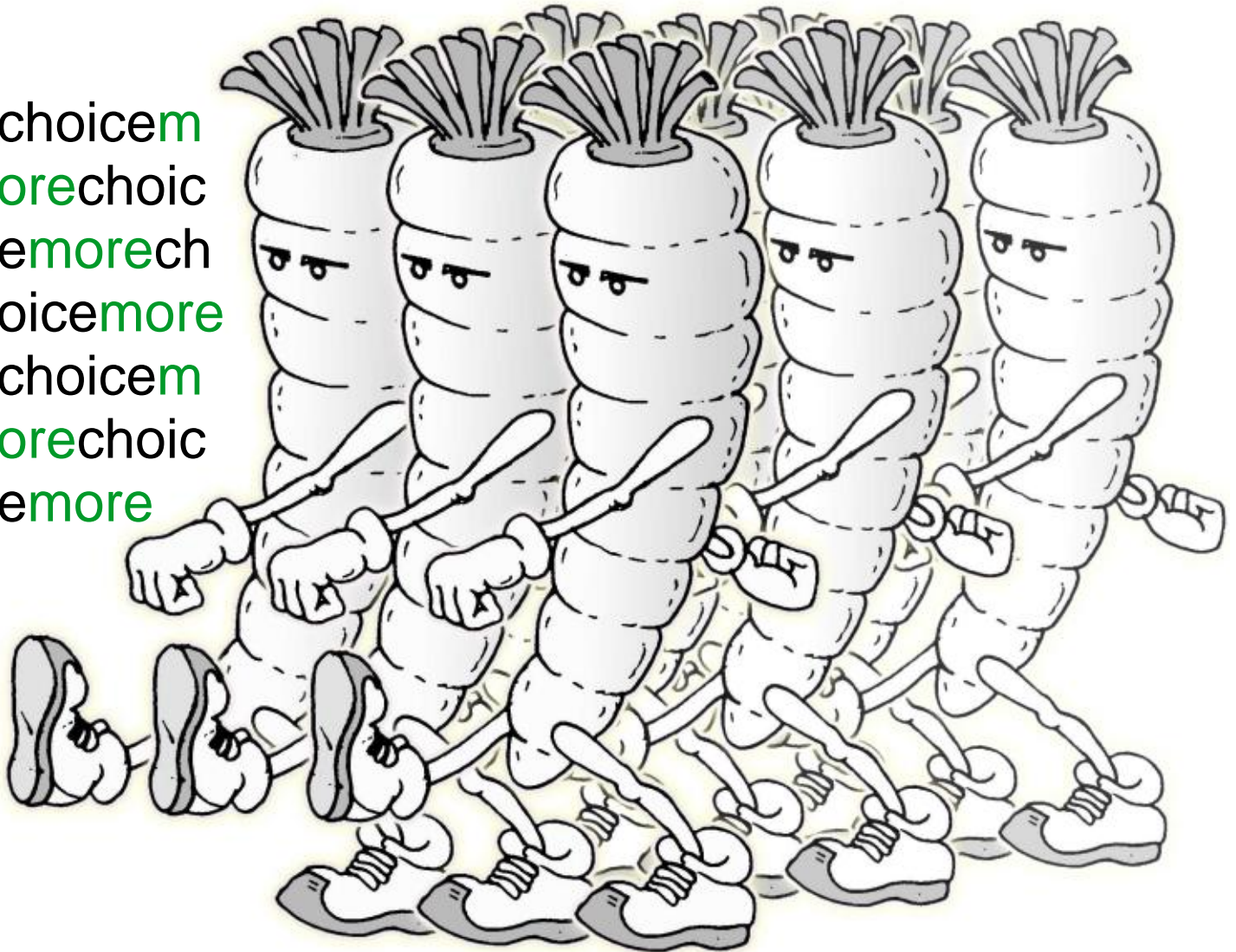


Action

Winter 2007

www.manchesterfoe.org.uk

choice
more
choice
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more



transeurope express 4
flight free holiday couple

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more choice more choice 7
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cycling holiday in Scotland



**Friends of
the Earth
Manchester**

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Friend of the Earth

We speak to Manchester campaigner, **Leanne Bird**.

How long have you been involved in the group? Since January 2007, so 11 months.

What have you been involved in? I have mainly been involved in the Climate change campaign but recently have been dabbling in Food and Waste.

Which issues are you most concerned about? Climate change is my biggest worry because it affects every aspect of our lives. If we act as if nothing's wrong then we will lose everything on this planet that we hold dear and the future generations will suffer from our selfish and wasteful ways. I don't think we understand how delicate and complex our planet is. We are the only planet with life in our solar system: that shows we are pretty special and that we as a species depend on the planet and biodiversity around us.



reminders

if you do three things...

Join the Climate March in London

Saturday 8th December - www.campaigncc.org.
Contact Ewa on 07932 190322 for coach tickets (£20) or join us on the 0718 train from Piccadilly (via Sheffield)

Press for EU Waste Targets

Ask Joan Ruddock, the minister responsible for waste, to support European waste targets. Take action at www.manchesterfoe.org.uk/waste/action.htm

Make a New Year's Resolution

Don't forget to pledge to become active in Manchester FoE! Our first meeting of 2008 is at 6.45pm for 7.15pm on Tuesday 15th January. Hope to see you there...

About Manchester FoE

Manchester Friends of the Earth is an award-winning campaign group working on issues relating to the environment and to social justice.

We campaign on issues with a local connection and also lobby for policy changes at local, regional, national and international levels.

We work on a diverse range of issues including climate change, corporate responsibility, real food, trade justice, sustainable transport & aviation, and waste & recycling.

Find out more at www.manchesterfoe.org.uk.

How can I become a member?

You can download a membership form from our website or phone our office to be sent one. One year's membership is only £4 if you're unwaged, £8 low-waged, £12 waged, and £30 for a household.

Enjoy discounts as a member

As a member you get not only this newsletter but also:

4 free issues of "Earthmatters", the magazine from national Friends of the Earth (new members)

25% off a meal at Earth Cafe

10% off selected purchases at Harry Hall Cycles

5% off decorating and floor-sanding jobs at Eco-Interiors

10% off selected purchases at Ken Foster's Cycle Logic

10% off main meals and hot drinks at Titchy Coffee Co.

10% off all orders over £10 at Fetish for Food in Prestwich



For the latest details about our membership discounts, visit:
www.manchesterfoe.org.uk/members

Get active!

All are welcome to our meetings. See the back page for a calendar and just come along!

campaign update

waste

This year the waste subgroup got off to a flying start with a pub crawl to determine Chorlton bar owners' attitudes to recycling and an action targeting local supermarkets and their excessive packaging. 2007 has also been a big year for waste on the local, national and European stage - with new waste management strategies and policies being developed at all levels. More recently the group has had some input into community projects such as the 'plastic bag free' Chorlton action (pictured) and the clothing swap shop at Eighth Day Café.

Earlier this year Lynda, our lead campaigner, moved away and this change, and the busy lives of other volunteers, has slowed down our campaigning in the latter half of the year. 2008 is looking exciting: as well as a trip planned to Brussels to visit the European Parliament and lobby MEPs regarding the new waste policy, we will be completing our packaging and recycling actions, developing closer links with other community groups and hope to take on a locally focussed action, promoting recycling and increasing public awareness of waste issues.



climate

The climate campaign group have been busy lobbying for a strong climate bill to become law. We are asking for three key amendments to ensure that the UK does its fair share to avoid dangerous climate change - the Bill must:

- set a long-term emission reduction target in line with the latest science of at least 80 per cent by 2050;
- count emissions from all sources, including international aviation and shipping;
- include annual targets so politicians can't blame previous Governments for missed targets.

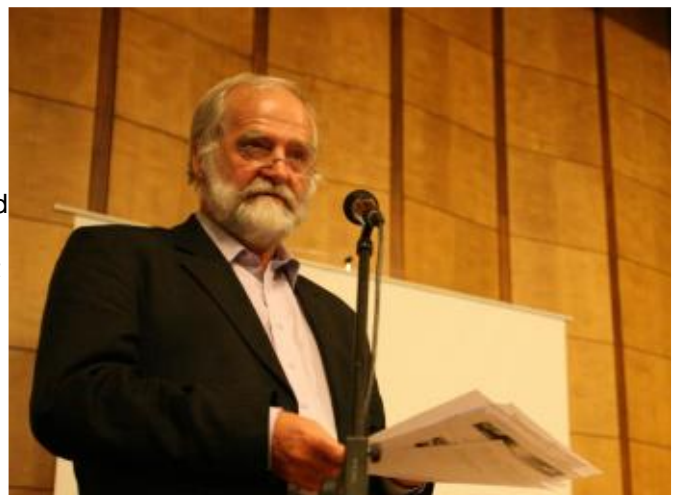
Recent actions have highlighted the dangers of doing nothing to stop climate change, including a partially submerged model of the Urbis Centre, demonstrating the dangers of flooding and sea level rise. (pictured)



transport

The transport group are continuing their lobbying work to improve conditions for cycling in Manchester. This work builds upon the research carried out as part of the Love Your Bike campaign (www.loveyourbike.org). We are also continuing to work, as part of Clean Air Now, on the Transport Innovation Fund issue, and preparing ourselves for another period on consultation and debate early in the new year (if the Department of Transport decides to give Greater Manchester just over £1billion to spend on buses, trains and trams, of course). In September we worked with Manchester Green Party and Manchester Campaign Against Climate Change to put on a public debate on transport and climate change. Speakers included Professor John Whitelegg (pictured), and you can hear their presentations and the debate online at www.onthemovefm.org.

We continue to take an interest in Manchester Airport, and recently commented on their plans to become carbon neutral - a step in the right direction, but by excluding the emissions from planes in the air from their calculations they are refusing to tackle the root of the problem.



trans europe express

Chris and Kerstin decide to take a (relatively) low-carbon holiday, on trains. But would they do it again?

With my wife Kerstin, for the next 8 days I will be staying at St Peter Ording, North Germany and Dijon in the south of France. And I will be travelling everywhere over the course of this trip by TRAIN. Her idea. Not mine.

Going along with this was the latest in a long line of 'environmental improvements' we have made recently. Organic local food. Organic 'green' paint for our decorating (seriously, how can something be so much more expensive when it has FEWER chemicals in it?) plus a lawn mower that runs on man power alone (quite good fun actually). This was an different proposition altogether.

TRIP 1 - Sunday 26th August

The trip started with a short(ish) journey from Manchester Piccadilly to London Euston. Painless enough, apart from one idiot who thought the quiet coach was there solely so he could speak loudly to his mates on his mobile without the hindrance of other people interrupting him.

Having transferred from London Euston to Waterloo (very warm but surprisingly cheap) we sat and waited in the Eurostar lounge for around 45 mins before boarding for Brussels. "I'm quite enjoying this," I said to my happily surprised spouse. It wasn't to last.

TRIP 2 - Friday 31st August

7am. 2 hrs drive to a little known station, followed by a thirty minute train ride to Hamburg. Then it begins.

10am to 4pm: Hamburg to Basel. Not too bad at all. Pretty warm though and the book I'm reading isn't holding my attention the way it should. Try and look at the scenery but there isn't any. Fields and windmills. Windmills and fields. Fascinating.

4pm to 5pm: Basel to Biel. Okay but a little cramped compared to the ICE and the heat has increased noticeably. The girl across from us is reading Jean Paul Sartre, which makes me wonder if I have ever read it or not. The answer, I'm afraid to say, is no.

5pm to 6pm: Biel to Lausanne. If you have ever ridden 'The Corkscrew' at Alton Towers, you will have some idea of the journey we undertook for the next hour of our trip. The sweaty little train swayed from left to right with such ferocity that at times I genuinely felt I was going to be violently sick. Kerstin's look of worry didn't help either. Not pleasant.

6pm to 9pm: Lausanne to Dijon. Apparently, TGV are France's answer to Deutsche Bahn. On the evidence of



"Again? No one in their right mind would."

this latest train 'ride', the DB have absolutely nothing to worry about. There is a phrase I would use to describe the carriage we sat in but I'm not sure it would make it into your publication. But it begins with S and ends with hole. Horrendous. cramped, dark and unwelcoming. And we are very, very, tired.

10pm to 11pm: Dijon to the Village. Wonderful compared to the last train. I am too tired at this point to notice the train at all to be honest. I wake up, however, when we realise we are still 6 km from the hotel and there are no taxis. It's another hour and the help of a Good Samaritan local before we finally make it.

TRIP 3 - Sunday 2nd September

I'll be honest. I can't really remember much of what happened. We spent all day on the TGV / Eurostar / Virgin express and eventually, around 10.45pm, we arrived back home. A complete blur I'm afraid. I do remember the food being OK and not too expensive on the Eurostar, but that was unfortunately offset by some kid screaming her head off as we neared London. Compared to Friday, however, it was pretty comfortable (almost all the trains have considerably more leg room than planes) with the air conditioning working fine all the way back to Blighty.

So would I do it again? No. Of course not. No-one in their right mind would.

Having said that, our journey was unique, and involved an extremely long amount of travelling over the course of a short period of time. If I was to take THAT journey again, I would fly.

This doesn't mean I won't travel by train again. I'm off to London next month for a conference.

Manchester to London by air? Surely no-one in their right mind would?



"Yes,
definitely!
But I think
I might have
overdone it."

same type of people going on holiday in Germany – mainly elderly and young (green-ish) families. The seats were comfy and I enjoyed a tea from the bar plus the fantastic view. North Germany is really flat and I had almost forgotten the beautiful farm house architecture.

Our three days in St Peter Ording were wonderful. The weather was OK and we spent one afternoon on the beach and another one cycling past countless windmills. It was the first time I came so close to them and I was surprised how quiet they are! You hear

a repetitive sound but it was not as loud as I had expected.

Trip 2 - Friday 31st August

On Friday my parents drove us to the third train stop by car, which turned out to be lucky as we would have missed our train to Hamburg otherwise (and every connecting train...). We bought lots of food at the station and got on the train – both quite excited! The train was modern, comfortable and spacious and we had a really good 6½ hour journey to Basel – right through Germany. Past the flat and sparsely populated North, the hilly middle of Germany and the wonderful Black Forest, right into the Alps. We both enjoyed the trip but to be honest we could have stayed in Basel as we had been on the move for 10 hours again. Unfortunately that was not possible as we had to be in Dijon for a wedding the next day! I had looked forward to our journey in Switzerland but apart from tracks and sky I didn't get to see much! The train wasn't as comfortable either but my biggest disappointment was the TGV. It was shabby and didn't have a restaurant.

TRIP 3 - Sunday 2nd September

Of course we were tired on Sunday and personally I find trips home always the most boring. The TGV to Paris was packed but it was nice to watch the passing scenery. Again, France is so different to England, Belgium, Germany or Switzerland! I convinced Chris to have a coffee outside the station in Paris – after all we were in Paris!! I can remember getting on the Eurostar and eating a really nice lunch from the bar. The remainder of the journey has slipped my memory....

Would I do it again? Yes, definitely! But I think I might have overdone it with this trip and will find it difficult to convince Chris to travel to Germany by train again.

All in all, our trip cost us £393 and all tickets (all individual singles) had been ordered through a travel agency in Germany (www.gleisnost.de), who got us a really good deal. I should mention that we both have a Railcard Plus, which gives you a 25% discount on European cross-border services and a BahnCard, which entitles you to 25% price reduction on German trains and that Gleisnost booked our tickets about three months in advance, some a little later. I don't think we would have got a much better deal if we had flown from Manchester to Hamburg (not visiting my grandmother and friends in Cologne), Hamburg to Paris (and taken the train to Dijon) and from Paris to Manchester (again including the train from Dijon). And it made me feel really good about the saved CO₂ emissions!

Fed up about my increasing air miles I suggested to my husband that we take the train for our next holiday, which ended up being a combination of "a few days with my family" in North Germany and a wedding in the South of France...

I was really excited about this trip as I had not made such a commitment before. But I was worried too. What if we missed one train? All in all we would spend three and a half days on them (out of 8).

TRIP 1 – Sunday 26th August

Our first trip took us from Manchester to Cologne. The journey down to London was OK but I was disappointed about the window-free seat I always seem to get whenever I buy the cheapest ticket to London. When we drove past the new Wembley stadium I got really excited. Chris didn't though. If Wembley wasn't exciting for a football fan, would lots of passing landscapes be?

The Eurostar seemed old but was comfortable and spacious. And driving through the tunnel was less scary than I had imagined it. Once out of the tunnel we rushed to Brussels! Belgium - compared to England - is rather flat and seems more sparsely populated.

From Brussels we took the ICE to Cologne. A nice train with a restaurant and all announcements were made in four languages! I didn't really understand a word in French but my Dutch was surprisingly good. We also tried the restaurant and enjoyed a beer with our meal.

We finally arrived in Cologne after 12 hours. I think we should have stopped over in Brussels as I was quite exhausted by the time we arrived there.

The next day was more exciting – for me anyway. First we visited my grandmother and travelled on a really old, loud local train. Because of this detour we had to catch a stopping Intercity rather than the high-speed ICE to Hamburg. The train was full of middle-aged people and families going on holiday to the Baltic Sea. It is still the

M6 Widening

Jonathan with the latest in Transport

In 2004, the transport minister Alistair Darling commissioned a consultation on two options for increasing motorway capacity between Manchester and Birmingham, to try to solve the problem of congestion along this transport corridor. The options were: (a) constructing a brand new 6-lane motorway, "the M6 Expressway"; or (b) widening the existing M6 from 6 to 8 lanes. The M6 Expressway would start where the M6 Toll road (which opened in 2003) left off, and continue to Knutsford in Cheshire.

These plans were strongly opposed, and continue to be, by a variety of campaigning organisations including Friends of the Earth, the Campaign for Better Transport[1] (formerly Transport 2000), Roadblock and GAME (the Group Against Motorway Expansion) [2].

The results of the 2004 consultation were overwhelming: 45% did not want either option, and a further 51% were opposed to the toll road [3]. This didn't stop the government from continuing to develop the Expressway plans for two more years, until 2006 when the government finally abandoned the idea of the M6 Expressway, in favour of the slightly cheaper widening option.

In July 2007, a press release from environmental campaigners caused a stir in the UK media with the announcement that the M6 widening plans had increased substantially and would cost a staggering £1000 per inch [4]. Rampant inflation in the construction industry appears to have become a friend of environmental campaigners, with the result that the government seems to be watering down its commitment to widening. Government announcements in October 2007 hinted that use of the motorway hard shoulder at peak times was being considered on the M6 as an alternative to widening, and even stated that increased rail capacity, possibly high-speed rail, was being considered as a solution to congestion on this corridor.

From a brand new 6-lane motorway, through widening to 8 lanes, to part-time use of the hard shoulder: in 3 years, environmental campaigners have undoubtedly won a great victory. However, most of us would like to see even these latest ideas defeated in favour of alternatives which reduce carbon emissions rather than increasing them.

So, what are the alternatives? These examples add up to form an alternative to road expansion.

Reduce the demand for travel - it may not be sexy, but the most effective way of reducing carbon emissions is by getting us to travel less, using methods such as encouraging working from home, and promoting a more localised land use policy.

Promote greener transport - another success story from transport campaigners in recent years is the

effectiveness of "Individualised Travel Marketing", which offers households tailor-made information about alternative forms of transport. The TravelSmart project from Sustrans has experienced a 13% reduction in car journeys for a fraction of the cost of a typical transport infrastructure improvement project [5].

Improve the rail corridor - the Manchester-London rail line has seen welcome capacity and speed improvements recently, but there is still plenty of potential to improve the Manchester - Birmingham corridor.

Motorway coach network (as promoted by George Monbiot [6]) - moving urban coach stations to motorway junctions and extending urban public transport to meet them will make coach travel faster and more attractive. While you're at it, make the buses more comfortable and give them bus lanes on the motorways and priority at junctions.



Other news

Mottram-Tintwistle bypass

The public inquiry into the Mottram-Tintwistle bypass road – promoted by the Highways Agency and opposed by Friends of the Earth and other campaign groups [7] – was suspended in September following the unearthing of errors in the evidence submitted by the Highways Agency. The inquiry reconvened on 6th November, when, incredibly, more errors were identified in the Highways Agency evidence, and the inquiry has been suspended a second time while they get their story straight.

Capacity improvements at Piccadilly?

Rail capacity at Piccadilly rail station has always been limited by trains from Leeds to Liverpool and the airport which have to traverse the entire width of the station approach viaduct, stopping any other trains from using

the station at the same time. In October 2007 the government commissioned a study from Network Rail into solving this bottleneck, and hinted that money may be made available in the 2014-2019 spending programme. Don't hold your breath! What is required is a fly-over so that trains at platforms 13 and 14 can cross over and continue eastwards without getting in the way of southbound trains.

References:

1. Campaign for Better Transport <http://www.bettertransport.org.uk/>
2. Group Against Motorway Expansion <http://nom6e.blogspot.com/>
3. Highways Agency: [http://www.highways.gov.uk/roads/documents/M6_Summary_Report\(1\).pdf](http://www.highways.gov.uk/roads/documents/M6_Summary_Report(1).pdf)
4. e.g. The Guardian 31st July 2007, http://www.guardian.co.uk/uk_news/story/0,,2137999,00.html
5. <http://www.sustrans.org.uk/> -> Projects
6. <http://www.monbiot.com/> -> October 2006 "Here's the plan"
7. <http://www.saveswallowswood.org.uk>, <http://www.stopmottrambypass.org>

Choice Cuts

Paul D'Ambra on Competition Commission's report

The Competition Commission has released the preliminary findings of its third report in seven years on the Grocery sector. In it the commission agrees with campaigners that Tesco enjoys an unfair advantage due to its size and that shoppers require more choice.

But hold back on the celebrations because in order to provide more choice the commission has suggested making it easier to build more supermarkets and leaves most environmentalists, myself included, scratching their heads. So how can building more of the same provide more choice? Well, it depends what you mean by choice.

To many environmentalists it means having the option of a range of businesses of different styles and sizes. It means being able to tell the differences between the experience and the ethics of when and how you shop. To many it means the choice not to shop at a supermarket. These choices should hopefully resonate with most readers.

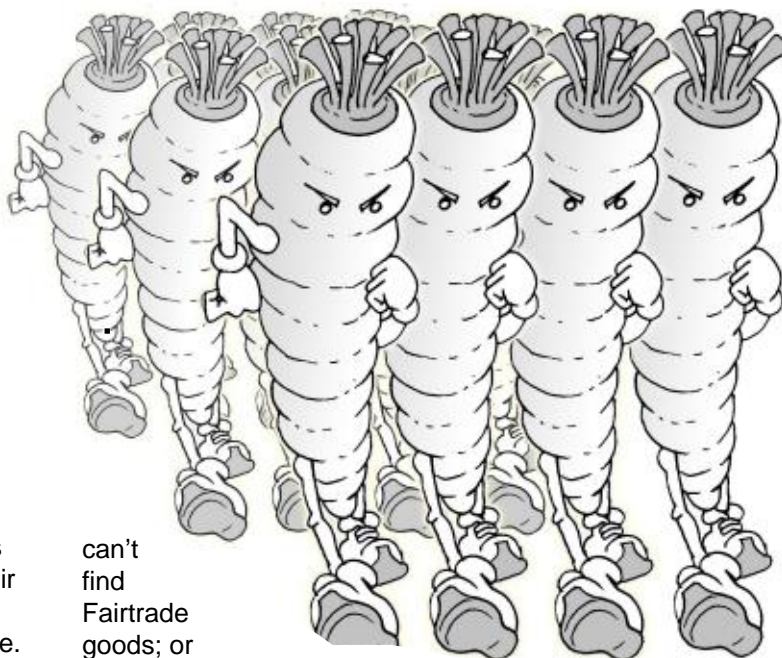
However, choice to an economist can mean that four identical shops selling identical goods offer more choice to the consumer than two identical shops selling identical goods. The choice here of course is which identical shop you spend your money at. The idea behind this is that as the shops are identical then they must compete with each other on price and that will inevitably lead to the price of those identical goods falling.

And this is why the Competition Commission is calling for more supermarkets because yet again it has concluded that shops selling cheap food is better for you than any other consideration. Importantly, I didn't say "shops selling food cheaply" and this is where the commission has badly let down the UK. The problem is that this model can't apply in the real world because the shops aren't identical and the shopper isn't as discerning as they could be. After all, shopping for many is a rushed job or a matter of habit.

Many years have passed since the supermarkets were able to achieve their savings merely through economies of scale and efficiency. In order to keep prices falling quality suffers, often alongside those who produce the food for us. Much of the food we eat is changing, relying on industrially produced meats which become fattier and less nutritious by the year or on processed food which requires the addition of artificially low priced sugar, salt and fat in order to make the cheap food palatable.

This comes at an incredible environmental and social cost. It's not all doom and gloom, supermarkets have shown some real ability to change in recent years and the proportion of UK sourced veg sold can be genuinely surprising but they are still the retail equivalent of driving a 4x4 fitted with a solar powered radio.

In a world where the planning system already favours large retail the big four rely on shoppers not making the difficult choices: like choosing to hand your packaging over at the till; like asking to see the manager when you



can't find Fairtrade goods; or shopping around and checking if you're getting value or just perceiving it.

Whenever we shop we each need to think about what we buy and what has to happen to bring it from 'plough to plate'. Because if enough consumers demand change then the retailers will accommodate them at a ferocious rate and when all is said and done that might be the most powerful choice you have.

Things Get Interesting in Chorlton

In the last issue we reported that campaigners from the Keep Chorlton Interesting group are trying to stop the development of a Tesco Express near the Unicorn organic supermarket in Chorlton. On Thursday 22nd November, local residents and shop owners attended the planning committee meeting. The Planning Department officers had recommended that Tesco be allowed to go ahead with its plans. Councillors, however, voted unanimously that they were "minded to refuse". However, the Tesco application has not yet been formally rejected and will return to the next planning meeting on 20th December.

Debbie Ellen from the Keep Chorlton Interesting group said:

"The planning department seem to have ignored our arguments about traffic congestion, pedestrian safety and the threat to local independent retailers so we welcome the planning committee's decision and are pleased that the councillors appear to have listened to our arguments. But we still have a lot of work to do to make sure this application is refused and people should continue to send in letters of objection."

Paul D'Ambra added:

"A big thank you to everyone who has written, emailed, attended the site visit and the committee meetings. At the site visit the chair of the planning committee said this was the largest campaign in objection to an application he has seen."

Contact keepchorltoninteresting@gmail.com for more details.

2007 has been a busy year for the group, not only in terms of the variety of campaigns the subgroups have been actively working on, but also for the group as a whole. Earlier in the year we moved house and now reside at the Green Fish Resource Centre on Oldham Street. The move has given us more space for meetings, is fully accessible and is actually cheaper than our previous location.

Group members have also had an opportunity to attend group conferences across the country. The North West groups get together in Preston saw us debate the five year strategic plan for National FoE. The Northern Gathering in York was also a success, with workshops aplenty and opportunities to meet and socialise with other groups.

A few months later we were off to Reading for the annual Local Groups conference. As a group we contributed the largest number of delegates (narrowly beating Birmingham FoE) and proposed a controversial motion about working with businesses, which was passed by conference. We also received two Earthmovers award nominations, though we were pipped to the post by other excellent entries.

On a local level, the group has helped facilitate several training days including working with younger people, the media and computers. These events were not just restricted to local group members, and as a result other campaigners from across Greater Manchester were able to receive training on how to use the media effectively.

As always, we have kept up an active profile in the local media, with appearances on radio, television and in print throughout the year. All of our campaigns have featured in the media during 2007, and we are regularly asked to give interviews on local radio and television shows.

Last but not least, the group has kept a fairly active social calendar. Impromptu trips to the pub after meetings have of course been a regular event but more formal outings including a comedy night and the Go Ape experience have helped keep a smile on our faces and our nose to the campaigning grindstone!

2007



below: Manchester FoE at FoE conference 2007; middle: the Big Ask in Bolton; top: Critical Commute



clockwise from top left: the Big Ask in Ashton; Sam on the Go Ape trip; Graeme and Dave give the Love Your Bike report to Cllr Neil Swannick; the Big Ask in Middleton; Prof John Whitelegg addresses transport public meeting; Rachel promotes the Big Ask at our comedy evening.



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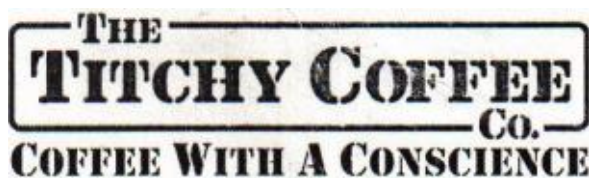
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For Everything Good in Life

West Coast Sun

Four wheels, two people and a tent do Scotland's West Coast. Clive explains.

According to weather statistics, the west coast of Scotland is the sunniest spot in the UK at Easter which sold the idea of a two week cycling holiday to Lady M, although she was a bit dubious when I mentioned camping.

A one way ticket on the 0928 direct train from Manchester to Glasgow was a bargain at £13 (including bike) and, once the bikes were on board and the panniers safely stashed, we were able to sit back in our reserved seats and watch the scenery unfold. No traffic jams, no wrong turns, no stress. Three and a half relaxing hours later we arrived in the centre of Glasgow from where a signed cycle path led us west to coastal town of Ardrossan. It was only supposed to be thirty miles but LM misread the map and we arrived in fading light which made finding the B+B even more difficult as she had forgotten to bring its address.

Restaurants close at 6pm in Ardrossan so we had a celebratory shoal-of-haddock fish supper from the local chippie which we smuggled into our room. The next morning we caught the CalMac ferry to Brodick on the isle of Arran. It is possible to buy an 'Island Hopper' ticket but we worked out that it would be cheaper for us to pay for individual journeys (all the ferry times and prices are on the CalMac web site). A chatty barman told us about his favourite campsite where he had seen otters so we pitched up at Glen Rosa farm (£3 a night, my kind of place) for a couple of days.

The view of the mountains was spectacular. As it was still early in the day LM suggested we cycle to Lamlash, a

scenic coastal village with several tea shops. Not wanting to face the busy road and steep hill, LM suggested we go back along the coastal 'bike trail'. Two tortured hours later we arrived at the campsite after having dragged our bikes over boulders, swamps and sand. 'At least we left the panniers in the tent', I said, trying to be cheerful but for some reason this made things worse.

The light was fading as we tried to build a fire but we couldn't find enough dry wood so I had to fire up my petrol stove. Unfortunately it wasn't working even after I stripped it down and cleaned it by the light of a headtorch. We had to make do with water and biscuits for tea but LM was past caring and complained of hypothermia in between cursing me for making her camp. I gave her half my sleeping bag. It was a long night. I looked for otters but it was probably too cold for them. In the morning there was frost on the ground but the sun was shining. LM had survived. It was going to be a great day...

By the end of the holiday LM was a convert to cycle touring as long as there was a mixture of camping and B+B's. We climbed Goat Fell and the Paps of Jura, got to know half the island of Gigha, including the eccentric owner of Achamore house where we stayed for a few days of luxury and became his first ever ferry customers. We cycled (on our hybrid bikes) to the end of the road on Jura from where a fisherman ferried us to Crinnan.

We then cycled 50 miles in a gentle rain to Oban. On the way we stopped in a cafe for lunch. Every car driver who came in was miserable and complained about the weather. On our bikes the landscape unfolded slowly as we pedalled along quiet lanes enjoying the smell of the wet pines and the mist over Loch Awe.

I finally did see otters. Early one morning on Mull we were cycling along the coast road scanning the sea and there they were, a family of 5 feeding in the kelp.

I'm going back soon, there are many more islands to explore.



December 2007

Saturday 8th: National Climate March, London - assemble Millbank (Westminster Tube) at noon, then march to rally at 2:30pm at the US embassy. More info at www.campaigncc.org.

Tuesday 11th, 7pm: Presentation and Q&A on the future of Manchester's waste, Committee Room 2, Town Hall

Wednesday 12th, 6pm (5:30 registration): Info session for community groups on the Local Development Framework with NW Planning Aid and Sustainable Neighbourhoods Pool, Mechanics Institute, Princess St.

January 2008

Tuesday 15th, 6.45 for 7.15pm: Full Group Mtg, Green Fish Resource Centre, Oldham St

Tuesday 22nd, 7pm: Climate subgroup mtg, Green Fish Resource Centre, Oldham St

Wednesday 30th, 7pm: Campaigns Meeting, Green Fish Resource Centre, Oldham St

February 2008

Saturday 2nd, 11am-5pm: NW Local Groups Get-Together, St Wilfrid's Church, Preston

Tuesday 12th, 7.15pm: Manchester Climate Forum hosts "Bali and Beyond - what to DO in 2008 - the Global and the Local collide!", Friends Meeting House

critical commute

Critical Commute takes place on the last Friday of every month (except for December). Commuters meet at 8am with their bikes at Chorlton Green, Withington Library, Levenshulme Station and Prestwich (where Bury New Road and Scholes Lane meet), and ride together to Albert Square. The idea is to have fun, remind drivers that cycling is a great way to get to work, and to give a chance for people new to cycling to do a journey with a like-minded and supportive group of people. More info at www.loveyourbike.org.

and every month...

As well as full group meetings on the 2nd Tuesday of the month, we also hold monthly campaign sub-group meetings at 7pm in the Green Fish Resource Centre:

3rd Tuesday: Climate

4th Wednesday: Transport & aviation, trade & corporates, food, waste & recycling

Please check our website for the latest details: www.manchesterfoe.org.uk.

coverage

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in the

"Manchester Airport aiming to become carbon neutral is like a tobacconist shop becoming a smoke-free zone. The reality is that the carbon emissions from the flights it encourages dwarf those of its ground operations."

Graeme Sherriff, Manchester Evening News, 15th November

"Manchester is just one of the many cities which will be seriously affected if we don't take action now. If the bill is going to work, it needs to include annual targets based on the latest science and count all emissions including those from international aviation and shipping."

Nick Geyman, on Climate change, Manchester Evening News, 15th October

"Climate change is a threat not only to the homes of penguins and polar bears, but also to the homes of the millions of people around the world who are at risk from drought and flooding."

Leanne Bird, dressed as a penguin, Salford Advertiser, 21st September

Get Active!

We hold full group meetings at 6.45pm for 7pm on the 2nd Tuesday of each month in the Green Fish Resource Centre. We also hold campaign sub-group meetings throughout the month - please check our website (www.manchesterfoe.org.uk) for details.

Address: Green Fish Resource Centre, 46-50 Oldham Street, Manchester M4 1LE

Telephone: 0161 234 2974 (messages only)

Email: office@manchesterfoe.org.uk

Please see inside front cover for details of membership.