

MINUTES



DATE: 21/10/2015
SUBJECT: Transport SIG
LOCATION: Hodge Jones & Allen LLP
ATTENDEES: 25

1. MIB Update

Andrew Ritchie, QC of 9 Gough Square gave an excellent talk on the new Uninsured Drivers Agreement 2015 and the Untraced Drivers Agreement 2003. He began by going through the new Agreement with some good tips and tactics on how to get the best out of the MIB uninsured claims. He also compared the new 2015 Agreement with the old 1999 Agreement and pointed out the positives and negatives. The second part of his talk focussed on the recent case of VNUK v Zavarovalnica Triglav and the implications of this case on the Road Traffic Act and the various MIB Agreements being incompatible with the EU Directives and what now constitutes an 'off road' vehicle.

Questions after the talk included a discussion on where do electric cars/bikes fit into the definition, confirmation that certain disability vehicles are excluded and consideration was given to the new electric hoverboards favoured by celebrities.

Shahram Sharghy provided the APIL update. In particular he discussed the proposed fixed fees in clinical negligence cases, gender diversity within APIL and the APIL accreditation scheme.

2. Tackling Lorry Danger Towards Cyclists and Pedestrians

Cynthia Barlow OBE from Roadpeace then gave a moving and inspirational talk about the continuing dangers of construction industry vehicle on the roads in London. Cynthia described her own personal experiences and her role in supporting families who have lost a loved one due to being hit by a construction industry vehicle. She discussed the new TFL Commercial Vehicle Unit that checks lorries coming into the City, explained her work with Crimewatch and Cemex and how she has assisted in helping to train drivers of construction industry vehicles. She finished with highlighting the new safety measures recently announced by the Mayor of London and Transport for London which require a vehicle of more than 3.5 tonnes entering London to be fitted with sideguards to protect cyclists from being dragged under the wheels and special mirrors to give drivers a better view of cyclists and pedestrians around their vehicles. She maintained that although this is a welcome step in the right direction, we still have a long way to go to ensure cyclists are safe when using London roads.

Members then requested a transcript of Cynthia's talk so they could research the various projects/institutions/case law she had referred to.

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