

Public Question – Environment Committee

Qn No	Item No	Raised by	Question Raised	Answer
1	8	Lis Marmaris	<p>With regards to the corporate priority of 'Keeping the borough moving, including improvements to roads and pavements', how is the LIP programme being used to enhance the safety of pedestrians when crossing roads and can we have an update on the scheme for the junction of the High Road N12 with Granville Road and Summers Lane?</p>	<p>Provision of pedestrian facilities at the traffic signals at the junction of the A1000 High Road with Summers Lane and Granville Road is a proposal identified in Barnet's Local Implementation Plan (LIP) document. That identifies how in the period to 2031, but focussing particularly on the period to 2021/22, the borough will implement proposals supporting the Mayors Transport Strategy and its own priorities.</p> <p>Named proposals within the document include provision of pedestrian facilities at a number of traffic signalled junctions where currently there are no, or limited pedestrian lights. Proposals are also included for improvement work in town centres that will support pedestrians, for provision of other pedestrian crossing facilities and a range of proposals to address road safety more generally. Annual funding is provided by Transport for London to help the borough deliver it's LIP.</p> <p>Making significant changes to traffic signal junctions, such as providing pedestrian facilities where none exist, does take time, requiring modelling to assess whether proposals will operate satisfactorily. Physical changes to the overall junction layout may be necessary to achieve a workable solution. A feasibility study for the A1000/Summers Lane/Granville Road junction is in progress at the moment. Surveys of the junction have been undertaken and traffic modelling of how the existing junction operates is complete. Possible improvement options are being developed and the impact of these modelled.</p> <p>Unfortunately, we understand that none of the possible options modelled so far have proved feasible because of the serious impacts that would have on junction operation, although other options are still being developed for consideration. If a</p>

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				<p>feasible preferred option is identified, then the next stage would be to engage with TfL signals colleagues to take the proposal forward through TfL's Model Auditing Process (MAP) and detailed design. Depending on progress and an assessment of priority against other candidate schemes for the same LIP funding this may be possible in 2020/21. If the proposal is not funded in 2020/21 it would remain a candidate for inclusion in future years. In any event, construction could not commence until a subsequent year owing to the timescales associated with the various necessary activities.</p>
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