

*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	60635885
Project Title	Watlington Relief Road
Client Contact	Harbi Ali-Ahmed
Client Details	Oxfordshire County Council – Growth and Place, Communities, County Hall, New Road, Oxford, OX1 1ND. Mob: 07943 878883 harbi.ali-ahmed@oxfordshire.gov.uk

Brief Project Description
(300 Characters)

The Watlington Relief Road is being progressed by Oxfordshire County Council (OCC) to provide an alternative route and direct access to the B4009 either side of Watlington. It will provide a more attractive east/west alignment for traffic, bypassing the historic town centre, and easing issues of congestion, noise and air quality. The relief road will have a dual purpose of unlocking housing development in the vicinity of Watlington as well as promoting active travel by helping to create better conditions for walking and cycling.

AECOM was commissioned by OCC to undertake an Options Appraisal for the Watlington Relief Road, with key findings and recommendations outlined in an Options Assessment Report. AECOM was also commissioned to undertake a feasibility study outlining optioneering and feasibility designs for the preferred highway route alignment. The Options Assessment Report was published and shared with the parish councils in March 2021 and approved by OCC’s cabinet in September 2021.

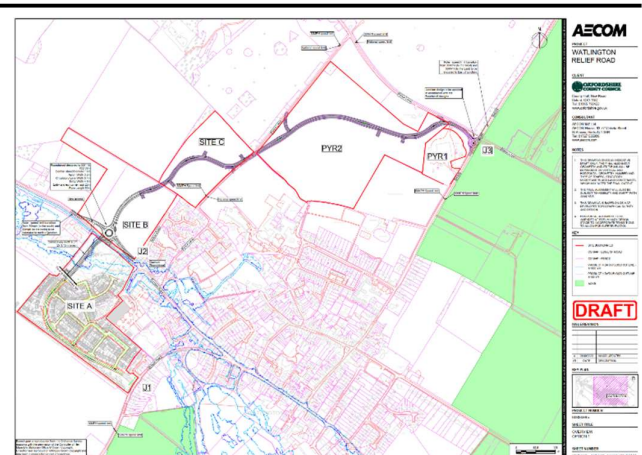


Full Project Description

The Watlington Relief Road (WRR) will connect the B4009 (southeast of Watlington) and the B4009 junction with Pyrton Lane/Station Road to provide direct access to the B4009 whilst alleviating congestion in the town centre and improving the air quality. Without the relief road, the cumulative impact of proposed housing developments is expected to have a severe impact on the existing traffic situation and worsen air quality in the centre of Watlington, which is a declared Air Quality Management Area.

OCC has secured funds through S106 Agreements and the Housing and Growth Deal (the Growth Deal) to build three separate sections of the WRR. These sections will fill the gaps between those sections funded under planning obligations by associated housing developments which, together, will complete the WRR.

AECOM was commissioned by OCC to undertake an Options Appraisal in line with the Department for Transport’s (DfT) Transport Appraisal Guidance (TAG). The purpose of the commission was to produce an Options Assessment Report and feasibility design of the preferred route alignment.



	<p>The Options Assessment Report summarised the option development process and how the decision making was carried out to reach the recommended shortlisted options to be taken forward to the next stage of development. The following project outcomes were successfully achieved:</p> <ul style="list-style-type: none"> • Identification of the long list of options which could address issues in the Watlington area and meet the scheme objectives within the existing constraints, including an initial sift of this long list to derive a more refined list • Set out the criteria for a more detailed assessment against a range of criteria in line with best practice and TAG guidance to recommend the option to be taken forward • Production of a TAG-compliant Options Assessment Report • Production of high-level optioneering drawings of potential route alignment • Production of highway alignment drawings for preferred option alignment • Stakeholder consultation of route option alignments • Completion of surveys, including environmental and ecology • Production of ground investigation scoping and specification • Production of an Appraisal Specification Report <p><u>Complexity – Technical Challenges:</u></p> <p>The relief road connects through multiple planned residential developments. Therefore, the project required careful co-ordination between the AECOM design and designs being develop by multiple Developers. In addition, the road requires a bridge structure to cross through the floodplain for the Charlgrove Brook which is an environmentally sensitive area.</p> <p>Consultation on the Options Assessment Report was undertaken to explain scheme route alignment options, and the additional sustainable travel benefits options, to support buy in from key stakeholders. Workshops were undertaken to engage with key stakeholder and user groups, including District and parish councils, developers, local businesses and the Environment Agency during the options appraisal stages. The Options Assessment Report was published and shared with parish councils in March 2021 and approved by OCC cabinet in September 2021. A written submission on behalf of both Watlington and Pyrton Parish Councils stated that the <i>“arrival at a route that was acceptable to the majority of stakeholders had been facilitated largely by the AECOM phase one optioneering process”</i>.</p>
<p>Innovation</p>	<p>The commission required AECOM to develop feasibility highway alignment drawings. In the absence of any available topographical survey data, a vertical design alignment within AutoCAD Civil 3D was created using available LIDAR mapping, which allowed the design to be developed alongside flood modelling. The proposed levels of the highway link road were then determined using the flood modelling results.</p> <p>Use of the LIDAR mapping in the absence of topographical survey data provided notable programme savings and allowed the early development of design without the downtime or delay of waiting for survey results.</p>
<p>Lean Delivery / Efficiency Savings</p>	<p>The use of LIDAR mapping avoided the need to wait to spec, commission and receive the topographical survey, resulting in cost savings of £25,000 and programme savings of 4 weeks.</p> <p>Efficiency Savings: £25,000 cost savings to project 4 weeks programme savings</p>
<p>Sustainability</p>	<p>As part of the assessment of options, sustainability considerations were taken account of including environmental constraints, fit with wider transport and government objectives (including contribution to sustainable travel), carbon emissions, socio-distributional impacts, impact on the local environment and wellbeing.</p>

Awards / Customer Satisfaction	<p>KPI Scores</p> <p>This project has consistently returned high scores as part of ongoing assessment of Key Performance Indicators (KPIs) – with an average score of between 8 and 9 over the final year of the project, across all indicators.</p> <p>Client Feedback – Taken from KPI 360 forms</p> <p>“AECOM have been very proactive and involved in wider discussions. Comminating effectively and progressing accelerated activities efficiently. AECOM have recently provided information beyond the project scope which has proved both valuable and informative.”</p>
Address of Site	<p>Watlington, Oxfordshire</p> <p style="text-align: right;">Multiple Site Project: <input type="checkbox"/></p>
Project Capital Value (if applicable)	<p>Estimated: £7 million</p> <p style="text-align: right;">At Completion: N/A</p>
Fee Value	<p>Estimated: £102,670</p> <p style="text-align: right;">At Completion: £271,150</p>
MHA PSP3 Delivery Team	<p>Project Manager: Samuel Barnes</p> <hr/> <p>Delivery Manager: Marks Saunders</p> <hr/> <p>Framework Manager: Jason Clarke</p>
Project Manager Contact Details	<p>Samuel Barnes</p> <p>Samuel.barnes@aecom.com</p> <p>St Albans Office</p>
Other Useful Information	<p>None</p>
Image References (Images to be provided separately)	<p>N/A</p>
Completion Certificates (to be provided separately)	<p>N/A</p>
This information provided by:	<p>Who: Samuel Barnes</p> <p style="text-align: right;">When: 7/10/2022</p> <p>Samuel.barnes@aecom.com</p> <p>St Albans Office</p>