

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

J190736A

Regal GNLP Limited

01st April 2026



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Grange Transport Consulting

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Great North Leisure Park, Summers Lane, North Finchley

Stage 1 Road Safety Audit
J190736A

April 2026

Client: iceni projects

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CONTENTS

1. Introduction	1
1.1 General	1
1.2 Site Location	1
1.3 Strategic Decisions	1
1.4 Highway Description	1
1.5 Previous Road Safety Audits	2
1.6 Scheme Proposals / Objectives	2
1.7 Departure From Standards	3
1.8 Road Safety Audit	3
2. Problems Identified From This Audit	4
2.1 Site Access	4
3. Audit Team Statement	6
Appendix A Site Location Plan	
Appendix B Documents Provided For Audit	
Appendix C Problem Location Plan	



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 Summers Lane 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 cycles 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 Summers Lane and the site access road. A site location plan is shown at **Appendix A**.

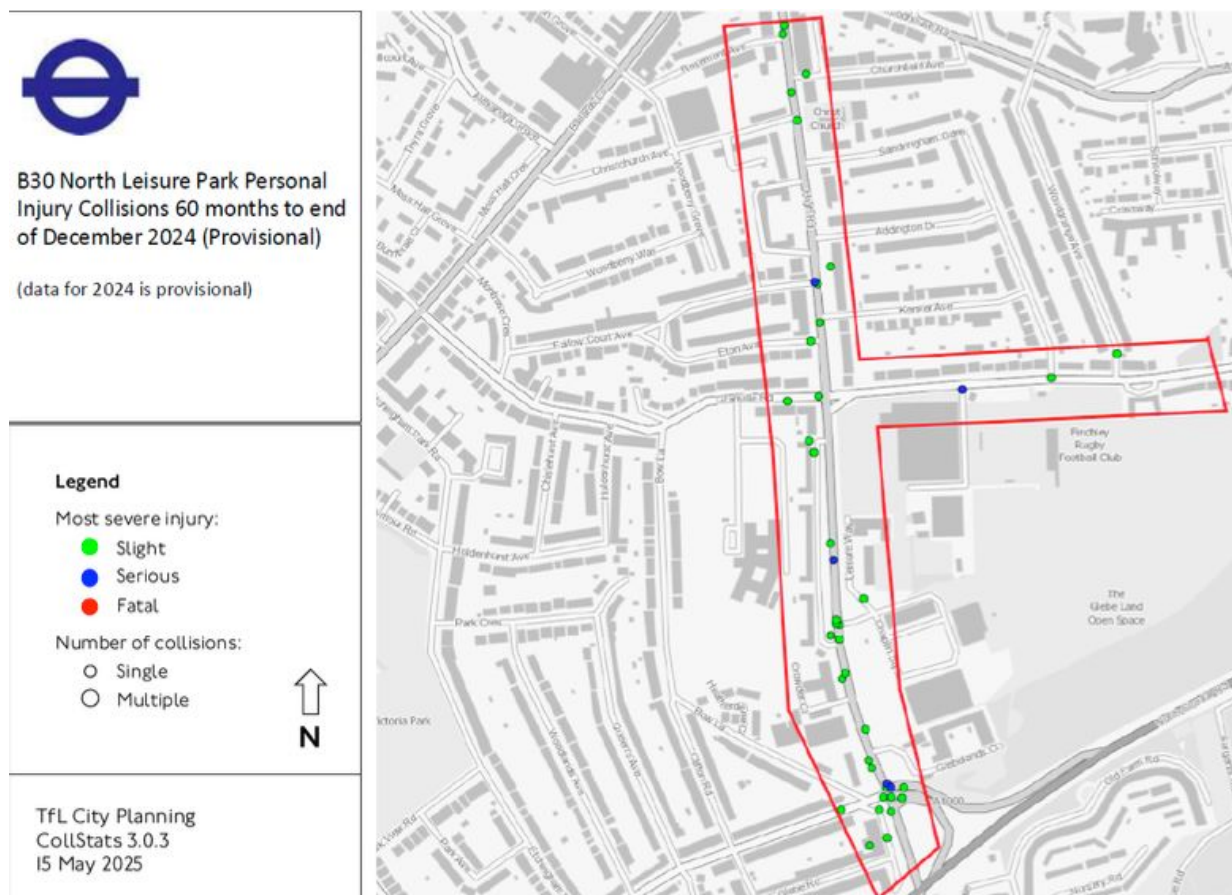
1.3 Strategic Decisions

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 Summers Lane is a single carriageway road of approximate 7.2 metres width. It has residential dwellings along its northern side and is subject to a 30mph speed limit. Footways are provided on both sides of the carriageway. Street lighting is present along the southern side of Summers Lane. Summers Lane forms part of a two-way bus route. The horizontal alignment of Summers Lane is generally straight, whilst the vertical alignment is generally level.

1.4.2 The access road is a single carriageway road and has a width of c.5.3 metres. It has verges on both sides. It was observed that cars parked along the entire length of the eastern side of the access road. The horizontal alignment of the access road is straight and its vertical alignment is generally level.



1.4.3 Collision data (obtained from TfL) has been provided to the Audit Team. This indicates that one collision was recorded within the vicinity of the site access on Summers Lane during the 5-year period up to December 2024. One Serious severity collision occurred in February 2023, involving a car and a pedestrian at the junction.

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 152 space car park of the development, as shown on the plans listed at **Appendix B**:

- Amended junction radii and amended kerbing;
- New pedestrian crossing facility;
- New road markings;
- New footway 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 Site Access

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

Problem 1	
Location	Eastern side of access road
Summary	Risk of collisions with parked vehicles
 <p>The swept path analysis indicates that a delivery vehicle will require a significant width of the amended access road in order to turn into the site from Summers Lane. It was observed that vehicles park along the length of the eastern side of the access road. There are no proposals for parking restrictions on the site access. This may cause an obstruction to the passage of vehicles entering and exiting the site. This may result in side-swipe collisions with parked vehicles.</p>	
Recommendation	Ensure that all vehicles can safely enter and exit the site.

Problem 2

Location	Eastern side of access road
Summary	Risk of collisions with parked vehicles



Parked vehicles will obstruct visibility for pedestrians using the new crossing from the eastern side. This may cause pedestrians to cross the access road when an approaching vehicle has not been detected. This may result in vehicles colliding with pedestrians entering the crossing.

Recommendation	Ensure pedestrian intervisibility is achieved at the crossing facility.
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Problem 3

Location	Pedestrian crossing
Summary	Risk of confusion for VIPs

Tactile paving is proposed for the new pedestrian crossing over the site access. Tactile paving is shown to be provided for the full width of the footway on the southern side of Summers Lane. This may cause confusion for visually impaired pedestrians (VIPs) who are exiting the site (northbound) and detect the tactile paving. This may cause VIPs to believe that there is a crossing facility over Summers Lane. This may result in VIPs continuing northbound and falling in the carriageway when encountering full-height kerbs.

Recommendation	Provide a separation between the tactile paving and the carriageway.
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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

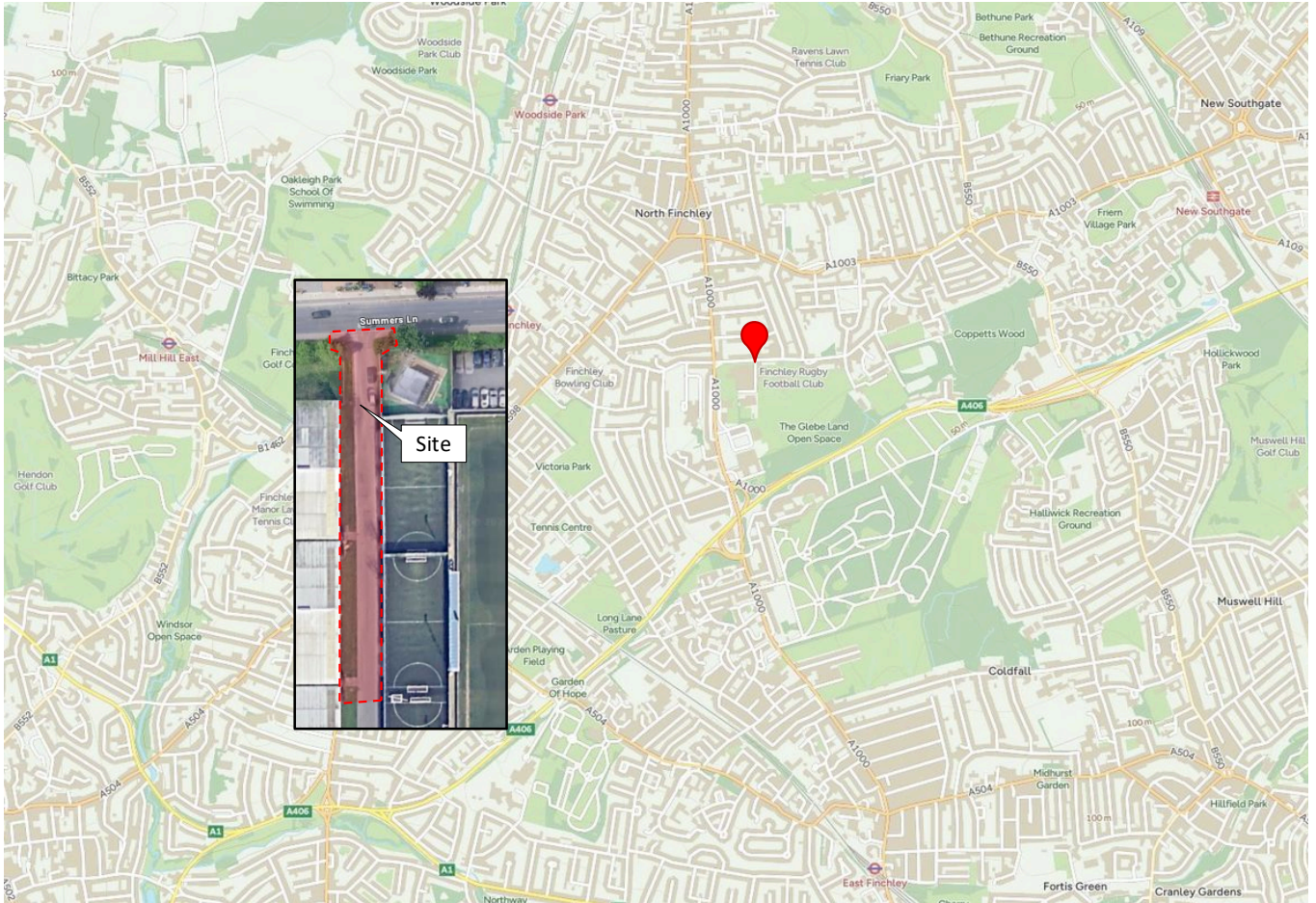
Road Safety Audit Team Member

Signed: 

Name: Ian Medd

Date: 01.04.26

Appendix A Site Location Plan





Appendix B Documents provided for Audit

- **23-T050-38.1 Rev A**
Summers Lane Access (Visibility Splays, Dimensions and Tracking)
- **2026.03.18_Great North Leisure Park – Stage 1 RSA Brief (Summers Lane)**
Great North Leisure Park – Stage 1 RSA Brief
- **Site Location**
- **Collision Data**
- **Speed limits and Design Speed**
- **Desire lines**

Appendix C Problem Location Plan

