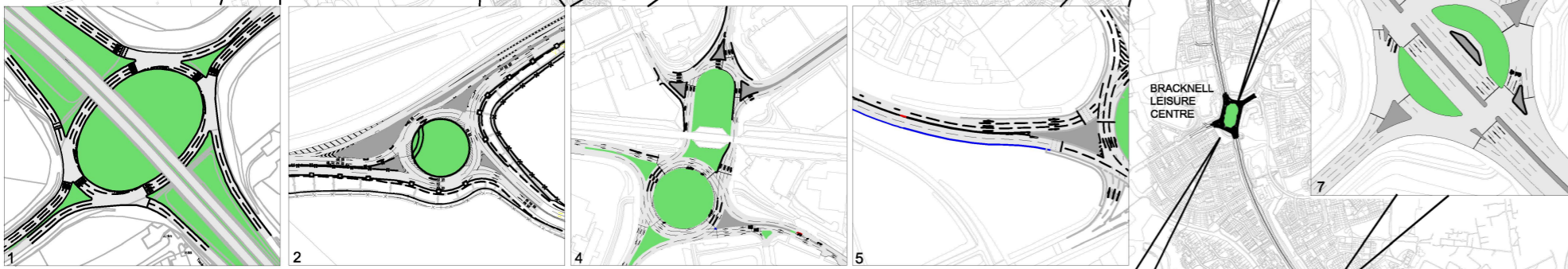
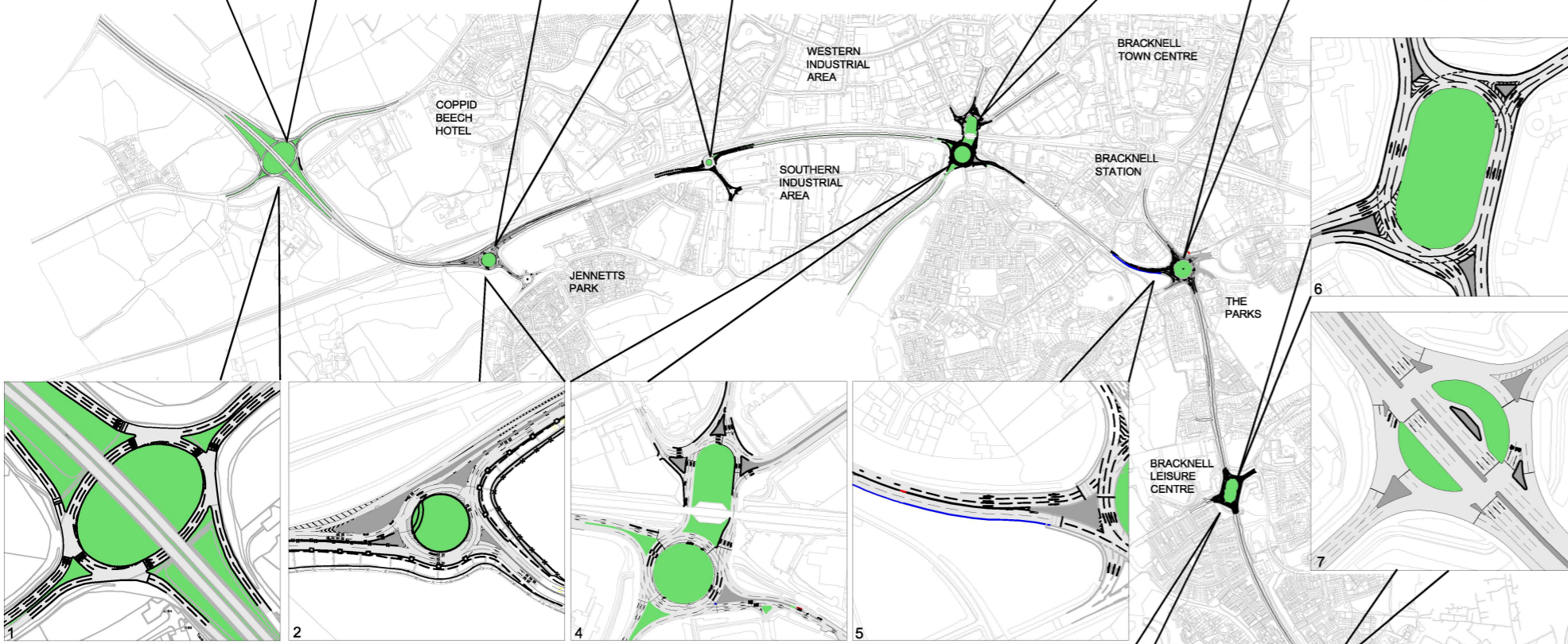


**Existing Junction Layouts**

1. Coppid Beech Roundabout - Partially signalised roundabout suffers from queuing on London Road approaches in both directions.
2. Jennetts Park Roundabout - The current junction layout results in queuing and delay for traffic heading out of Bracknell due to right turning traffic into the Jennetts Park Development.
3. Doncastle Roundabout - Although improvement has been seen following the introduction of the Jennetts Park Roundabout there is still some queuing observed due to traffic movements into the southern industrial area.
4. Twin Bridges Gyratory - This junction suffers from considerable queuing and delay on all arms due to the high levels of traffic passing through the junction to the east and west.
5. Horse and Groom Roundabout - Significant improvement has been observed at this junction following the partial signalisation, however queuing from Twin Bridges is still observed on Downshire Way during the peak periods.
6. Sports Centre Roundabout - An additional traffic lane has been introduced on the Opladen Way approach to relieve the queuing from this direction, however high levels of queuing are still observed during the peak periods travelling eastbound due to improvements at the Horse and Groom roundabout.
7. Hilton Roundabout - This junction currently operates with a reasonable level of spare capacity, suffering queuing occasionally on the minor arms during the peak periods.
8. Coral Reef Roundabout - The dominant movements eastbound and westbound along the A322 during the peak periods result in traffic queues on both New Forest Ride and Nine Mile Ride due to the inability to progress onto the roundabout.
9. Swinley Bottom Gyratory - As noted on the other junctions on this corridor, the dominant eastbound and westbound movements cause issues for traffic travelling from A322 Swinley Road and the eastbound A322, with significant delays being experienced.

**Summary**

- Excessive queuing.
- Long journey times during peak periods.
- Lack of signal coordination to ease congestion during peak periods.



**Proposed Junction Layouts**

1. Coppid Beech Roundabout - Full signalisation is to be introduced along with an increase in the number of circulatory lanes on the roundabout.
2. Jennetts Park Roundabout - Introduction of partial signalisation to balance traffic movements and reduce impact on the westbound approach (out of Bracknell).
3. Doncastle Roundabout - Future capacity enhancements possible as a result of adjacent corridor improvements.
4. Twin Bridges Gyratory - Full signalisation of the northern section of the roundabout alongside further capacity enhancements on the southern half to allow for better control of the movements through the junction. MOVA is also proposed to be introduced at the junction to further optimise the capacity of the junction.
5. Horse and Groom Roundabout - Following the partial signalisation of the roundabout and linked to the Twin Bridges improvements (above), introduction of extended dualling of Downshire Way to reduce traffic queues stretching back from Twin Bridges.
6. Sports Centre Roundabout - Introduction of partial signalisation to reduce queuing impact on the A322.
7. Hilton Roundabout - Traffic signal optimisation to link with adjacent corridor improvements.
8. Coral Reef Roundabout - Replacement of the existing roundabout with a fully signalised crossroads to allow for more efficient junction operation and reduction of queuing levels on all approach arms.
9. Swinley Bottom Gyratory - Introduction of additional signal control on the Swinley Road arm of the roundabout, alongside general capacity enhancements, to balance traffic movements and reduce queues on the eastbound and southbound approaches.

**Summary**

- Reduction in overall journey times along the corridor
- Reduction in queue levels at junctions along the corridor
- Better overall control of traffic flow along the corridor through traffic signal coordination and the positive management of the strategic network through UTMC and CCTV systems controlled locally by Bracknell Forest Council.
- Better influence over traffic levels across the Borough through linking the proposed junction improvements with other corridor strategies across the highway network.

**Proposed Corridor Journey Time**

	←	→
AM	11:49	12:31
PM	13:41	11:51

**Existing Corridor Journey Time**

	←	→
AM	18:50	16:32
PM	16:10	13:53

NORTH



**Notes:**

Amendment	Date	Initials



ENVIRONMENT, CULTURE & COMMUNITIES  
Traffic & Safety Group

Project title  
**A329 / A322 Corridor Study**

Drawing title  
**Illustrative Junction Improvements**

Prepared by GW Checked by SJ

Scale NTS Date Dec 2012

Project Number Drawing Number Amend Letter Print Suffix  
FIGURE 3