

Tritax Symmetry (Hinckley) Limited

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

The Hinckley National Rail Freight Interchange Development Consent Order

Project reference TR050007

Environmental Statement Volume 2: Appendices

Appendix 8.2: Framework Site Wide Travel Plan [part 4 of 4] Car Club Report

Document reference: 6.2.8.2

Revision: 04

October 2022

Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009
Regulation 5(2)(a)

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017
Regulation 14

This document forms a part of the Environmental Statement for the Hinckley National Rail Freight Interchange project.

Tritax Symmetry (Hinckley) Limited (TSH) has applied to the Secretary of State for Transport for a Development Consent Order (DCO) for the Hinckley National Rail Freight Interchange (HNRFI).

To help inform the determination of the DCO application, TSH has undertaken an environmental impact assessment (EIA) of its proposals. EIA is a process that aims to improve the environmental design of a development proposal, and to provide the decision maker with sufficient information about the environmental effects of the project to make a decision.

The findings of an EIA are described in a written report known as an Environmental Statement (ES). An ES provides environmental information about the scheme, including a description of the development, its predicted environmental effects and the measures proposed to ameliorate any adverse effects.

Further details about the proposed Hinckley National Rail Freight Interchange are available on the project website:

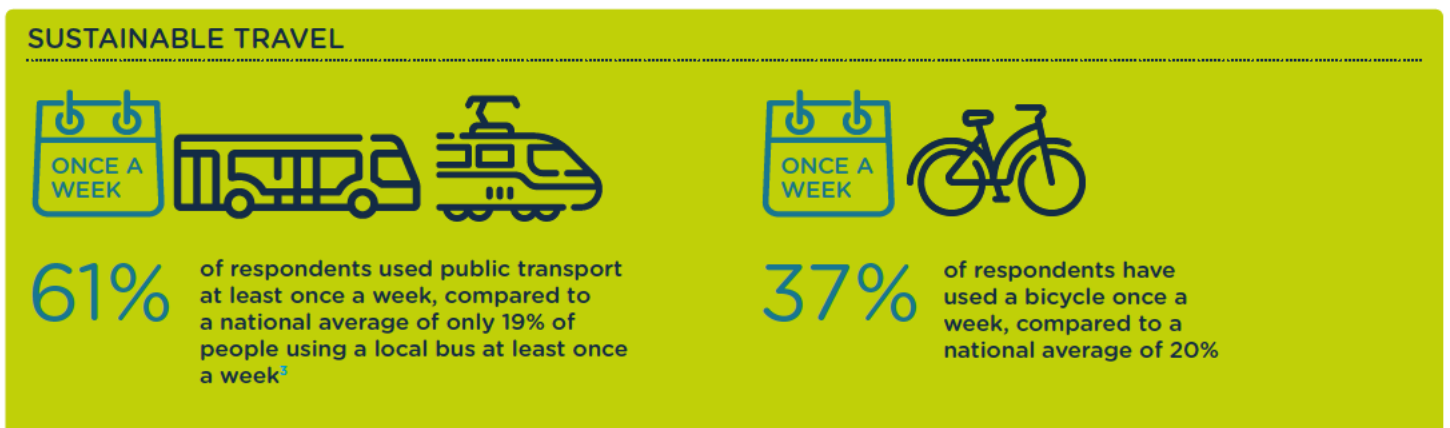
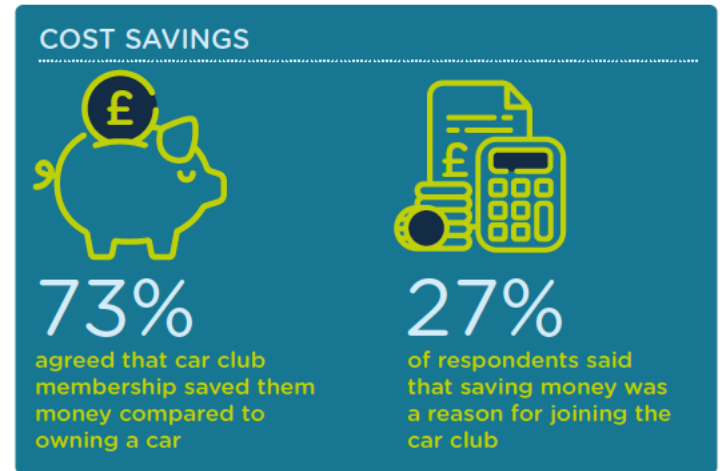
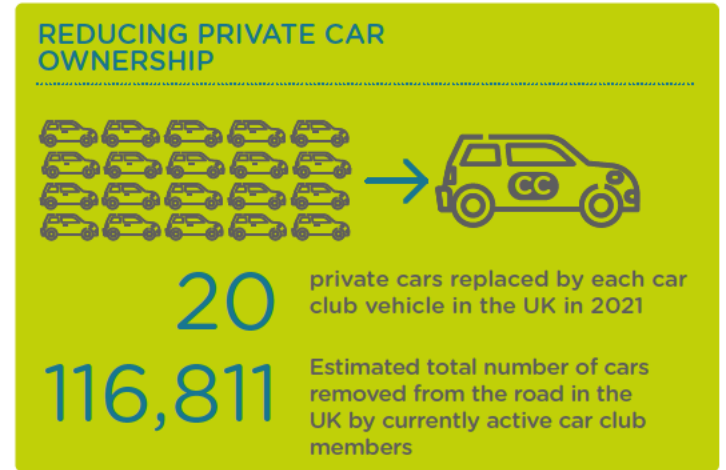
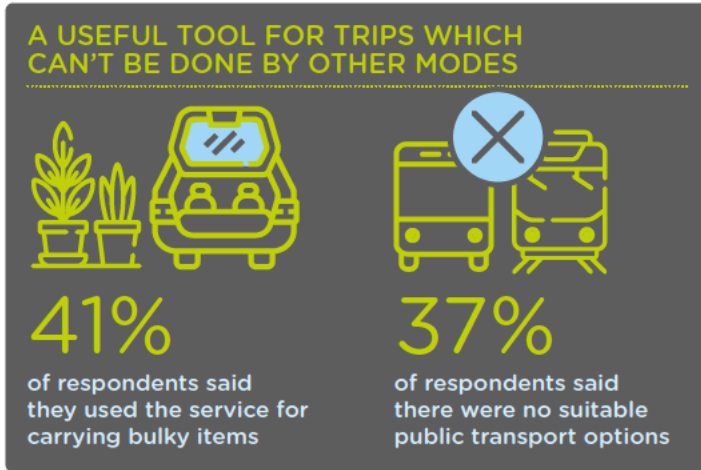
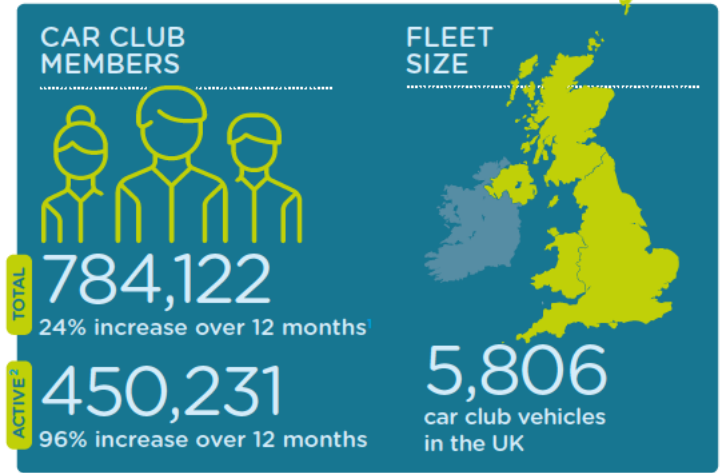


The DCO application and documents relating to the examination of the proposed development can be viewed on the Planning Inspectorate's National Infrastructure Planning website:

<https://infrastructure.planninginspectorate.gov.uk/projects/east-midlands/hinckley-national-rail-freight-interchange/>

United Kingdom Car Club Report 2021

KEY FINDINGS



1. 1 November 2020 to 31 October 2021 | 2. Members who have joined, renewed or used the car club in the last 12 months
3. National Travel Survey 2020

ELECTRIC CARS



12%

of the car club cars in the UK are electric



1%

of private cars in the UK are electric⁴



85%

of respondents were satisfied with driving the electric car club vehicles



61%

of respondents were satisfied with charging electric car club vehicles at the end of a hire



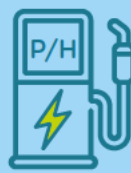
45%

of respondents were satisfied with charging electric car club vehicles during their hire

FUEL TYPE



52%
petrol



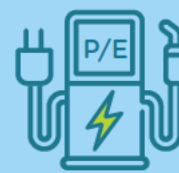
23%
petrol hybrid



12%
electric



12%
diesel
(vans only)



2%
plug-in hybrid



0%
hydrogen fuel cell

CLEANER AND SAFER



100%

of car club cars are under 5 years and 65% are under 2 years old



100%

of publicly available⁵ car club cars are compliant with low emission zones

CARBON EMISSION SAVINGS FROM CLEANER VEHICLES - 2020 DATA⁶



27%

lower carbon emissions than the average UK car



5,500

trees worth of CO₂e carbon saved by British car club cars

4. Department for Transport, VEH0105 and VEH0132b

5. Excludes cars in closed pool fleets

6. CoMoUK car club research report 2020

