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From: Odusina Toyin (ST)
Sent: 17 October 2011 11:07
To: Halsted Liz
Cc: Bowen Tony (ST)
Subject: RE: Potential community protest/legal challenge to TfL following Cyclist death on Kings cross Rd/York Way/Euston road junction

Thanks Liz,

We are aware of this blog and working with the Press Office and Stakeholder engagement to provide a document (narrative) that tells our side of the story.

Regards, Toyin

From: Halsted Liz
Sent: 17 October 2011 10:57
To: Matson Lilli; Goodship Alexandra; Odusina Toyin (ST); Hardy Nigel (Roads CDT); Johnson Daniel (IPD)
Subject: FW: Potential community protest/legal challenge to TfL following Cyclist death on Kings cross Rd/York Way/Euston road junction

Hi

I have just received this from Camden (see below)

This has come from their residents' website

Liz Halsted

Policy Manager

Better Routes & Places

Creating reliable, efficient, safer and healthier transport choices



From: noreply+feedproxy@google.com [mailto:noreply+feedproxy@google.com] **On Behalf Of** Kings Cross Local Environment
Sent: 17 October 2011 08:09
To: Nicola, Christopher
Subject: Kings Cross Local Environment - NEWS

Kings Cross Local Environment - NEWS



Kings Cross dangerous roads - update

Posted: 16 Oct 2011 02:20 PM PDT



The huge support for my post suggesting TfL should answer corporate manslaughter charges was moving. Our case is that TfL did not act promptly on a report it commissioned condemning the Kings Cross road junctions - the junctions are still overwhelmingly the same now as three years ago when the report was written. TfL bureaucrats have failed, someone is now dead.

We have used this website to help organise a number of campaigns over the years. My campaigning method is to share thinking as it emerges rather than plot secretly. That way you get a stronger basis for action. Whilst I understand that people want to protest, demonstrate etc that hasn't been my emphasis, my own interest is in the hard yards of getting the broken bureaucracies held to account to change. If someone does wish to organise a protest then this site would be happy to help co-ordinate.

Over the weekend I have begin piecing together how the systems work. The death should be investigated by the Met's [Road Death Investigation Unit](#). Their report will go to the [St Pancras Coroner Andrew Scott Ried](#) in a hearing likely to be in May 2012.

I spoke with the Coroners Officer who is the case officer. And have written to the Coroner enclosing a copy of the TfL-commissioned report, making the basic case. I asked him to consider raising the issue of corporate manslaughter with the CPS by making a statment or writing following his inquest.

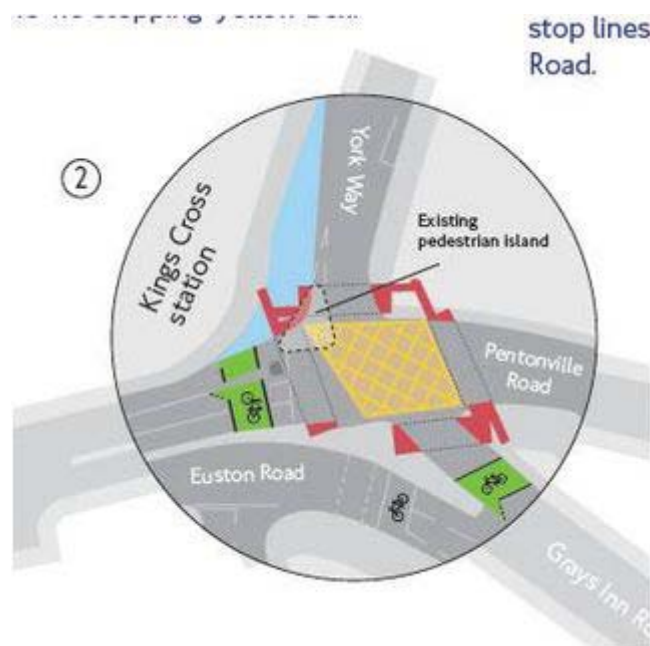
I have left a voicemail with the police on the number they advertised asking for witnesses to say that i have new information. I shall find the correct officer on Monday and write to the senior officer there enclosing a copy of the TfL-commissioned report.

Corporate Manslaughter is prosecuted by the CPS, with the head of the CPS making the decision. There is a very good [guide to prosecuting corporate manslaughter online](#) When i have spoken to the police I shall also write to the Director of Public Prosecutions. There's also a [handy HSE guide](#).

TfL is a politically controlled body with the Mayor in ultimate charge. The Mayor's Transport Commissioner is before the GLA for his regular question time in early November. I need to find a GLA member to raise the issue with him. By complete coincidence last week Jenny Jones AM [challenged the Mayor to ride Kings Cross with her](#). So i shall see if she will raise the wider issue in former questions (I have to say that riding around Kings Cross on an inspection tour is frankly lethal without a police escort).

I've also been looking at the excellent, if harrowing [RoadPeace resources](#) on road safety.

Questions on my mind:



Who was consulted locally by TfL on their

undelivered 'Kings Cross Junction Improvement Scheme'? Did we all miss it? [Download Kings Cross junction improvement scheme](#) The Camden Cycling Campaign [was consulted](#) but who else saw this locally? The changes proposed seem very poor, and fiddle at the margins. If TfL propose something this trivial they could have implemented it within a few months of the initial report they commissioned that set out the dangers. This TfL document makes a far stronger case for negligence by TfL managers.

The changes proposed to the York Way bottle neck seem to throw cyclists and vehicles even closer together. Wide vehicles will sterilise the space for cyclists altogether.

Kings Cross is not the only deadly junction in London with a TfL report on it's danger to users - why has TfL not been prosecuted before?

Why has the police Road Death Investigation Unit not in fact investigated TfL?

Why did Camden Council [press ahead with S106 funded works](#) on York Way that don't appear to synch with TfL's work?

Suggestions and views welcome in the comments.

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