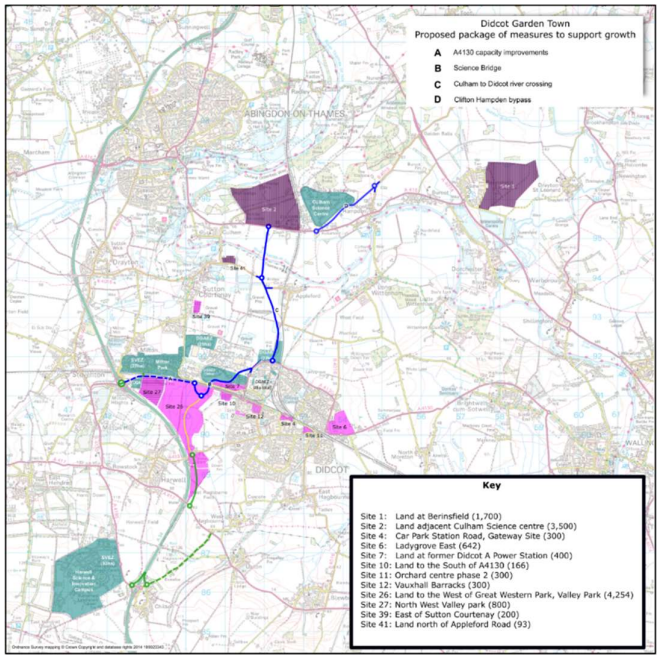
PSP3 Project Description Input Sheet

*This Project Pro-forma is used to capture **project descriptions, innovations and efficiencies**. It is not expected that all the information requested will be appropriate to all projects. Please provide as much information as possible. This form should be updated and resubmitted as projects develop.*

MHA Authority	Oxfordshire County Council
Project Number	60606782
Project Title	Didcot Garden Town
Client Contact	Tim Mann
Client Details	Oxfordshire County Council, County Hall, Oxford OX1 1ND timothy.mann@oxfordshire.gov.uk
Brief Project Description (300 Characters)	The Government awarded Didcot 'garden town' status in 2015, endorsing the delivery of 15,000 new jobs and 20,000 new homes in the area. Oxfordshire County Council (OCC) is progressing four separate but independent highway schemes to support Didcot as a vibrant garden town. The schemes will provide vital transport infrastructure to reduce congestion and enable more reliable journey times, improve pedestrian and cycling connectivity, and support new employment sites and housing. Funding for the four schemes has come from a successful £218m Housing Infrastructure Fund (HIF1) as well as developments in the area. Consultation was completed for the schemes in 2018 and 2020 with the preferred scheme endorsed by OCC in July 2020. A combined planning application was submitted in November 2021. AECOM was commissioned by OCC to complete the preliminary design, Environmental Statement and support the submission of the combined planning application for the four infrastructure schemes.
Full Project Description	The Didcot Garden Town Housing Infrastructure Fund programme consists of four separate but interdependent highway schemes: • **A4130 widening** from Milton Interchange to a new Science Bridge by making it a dual carriageway, providing a new footway and cycleway, and several new junctions. • A new **Didcot Science Bridge** from the A4130 over the Great Western railway line into the Didcot A Power Station site and re-joining the A4130 Northern Perimeter Road at Purchas Road with new segregated footways and cycleways throughout.



	• A **new river crossing** over the Thames, and link road between the A4130 at Didcot and A415 at Culham with high quality and segregated walking and cycling facilities. • A **Clifton Hampden Bypass** between the A415 at Culham Science Centre and the B4015 north of Clifton Hampden with shared use walking and cycling path along the whole length. AECOM successfully delivered the preliminary design, completed the Environmental Statement and submitted a combined planning application for the four infrastructure schemes. The preliminary design was delivered by a multi-disciplinary team consisting of specialists in highways, structures, drainage, geotechnics, environment, landscaping, architecture and planning. The schemes all required significant engagement with key stakeholders and landowners in the area. Consultations were held in November 2018 and March 2020 with several changes made to the schemes following feedback from the public. All four schemes were progressed through co-ordination with private developers during the entire design process, to ensure the scheme objectives of delivering growth will be met. The schemes were technically complex with the alignments crossing land with diverse previous land use such as a former power station, historic landfill and wetland areas. As part of the schemes, design of three bridge structures were developed crossing a Network Rail mainline, private rail siding and the River Thames. The project was delivered to programme despite the impact of the Covid pandemic on the business. The preferred scheme was endorsed by OCC in July 2020 with a combined planning application submitted in November 2021.
Innovation	Due to the covid pandemic and stay at home rules, the planned in-person consultation exhibition events could not be held. At the time, AECOM had launched a global interactive web-based tool that allows a virtual exhibition event to be held where participants can access from their computer or mobile device, and the HIF1 project was the first project to utilise this tool. By providing a more resilient approach to community engagement, the new tool allowed OCC to engage with a wider audience who could not attend in-person meetings during consultation periods and avoided any programme delays associated with the consultation. The project team has leveraged the latest digital design tools such as ProjectWise, AutoCAD and Civil 3D, to solve complex engineering challenges, taking the project from concept to preliminary design. The use of ProjectWise has helped the team to manage, share, distribute and review project content in a single platform, improving design integration and enabling more effective collaboration. It has also minimised the initial impact of the pandemic due to the changed working environment. The team also used ANZACAD, an AutoCAD add-in developed by AECOM to seamlessly manage high quantities of drawing sheets, saving time and ensuring consistency and quality throughout. Deliverables have been issued to the client through ProjectWise Deliverables Management, a secure yet easy-to-use web-based platform. Can this be applied to other MHA projects? ☒
Lean Delivery / Efficiency Savings	A Value Engineering exercise, bringing in early contractor involvement, was carried out during the project in partnership with experienced representatives from a prominent contractor. The value engineering exercise was carried out by a group of independent technical leaders from the business who scrutinised the design and challenged the project approaches. The value engineering exercise was able to identify savings of circa £10m. Can this be applied to other MHA projects? ☒

Sustainability	Although the project is predominantly a highway infrastructure scheme, walking and cycling facilities featured in all parts of the design consideration. The project set out to deliver high quality walking and cycling facility from the outset; evidenced with the walking and cycling design exceeding the requirements of the new cycle infrastructure standards (LTN 1/20) which was published mid-project. The design also achieved a Biodiversity Net Gain (BNG) of 10% overall. Extensive ecological and arboriculture surveys and assessments were undertaken as part of the scheme to ascertain the baseline condition and impact of the scheme. Impact to the environment was minimised, and where it could not be avoided, mitigation measures were included as part of the design.
Awards / Customer Satisfaction	**KPI Scores** AECOM's performance on the Didcot Garden Town project has been recognised with averages scores of 8 across Key Performance Indicators (KPIs), taken over the longevity of the multi-year project. **Client Feedback –** Taken from 360 project Feedback Form "Aecom have been reactive and responsive to Ground Investigation (GI) contract requests withing short timescales as well as being continuing to actively respond to developer/third party demands." "AECOM have had a strong willingness to consider alternative solutions and have provided prompt responses to suggested alternatives when requested. There has been a positive professionalism to our working partnership and are highly engaged." "Accommodating differing requirements and demands from multiple project team members and stakeholders is challenging, however AECOM are managing to juggle the demands of many masters. Project communication is good, all team members respond effectively to queries"
Address of Site	Didcot, Oxfordshire, UK
Project Capital Value (if applicable)	Estimated: £250m — At Completion: £N/A
Fee Value	Estimated: £5.5m — At Completion: £N/A
MHA PSP3 Delivery Team	Project Managers: Andy Blanchard, Grant Paxton, Karl Chan Delivery Manager: Mark Saunders Framework Manager: Jason Clarke
Project Manager Contact Details	Andy Blanchard, St Albans, +447341127346, Andy.Blanchard@aecom.com Grant Paxton, Bedford, +447775668193 grant.paxton@aecom.com Karl Chan, Croydon +447775757869 Karl.chan2@aecom.com
Other Useful Information	

Image References
(Images to be provided separately)

☐

Visualisation of A4130 widening at eye level

Visualisation of Didcot Science Bridge over the Great Western Railway Line

Visualisation of the River Crossing bridge and viaduct

Visualisation of the proposed roundabout on Clifton Hampden Bypass

Completion Certificates (to be provided separately)				
This information provided by:	Who:	Karl Chan, Croydon +447775757869 Karl.chan2@aecom.com	When:	06/10/2022