

The audit process may include direct communication between the audit team and design team if clarification is required on any of the above issues. This can be achieved through the existing RSA procedures. This process will allow the design team the opportunity to clarify any contentious issues and gain feedback on any alternative courses of action, prior to the finalisation of the design.

The audit team should also carry out a risk assessment,¹⁵ ranking both the audit problems and the audit recommendations.

This process may assist in identifying the level and type of 'risk' associated with a potential 'hazard'. This is of particular importance on schemes where elements of risk are introduced to calm traffic and create a self-regulating street. In this regard design teams / audit teams may also refer to the third edition of the UK Institute of Highways and Transportation *Road Safety Audit Guidelines* (2008), produced following the publication of the UK *Manual for Streets* (2007). This document also includes a Risk Assessment process that takes into account the likely severity of outcome and frequency of occurrence that is attributable to any perceived hazard and notes that an auditor should:

'not assume that behaviour on roads will necessarily be displayed on streets'

and;

'the emphasis within Audit should be on trying to assess what types of collisions may occur'.

¹⁵ Refer to GE-STY-01027 Road Safety Audit Guidelines - Section 4.2 Risk Assessment

5.4.2 Quality Audits

A *Quality Audit* should be undertaken to demonstrate that appropriate consideration has been given to all of the relevant aspects of the design. The UK Department for Transport notes the key benefits of a *Quality Audit* as:¹⁶

- A transparent process that demonstrates that the needs of all user groups and the design objectives.
- Enables the projects objectives to be delivered by putting in place a check procedure.
- Contributes to cost efficiency in design and implementation.
- Encourages engagement with stakeholders.

Quality Audits generally consist of a number of individual and overlapping audits that may include:

- an audit of visual quality;
- a review of how the street is/may be used by the community;
- a road safety audit, including a risk assessment;
- an access audit;
- a walking audit;
- a cycle audit;
- a non-motorised user audit;
- a community street audit (in existing streets); and
- a place check audit.

The extent to which these processes are undertaken will vary according to the scale and scope of any given project. The intention of a *Quality Audit* is not to 'pass' or 'fail' a design. Rather it is intended as an assessment tool that highlights the strengths and weaknesses of a design and a documented process of how decisions were made. See also *Advice Note 4 - Quality Audits* for further information.

¹⁶ Refer to UK Department for Transport *Traffic Advisory Leaflet 5/11 - Quality Audits* (2011).