

The Third Reading Bridge

The Parish Perspective?

The Reading Perspective

- **STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT COMMITTEE – 19 MARCH 2018**
- **QUESTION NO. 4**
Zahid Aziz to ask the Chair of Strategic Environment, Planning & Transport Committee: **Extension of A329(M) and Third Thames Bridge - Update**
- Please could the Lead Councillor provide me with an update on the extension of the A329 (M) - the 3rd Thames Bridge? **Our neighbours in Oxfordshire continue to clog Caversham and create the bottlenecks that Reading residents have to suffer every day.**

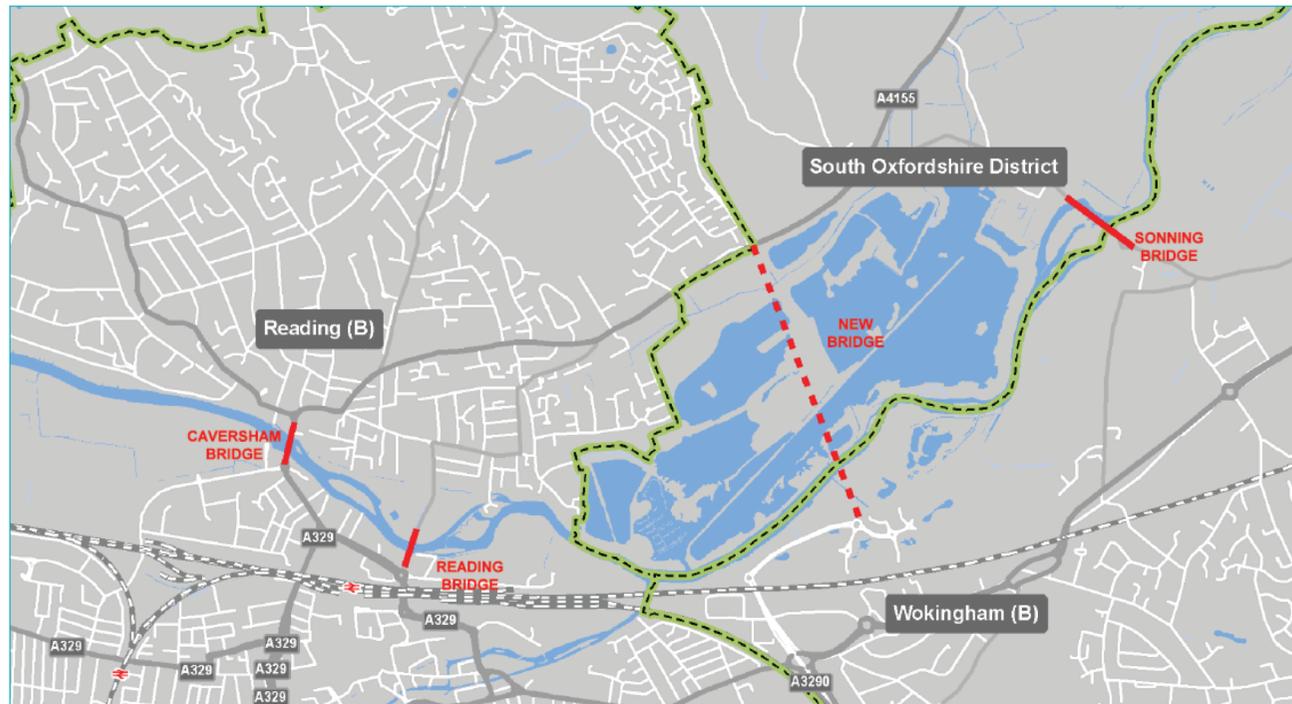
Reading's Biggest Ever Transport Survey

...the consultation included more detailed feedback from interest groups and feedback on specific schemes. This included support for the introduction of a third bridge over the River Thames **to help reduce congestion in Reading...**

The Third Reading Bridge is a top transport priority for Reading Borough Council and they are supported by supported by:

- Bracknell Forest Council
- Wokingham District Council
- Thames Valley Enterprise Partnership
- Transport For the South East

The proposed location



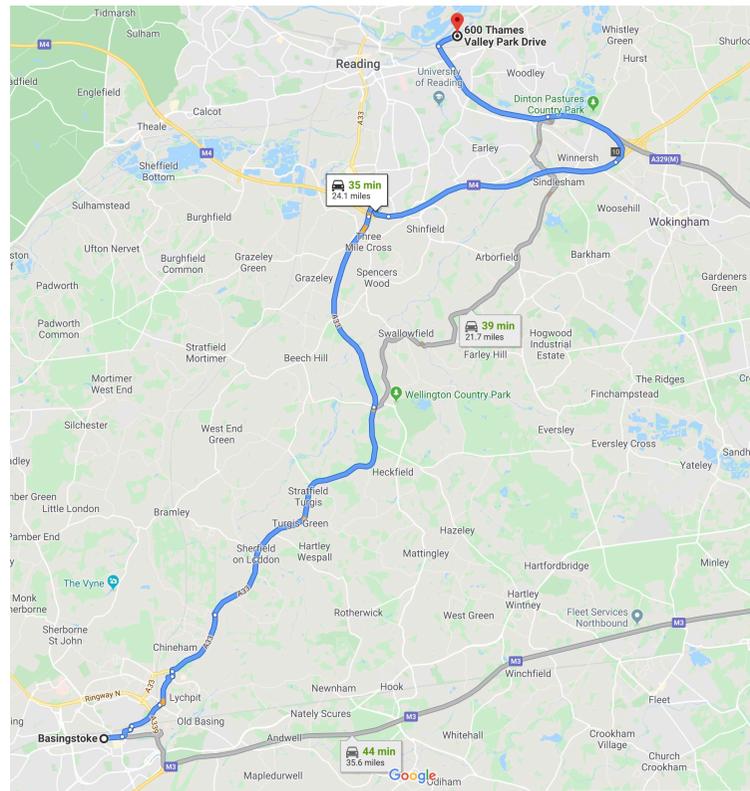
A little local bridge?



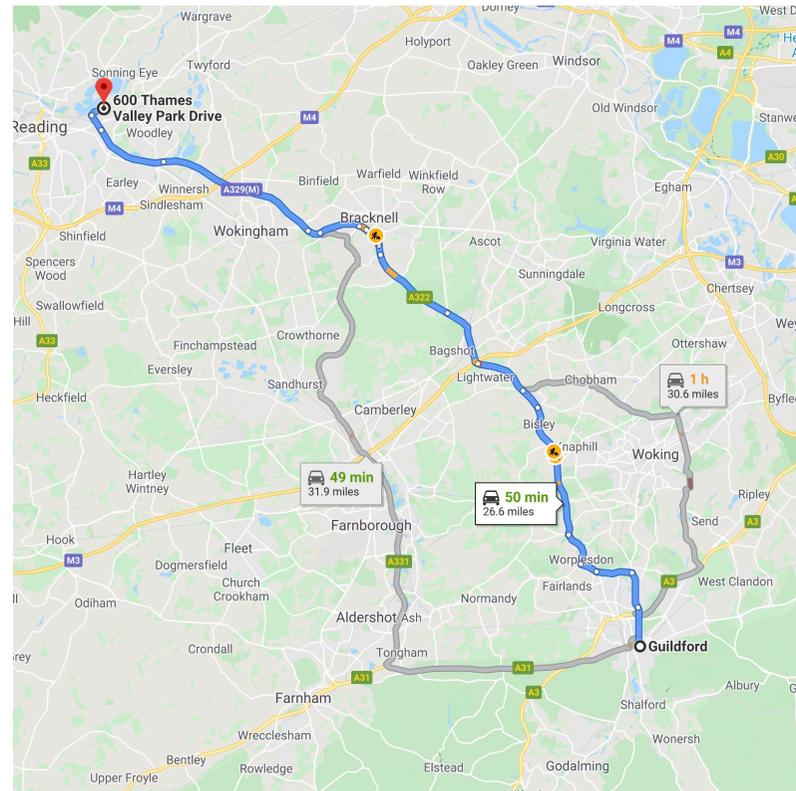




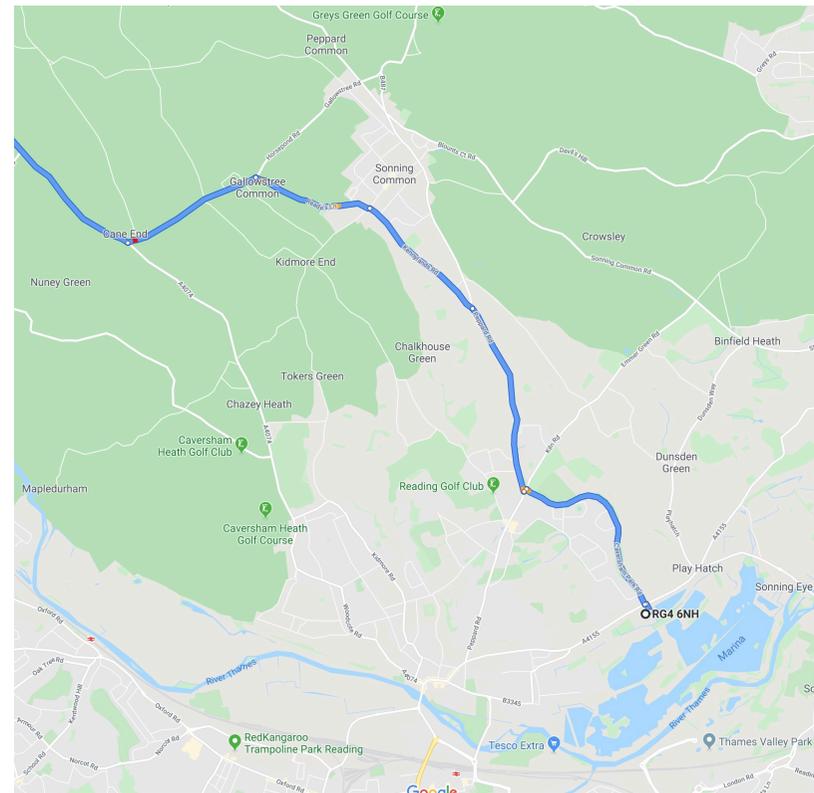
Basingstoke to Bridge



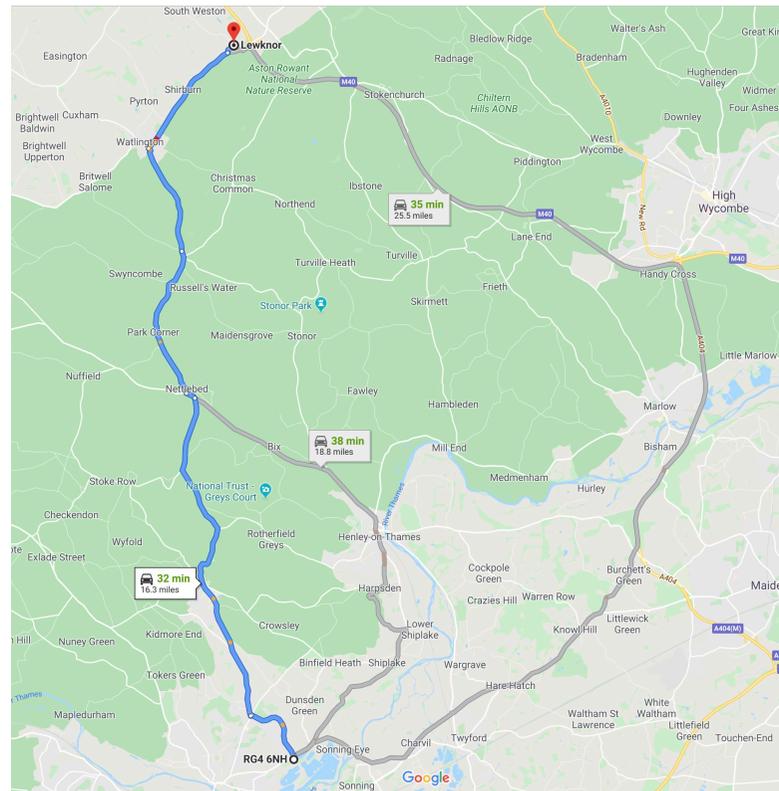
Guildford to Bridge



Bridge to Oxford



Bridge to M40



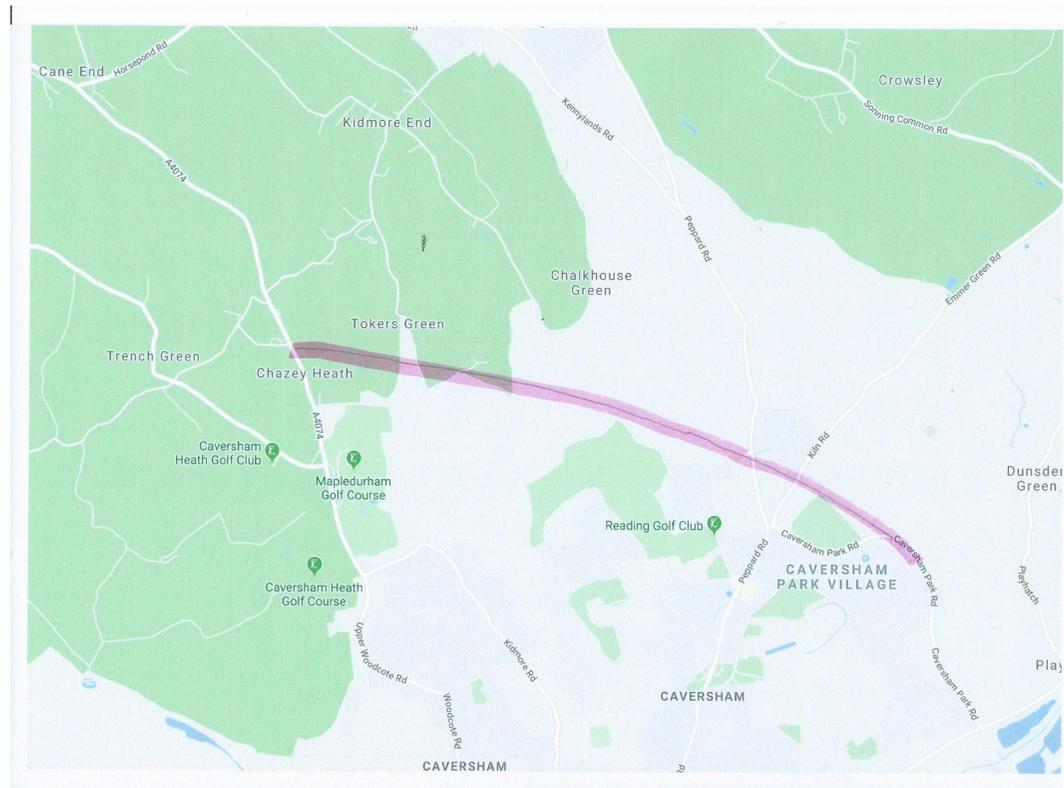
Mitigation Measures

- Traffic Calming
- Directional Signage

Mitigation Measures

- Speed Bump
- Turn Left Sign

Relief Road?



- Frustrating as they are, traffic queues on the Reading bridges discourage traffic flows into South Oxfordshire
- A vast new bridge would 'turn on the taps' for existing traffic
- It would induce behavior change: we know new roads fill up with traffic as people undertake journeys they wouldn't have taken before
- It would provide a direct route from the M4 and the Reading IDR for traffic to pour into South Oxfordshire
- Supporters talk about 'mitigation measures' but cannot define them

County & District Motion

- a) In the context of the Climate Emergency a car-based solution to a car-based problem that would pour thousands of cars and HGVs into Oxfordshire is totally inappropriate and should a new bridge be built it should be restricted to public transport, cyclists and pedestrians;
- b) Notwithstanding the above, if a car-based solution is pursued, the proposed bridge and necessary mitigation measures (i.e. improvements to the Oxfordshire road network) are not considered as two separate projects, but as one single project in order that the benefits, disadvantages and costs of the complete scheme can be holistically assessed.

Questions?