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Having received instructions from Maxell Solicitors, Main Road, Bletchley, Buckinghamshire, MK86 9UU. This report concerns itself with a road Traffic Accident which occurred on August 25th 2006 at the junction of Tickford Road, Milton Keynes, Bucks & Park Road, Milton Keynes, Bucks

Having had sight of documents relating to this traffic accident, interviewed the drivers & witnesses involved and having made a detailed inspection of the actual site of the accident I have conducted a content analysis of the documentation presented in this report & together with other findings made possible & supported by physical evidence elicited from the scene of the accident put forward conclusions in accordance with the evidence available & considered at this time.

I am the holder of a Certificate in Accident Investigation having received in depth theoretical & practical training in the investigation of all forms of accidents. Any & all material presented in this report is supported by clear & concise evidence gained from detailed analysis of the facts presented at the time of the investigation.

General Overview of the Accident & Claim made

1. At approximately 3.40 pm on 25th August 2006 a serious Road traffic Accident occurred at the junction of Tickford Road, Milton, Bucks & Park Road, Milton, Bucks. Two vehicles were involved:

- 1) A White Ford Transit Van driven by Mr John Shaw.
- 2) A Blue Ford Orion motor car driven by Mr James Woods.

Mrs John Shaw claims that Mr James Woods did lose control of his motor vehicle on Park Road and in doing so did cause damage to his motor vehicle and in so doing caused him personal physical injury through pain & suffering to his neck & right arm.

2. Tickford Road runs in a south/north direction & is a single carriageway with two flows of traffic, one in each direction. The road is of standard tarmac design, rolled macadam dressed with stone chippings, which is in good repair throughout & is restricted to a maximum speed limit of 30 m.p.h.

3. Tickford Road forms part of a residential properties & trees running the whole length of the road. The street lighting is believed to be well maintained however, due to the time of this particular accident a detailed inspection of the street lighting was not warranted. There are no road markings which indicate the centre of the road.

4. Park Road, Milton, Bucks runs in an east to west direction providing two lanes of traffic in each direction. The road is of standard rolled macadam dressed with stone chippings, which is in good repair. On the day of the accident the road surface was dry & traffic was described as very light. There are no road markings which indicate the centre of the road.

5. Mr John Shaw was proceeding in a northerly direction along Tickford Road intending to & turning West at its T junction with Park Road at the time of the accident. Mr James Woods was travelling in an easterly direction along Park Road.

6. The white ford transit driven by Mr John Shaw collided with the Blue Ford Orion driven by Mr James Woods at the time Mr John Shaw entered Park Road from the Northerly direction of Tickford Road.

7. As a result of which Mr John Shaw sustained serious personal injuries.

Attending the site of the Accident

8. In my capacity of accident investigating officer I attended the site of the said accident on Monday 13th September 2006 at 10.00am. Detailed measurements were taken & recorded together with all other relevant information appertaining to the said accident from which a detailed plan of the actual accident site has been drawn up & forms part of this report.

9. A reference point is marked on the plan by means of a red circle to indicate the point of collision between the two vehicles. Further evidence in support of the contact point is shown in the vehicle damage reports, copies of which are also included within this report.

10. A series of photographs were taken which depict the site of the accident together with drivers eyes views (a) from Tickford Road into Park Road, North & South, and (b) from Park Road towards its junction with Tickford Road, East.

11. Harrow road is 6.4 metres wide & 3.2 metres from the left kerbstone to the centre. As the road forms part of a residential estate it is bordered on both sides by large detached houses. The pavement area tapers down as Tickford Road approaches Park Road & this pavement area is restricted to only 1.7 metres at the actual junction point.

12. Tickford Road forms a 90 degree angle at its junction with Park Road. The high fences which form part of the properties of number 1 & 2 of Tickford Road seriously restrict the view of the driver approaching Park Road from Tickford Road.

13. At the time of the visit to the accident site there were no give way lines placed across Tickford Road at it's junction with Park Road.

14. No give way post type signs or any other warning signs are in situ along Tickford Road in any direction.

15. Park Road flows in a west to east direction. Two lanes in either direction maintain the traffic flow into & out of the village of Milton, Bucks. A 30mph speed limit is in force along the full length of the road.

16. Park road is some 6.4 metres wide & 3.2 from the centre to the kerb stones. Visibility from west to east is unrestricted as it is from east to west.

17. There are no concealed entrance signs when travelling along Park Road in any direction & thus no warning of Tickford Road from either direction is given by use of any form of traffic sign

18. Travelling west to east Park Road is bordered on both sides by residential properties & to the left hand carriageway travelling west to east the road is bordered by a pedestrian paved stone area some 1.6 metres wide.

19. Travelling west to east Park Road although bordered by residential properties alongside the right hand carriageway there is a clearly defined pedestrian area with all the properties/boundaries emerging to the edge of the pedestrian area.

20. Trees & other forms of vegetation from these properties overhang the carriageway albeit in only a small way.

Photographs

21. In order to ascertain the view which each of the drivers would have had of the traffic situation on the day of the accident photographs were taken from relevant points.

Photograph 1.

22. This photograph was taken 20 metres inside Tickford Road showing the drivers view when travelling towards the junction of Park Road.

Photograph 2.

23. This photo was taken 7 metres into Tickford Road showing the left hand section of the junction into Park Road when travelling north on Tickford Road.

Photograph 3.

24. This Photograph was taken 40 metres to the west of Tickford Road showing the view of the driver when travelling along Park Road in an easterly direction. Towards the junction of Tickford Road.

Photograph 4.

25. This photograph was taken from the kerbside in Park Road showing the junction with Tickford Road.

26. These photographs are consistent with the views that each of the drivers involved in this accident would have had of the junction of Tickford Road & Park Road & the traffic flows/situations requiring appropriate action.

27. The position of any of the vehicles outside that of the standard driving positions required by law would not have increased the visibility into or out of the junction of Tickford Road & Park Road.

Analysis

28. The final position of the vehicles was not recorded as both vehicles were moved to allow traffic flows to continue. However, the damage to the vehicles clearly support that stated in the statements by Mr Shaw & Mr Woods.

29. **Mr Shaw:** *“ As I turned a car coming from Park Road went straight into the front of the van”.*

30. **Mr Woods:** *The van was on my side of the road (park road) and this forced me to brake and steer to the left. The van caught the offside front of my car pushing the wheel arch down onto my front offside wheel.*

31. The damage to the vehicles will also support the fact that Mr Woods was indeed proceeding along Park Road in a lawful way at the time & just prior to the accident.

32. The photographic evidence will support the fact that if Mr Shaw had stopped and taken proper observations before emerging, his view of the traffic flow in this case Mr Wood’s motor vehicle would have been unrestricted.

33. Mr Woods statement in which he states that: *“As I approached the bend which forms a blind junction with Tickford Street, a Ford Transirt came round the corner”.*

34. Mr Shaw States: *As I approached the sharp left hand bend at the end of Tickford Street I slowed down to about 8miles an hour*". Mr Shaw also states that Mr woods *"Had lost control of his car coming onto my side of the road & hitting me"*.

34. Mr Colin Brown of 16 Park Road Milton, Bucks a witness & whose statement I have taken will state that while sitting in the ground floor front room of his house. *"I heard a loud bang outside my house and believing that an accident had occurred I went out onto Park Road to give any assistance required"*. *When I came out of my house I could clearly see two vehicles had indeed crashed. A delivery van and a car"*.

35. Mr Colin Brown will also state that he & Mr Shaw *"noticed skid marks from the young mans car"*.

36. Mr Colin Brown: *"We measured the length of the skid"*. *"We were both amazed to find the skid length was just under 30 feet long"*.

37. Speed calculations were carried out using this skid length.

Details of Calculation Below.

Force		Deceleration		Skid Length
2	x	21.52	x	30 = 1291.2
		$\sqrt{1291.2}$	÷	1.467
		Speed = 24.49 mph		

With a skid length of 30ft a **minimum** speed of 24.5 mph was calculated.

38. Other than that of skid mark claimed to be related to Mr Woods vehicle there are no other physical features to indicate the speed of either vehicle prior to or at the time of the accident.

Conclusions

41. The physical evidence supports the view that Mr Shaw if he had stopped would have clearly seen Mr Woods approaching from his left. The measurements taken of Tickford & Park Road also support the fact that Mr Shaw had ample time to re-assess the traffic situation from his left prior to proceeding into the path of Mrs Young's car.

42. The photographic evidence supports the facts that any driver emerging from Tickford Road is required to stop and proceed with extra caution in order to emerge safely into Park Road.

43. The physical features of this junction give any driver emerging in an north to west direction a clear view of Park Road without obstruction once they have emerged some 1.5 metres into Park Road & therefore ample time to stop should their progress be impaired by traffic proceeding west to east along Park Road.

44. Clearly Mr Woods attempted to reduce the force of the impact and therefore took every reasonable step to avoid the accident.

45. Had Mr Shaw emerged in a lawful manner taking full & proper observations he would most certainly have been able to stop his vehicle safely without obstructing any traffic in a west to east direction along Park Road.

46. The physical features of the junction do not support Mr Shaw's statement that he took full & proper observations before & while emerging.

47. In a reconstruction it was shown that emerging 0.8 metres from Tickford Road into Park Road the drivers view would be some 25 metres to the left & this view would increase to 45 metres when emerging to 1.0 metres.

48. The skid mark measured at the scene was used in a speed calculation and resulted in a speed of 24.5mph...This is below the speed limit of 30mph on Park Road.

49. The evidence gathered at your request does not support the claim made by Mr John Shaw.

Particulars of Claim in respect
Of
John Shaw (plaintiff)
And
James Woods (defendant)

1. That on the 25th August 2006 the defendant James Woods of 15 Verton Road, Milton, Bucks. Did cause damage to Ford Transit Van, being driven lawfully driven by the plaintiff John Shaw and in doing so did cause John Shaw to suffer injuries to his neck vertebrae and right clavicle.
2. That James Woods did drive his motor vehicle at a speed that in all respects was above that which allowed for the safe control and manoeuvring of his vehicle in Park Road, Bucks.
3. That James Woods took no reasonable steps while driving his vehicle to ensure safety of all other road users.
4. That James Woods failed to give way to traffic being the motor vehicle of John Shaw and lawfully negotiating the corner of Park Road and Tickford Road.
5. That James Woods failed to maintain proper and lawful position in the road and failing to do so did create a hazard to all other traffic making lawful use of Park Road.
6. That James Woods by reason of prior knowledge of the road known as Park Road failed to anticipate the presence of other road users lawfully entering Park Road.
7. That James Woods failed to take action required by a driver when faced with a hazard created by road layout and design.