



Proposal to improve sporting facilities

**Land at Ratby Sports Club
Desford Lane,
Ratby**

Applicant Mr T Blanchard

Accompanying Highways Report

March 2026

Edwards & Edwards Consultancy Ltd

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1 Background

- 1.1 Edwards and Edwards Consultancy Ltd. is a 'Highway and Transportation Consultancy' specialising in giving advice to clients on highway development control matters. Our dedicated team have over 200 years' combined experience dealing with development control matters in both the public and private sectors. We have been engaged by Mr Blanchard to provide a Highway Report to support his current planning application.
- 1.2 Mr Blanchard is seeking planning approval for upgrading the existing sporting facilities at Ratby Sports Club off Desford Lane in Ratby. The Sports Club currently has two vehicular points of access, both off Desford Lane. This proposal seeks to improve the existing sporting facilities served off the existing access at the western end of the site. The following photograph shows this existing vehicular access:-



- 1.3 The site currently contains an unsurfaced car park, 3 x 7-side football pitches and 2 x 9-side football pitches. A plan showing the existing site layout has been attached as **Appendix A** for information.
- 1.4 The football pitches are currently used by Anstey Nomads F C who have a number of junior teams who play and train there. They have 4 x under 7's mixed teams who train there, 3 x under 9's and 3 x under 10's mixed teams who play 7-side games, 2 x under 11's girls teams, 3 x under 12's mixed teams and 1 x under 12's girls team who all play 9-side games.
- 1.5 The pitches are used all day on Sundays from 9am until 4pm and on Saturday mornings and in the evenings in spring and summer for matches and training. This is weather dependent, however the provision of the all weather pitch will mean that even in times of inclement weather training and matches may still be able to take place.
- 1.6 The current use of the pitches can generate a reasonable level of parking for parents of children playing or training on the site. Currently parking takes place within the site on an unsurfaced and informal parking area. The following photograph shows some parking within the site: -



- 1.7 The proposal is to provide improved facilities for the existing users of the site, however it will reduce the number of pitches on the site from a total of 5 pitches down to 2 all-weather pitches, with 1 x 11-a-side and 1 x 7-a-side pitch. The proposal also includes new changing facilities and some covered stands for parents to use when watching their children play or train.
- 1.8 Along with the better facilities for the existing users, the scheme also proposes 3 new padel courts, a tractor/machinery store as well as significantly improved access and parking facilities. The proposed site layout has been attached as **Appendix B** for information.
- 1.9 The sports ground also includes a cricket pitch and an 11 a-side football pitch, however these facilities are not affected by the proposed development. The cricket pitch and the 11 a-side football pitch are served from the existing vehicular access serving the existing clubhouse off Desford Lane near to Station Road. The cricket pitch and the 11 a-side football pitch use the existing clubhouse. These arrangements will not change as a result of this proposal.
- 1.10 This highway report has been commissioned to consider the likely highway impacts of the proposals and seeks to demonstrate that the proposal will not lead to any unacceptable harm to highway safety nor result in any severe residual cumulative impact on the road network.

2 SITE CONSIDERATIONS

- 2.1 The site is situated on the eastern side of Desford Lane in Ratby. Desford Lane is a Class C road, that runs from Ratby in a southerly direction past the site access. The section of Desford Lane from which the existing access is served, is currently subject to a 60mph speed restriction, and has no street lighting or footway facilities. The following photograph shows the section of Desford Road in front of the site with the existing site access on the right-hand side of the photograph: -



- 2.2 However, Bellway Homes are in the process of developing land to the south of the site for 225 dwellings with a new access off Desford Lane. As part of their planning permission, they are required to carry out improvements to Desford Lane, which will include traffic calming features including a reduction in the speed limit down to 40mph and to provide a footway/cycleway on the application site side of Desford Lane.
- 2.3 The traffic calming measures include a road narrowing feature just to the north of the access into the sports pitches, and road markings and central islands near to the access into the new housing development. As a result of these measures, the

85th percentile speed of vehicles passing the access to the sports pitches will reduce significantly. Given that these works are programmed to start shortly, there was no point in arranging to carry out a speed survey.

- 2.4 In the vicinity of the existing site access, Desford Lane currently has a verge and ditch 3.1 metres wide on its western side, a 6.0 metres wide carriageway and a verge and ditch 4.6 metres wide on its eastern side, the application site side.
- 2.5 The existing site access is 3.9 metres wide served from an effective 'dropped crossing' width of 12 metres. There are gates across the access, that are set back 11 metres from the edge of carriageway. The access is not surfaced in a hard bound material.
- 2.6 The available visibility splays out of the site access are currently 2.4 metres by 79 metres looking to the right and 82 metres looking to the left. The splay looking to the right affords visibility to see vehicles approaching just as they have passed over the existing speed hump in the road near to the Doctors Surgery and well within the existing 30mph speed limit.
- 2.7 At the point at which vehicles will come into view, the 85th percentile speed of vehicles will be below 30mph due to the speed hump. The following photograph shows the existing visibility splay looking to the right from a 2.4 metres set back and from a drivers eye height: -



2.8 The splay looking to the left from a 2.4 metres set-back and a drivers eye height is shown on the following photograph:-



- 2.9 As stated previously, the proposed highway improvement works that Bellway Homes are required to carry out, include the construction of a joint footway/cycleway on the application site side of Desford Lane. The plans submitted by Bellway Homes appear to show that the proposed footway/cycleway will be at least 3 metres wide. The provision of the footway/cycleway, will require the existing vegetation, including trees that are currently growing within or over the highway verge to be removed.
- 2.10 As a result, the provision of the footway/cycleway and removal of the vegetation within the highway verge on the application site side of Desford Lane, this will significantly improve the available visibility splay out of the site access into the playing fields, particularly the splay looking to the left out.
- 2.11 Using the topographical based site survey drawing on which the proposed footway/cycleway drawing was shown and submitted as part of an application by Bellway Homes to discharge conditions, it is likely that as a result of the proposed footway/cycleway works, the available visibility splay out of the sports ground access will improve from its current 79 metres to over 90 metres.
- 2.12 An investigation into the accident record for Desford Lane using the accident records purchased from Leicestershire County Council, shows that there has not been a recorded personal injury accident at the site access within the 5 years of data provided up to 17 August 2025. The records show that there was just one recorded personal injury collision accident on Desford Lane with 5 further accidents within 500 metres of the site, however none of these accidents occurred on Desford Lane (see the accident map and report attached as **Appendix C** for information).
- 2.13 The reported accident that occurred on Desford Lane took place at an unknown location, albeit at a location that would appear to be south of the site access. The accident with a severity of slight, took place at 5pm on a Friday evening. This accident did not involve any turning traffic and is clearly a one-off. The accident would appear to have been a collision involving vehicles travelling in opposite directions during inclement weather.
- 2.14 At the time of the accident, Desford Lane was subject to a 60mph speed restriction whereas with the proposed traffic calming works that are planned by Bellway Homes, the speed limit will be reduced to 40mph. The reduction in vehicle speeds as a result of the traffic calming works, should reduce the risks of such accidents

occurring. It should also be noted that the sports pitches would not be in use at 5pm on a weekday evening.

- 2.15 The accident records do not suggest that there is an underlying road safety issue on the road network within the vicinity of the site that the proposed development would exacerbate.
- 2.16 I do not consider that the proposal will result in any unacceptable level of harm to highway safety or that it would exacerbate an existing highway safety problem.

3 CONSIDERATION OF DEVELOPMENT

- 3.1 The proposal seeks to improve the existing sporting facilities on the site. The proposal will result in a reduction in the number of football pitches from 5 down to 2, however the pitches will be all-weather pitches so will be available for use in all weathers.
- 3.2 The scheme includes 3 new padel courts, a new clubhouse with changing facilities and a covered spectator stand. The proposal also includes improvements to the existing site access and the provision of a formal hard surfaced and marked out car parking area.
- 3.3 In theory, the reduction in the number of pitches would result in a reduction in the number of users on the site, however the intention is that the pitches will be used by the same teams that currently use the site and therefore the number of users is not intended to change.
- 3.4 The provision of the clubhouse and spectator stands is intended to serve the existing users on the site and will not generate additional vehicle movements. In fact the provision of better facilities for parents could mean that rather than arrive to drop their children off then leave only to return to collect their children, the improved facilities could mean that parents stay on site for the duration of the matches or training and therefore could result in less traffic movements at the site access.
- 3.5 The proposed padel courts will obviously have the potential to increase traffic movements at the site access and will require additional car parking provision to cater for their likely demand.

Site access

- 3.6 The proposal includes significant improvements to the existing site access. Currently the access lacks suitable width to allow a vehicle to turn into the site if another was leaving the site. The access is also unsurfaced with potholes, and can result in mud, stones and other deleterious material being deposited within the highway. The following photograph shows the existing site access:-



- 3.7 It is proposed to improve the access so that it will have a width of 6 metres with additional 0.5 metres margin on each side and have junction radii of 7.5 metres to ensure that 2 vehicles will be able to pass. The access will also be surfaced in a hardbound material for at least its first 15 metres.
- 3.8 The access gates which are currently setback 11 metres from the edge of carriageway will also be set back a little further, so that they will be set back 15 metres from the edge of carriageway of Desford Lane, and hung so as to open inwardly.
- 3.9 It is considered that these access improvements are more than suitable for the mainly car based traffic that will continue to use the site access. I am therefore of the opinion that the proposed site access, will be both a safe and suitable access to serve the proposed development, which is only likely to generate a relatively small increase in traffic movements.

Car parking

- 3.10 At present the site does not have a hard surfaced and marked car park. Instead parents park their cars on areas that are stoned or just on the grass. Obviously this is not ideal and during periods of inclement weather some areas may become unusable.

- 3.11 Within the areas currently used for car parking, those areas can accommodate approximately 54 car parking spaces, if they were to be marked out to Highway Authority guidelines, ie size of spaces and aisle widths. However the existing car parking area is not marked out and does not include any disabled parking spaces, any coach parking/turning facilities or any cycle parking facilities.
- 3.12 The proposal will result in the existing number of pitches being reduced from 5 pitches to 2 pitches. In theory this will result in a lower demand for parking. However the proposed new 11 a-side pitch will be able to be used for both 5 a-side and 7 a-side matches. It is also the case that pitches will not be used just once per day, but matches and/or training for different sides could take place one after another.
- 3.13 It is normal practice to calculate the requirements for car parking provision based on the County Council's standards of 1 space per 2 people for the maximum number of players and officials using a football pitch. However in this instance, as the pitches will be used by different teams at different and subsequent/successive times, the County Council's parking requirements are likely to result in a lower demand for parking than is actually needed for the 2 football pitches.
- 3.14 In simple terms to accord with the County Councils parking standards for an 11 a-side football pitch there is likely to be two teams of 11 players, with say 5 subs each a manager each and with a referee and 2 assistant referees. Therefore the 11 a-side pitch would have a maximum usage of 37 persons at any one time. Based on the County Councils guidance of 1 parking space per two persons, would give a requirement for 19 spaces for an 11 a-side pitch..
- 3.15 On the same basis, a 7-a-side pitch would have a total of 29 persons, giving a requirement for 15 car parking spaces. The two pitches combined would therefore generate a requirement for 34 parking spaces.
- 3.16 However, in practice not only will there be players playing or training, there will also be other players on site either getting ready to play or getting ready to leave having just played or trained. As such providing 34 spaces will not be sufficient to cater for the likely demand.

- 3.17 It is also the case that the site holds a junior football tournament once a year, where there will be a number of teams playing, with teams arriving in the morning and then staying on site, at least until they get eliminated from the tournament.
- 3.18 On that day, there will be a much greater demand for parking and therefore to try to ensure that parking does not overspill out on to the public highway, the proposed level of parking has been designed to cater for that scenario. Hence the reason why the level of parking exceeds the minimum amount required to comply with County Council's parking requirements.
- 3.19 Therefore to cater for the maximum number of players officials likely to be on site at anyone time, it is proposed that at least double the minimum parking spaces will be provided. In addition, the proposal does include 6 disabled parking spaces, coach parking and turning facilities and some secure and covered cycle parking spaces.
- 3.20 The proposal includes the provision of a clubhouse and changing rooms, which will cater for the existing persons on the site and will not in itself generate any additional parking demand. Currently the existing clubhouse and changing rooms/toilets are located on another part of the site, on the northern side of the cricket pitch. These facilities are too far from the proposed junior pitches hence the need for a new clubhouse and changing facilities for these pitches.
- 3.21 It also the case that walking to the existing changing rooms/toilets involve walking over different grass pitches and the Football Association have advised that this can result in cross-contamination and have said that this should be avoided.
- 3.22 Similarly the proposed covered spectator stand will not generate any additional parking demand and is expected to be used by parents and family members already on site. The tractor/machinery store will not generate any additional parking requirements, it will just mean that the equipment can be safely/securely stored on site.
- 3.23 However the proposal does include the provision of 3 new padel courts, which will generate a demand for additional parking within the site.
- 3.24 The 3 proposed padel courts will have a maximum usage of 12 players on court at anyone time. However there will also be the potential for a further 12 players either getting ready to play or changing having just finished playing. Therefore in total there could be up to 24 padel players on site at any one time.

- 3.25 Persons wishing to play Padel will book and pay for the courts online. When the booking has been completed they will receive a keycode that will allow them access into the building. The padel courts will not need a large number of staff on site to run the facility, and are likely to have 1 member of staff on site most of the time, however they may have 2 members of staff on site at busy periods, who would ensure the smooth running of the courts.
- 3.26 Based on the County Councils parking standards, which are considered more appropriate for the padel court usage, there would be a requirement of 12 parking spaces for the 24 players who could be on site at one time. In addition there would be a requirement for 2 staff car parking spaces. As such the padel courts would require a 14 parking car parking spaces to accord to parking standards.
- 3.27 To meet the County Councils parking requirements for 2 football pitches and 3 padel courts a minimum of 48 parking spaces are required. However as explained previously, the parking requirements for the football pitches is not appropriate for the likely use of the pitches and if a total of 48 spaces were to be provided, this would be less spaces than are currently provided. Such a low level of parking would be likely to result in parking overspilling into the public highway. This would be in nobody's interest and certainly would cause issues within the public highway, to the detriment of highway safety.
- 3.28 To avoid these potential issues, the submitted site layout proposes 96 car parking spaces, with 6 further dedicated disabled parking spaces (6% of the total as per the County Councils requirements standards). The layout also includes a coach parking and turning space as well as secure and covered cycle parking.
- 3.29 This level of parking therefore exceeds the minimum level of parking required to comply with County Council parking standards. As the County Council parking standards are minimum standards, the proposal can therefore be seen to comply with their standards.
- 3.30 As previously stated, it should be noted that the level of use of the pitches is not expected to change to that already taking place on the site, and as the existing ad-hoc on-site parking already caters for that usage, this proposed level of allocated and properly surfaced parking spaces will ensure that all parking can take place within the site even when ground conditions are poor.

- 3.31 I am therefore of the opinion that the proposed level of parking shown is more than suitable to cater for the likely level of demand and will ensure that parking does not overspill into the highway.

Trip generation

- 3.32 The proposal will result in 3 less football pitches on the site than there are currently. However while there are less pitches the football club do not anticipate a lower level of usage of the site. They expect the same amount of usage to carry on and therefore do not anticipate a reduction in trip movements as a result of having 3 less pitches.
- 3.33 The proposed padel courts will however introduce a new use on the site that will be likely to generate additional vehicle movements. Currently the football pitches are used on evenings during the spring and summer and on weekends for the rest of the year. However the padel courts will be available for use throughout the day, 7-days a week.
- 3.34 It is normal practice to assess the likely traffic generation for new developments by obtaining trip generation figures using the National Trip Rate Computer System (TRICS). However in this instance, TRICS does not contain any information relating to padel courts or indeed any specific court sport.
- 3.35 Therefore an estimate of trip generation will have to be made on first principles. As stated earlier, games of padel tend to last between 90 minutes and 2 hours. However for the purposes of calculating trip generation, the worst case scenario has been taken in that each court is booked out for an hour, with doubles games played on each court. This will therefore give really robust figures for traffic generation purposes.
- 3.36 Therefore just before the courts are open and booking starts 1 member of staff will arrive as well as 12 players. Assuming the members of staff arrive in separate cars, by the players arrive with an assumed car occupancy rate of 2 persons per car (used for the purposes of calculating parking requirements) that will mean that 8 cars will arrive just before the courts are first open. Then just before the 1st hour session finishes another 12 players will arrive in 6 cars in readiness to play in the second hour. During the second hour, the first set of 12 players will leave and before the start of the 3rd hour 12 players will then arrive to get ready to play.

- 3.37 That will go on every hour until the courts close, and after the courts close the 12 players remaining will leave along with the 1 or possibly 2 members of staff. This means that the maximum number of vehicles that will be generated by the courts will be 12 cars in any one hour.
- 3.38 As stated earlier, it is expected that games will take at least 90 minutes to complete and it is also the case that not all courts will be booked for double games. It maybe the case that parents might decide to play padel whilst their children are playing or training on the football pitches. If that were to be the case, then those padel players wouldn't actually generate any additional vehicle movements. It can therefore be seen that an assumption that 12 cars per hour prediction for the padel courts is the very worst-case scenario and a very robust figure.
- 3.39 It is likely that given padel tennis is a leisure sport, that the courts will be at their busiest during normal off-peak highway hours and weekends, so their impact at peak-hours on the road network is likely to be minimal.
- 3.40 Although the proposal will result in less football pitches on the site, it is not expected that this will reduce the level of vehicle movements or parking demand that the site currently generates. The proposed padel courts will introduce a new use and generate increased traffic movements.
- 3.41 I am of the opinion that the proposed improvements to the site access will be more than suitable to cater for the increased movements generated by the padel courts. Indeed the proposed access improvements will provide a significant improvement for the existing users of the site. The modest level of traffic likely to be generated by the padel courts will not result in a severe impact on the road network.
- 3.42 As such I believe that the proposal meets the requirements laid out in paragraph 115 of the revised National Planning Policy Framework 2024, and there should be no reasonable grounds to refuse the application on the basis of paragraph 116 of the revised NPPF 2024.

4 CONCLUSIONS

- 4.1 The proposal seeks to improve the existing sporting facilities, provide an improved vehicular access, improved off-street car parking and provide 3 new padel courts on the site off Desford Lane in Ratby.
- 4.2 The proposed access improvements will mean that it will be suitable to allow two vehicles to pass and will be surfaced by a hard bound material. I am of the opinion that these improvements should be seen as offering a highway safety benefit.
- 4.3 Currently the only changing facilities on the site are located at the northern end of the site beyond the cricket pitch. These facilities are remote from the football pitches and therefore are not convenient for use by the players or by parents and family members to use whilst the children are playing or training.
- 4.4 The proposal includes a new clubhouse with changing facilities. The proposal also includes the provision of a covered spectator stand, which will provide improved facilities for parents and family members to watch the children playing especially during inclement weather.
- 4.5 The proposal will result in a reduction from 5 to 2 football pitches on the site, however it is not expected that this will result in less people visiting the site. The proposed padel courts will however generate new traffic movements.
- 4.6 I consider that the proposed improvements to the vehicular access will more than mitigate the relatively modest increase in traffic likely to be generated by the proposed padel courts.
- 4.7 The proposed new car parking facilities will not only provide much better parking facilities for the existing users of the site, but will also provide sufficient car parking to cater for the likely additional demand from the padel courts.
- 4.8 I am of the opinion that this report has demonstrated that the proposal will enhance the current facilities on the sports fields whilst only resulting in a modest increase in traffic movements. The proposed improvements to the site access will more than mitigate the impact of the modest increase in traffic.
- 4.9 The National Planning Policy Framework makes it clear that development should only be prevented or refused on highway grounds, if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the

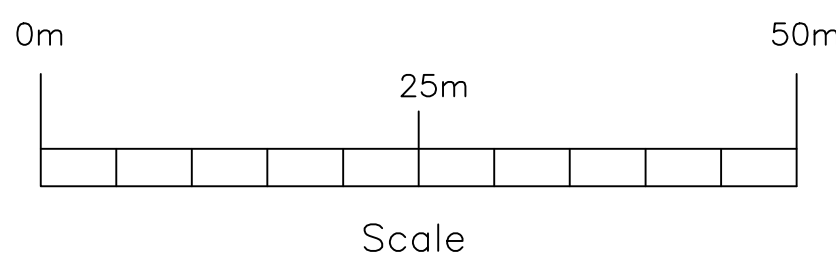
road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

- 4.10 I consider that the proposal will not lead to any unacceptable harm to highway safety nor result in a severe impact on the road network. On that basis, I believe that there should be no reasonable grounds to refuse the application on the basis of paragraphs 115 or 116 of the revised NPPF 2024.

Duncan Clarke
Edwards & Edwards Consultancy Ltd

Project No 12650
Date March 2026

Appendix A. Existing site layout



LEGEND

SHEET LAYOUT

HSSP Architects
PERA Business Park
Nottingham Road
Melton Mowbray
LE13 0PB

topographical Survey

SCALE 1:500 @ A0

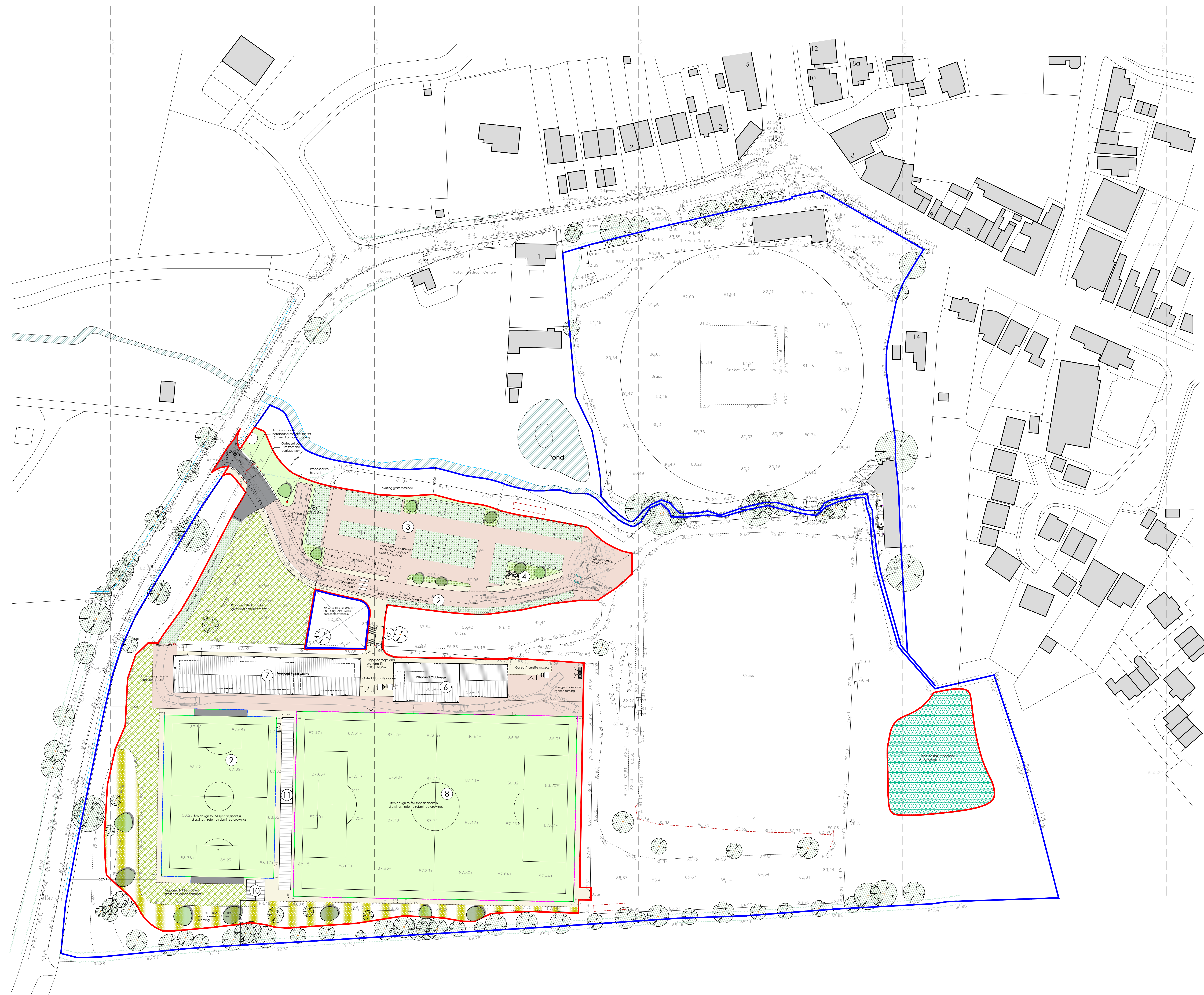
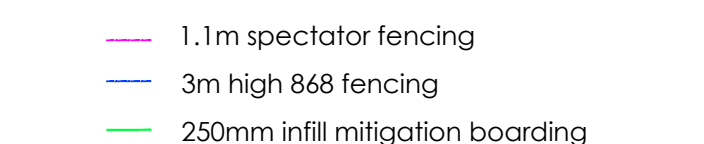
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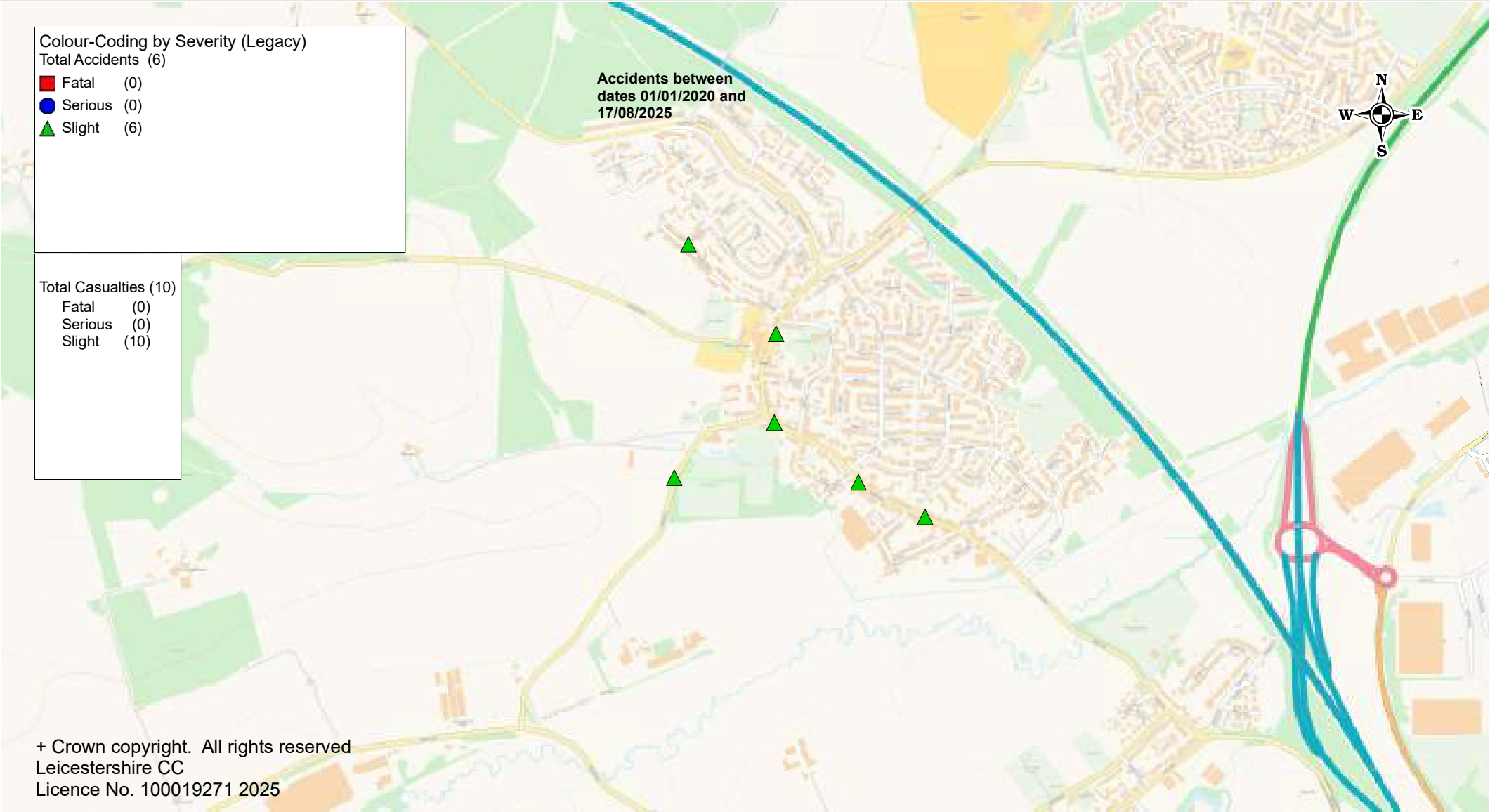
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Appendix B. Proposed site layout



Appendix C. Accident data from Leicestershire CC



	Edwards Desford Lane Ratby	Her Majesty's Office (c) Crown Copyright	
		SCALE	1 : 15130
		DATE	17/10/2025
		DRAWING No.	
		DRAWN BY	

Accidents between dates01/01/2020 and 17/08/2025 (68) months

Selection:Notes:

; Refined using Accidents within selected Polygons -Data

Requests 2025 ("Edwards Desford Lane Ratby 17.10.2025")

Selected Polygon:Edwards Desford Lane Ratby 17.10.2025

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202000699	10/09/2020	451425	305547	Fine without high winds	Dry	Daylight	Slight	1700

Location:C4107 STATION ROAD RATBY OUTSIDE NUMBER 79.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Van / Goods 3.5 tonnes mgw and under	Not at, or within 20M of Jct	Going ahead other	NW	SE
Car	Not at, or within 20M of Jct	Going ahead but held up	NW	SE
Car	Not at, or within 20M of Jct	Going ahead but held up	NW	SE

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight
Vehicle Passenger	Slight

Accidents between dates 01/01/2020 and 17/08/2025 (68) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2025 ("Edwards Desford Lane Ratby 17.10.2025")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202000739	25/09/2020	450940	306225	Fine without high winds	Dry	Darkness: street lights present and lit	Slight	2334
Location:	WOLSEY DRIVE RATBY JW STAMFORD STREET.							

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Jct Approach	Going ahead other	NE	SW

Casualties:

Class	Severity
Pedestrian	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202000843	29/10/2020	451190	305970	Raining without high winds	Wet/Damp	Daylight	Slight	0905
Location:	C4107 MAIN STREET RATBY ON ZEBRA CROSSING OUTSIDE LIBRARY.							

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Van / Goods 3.5 tonnes mgw and under	Not at, or within 20M of Jct	Going ahead other	S	N

Casualties:

Class	Severity
Pedestrian	Slight

Accidents between dates 01/01/2020 and 17/08/2025 (68) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data Requests 2025 ("Edwards Desford Lane Ratby 17.10.2025")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202100132	14/03/2021	451185	305717	Raining without high winds	Wet/Damp	Daylight	Slight	1745

Location: C4107 STATION ROAD RATBY OUTSIDE NUMBER 5.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Overtaking stat vehicle O/S	N	SE
Car	Not at, or within 20M of Jct	Going ahead other	NW	SE

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202100697	10/09/2021	450900	305560	Raining without high winds	Wet/Damp	Daylight	Slight	1700

Location: C3104 DESFORD LANE RATBY EXACT LOCATION UNKNOWN.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead left bend	NE	SW
Car	Not at, or within 20M of Jct	Going ahead right bend	SW	NE

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates 01/01/2020 and 17/08/2025 (68) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data
Requests 2025 ("Edwards Desford Lane Ratby 17.10.2025")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity	Time
202101038	19/12/2021	451615	305448	Fine without high winds	Dry	Daylight	Slight	1231

Location: C4107 STATION ROAD RATBY OUTSIDE NUMBER 141.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering main road	Reversing	NE	NW
Motorcycle 50cc and under	Mid Junction - on roundabout or main road	Going ahead other	NW	SE

Casualties:

Class	Severity
Driver / Rider	Slight

Number of records in selection: 6



Accidents between dates: 01/01/2020 and 17/08/2025

Selection: ; Refined using Accidents within selected Polygons -Data Requests 2025 ("Edwards Desford Lane Ratby 17.10.2025")

Table 1 - Accidents by Month	2020	2021	2022	2023	2024	2025	Total
January	-	-	-	-	-	-	0
February	-	-	-	-	-	-	0
March	-	1	-	-	-	-	1
April	-	-	-	-	-	-	0
May	-	-	-	-	-	-	0
June	-	-	-	-	-	-	0
July	-	-	-	-	-	-	0
August	-	-	-	-	-	-	0
September	2	1	-	-	-	-	3
October	1	-	-	-	-	-	1
November	-	-	-	-	-	-	0
December	-	1	-	-	-	-	1
TOTAL	3	3	0	0	0	0	6

Table 2 - Casualties by Month	2020	2021	2022	2023	2024	2025	Total
January	-	-	-	-	-	-	0
February	-	-	-	-	-	-	0
March	-	2	-	-	-	-	2
April	-	-	-	-	-	-	0
May	-	-	-	-	-	-	0
June	-	-	-	-	-	-	0
July	-	-	-	-	-	-	0
August	-	-	-	-	-	-	0
September	4	2	-	-	-	-	6
October	1	-	-	-	-	-	1
November	-	-	-	-	-	-	0
December	-	1	-	-	-	-	1
TOTAL	5	5	0	0	0	0	10

Table 3 - All Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	3	3	0	0	0	0	6
TOTAL	3	3	0	0	0	0	6

Table 4 - Casualties by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	5	5	0	0	0	0	10
TOTAL	5	5	0	0	0	0	10

Table 5 - Pedestrian Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	2	0	0	0	0	0	2
TOTAL	2	0	0	0	0	0	2



Accidents between dates: 01/01/2020 and 17/08/2025

Selection: ; Refined using Accidents within selected Polygons -Data Requests 2025 ("Edwards Desford Lane Ratby 17.10.2025")

Table 6 - Cycle Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0

Table 7 - Motor Vehicle Only Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	1	3	0	0	0	0	4
TOTAL	1	3	0	0	0	0	4

Table 8 - 60 Plus Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	1	0	0	0	0	0	1
TOTAL	1	0	0	0	0	0	1

Table 9 - Child Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	1	0	0	0	0	0	1
TOTAL	1	0	0	0	0	0	1

Table 10 - P2W Accidents by Severity	2020	2021	2022	2023	2024	2025	Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	0	0	0	0
Slight	0	1	0	0	0	0	1
TOTAL	0	1	0	0	0	0	1