

## LONDON CYCLING CAMPAIGN AGM 2011

### EMERGENCY MOTION – Deaths on Barclays Cycling Superhighway 2

Proposed by the Campaigns & Active Membership committee

#### NOTING:

- a) The appalling and tragic death of Brian Dorling, 58, on 24 October 2011 by an HGV at Bow Roundabout, becoming the first fatality on the Mayor of London's flagship Barclays Cycling Superhighway 2 (CS2).
- b) The appalling and tragic death of a 34 year old woman cyclist at the same Bow Roundabout on 11 November 2011.
- c) The unacceptable background of a series of deaths and serious injuries at major road junctions across London, including the killing of Min Joo Lee, 24, by an HGV, at the Kings Cross gyratory on 3 October 2011.
- d) The widespread anger at, and frustration with, the policies of the Mayor and Transport for London (TfL) amongst LCC members and the broader London cycling community in the aftermath of recent events.
- e) The persistent, repeated failure of TfL to address any safety concerns raised by LCC, London Boroughs or the Greater London Assembly about road junctions, where the solution would conflict with their pursuit of maximising motor traffic capacity and 'smoothing the flow'.
- f) TfL's own "Analysis of Cycling Potential" report shows there is ample opportunity to achieve modal shift from private cars to walking and cycling, relieving pressure on road capacity. Source <http://www.tfl.gov.uk/roadusers/cycling/15459.aspx>, which states
  - a. "The cycle mode share in central London is already close to 3 per cent and there is the potential to achieve a mode share in the centre of the Capital to challenge that of other major European cities", and
  - b. "Huge potential exists in highly dispersed trips across outer London".
- g) The persistent, repeated failure of TfL to follow their own London Cycling Design Standards as well as Cycling England's guidelines for 'best practice' in Europe.
- h) The specific failure of TfL to take any heed of LCC's warnings regarding the serious and unresolved danger at the Bow roundabout and advice not to proceed with CS2, as planned.

#### LCC RESOLVES TO:

- i. Call upon TfL to immediately redesign the Bow Roundabout junction, providing continuous, safe East-West cycle crossings and safe approaches and exits.
- ii. Call upon TfL to halt work on the remaining Superhighway routes until the issues of road space reallocation and junction danger are addressed and resolved.
- iii. Call upon the Mayor to intervene and give TfL the mandate and political direction to provide clear space for safe cycling on London's main roads.
- iv. As part of our "Go Dutch" campaign, seek a commitment from the Mayoral candidates that the Cycling Superhighways will be completed (including resolving barriers on existing routes) to the highest international best practice standards, in accordance with LCC's "Go Dutch – Key Principles" document.