



## **A322 / A329 Corridor Improvements**

### **Addendum Report – Sports Centre Roundabout**



# 1. Introduction

- 1.1 This addendum report has been prepared following required modifications to the previously submitted A329 / A322 Corridor Improvements scheme that included improvements to Vigar Way Roundabout and Sports Centre Roundabout.
- 1.2 The following sections of this addendum report outline the justification for the improvements to Sports Centre Roundabout by presenting key points supported by evidence referred to from the original Business Case.
- 1.3 Section two to this report outlines the revised scope of works associated with the project and the required modifications to the overall project, whilst section three outlines the strategic impact of the revised proposals.
- 1.4 The Economic and Financial cases are detailed in sections four and five respectively and section six summarises the delivery and risk elements of the project.
- 1.5 Finally, section seven provides a summary of this short report.

## 2. Scope of Works

- 2.1 When Bracknell Forest Council (BFC) originally submitted its bid for the A329-A322 improvements, BFC were in discussion with Wokingham Borough Council (WBC) about a joint bid which included their improvements to the Coppid Beech up slips onto the westbound A329.
- 2.2 These schemes were linked in terms of their interaction with each other, i.e. the Vigar Way junction improvement would benefit from the A329 up-slip improvement without which congestion will continue on the westbound A329.
- 2.3 WBC have now paused work on their project, since the up-slip improvement design solution requires a more strategic approach involving possible changes to M4 junction 10 which continues to be the root cause of the issues on the A329.
- 2.4 Until this collective approach is clarified the improvements to Vigar Way cannot be implemented as strategic modelling of the junction without the other A329 improvements illustrates a worsening situation for congestion and journey times.
- 2.5 This modelled delay appeared to be attributable to the knock-back effect of slow moving A329 traffic. In short, if progressed alone the Vigar Way junction would become locked and create more problems than currently exist at the site.
- 2.6 It is proposed to remove the Vigar Way element from the bid, however BFC still propose to progress with the Sports Centre Roundabout element of the bid.
- 2.7 Within the Sports Centre Roundabout improvements, BFC still propose to provide additional internal stacking space for east/west and west/east movements whilst significantly reducing the level of blocking in the north/south and south/north directions of travel.
- 2.8 This proposed improvement will also provide additional capacity for traffic heading from the roundabout into the Crown Wood and Hanworth areas of Bracknell along Opladen Way and Harmanswater Road.
- 2.9 It is important that these works are still carried out as they represent good value for money on this key corridor as outlined in the Business Case, with the reduction in congestion and delay along with enhancing safety at this busy junction.

### **3. Strategic Impacts**

- 3.1 The proposed improvement is part of a corridor-wide improvement plan over a period to deliver incremental improvement to journey times without needing heavy investment on major infrastructure projects to achieve similar or desired outcome.
- 3.2 If the proposed improvement is not implemented, the long-term benefits to be delivered from a number of schemes would be in jeopardy as an individual scheme would fail to deliver the expected contributions to the overall outcome. Therefore, the growth in traffic will further exacerbate traffic condition and resulting in a deterioration of the performance of the A322 and A329.
- 3.3 This in turn would prompt Planning Authority to refuse permission for major developments which could have adverse impact on the local economy.
- 3.4 For the A322/A329 corridor BFC had examined various schemes including major infrastructure over the years. Whilst these schemes had the potential to relieve congestion and improve journey time reliability, delivery of these were reliant on substantial investment over and above what the Council could afford to invest.
- 3.5 Some developer improvements have been received and are provided in the financial case. Also, the return was not commensurate with the investment. Hence the Council explored approaches to other practical low-cost solution.
- 3.6 As a result, BFC came up with a corridor wide improvement plan over a period that required continuous investment that the Council could raise the necessary finances for. This involves improvements at identified sites and making greater use of urban traffic control.
- 3.7 It is this approach that the Council has adopted to deliver improvements that provide much better value for money and the Sports Centre junction improvements remain an important part of the package of measures along this key corridor.

### **4. Economic Case**

- 4.1 As part of the business case, a Benefit to Cost Ratio of 5.18:1 was established for the combined schemes. The methodology for establishing the Present Value of Benefits and Present Value of Costs is detailed in section 4 of the Business Case.
- 4.2 For the purposes of this addendum report, the Present Value of Costs and Present Value of benefits were extracted from the Business Case for the Sports Centre element of the project.
- 4.3 As noted in the Business Case Table 4.17, the Sports Centre Roundabout generates a Present Value of Benefits of £1,500,000.
- 4.4 The present Value of Costs for the Sports Centre Roundabout detailed in Table 4.22 of the Business case was shown as £448,763.
- 4.5 This results in a Benefit to Cost Ratio for the Sport Centre improvements of 3.34:1 which is considered High.

### **5. Financial Case**

- 5.1 The scheme costs for the Sports Centre Roundabout improvements remain at £517,658 and detailed in Paragraph 5.2.1 of the Business Case and broken down further in Table 5.2 of the Business Case.

- 5.2 This value does 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”.
- 5.3 This cost is based on a contribution of £400,000 of LGF funding and includes a local contribution from Bracknell Forest Council of £118,000. This local contribution will include developer funding of £59,000.

## **6. Delivery and Risk**

- 6.1 It is envisaged that the project will begin shortly after Christmas 2020 and is anticipated to take no more than 8 weeks to complete.
- 6.2 Project risk will be managed as an on-going process as part of the scheme governance structure. A scheme risk register is maintained and updated at each of the two-weekly Steering Group meetings. Responsibility for the risk register being maintained is held by BFC’s Senior Responsible Officer and is reported as part of the monthly Progress Reports.
- 6.3 Any high residual impact risks are then identified on the highlight report for discussion at the Steering Group meeting. Required mitigation measures are discussed and agreed at the meeting and actioned by BFC’s Project Manager, as appropriate.
- 6.4 It is anticipated that some utility diversions will be required as a consequence of the schemes. These diversions could involve some engineering challenges; however, early contractor involvement will mitigate against any potential utility or construction risks. Trial holes will be undertaken to establish the location of apparatus in key areas to ensure an accurate assessment of impacts and costs can be made at the very start of the project.
- 6.5 Investigation by trial holes will be undertaken at the commencement of the project along with early co-ordination with utility companies identified through the completed C3 process to minimise risk during the construction programme.
- 6.6 The sum defined within the business case of £53,626 for risk and contingencies is still considered to be appropriate for these improvements as a standalone project.

## **7. Summary**

- 7.1 Following additional strategic modelling on the Vigar Way element of the A322/A329 Corridor study, along with the cancellation of additional interlinked projects along the A329M corridor, it was noted that the Vigar Way element would not work in isolation so the decision has been taken to remove this element of the bid.
- 7.2 BFC are still keen to undertake the Sports Centre Roundabout element of the bid, since this still represents good value for money on a key corridor as a result of the improvements to queuing and delay along with enhancements of the safe operation of the roundabout by introducing additional stacking space on the circulatory and reducing the number of conflict points.
- 7.3 The Sports Centre element of the bid is calculated to deliver a Benefit to Cost Ratio of 3.34:1 which is considered to be High.
- 7.4 The scheme cost is £517,658, which is comprised of £400,000 LGF contribution along with a local contribution from BFC of £118,000. This local contribution will include developer funding of £59,000.

7.5 It is envisaged that the project will begin shortly after Christmas 2020 and is anticipated to take no more than 8 weeks to complete.