

smartmoves

Issue 1 February 2007
Promoting active travel in London

New!

A class act

Bike It officers give kids a cycling lesson

Sign here

Pedestrians give their views on London's signage

Share and share alike?



Jenny Jones, Green Transport Advisor to Mayor Ken Livingstone, talks about sharing space.


Space is a scarce resource in London and there's often a juggling act in making cyclists safe on or off the road, while allowing walkers enough room too.

Pedestrians must always come first in the road user hierarchy; they are the most vulnerable and they offer the least environmental impact.

When limited space means walkers and cyclists have to use shared paths, conflict can arise and walkers, especially the less mobile, can feel less safe. As an advocate of shared space where necessary, I am keen to find solutions that London can use.

At a recent international conference, the issue of walker/cyclist conflict came up and most delegates agreed they had this challenge. We asked the countries that already have high proportions of cycling. 'You do what you can, but it takes time,' they said. 'Everyone has to get used to the idea, and cyclists have to be polite and give way to pedestrians.'

So that's the solution – a decade or so of high numbers of cyclists who were once walkers and understand pedestrian fears, and then a bit of politeness and give and take on both sides.

 Jenny.Jones@london.gov.uk

Here's a really smart idea

Welcome to the launch issue of *smart moves*, the new publication for everyone involved in cycling, walking and accessibility issues in the capital.

Published by Transport for London (TfL) every quarter, *smart moves* will bring you news of initiatives to encourage people to walk or cycle and views from people in the transport sector and travellers themselves. It'll also aim to spark some debate about sustainable transport issues,

including accessibility matters, and give you a place to air your points of view.

We hope you enjoy reading the first issue and find it

useful. We'd love to

hear what you think of it, any ideas you have for future content or any letters to the editor you'd like to write to get something off your chest.

You can contact the editorial team at the addresses below.

Happy reading!



Inside



Health kick

Cycling and walking are good for you – it's official **6**



Young at heart

A range of initiatives aimed at young people **7-10**

Competition corner

Win a fantastic experience voucher with our crossword



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A good sign

Legible London exhibition to clear up wayfinding confusion

Did you know London has 32 different signpost designs for pedestrians? This can be confusing, so the Legible London exhibition is inviting Londoners and visitors to give their opinion about what works and the options for signposts in the future.

The interactive exhibition is based on the Legible London study on wayfinding. Developed with TfL and the Central London Partnership, it proposes a way forward to help people understand the city better, giving them the confidence to walk around London.

Open until March 2007, the exhibition offers visitors the chance to leave comments, fill in a questionnaire or answer questions.

'It's a marvellous idea,' said visitor Peter Eversden from Chiswick. 'I even walked from Trafalgar Square



Model London: Anna Macdougall captures her walking route from above.

to get here, counting my steps on the way. I've lived in London since the 1960s and know my way around – but you can still forget which are the best walking routes.

'There need to be more signs for people and fewer for traffic. TfL should even take this initiative on to the trains and buses, posting walking routes inside the Underground.'

i For more information, visit www.legiblelondon.info



Visitor Peter Eversden uses the interactive polls to make sure his views are heard.

Our survey said . . .

By December 2006, 4,381 votes had been cast on the Legible London website survey about London's street signs.

When asked: 'What do you think most characterises current street signs in London?', the following responses were received:

- Confusing 25%
- Unpredictable 45%
- Uninformative 13%
- Informative 14%
- World class 4%

Have your say

What do you think of this new publication? Does it address the walking, cycling and accessibility issues you're involved with? Do you have an opinion about one of the articles?

Want to sound off about anything walking, cycling or accessibility related in a letter to the editor? Is there a story you think we should be covering?



We're keen to make sure *smart moves* is an informative and entertaining read, so we'd love to hear what you think.

You can email us at smartmoves@abcomm.co.uk, call us on 020 7922 5661 or write to us at *smart moves*, 24-26 Great Suffolk Street, London SE1 0UE.

My view: cycling

Philip Darnton, Chairman of Cycling England, shares his thoughts



London's bike boom

There has never been a more exciting time to be involved in cycling. More and more people, particularly Londoners, are discovering the benefits and pleasures of riding a bike.

And with Cycling England's programme to get more people cycling, more safely and more often, boosted by an extra £15m investment from the government, the boom in bikes looks set to continue.

Encouraging young people to cycle more will help guarantee a future for cycling. We're therefore looking forward to spring when we roll out Bikeability – the new cycling proficiency.

It will include professional on-road training, and will give the next generation the skills and confidence to make cycle trips in today's road conditions. We're working hard to secure more funding so that, within five years, no child should leave primary school without the chance to receive Bikeability training.

Getting more people on their bikes is a challenge but, with cycling as part of the answer to many problems such as congestion, pollution and obesity, it's a challenge we really must rise to.



www.cyclingengland.co.uk

Going for gold (and green)

Olympics offers 'fantastic opportunity'

The Olympic Delivery Authority's (ODA) draft transport plan for the London 2012 Olympic Games and Paralympic Games is now out for consultation.

The plan contains a mix of active spectatorship initiatives (walking and cycling to the events) and legacy infrastructure to benefit local communities after the Games.

Simon Jay, Soft Modes Transport Manager for the ODA, told *smart moves*: 'The Games provide a fantastic opportunity to promote walking and cycling in London.'

'One of the best things about the Olympics is it's full of role models – healthy, fit athletes. We can use them to promote active forms of travel like walking and cycling.'

There will be plenty of opportunities for people to

cycle or walk to the events during the Games.

Simon said: 'We'll be working with TfL, cycling and walking groups and the London boroughs to plan and promote a network of new and improved routes. We're in the early stages of planning the routes, how they link to the venues, including facilities such as cycle parking, and how we'll promote active spectatorship.'

'But it's not just for two months – it's vital that we leave an infrastructure of cycling and walking routes that will benefit people and local businesses after the Games.'

The plans are open to stakeholder consultation until early February.



Read about the plans at www.london2012.com and watch this space for an update next time



The active spectatorship plans aim to leave a legacy of walking and cycling routes. PICTURE: LONDON 2012



Influencing travel behaviour

London's population is expected to grow by 800,000 people over the next two decades, increasing journeys across the city by four million a day.

In the central London Congestion Charge Zone, conditions for walking and cycling improved overnight. The radical change in road use provided space to ride and time to cross, which has helped to markedly reduce road casualties in this area. The four-year impact report shows that congestion charging has led to reductions of between 40 and 70 personal injury collisions per year over and above the trend of safer

roads across London.

The T2025 package includes a climate change action plan and ways of influencing travel behaviour – providing travel information and incentives to encourage people to walk, cycle and use public transport.

'We have made considerable progress over the past six years to improve transport in this city, but this plan sets out clearly the scale of the challenges ahead. Without sustained investment in efficient, reliable and accessible public transport, London simply cannot meet the demands of the next generation,' said Peter Hendy, TfL's Commissioner.



Charge extension on the way

The Congestion Charge western extension comes into force from 19 February 2007.

It'll cover Bayswater, Notting Hill, North and South Kensington, High Street Kensington, Knightsbridge, Chelsea, Pimlico and Belgravia.

In the central London

Congestion Charge zone, there has been a marked increase in the number of cycles entering the zone since charging began, up from 15,000 in spring 2002 to 25,000 in autumn 2005.

 tfl.gov.uk/congestioncharge

My view: walking

A round-up of conference and events news from Jim Walker, Chair of Walk21, the organisation that champions healthy, sustainable and efficient communities where people choose to walk.



Best foot forward

London was well-represented at the seventh Walk21 International Conference on walking and liveable communities, held in Melbourne, Australia.

More than 400 delegates and presenters, including politicians, planners and developers, discussed four main themes: how to create environments where it is safe, attractive and possible to walk; how to change community attitudes; how to demonstrate the environmental, social and economic value of walking; and how to build the partnerships and momentum to continue to realise our vision.

To tie in with the conference in October, Australia also adopted the Walktober initiative that's already been a success in North America.

Walktober links a number of walking events and generates discussion about bigger issues, including urban planning, liveable communities and neighbourhood safety.

We now look forward to this year's conference in Toronto in October.

 www.walk21.com

Money-saving matters

Research by sustainable transport charity Sustrans shows that money invested in cycling and walking generates greater economic benefits than that spent on other transport schemes.


The report found that every £1 spent on a cycling or walking route generates a benefit worth £20, compared to an average return from other transport schemes, such as road and rail, of £3 for every £1 spent.

The charity studied three walking and cycling routes. The research looked at the economic benefits of factors often previously overlooked, such as the reduction in deaths from illnesses such as coronary heart disease, stroke and colon cancer.

Philip Insall, Director of Active Travel at Sustrans, said: 'Our results prove that walking and cycling routes represent massive investment value to the nation's health and the public purse.

'The research was carried out using the government's own evaluation methods for road transport, which don't include environmental impact. Therefore, we think our results are conservative – including environmental impact as a factor would significantly increase the benefit ratio even further.'

Sustrans has pioneered effective monitoring of walking and cycling schemes often unintentionally ignored by conventional transport monitoring.

 Find out more at www.sustrans.org.uk



Never too young to learn

Children as young as eight could be offered cycle training – but their parents have a big part to play. That's according to the first Health Impact Assessment in the UK looking at children and cycling.

Commissioned by TfL, the assessment provided an overview of the impact cycle parking, cycle training, the Bike It project (see page 8) and Go Ride have on children and cycling. And, although projects such as Bike It saw a four-fold increase in cycling in schools, the widespread availability of secure cycle parking and continued cycle training across most London schools was most effective in terms of public health. Most importantly, the study found it's the parents who could have a big impact.

'Children who cycle at a young age usually have parents who cycle regularly,' said Dr Adrian Davis, who carried out the assessment.

'If more emphasis is put on parents as positive role models, this could encourage more children to cycle to school at an earlier age, especially if level one of the national standard for cycling is provided at eight rather than the current age of 10 or 11.'

The full report will be presented to the GLA soon and will form part of TfL's continuous improvement programme. Copies will be available on request from TfL's Cycling Centre of Excellence (CCE) – email cycling@streetmanagement.org.uk

A one-year project by The Ramblers Association to help make walking a daily part of children's lives is off to a striding start in Southwark.

The Little Legs, Big Strides scheme reaches out to all age groups in the borough, working with Sure Start, children's centres, community groups, schools and the NHS. Its target is to help reduce the 15 per cent rate of obesity in children who live in built-up city areas and to encourage families to walk more in their everyday lives.

Asun Marquiequi is one of the scheme's walking ambassadors. She meets with parents, their young children and community groups, to encourage them to take steps in the right direction.

She said: 'I do a recce first to check out the nearby area. We talk about the best routes to fit in with locals' daily lives; later, I go out on a four-week programme of walks with them. For the children, walking routes must contain a playground and other child-friendly green spaces.'

Asun also hands out information packs with maps and pedometers so walkers can track their progress, which helps them stay motivated.

'I stay in touch to check on how they are getting along afterwards. As this is the first year, it's too early to



A step in the right direction

say whether people stick to it or not – but we're hopeful!

i Read more about the scheme at www.ramblers.org.uk/walking (Click Walking Projects, England)

Youngsters in Southwark are stepping out.

PHOTO:
LOUISE HILLYER, THE
RAMBLERS ASSOCIATION



Walk this way

Keep on moving: a Bengali community group in Southwark decides to get walking.
PHOTO: CAROLINE WATSON, THE RAMBLERS ASSOCIATION

The Little Legs, Big Strides scheme has been adapted from The Ramblers Association's Get Walking, Keep Walking programme to encourage everyday walking in the city.

Trained volunteers work as walking ambassadors to give out route maps and tips on good local walks.

The scheme's been rolled out in Richmond and in Southwark, working with a Bengali community group. Now plans are afoot to extend it to other areas, including Lambeth and Lewisham.

Getting more children to cycle to school and cut school run traffic congestion into the bargain is the aim of Bike It, a national cycling scheme that's now been launched in London with TfL funding.

Twenty primary and secondary schools across six London boroughs are taking part.

Bike It is aimed at nine to 12-year-olds and is managed by sustainable transport charity Sustrans. Bike It schools in other areas have already upped their cycling levels to 10 per cent, five times the national average.

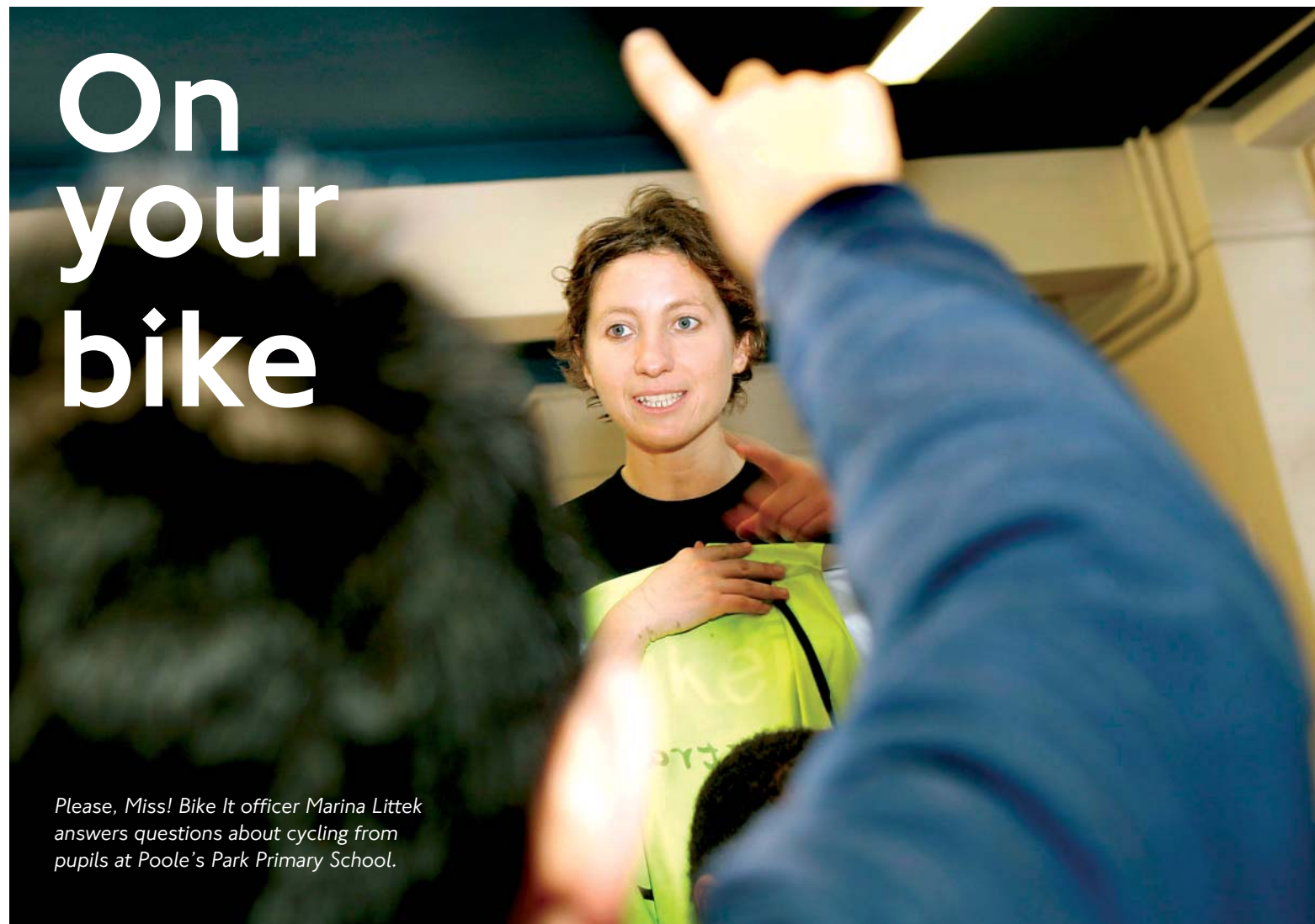
Two Bike It project officers, Andy Casson and Marina Littek, are working directly with the London schools, talking to pupils about cycling and safety issues and taking on board what they do and don't like

about being on the roads. They deliver assemblies, arrange events and develop lessons, as well as working closely with the boroughs to promote cycling and overcome any barriers to cycling that schools might face.

Andy said: 'I'm there to give parents and schools the information they need and to help pupils feel safe and have fun on their bikes.'

Marina added: 'As part of Bike It, there's plenty of scope for schools to focus on the aspects of cycling that most interest them – health benefits, the environment, cycle maintenance, or the sport aspect of cycling – so the programme is unique to each school.'

i Find out more at www.sustrans.org.uk or contact the Bike It officers at andy.casson@sustrans.org.uk or marina.littek@sustrans.org.uk



Please, Miss! Bike It officer Marina Littek answers questions about cycling from pupils at Poole's Park Primary School.



Can he fix it? Yes he can! Rupert Merryweather, Cycling Officer for London Borough of Islington, shows pupils how to maintain their bikes at a Bike It breakfast at Poole's Park Primary School in Islington. The event offered a healthy breakfast for pupils who cycled to school.

Stick with cycling

A pilot scheme launching in Sutton this month sees youngsters put their sticker collecting mania to good use by encouraging them to cycle to school.

The Go Bike scheme is being tested at five primary and secondary schools in Sutton between January and March, when it'll be advertised so more schools can apply to join.

Every day a child cycles to school, their teacher gives them a sticker to put on a Go Bike postcard. When the child has collected a certain number of stickers, they win a prize and move up to the next level, requiring even more days.

There are eight levels, and as the sticker collection builds up and more days are

completed, the child begins to adopt cycling as part of their lifestyle.

Prizes include shoulder bags, T-shirts, waterproof clothing and vouchers to spend on bike accessories, and participating schools are given posters, wallcharts and banners to display.

Go Bike goodies will be given to children for completing each level.



i Contact leongirling@tfl.gov.uk for more about the scheme

10/10 FOR NEW SCHOOLS PACK

Cycling will be on the curriculum for pupils thanks to our new information pack for schools.

The curriculum packs, compiled by TfL's Travel Demand Management team, use cycling to bring subjects like history, geography and maths to life for schoolchildren at key stage 2.

There's a lesson in the history of the bicycle, exploring its origins and development from the earliest models and looking at the social side of cycling and the impact it had on women's independence.

The Tour de France is used not only to teach geography but also maths, as pupils put their numerical skills to the test to understand the event's points scoring system and how the overall winner is decided.

The packs also feature a section detailing school-related cycling events and projects and how organisations such as Cycling England work with schools.

They will be launched in the next few weeks.

i For more info, contact leongirling@tfl.gov.uk

Engaging the youth

Young people will be free to linger in Lewisham this month, with the launch of an exhibition that explores the borough's play spaces.

The exhibition is in a public space where groups of young people are usually discouraged. It's part of the collaborative No Linger in Lewisham – a project that explores areas where young people hang out and the pedestrian, cycle and bus journeys between them.

Set up to provoke a creative response to

the negative issue of teenagers hanging about, the project involved four workshops with young people to find out what makes a play space special to them, what are their needs and visions and how borough councils can be responsive.

'During the workshops, we equipped them with



PHOTO: GESCHE WUERFEL

cameras, voice recorders and sketchpads to map their routes and create an on-line presence,' said Andrew Stuck of Rethinking Cities.

'The teenagers have also met with council

officers and the exhibition is a chance for them to display their findings and make their views heard more widely.'

 www.lingerinlewisham.blogspot.com

Putting walking on the map



Children spent time drawing landmarks in the neighbourhood.

Children in Brent have put their local landmarks on the map – literally.

With the help of an artist and Living Streets, they've created a walking map for the borough as part of Brent Council's neighbourhood renewal programme.

Julia Crear, Living Streets Consultancy Development Officer, said: 'The council wanted a way to show how people can access the rest of the borough from their neighbourhood.


'Children gave us their



The Brent walking map was created to reflect how children see the area.

interpretation of how they view the area and the features within it. This helped the artist create a useable map, with directions to the tube, main roads and key shops and businesses.'

Two thousand copies of the map, called *As The Crow Flies*, were distributed in schools, places of worship and businesses such as IKEA.

 julia.crear@livingstreets.org.uk

We're already gearing up for the 2007 Tour de France, which will start its epic race in London and the South East.

London will host the Prologue on 7 July. This eight-kilometre individual time trial will pass landmarks including the Houses of Parliament, Westminster Abbey, Buckingham Palace and Hyde Park.

Stage 1 of the race, on 8 July, will start in London and then head out to Kent, finishing in Canterbury.

Playing host to the world's most famous cycling event is a perfect way to showcase the capital as a cycling-friendly city

The Tour comes to town

and there will be events taking place for people of all ages to encourage them to take to the saddle.

i Find out more at www.tourdefrance.london.com



Event organisers reserve around 1,200 hotel rooms every day for riders, crew and media – so book that London hotel room early!



This is the third time the Tour has visited the UK – the first was in 1974 when it included a stage in Plymouth



Maybe it's because he's a Londoner . . .

'Did you see that guy last night on his bike?'

That was the hot topic of discussion after Chris Boardman's gold medal in the 4,000 metres individual pursuit at the 1992 Barcelona Olympics.

And among the kids talking about it was Bradley Wiggins, now an Olympic gold medallist himself, TfL cycling ambassador and a hot favourite for the Prologue race on 7 July.

Bradley talks about what the event means to him as a Londoner.

Football had been my dream until I was 12. Then I saw Chris Boardman on TV. That was the start of it. I thought, 'I'd love to do that'.

My mum wrote to the British Cycling Federation and was told about these races on a local bypass that was closed to other traffic.

I went to a school where it was cool to break into a car and nick a stereo, but these cycling kids were different. I'd


reached that crossover point at 12 where kids go from thinking about nothing but football to worrying about the trainers they are wearing, or smoking and stuff. But from the moment I started cycling, I thought, 'I'm not going to do that'.

I'd come home from school and jump on my bike and pretend I was doing the Tour de France. I remember my art teacher asking me at school, 'What are you going to do with your life?' I said: 'I want to become a professional cyclist

and win the Olympics.' She said: 'Come on, be realistic.' But there was never a single doubt in my mind.

It still seems a bit surreal, having a Tour Prologue and the Olympics in my backyard when I'm coming into my prime.

The Tour Prologue is eight kilometres – just my distance. My mum lives in Victoria – the course goes past her house. The Tour Prologue is round the streets I rode as a kid. It's going to be quite something. **J**



The first Tour de France was in 1903

A romantic step



PHOTO: GESCHE WUERFEL


It's not just about keeping fit – walking can actually help singles on the lookout for love and couples who want to rekindle their romance.

The Romantic Ribbons campaign will map romantic hotspots and develop Romantic Ribbon walking routes to link these places together during 2007.

'This is an excellent way to promote walking without having to mention the health benefits,' said Andrew Stuck from Rethinking Cities, which looks at ways to engage the community on city design and sustainable travel.

'It also ties in nicely with the Mayor's strategy for promoting the best 100 public places in London.'

Rethinking Cities held workshops and walking groups to explore some romantic places and this month sees the launch of a competition asking people to recommend the urban places and spaces they think are romantic. They'll then be asked to write a postcard from that place, enticing others to visit. All entrants will be used to begin the mapping process.

 www.rethinkingcities.net/romance

Berner learners will be better bikers

Bike repair requests from the children of Whitechapel's Berner Estate were so frequent that Metropolitan Police bike patrol officers Charlie Irvine and Colin Jarrett decided to take action.

They held a Bike Safety day in November to help four to 11-year-olds fix their bikes and learn road safety rules.

With a £300 Local Area




Back row (from left) are: PC Louise da Prato, PC Jayme Johnson, PC Colin Jarrett (black top), Police Community Service Officer Asif Patel (blue top), PC Charlie Irvine, Sgt Jim Nicholls of Croydon Safer Neighbourhood Team, and James Roylance of the London Ambulance Service, with children from Whitechapel's Berner Estate.

Partnership grant and £500 from the Royal Bank of Scotland, Charlie and Colin went on a bike mechanics course.

'We also bought 30 helmets and parts for the repairs, and TfL gave us rucksacks for the

children,' said Charlie.

'The kids said they thoroughly enjoyed it and asked if they could have another one.'

 Charles.Irvine@met.police.uk




Walk this way

PHOTO: LIVING STREETS

Look out for a new campaign from Living Streets called Walk to Work, funded by TfL.

It kicks off on 26 April 2007 with a London-wide Walk to Work Day. It'll focus on getting as many commuters as possible to leave their cars at home and walk all or part of the way to work.

London boroughs will be publicising the campaign and businesses will be encouraged to offer healthy breakfasts and other rewards to those taking part.

 For more information, contact Felicia Conner on 020 7820 1010 or email felicia.conner@livingstreets.org.uk

MBE for creator of cycle emergency service

Tom Lynch, the innovative creator of a cycle-based emergency ambulance service, has been awarded an MBE.

Tom, a BMX racer and racing coach,

implemented the ambulance cycle response unit in 1997.

'It is an honour to receive such an award as both my BMX and ambulance career have

been very enjoyable,' said Tom. 'I believe cycling and sport have a great deal to offer society in many ways.'

Ambulance services, including voluntary units, and now the police use emergency bikes to respond to people in crisis situations. They help to increase chances of survival, allow faster response for people in medical need in traffic-congested areas and free up more ambulances.



Tom puts his BMX skills to the test.

Tom has also designed medical equipment, uniforms and bicycles, has set up fitness and cycle training standards, and given seminars.



Tom Lynch has been awarded an MBE.

Biking in the capital

The number of cycle journeys made on London's roads has increased by 72 per cent since 2000 – and by 100 per cent in the summer months.

While TfL monitors the growth, *Time Out* magazine polled 600 Londoners to get under the skin of what cycling is like in London.

Opinion on cyclists' behaviour seems to be split between those observing cyclists and cyclists themselves. For instance, 29 per cent thought red light jumping was the most dangerous thing cyclists do, while 64 per cent of cyclists in the poll claim to jump red lights at least occasionally. Similarly, 12 per cent believe that riding

without lights or reflective clothing is the most dangerous thing cyclists do, while 16 per cent of cyclists claim they never use protective clothing.



However, opinion isn't everything. Of the 4,372 pedestrian casualties on London's roads between January and September last year, only 1.2 per cent involved bicycles, whereas collisions with

cars made up 67.8 per cent of reports.

On facilities for cyclists, the views seem to support Mayor Ken Livingstone spending millions on the London Cycle Network Plus. 82 per cent of those polled thought there aren't enough cycle lanes, even though councils have already built around 450km.

Cyclists also commented that more cycle parking was needed, especially in central London. Having installed almost 10,000 cycle stands so far, finding room for bike parking on busy streets is something TfL and the boroughs are getting better at, but keeping up with demand is a real challenge.

What's it really like to be a cyclist on London's roads? *smart moves* finds out from a member of the public in our regular profile spot.

Sarah Mitchell works for homeless people's charity Shelter and uses her bike to get around London.

What's your regular route?

Crouch End to Old Street via Hornsey Road, Liverpool Road, Angel and City Road on the way to work.

What are your best and worst experiences?

Worst time – being trapped on three sides by buses outside Holloway Road tube and unable to let any of the drivers know I was there!
Best bits – definitely late-night cycling home from the South Bank in the summer, and going over any of the bridges in any kind of weather.

Why do you cycle?

It's so easy. You can be

completely independent and it's a great way of dividing home and work. It's also really useful for integrating exercise into your day.

Any tips for other cyclist commuters?

Don't wear an iPod. Do wear an ugly, high-visibility vest.

What's your favourite journey?

Around the back streets in Islington and Clerkenwell – not too many cars and lots to look at.

What's your least favourite?

Charing Cross and Trafalgar Square – too much traffic. Dawdling cars don't expect a cyclist to appear between them and the kerb, so it's easy to get knocked off.



Sarah Mitchell says biking is a useful way to integrate some exercise into your day.

smartsnippets

Click here for new look

The London Cycling Campaign's website has enjoyed a revamp to make it more relevant to users' needs.

With around 2,500 downloads every week, the site was clearly already a useful resource. Now it has easier navigation and makes better use of technology through news feeds, campaign updates, contact details and feedback forms.

 Check it out at www.lcc.org.uk

Double Green delight

Our summer cycling campaign, 'You're better off by bike', scooped the Best Radio Advertisement and the Best Outdoor Advertisement Campaign over £100,000 at the first ever Green Awards.




The awards recognise outstanding creative work and commitment in communicating the importance of environmental issues, sustainable development and ethical issues in advertising.

Conference date

Look out for details of the London Walking & Cycling Conference 2007 on 10 May at The Cumberland Hotel, Marble Arch.

This will be the second annual combined cycling and walking conference hosted by TfL and will have an active travel and health focus.

 More details to come at tfl.gov.uk



IN YOUR VIEW

With the Congestion Charge due to be extended to west London next month, we stopped a selection of cyclists in the street to ask whether the charge has affected the way they get around the capital.

◀ **Phil, media student**

'I sold my car because it was too expensive to run and I am concerned about pollution. Now I cycle everywhere. I didn't drive into London anyway because of hassles with parking.'

The Congestion Charge is just another reason not to get a car.'

Gordon, courier ▶

'I gave up my car because it was a waste of time bringing it into London. I wouldn't dream of having a car now, especially with the Congestion Charge. Cycling is a way of life.'



◀ **Lilly, trainee teacher**

'I cycle from home in Brixton to Stratford because it's cheap, keeps me fit and I like a challenge.'



What's your view?

It's valuable to know what the public thinks of current schemes and whether such initiatives do encourage people to ditch their cars.

But do you agree with their points of view? Or do you have a hot topic you think we should ask people about in a future issue? Let us know at smartmoves@abcomm.co.uk

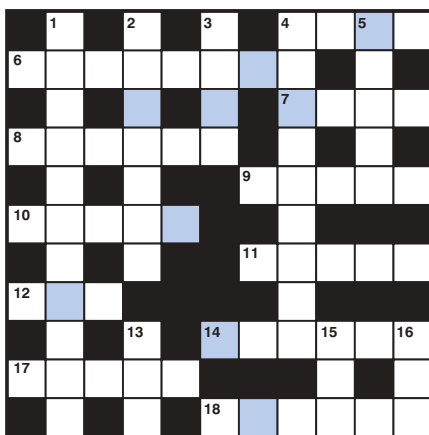
Win a chance to give aerobatic flying a spin, or a trip in a powerboat, courtesy of *smart moves*.

Just complete the crossword grid – some of the clues are about articles in this issue of *smart moves* – and rearrange the letters in the shaded boxes to form a word. Send us this word, together with

your contact details, to smartmoves@abcomm.co.uk or the postal address on page 2, by 16 February 2007. The first correct entry drawn wins a £200 Red Letter Day voucher to spend on the experience of their choice.

For terms and conditions, see tfl.gov.uk (search smartmoves terms and conditions).

Crossword competition



Across

- 4. Unit for measuring area, equal to 4,047 square metres (4)
- 6. Sustainable transport charity (8)
- 7. The 2007 ____ de France will start in London (4)
- 8. Walking up these instead of taking the lift is good exercise (6)
- 9. London's Transport Commissioner (5)
- 10. Thousands of people are using these vehicles again (5)
- 11. Children in this London borough have created a walking map for the area (5)
- 12. London's rising population over the next two decades will increase journeys across the city by four million a ____ (3)
- 14. Walk ____ ____ is Living Streets' new campaign (2,4)

- 17. To change (5)

- 18. Legible ____ is an exhibition about finding your way around the city (6)

Down

- 1. This publication deals with ____ transport issues (11)
- 2. The Little Legs, Big ____ project is encouraging children in Southwark (7)
- 3. On VIP Day we handed out 50,000 walking ____ (4)
- 4. ____ ____ Flies – name of children's walking map (2,3,4)
- 5. 18 holes of golf (5)
- 13. On VIP Day 1,000 people made early ____ Year resolutions by signing Good Going pledges (3)
- 15. Not new (3)
- 16. Jenny Jones is Green Transport Advisor to ____ Livingstone (3)