

**GREAT NORTH LEISURE PARK,
LEISURE WAY, NORTH FINCHLEY**
Stage 1 Road Safety Audit

J190736

Regal GNLP Limited

01st April 2026



GR 119

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Great North Leisure Park, Leisure Way, North Finchley

Stage 1 Road Safety Audit

J190736

April 2026

Client: iceni projects

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1. Introduction

1.1 General

1.1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on Thursday 19 March 2026. The audit was undertaken on behalf of Regal GNLP Limited, in regard to the site accessing works for the mixed-use development from the A1000 High Road in North Finchley.

1.1.2 The audit has been requested by Richard Jay of iceni projects. An Audit Brief has been supplied by Richard Jay of iceni projects, which was subsequently accepted by the Audit Team. The Audit Team were approved Richard Jay of iceni projects. The Overseeing Organisation is London Borough of Barnet.

1.1.3 The Road Safety Audit team comprised of the following individuals:

Wing Lee BEng(Hons), PGCert, MSoRSA, HE Cert Comp, MCIHT, MIHE
Audit Team Leader

Ian Medd FSoRSA, MCIHT
Audit Team Member

1.1.4 A site visit was undertaken by the Audit Team on Thursday 19 March 2026, between the hours of 12:00 and 13:00. The weather was sunny and the road surface was dry. The traffic levels passing the site were moderate, while the levels of pedestrians and cyclists were minimal.

1.2 Site Location

1.2.1 The site currently comprises of a retail park at the southern extent of North Finchley. It is bounded: to the south by Gleblands Wood Nature Reserve; to the east by sports pitches; to the Summers Lane; and to the west by the A1000 High Road. The site area considered by this RSA includes a section of Leisure Way. A site location plan is shown at **Appendix A**.

1.3 Strategic Decisions

1.3.1 The Audit Team has not been advised of any strategic decisions made by the planning or highway authorities in relation to the development scheme.

1.4 Highway description

1.4.1 Leisure Way is a single carriageway road and has an initial width of c.8.9 metres. It serves the retail park and operates a 15mph speed limit. Footways are provided on both sides of the carriageway. The horizontal alignment of Leisure Way is generally straight, whilst the vertical alignment gently inclines in the eastbound direction.

1.4.2 The A1000 High Road is a single carriageway road (two lanes in each direction) and subject to a 30mph speed limit. It has a width of 13.5 metres, including cycles lanes on both sides. Footways and street lighting are present on both sides of High Road. Parking restrictions in the form of double yellow line markings are present on both sides. The A1000 High Road forms part of a two-way bus route. The horizontal alignment of High Road has a gentle right-hand bend in the northbound direction. The vertical alignment gently inclines in the northbound direction.



1.4.3 Collision data (obtained from TfL) has been provided to the Audit Team. This indicates that one collision was recorded within the site on Leisure Way during the 5-year period up to December 2024. One Slight severity collision occurred in March 2022, involving two cars at the internal roundabout.

1.5 Previous Road Safety Audits

1.5.1 The Audit Team has not been made aware of any Road Safety Audit previously carried out for the development scheme.

1.6 Scheme proposals / Objectives

1.6.1 The proposals submitted for this Stage 1 Road Safety Audit relate only to the following site access works in association with the 1,485 dwelling, leisure centre, commercial development, as shown on the plans listed at **Appendix B**:

- Amended junction radii and amended kerbing;
- New and amended pedestrian crossing facilities and refuge;
- New and amended road markings;
- Amended internal junction arrangement; and
- Swept path analysis.

1.7 Departure from Standards

1.7.1 The Audit Team has not been informed of any departure from standards relating to the designs submitted for audit.



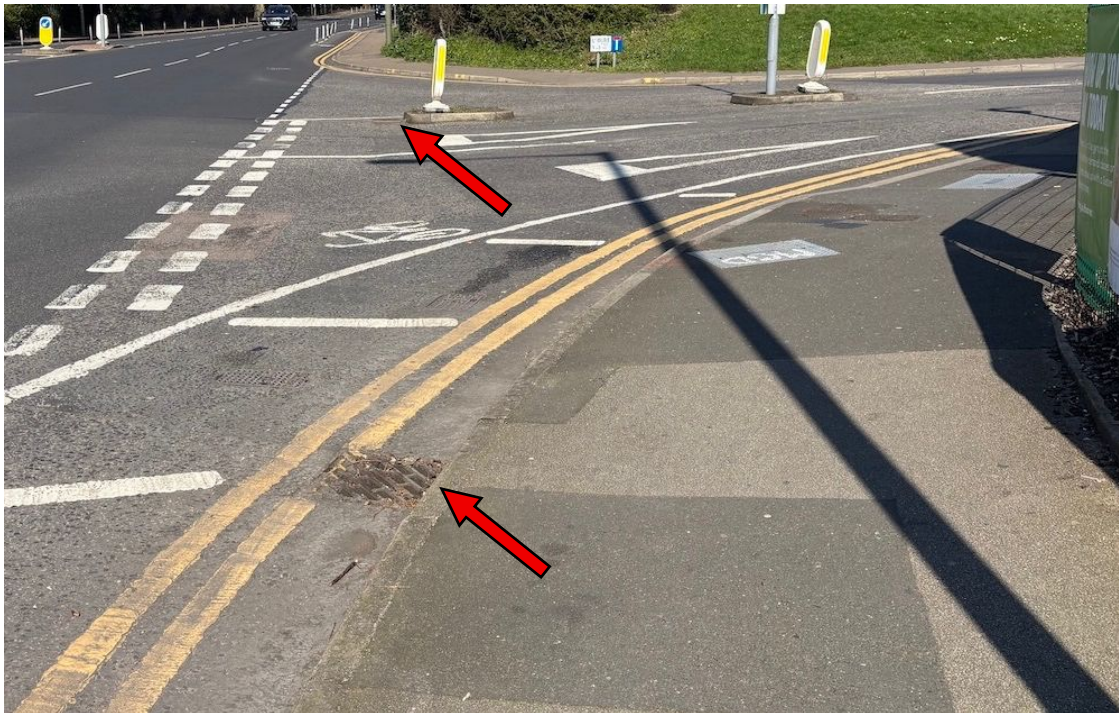
1.8 Road Safety Audit

- 1.8.1 The terms of reference are described in the Design Manual for Roads and Bridges (DMRB) standard - GG119 Road Safety Audit, Rev. 2.0.1. The principals of this guidance have been used to undertake this Road Safety Audit, with the exception of the inclusion of a Comments chapter (if applicable) at the end of the report. It is understood that the Audit Brief and Audit Team were not requested to be approved by the Overseeing Organisation.
- 1.8.2 The Audit Team has examined and reported only on the road safety implications of the scheme as presented by iceni projects, and has not examined / verified the compliance of the designs to any other criteria. The Audit Team may occasionally refer to design standards without touching on technical audit to clearly explain a safety problem or the recommendation to resolve a problem.
- 1.8.3 The Road Safety Audit includes a desktop study where all documents provided by the Design Team have been reviewed. A list of the documents and drawings submitted for this Stage 1 Road Safety Audit can be found at **Appendix B**.
- 1.8.4 The submitted design drawings have been annotated to show the location of problems identified during this Stage 1 Road Safety Audit, which are shown at **Appendix C**.
- 1.8.5 Recommendations offered within this report should not be regarded as prescriptive. There may be equally satisfactory or superior alternative solutions to the identified problems. The Audit Team will be pleased to consider any alternatives if required.

2. Problems identified from this audit

2.1 Leisure Way

2.1.1 The following provides details of the problems identified during this Stage 1 Road Safety Audit.

Problem 1	
Location	Pedestrian refuge
Summary	Risk of pedestrian falls/trips
	
<p>It is proposed to relocate and widen the pedestrian refuge at the site access. There are existing gullies at the junction which appear to be positioned on the desire line for the new refuge. This may result in pedestrians tripping at the gullies and falling in the carriageway.</p>	
Recommendation	Relocate gullies or provide pedestrian-friendly grates.

Problem 2	
Location	Internal junction
Summary	Risk of side-swipe collisions
<p>The existing internal roundabout is proposed to be replaced by a T-junction. Give-way markings have been shown for the Leisure Way(n) arm of the new junction. There are no centre line road markings on the main carriageway. This may cause entering and exiting vehicles to travel across the full width of the road. This may result in side-swipe or head-on type collisions.</p>	
Recommendation	Provide appropriate road markings at the junction.



Problem 3

Location	General – crossing facilities
Summary	Risk of pedestrian falls
<p>Several new pedestrian crossing facilities are proposed, which include tactile paving. Insufficient rows of tactile paving are shown at the 'ahead' type crossings. This may cause visually impaired pedestrians (VIPs) not to detect the presence of the crossings. This may result in VIPs falling in the carriageway when encountering full-height kerbs.</p>	
Recommendation	Provide a minimum of 3 rows of tactile paving at ahead crossings.

Problem 4

Location	General – crossing facilities
Summary	Risk of collisions with pedestrians
<p>Several new pedestrian crossing facilities are proposed. Appropriate pedestrian intervisibility splays have not been shown at the crossings. This may cause pedestrians not to detect approaching vehicles (and vice versa). This may result in vehicles colliding with pedestrian using the crossings.</p>	
Recommendation	Ensure appropriate pedestrian intervisibility splays are achieved.

Problem 5

Location	Footpaths
Summary	Risk of pedestrian falls
<p>It appears that footpaths will connect with Leisure Way from the southern and northern sides. These are not provided with crossing facilities. This may cause confusion for VIPs and may result in pedestrians and VIPs falling in the carriageway.</p>	
Recommendation	Ensure footpaths lead to crossing facilities to negotiate the access road.



3. Audit Team Statement

3.1.1 We certify that the drawings listed at **Appendix B** have been examined, and that this Audit has been carried out following the principles and requirements of GG119, with the sole purpose of identifying road safety matters to be addressed in order to improve the safety of the scheme.

Road Safety Audit Team Leader

Signed: 

Name: Wing Lee

Date: 01.04.26

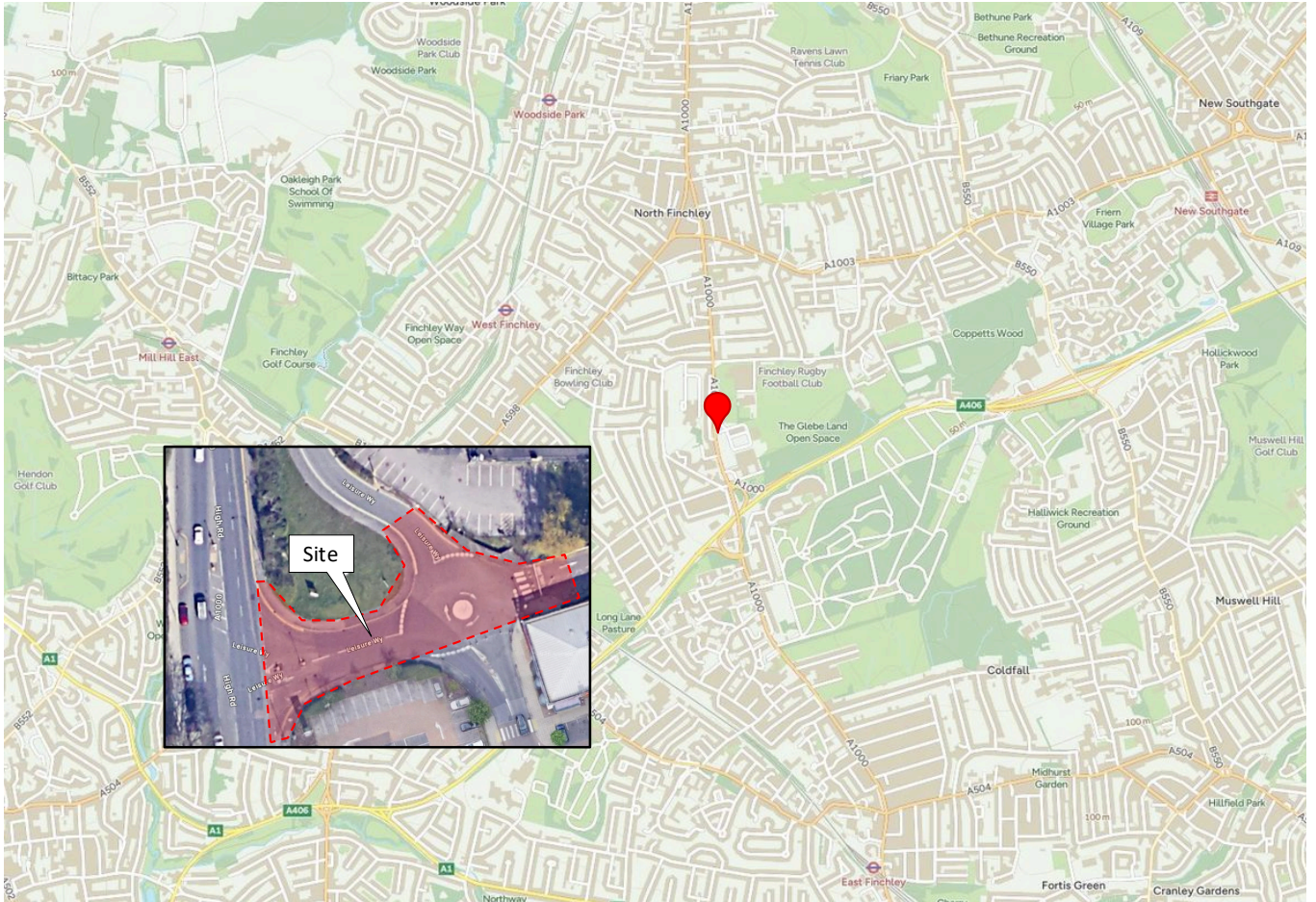
Road Safety Audit Team Member

Signed: 

Name: Ian Medd

Date: 01.04.26

Appendix A Site Location Plan





Appendix B Documents provided for Audit

- 23-T050-15 Rev B
Proposed Overall Access Arrangement
- 23-T050-28.5
Final Swept Path Analysis (10m Rigid Vehicle at Site Access)
- 2026.03.18_Great North Leisure Park – Stage 1 RSA Brief (A1000 High Road)
Great North Leisure Park – Stage 1 RSA Brief
- Site Location
- Collision Data
- Traffic Flows and Forecast Flows
- Speed limits and Design Speed
- Desire lines

Appendix C Problem Location Plan

