

**Hinckley & Bosworth Borough Council**  
**Interested Party Reference Number: 20039546**

**Deadline 8 Submission:**

- **General Comment on all Deadline 7 responses from the applicant**
- **Applicant's response to Deadline 6 Submissions [part 2 - HBBC] Document reference: 18.20 Revision: 01**

**Application by Tritax Symmetry (Hinckley) Limited for an Order Granting Development Consent for the Hinckley National Rail Freight Interchange**

## (ref. TR050007)

Document and Section Reference	Hinckley & Bosworth Borough Council Response
<b>General Response to all Deadline 7 Responses by Tritax</b>	The Council has considered the applicant's responses at Deadline 7 to the Council's deadline 6 submissions. The Council considers that it would not be helpful to the ExA, for the sake of expediency, to continue to respond directly to all the matters raised (apart from the item below), but in taking this approach the Council wishes to make clear that this means that nothing the applicant has submitted changes the Council's responses as submitted at Deadline 6 or Deadline 7.
<b>Applicant's response to Deadline 6 Submissions [part 2 - HBBC] Document reference: 18.20 Revision: 01</b>	
1.6 Modal Shift	In the applicant's response to the Councils Deadline 6 submission Document reference: 18.20, item 1.6 , they imply that commentary on mode share targets is based on incorrect data, and this is not accepted. The Council has consistently said that use of census data for Blaby as a good baseline for a new 8,000+ employee national freight facility on the edge of the Hinckley urban area is not appropriate – the starting single occupancy car mode share will be too high, and thus make achievement of any kind of 'reduction' seem very successful. It is far more appropriate to look at the very similar RFI implemented at East

Midlands Gateway and use their starting point as the baseline, and their achieved outcomes after year 5 as a target. This point is substantiated by the fact that the ‘baseline’ for EMG also used census data, and predicted 74% baseline car driver mode share; the actual achieved in year 1 was 58%, and the average over the first 5 years was 47%. The table below uses data presented by the applicant and shows how the 10-year HRNFI target for car drivers is higher than the EMG year 1 achieved and far higher than that actually achieved at EMG in year 5. As stated in the Deadline 5 submission, the Councils’ view remains that the baseline car driver mode share target should be 60% and the 10-year target 47% to achieve.

	Blaby census	EMG observed	Baseline HRNFI	10 year HRNFI target	EMG actual year 1	EMG actual year 5
Car Driver	75%	60%	75%	60%	58%	51%
Car passenger	9%	12%	9%	14%	31%	25%
	Source: Tritax Sustainable Transport Strategy (STS) tables and 6				Source: ITP, <a href="https://www.itpworld.net/news-and-views/2022/creating-better-places-a-case-study-east-midlands-gateway">https://www.itpworld.net/news-and-views/2022/creating-better-places-a-case-study-east-midlands-gateway</a>	