

Land at Aston Flamville Road, Burbage, Leicestershire

784-B064979

Public Transport Strategy

Final Draft

Jelson

May 2026

**Document prepared on behalf of Tetra Tech Group Limited. Registered in England
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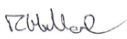
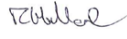
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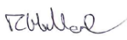
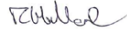
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1.0 INTRODUCTION

1.1 BACKGROUND

- 1.1.1 Tetra Tech has been appointed by Jelson to prepare a Public Transport Strategy (PTS) for residential development on Land at Aston Flamville Road, Burbage, Leicestershire. Outline planning consent was granted in April 2024 (application number 23/00673/OUT) as follows:

“Residential development of up to 343 dwellings (Class C3), including provision of public open space, associated infrastructure and all matters (access only) (resubmission of 22/01037/OUT).”

- 1.1.2 Condition 26 outlines the requirement for a PTS to be prepared:

“No development hereby approved shall be occupied unless and until a Public Transport Strategy has been submitted to and agreed in writing by the Local Planning Authority. The Public Transport Strategy shall include details of a bus service that shall: (i) be provided by the developer; (ii) run, as a minimum, between the site (or a location no more than 400m from one of the site’s boundaries), Hinckley Railway Station and Hinckley Town Centre; (iii) shall operate either on a demand responsive basis or to a specified timetable; and (iv) shall operate Mondays to Fridays between 0700 hours and 0930 hours, and 1600 hours and 1830 hours. The Public Transport Strategy shall also include details of any bus stop infrastructure that is proposed to be delivered in connection with the proposed service and shall describe when the bus service will be introduced and for how many years it will operate. The Strategy shall be implemented as approved unless, by the time at which it is due to be delivered, an alternative service has already been provided by either the Local Highway Authority or a different developer, and the Local Planning Authority is satisfied that the alternative service will provide appropriate public transport links between the site, Hinckley Railway Station and Hinckley Town Centre.

- 1.1.3 Each household is entitled to receive two six-month bus passes allowing the bus pass holder to travel free of charge on local bus services. The S106 Agreement identifies a maximum sum of £284,690 towards bus pass provision (£415 per pass).

1.2 THE EXISTING SITE

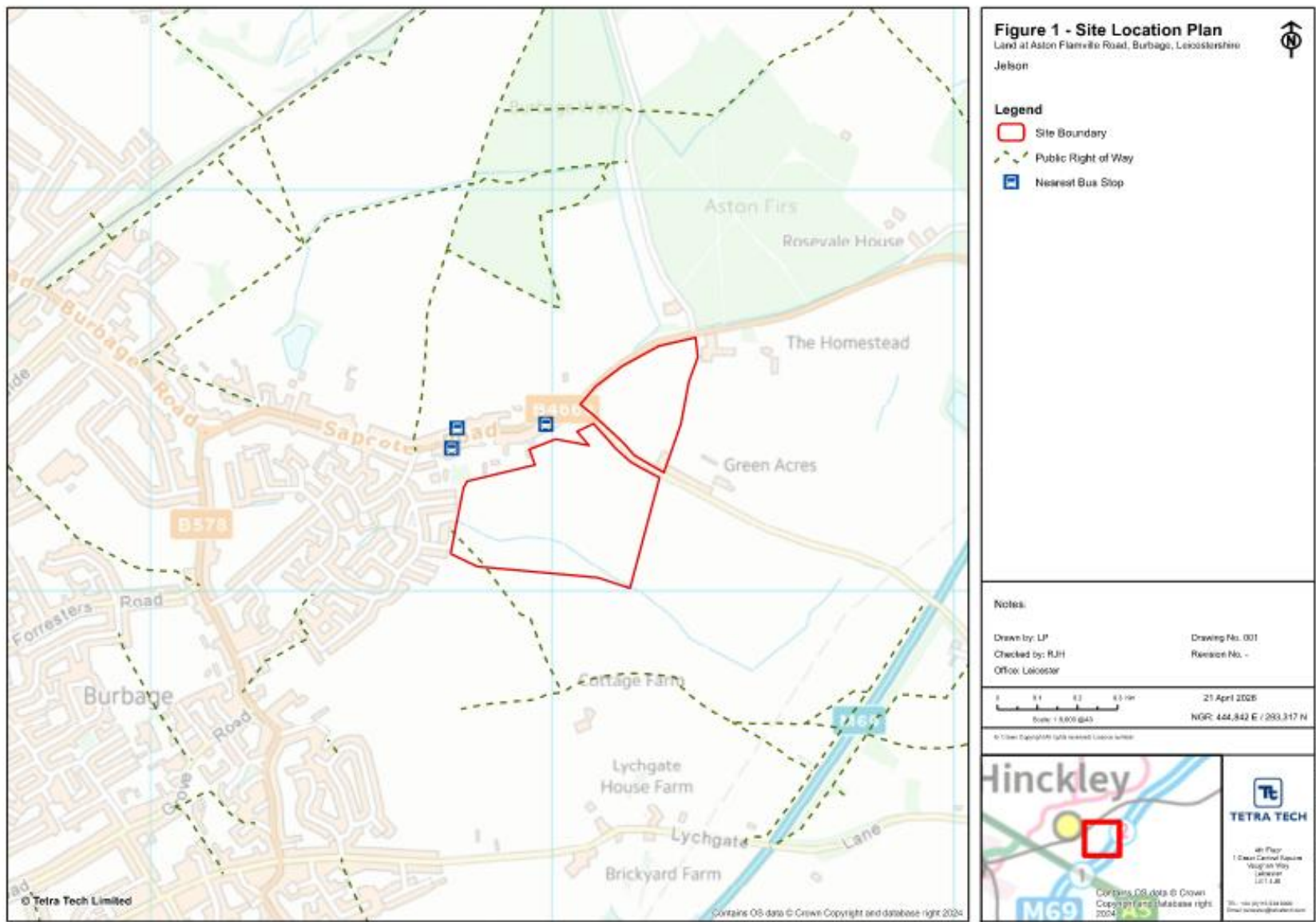
- 1.2.1 The site location is illustrated in **Figure 1** on the next page. The site comprises two parcels of land, located directly to the east and west of Aston Flamville Road. It is bounded to the north by the B4469 Sapcote Road, to the south by agricultural land, to the west by the residential dwellings of Burbage, and to the east by agricultural land. The western parcel has two farm accesses from Aston Flamville Road and one farm access from the west via Dorchester Road. The eastern parcel has one farm access from Aston Flamville Road. There is no access to the site from Sapcote Road.

1.3 CONSENTED DEVELOPMENT

- 1.3.1 The development masterplan is presented in **Appendix A**. The development includes a new four-arm site access roundabout on Aston Flamville Road to serve development parcels to the east and west of Aston Flamville Road. In addition, a dedicated pedestrian/cycle access is proposed onto Dorchester Road to the west. Connections to existing Public Rights of Way will be provided as part

of a network of informal walking routes through green infrastructure to be provided within the site. No other access points will be provided.

Figure 1 – Site Location



1.4 PURPOSE OF REPORT

- 1.4.1 Where relevant, Jelson should apply the principles set out in this strategy when preparing their site layouts / masterplans. Leicestershire County Council (LCC) in their capacity as the Local Highway Authority should check Reserved Matters applications against this strategy to ensure the principles are being followed.
- 1.4.2 A meeting was also held with LCC's public transport team on 28 November 2025 to discuss the requirements of the PTS and as such, this document has been prepared in consultation with LCC.
- 1.4.3 A meeting was held on 2 December 2025 with Arriva as the bus operator with existing services operating near the site to discuss the delivery of bus service improvements.
- 1.4.4 This report has been prepared to address the requirements of the planning condition and covers issues such as bus routes, frequencies, phasing of bus service improvements, bus stops and infrastructure requirements.

1.5 REPORT LAYOUT

- 1.5.1 The structure of the report is as follows.
- Chapter 2 summarises existing bus services
 - Chapter 3 proposes bus service improvements
 - Chapter 4 outlines requirements for on-site public transport facilities
 - Chapter 5 summarises the report

2.0 EXISTING BUS SERVICES

2.1 INTRODUCTION

2.1.1 This Chapter outlines existing bus stop infrastructure and services operating near the site.

2.2 BUS STOPS

2.2.1 The Leicestershire Highway Design Guide indicates requirements for new developments, including public transport provision and infrastructure. The Leicestershire Highway Design Guide states the following walking distances to bus stops.

- 250m desirable
- 400m normal
- 800m rural

2.2.2 It also states that walking routes to bus stops should be direct, well-lit and benefit from natural observation to deter crime.

2.2.3 The Chartered Institution of Highways and Transportation (CIHT) document ‘Guidelines for Planning for Public Transport in Developments’ indicates that new developments should be located so that public transport trips involve a walk distance of less than 400m. This being said, the CIHT also states that it is more important to provide frequent services than to reduce walking distances to bus stops by a few metres.

2.2.4 Bus Stops & New Residential Developments (Stagecoach Bus UK 2017) also refers to the 400m walking distance to bus stops, but also notes the need to balance this with running an efficient service:

“The advice set out by the Institute of Highways and Transportation (IHT) in 2000 suggests that 400m is the maximum convenient walking distance to stops in an urban context, and this threshold is generally accepted by most stakeholders, including Stagecoach, as an appropriate guideline to aim to meet.

However, there will be circumstances where, to achieve this standard for all dwellings within a scheme, results in an inefficient and contrived layout, greatly undermining the potential effectiveness of the proposed bus route.

Stagecoach will always prefer an efficient bus routing strategy, serving the great majority of dwellings well, than one that serves all homes poorly with a low-frequency or indirect service.

Thus, we support policy approaches offering some degree of flexibility on walking distances to bus stops where this is appropriate.”

2.2.5 Therefore, a 400m walking distance to the nearest bus stop is generally regarded as an appropriate guideline to aim for but should not be the only factor being considered and it is evident that bus services can be functional even when a 400m walking distance is exceeded.

- 2.2.6 The nearest bus stops to the site are on Sapcote Road as shown in **Figure 1**. Parts of the site are more than 400m from an existing bus stop.

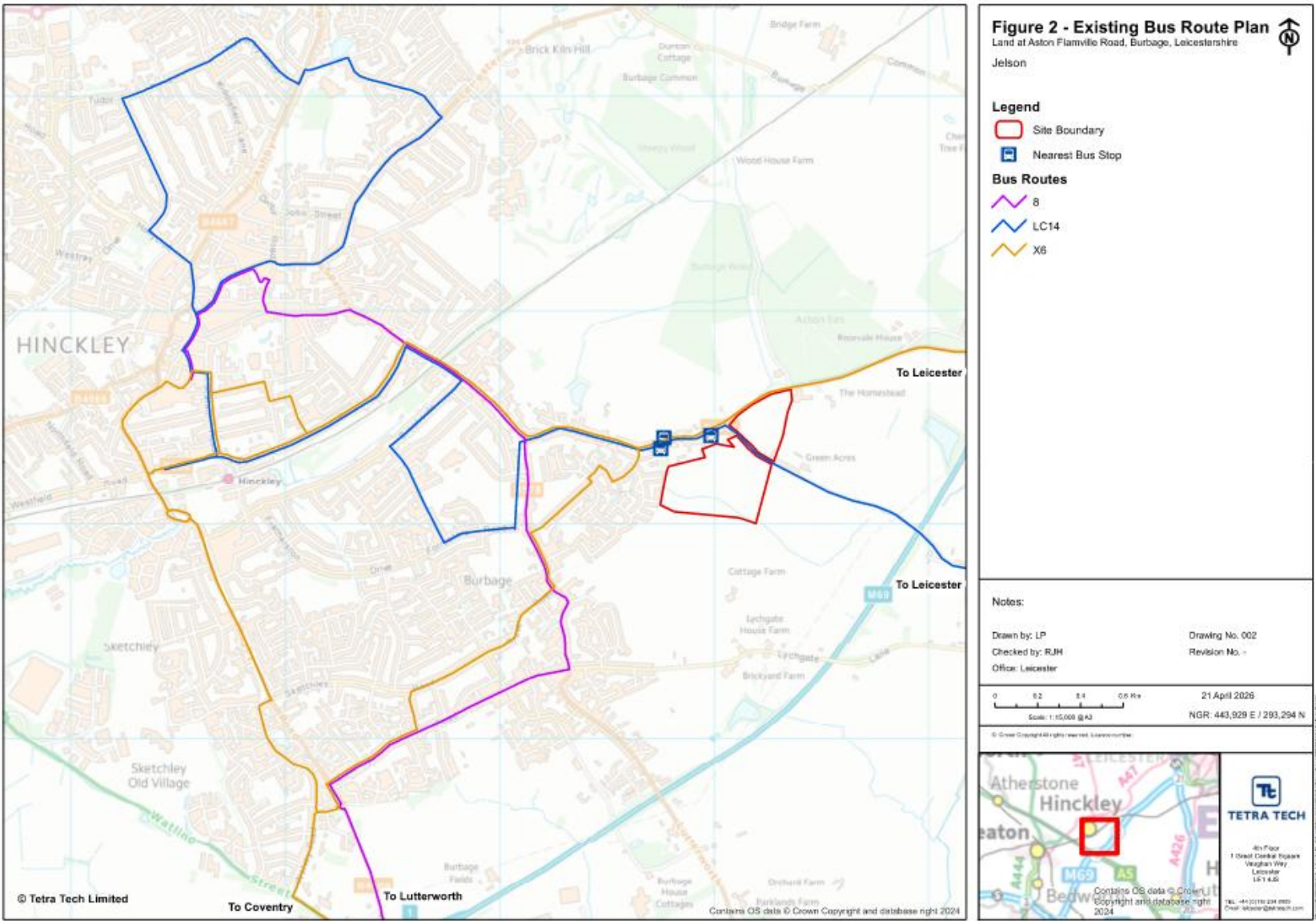
2.3 BUS SERVICES

- 2.3.1 Information for services stopping at the Sapcote Road bus stop identified above has been obtained and is summarised in **Table 1**. **Figure 2** on the next page shows the route of these services. There are no bus priority measures at or near the site. **Figure 2** also shows the route of service 8 which operates near the site and is discussed in **Chapter 3.0** as part of the options for proposed bus services.

Table 1: Typical Frequency of Bus Services Stopping Near The Site

Service	Mon – Fri Frequency			Sat Frequency	Sun Frequency
	7am -9am	9am -4pm	4pm -6pm	9am – 6pm	9am -6pm
X6 Coventry to Leicester	-	3 Buses	-	4 Buses	-
X6 Leicester to Coventry	-	3 Buses	1 Bus	4 Buses	1 Bus
LC14 Fosse Park to Hinckley	1 Bus	2 Buses	-	2 Buses	-
LC14 Hinckley to Fosse Park	-	3 Buses	-	3 Buses	-

Figure 2 – Existing Bus Routes



3.0 PROPOSED BUS SERVICES

3.1 INTRODUCTION

- 3.1.1 Existing public transport infrastructure is outlined in **Chapter 2**. This section of the PTS outlines bus service improvements proposed as part of the development.

3.2 DISCUSSIONS WITH LOCAL OPERATORS AND LCC

Discussion with LCC's Public Transport Team

- 3.2.1 As indicated in **Section 1.4**, a meeting was held with LCC's public transport team on 28 November 2025. LCC considered that the most appropriate way to serve the development by bus would be to increase the frequency of the Arriva LC14 service to include the times specified in the planning condition. It was their view that this would be more effective than providing a bespoke service between the site and Hinckley town centre. LCC also confirmed that serving the site with a demand responsive service such as the existing FoxConnect service would not be appropriate as this type of service is designed to serve smaller rural areas.
- 3.2.2 LCC suggested that a new bus stop to be served by service LC14 should be located on Aston Flamville Road to the north-west of the site access roundabout. The LC14 service currently uses Aston Flamville Road and would therefore be able to stop at a new stop without diverting from its current route.

Discussion with Arriva

- 3.2.3 As indicated in **Section 1.4**, a meeting was held with Arriva on 2 December 2025. Arriva confirmed that the development could be served by the existing LC14 service and suggested that the existing Arriva service 8 could also be diverted to serve the site. The nearest stop to the site for service 8 is on Burbage Road, to the west of its junction with Hinckley Road. The stop is just over 800m from the site boundary on Dorchester Road. Details relating to service 8 are summarised in **Table 2**.

Table 2: Typical Frequency of Bus Service 8

Service	Mon – Fri Frequency			Sat Frequency	Sun Frequency
	7am -9am	9am -4pm	4pm -6pm	9am – 6pm	9am -6pm
8 Lutterworth to Hinckley	1 Bus	Hourly	Hourly	2 Hours	3 Buses
8 Hinckley to Lutterworth	2 Buses	Hourly	Hourly	2 Hours	3 Buses

- 3.2.4 Arriva agreed with LCC that a new bus stop should be located on Aston Flamville Road to the north-west of the site access roundabout. They indicated that this could be served by service LC14 and a diversion of service 8.

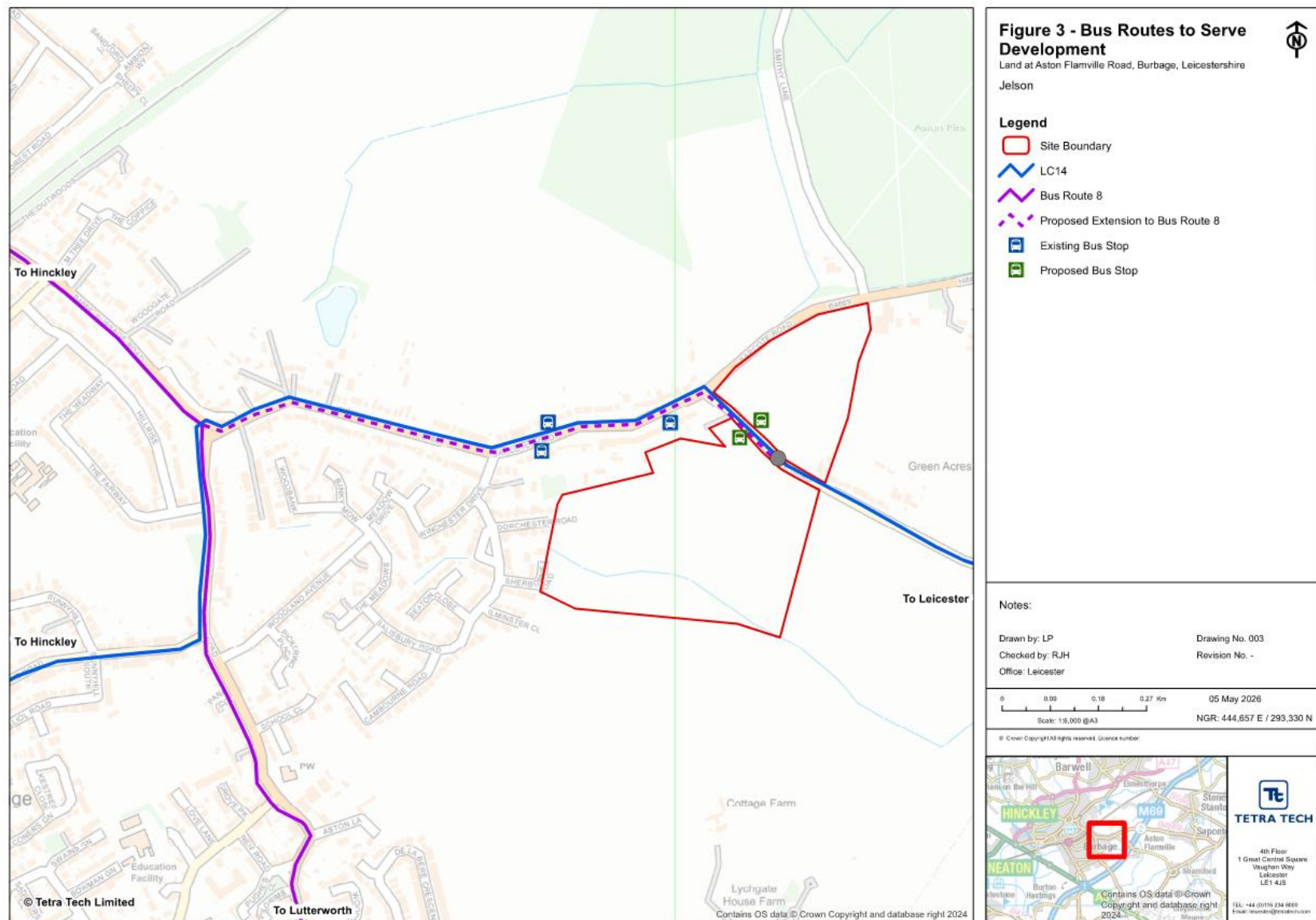
- 3.2.5 Arriva explained that an extension to service 8 would require vehicles to travel to and from the site via Sapcote Road and use the new site access roundabout on Aston Flamville Road to undertake a U-turn manoeuvre. Arriva advised that they use a range of vehicle types but the longest is a full-length single decker VDL SB200 Wright Pulsar 2. They also use an ADL Enviro200 MMC or, less commonly, an ADL Enviro400 MMC. A vehicle swept path drawing is presented in **Appendix B** and demonstrates that a single decker bus can perform the required U-turn manoeuvre at the site access roundabout.

3.3 PROPOSED BUS SERVICES

- 3.3.1 It is proposed that new bus stops are provided on Aston Flamville Road to the north-west of the site access roundabout. Based on current bus service operations and subject to formal agreement with Arriva, it is proposed that the new stops are served by service LC14 and service 8. Arriva has provided indicative timetables incorporating new stops on Aston Flamville Road. However, due to the commercial sensitivity of this information, it has not been included in the PTS.
- 3.3.2 Service LC14 will continue to operate its current timetable but with the additional stop to be provided on Aston Flamville Road. On this basis, the service will stop five times Monday to Friday in each direction, and four times on Saturday in each direction. During the week, both the service towards Hinckley and the service towards Fosse Park will stop once in the AM and once in the PM periods specified in the planning condition.
- 3.3.3 Service 8 will divert from its existing route to serve the proposed Aston Flamville Road stops. The route of the diverted service is shown in **Figure 3**. The service will stop three times Monday to Friday in each direction. The service towards Lutterworth will stop once in the AM and once in the PM periods specified in the planning condition.
- 3.3.4 It is understood from Arriva that the development can be served by services LC14 and 8 within the existing timetables for both services. As such, no developer funding will be required for the services to stop at the proposed bus stops. The proposed bus service strategy is put forward on this basis.
- 3.3.5 The extension of service 8 has the following key benefits:
- Provides a route to Lutterworth High School to cater for the start and end of the school day.
 - A post 5pm service from Hinckley to the site to cater for typical commuter times (not currently catered for by service LC14).
 - Additional off-peak times to add to those provided by service LC14.
- 3.3.6 In terms of travel to Hinckley at the times specified in the planning condition, the proposed approach delivers one service to Hinckley and one service from Hinckley in both the AM and PM peak periods specified. An additional AM bus from Hinckley is also provided by service 8 during school term time.
- 3.3.7 In terms of the destinations identified in the planning condition, service 8 serves Hinckley town centre, and service LC14 serves Hinckley town centre and Hinckley Train Station. In addition to these two services, service X6 will continue to be accessible from the nearest existing bus stops to the site on Sapcote Road.

- 3.3.8 It is proposed that services 8 and LC14 stop at the proposed Aston Flamville Road bus stops following completion of the 50th dwelling at the development.
- 3.3.9 The proposed approach fully satisfies the requirements of the planning condition and also serves the site at off-peak times not specified by the planning condition.

Figure 3 – Existing Bus Routes with an Extension to Service 8



4.0 PUBLIC TRANSPORT INFRASTRUCTURE / BUS PASSES

4.1 BUS STOP INFRASTRUCTURE

- 4.1.1 The new bus stops to be provided on Aston Flamville Road will include a flag and pole as well as timetable information. This is consistent with other bus stops in the wider residential area.

4.2 BUS PASSES

- 4.2.1 As indicated in the S106 Agreement, each dwelling will be provided with application forms for two adult bus passes to encourage bus usage.

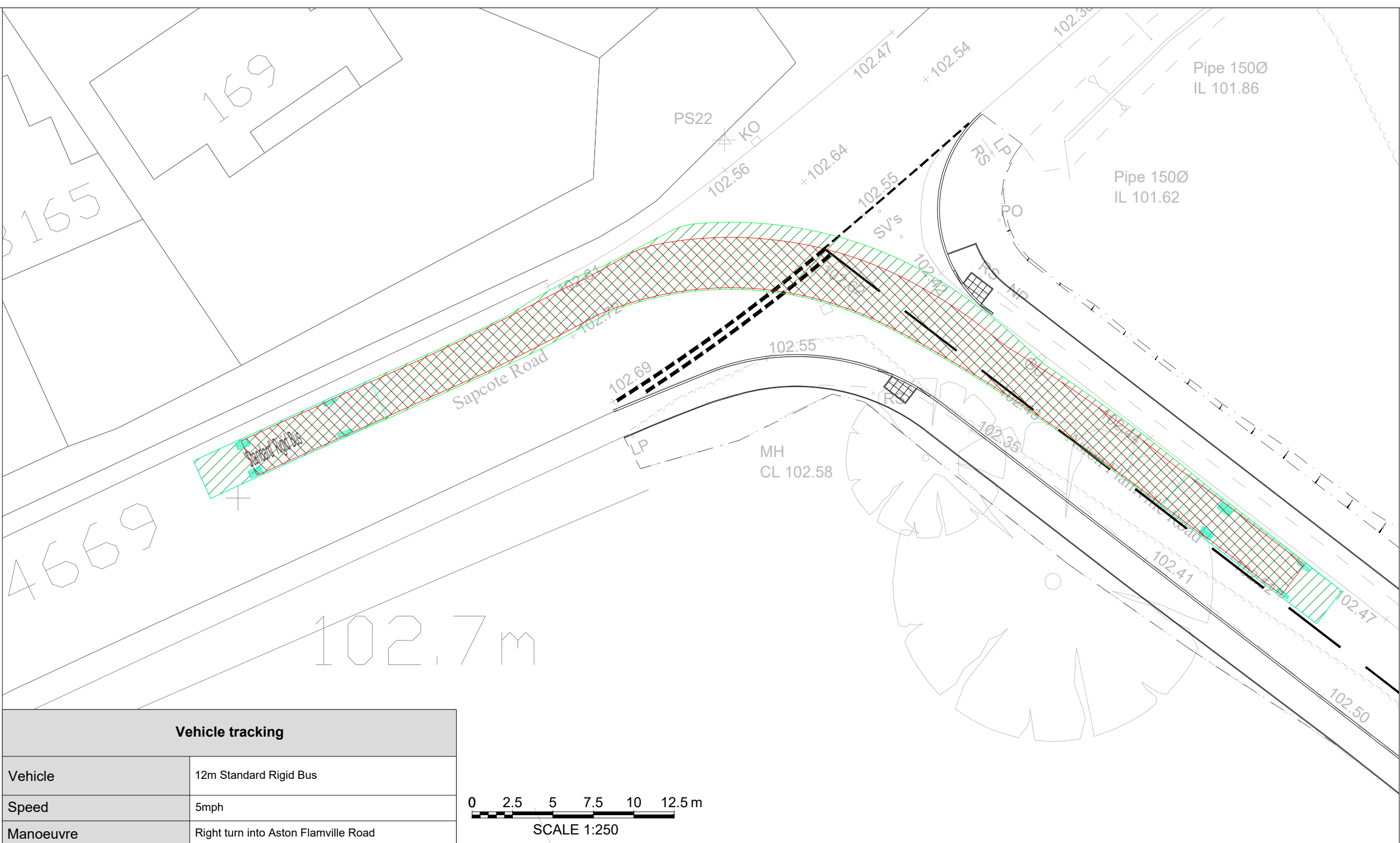
5.0 SUMMARY

5.1 SUMMARY

- 5.1.1 Tetra Tech has been appointed by Jelson to prepare a Public Transport Strategy (PTS) for residential development at Land at Aston Flamville Road, Burbage. The site is comprised of two parcels of land, directly adjacent to the east and west of Aston Flamville Road.
- 5.1.2 The development includes a new four-arm site access roundabout on Aston Flamville Road to serve development parcels to the east and west of Aston Flamville Road. In addition, a dedicated pedestrian/cycle access is proposed onto Dorchester Road to the west. Connections to existing Public Rights of Way will be provided as part of a network of informal walking routes through green infrastructure to be provided within the site. No other access points will be provided.
- 5.1.3 Condition 26 of the Decision Notice requires a PTS to be prepared:
“No development hereby approved shall be occupied unless and until a Public Transport Strategy has been submitted to and agreed in writing by the Local Planning Authority....”
- 5.1.4 The nearest bus stops to the site are on Sapcote Road. Parts of the site are more than 400m from an existing bus stop. Existing stops are served by the X6 and LC14 services.
- 5.1.5 Bus service proposals have been developed following discussions with LCC and Arriva. It is proposed that new bus stops are provided on Aston Flamville Road to the north-west of the site access roundabout. Based on current bus service operations and subject to formal agreement with Arriva, it is proposed that the new stops are served by service LC14 and service 8.
- 5.1.6 It is understood from Arriva that the development can be served by services LC14 and 8 within the existing timetables for both services. As such, no developer funding will be required for the services to stop at the proposed bus stops. The proposed bus service strategy is put forward on this basis.
- 5.1.7 It is proposed that services 8 and LC14 stop at the proposed Aston Flamville Road bus stops following completion of the 50th dwelling at the development.
- 5.1.8 The proposed approach fully satisfies the requirements of the planning condition and also serves the site at off-peak times not specified by the planning condition.

APPENDIX A: MASTERPLAN

APPENDIX B: VEHICLE SWEPT PATH DRAWING



'Standard' Rigid Bus	
Overall Length	12.000m
Overall Width	2.550m
Overall Body Height	3.069m
Min Body Ground Clearance	0.309m
Track Width	2.350m
Lock to lock time	4.00s
Wall to Wall Turning Radius	10.771m

