It remains to be seen whether they will do anything to protect our right to drive, now that they are freed from the commercial pressures that made them so ineffectual as a motorists' lobby group.

The 5.6 million associate members will get no cash pay out. They would be well advised to leave the RAC and join the ABD and Britannia Rescue. A winning combination as the ABD is the only organisation campaigning without compromise for the driver and our members are entitled to a 5%

reduction in membership of Britannia Rescue, rated top road recovery organisation in Which magazine.

## ABD: Value for money

Joining the ABD costs just £15, or £12 if you pay by Standing Order. Put another way, that is less than the price of *half* a tank of petrol per year.

We hope that you will see from these pages that this money is being applied to fight for our right to drive:

- \* membership of the Parliamentary Advisory Council on Transport Safety,
- \* membership of the US National Motorists' Association (who successfully lobbied for removal of the Federal 55/65mph speed limits),
- \* publication and distribution of *On The Road*, which is packed with information on motoring, on what we are doing, what Government is doing and what our opponents are up to,
- \* "Act-Write-Now" campaigns, helping you to lobby on critical issues, and to fight mis-information,
- \* issuing regular Press Releases and talking to journalists,
- \* writing responses to Government consultation documents
- \* regular meetings - to which *all* members are invited
- \* car stickers (due out shortly)
- \* booklets - including our latest "Speed Limits - How they are set and your right to object", which is available free to members.

With the imminent publication of the White Paper on the so-called "Integrated Transport Policy", now due out in mid-June, the need for an effective and coherent voice for Britain's drivers is greater than ever. Your support is vital!

## The ABD In The News

The ABD has continued to enjoy media coverage in the last few months.

In January, "Driving Magazine" (published for driving schools), quoted us for saying that speed was not the primary cause of accidents.

Independent TV's "World In Action" contained an interview with our Roads and Traffic Spokesman on the subject of Speed Cameras, and the reasons for our opposition to their abuse. The programme even showed details of our Internet Web-site, with its maps of speed cameras. Despite very aggressive interviewing techniques, which appeared to be a deliberate attempt to discredit us, the interview was handled skilfully. The result was a ten-fold increase in visits to our Web-site 2,691 visits in the week after the programme, up from 277 the previous week. The result was an influx of E-mail messages,

most of them very positive, and many leading to new memberships.

The Times newspaper carried a letter from Committee member Mark MacArthur-Christie on the 20th March 1998, immediately after the budget concerning the unjust increases in taxation.

Chairman Brian Gregory was interviewed on Radio 5 Live after the budget.

The 28th April edition of *AutoExpress* carried a quote from Treasurer, Hugh Bladon, concerning the obnoxious plan to charge a £20 fee, in addition to the fine, on all drivers caught by Gatso cameras. The idea is that the money could be used to fund yet further Gatso cameras, in a kind of pyramid scheme.

The Somerset County Gazette has published two lengthy letters by Environment Spokesman Julian Rowden in answer to anti-car critics. He was able to set many of the arguments straight, particularly relating to air quality and health.

*Autocar* magazine of 8th April carried a letter from Richard Dredge urging all dissatisfied motorists to join the ABD.

The May edition of *Diesel Car* magazine carried an article quoting the ABD on the speed camera issue.

Paul Hemingway was mentioned several times in the *Daily Telegraph* and the *Daily Mail's* classic car sections regarding the Government's decision to "freeze" the exemption from Road Fund Licence payments, so that cars registered from 1973 onwards would never become free of the levy. The previous rule had been that all cars became exempt as they reached their 25th birthday.

On Saturday the 9th May, the *Daily Telegraph* Motoring section carried an article about speed. The ABD was mentioned. The business magazine, "Mind Your Own Business" published a letter by Steve Dommett, editor of "On The Road". The magazine had previously regurgitated the official nonsense about new roads automatically filling up with traffic as soon as they were opened. Steve's letter refuted this, and stressed the need for an efficient road system for the survival and prosperity of many businesses. Steve mentioned the ABD.

As ever, there are sure to have been other articles published. If you come across one, please tell us, as it is simply not possible for us to read every publication from cover to cover!

## FACTS

The ABD is represented on the Parliamentary Advisory Council for Transport Safety (PACTS).

Members Hugh Bladon and Paul Hemingway are our representatives, and attend meetings on our behalf. These meetings are attended by Government

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# Pro-Motor News

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Ministers, where they have the opportunity to seek to influence the debate on such key issues as speed limits and penalties.

Our past contributions have been acknowledged by PACTS, and we are particularly pleased to work with the British Motorcycle Federation, who are also represented.

At the last PACTS meeting, the ABD were able to highlight some of the deficiencies in a presentation by a representative of Suffolk County Council who had given a glowing report about the success of their blanket 30mph limit introduction at 450 sites across the county. The PACTS working party chairman was already suspicious about the absence of any positive accident reduction figures and the winding down of any monitoring of the effects of these largely absurd limit reductions. So the ABD representative was able to:

- \* Quote from the Suffolk Coroner's report implicating these inappropriate limits in three fatal accidents.
- \* Present a transcript of the Coroner's verdict along with the ABD's highway code submission
- \* Alert PACTS to the vigorous and determined campaign being waged in one village aga inst the new limit.

## Government consultations

The Government will shortly be printing its White Paper on the Integrated Transport Policy, and the ABD intends to prepare a response in due course.

## Act-Write-Now

We cannot further our campaign without *your* help. So we periodically write to all members requesting help on a particular issue. Recent Act-Write-Now campaigns have included the Road Traffic Reduction (UK Targets) Bill, and the proposals to cut the drink/drive limit to 50mg of alcohol from the present 80mg limit.

The next planned Act-Write-Now will deal with the series of press and radio advertisements run by the Department of Environment Transport and the Regions. These are all part of a campaign to "change public attitudes towards the car". That will

never come about with fair and balanced reporting of car related issues, so the advertisements have been done in a way which appears misleading.

Many of us were very angry about this blatant anti-car propaganda. But the best course of action is not to get angry, but to fight back. The latest Act-Write-Now tells you in detail how to complain, who to complain to, and gives a few facts that may be useful in highlighting where the DETR is misleading the public.

Remember - every letter counts. If the Advertising Standards Authority receives 20 or 30 letters about an advert, eyebrows will be raised. 40 letters would be an avalanche. Do not mention the ABD, and do not write a "standard" letter that is identical to someone else's.

Unfortunately, our opponents use just the same tactics. The effect has been devastating. We have no choice but to do likewise.

## Advertising Standards Authority

We have learned that the ASA is investigating the advertisements which recently featured in the national press which asked people to cycle to the station rather than drive in an effort to "reduce global warming". The advertisement stated that cars and vans were a "major source" of carbon dioxide emissions, and then went on to say that cutting emissions would lead to an improvement in air quality.

Cars and vans in fact only produce around 14% of UK *man made* Carbon dioxide emissions (compared to 25% by heating and lighting private homes and 29% by industry). Man made emissions comprise only about 5% of global Carbon Dioxide emissions, the remaining 95% being the result of normal respiratory processes by animals and humans. Furthermore, carbon dioxide emissions are entirely non-toxic, so have no impact whatsoever on air quality. Several ABD members have entered complaints.

## Forthcoming events

As well as continuing our campaign of Press Releases, and preparing a response to the Integrated Transport Policy White Paper, the

ABD has agreed with ACPO (The Association of Chief Police Officers) that we would open a dialogue with them. Details to follow soon.

We plan to start a new sticker campaign - details to follow.

## Goodwood Festival of Speed

We will once again be present at the Goodwood Festival of Speed on the 12th, 13th and 14th of June at Goodwood Park, Goodwood, Chichester, West Sussex.

All members are very welcome to drop in and meet us at our tent, and helpers will be particularly well received. The event is great fun, with many beautiful cars put through their paces or on view. Tickets can be purchased in advance, indeed, on the Sunday, only advance ticket holders will get admission. The Hotline number is 01243-787766, or fax on 01243-755005. Tickets are £8 on Friday the 12th, £15 on Saturday the 13th, £25 on Sunday the 14th or £40 for the whole weekend. Under 12s get in free if accompanied by an adult.

We look forward to seeing you there!

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## The ABD needs you!

The ABD is entirely run by volunteers, almost all of whom have to fit ABD activities around full time jobs, or running their businesses. Not for us the full time sinecures at Local Authority Environment departments where the next blow to freedom can be planned on a generous salary, or the dole cheques that those kind people at the DSS deliver by hand to the parasites who are trying to obstruct the construction of the nation's vital infrastructure.

With a growing membership and with daily attacks on our freedom and wallets to be defended, the work involved is increasing fast. Whatever skills, facilities, professional knowledge - or simply enthusiasm - you can contribute, the ABD will be more effective as a result.

If you can help in any way, please contact the ABD by telephone on 07000 781544, or by e-mail to 100740.2032@compuserve.com or by post to The ABD, PO Box 19608, London, SE19 2ZW.

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# The Last Laugh

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## Leaders show the way

Tony Blair and John Prescott are setting the example for us all to follow under the Integrated Transport Policy. Mr Blair, not content with his company car, a Ford Galaxy (recently converted at further public expense to run on LPG), has a Chrysler Voyager 3.3l with all extras. Good choice, Tone, an excellent family car. Don't take any notice

of those "environmentalist" cranks, they are wrong. But join the ABD to be sure of your facts.

Meanwhile, JP with company Jag, again with tokenist LPG conversion (don't worry John it's only our money you're wasting) had to organise transport for umpteen VIPs from Manchester Airport to Chester. Plan A, "let the train take the strain" was abandoned as Crewe station was deemed "too scruffy"

for the visitors to see. So a fleet of top-of-the-range hire cars was laid on. Very sensible, John, door to door you can't beat the car. Just remember that in June.

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Q: What's the difference between an environmentalist and a terrorist?

A: You can negotiate with a terrorist.