Why choose us?

Specialist Personal Injury Team: our specialist team is headed by Robert Sardo who has Senior Litigator Approved Status with the Association of Personal Injury Lawyers (APIL) and is an Approved Member of the Law Society's Specialist Personal Injury Panel.

Qualified lawyer: When you speak to us you will be talking to a qualified lawyer, not a legal advisor at a call centre.

Free one hour face to face interview: We offer you a free one hour interview without any obligation. This puts us in the best possible position to judge the merits of your case and provide the best advice.

Home & Hospital appointments: should you be unable to attend our offices, we will be pleased to meet you at your home or hospital.

Maximum compensation: We will strive to achieve the maximum compensation for your injuries. Accident victims who turn down an insurer's initial offer and seek legal advice get on average 2–3 times more compensation*

No win, no fee: We can offer you a full range of funding options including "No win, No fee". There will be no hidden costs or extra fees.

Rehabilitation: Apart from striving for the maximum compensation, we will be actively pursuing the defendant to fund additional medical treatment to enable you to get back to full health as quickly as possible.

*The information in this leaflet is of a general nature and may not reflect your individual circumstances. Please also note that details may change. *(Source: The Law Society)*

LOCAL PROFESSIONAL TRUSTED

THOMAS DUNTON SOLICITORS

Why use a local Personal Injury Lawyer for your accident claim?

You will be able to:

- Discuss your details face to face – not just by email or telephone.
- Have one person handling your case from start to finish.
- Have legal advice from someone experienced and qualified in Personal Injury claims.
- Have a Solicitor who is able to see your injuries and the effect that they have on you.
- Know your case will be dealt with thoroughly to achieve the best results for you.
- Have a Solicitor who can service all your family needs, including Wills and Probate, Conveyancing, Employment and Family issues

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Cycling, the Law and you

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Did you know that 92% of all cycling casualties occur on built up roads where the speed limit is 40 miles per hour or less?

OVER 3,000 cyclists are seriously injured and over 100 deaths occur each year. Over a third of these accidents occur in London and the South East with the great majority (84%) in urban areas. However, around half of cyclists' deaths occur on country roads, with the majority involving another vehicle. Most occur during weekday rush hour and the majority are at road junctions, often with the cyclist simply "going ahead". Most injuries are to the head and face and to the arms and particularly shoulders.

Despite these issues, the popular view is that cycling is a good thing – it improves health (reducing health care costs) and avoids pollution and traffic congestion. The consensus is that cycling should be encouraged.

With the superb range of sports bikes now available, cyclists can achieve greater speeds but outside the safe environment of the Olympic Velodrome you are at the mercy of cars, buses and heavy goods or agricultural vehicles.

Be safe, be seen

Cycling accidents often happen because the rider is not seen until it is too late. Typically, most accidents happen at road junctions or roundabouts where the driver of a vehicle simply does not see the cyclist, but there has also been a growth in the incidence of "road rage" being taken out on a cyclist.

Wearing of helmets

Given the high proportion of major head injuries such as skull fractures and brain damage in cycling injuries, particularly in fatal accidents, there is much talk as to whether wearing a cycling helmet should be made compulsory, as it is for motorcyclists.

Opinion divided

Research upon the efficiency of wearing a helmet has been inconclusive and the subject matter is controversial.

Much research shows that the promotion of mandatory helmet wearing can actually reduce cycling levels. This is due to the cyclist's concern about his or her appearance as well as the inconvenience and discomfort.

However, some will argue that the perception by cyclists of reduced risks by wearing helmets can lead them to take greater risks. Some research shows that drivers are more careful around helmetless cyclists because, perhaps, they are perceived to be more vulnerable.

Recent research

The Transport Research Laboratory concluded that helmets would probably be effective if, for example, a cyclist tips over, and his head hits the road or kerb at a speed of just over 12 miles per hour. The helmets are not designed to protect wearers from impact with a moving motor vehicle, given that the current British and European Standards require protection only for a fall of 1.5 metres. While there is no legal duty to wear a helmet, Section 59 of the Highway Code recommends such use (as well as light coloured, fluorescent and reflective clothing and accessories).

THINK! Advice for when you're cycling

- Ride positively, decisively and well clear of the kerb – look and signal to show drivers what you plan to do and make eye contact where possible so you know drivers have seen you.
- Avoid riding up the inside of large vehicles – like lorries or buses, where you might not be seen.
- Always use lights after dark or when visibility is poor.
- Wearing light coloured or reflective clothing during the day and reflective clothing and/or accessories in the dark increases your visibility.
- Follow the Highway Code including observing 'stop' and 'give way' signs and traffic lights.
- Wear a correctly fitted cycle helmet which is securely fastened and conforms to current regulations.

Lights, reflectors, drink and drugs

There is a legal duty to have front and rear lights as well as rear and pedal reflectors upon all recent models which must be at least equivalent to EU Standards, under the Road Vehicle Lighting Regulations 1989.

A flashing light is legal but there are requirements regarding its brightness and frequency. Under the Pedal Cycles (Construction and Use) Regulations 1983 an independent braking mechanism for front and rear brakes is required.

It is an offence for a person to ride a cycle when unfit to do so through drink or drugs if incapable of having proper control of the cycle (Road Traffic Act 1988).

By virtue of the same Act it is a criminal offence to ride a cycle dangerously on a road or in a public place. However, cycling would only be considered as "dangerous" if it fell far below what would be expected of a competent and careful cyclist.

Compensation claims

If you, or a loved one, have been injured in a cycling accident within the last three years, which was not your fault, then you should consult our Personal Injury Team. They will be able to advise on whether you may be entitled to claim compensation for your injuries.

Expert advice is necessary, not only because serious injuries may require long term care funding, but also because insurers are seeking to place more responsibility on cyclists for their own safety, including arguing whether wearing a helmet would have made any difference to the injuries suffered.

Please see overleaf for details of our services.

Don't leave legal issues too late: seek advice at the earliest stage.