



**meraki alliance**

Highways, Transportation & Safety Consulting

## Land at Ratby Lane, Markfield – Proposed Pedestrian Crossing

### **Stage 1 Road Safety Audit**

# Land at Ratby Lane, Markfield – Proposed Pedestrian Crossing

## Stage 1 Road Safety Audit

<b>Report Title:</b>	Land at Ratby Lane, Markfield – Proposed Pedestrian Crossing
<b>Report Produced for:</b>	Leicestershire County Council
<b>Report Dated:</b>	12 September 2025
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<b>On behalf of:</b>	DTA Transportation

## Contents Amendment Record

This report has been issued & amended as follows:

Issue	Revision	Description	Date	Signed
1	0	Draft Report	12 Sept 2025	NC
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## Report Circulation Record

This report has been circulated, as follows:

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T Mais	DTA Transportation	Electronic	12 Sept 2025
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# 1 Introduction

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## 1.1 General

This report has been prepared in response to a request to undertake a Stage 1 Road Safety Audit (RSA) (i.e. completion of preliminary design), by DTA Transportation, on behalf of Leicestershire County Council. The scheme submitted for Audit is an uncontrolled crossing point at Launde Road, as a result of a proposed residential development located off Ratby Lane, Markfield, Leicestershire.

Launde Road at this location is subject to a 40mph speed limit, is lit and is semi-rural in nature. The works included with this RSA Stage 1 consists:

- Construction of an uncontrolled pedestrian crossing with central refuge.

The documents submitted for consideration as part of the audit, were made available to the Road Safety Audit Team by Tom Mais of DTA. The documents forming this RSA are listed in **Appendix 1**.

The audit comprised an examination of documents and an examination of the site.

Updated design information was provided by the designer in October 2025 (as identified at **Appendix 1**), which indicates a redistribution of the carriageway lane widths on Launde Road, which appears to have been amended to accommodate vehicle swept paths for those vehicles who are expected to use the junction of Countryman Way. The proposed as well central pedestrian refuge both has also increased in size.

**Overseeing Organisation:** Leicestershire County Council

**Client:** Taylor Wimpey

**Design Organisation:** DTA Transportation

## 1.2 Road Safety Audit Team

The Road Safety Audit Team membership approved was:

Audit Team Leader: **Naomi Cook** MSc FCIHT  
Holder of HE RSA Certificate of Competency

Audit Team Member: **Jonathan Birkett** IEng, MICE, FIHE, MSoRSA  
Holder of HE RSA Certificate of Competency



### 1.3 Personal Injury Collision Data

The Audit Team examined *Crashmap* for the most recent five-year period of personal injury collision (PIC) data (2019-2023), as shown in **Figure 1**:



**Figure 1: Collision data**

Examination of the data indicates that there has been no PICs recorded on the roads immediately affected by the improvement works.

### 1.4 Departures or Relaxations from Standards

No Departures or Relaxations from Standard were submitted to the Road Safety Audit Team.

### 1.5 Information not Provided at this Stage 1

It was considered that the information provided was sufficient for the purpose of carrying out the Road Safety Audit Stage 1 requested.

### 1.6 Details of Site Visit

A site visit was undertaken on the afternoon of 09 September 2025 between 12:00 hrs and 12:30 hrs. Whilst on site the weather was fine; the road surface was dry, and no incidents

were noted. One pedestrian was witnessed on site; no cyclists were observed. Traffic flows were moderate.

### **1.7 Items Outside the Scope of the Road Safety Audit**

It was noted during the site visit that there is a build up of detritus within the dropped kerb area and within the central island which could be an indication that the drainage in that area is not operating efficiently. It is recommended that the surface water drainage operation is reviewed at that location and that the area is swept to remove the detritus.

It is also noteworthy that there is no tactile paving at the uncontrolled crossing on the side road, Countryman Way which is inconsistent with the surrounding area and new proposals. The absence of tactile paving could lead to collisions involving visually impaired pedestrians unknowingly stepping into the path of an approaching vehicle.

### **1.8 Disclaimer**

The Road Safety Audit comprised an examination of the documents and drawings supplied to the Road Safety Audit Team (referenced in Appendix 1 of this report). No member of the Road Safety Audit Team has had any previous input to the design of the scheme.

The Terms of Reference are as described in the National Highways Design Manual for Roads and Bridges document GG119 'Road Safety Audit'. The scheme has been examined and this report compiled only with regard to safety implications to road users of the scheme as presented. It has not been verified for compliance with any other Standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. However, any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.

Furthermore, any recommendations included within this report should not be regarded as being prescriptive design solution to the problem raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, as stipulated in GG119, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which should be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

It is the Project Sponsor's responsibility to ensure that all problems raised by the Road Safety Audit Team are given due consideration.


In the event of a collision and any resulting legal action, Meraki Alliance Ltd would have to defend its actions on the basis that it took such care, as in all circumstances was reasonably required, to ensure that the highway was not dangerous to road users. It is important therefore that recommendations contained in the report are acted upon wherever possible.



## 2 Items Raised at Stage 1 Road Safety Audit

This section details the findings of this Stage 1 Road Safety Audit. All locations of identified problems are illustrated on the plan included at **Appendix 2**.

### 2.1 Road Safety Audit - Problems Stage 1


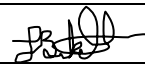
PROBLEM		1-1
Location:	Proposed pedestrian crossing point	
Summary:	Potential trip or slip hazard within the crossing point	
<p>It appears that an existing gulley is located within the carriageway in the vicinity of the uncontrolled crossing which could lead to pedestrians slipping or tripping and falling into the path of a passing vehicle, increasing the risk of collisions involving pedestrians.</p> 		
RECOMMENDATION		
Ensure that the pedestrian crossing is located away from the gulley.		

**END OF PROBLEMS IDENTIFIED AND RECOMMENDATIONS PRESENTED IN THIS STAGE 1 ROAD SAFETY AUDIT**



### 3 Audit Team Statement

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We certify that this Road Safety Audit has been carried out in accordance with GG119	
<b>ROAD SAFETY AUDIT TEAM LEADER</b>	
NAME:	NAOMI COOK
SIGNED:	
POSITION:	ASSOCIATE DIRECTOR
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	12 SEPTEMBER 2025
<b>ROAD SAFETY AUDIT TEAM MEMBER</b>	
NAME:	JONATHAN BIRKETT
SIGNED:	
POSITION:	DIRECTOR
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	12 SEPTEMBER 2025

## Appendix 1 – Audited Documents

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Document / Drawing	Title	Revision	Additional Information
22052-03d	Transport Assessment	1	
22052-04	Proposed Pedestrian Crossing Link	-	Superseded
22052-04	Proposed Pedestrian Crossing Link	A	October 2025
22052-04-TRK	Proposed Pedestrian Crossing Link	A	October 2025

## **Appendix 2 – Problem Location Plan**

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## Problem Location Plan

