

From: Jordan Bell <jbell@dynamictransportplanning.co.uk>
Sent: 20 August 2026 15:19:53 UTC+01:00
To: "Matthew Gray" <matthew.gray@montagu-evans.co.uk>
Subject: Markfield Services
Attachments: DTP-3711126-CTMP.pdf



Hi Matt,

Please see below our response to the outstanding NH comments on Markfield for this one, alongside the CTMP document attached.

Traffic Generation

The HGV trip generation has been added to the land-use category in order to account for general HGV use of the HGV facilities, such as the HGV parking bays. This type of usage would not be reflected in any of the other trip rates obtained from the TRICS database, therefore no double counting of HGVs has taken place.

The submitted TA has looked at two separate assessments, both a MSA trip generation exercise and a separate land-use assessment. Therefore, the submitted assessment is robust in including HGV and separate land-use trip generation.

As requested, please see an updated report attached, including the additional TRICS outputs for each of the land uses.

Trip Distribution

As can be evidenced by Traffic Figure 5, NH's claim that 100% of traffic will interact with the SRN is incorrect, some trips are drawn from the A50 and A511 which do not form part of the SRN.

Survey Data

Whilst the full raw survey data can be found appended to the TA, it is noted that the network peak across all of the traffic surveys has been identified and carried forward in the operational assessments. The peak TRICS trip generation figures have also been applied, so a robust assessment has been carried out.

The raw survey data appended to the TA shows that the 5-6pm hour has lower traffic flows, and therefore the impact on the roundabout junction would be less.

Background Traffic Growth

The TEMPro growth rates for 'all roads' have been applied to correspond with the nature and location of the site. The site draws upon traffic from two A roads, as well as the Motorway, and therefore solely using 'motorway' would not be appropriate. Moreover, the development does not 'primarily' interact with the M1. The majority of traffic is drawn from vehicles already using

the roundabout junction, including the other arms, therefore the 'all roads' category is the correct methodology to use.

Assessment Methodology

The scenarios set out within the traffic figures consider the cumulative impacts on the junction in the future year.

The submitted TA has taken an approved LINSIG model, which already includes committed development traffic, therefore the future year base includes committed development. Therefore, this scenario is already available to National Highways, within the approved LINSIG model which they provided to DTP.

Construction Traffic Management Plan

Has been completed and is enclosed with this response.

Kind Regards,

Jordan Bell
PhD, MSc, BSc (Hons), MTPS, MCIHT
Senior Transport Project Manager
Regional Lead, Derbyshire & Midlands



Transport Assessments/Statements | Road Safety Audits | Travel Plans | Micro-simulation Modelling

Mobile: 07341815170

Email: jbell@dynamictransportplanning.co.uk

Twitter: [@DynamicTP](https://twitter.com/DynamicTP)

LinkedIn: www.linkedin.com/in/jordan-bell-a45a7012a

Web: www.dynamictransportplanning.co.uk

Head Office: The Riverside | Chester-le-Street | County Durham | DH3 3QR

Registered Address: Portland House | Belmont Business Park | Durham | DH1 1TW

The content of this e-mail (and any attachments) is confidential. This e-mail should not be read or used by anyone who is not the intended recipient, or copied/disclosed to anyone who is not the intended recipient without prior agreement of the sender. If you have received this e-mail in error please inform us by e-mailing the sender and then deleting the e-mail and any copies from your system.