Final Distribution
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EXECUTIVE SUMMARY

1 INTRODUCTION

1.1 Background
The Road Safety Team aims to ensure that roads are safe for motorists, cyclists and pedestrians. The team is responsible for the following functions:
- Undertaking investigation and analysis of accidents
- Designing, implementing and monitoring of collision remedial measures
- Road safety audits of new schemes
- Running road safety education programmes and training and publicity programmes
- Implementation of safer journeys to school programmes
- School travel planning
- The provision and management of the school crossing patrol service

The Traffic Management Team provides services including the following:
- Traffic calming (urban and rural)
- General traffic management
- Signing and lining
- Speed limit reviews (in line with new legislation a review of all speed limits on Milton Keynes roads will be carried out next financial year)
- Traffic signal schemes
- Provision of facilities for buses, cyclists and pedestrians.

In the Road Safety Strategy, casualty reduction targets have been set out for the year 2010, based on the 1994 - 1998 average number of casualties. However, these targets have since been revised to ensure casualties are as few as possible. In order to ensure the targets are met for 2010, targets are set for each year, and for 2005/6 they are shown below.

<table>
<thead>
<tr>
<th>Target Severity</th>
<th>Target Casualties (Revised)</th>
<th>Actual Casualties</th>
<th>Performance Against revised Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Killed and seriously Injured (KSI)</td>
<td>118</td>
<td>103</td>
<td>12.7 % ahead</td>
</tr>
<tr>
<td>Child KSI</td>
<td>17</td>
<td>16</td>
<td>5.9% ahead</td>
</tr>
<tr>
<td>Slight Casualties</td>
<td>909</td>
<td>1040</td>
<td>14.4% behind</td>
</tr>
</tbody>
</table>

The above demonstrates a commitment to reduce casualties, particularly KSI, to the lowest minimum possible.
New Project Management Procedures were documented for May 2006. This document outlines the procedures that must be adhered to by staff managing, developing or working on projects for the Road Safety, Traffic Management or Parking sections of the Environment Directorate.

A Policy and Procedures document for the Traffic and Transport department is being drafted. Workshops have been held with staff to ensure that the content is robust.

1.2 **Objectives and Scope**

The objectives of the audit were to ensure that:

<table>
<thead>
<tr>
<th></th>
<th>The department is endeavouring to reduce road accidents in Milton Keynes. <em>(Road Safety)</em></th>
</tr>
</thead>
<tbody>
<tr>
<td>a)</td>
<td></td>
</tr>
<tr>
<td>b)</td>
<td>Value for money and casualty reductions are the main focus for road safety schemes. <em>(Value for Money &amp; Casualty Reductions)</em></td>
</tr>
<tr>
<td>c)</td>
<td>The procedure followed to implement road safety schemes is efficient. <em>(Efficient Implementation of Road Safety Schemes.)</em></td>
</tr>
<tr>
<td>d)</td>
<td>Sufficient education is provided to Milton Keynes Citizens on road safety. <em>(Education on Road Safety)</em></td>
</tr>
<tr>
<td>e)</td>
<td>Procedures are in place to minimise congestion on the roads in Milton Keynes. <em>(Traffic Management)</em></td>
</tr>
<tr>
<td>f)</td>
<td>Invoicing and internal recharging is carried out on a timely basis and expenditure is appropriate. <em>(Income and Expenditure)</em></td>
</tr>
</tbody>
</table>

Key: 1 = Poor, 3 = Good

2 **AUDIT OPINION**

**Good** - Control objectives are largely met with minor recommendations for improvement. No major areas of risk.
3 CONCLUSIONS

3.1 The number of road users killed and seriously injured during 2005/06 was less than (better than) the target reduction rate. However, the target for Slight Casualties has not been met. The department has been focusing their efforts on reducing the more serious road accidents. The team intends to focus on strategies which will assist in reducing the number of Slight Casualties in the review of the Road Safety Strategy, to be undertaken during 2007/8.

3.2 The department has improved since last year’s audit in respect of record keeping for safety audits and cost estimates for each accident remedial scheme.

3.3 New Project Management Procedures have been completed and are in the early stages of implementation. Improved project planning and monitoring procedures will be followed to ensure that implementation of road schemes is as efficient as possible and target completion dates are met.

3.4 The effectiveness of the new Project Management Procedures should be reviewed 12 months after implementation.

3.5 The Road Safety Strategy contained within the Local Transport Plan for 2007/8 was graded only as “Fair” in the GOSE assessment. The Road Safety Strategy is to be reviewed and improved in line with the comments in the GOSE report, the recently produced DFT review and taking into account best practice from other authorities, in order for maximum casualty reductions to be made.
FINDINGS SUMMARY

4 GOOD INTERNAL CONTROLS

The following areas were tested and confirmed as having good internal controls with no problems to report:-

5.1 Road Safety

The effectiveness of Accident Reduction schemes that have been implemented on the roads, is evaluated and continually monitored through annual Road Safety Monitoring Plans.

In response to the requirements of the new DFT legislation for Setting Local Speed Limits, following agreement of a revised MKC policy, the Traffic Management team will commence a review of all speed limits on all A and B class roads in Milton Keynes next financial year. The review is required for completion by 2011 by the Department for Transport.

5.2 Value for Money & Casualty Reductions

The collision sites that are chosen to have an accident remedial scheme are selected for implementation because they will significantly reduce casualty numbers, and will provide a good rate of return to society.

5.3 Efficient Implementation of Road Safety Schemes.

New procedures are being implemented to improve the quality and efficiency of project implementation.

5.4 Education on Road Safety

An internal Road Safety Campaign Calendar has been produced, based on the Government's generic THINK! Campaign calendar, taking into account specific problems faced by road users on the roads of Milton Keynes.

5.5 Traffic Management

Measures have been in place to manage traffic on the days of events in Milton Keynes (e.g. concerts at the Bowl and Christmas shopping). However there was a problem with traffic after the fireworks in Campbell Park this year. No traffic management strategies were in place so large queues formed at traffic lights. Action has been taken to prevent this from happening again at any event. At the beginning of each calendar year, the Traffic Management Team Leader has begun to obtain a list of all events occurring in Milton Keynes for the coming year, in order that necessary traffic management plans can be prepared in advance.

5.6 Income and Expenditure

Invoicing has been carried out promptly from the day that a request for an invoice has been received by the Technical Admin Assistant.
**MANAGEMENT ACTION PLAN**

The recommendations are categorised on the following basis:

- **Essential** - Implementation is required with immediate effect to address a weakness that fundamentally undermines the control of that system.
- **Important** - Implementation is required within a short period of time to address weaknesses that seriously undermine the control of that system.
- **Standard** - Management need to take recommended action within a reasonable period to address weaknesses that may undermine system control.

<table>
<thead>
<tr>
<th>Ref</th>
<th>Findings</th>
<th>Risk/ Implication</th>
<th>Recommendation</th>
<th>Management Comments</th>
<th>Manager Responsible &amp; Target Date</th>
</tr>
</thead>
</table>
| 1   | Road Safety  
The Casualty Reduction Strategy in the local Transport Plan was only graded “Fair” by GOSE. | Road accidents in Milton Keynes may increase. | Important  
The Road Safety Strategy should be reviewed and improved in line with the comments in the GOSE report, the recent DFT review and taking into account best practice from other authorities. | Agreed. | Traffic & Transport Manager  
28/09/2007 |
| 2   | Efficient Implementation of Road Safety Schemes.  
New Project Management Procedures have been documented by the Traffic & Transport Manager, in order for road projects to be implemented more efficiently. | Unnecessary inconvenience may be caused to road users/customers by inefficient implementation of projects. | Important  
The effectiveness of the newly implemented Project Management Procedures should be reviewed, in particular to establish whether implementation of projects has been more efficient. | Agreed. | Traffic and Transport Manager  
28/09/2007 |
| 3   | Value for Money & Casualty Reductions  
In recent years a cost benefit analysis has not been documented for every option for an accident remedial scheme. This has been done by requirement in the past by the Senior Road Safety Engineer, but lack of resource has meant that this has not been possible. | Evidence is not available to show that the most suitable site for an accident remedial scheme was selected. | Standard  
When considering a collision site to undergo an accident remedial scheme, all options should have a written cost benefit analysis showing potential accident savings and the benefits to society by preventing these accidents. | An additional Road Safety Engineer was employed this year, reducing pressures on existing staff. Therefore the Senior Road Safety Engineer has agreed to this recommendation. | Traffic and Transport Manager  
29/06/2007 |