

**From:** [Bown, Graham](#)  
**To:** [Mike Hibbert](#)  
**Subject:** RE: M25 Junction 10/A3 Interchange - DCO - Deadline 9  
**Date:** 01 June 2020 17:29:20  
**Attachments:** [image001.jpg](#)  
[image002.jpg](#)  
[image003.jpg](#)  
[image004.jpg](#)  
[image005.jpg](#)  
[image006.jpg](#)  
[image007.jpg](#)  
[image008.jpg](#)

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Mike

I had read 3.0 as a summary of what was required for 2.0, i.e. the local road network. However, I have data for all roads in the study area.

The table below shows data for the whole road network within the study area and includes LRN and SRN. You will notice that the sensitivity test with the south facing slips has fewer vehicle km than the do-something scheme – we would expect them to be very similar and they are. You will find that they are within 99.95% of each other. That they are not closer is due to noise away from the A3, M25 J10 and Ripley.

<b>Do-minimum (DM)</b>	<b>Do-something (DS)</b>	<b>Do-something with Ockham South Facing Slips</b>
3,174,862,000	3,209,419,000	3,207,679,000
Change compared to do-minimum	34,557,000	32,817,000
Percentage change compared to do-minimum	1.09%	1.03%

Regards

Graham

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**From:** Mike Hibbert <[mhibbert@tthc.co.uk](mailto:mhibbert@tthc.co.uk)>  
**Sent:** 01 June 2020 16:59  
**To:** Bown, Graham <[Graham.Bown@atkinsglobal.com](mailto:Graham.Bown@atkinsglobal.com)>  
**Subject:** RE: M25 Junction 10/A3 Interchange - DCO - Deadline 9

Afternoon Graham

My understanding of the figures you have emailed is that they represent the annual vehicle kilometres for the **local road network**. As such, these figures would deal with the request in para 2.0 (of REP9-012).

The para 3.0 request relates to the same information but in relation to the overall travel effects (ie **including the Strategic Road Network**).

Hope this assists.

Kind regards

Mike

Director - TTHC Ltd  
the Traffic, Transport & Highway Consultancy

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**From:** Bown, Graham <[Graham.Bown@atkinsglobal.com](mailto:Graham.Bown@atkinsglobal.com)>

**Sent:** 01 June 2020 08:47

**To:** Mike Hibbert <[mhibbert@tthc.co.uk](mailto:mhibbert@tthc.co.uk)>

**Subject:** RE: M25 Junction 10/A3 Interchange - DCO - Deadline 9

Mike

There must be some confusion as I believe that it does and is contained in the second row of numbers.

Related to the above request, RHS would appreciate HE's calculations of: The overall travel effects (in annual veh km) for

- (i) 'DCO Scheme' (compared to DoMin), and;
- (ii) 'DCO Scheme + SFS' (compared to DoMin)

Give me a call if it helps to explain.

Regards

### Graham Bown

Practice Manager, Consultancy, Transportation  
UK & Europe, Engineering, Design and Project Management

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**From:** Mike Hibbert <[mhibbert@tthc.co.uk](mailto:mhibbert@tthc.co.uk)>  
**Sent:** 29 May 2020 15:29  
**To:** Bown, Graham <[Graham.Bown@atkinsglobal.com](mailto:Graham.Bown@atkinsglobal.com)>  
**Subject:** Re: M25 Junction 10/A3 Interchange - DCO - Deadline 9

Afternoon Graham

In reviewing the information below, I've realised that this doesn't provide a response to para 3.0 of REP9-012.

Please could you email over this information when you get the opportunity.

Many thanks & regards  
Mike

Sent from my iPhone

On 28 May 2020, at 08:39, Bown, Graham <[Graham.Bown@atkinsglobal.com](mailto:Graham.Bown@atkinsglobal.com)> wrote:

Hi Mike

All OK here and hope you are too.

The annual vehicle kilometres that you have requested for the local road network are below.

<b>Do-minimum (DM)</b>	<b>Do-something (DS)</b>	<b>Do-something with Ockham South Facing Slips</b>
1,226,965,000	1,216,768,000	1,215,719,000
Change compared to do-minimum	-10,197,000	-11,246,000
Percentage change compared to do-minimum	-0.83%	-0.92%

As you will see the change further reduces traffic on the local road network (LRN) with the slips as expected. Your request mentions the figure we gave for a 1% reduction in terms of km for an average day on the area of the local network

modelled – i.e. 741,000 veh km per day. We have checked this again, and as I expect you may also have realised this figure is plainly incorrect, it should have been 27900 veh km per day.

I trust that this satisfies your request.

Regards  
Graham

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**From:** Mike Hibbert <[mhibbert@tthc.co.uk](mailto:mhibbert@tthc.co.uk)>  
**Sent:** 27 May 2020 17:47  
**To:** Bown, Graham <[Graham.Bown@atkinsglobal.com](mailto:Graham.Bown@atkinsglobal.com)>  
**Subject:** Re: M25 Junction 10/A3 Interchange - DCO - Deadline 9

Afternoon Graham  
Just a quick note to check where this one is at.  
Hope you're ok.

Regards  
Mike

Sent from my iPhone

On 22 May 2020, at 09:16, Bown, Graham  
<[Graham.Bown@atkinsglobal.com](mailto:Graham.Bown@atkinsglobal.com)> wrote:

Hi Mike

We are working on it and it should be with you early next week.

Regards  
Graham

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**From:** Mike Hibbert <[mhibbert@tthc.co.uk](mailto:mhibbert@tthc.co.uk)>  
**Sent:** 21 May 2020 15:51  
**To:** Bown, Graham <[Graham.Bown@atkinsglobal.com](mailto:Graham.Bown@atkinsglobal.com)>  
**Subject:** Re: M25 Junction 10/A3 Interchange - DCO - Deadline 9

Afternoon Graham  
Further to Richard's email to Mark on 14 May, please can you advise when you might be able to provide the requested information.  
Thanks & regards  
Mike

Sent from my iPhone

On 14 May 2020, at 18:27, Richard Max  
<[Richard@richardmax.co.uk](mailto:Richard@richardmax.co.uk)> wrote:

Dear Mark

Please find attached a request for further information from HE arising from REP8-040 which the RHS has indicated to the ExA in its D9 submissions that it has requested.

Graham is welcome to supply the information direct to Mike Hibbert.

Kind regards

Richard

<image001.gif>

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In response to the current Government guidance regarding the Coronavirus (COVID-19), we are working remotely from home and our physical office is closed. We will be sending out correspondence by email only and would ask that you contact us by telephone or email and send correspondence and documentation by email only. Meetings can be arranged virtually. During this period we will be accepting service of proceedings sent by email.

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<RHS REP9-xxx - APPENDIX 1 Requests for further information in relation to REP8-040.pdf>

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