



A322 / A329 Corridor Improvements

12 Month Evaluation Report – Sports Centre Roundabout

1. Introduction

- 1.1 This report has been prepared to detail the 12-month evaluation of the improvements undertaken to the Sports Centre Roundabout as part of the A329 / A322 Corridor Improvements Programme.
- 1.2 The scheme was an expansion to previous improvements undertaken on the roundabout, increasing the number circulatory lanes to enhance capacity and reduce queuing and delay there.
- 1.3 The number of lanes exiting the roundabout towards Nightingale Crescent was also increased to two.
- 1.4 As per the requirements of the Berkshire Local Transport Board, this report assesses the cost and delivery of the project.

2. Project Plan

- 2.1 Construction was programmed to commence at the end of June 2021 and to run for four months to the end of October 2021.
- 2.2 Preliminaries and site preparation were undertaken with traffic management being subsequently set out at the start of July 2021 on the full roundabout for approximately three weeks.
- 2.3 This progressed to partial lane closures around the roundabout for the remainder of the works. The Nightingale Crescent arm of the junction was under traffic management for the duration of the construction period.
- 2.4 Both sides of the roundabout were modified concurrently between July and September 2021, with the additional circulatory lanes being introduced during this period whilst the Nightingale Crescent arm was programmed to be constructed from the start of the project to late September.
- 2.5 Minor delays were encountered on the Harmanwater Road / Nightingale Crescent section of the construction due to an unexpected utility being discovered through this area.
- 2.6 As a result of this, the surfacing date for Nightingale Crescent was pushed back to 9th November 2021 with the lining and loop cutting finalising the job on 12th November 2021.

3. Scheme Costs

- 3.1 The scheme is part of a corridor-wide improvement plan over a seven-year period to deliver incremental improvement to journey times without needing heavy investment on major infrastructure projects to achieve a similar or desired outcome.
- 3.2 When initially assessed for submission to the LEP for funding, the scheme cost was £517,658, which was comprised of £400,000 Local Government Finance (LGF) contribution along with a local contribution from BFC of £118,000. This local contribution included developer funding of £59,000. This amount did not include optimism bias in accordance with HM Treasury guidance document “Early financial cost estimates of infrastructure programmes and projects and the treatment of uncertainty and risk – March 2015”.
- 3.3 When the work was programmed to be undertaken, modifications to the design and unforeseen additional requirements had to be accommodated, resulting in an increase to the pre-construction estimate to £667,763.
- 3.4 The modifications included;
- Design fees and surveys
 - Ducting and electrical work including a new electrical supply by SSE
 - Resurfacing the whole roundabout (excluding the new carriageway areas that had already been accounted for)
 - Modifications to the traffic management arrangements to employ a propriety barrier system for the safety of the workers due to traffic volumes and speeds
- 3.5 Upon completion, the final cost of the project totalled £738,602.
- 3.6 Along with the items above, the additional costs on the project were due to upgrading the CCTV at the junction along with additional statutory undertakers and traffic management costs due to the unexpected presence of a utility through the works area.
- 3.7 All additional costs were covered by Bracknell Forest Council.

4. Summary

- 4.1 Programmed initially for a period of three months, the duration had to be extended by approximately two weeks to accommodate unforeseen issues relating to stats on the Nightingale Crescent arm of the junction.
- 4.2 Whilst the costs of the project increased from the initial estimate when first bidding for funding for the modifications to the junction, all additional costs were covered by Bracknell Forest Council.
- 4.3 The improved layout of the junction has been proven to operate well with the signal timings being optimised to facilitate additional capacity at the junction and allow even greater throughput.
- 4.4 Improved safety for vehicles queuing on the circulatory carriageway has been provided by removing them from the path of the northbound and southbound vehicle movements.