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Chief Executive

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To: Councillor Ayub (Chair)
Councillors Lanzoni, Barnett-Ward, Cross,
Ennis, Gittings, Griffith, Goss, Hacker,
Hornsby-Smith, Keeping, Kitchingham,
McCann, Moore, Page, R Singh and White

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3 January 2024

Your contact is:

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Richard Woodford - Committee Services

#### NOTICE OF MEETING - TRAFFIC MANAGEMENT SUB-COMMITTEE 11 JANUARY 2024

A meeting of the Traffic Management Sub-Committee will be held on Thursday, 11 January 2024 at 6.30 pm in the Council Chamber, Civic Offices, Reading. The Agenda for the meeting is set out below.

ACTION WARDS Page No AFFECTED

DECLARATIONS OF INTEREST

MINUTES OF PREVIOUS MEETING 5 - 10

# 3. QUESTIONS FROM MEMBERS OF THE PUBLIC AND COUNCILLORS

Questions submitted pursuant to Standing Order 36 in relation to matters falling within the Sub-Committee's Powers & Duties which have been submitted in writing and received by the Head of Legal & Democratic Services no later than four clear working days before the meeting.

#### 4. PETITIONS

To receive petitions on traffic management matters submitted in accordance with the Sub-Committee's Terms of Reference.

**CIVIC OFFICES EMERGENCY EVACUATION:** If an alarm sounds, leave by the nearest fire exit quickly and calmly and assemble on the corner of Bridge Street and Fobney Street. You will be advised when it is safe to re-enter the building.

# 5. PETITION UPDATE - HEMDEAN HOUSE SCHOOL REQUEST FOR SPEED CALMING MEASURES

CAVERSHAM 11 - 16

17 - 34

35 - 108

COLEY

A report providing the Sub-Committee with an update on the receipt of a petition requesting the Council place speed calming measures on Hemdean Road, outside Hemdean House School.

# 6. WENSLEY ROAD INTRODUCTION OF WAITING AND LOADING RESTRICTIONS, RELOCATION OF SPEED CUSHIONS AND INTRODUCTION OF A BUS CAGE AT LOCATIONS SURROUNDING THE SITE AND INTRODUCTION OF A ONE WAY ROAD

A report on traffic management measures associated with the residential development at Wensley Road and seeking approval from the Sub-Committee to carry out a Statutory Consultation on the introduction of waiting restrictions at the new and existing vehicular access around the development as well as waiting restrictions provided along the new road that runs through the site. The report also seeks approval to undertake the necessary notice processes relating to the relocation of two speed

humps to facilitate an uncontrolled pedestrian

# 7. INFORMAL CONSULTATION RESULTS PRIVATE HIRE VEHICLE USE OF KINGS ROAD OUTBOUND BUS LANE

crossing and the new vehicular junction.

REDLANDS; THAMES

ABBEY; PARK;

A report providing the Sub-Committee with the feedback to the informal consultation, undertaken throughout November 2023 on Private Hire Vehicle Use of the Kings Road Outbound Bus Lane, asking them to consider the content of the feedback and to agree potential next steps, subject to funding.

# 8. WAITING RESTRICTION REVIEW PROGRAMME: PROPOSALS FOR STATUTORY CONSULTATION (2023B)

BOROUGHWIDE 109 - 158

A report seeking approval from the Sub-Committee for Officers to undertake a statutory consultation for recommended new/alterations to waiting restrictions as part of the 2023B Waiting Restrictions Review Programme.

## 9. BSIP BUS LANES - STATUTORY CONSULTATION RESULTS

ABBEY; BATTLE; 159 - 252 KATESGROVE; NORCOT; PARK; REDLANDS; SOUTHCOTE A report informing the Sub-Committee of the feedback from the Statutory Consultation relating to the six proposed Bus Lanes and asking them to note the results and agree for officers to proceed with the construction of the Bus Lanes, subject to available funding.

#### 10. EXCLUSION OF PRESS AND PUBLIC

The following motion will be moved by the Chair:

"That, pursuant to Section 100A of the Local Government Act 1972 (as amended) members of the press and public be excluded during consideration of the following item on the agenda, as it is likely that there would be disclosure of exempt information as defined in the relevant Paragraphs of Part 1 of Schedule 12A of that Act"

# 11. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS

BOROUGHWIDE 253 - 280

To consider appeals against the refusal of applications for the issue of discretionary parking permits.

#### WEBCASTING NOTICE

Please note that this meeting may be filmed for live and/or subsequent broadcast via the Council's website. At the start of the meeting the Chair will confirm if all or part of the meeting is being filmed. You should be aware that the Council is a Data Controller under the Data Protection Act. Data collected during a webcast will be retained in accordance with the Council's published policy.

Members of the public seated in the public gallery will not ordinarily be filmed by the automated camera system. However, please be aware that by moving forward of the pillar, or in the unlikely event of a technical malfunction or other unforeseen circumstances, your image may be captured. Therefore, by entering the meeting room, you are consenting to being filmed and to the possible use of those images and sound recordings for webcasting and/or training purposes.

# TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES - ASSEMBLE TO 2

Present: Councillors Ayub (Chair), Barnett-Ward, Cross, Ennis, Gittings,

Griffith, Hornsby-Smith, Keeping, Kitchingham, Lanzoni, McCann,

Moore, Page and White.

**Apologies:** Councillors Goss, Hacker and Singh.

#### 26. MINUTES

The Minutes of the meeting of 13 September 2023 were confirmed as a correct record and signed by the Chair.

#### 27. QUESTIONS

A question on the following matter was submitted, and answered by the Lead Councillor for Climate Strategy and Transport on behalf of the Chair:

Questioner	Subject
Councillor Yeo	Lower Henley Road North West Cycle Lane

(The full text of the question and reply was made available on the Reading Borough Council website).

#### 28. PETITIONS

(a) Petition – Hemdean House School

The Sub-Committee received a report on the receipt of a petition from Hemdean House School.

The report explained that the detailed content of the petition was not yet know by officers, but it was expected to request measures to reduce safety risks outside the school on Hemdean Road. There had been good engagement between the school, Ward Councillors and officers around potential measures and officers would consider the content of the petition and submit a petition response to a future meeting. Resultant agreed measures would require funding, so it was likely that the petition response report would recommend a new/amendment to and existing entry onto the 'Requests for Traffic Management Measures' report.

The report explained that representatives from Hemdean House School had been in contact with Ward Councillors and officers, following their review of Hemdean Road and considering changes that could reduce risks. The proposals primarily included speed reduction measures, such as 20 mph, and traffic calming, signage as well as cycling improvements. The school had been provided with high level feedback to inform their further review of desirable changes and had notified the Council of their intention to present a petition to the meeting.

The section of Hemdean Road in the vicinity of the school was open to two-way traffic including a scheduled bus route. There was a slight bend in the road as it passed the school and there was on-street parking on both side of the road to the north and south of the school. Parking was restricted immediately outside the school by the provision of 'School Keep Clear' markings. Within the last three year period of Police supplied data, up to 1 June 2023, there had been no recorded incidents on Hemdean Road between its junction with Queen Street

#### TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES - 13 NOVEMBER 2023

and Hemdean Hill. Officers had therefore considered requested measures to be in the context of risk reduction, rather than casualty reduction.

The regular 'Requests for Traffic Management Measures' report contained an entry for a desired area 20 mph zone in Lower Caversham as a result of an earlier report having proposed a concept area including the section of Hemdean Road outside the school. The Lower Caversham 20 mph zone concept had been developed at a time when significant developer contributions were expected. Unfortunately, these did not materialise, however, this was still a desirable scheme for development and delivery. While the scale of the concept area was such that it would require significant funding. Smaller nominations could contribute to a phased delivery on an area priority basis.

At the invitation of the Chair five pupils form Hemdean House School addressed the Sub-Committee

#### Resolved -

- (1) That the report be noted;
- (2) That officers consider the content of the petition and provide a petition response report to a future meeting.
- (b) Petition Holmes Road Traffic Plug

The Sub-Committee received a report on the receipt of a petition requesting the Council to install a one-way traffic plug on Holmes Road, at its junction with Wokingham Road, to tackle reported issues of speeding and through- traffic. A redacted petition sheet and supplementary documents included with the petition submission were attached to the report at Appendix 1.

The report explained that on 2 November 2023, a petition had been submitted to the Council containing 27 signatories, the petition read as follows:

"The residents of Holmes Road, who have signed below are petitioning for the installation of a one-way plug to prevent speeding traffic entering Holmes Rd. from the Wokingham Rd. The current volumes and speed of traffic in Holmes Rd is putting lives at risk. We believe that a plug would go some way to reducing the risk of serious accidents in Holmes Rd."

The report stated that the 'Requests for Traffic Management Measures' Report that was submitted to the Sub-Committee twice annually contained an entry for the one-way plug that was requested in the petition.

At the invitation of the Chair the lead petitioner Claire Gibney, addressed the Sub-Committee on behalf of the petitioners.

- (1) That the report be noted;
- (2) That the existing entry on the 'Requests for Traffic Management Measures' report being updated to reflect the receipt of this petition be agreed;

- (3) That the lead petitioner be informed of the decisions of the Sub-Committee, following publication of the agreed minutes of the meeting;
- (4) That no public inquiry be held into the proposals.

#### 29. PARKING RESTRICTIONS AT FORMER RETAIL PARK EXIT CHATHAM STREET

The Sub-Committee received a report on traffic management measures associated with the development at the Former Wickes site on Weldale Street/Chatham Street and sought approval to carry out statutory consultation on the introduction of loading restrictions within a vehicular exit onto Chatham Street related to the retail park that had been previously occupied by Wickes and Iceland. An illustration of the proposal was attached to the report at Appendix 1 with an inset of that drawing showing the details clearer at Appendix 2.

The report explained that planning permission had been granted in March 2018 for the redevelopment of the former Wickes/Iceland site bounded by Weldale Street to the north and Chatham Street to the south. The permission had included the provision of 427 residential units and one flexible ground floor commercial unit. The first phase of development had been completed with the second phase having commenced. As a result of the development a S278 Highway Works Agreement was necessary which, amongst other things, was to close off the historic exit from the retail park on Chatham Street albeit that some egress was to be retained. The design had ensured that vehicles could exit but the area was secured by way of bollards making the ramp mainly for the use of pedestrians. The proposal consisted of providing a double yellow line no loading or unloading at any time restriction across the former exit to tie into existing restrictions either side of the former exit with the existing no waiting restriction to the east revised to also include loading or unloading. The inclusion of the waiting restriction had been deemed necessary to ensure that indiscriminate parking or loading did not occur along the Chatham Street frontage of the development causing obstructions to the flow of traffic along Chatham Street and the intervisibility between pedestrians and drivers at the zebra crossing located at the Chatham Street/Friar Street/IDR roundabout junction. The loading restrictions were therefore essential to dissuade drivers from parking vehicles within the recessed exit and close to the existing zebra crossing.

- (1) That the report be noted;
- (2) That the Assistant Director of Legal and Democratic Services be authorised to undertake a statutory consultation in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, for the proposals contained within Appendix 1, attached to the report;
- (3) That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order for the proposed scheme;
- (4) That any objection(s) received following the statutory advertisement be submitted to a future meeting;

- (5) That the Head of Transport (or appropriate Officer) in consultation with the appropriate Lead Councillor, be granted authority to make minor changes to the proposals;
- (6) That no public enquiry be held into the proposals.

#### 30. REQUESTS FOR TRAFFIC MANAGEMENT MEASURES

The Sub-Committee received a report that informed the Sub-Committee of requests for traffic management measures that had been raised with officers. These were measures that had either been previously reported or those that would not typically be addressed in other programmes, where funding had yet to be identified.

- Appendix 1 List of requests that were new to the update report with initial officer comments and recommendations;
- Appendix 2 List of requests that had been previously reported, where significant amendments were proposed, with officer comments and recommendations;
- Appendix 3 The principal list of requests, as updated following the previous report to the Sub-Committee in March 2023. It also contained the prioritised list of cycling and walking measures from the LCWIP.

At the invitation of the Chair Andy Whisker and Paul Moore addressed the Sub-Committee in respect of Abbots Walk that was on the principal list of requests, set out in Appendix 3.

- (1) That the report be noted;
- (2) That having considered the officer recommendation for each request as set out in Appendix 1, attached to the report, the entries be retained on the primary list of requests, as set out in Appendix 3, attached to the report, subject to:
  - Northumberland Avenue in Redlands Ward Clarification that road markings to reduce speeding (indicating the 20mph restriction) were the primary desirable measure;
  - Norcot Road Concerns about vehicles speeding in the area to be included;
  - Redlands Road/Morgan Road/Alexandra Road It being noted that full details of all requests for changes were included in the report that was considered by the Sub-Committee in June 2023 (Minute 12 refers);
- (3) That having considered the officer recommendation for amendments to each request as set out in Appendix 2, attached to the report, the entries be retained/removed on the primary list of requests, as set out in Appendix 3, attached to the report, as per the officer recommendations;

(4) That the items previously submitted to the Sub-Committee, as set out in Appendix 3, attached to the report, be agreed, subject to a separate review of current 'no through road' signage for Abbots Walk.

#### 31. EXCLUSION OF PRESS AND PUBLIC

#### Resolved -

That, pursuant to Section 100A of the Local Government Act 1972 (as amended) members of the press and public be excluded during consideration of item 32 below, as it was likely that there would be disclosure of exempt information as defined in Paragraphs 1 and 2 of Part 1 of Schedule 12A of that Act.

#### 32. APPLICATIONS FOR DISCRETIONARY PARKING PERMITS

The Sub-Committee received a report giving details of the background to the decisions to refuse applications for Discretionary Parking Permits from 26 applicants, who had subsequently appealed against these decisions.

- (1) That with regard to application 5, discretionary visitor permit books be issued personal to the applicant and subject to the applicant providing the required proofs of residency;
- (2) That a decision in respect of application 11, for a discretionary teachers permit, be deferred to allow officers to obtain more information;
- (3) That with regard to application 14, a first discretionary resident permit be issued subject to the Planning Department clarifying the position with regard to the planning informative;
- (4) That a decision in respect of applications 15 and 18, for a first discretionary Healthcare Professional permit be deferred and that officers seek advice from Communities and Adult Social Care Services and Brighter Futures for Children on the list of approved professions to be allowed to be issued with Healthcare Professional permits;
- (5) That with regard to application 16, a third discretionary permit be issued personal to the application, subject to the applicant providing the required proofs and charged at the standard rate;
- (6) That with regard to application 24, a first discretionary resident permit be issued subject to the applicant providing the required proofs and officers submit a report to a future meeting on the parking zones in the area;
- (7) That with regard to application 25, for three discretionary charity permits and discretionary charged visitor books, the application be refused, but it be noted that Councillors had a case open on the issue;

#### TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES - 13 NOVEMBER 2023

- (8) That with regard to application 26, a first discretionary resident permit and discretionary visitor permit books be issued personal to the applicant and subject to the applicant providing the required proofs;
- (9) That the Executive Director for Economic Growth and Neighbourhood Services' decision to refuse applications 1, 2, 3, 4, 6, 7, 8, 9, 10, 12, 13, 17, 19, 20, 21, 22 and 23 be upheld.

(Exempt information as defined in Paragraphs 1 and 2).

(The meeting started at 6.30 pm and finished at 8.00 pm).

# **Traffic Management Sub- Committee**



#### 11 January 2024

Title	Petition Response - Hemdean House School request for speed	
Title	calming measures	
Purpose of the report	To make a decision	
Report status	Public report	
Report author	James Penman, Network Services Manager, Network Services	
Lead councillor	John Ennis	
Corporate priority	Healthy Environment	
	The Committee is asked to:	
	Note the content of this report.	
Recommendations	2. Agree to propose a new entry on the 'Requests for Traffic Management Measures' report to reflect the receipt of this petition and the requested measures.	
	3. Agree to the lead petitioner being informed of the decisions of the Sub-Committee, following publication of the agreed minutes of the meeting.	
	4. Agree that no public inquiry be held into the proposals.	

#### 1. Executive summary

- 1.1. To update the Sub-Committee on the receipt of the written petition requesting the Council to place speed calming measures on Hemdean Road, outside Hemdean House School. This follows the verbal presentation of the petition at the November 2023 meeting of this Sub-Committee.
- 1.2. Officers have considered the content of the petition and make a recommendation to add this request (and make reference to this entry on the existing 'Lower Caversham' 20mph request) on the regularly reported 'Requests for Traffic Management Measures' report. This report entry is recorded for future funding allocation and the next update is expected at the March 2024 meeting of this Sub-Committee.

#### 2. Policy context

- 2.1. The recommendations of this report will not directly lead to changes being introduced. However, the implementation of such a traffic calming scheme would be expected to align with the following theme in the Council's Corporate Plan for the years 2022/25:
  - Healthy Environment
- 2.2. A speed reduction scheme at this location would be expected to reduce risks and severity of potential casualty incidents. This may have the added benefit of removing barriers that some may have to using sustainable transport modes for travel to/from the school, such as walking and cycling.

#### 3. The proposal

#### **Current Position**

3.1. Representatives from Hemdean House School have been in contact with Ward Councillors and officers, following their review of Hemdean Road and considering changes that could reduce risks.

These proposals primarily included speed reduction measures, such as 20mph and traffic calming, signage as well as cycling improvements. The school has been provided with high-level feedback to inform their further review of desirable changes and notified the Council of their intension to bring a petition to this Sub-Committee meeting.

3.2. Following their verbal presentation of the petition at the November 2023 meeting of this Sub-Committee, representatives from Hemdean House School submitted a written petition that was received by officers on 20 November 2023.

The full wording of this petition is contained in Appendix 1, however, the primary request is as follows:

'We, the undersigned, petition the Council to place speed humps in front of our school which will slow the traffic down and reduce risks to pedestrians, cyclists, drivers and all other road users.'

Later in the petition, it is also implied that a speed reduction (i.e. 20mph) is also being requested alongside the speed calming features.

- 3.3. The petitioners refer to an online petition that they set up, which at the time of writing has 120 signatures. It should be noted that the petition was originally set up to request '...digital road signs...', but was later updated to request speed cushions.
- 3.4. As per the initial report to November 2023's Sub-Committee meeting, Officers noted that the section of Hemdean Road in the vicinity of the school is open to two-way traffic including a scheduled bus route. There is a slight bend in the road as it passes the school and there is on-street parking on both sides of the road to the north and south of the school. Parking is restricted immediately outside the school by the provision of 'School Keep Clear' markings.

Within the latest 3-year period of Police-supplied casualty data (period up to 1<sup>st</sup> June 2023), there are no recorded incidents on Hemdean Road between its junctions with Queen Street and Hemdean Hill. Officers therefore consider requested measures to be in the context of risk reduction, rather than casualty reduction.

3.5. The regular 'Requests for Traffic Management Measures' report contains an entry for a desired area 20mph zone in lower Caversham. This request is line 69, Appendix 3 of the latest report update to this Sub-Committee (November 2023), which is also available on our website <a href="here">here</a>. This line refers to an earlier report that proposed a concept area including the section of Hemdean Road outside the school and this report (and concept area plan) are available on our website <a href="here">here</a>.

This 'Requests for Traffic Management Measures' report typically comes to this Sub-Committee twice-annually and captures requests for traffic management schemes that do not currently have identified funding. Schemes originating from this list have attracted funding nominations, including those from Local 15% Community Infrastructure Levy and successful government funding bids, such as the Active Travel Tranche 4.

The lower Caversham 20mph zone concept was developed at a time when significant developer contributions were expected. Unfortunately, these did not materialise, however, this is still a desirable scheme for development and delivery. While the scale of the concept area is such that it would require significant funding, relatively smaller funding nominations could contribute to a phased delivery on an area priority basis.

#### Options proposed

- 3.6. There is currently no allocated funding for the development and delivery of the changes requested in this petition. Officers acknowledge the concerns that have been raised and the requested changes appear appropriate for this location.
- 3.7. It is recommended that a new entry be proposed on the next update of the 'Requests for Traffic Management Measures' report, which is expected to be at the March 2024 meeting of this Sub-Committee. Taking into consideration the petition references to speed cushions, humps and the reference to 30mph being too fast, it is proposed that the entry proposes a section of 20mph with appropriate physical speed calming measures, which will be investigated and consulted when funding is allocated.
- 3.8. It is additionally recommended that the Lower Caversham 20mph entry referred in item 3.5 be amended to include a summary reference to this proposed new report entry, as they potentially cover the same area. Given the specific nature of this petition, however, it was considered by officers that a new request, rather than brief amendment to the wide area Lower Caversham request, was more appropriate.
- 3.9. It should be expected that scheme development will only commence once funding has been identified, where it will be programmed around other scheme development priorities.
  - Other options considered
- 3.10. None at this time.

#### 4. Contribution to strategic aims

- 4.1. The Council's new Corporate Plan has established three themes for the years 2022/25. These themes are:
  - Healthy Environment
  - Thriving Communities
  - Inclusive Economy
- 4.2. These themes are underpinned by "Our Foundations" explaining the ways we work at the Council:
  - People first
  - Digital transformation
  - Building self-reliance
  - Getting the best value
  - Collaborating with others
- 4.3. Full details of the Council's Corporate Plan and the projects which will deliver these priorities are published on the <u>Council's website</u>. These priorities and the Corporate Plan demonstrate how the Council meets its legal obligation to be efficient, effective and economical.
- 4.4. The recommendation of this report does not directly deliver changes. Requests for new traffic management measures would need to be considered alongside the Borough Council's Strategic Aims, the Local Transport Plan (LTP), and Local Cycling, Walking and Infrastructure Plan (LCWIP).
- 4.5. When funded and delivered, a speed reduction scheme at this location would be expected to reduce risks and severity of potential casualty incidents. This may have the added benefit of removing barriers that some may have to using sustainable transport modes for travel to/from the school, such as walking and cycling.

#### 5. Environmental and climate implications

- 5.1. The Council declared a Climate Emergency at its meeting on 26 February 2019 (Minute 48 refers).
- 5.2. The recommendation of this report does not directly deliver changes, so a Climate Impact Assessment has not been considered necessary at this time.

#### 6. Community engagement

- 6.1. The lead petitioner will be informed of the decision of the Sub-Committee regarding the request that they have made, following publication of the meeting minutes.
- 6.2. Meeting reports and minutes are published on the Council's website and Traffic Management Sub-Committee is a public meeting that can be attended. Recordings of the meetings are also available via the Council's website (www.reading.gov.uk).

#### 7. Equality impact assessment

- 7.1. Under the Equality Act 2010, Section 149, a public authority must, in the exercise of its functions, have due regard to the need to—
  - eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
  - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
  - foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 7.2. It is not considered that an Equality Impact Assessment is relevant at this time as the report recommendation does not directly lead to any physical change. Assessment will be considered once funding for development and delivery of a scheme is identified.

#### 8. Other relevant considerations

8.1. None expected from the recommendations and decisions for this report.

#### 9. Legal implications

9.1. There are no foreseen legal implications relating to the recommendation of this report.

#### 10. Financial implications

10.1. None arising from the recommendation of this report.

#### 11. Timetable for implementation

11.1. Not applicable.

#### 12. Background papers

12.1. There are none.

#### Appendices -

1. Written petition submitted to Reading Borough Council

#### HEMDEAN HOUSE SCHOOL

#### **CAVERSHAM**

Hemdean House School, Hemdean Road, Caversham RG4 7SD

We, the undersigned, petition the Council to place speed humps in front of our school which will slow the traffic down and reduce risks to pedestrians, cyclists, drivers and all other road users.

Hemdean House school is situated on a bend on Hemdean Road, as seen in appendix 1. The bend creates a blind corner, with visibility further restricted by parked cars on both sides. Sometimes cars drive very fast on the bend and this can surprise those that are crossing the road, parents coming out of their parking space and those riding their bikes. During drop off and pick up times, parents and families find it tricky to cross the road with the cars driving so quickly past the school.

We have some pupils who cycle to school. A concerned parent researched the R40 cycle route which has been designated as a strategic cycle link in the Transport Strategy 2040. This is a good action but it is a long time away. At the moment, safety concerns are keeping many people from cycling on Hemdean Road. One pupil's cycling experience is that cars pass quickly and very closely to them, particularly on the bend and sometimes turns in front the cyclist without regard to their rights to the road. Another pupil recounts that he was riding to school during 'Walk to School Week' and had to pull in quickly otherwise he would have been knocked over.

Many, but not all schools, have a reduced speed limit and further restrictions on the road approaching their school. As a private school, we should be given the same consideration as all schools. The speed limit in front of our school is 30mph. This is too fast! Our school, our pupils and our families should have the same measures as all schools.

Hemdean Road is also on the bus route so when a car comes around the bend very fast and meets the bus, it is another risk. One parent did some research and found out that speed humps have been turned down by RBC on Rotherfield Way because of the effect on buses (Appendix 2), however there are speed humps further along the road, outside Caversham Primary school, so this would not be fair as an argument against our petition.

Without traffic calming, it is only a matter of time before someone is seriously injured or worse. We understand that what we are asking for involves money but what is the budget for a child's life?

Please can the local authority take this matter seriously. We have a lot of support locally and you can find this evidence on our change.org page (Appendix 3)

Yours respectfully,

The School Council of Hemdean House School

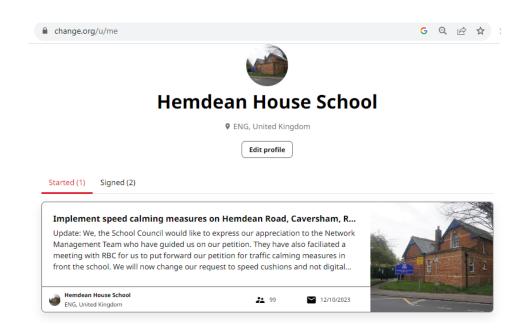


#### Appendix 2

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#### **Appendix 3**



# **Traffic Management Sub- Committee**



#### 11 January 2024

Title	Wensley Road Introduction of Waiting and Loading Restrictions, Relocation of Speed Cushions and Introduction of a Bus Cage at Locations Surrounding the Site and Introduction of a One Way Road	
Purpose of the report	To make a decision	
Report status	Public report	
Report author	Darren Cook	
Lead councillor	John Ennis	
Corporate priority	Not applicable, but still requires a decision	
Recommendations	<ol> <li>The Committee is asked to:</li> <li>That the Sub-Committee notes the report.</li> <li>That the Assistant Director of Legal and Democratic Services be authorised to undertake statutory consultation/notification processes.</li> <li>That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order for the proposed scheme.</li> <li>That any objection(s) received following the statutory advertisement be reported to a future meeting of the Sub-Committee.</li> <li>That the Head of Transport (or appropriate Officer) in consultation with the appropriate Lead Councillor, be authorised to make minor changes to the proposals.</li> <li>That no public inquiry be held into the proposals.</li> </ol>	

#### 1. Executive summary

- 1.1. To report to the Sub-Committee traffic management measures associated with the residential development at Wensley Road.
- 1.2. This report seeks approval from the Sub-Committee to carry out a Statutory Consultation on the introduction of waiting restrictions at the new and existing vehicular access around the development as well as waiting restrictions provided along the new road that runs through the site.
- 1.3. The report also seeks approval to undertake the necessary notice processes relating to the relocation of 2 speed humps to facilitate an uncontrolled pedestrian crossing and new vehicular junction.
- 1.4. The full proposal is illustrated on Drawing M43749 JNP 90 XX DR C 2050 Rev C05 which can be found at Appendix 1. Given the extent of the development these are broken down into smaller sections, which can be found at Appendices 2 6.

#### 2. Policy context

- 2.1. The Council's new Corporate Plan has established three themes for the years 2022/25. These themes are:
  - Healthy Environment
  - Thriving Communities
  - Inclusive Economy
- 2.2. These themes are underpinned by "Our Foundations" explaining the ways we work at the Council:
  - People first
  - Digital transformation
  - Building self-reliance
  - Getting the best value
  - Collaborating with others
- 2.3. Full details of the Council's Corporate Plan and the projects which will deliver these priorities are published on the <u>Council's website</u>. These priorities and the Corporate Plan demonstrate how the Council meets its legal obligation to be efficient, effective and economical.

#### 3. The proposal

- 3.1. Planning permission was granted on 16<sup>th</sup> December 2020 for the demolition of 29 garages and development of 46 new dwelling units, including the provision of affordable homes, provided in a mixture of houses and apartments. The relevant planning application reference is 200122. The development has been under construction for some time and is due to be completed in 2024.
- 3.2. The proposal subject to this report consists of the introduction of numerous changes surrounding the site and these have been broken down into smaller areas for ease of reference. I comment on each of these separately as follows:

Area 1 – Appendix 2

- 3.3. No waiting at any time restrictions are proposed on each side of two new bellmouth junctions located at the north-western corner of the site. The proposed waiting restrictions will ensure that no parking occurs in this location to aid pedestrian and vehicle movements and provide required visibility splays at the junctions.
- 3.4. To facilitate the delivery of an uncontrolled pedestrian crossing on Wensley Road linking the development to the Courage Park, located to the north, the proposal includes the provision of a no loading at any time restriction on the northern side of the Wensley Road carriageway to ensure suitable visibility splays are retained for those pedestrians crossing the road.
- 3.5. As a result of the proposed crossing facility the existing speed hump on Wensley Road is to be relocated 17m west to a position that avoids parking bays and private dropped crossings.

Area 2 - Appendix 3

- 3.6. No waiting at any time restrictions are proposed on each side of a new bellmouth junction located directly west of Wensley Court. The road adjoining Wensley Road forms the main route through the site replacing the former final section of Wensley Road, which has been stopped up and forms part of the redevelopment site. This junction will be utilised by buses running through the site and therefore the proposed waiting restrictions will ensure that no parking occurs in this location to aid pedestrian and vehicle movements and provide required visibility splays at the junctions.
- 3.7. To facilitate buses and larger vehicles turning right out of the new junction with Wensley Road and to provide pedestrian visibility for an uncontrolled pedestrian crossing located to the east of the junction a no loading at any time restriction is proposed on the northern

- side of Wensley Road opposite the junction. This will aid vehicle movements and Highway safety for all users.
- 3.8. At the eastern boundary of the site a bus cage is proposed, which forms the relocated bus stop as a result of the existing location being replaced with the introduction of new parking bays along Wensley Road. This is an improvement over the existing situation given that no formal markings are currently present, and the bus stop flag is attached to an existing lamp column.

#### Area 3 – Appendix 4

- 3.9. A no waiting at any time restriction is proposed on the western side of the new road that runs through the development which commences at the parking bays to the north and concludes at the 90° corner of the road to the south. Along the southern boundary of the road the restriction becomes a no loading at any time restriction from the aforementioned corner, concluding at the proposed bus stop cage to the east. The proposed no loading restriction does recommence for a short 2m distance to the east of the bus stop. A further no loading at any time restriction is proposed on the inside radii of the bend i.e. the eastern side of the carriageway. These restrictions are required to ensure the safe movement of buses and larger vehicles through the site and to ensure suitable visibility splays are retained for those pedestrians crossing the road at the multiple crossing facilities within the vicinity.
- 3.10. No waiting at any time restrictions are proposed on each side of the new bellmouth junction where Wensley Road meets Lesford Road located at the eastern boundary of the site. The proposed waiting restrictions will ensure that no parking occurs in this location to aid pedestrian and vehicle movements and provide required visibility splays at the junctions.
- 3.11. Along the southern side of the new carriageway running through the development and to the north of Riversley Court a replacement bus stop with bus cage is to be provided. This is to replace the bus stop previously located in the layby within the section of Wensley Road now stopped up. The bus stop will be provided with a shelter as previously provided. The bus stop will be located within the heart of the development with access available from numerous routes for residents, the proposed location is therefore an improvement over the previous arrangement.

#### Area 4 - Appendix 5

- 3.12. No waiting at any time restrictions are proposed on each side of the new bellmouth junction located to the south-western boundary of the site and the two existing bellmouth junctions along the southern boundary that provide access to the redesigned parking areas. The proposed waiting restrictions will ensure that no parking occurs in this location to aid pedestrian and vehicle movements and provide required visibility splays at the junctions.
- 3.13. As a result of the redesigned parking bays accessed directly onto Wensley Road the existing speed hump on Wensley Road is to be relocated 33m west to a position that avoids the proposed parking bays and private dropped crossings. The speed hump will be located within the existing parking bay located on the southern side of Wensley Road but this currently occurs and is therefore not worsening an existing situation.

#### Area 5 – Appendix 6

3.14. The road running parallel along the western boundary of the site is to be one-way with access from the north and egress from the south. The road has been designed in this way due to land ownership and existing building constraints which meant that the kink in the centre of the site is unable to accommodate two-way traffic flow. This new road includes the benefit of alleviating some of the traffic having to travel the full way round the Wensley Road loop and does not create any rat running concerns given the route only rade 19

connects back onto the loop. The design ensures that the road can accommodate refuse and fire tender access to serve the development. The required signage and road markings will be provided to ensure traffic is directed appropriately.

#### 4. Contribution to strategic aims

4.1. This proposal contributes to the Council's Corporate Plan Themes as set out below:

#### **Healthy Environment**

Waiting restrictions can assist in preventing obstructive, hazardous or other nuisance parking. In some situations, inconsiderate parking can compromise safety or result in difficulties for residents and businesses. Many parking issues can create delays or accessibility obstructions for users of the network such as pedestrians, cyclists, domestic vehicles, delivery vehicles, emergency services and public transport.

The proposals promoted through the proposed alterations can help to reduce some of these parking issues. They can lead to more efficient traffic flow, clearer footways, improvements to perceived Highway safety and greater containment. These can lead to lower vehicle emissions and the removal of barriers toward the greater use of sustainable and healthy transport modes. The proposals will contribute to the Council's goal of making the town carbon neutral by 2030.

#### 5. Environmental and climate implications

- 5.1. The Council declared a Climate Emergency at its meeting on 26 February 2019 (Minute 48 refers).
- 5.2. A climate impact assessment has been conducted for the recommendations of this report.
- 5.3. There has been some minor negative impact for investigation and design, through travel and energy usage. Travel impacts have been mitigated by Officers travelling to the site through walking and cycling where possible and/or undertaking numerous activities relating to the development whilst on site. Advertised notices need to be weatherproof and are, therefore, not typically recyclable. The implementation of schemes currently requires burning of fossil fuels for the specialist machinery and some road marking application/removal techniques.
- 5.4. The making of this permanent TRO will require (by regulation) advertisement of the legal Notice in the local printed newspaper, which will have a negligible, one-off impact in terms of likely additional printing and paper usage.
- 5.5. However, it is expected that these relatively minor negative impacts over a short period of time will be more than overcome by the benefits of scheme implementation. The proposals cover potential local safety, accessibility and traffic flow issues that, once resolved, should improve traffic flow (lower emissions) within the vicinity of the development.

#### 6. Community engagement

- 6.1. Any Statutory consultation will be carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, advertised on street, in the local printed newspapers and on the Council's website (the 'Consultation Hub'). Notices will be advertised in the local printed newspaper and will be erected, typically on lamp columns, as close as possible to affected area.
- 6.2. Statutory notifications/consultation required for the proposed relocating of traffic calming measures will be conducted in accordance with appropriate legislation. Notices of intention will be advertised in the local printed newspaper and will be erected on lamp columns within the affected area. The Police are a statutory consultee and will be directly notified. The consultation will be hosted on the Council's website (the 'Consultation Hub'), where details and plans will be available and feedback (support or objection) can be submitted.

#### 7. Equality impact assessment

- 7.1. Under the Equality Act 2010, Section 149, a public authority must, in the exercise of its functions, have due regard to the need to—
  - eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
  - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
  - foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 7.2. It is not considered that an Equality Impact Assessment is relevant as the proposals are not deemed to be discriminatory to persons with protected characteristics. A statutory consultation will be conducted, providing an opportunity for objections/support/concerns to be considered prior to a decision being made on whether to implement the proposals. Waiting Restrictions can have a positive impact whereby the roads are made safer for all users as locally problematic parking issues are reduced.

#### 8. Other relevant considerations

8.1. Not Applicable.

#### 9. Legal implications

- 9.1. New, or changes to existing, Traffic Regulation Orders require advertisement and consultation, under the Road Traffic Regulation Act 1984 and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. The resultant Traffic Regulation Order will be sealed in accordance with the same regulations.
- 9.2. Notice will be given for the implementation of vertical traffic calming features under Section 90C of the Highways Act 1980.

#### 10. Financial implications

10.1. Funding for the statutory consultation will be paid for by the developer and this is currently being progressed. The implementation of the waiting restrictions will be undertaken by the developer through a licence and / or Highway Agreement.

#### 11. Timetable for implementation

11.1. The lining and relocation of the speed humps will be undertaken by the developer. A Timetable for the works is currently unknown but works are likely to take place early in 2024.

#### 12. Background papers

12.1. There are none.

#### **Appendices**

- 1. Proposed Waiting Restriction Layout M43749 JNP 90 XX DR C 2050 Rev C05
- 2. Area 1
- 3. Area 2
- 4. Area 3
- Area 4
- 6. Area 5



\_\_\_\_\_\_ S278 Boundary
\_\_\_\_\_\_ S38 Boundary
\_\_\_\_\_\_ Diagram 1003
\_\_\_\_\_\_ Diagram 1009
\_\_\_\_\_\_ Diagram 1004
\_\_\_\_\_\_ Diagram 1023

For signing and lining referencing please refer to Traffic Signs Manual - Chapter 5.

Schedule of Road Signs and	Markings As specified in the Traf	fic Signs Manual (May 2022)
SIGN	DIAGRAM REFERENCE	DESCRIPTION
STOP	601.1	Stop Sign
GIVE	602	Give Way Sign
	616	No Entry Sign
	652	One-Way Traffic
	1002.1	Stop Line
:=====:	1003A	Give Way Line
100, 150	1004	Warning Lines
100, 150, 200    \frac{1}{\fint}}}}}}}}{\frac{\frac{1}{\f	1009A	Edge of Carriageway Lines
STOP	1022	Stop Road Marking
	1023A	Give Way Triangle Marking
Edge of carriageway	1025.1	Bus stop clearway road marking
Edge of carriageway	1018.1	Waiting of vehicles prohibited at all times or stopping of vehicles in a lay-by prohibited except in an emergency
100 100 250 100 300 Edge of carriageway	1020.1	Loading and unloading of vehicles prohibited for a time that is not continuous through the year.
Please note that vertical signs an	re to be mounted at a height of 2.4	L4m.

General Notes

- 1. Where this drawing has been issued in electronic .dwg format, it has been done so in good faith. JNP Group do not take any responsibility for any inaccuracies in the electronic data, which should be checked against the paper (or .pdf) drawing issue. Any apparent discrepancies should be immediately reported to JNP Group. The electronic .dwg file should not be assumed to be to scale and should not be used for 'overlaying', setting out or checking of any third party information. All dimensions should be taken from the paper (or .pdf) version of the drawing. Electronic drawings may contain third party information. JNP Group take no responsibility for this information, which should be checked against the originators paper drawing(s).
- All dimensions are millimetres (mm), and levels are in metres (m)
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### Health & Safety Note

The details on this drawing have been prepared on the assumption that a competent contractor will be carrying out the works. If the contractor(s) considers that there is insufficient Health and Safety information on this drawing, this should immediately be brought to the attention of the designer.

HAZARD IDENTIFICATION BOX  This table is provided to assist the Principal Contractor to fulfil their obligations under the CDM Regulations 2015			
Hazard Ref	Hazard Type  (Construction/Maintenance/ Cleaning/Demolition/Adaptation)	Hazard Description	Mitigation Measures Residual Risk
<u></u>			

C05	05/10/2022	Updated diagram schedule.	ZS/CGC/-
C04	04/10/2022	Updated drawing to reflect Reading Borough Council comments received on 30/09/22.	ZS/CGC/-
C03	12/09/2022	Updated to reflect Reading Borough Council comments received on 07/09/22.	EL/ZS/BID
C02	06/09/2022	Added Topo and Give-way marking to Parking Area 1 located within the north west corner of the site.	ZS/BID/-
C01	30/08/2022	Issued for Information.	AB / ZS / -
Rev.	Date	Description	Drn / Chk'd / App'

A5 - Approved/Stage Complete



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Reading Borough Council

Wensley Road, Reading

Road Lining and Signage Plan



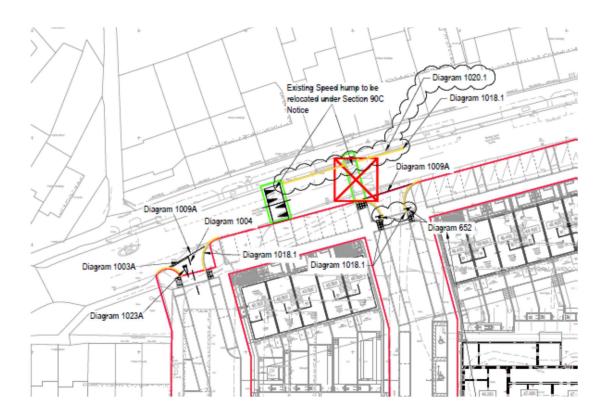
M43749 - JNP - 90 -XX- DR - C - 2050

Ltd, 2020 Document/Drawing Number

JNP Group Internal Proj.

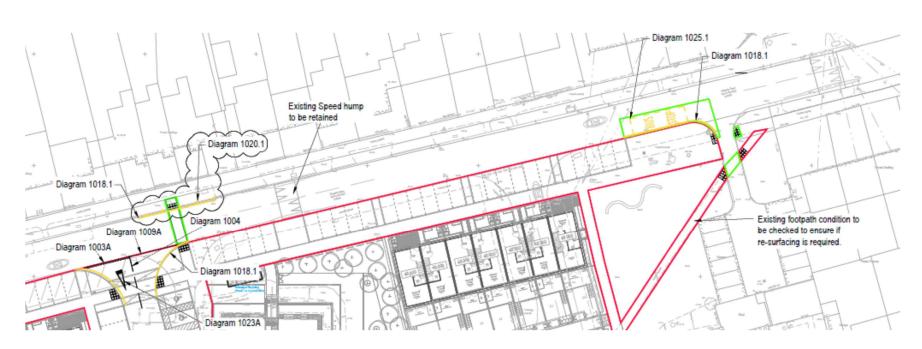
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### Appendix 2 - Area 1



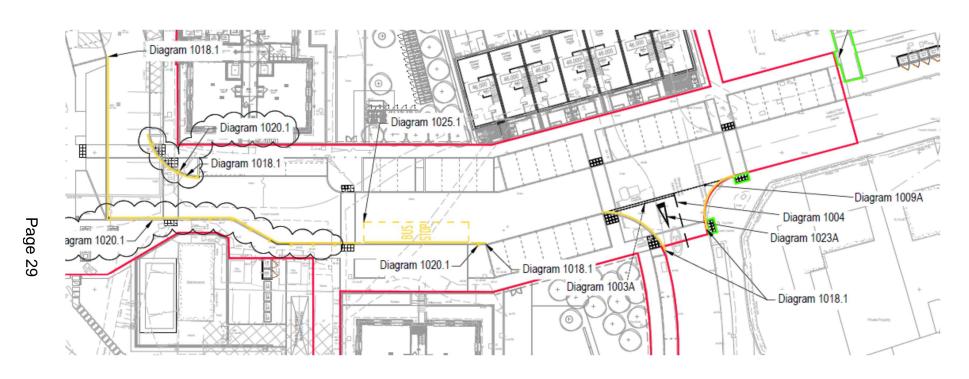


### Appendix 3 - Area 2



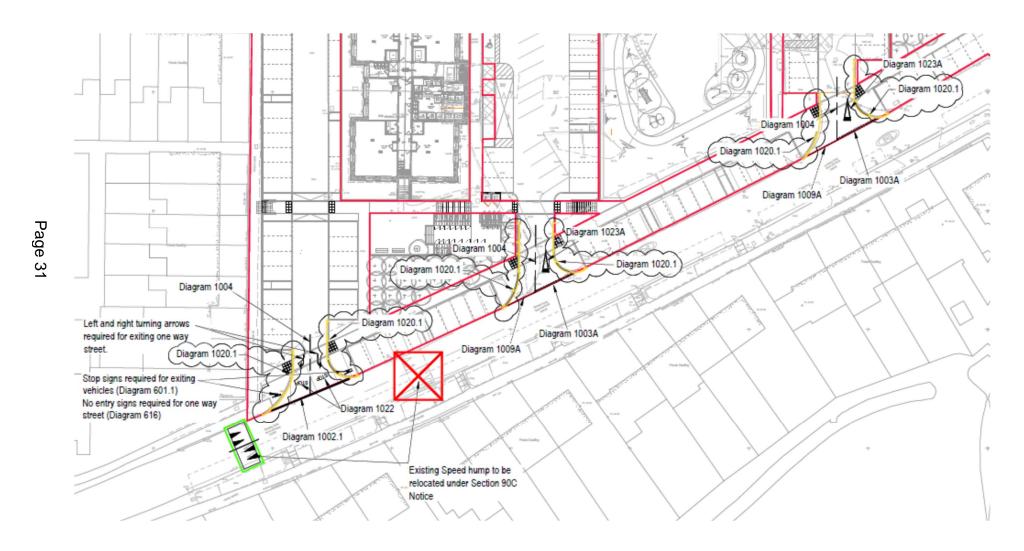
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### Appendix 4 - Area 3



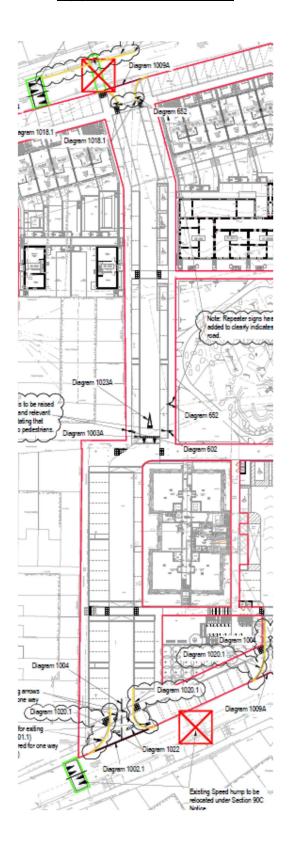
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### Appendix 5 - Area 4



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### Appendix 6 - Area 5





# **Traffic Management Sub- Committee**



#### 11 January 2024

Purpose of the report  Report status  Public report  Report author  James Penman, Network Services Manager, Network Services  Lead councillor  John Ennis  Corporate priority  Healthy Environment  The Committee is asked to:  1. Note the content of this report.  2. Consider the content of the informal consultation feedback provided in Appendix 2 and 3.  3. Consider and agree how to proceed with the requested change (some options are proposed in Section 3.16).  4. Subject to the decision in Section 3 above, and subject to identifying the funding to progress the proposals:  4.1. Agree that the Assistant Director of Legal and Democratic Services be authorised to undertake a statutory consultation for the proposed alterations in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales)	Title	Informal Consultation Results – Private Hire Vehicle Use of Kings Road Outbound Bus Lane	
Report author  James Penman, Network Services Manager, Network Services  John Ennis  Corporate priority  Healthy Environment  The Committee is asked to: 1. Note the content of this report. 2. Consider the content of the informal consultation feedback provided in Appendix 2 and 3. 3. Consider and agree how to proceed with the requested change (some options are proposed in Section 3.16).  4. Subject to the decision in Section 3 above, and subject to identifying the funding to progress the proposals:  4.1. Agree that the Assistant Director of Legal and Democratic Services be authorised to undertake a statutory consultation for the proposed alterations in accordance with the Local	Purpose of the report	To make a decision	
Lead councillor  John Ennis  Healthy Environment  The Committee is asked to:  1. Note the content of this report.  2. Consider the content of the informal consultation feedback provided in Appendix 2 and 3.  3. Consider and agree how to proceed with the requested change (some options are proposed in Section 3.16).  4. Subject to the decision in Section 3 above, and subject to identifying the funding to progress the proposals:  4.1. Agree that the Assistant Director of Legal and Democratic Services be authorised to undertake a statutory consultation for the proposed alterations in accordance with the Local	Report status	Public report	
Corporate priority  Healthy Environment  The Committee is asked to:  1. Note the content of this report.  2. Consider the content of the informal consultation feedback provided in Appendix 2 and 3.  3. Consider and agree how to proceed with the requested change (some options are proposed in Section 3.16).  4. Subject to the decision in Section 3 above, and subject to identifying the funding to progress the proposals:  4.1. Agree that the Assistant Director of Legal and Democratic Services be authorised to undertake a statutory consultation for the proposed alterations in accordance with the Local	Report author	James Penman, Network Services Manager, Network Services	
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<ol> <li>Note the content of this report.</li> <li>Consider the content of the informal consultation feedback provided in Appendix 2 and 3.</li> <li>Consider and agree how to proceed with the requested change (some options are proposed in Section 3.16).</li> <li>Subject to the decision in Section 3 above, and subject to identifying the funding to progress the proposals:         <ul> <li>Agree that the Assistant Director of Legal and Democratic Services be authorised to undertake a statutory consultation for the proposed alterations in accordance with the Local</li> </ul> </li> </ol>	Corporate priority	Healthy Environment	
Regulations 1996.  4.2. Agree that, subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order.  4.3. Agree that any objection(s) received during the statutory consultation period be reported to a future meeting of the Sub-Committee.  5. Agree that no public inquiry be held into the proposals.		<ol> <li>Note the content of this report.</li> <li>Consider the content of the informal consultation feedback provided in Appendix 2 and 3.</li> <li>Consider and agree how to proceed with the requested change (some options are proposed in Section 3.16).</li> <li>Subject to the decision in Section 3 above, and subject to identifying the funding to progress the proposals:         <ol> <li>Agree that the Assistant Director of Legal and Democratic Services be authorised to undertake a statutory consultation for the proposed alterations in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.</li> </ol> </li> <li>Agree that, subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order.</li> <li>Agree that any objection(s) received during the statutory consultation period be reported to a future meeting of the Sub-Committee.</li> </ol>	

#### 1. Executive summary

- 1.1. A petition was reported at the September 2022 Sub-Committee meeting (report and minutes available <a href="here">here</a>), requesting that Reading Borough Council licenced private hire vehicles be granted access to the use of the Kings Road (outbound) bus lane and Duke Street bus gate. The petition contained 187 indications of support.
- 1.2. A petition update report at the November 2022 Sub-Committee meeting (report and minutes available <a href="here">here</a>) and an update report at the September 2023 meeting (report and minutes available <a href="here">here</a>) recommended that the requested alterations were not pursued at that time and set out the reasons for this.
- 1.3. At the September 2023 Sub-Committee meeting, members agreed to amend the report recommendations, as per the published minutes. Officers were tasked to undertake an informal consultation on the requested restriction changes, to include stakeholders in the consultation and to report the results to this meeting (January 2024).

1.4. This report provides the feedback to the informal consultation, undertaken throughout November 2023. The Sub-Committee is asked to consider the content of the feedback and to agree the potential next steps, subject to funding.

#### 2. Policy context

- 2.1. The recommendations of this report do not necessarily lead to changes being introduced.
- 2.2. Previous reporting on this request recommended development of a Boroughwide strategy for bus lane access, notwithstanding any site-specific factors that may additionally influence decisions, and this remains a commitment of officers, once this work can be resourced.
- 2.3. Implementation of the requested access change would be expected to align most closely with the following theme in the Council's Corporate Plan for the years 2022/25:
  - Healthy Environment

While in the context of Reading Borough Council licenced Private Hire vehicles, introducing the alteration should improve the ease of travel for them, previous reporting has raised concerns that the change could have a detrimental impact on the ease of travel for other users of the bus lane – particularly buses and cyclists – and on road safety. This is of particular concern for pedestrians crossing the road and in the context of potentially increasing the number of vehicles travelling at a speed differential to the general traffic lanes.

#### 3. The proposal

#### **Current Position**

3.1. As reported to September 2022 Traffic Management Sub-Committee, on 1st July 2022 a petition was submitted to the Council containing 187 indications of support. The petition stated the following:

Application for usage of the Bus Lane (KINGS ROAD, READING - OUTBOUND) and (DUKE STREET TO ACCESS LONDON STREET, INBOUND/OUTBOUND) READING.

I am writing this to request kindly the usage of the following bus lanes as stated above. I myself and likewise most of the PRIVATE HIRE DRIVERS in Reading have been driving Private Hire for many years.

Over the years the traffic situation in Reading has got from bad to worse. Day by day it is making our job very difficult and challenging. Especially in the Peak times the roads are so busy that we often get very late in dropping our passengers to their designated destinations.

On several occasions taking a V.I.P client to the airport in the mornings/afternoons we always get stranded on the A329 KINGS ROAD OUTBOUND. If we were granted access to use this bus lane it would help us in a logistical way, as you have been very kind to grant us the inbound usage of the same bus lane with barely any complaints of abusive use. As the same goes for the Duke Street bus lane access to London Street inbound/outbound, when we are trying to escort passengers to their destinations, it would be a major help, saving a great amount of time, meeting our customers' demands and needs and most of all reducing the amount of congestion and pollution.

Many thanks for taking the time to consider our request.

3.2. Following the September 2022 Sub-Committee meeting, the Lead Petitioner provided further information to the Council, regarding the local challenges that exist for educational establishments recruiting school transport drivers.

In addition to the lengthy application process, it was proposed that potential drivers are finding it unappealing to apply for the limited work that this provides, particularly when

these vehicles (in the context of them being private hire vehicles) are having to use general traffic lanes and contend with the traffic contained therein. It was suggested that allowing private hire access to these bus lanes will contribute to expedited journeys for school transport providers and make this work more appealing, thus improving the level of service.

It was further proposed that many bus lanes in the Borough are being used by Oxfordshire plated vehicles that have been licenced as Hackney Carriages, but are mostly undertaking executive industry work.

- 3.3. The requested bus lane access has since been refined to the Kings Road (outbound) bus lane only.
- 3.4. Officers understand and sympathise with the issues that have been raised through this petition and other correspondence and understand the rationale for the requested alteration to the bus lane restriction. However, there are many factors that need to be considered with such a requested alteration, and a holistic professional recommendation made. Officers note the potential 'loophole' where private hire type vehicles are being licenced as Hackney Carriage vehicles by other local authorities and are using the bus lane, where Reading Borough Council licenced private hire vehicles currently cannot.

The Sub-Committee is asked to note that this latter issue *could* be addressed through an alteration of the restrictions to enable only Reading Borough Council licenced Hackney Carriage vehicles to use the lane, in addition to the other currently permitted vehicle types.

3.5. In previous reports, officers noted that buses play a key role in the efficient movement of people to, from and across the urban Borough. They have been nationally identified as playing an important role in providing a more sustainable transport mode, managing congestion and improving air quality, compared with low-occupancy private vehicle use.

Bus lanes are important facilities in influencing a greater shift toward the use of this cleaner, more efficient transport mode by expediting bus journey times and improving journey time reliability.

Most of Reading's bus lanes additionally provide expedited and lower-trafficked routes that cyclists can use, should they choose to do so. This is not only a sustainable, clean and efficient mode of transport, but also has health benefits through exercise.

- 3.6. Reading Borough Council has been successful in its Government bid for funding its ambitions within the Bus Service Improvement Plan (BSIP). The proposals include expansion of the bus lane network within Reading, in addition to encouraging greater use of bus services on the existing network, through improvements to bus shelters, bus accessibility and subsidising bus fares, as three examples.
- 3.7. Previous reports noted that many of Reading's bus lanes permit access by other vehicle types, such as motorcycles and taxis (including private-hire vehicles). Officers are separately aware of requests for wider access by these vehicle types, particularly within the town centre.

They noted that enabling a wider range of vehicle access to this infrastructure will increase the volumes of traffic using it and will inevitably have an impact on the effectiveness of the facility for its core purpose – expediting bus journey times. This also risks creating barriers to cycling, for those lanes that allow this access, by adding to the level of traffic within these otherwise lighter-trafficked lanes.

Consideration of changes to access along these bus lanes was recommended to form part of a holistic strategy, being considered appropriately and in line with local and national policies and strategies. It was also noted that an additional concern of officers in adding vehicles to the Kings Road outbound bus lane, was an increased risk contributor to casualty incidents along this street - there will be a speed differential

- against general traffic lanes at busier times and the vehicles will be lower in profile compared to buses and more numerous.
- 3.8. To provide greater context to the officer concerns around risks, Kings Road is sadly experiencing a relatively high number of incidents involving casualties. The majority of these incidents are either involving pedestrians crossing the road or vehicles turning across other vehicles within the bus lanes. Due to the sensitive and personal nature of these incidents, it would not be appropriate nor permissible to provide greater detail in a public report and a public meeting.

The officer concern is that an increase in the volume of traffic in the bus lanes, particularly as this traffic would be a similar profile of vehicles to those within the general traffic lanes, will risk increasing the numbers of casualties. In raising this risk it is important to note that officers are not alleging that it will necessarily be as a result of any inappropriate or unsafe driving that is anticipated by Reading Borough Council's licenced private hire drivers, but as a consequence of increased volumes of traffic that will be travelling at higher speed in comparison with the general traffic lanes.

Reading Borough Council currently has 856 licenced vehicles who would be able to use this facility, should the requested alteration to the restrictions be implemented. This is split between executive vehicles (144), private hire vehicles (499) and school transport vehicles (213). It is, however, noted that the potential restriction changes would exclude a significant number of non-Reading Borough Council licenced Hackney Carriage Vehicles from using the facility as they currently do.

- 3.9. The Red Route parking restrictions that span from east to west Reading and include Kings Road were primarily implemented to improve the reliability of bus services along this corridor, particularly the Reading Buses Number 17 route. The alterations to the Kings Road bus lane were also introduced with this objective, reducing the previous restriction from all private hire vehicles (alongside other permitted vehicle types) to just Reading Borough Council licenced private hires.
  - With enforcement based on the vehicle type, and not whether the vehicle is occupied with a fare, alongside the apparent lack of a cap on either the number of licenced private hire vehicles or on the access restriction itself, opening bus lanes to private hire vehicles could have a marked difference on traffic volumes using the facility throughout the day.
- 3.10. Previous reports have recommended that the requested alterations to increase access to the requested bus lanes were not pursued at that time and that a future strategic piece of work be undertaken to consider current and potential alterations to bus lane access across the Borough.
  - At the September 2023 Sub-Committee meeting, members agreed an amendment to the report recommendations. Officers were requested to undertake an informal consultation on the requested changes to the restriction, to ensure that key stakeholders were included in the consultation and to report the results to this meeting (January 2024).
- 3.11. Officers arranged for the requested informal consultation to take place throughout November 2023. The draft content was shared with Ward Councillors for comment and the introduction page, survey form and attached drawing that were published on our website (<a href="https://consult.reading.gov.uk/">https://consult.reading.gov.uk/</a>) are contained in Appendix 1.
  - Officers notified stakeholders by email, which included statutory consultees (e.g. emergency service providers) and other groups including public transport operators. A press release was also issued.
- 3.12. Appendix 2 provides the feedback received via the consultation page on our website, exactly as entered, with personal/identifying information having clearly been marked as redacted. The table is sorted firstly by the selected primary relationship to Kings Road, and then by whether they support the potential restriction change.

Appendix 3 is a letter that was submitted by Robert Williams, Chief Executive Officer of Reading Buses.

3.13. Including the letter from Reading Buses (entry included in the section marked with \*), the below table provides the quantities of each selection in the feedback:

What is your primary relationship with Kings Road?	Support	Number	% of Total
Bus user / driver / operator	Yes	30	2.5
Bus user / driver / operator*	No	10	0.8
Cyclist	Yes	32	2.6
Cyclist	No	9	0.7
Emergency Service Vehicle (driver/operator)	Yes	5	0.4
Emergency Service Vehicle (driver/operator)	No	1	0.1
Hackney Carriage user/driver (not RBC licensed)	Yes	3	0.2
Hackney Carriage user/driver (not RBC licensed)	No	4	0.3
Hackney Carriage user/driver (RBC licensed)	Yes	42	3.4
Hackney Carriage user/driver (RBC licensed)	No	15	1.2
Motorcyclist	Yes	8	0.7
Motorcyclist	No	0	0.0
Other	Yes	36	2.9
Other	No	3	0.2
Pedestrian	Yes	44	3.6
Pedestrian	No	2	0.2
Private Hire vehicle user (not RBC licensed)	Yes	12	1.0
Private Hire vehicle user (not RBC licensed)	No	2	0.2
Private Hire vehicle user (RBC licensed)	Yes	703	57.6
Private Hire vehicle user (RBC licensed)	No	12	1.0
Resident	Yes	235	19.2
Resident	No	13	1.1
Totals	-	1221	100
	Yes	1150	94.2
	No	71	5.8

- 3.14. To pursue the requested alteration of access along the Kings Road outbound bus lane would require the following:
  - a) Identify funding
  - b) Statutory consultation Creation and advertising of the proposed new Traffic Regulation Order
  - c) Implementation decision Consideration of the consultation feedback
  - d) Signing review Review and creation of signing specifications for the required changes along the route. This is expected to be eight regulatory blue-backed signs and three large white-backed directional signs that contain elements relating to the access restrictions
  - e) Making the Order Seal and advertise the made Traffic Regulation Order
  - f) Implementation of the scheme Change the signing on street, updating exemptions on the enforcement camera software

In the case of a trial, stage 'b' would involve creation and advertising of an Experimental Traffic Regulation Order and stages 'c' and 'e' would follow the implementation at stage 'f'. The old signing would need to be stored for the duration of the trial, which would be a minimum of 6 months following implementation (this is the consultation period).

#### Options proposed

- 3.15. Members are asked to consider the contents of the informal consultation feedback provided in Appendix 2 and 3, in addition to the content of the previous officer reports, and agree the next steps as appropriate.
- 3.16. The recommended options for consideration are as follow:
  - a) Agree no change Retain the existing restriction
  - b) Agree to pursue a proposed change of restriction to exclude non-Reading Borough Council licenced Hackney Carriage Vehicles Section 3.4 refers and the process is outlined in Section 3.14.
  - c) Agree to pursue a proposed change of restriction to exclude non-Reading Borough Council licenced Hackney Carriage Vehicles and to permit use by Reading Borough Council licenced Private Hire Vehicles This was the informally-consulted proposal and the process is outlined in Section 3.14.
  - d) As per 3.16 c above, but using an Experimental Traffic Regulation Order Section 3.14, specifically the last paragraph, outlines the process for this.

#### Other options considered

3.17. None at this time.

#### 4. Contribution to strategic aims

- 4.1. The Council's new Corporate Plan has established three themes for the years 2022/25. These themes are:
  - Healthy Environment
  - Thriving Communities
  - Inclusive Economy
- 4.2. These themes are underpinned by "Our Foundations" explaining the ways we work at the Council:
  - People first
  - Digital transformation
  - Building self-reliance
  - Getting the best value
  - Collaborating with others
- 4.3. Full details of the Council's Corporate Plan and the projects which will deliver these priorities are published on the <u>Council's website</u>. These priorities and the Corporate Plan demonstrate how the Council meets its legal obligation to be efficient, effective and economical.
- 4.4. In the context of Reading Borough Council licenced Private Hire vehicles, introducing the alteration should improve the ease of travel for them through central to east Reading. However, officers have reported concerns that this requested alteration to the bus lane restrictions could have a detrimental impact on the ease of travel for other users of the bus lane particularly buses and cyclists and on road safety. This is of particular concern for pedestrians crossing the road. As referred elsewhere in this report, the safety concern is not directed at private hire drivers, but as a general concern regarding a potential increase in the number of vehicles using the lane and the speed differential that will exist between this lane and the general traffic lanes the reason why the change is being requested.

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#### 5. Environmental and climate implications

- 5.1. The Council declared a Climate Emergency at its meeting on 26 February 2019 (Minute 48 refers).
- 5.2. The recommendation of this report does not directly deliver changes, so a Climate Impact Assessment has not been considered necessary at this time.
- 5.3. The process of making the requested restriction alterations will result in wastage of old signage and visits to the site to erect/remove consultation notices and implement the changes.

The longer-term impact of introducing the requested alterations is difficult to predict, but could lead to increased traffic volumes within the bus lane, with potential impact to the reliability and attractiveness of bus use and the attractiveness in using the facility for cycling.

#### 6. Community engagement

- 6.1. The lead petitioner will be informed of the decision of the Sub-Committee, following publication of the meeting minutes.
- 6.2. Any Statutory consultation will be carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, advertised on street, in the local printed newspapers and on the Council's website (the 'Consultation Hub').
- 6.3. Meeting reports and minutes are published on the Council's website and Traffic Management Sub-Committee is a public meeting that can be attended. Recordings of the meetings are also available via the Council's website (www.reading.gov.uk).

#### 7. Equality impact assessment

- 7.1. Under the Equality Act 2010, Section 149, a public authority must, in the exercise of its functions, have due regard to the need to—
  - eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
  - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
  - foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 7.2. It is not considered that an Equality Impact Assessment is relevant at this time as the report recommendation does not directly lead to any physical change. Assessment will be considered should the Sub-Committee agree to pursue the change of access to the bus lane. Furthermore, the processes involved in developing the change will require statutory public consultation, which will provide an opportunity for feedback to be provided and considered by the Council, ahead of an implementation (or otherwise) decision.

#### 8. Other relevant considerations

- 8.1. Should the Sub-Committee wish to proceed with development of the requested changes, the following will apply:
  - a) Procedural Requirements Covered in Section 3.14 of this report.
  - b) Regulatory Duties Covered in Sections 3.14 and 9 of this report.
  - c) Road Safety Covered in Sections 3.8 and 4.4 of this report.
  - d) Resourcing Consideration of relative scheme development priorities, such as the Waiting Restriction Review programmes and CIL scheme developments, which are

undertaken by the same officers as would be needed to facilitate pursuing any changes to the Kings Road restrictions.

#### 9. Legal implications

- 9.1. Should the Sub-Committee wish to proceed with development of the requested changes, the following will apply:
  - a) The draft Traffic Regulation Order will be created under the Road Traffic Regulation Act 1984 and advertised in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. The consultation period must be a minimum of 21 days.
  - b) The resultant Traffic Regulation Order will be made under the same regulations, subject to the implementation (or otherwise) decision for the scheme.
  - c) Following the making of this Order, the public must be afforded a period of six weeks to raise any legal challenge, prior to the implementation of any elements contained within.
  - d) Agreement will be required for the Assistant Director of Legal and Democratic Services to undertake these processes, if applicable.

#### 10. Financial implications

- 10.1. None arising from the recommendation of this report.
- 10.2. Should the Sub-Committee wish to proceed with development of the requested changes, funding will need to be identified. This funding will need to cover the costs of advertising the draft Traffic Regulation Order, the 'made' Order and for the signing alterations, as applicable.

No detailed investigation has been undertaken into the costs for signing removal and replacement at this time, however, it is estimated that delivery of the changes would require £10k - £15k of available funding.

#### 11. Timetable for implementation

11.1. Not applicable.

#### 12. Background papers

12.1. There are none.

#### Appendices -

- 1. Informal consultation introduction page, survey form and attached drawing that were published on our website (<a href="https://consult.reading.gov.uk/">https://consult.reading.gov.uk/</a>)
- 2. Feedback received via the consultation page on our website
- 3. Letter submitted by Robert Williams, Chief Executive Officer of Reading Buses





Informal Consultation: Kings Road Outbound Bus Lane Change of Use

**Closed 30 Nov 2023** 

Opened 1 Nov 2023

Contact

# Overview

We are seeking your views regarding a potential change to the vehicles that can use the outbound (eastbound) bus lane on Kings Road, which will include the section approaching the traffic signals toward Watlington Street. A plan is included in the 'Related' documents section below.

The decision to undertake this informal consultation was made at the September 2023 meeting of the Council's Traffic Management Sub-Committee and followed an officer update report relating to a petition that had been received previously. The petition requested access to the bus lane by Reading Borough Council licenced Private Hire vehicles. The report and meeting minutes are available <a href="here">here</a>.

This is an informal consultation, so no permanent alteration to the restrictions can be made as a result of the feedback received, as this would require statutory consultation of the proposed pays Traffic Regulation Order.

## The Change Being Consulted

Currently, there are two different restrictions related to this section of bus lane, as follow:

- 1. Eastbound section approaching the traffic signals at Watlington Street Access by buses, motorcycles, bicycles and wheelchair accessible taxi only; and
- 2. The eastbound bus lane from Watlington Street to Cemetery Junction (London Road/Wokingham Road) Access by buses, motorcycles, bicycles and hackney carriages.

We are seeking your views on a potential change to alter both restrictions to allow access for the following vehicles, replicating the inbound bus lane restrictions:

- Buses (no change)
- Motorcycles (no change)
- Bicycles (no change)
- Reading Borough Council licenced Hackney Carriage Vehicles (change 1)
- Reading Borough Council licenced Private Hire Vehicles (change 2)

This consultation will be open until the end of November 2023 and we ask that you please complete the below survey to provide your views. Your feedback is intended to be reported to the Traffic Management Sub-Committee at their meeting in January 2024.

As your feedback will be provided in a publicly accessible report, please do not include any sensitive, personal or identifiable information in your response. We will not be able to include this text in the report and its removal may impact the readability of your comments.



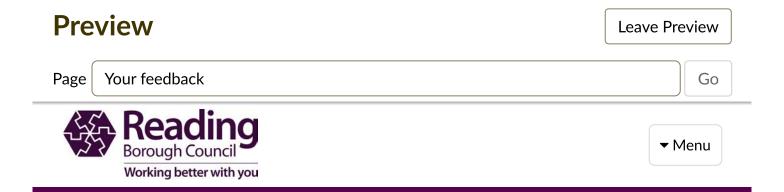
Areas

All Areas





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# Informal Consultation: Kings Road Outbound Bus Lane Change of Use

Page 1 of 3

**Closes 30 Nov 2023** 

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## Your feedback

We are seeking your views on a potential change to the Kings Road outbound bus lane access, altering the restrictions to allow access for the following vehicles:

- Buses (no change)
- Motorcycles (no change)
- Bicycles (no change)
- Reading Borough Council licenced Hackney Carriage Vehicles (change 1)
- Reading Borough Council licenced Private Hire Vehicles (change 2)

Your feedback is intended to be reported to the Traffic Management Sub-Committee at their meeting in January 2024.

Page

1. What is your primary relationship with Kings Road?
(Required)
<ul> <li>Resident</li> </ul>
Bus user / driver / operator
<ul> <li>Motorcyclist</li> </ul>
○ Cyclist
<ul><li>Pedestrian</li></ul>
Hackney Carriage user/driver (RBC licensed)
Hackney Carriage user/driver (not RBC licensed)
O Private Hire vehicle user (RBC licensed)
O Private Hire vehicle user (not RBC licensed)
Emergency Service Vehicle (driver/operator)
Other

3. Would you support the potential change to the access restriction?

(Required)

2. If 'other' selected, please specify

# **Preview**

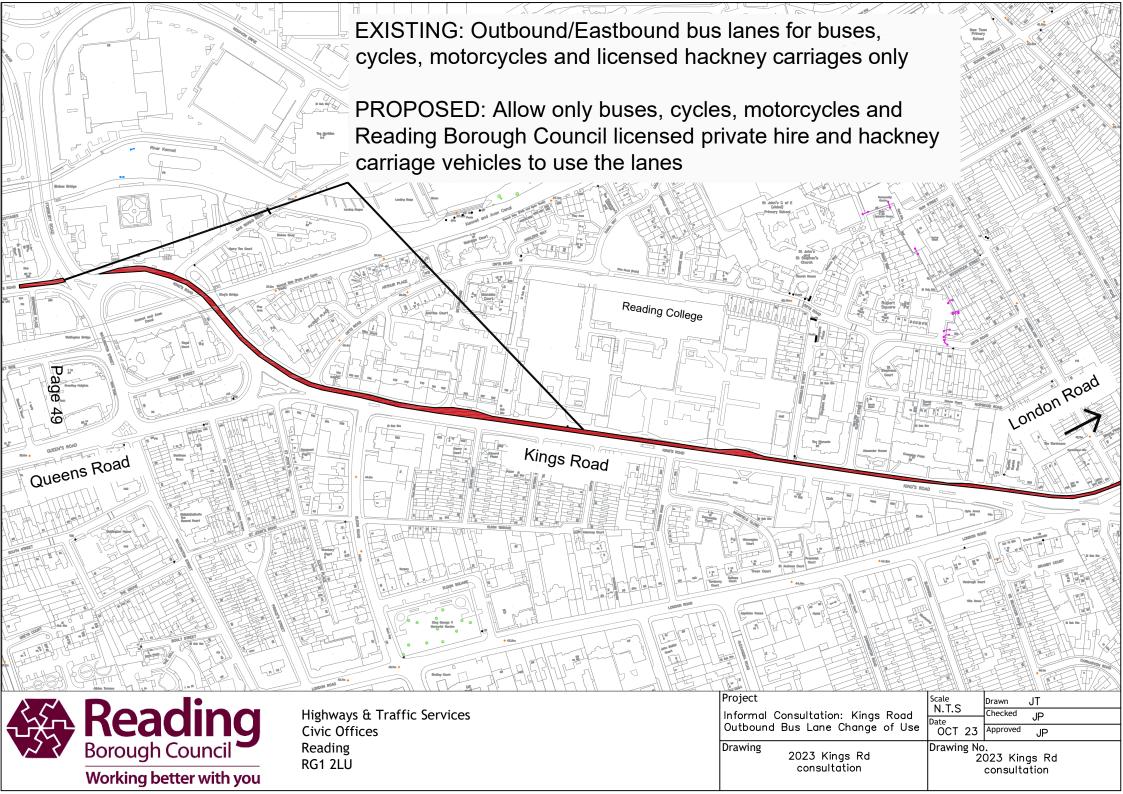
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Page

4.	<b>Please</b>	summarise	the reasons	for your answer
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(Required)	
	Continue >
	Save and come back later

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Row	What is your primary relationship with Kings Road? - Relationship	If 'other' selected, please specify - Please specify	Would you support the potential change to the access restriction? - Please specify	Please summarise the reasons for your answer - Email or postal address	Submitted Date
1	Bus user / driver / operator		Yes	I feel more strongly for change 1 to allow RBC licenced taxis, but I feel that private hire vehicles should not be permitted to use the bus lane. It will otherwise begin to defeat the object of it's purpose	2023-11-01 08:34:37
2	Bus user / driver / operator		Yes	You should allow private hire drivers to use bus lane	2023-11-01 17:58:35
3	Bus user / driver / operator		Yes	Plz give as bus lane	2023-11-02 21:11:57
4	Bus user / driver / operator		Yes	As a taxi driver we need to have access to use the bus lane to safe time for the travellers for each journey takes 40 to 60min on kings rd and London rd to go other side off Reading. And taking patient to the RBH we get stuck on Kings Road, and they get late for the appointments and going to Heathrow to join m4 from London rd when have access to use bus lane Will safe lot off time	2023-11-04 17:58:12
5	Bus user / driver / operator		Yes	I have been a [REDACTED] Operator of both small Minibus/MPV service Wheelchair vehicles and cars as an operator find it stressfull both for us and users to travel promptly due to traffic. This bus lane exoension will help in providing timely transport. Reduce carbon emmissions and encourage travellors to use Reading licensed Vehicles. Also help to reduce school journey times for special needs to children, who times get agravated due to their routine being disturbed especially of late with so many road works. Overall good for transport and Readings Grèn Policy	2023-11-05 20:43:46
6	Bus user / driver / operator		Yes	If normal Taxi's and Reading Buses and what not can use it then why can't Reading licensed private hire vehicles. Makes no sense really.	2023-11-06 08:50:06
7	Bus user / driver / operator		Yes	I feel this will be beneficial for the community and for those commuting on a daily basis	2023-11-06 08:55:10
8	Bus user / driver / operator		Yes	Make better use of available space on the road by allowing private hire vehicles to use a bus lane (that's empty most of the time anyway) would benefit all road users.	2023-11-06 09:39:01
9	Bus user / driver / operator		Yes	To assist smooth operation of company requirements	2023-11-06 11:06:57
10	Bus user / driver / operator		Yes	I think it would be a positive change to allow private hire vehicles to use King's Road bus lanes, as this would help free up some of the congestion in the other lanes.	2023-11-06 18:11:03
11	Bus user / driver / operator		Yes	Please do allow bus lane to use for private hire vehicle	2023-11-06 19:12:43
12	Bus user / driver / operator		Yes	Please do let private hire vehicle use the kings road bus lane	2023-11-06 19:14:13
13	Bus user / driver / operator		Yes	Please allow private hire vehicle to use kings road East bound bus lane	2023-11-06 19:16:17
14	Bus user / driver / operator		Yes	Easy access for all taxi companys get there passenger AtoB	2023-11-06 21:17:23
15	Bus user / driver / operator		Yes	Private hire taxi customers pay a lot for the service and I strongly feel that this type of vehicle should definitely be able to use the bus lanes. It's never that busy on these lanes so there's room for more vehicles	2023-11-07 09:24:40
16	Bus user / driver / operator		Yes	There is no good reason to discriminate between two types of taxi, and the minor increase in bus lane usage by vehicles other than buses seem unlikely to delay the buses.	2023-11-07 11:58:01
17	Bus user / driver / operator		Yes	Private uses the bus lane would get from A to B a lot quicker rather than sit in the kings road traffic.	2023-11-08 20:08:23
18	Bus user / driver / operator		Yes	The private hire drivers work very hard and deliver a great service. We often get private hire cars to the Royal Berkshire hospital and always get stuck on the kings road. We see out of town private hire vehicles using the buslane but its so unfair when the drivers tell us they are not allowed to use this bus lane. That is so so wrong. Please lookafter your local trades.	2023-11-09 17:50:26
19	Bus user / driver / operator		Yes	Because it keeps traffic lower and encourages people to use public transport	2023-11-10 11:25:23
20	Bus user / driver / operator		Yes	I think it would be beneficial for private hire drivers to have access to bus lane as it would relive traffic congestion and give quicker response times for people ordering a taxi rather than driving into work	2023-11-10 11:31:52
21	Bus user / driver / operator		Yes	Private hire vehicles are used as public transport, therefore should be able to use all bus lanes.	2023-11-10 13:35:59

Row	What is your primary relationship with Kings Road? - Relationship	If 'other' selected, please specify - Please specify	Would you support the potential change to the access restriction? - Please specify	Please summarise the reasons for your answer - Email or postal address	Submitted Date
22	Bus user / driver / operator		Yes	I would welcome this change, as someone who works with students that have complex issues, this change is a welcome, allowing the students to get home quicker, reducing anxiety and frustration.  Also in my personal opinion it doesn't make sense that the opposite side is used by Buses, Hackney & private hire why not make both sides of the road the same.	2023-11-10 17:10:59
23	Bus user / driver / operator		Yes	Will be be great for taxi driver and customers	2023-11-11 15:46:35
24	Bus user / driver / operator		Yes	If they can use the Inbound bus lane then they should be able to use the Outbound one just the same.!!!	2023-11-11 16:29:05
25	Bus user / driver / operator		Yes	Should be open to let anyone access the roads and would help with traffic flow	2023-11-11 21:07:15
26	Bus user / driver / operator		Yes	I would like private hire to be able to use	2023-11-24 01:02:33
27	Bus user / driver / operator		Yes	To allow taxi driver to navigate through and use the bus lane to help the traffic flow	2023-11-26 13:55:33
28	Bus user / driver / operator		Yes	I take buses and minicabs so in a bus along the bus lane it makes a big difference to getting to my destinations.	2023-11-27 11:07:17
29	Bus user / driver / operator		Yes	Let the minicabs use the bus lane too.	2023-11-27 11:11:05
30	Bus user / driver / operator		Yes	We can get to Places quicker	2023-11-28 11:20:17
31	Bus user / driver / operator Bus user / driver / operator		No No	Will slow down Buses  The changes mean more congestion for buses and speeding at busy times causing fatalities.	2023-11-02 08:08:12 2023-11-03 19:03:44
33	Bus user / driver / operator		No	It will be very congested otherwise so should remain as is	2023-11-03 20:36:17
34	Bus user / driver / operator		No	Taxis are an integral element of the multimodal public transport chain in both urban and rural areas.	2023-11-03 21:31:19
35	Bus user / driver / operator		No	I think that the lack of clear and obvious identification of private hire vehicles (which at first glance appear identical to private cars) would tend to bring the bus lane into disrepute with other users and lead to higher levels of violation of the rules)  It is also not obvious what public benefit this change would bring. Surely to justify it, there should be some evidence of higher user occupancy of private hire vehicles over private cars, which common sense suggests is unlikely.	2023-11-10 02:10:06
36	Bus user / driver / operator	Cycle, Drive	No	at the end of this lane, adding MORE vehicles trying to mege back in will ikely increase congestion not reduce it.  From exprience of Cycling in Reading, some of the worst overtakes are by taxi drivers, this will make things more dangerous than the roads already are for cyclists as well.	2023-11-10 11:35:55
37	Bus user / driver / operator		No	Allowing other types of vehicles than buses to use bus lanes will degrade the effectiveness of the bus lane.	2023-11-12 17:22:49
38	Bus user / driver / operator		No	Private taxis and hackney carriages do nothing to reduce the problem of congestion and pollution. Perhaps we could incentivise them by permitting the use of these lanes to those that are electric.	2023-11-22 21:21:38
39	Bus user / driver / operator		No	The change would a) make bus journeys slower, so going against the plan to encourage more people to use public transport b) make use of the lane more dangerous for cyclists, as private hire vehicles would want to overtake them in the lane. c) it would encourage ordinary drivers to use the lane, on the pretence of being private hire vehicles, unless there were some way of checking that every vehicle in the bus lane were legitimately there - presumably a v costly way of monitoring this  Possibly a compromise could be reached where only private hire vehicles actually carrying a passenger could use the lane - but again how could that be monitored and enforced, and is it known what proportion of the likely private hire drives would be reduced by making such a restriction?	2023-11-28 12:01:04

Row	What is your primary relationship with Kings Road? - Relationship	If 'other' selected, please specify - Please specify	Would you support the potential change to the access restriction? - Please specify	Please summarise the reasons for your answer - Email or postal address	
40	Cyclist		Yes	Seems a minor change though could be an opportunity to specify electric only taxis	2023-11-02 20:10:24
41	Cyclist		Yes	Private hire drivers are very safe drivers and I have never seen them driving dangerously. How can you let out of town private hire use kings road buslane and not the Reading private hire who actually deserve it	2023-11-05 18:35:46
42	Cyclist		Yes	I'm a cyclist but after listing to my mate who drives Private hire I'm convinced that they should be allowed to use bus lane as it will help out local community and it might fasten the normal lane traffic as all PH will use bus lane and less vehicles on normal lane. Thanks	2023-11-10 16:32:58
43	Cyclist		Yes	As a cyclist who has been using the bus lane on kings road to get to town centre I've never had any issues with taxi drivers therefore I will have no issues if taxi drivers use the outbound bus lane so I support this	2023-11-10 17:21:21
44	Cyclist		Yes	cylist never had any issues with using bus lane on kings road with taxi drivers so agree	2023-11-10 17:33:50
45	Cyclist		Yes	Will be happy for private hire to use bus lane	2023-11-10 17:35:55
46	Cyclist		Yes	Never had any issue with the taxi driver will be great for future environment	2023-11-10 17:39:06
47	Cyclist		Yes	As a cyclist who has been using the bus lane on kings road to get to town centre I've never had any issues with taxi drivers therefore I will have no issues if taxi drivers use the outbound bus lane so I support this	2023-11-10 18:10:31
48	Cyclist		Yes	I cycle and use the minicab so I use the bus lane on kings road when I cycle so would like to use when I'm in a taxi - minicab as it's a lot quicker getting home to my house in Early. Thankyou RBC.	2023-11-11 10:19:45
49	Cyclist		Yes	I am a student that travels around on a cycle when I use kings road I have no problem with the private hire when they pass us they give us plenty of room they should be allowed to use the bus lane	2023-11-11 10:23:49
50	Cyclist		Yes	I use my cycle to go to school and other places every time the private hire drivers pass me they leave space for me and a safe distance i think they should be allowed	2023-11-11 10:27:58
51	Cyclist		Yes	I'm a cyclist and I'm using the bus lane so don't seem why the minicabs can't use it as they pay the same licence fees as the Hackney carriage drivers so they should be able to use the bus lane too.	2023-11-11 10:30:56
52	Cyclist		Yes	Its good for taxi driver to use bus lane. It will help to safe time.	2023-11-11 11:30:06
53	Cyclist		Yes	Good for taxi	2023-11-11 11:38:54
54	Cyclist		Yes	Good for taxi	2023-11-11 14:41:16
55	Cyclist		Yes	Good for taxi	2023-11-11 14:43:49
56	Cyclist		Yes	Good for taxi	2023-11-11 23:22:54
57 58	Cyclist Cyclist		Yes Yes	Good for taxi  It will be really good for taxi driver . Get stuck due to more traffic. Would save a lot of time .	2023-11-11 23:35:41 2023-11-12 04:00:29
59	Cyclist		Yes		2023-11-12 16:34:49
60	Cyclist		Yes	I regularly cycle to and from Reading town centre using King's Road bus/cycle lanes in both direction. I don't believe that it would be a problem with allowing Hackney cabs and private hire vehicles to use the outbound lane as they would be able to safely overtake a cyclist using the adjoining traffic lane.	2023-11-13 21:41:40
61	Cyclist		Yes	I am cyclist and must say one thing that Taxis in Reading whether Private Hire or Black cabs are very supportive and they really take care of delivery riders or normal cyclists when over taking or driving pass them.	2023-11-17 21:16:14
62	Cyclist		Yes	Buses and taxis should be able to use the Outbound Bus lane on Kings Road	2023-11-23 13:40:04
63	Cyclist		Yes	Public transport should get priority	2023-11-24 10:13:35
64	Cyclist		Yes	Yes it will provide a safer experience for cyclists.	2023-11-24 12:10:05

Row	What is your primary relationship with Kings Road? - Relationship	If 'other' selected, please specify - Please specify	Would you support the potential change to the access restriction? - Please specify	Please summarise the reasons for your answer - Email or postal address	Submitted Date
65	Cyclist		Yes	To support our point of view regarding this bus lane, we can add following point.  REDUCE POLLUTION AND ENVIRONMENT FRIENDLY  If private hires are allowed to use this bus lane, it will save time and reduce pollution.  If one hundred private hire taxis will use this bus lane daily and 3 or 4 minutes per private hire taxis are saved daily, it means at least 300 to 400 minutes less car engine running per day. And it means less pollution, fuel saving and clean environment for future generations.	2023-11-26 20:23:37
66	Cyclist		Yes	To support our point of view regarding this bus lane, we can add following point.  REDUCE POLLUTION AND ENVIRONMENT FRIENDLY If private hires are allowed to use this bus lane, it will save time and reduce pollution. If one hundred private hire taxis will use this bus lane daily and 3 or 4 minutes per private hire taxis are saved daily, it means at least 300 to 400 minutes less car engine running per day. And it means less pollution, fuel saving and clean environment for future generations.	2023-11-26 20:39:49
67	Cyclist		Yes	This scheme has worked perfectly fine on the other side of kings road	2023-11-28 10:53:43
68	Cyclist		Yes	Taxi drivers usually give me plenty of room when I'm on bus lanes	2023-11-28 10:54:46
69 70	Cyclist Cyclist		Yes Yes	Never been a problem I am responding on behalf of the Reading Cycle Campaign.	2023-11-28 10:55:53 2023-11-28 13:54:28
				Some cyclists have raised safety concerns about allowing additional vehicles to use the existing bus/cycle lane as it would not be possible for private hire vehicles or hackney cabs to safely overtake a cyclist within the confines of the existing lane. However, there is an adjacent all-purpose traffic lane for most of this section of Kings Road, so if a vehicle needed to overtake a cyclist they would be able to pull into the adjoining lane to safely overtake, giving the cyclist adequate passing space.  Reading Cycle Campaign would therefore support the proposal to allow hackney cabs and private hire vehicles to use the existing bus/cycle lane as this would support wider measures to encourage use of alternatives to the private car.  We would however raise the issue that whilst part of Kings Road has recently been resurfaced, there are sections of the bus/cycle lane with poor surface quality, meaning that cyclists often have to swerve at the last minute to avoid dangerous potholes. Additional vehicles using the bus/cycle lane should therefore be aware of this.	
71	Cyclist		Yes	I like to use bus lane often	2023-11-29 14:05:05
72	Cyclist		No	In fact, it would be better to have only buses and bikes there. One of the few spaces in Reading where it is slightly safer to cycle, why open it up to cars?	2023-11-01 07:55:48
73	Cyclist		No	This area has a history of many vehicular cross movements and an unfortunate history of accidents/incidents involving pedestrians. Safety should always be at the forefront of any decision made and adding an additional 'usage' into an already busy bus lane will severely hamper the safety of all in this thronged area. As the saying goes 'you build it, they will come'. i.e. this will just make the area busier overall and will not make it 'quicker' for anyone but will just hamper the journey times of Buses and safety for all here. Buses, Emergency Services and Cyclists should remain the sole user of this!	2023-11-01 09:10:42

Row	What is your primary relationship with Kings Road? - Relationship	please specify -	Would you support the potential change to the access restriction? - Please specify		
74	Cyclist		No	Fewer vehicles the better in reserved lane. As the Hackney Carriage fleet becomes EV, private hire vehicles are more likely to still be diesels. Cyclists need to be as far away as possible from diesel emissions and although it's not much, the hope is that they would be marginally less close to a diesel exhaust though diesel HCs, with dirtier exhausts owing to their age, will remain for several years.	2023-11-01 16:36:03
75	Cyclist		No	I regularly encounter taxis going the wrong way down the last part of Fatherson Road in order to get onto King's Road, at not inconsiderable danger to primary school and college students who are frequently making dangerous crossings in their rush to arrive on time. Anything which adds to the traffic on these bus lanes should be avoided.	2023-11-01 17:41:45
76	Cyclist		No	If the council wishes to encourage cycling, and use of buses to tackle the climate emergency and reduce air pollution, this road needs to be kept as clear as possible. Numerous accidents have occurred on this stretch of road over the years, and with seemingly no intention on clamping down on the high speed street racing that takes place on Kings Road and inbound London Road around Cemetery Junction, cyclists, motorcyclists, and pedestrians will face even more danger from another lane with extra vehicles on it. It should also be noted the outbound lane's proximity to the college entrance/exit adds another hazard.	
77	Cyclist		No	Taxis are not a sustainable transport option and increase danger for cyclists in particular.	2023-11-04 20:48:37
78	Cyclist		No	I strongly oppose this change. More vehicles in the lane will make cycling even more dangerous (and it's already pretty dangerous to cycle in Reading).	2023-11-12 15:23:16
79	Cyclist		No	It always feels very dangerous when cycling on the bus lanes that allow black and mini cabs. They pass very close at high speed. I don't think these proposed changes are aligned to the council's strategy to promote and prioritize active travel.	2023-11-15 13:27:45
80	Cyclist		No	I cycle on King's road every day. I currently feel safe on the bike lane, because it is restricted to 2-wheel vehicles (which can overtake me easily), and bus drivers (who are generally very cautious with cyclists). Adding more traffic on this lane would make it less safe for cyclists. I've had a few close encounters with cars turning left — and especially private hire vehicles, which are generally quite aggressive. Cars already have 2 more lanes to drive on. They don't need more space. We are in a climate emergency, and it would be wrong to add any more obstacle for people cycling or using public transport instead of their car.	2023-11-15 23:02:23
81	Emergency Service Vehicle (driver/operator)		Yes	We are unlikely to be impacted by this change of use. However, we are still unable to use them, unless we have a patient on board, or are travelling under emergency conditions.  It would be very helpful if the council could permit us to use them as well, for moving around the town, it would be appreciated. We only move to areas, to provide clinical response cover.	2023-11-01 11:58:26
82	Emergency Service Vehicle (driver/operator)	Operator and driver	Yes	The Bus lane access is very important for private hire vehicle as they also provide and very important public service no different than the Hackney carriage vehicles.	2023-11-01 21:21:13
83	Emergency Service Vehicle (driver/operator)		Yes	Please do let private hire vehicle use the east bound bus lane	2023-11-08 17:33:34
84	Emergency Service Vehicle (driver/operator)		Yes	I have no problem with the private hire team using the outbound bus lane. We use it in an emergency sometimes.	2023-11-11 21:30:32
85	Emergency Service Vehicle (driver/operator)		Yes	Very infrequently used by Ambulance, adding taxi's would not impact our operations significantly to warrant not allowing the change. All for increasing public transport and support use of taxi's	2023-11-24 15:30:21

Row	What is your primary relationship with Kings Road? - Relationship	please specify - Please specify	Would you support the potential change to the access restriction? - Please specify	Please summarise the reasons for your answer - Email or postal address	
86	Emergency Service Vehicle (driver/operator)		No	There is currently a high collision rate for vehicle v pedestrian for this stretch of road. The majority of these collisions have involved vehicles travelling in the bus lanes (both directions). An increase in vehicular traffic within the lanes may lead to a significant increase in personal injury collisions as the proposal is likely to be an increase in the number of vehicles using the bus lane and this combined with speed differentials during peak periods, this may lead to a higher level of personal injury sustained.  Private hire vehicles, (with only a small licencing plate) using the bus lane may lead to other vehicles believing that it is okay to use the lane and therefore potentially unnecessarily increase offending rates.	2023-11-17 14:27:58
87	Hackney Carriage user/driver (not RBC licensed)		Yes	I use both hackney carriage and private hire in Reading and I support Change 2 to allow private hire to use bus lane	2023-11-08 11:11:27
88	Hackney Carriage user/driver (not RBC licensed)		Yes	If Hackney carriage taxis can use the bus lane then why not private hire who are licensed with RBC ad they all pay the same when it comes to Licensing and both give a public service too.	2023-11-11 09:14:39
89	Hackney Carriage user/driver (not RBC licensed)		Yes	Too much traffic cause delay in morning and evening for airport jobs and TVP	2023-11-26 23:06:22
90	Hackney Carriage user/driver (not RBC licensed)		No	People using the taxi to reach somewhere asap example (catch train, bus station, hospital appointment, school etc.) That's why people prefer to pay taxi fare and reach asap otherwise if people not running late then they catch bus and save money.  Therefore I think if bus lane is not allow for private hire taxi then it is unfair for public who using taxi service to go somewhere quickly but will reach other end still late because private hire taxi not allow to use bus lane  Other thing this country beauty is rule and law is fairly or equal for everyone. If council allowed use bus lane for taxi then any vehicle should who carry the valid taxi license does not matter what shape of the vehicle is. OR if council decided not allowed then all taxi will not allowed, does not matter either wheel chair access or not.  Wheelchair access vehicle allow to use bus lane it not mean disabled customer want to reach somewhere else quickly rather than other customers.  I hope you understand rules should be same for all taxis.  And will be thinking again before you doing final decision.  Thanks	
91	Hackney Carriage user/driver (not RBC licensed)		No	As soon as you let PHV use the bus lane it will be full and useless to buses motorbikes and Hackney cabs	2023-11-07 20:08:51
92	Hackney Carriage user/driver (not RBC licensed)		No	As a taxi driver, that route is vital to quickly drop passengers from the reading station.	2023-11-18 10:59:42
93	Hackney Carriage user/driver (not RBC licensed)		No	As a Hackney carriage user from WBC I use sometimes bus lane for school runs, I believe if you restrict me from using bus lane, then I have to sit in traffic which I believe is not fair for disabled children and adults.	2023-11-27 15:45:45
94	Hackney Carriage user/driver (RBC licensed)		Yes	It will help to reduce the number of traffic on the road	2023-11-01 11:47:09
95	Hackney Carriage user/driver (RBC licensed)		Yes	Less traffic for public and good customer services.	2023-11-01 11:47:40
96	Hackney Carriage user/driver (RBC licensed)		Yes	It will ease the traffic on both sides inbound and outbound.	2023-11-01 11:49:47
97	Hackney Carriage user/driver (RBC licensed)		Yes	All bus lane in Reading should be used strictly for bus, cycle and RBC Hackney Carriage Taxis only.	2023-11-01 11:55:47
98	Hackney Carriage user/driver (RBC licensed)		Yes	Vehicles from out of the Borough such as private hire are using the bus lanes	2023-11-01 12:24:47
99	Hackney Carriage user/driver (RBC licensed)		Yes	It would help create less traffic causing a better service for the customers	2023-11-01 20:45:21
100	Hackney Carriage user/driver (RBC licensed)		Yes	We will use this bus lane for airport, pick and drop off kids for school and for hospital.	2023-11-03 19:15:14

Row	What is your primary relationship with Kings Road? - Relationship	 Would you support the potential change to the access restriction? - Please specify	Please summarise the reasons for your answer - Email or postal address	Submitted Date
101	Hackney Carriage user/driver (RBC licensed)	Yes	We will use this bus lane for hospital, school and airports .	2023-11-03 19:18:59
102	Hackney Carriage user/driver (RBC licensed)	Yes	Please allow use to use this bus lane it will be useful as emergency usage and rush hours	2023-11-03 19:28:02
103	Hackney Carriage user/driver (RBC licensed)	Yes	I will use it for hospital, airport and school times	2023-11-03 19:29:16
104	Hackney Carriage user/driver (RBC licensed)	Yes	Reduce traffic and pollution	2023-11-05 11:38:31
105	Hackney Carriage user/driver (RBC licensed)	Yes	Being a hackney carriage and private hire user I support change 2 and allow private hire to use bus lane	2023-11-08 11:08:07
106	Hackney Carriage user/driver (RBC licensed)	Yes	I use both hackney carriage and private hire in Reading and I support Change 2 to allow private hire to use bus lane	2023-11-08 11:09:59
107	Hackney Carriage user/driver (RBC licensed)	Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed	2023-11-11 15:34:32
108	Hackney Carriage user/driver (RBC licensed)	Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed	2023-11-11 15:35:44
109	Hackney Carriage user/driver (RBC licensed)	Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed	2023-11-11 15:36:18
110	Hackney Carriage user/driver (RBC licensed)	Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed	2023-11-11 15:38:57
111	Hackney Carriage user/driver (RBC licensed)	Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed	2023-11-11 15:39:31
112	Hackney Carriage user/driver (RBC licensed)	Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed	2023-11-11 15:40:06
113	Hackney Carriage user/driver (RBC licensed)	Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed	2023-11-11 15:43:16
114	Hackney Carriage user/driver (RBC licensed)	Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed	2023-11-11 15:43:49
115	Hackney Carriage user/driver (RBC licensed)	Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed	2023-11-11 15:44:20
116	Hackney Carriage user/driver (RBC licensed)	Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed	2023-11-11 15:44:47
117	Hackney Carriage user/driver (RBC licensed)	Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed	2023-11-11 15:45:13
118	Hackney Carriage user/driver (RBC licensed)	Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed	2023-11-11 15:45:41
119	Hackney Carriage user/driver (RBC licensed)	Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed	2023-11-11 15:46:05
120	Hackney Carriage user/driver (RBC licensed)	Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed	2023-11-11 15:46:31
121	Hackney Carriage user/driver (RBC licensed)	Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed	2023-11-11 15:46:58
122	Hackney Carriage user/driver (RBC licensed)	Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed	2023-11-11 15:47:24
123	Hackney Carriage user/driver (RBC licensed)	Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed	2023-11-11 15:48:18
124	Hackney Carriage user/driver (RBC licensed)	Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed	2023-11-11 15:49:43
125	Hackney Carriage user/driver (RBC licensed)	Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed	2023-11-11 15:50:42
126	Hackney Carriage user/driver (RBC licensed)	Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed	2023-11-11 15:51:17
127	Hackney Carriage user/driver (RBC licensed)	Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed	2023-11-11 15:51:46
128	Hackney Carriage user/driver (RBC licensed)	Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed	2023-11-11 15:52:11
129	Hackney Carriage user/driver (RBC licensed)	Yes	Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 15:52:38
130	Hackney Carriage user/driver (RBC licensed)	Yes	Licensed  Please cancel the King's Road outbound for private hire vehicle RBC- Licensed	2023-11-11 15:53:05
131	Hackney Carriage user/driver (RBC licensed)	Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed	2023-11-11 15:53:36

Row	What is your primary relationship with Kings Road? - Relationship	please specify -	Would you support the potential change to the access restriction? - Please specify	Please summarise the reasons for your answer - Email or postal address	Submitted Date
132	Hackney Carriage user/driver (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed	2023-11-11 15:54:05
133	Hackney Carriage user/driver (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed	2023-11-11 15:54:51
134	Hackney Carriage user/driver (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed	2023-11-11 15:56:50
135	Hackney Carriage user/driver (RBC licensed)		Yes	Because privatehire taxi pick-up customer for TVP and Sutton business park they people facing traffic and get late on work so thats why .	2023-11-23 17:12:17
136	Hackney Carriage user/driver (RBC licensed)		No	Traffic	2023-11-01 11:47:03
137	Hackney Carriage user/driver (RBC licensed)		No	It should only be Reading Buse's and Hackney carriage taxi's only. Private hire and out of town taxis will only clog the bus lanes in Reading.	2023-11-01 11:51:07
138	Hackney Carriage user/driver (RBC licensed)		No	Dear The outbound bus lane even any bus lane should be only for bus cyclists and Hackney Cab. Because already the traffic is heavy all the time and if the bus lane gets changed then we will loose over customers and get delayed with the jobs also. Many thanks	2023-11-01 11:58:11
139	Hackney Carriage user/driver (RBC licensed)		No	In my opinion if you open the bus lane to private hire cars and buses there will be a lot more traffic in those lanes, hence buses running late and also extra traffic turning across the bus lanes creating dangerous manoeuvres into Reading College/Rupert st, the bus lane would become as busy as the other lanes!!  As a Hackney carriage driver I am always worried that drivers turning left do not always look in their mirrors before turning.  Increased traffic would definitely make it worse.	2023-11-01 11:59:04
140	Hackney Carriage user/driver (RBC licensed)		No	The whole purpose between hackney carriage and private hire is that HC carriage vehicles are allowed to use bus lanes, why did rbc allow the bus lane to be used on kings road in bound in the first place for private hire.	2023-11-01 13:22:26
141	Hackney Carriage user/driver (RBC licensed)		No	Theres already much traffic in kings road which has allowed taxi driver to use bus lane. what is the point in excluding taxis when bus amd motorcycle is only allowed. Dosent make senseif accidents happen it is due to the carleessness of the driver not looking properlyrestricting taxi is not going to lessen accidents	2023-11-01 13:25:23
142	Hackney Carriage user/driver (RBC licensed)		No	I believe that the kings road bus lanes' should be available for all taxi's from Reading and out of town not restricted to Reading	2023-11-01 14:12:05
143	Hackney Carriage user/driver (RBC licensed)		No	No	2023-11-01 14:12:59
144	Hackney Carriage user/driver (RBC licensed)		No	You see private hire vehicles from Wokingham, Fareham and Henley already using bus lanes of both directions from time to time. This bus lane in particular is used heavily by buses, hackney carriages and cyclists. Adding private hire would make it pointless especially during rush hour traffic as the buses pulling in and out can make it slower moving than the traffic itself.	
145	Hackney Carriage user/driver (RBC licensed)		No	Due to the bus stops towards the end of kings road outside the church. When they stop can sometimes cause a little bit of traffic in the bus lane especially when a few buses are to all stop at the same time. If more vehicles are allowed in the bus Lane then in those circumstances the bus Lane will be useless as traffic will build up in the bus lane and take away the reasons for having one. Also I feel many prohibited vehicles use this bus Lane anyway and I have seen the problems it brings first hand.	2023-11-01 18:49:02

Row	What is your primary relationship with Kings Road? - Relationship	Would you support the potential change to the access restriction? - Please specify	Please summarise the reasons for your answer - Email or postal address	Submitted Date
146	Hackney Carriage user/driver (RBC licensed)	No	I strongly do not support any changes to the access restrictions.  Reading traffic is keep growing and as Hackney carrige drivers we are already struggling in traffic and getting late many times for taking passengers and returning back to the station.  If private hire vehicles also to be allowed, then it's going to be worse for buses and Hackney carrige drivers.  Therefore I want it to be kept same as it is.	2023-11-02 13:28:39
147	Hackney Carriage user/driver	No	Kindly Private Hire is Private transport not public.	2023-11-03 23:49:23
148	(RBC licensed) Hackney Carriage user/driver (RBC licensed)	No	You guys are trying an impossible new method. In the UK you wouldn't find any bus lanes being used by private hire. Would you be able to show us hackney drivers any lane in london where private hire drivers use. If so instead of allowing them to use our lanes completely change the road	2023-11-05 12:05:07
			to a 3 lane route instead of this hassle. Furthermore we're still waiting to use the bus lane on A33 for hackney drivers to use why isn't this a topic	
149	Hackney Carriage user/driver (RBC licensed)	No	Currently the usage of the Kings Road (eastbound) bus lane is restricted to buses, motorcycles, bicycles and wheelchair accessible taxis. By changing and allowing private hire vehicles the use of the bus lane would mean not only RBC licensed vehicles but also private hire vehicles licensed in other boroughs. This would considerably increase congestion and defeat the objectives of the bus lane. Also a large number of private hire vehicles are licensed as "executive vehicles" i.e. they do not have to display a plate or roof sign. This could lead to normal cars being in the bus lane, thereby causing more congestion.  This will ultimately lead to slower journey times for us and buses and be more hazardous for cyclists. The only way to ensure that there is no abuse of the bus lane is through enforcement. However we do not believe that it is possible to camera enforce the full stretch of the bus	2023-11-16 02:58:43
			lane.  The feedback we have received back from hackney carriage drivers is that they are not in favour of these changes.	
150	Hackney Carriage user/driver (RBC licensed)	No	traffic is main issue buses & Reading plated Hackney will be stuck in traffic	2023-11-28 12:23:20
151	Motorcyclist	Yes	I travel to work on a motorbike and I have no issues for the private hire trade to use the outbound bus lane on kings road it will benefit them immensely.	2023-11-11 09:10:45
152	Motorcyclist	Yes	If taxi driver use this lane, it will save our time	2023-11-11 11:33:22
153	Motorcyclist	Yes	I use that bus lane so I don't have any problem for the private hire trade using it if council allows them to.	2023-11-11 21:25:41
154	Motorcyclist	Yes	I have No objections in minibuses using the outbound kings Rd bus lane.	2023-11-23 13:42:21
155	Motorcyclist	Yes	To support our point of view regarding this bus lane, we can add following point.  REDUCE POLLUTION AND ENVIRONMENT FRIENDLY If private hires are allowed to use this bus lane, it will save time and reduce pollution. If one hundred private hire taxis will use this bus lane daily and 3 or 4 minutes per private hire taxis are saved daily, it means at least 300 to 400 minutes less car engine running per day. And it means less pollution, fuel saving and clean environment for future generations.	2023-11-26 20:40:31

Row	What is your primary relationship with Kings Road? - Relationship	please specify - Please specify	Would you support the potential change to the access restriction? - Please specify	Please summarise the reasons for your answer - Email or postal address	Submitted Date
156	Motorcyclist		Yes	To support our point of view regarding this bus lane, we can add following point.  REDUCE POLLUTION AND ENVIRONMENT FRIENDLY  If private hires are allowed to use this bus lane, it will save time and reduce pollution.  If one hundred private hire taxis will use this bus lane daily and 3 or 4 minutes per private hire taxis are saved daily, it means at least 300 to 400 minutes less car engine running per day. And it means less pollution, fuel saving and clean environment for future generations.	2023-11-26 20:41:02
157	Motorcyclist		Yes	To support our point of view regarding this bus lane, we can add following point.  REDUCE POLLUTION AND ENVIRONMENT FRIENDLY If private hires are allowed to use this bus lane, it will save time and reduce pollution. If one hundred private hire taxis will use this bus lane daily and 3 or 4 minutes per private hire taxis are saved daily, it means at least 300 to 400 minutes less car engine running per day. And it means less pollution, fuel saving and clean environment for future generations.	2023-11-26 20:41:25
158	Motorcyclist		Yes	To support our point of view regarding this bus lane, we can add following point.  REDUCE POLLUTION AND ENVIRONMENT FRIENDLY If private hires are allowed to use this bus lane, it will save time and reduce pollution. If one hundred private hire taxis will use this bus lane daily and 3 or 4 minutes per private hire taxis are saved daily, it means at least 300 to 400 minutes less car engine running per day. And it means less pollution, fuel saving and clean environment for future generations.	2023-11-26 20:41:50
159	Other	I drive this route a few times per month	Yes	consistency of restrictions on through routes is important. Bus lanes are by their nature underused road space. this should improve traffic flow and reduce pollution	2023-11-01 08:35:52
160	Other	Private hire operater	Yes	It would make the private hire trades job easier to get to the east of Reading to get to appointments and airports for our customers without a time delay I rush hour	2023-11-01 08:46:06
161	Other	Traveller	Yes	If access has been given to the PRIVATE HIRE DRIVERS from outside Reading, local drivers should be allowed too,	2023-11-01 09:01:04
162	Other	Customer	Yes	I travel quite often to the airport in the mornings and my private hire driver always gets held up on the kings road in heavy traffic. Also my wife goes for hospital appointments and always get late because the driver is stuck in traffic on the kings road. I see out of town private hire cars using the kings road bus lane so that does not make sense why Reading private hire drivers cannot use this buslane	2023-11-01 09:21:06
163	Other	Member of public	Yes	I am a disabled person and have hospital appointments I need to attend. My private hire drivers always get stuck on the kings road and often my appointments are late and I notice that there are private hire drivers not registered in Reading but use these bus lanes. That does not make sense why you allow drivers not registered in Reading to drive in this bus lane but not Reading drivers	2023-11-01 09:25:31
164	Other	Phv driver	Yes	As a phv driver it could save a lot of time for the passenger and the driver.	2023-11-03 17:11:15
165	Other	Taxi passenger	Yes	As a driver we could provide a better service to the community  This will save time and I won't be getting late for work.	2023-11-05 09:41:02
166	Other	Taxi passenger	Yes	This will save time from not getting late to work or occasionally getting	2023-11-05 09:43:18
167	Other	Taxi passenger	Yes	I use private hire taxis to get to the airport twice a week. Kings rd bus lane (outbound) will help me getting to the airport on time and not stressing out being late for my flight.	2023-11-05 09:45:13
168	Other	Road user	Yes	Convenient to get taxi from and to destination and to decrease pollution and help environment	2023-11-05 10:56:59

Row	What is your primary relationship with Kings Road? - Relationship	Please specify	Would you support the potential change to the access restriction? - Please specify	Please summarise the reasons for your answer - Email or postal address	Submitted Date
169	Other	User of London rd which is busy as it is.	Yes	The bus lane for taxis on kings road will help lower traffic as London road which is already very busy.	2023-11-08 18:54:59
170	Other	Driver	Yes	Should ease congestion if more vehicles could utilise the bus lane	2023-11-09 18:57:26
171	Other	Car driver	Yes	Makes sense.	2023-11-09 20:01:06
172	Other	User of private hire taxi	Yes	Since. Lot of road works or something happens my taxi driver have to que up for towards airport and it take around 25 minutes to do 2 miles and then 23 miles to heathrow in just 25 minutes afterwards.	2023-11-09 20:59:15
173	Other		Yes	I think it will be fair if private hire drivers are allowed on the bus lane	2023-11-11 10:31:57
174	Other	Taxi passenger	Yes	Save time in peak traffic getting to work	2023-11-11 10:38:27
175	Other	Taxi passenger	Yes	Save time getting to work in peak traffic	2023-11-11 10:39:32
176	Other	Taxi passenger	Yes	I will get to work in time and won't have it sit on traffic getting late for work.	2023-11-11 20:48:25
177	Other	Taxi passenger	Yes	Easy to use and get to work on time with the bus	2023-11-21 17:51:17
178	Other	Taxi passenger	Yes	Saves me time getting to work	2023-11-21 17:52:34
179	Other	Taxi passenger	Yes	Won't get late to work when able to use the taxi be able to use bus lane	2023-11-21 17:56:01
180	Other	Im a passenger. I commute every day to buisness Park but always stuck in traffic in the taxi. It would help me so I'm on time for work.	Yes	It will help congestion. It will help people being late for work.	2023-11-24 08:41:52
181	Other	Travel to Heathrow in a Taxi cab very often	Yes	I travel to Heathrow Airport very frequently in a private hire taxi	2023-11-26 10:12:02
182	Other	Commuting to and from work	Yes	I use private hire cab to and from work and always get stuck in traffic which on many occasions make me late for work	2023-11-26 19:42:49
183	Other	Private hire cab used to transport my kids to school	Yes	Due to me working full time with early morning start, my kids travel to school in a mini cab to school and are always late due to the excessive traffic on King's Road.	2023-11-26 19:48:28
184	Other	Use private hire too get to work	Yes	I regularly use a private hire mini cab and always am late for work due too the heavy traffic on kings road because of restrictions and traffic	2023-11-26 19:52:44
185	Other	To get to work	Yes	I regularly use private hire cab to work and on many occasions due to the excessive traffic I am late for work and private hire should be allowed to use the bus lane so people can go to work without being late.	2023-11-26 19:58:29
186	Other	Use private mini cab for work	Yes	Always late for work stuck in traffic on King's Road in private hire taxi. Shockingly the bus lane is almost empty.	2023-11-26 20:03:41
187	Other	Use private mini cab for work	Yes	I use a cab to get to work but almost everyday I'm late die to the traffic on King's Road. Private hire cabs must be allowed to use bus lanes	2023-11-26 20:06:43
188	Other	School transport driver	Yes	Journey make quicker, normally get late to school due to the traffic	2023-11-27 09:18:19
189	Other	Vehicle driver	Yes	So many times it has caused me issues to get from a to be when travelling I'm this area as of traffic and congestion and not allowing to use the this lane is a big issue for us drivers.it would reduce traffic flow and help people and emergency services get to there destination way easier.this is something that you should consider as ki gs Road is a busy area and you have people from different areas coming to reading would prevent them from getting tickets and also ease them through going to King's Road.	2023-11-28 10:42:05
190	Other	Passenger	Yes	Is very helpful to save time on busy times	2023-11-28 11:51:53

Row	What is your primary relationship with Kings Road? - Relationship	If 'other' selected, please specify - Please specify	Would you support the potential change to the access restriction? - Please specify	Please summarise the reasons for your answer - Email or postal address	Submitted Date
191	Other	[REDACTED]	Yes	Safety. and decrease in the use of the lane would help, but you need to go further, today there was another man injured after being hit in the bus lane outside the College	2023-11-28 15:15:29
192	Other	Passenger	Yes	It would be easier and save time while dropping off the kids	2023-11-28 21:04:13
193	Other	Passenger	Yes	During busy times, it will help us to reach home or workplace quickly.	2023-11-28 21:07:07
194	Other	Passenger	Yes	It will help to use empty bus lane and it will ease traffic burden for remaining traffic on Kings Road.	2023-11-28 21:17:15
195	Other	Driver	No	I visit [REDACTED] Orts Road at least weekly. Turning left across the bus lane into Rupert Street is dangerous already. More vehicles on the bus lane would make it worse.	2023-11-01 17:33:00
196	Other	[REDACTED]	No	Kings road is an important east west route for cyclists from the east of Reading to reach the town centre, which is more direct than NCN 4 (which is also closed atm). Although it is not as good as a dedicated cycle lane, the restricted bus lane provides some safe space on road for cyclists. Allowing private hire vehicles to also use this lane unrestricted will increase the number of motor vehicles cyclists have to contend with, making it less safe and accessible and discouraging cyclists from travelling from the east side of Reading.	2023-11-27 17:14:37
197	Other	School transport	No	I am a driver for Special Education Needs children who require efficiency and low journey times as they are unable to take on longer journeys.	2023-11-30 21:17:00
198	Pedestrian		Yes	I have no means of transport and have to call private hire taxis to take me to the Royal Berkshire hospital for appointments. Everytime i go my driver gets stuck on the King's Road and quiet often I get late 4 my appointments	2023-11-01 09:14:35
199	Pedestrian		Yes	I use private hire taxis to go hospital appointments and always in the morning my driver gets badly stuck in the traffic and quiet often get late for my appointments which is not good so please allow them as I see out of town private hire cars using the bus lane but the Reading private hire drivers not allowed	2023-11-01 09:18:21
200	Pedestrian		Yes	Me and my family have to travel to the royal Berkshire hospital for appointments quiet often and every time our private hire drivers get stuck on the kings road and we often run late for our appointments. I actually feel really sorry for these guys because they try their best to provide an excellent service but get treaded quiet harshly and we always see out of town private hire cars using the kings road bus lane but these poor guys are not allowed. Please explain where is the common sense in that !!!!!	2023-11-02 17:37:50
201	Pedestrian		Yes	It would be beneficial for private hire to be able to access the bus lane as a customer of theirs having to go to hospital regularly to visit a sick parent this would save time	2023-11-02 17:45:31
202	Pedestrian		Yes	I believe all Reading taxi drivers should be allowed to access all bus lanes in. Reading to get us to our destination quickly	2023-11-02 21:42:37
203	Pedestrian		Yes	I always see Reading private hire sitting in long ques in traffic not fair when other Borough taxis using bus lanes	2023-11-03 20:58:25
204	Pedestrian		Yes	It will help passengers using private hire to cut their travel time from town to home.fair for Hackney drivers and private hire drivers.Both helping to carry passengers from one place to other and should have the same rights to use roads.private hire should not be discriminated.	2023-11-03 21:15:02
205	Pedestrian		Yes	Because private hire drivers work tirelessly and I feel so sorry for them when I see them always stuck on the kings road in heavy traffic and other borough private hire vehicles using this bus lane but the ones who live in Reading and work operate in Reading are not allowed. Somebody needs to take a REALITY CHECK on this	2023-11-05 10:45:01
206	Pedestrian		Yes	I always see private hire drivers stuck in traffic on the kings road. They are very safe drivers. So many times when i have tried to cross the road they always stop and give me way and out of town private hire cars use this bus lane Dont make sense	2023-11-05 18:45:12

Row	What is your primary relationship with Kings Road? - Relationship	 Would you support the potential change to the access	Please summarise the reasons for your answer - Email or postal address	Submitted Date
		restriction? - Please specify		
207	Pedestrian	Yes	It's good to let them use	2023-11-05 21:03:08
208	Pedestrian	Yes		2023-11-05 21:35:37
209	Pedestrian	Yes	Allowing private hire vehicles to use this lane will help with traffic and	2023-11-06 09:06:46
			also private hire waiting times during busy periods	
210	Pedestrian	Yes	It will relieve some of the traffic issues on that road especially during peak times	2023-11-06 09:31:12
211	Pedestrian	Yes	It is frustrating you'd expect a taxi driver to be able to use the bus lane like every other town. I got late to Heathrow because of it	2023-11-06 23:00:04
212	Pedestrian	Yes	Local private hire drivers are good drivers and provide useful service to the community	2023-11-08 07:16:20
213	Pedestrian	Yes	Private hire drivers are very safe drivers they deliver a fantastic service to reading town but don't get the treatment they deserve they always get stuck on the kings road how can you let out of town taxis use the king road bus lane but not the Reading private hire?	2023-11-08 09:12:03
214	Pedestrian	Yes	N/a	2023-11-08 11:03:15
215	Pedestrian	Yes	Been using private hire for the last couple years and have been providing a great service for me but noticed the kings road bus lane was not available for them to use. I understand that out of town taxi services can use this bus lane but the Reading private hire are not allowed!!	2023-11-09 07:58:23
216	Pedestrian	Yes	All private hire taxis should be allowed to go down the bus lane due to them being in high demand so please change it for the better	2023-11-09 12:24:42
217	Pedestrian	Yes	As a frequent taxi user the traffic jams not only hold me up but also cost more due to the meter ticking over.	2023-11-10 13:12:16
218	Pedestrian	Yes	Better flow of traffic, less fumes, happier drivers	2023-11-10 13:46:58
219	Pedestrian	Yes	I think that it will make people's lives easier, as there will be less traffic and people can get places in time.	2023-11-11 12:19:21
220	Pedestrian	Yes	Sometimes I have to get a mini - taxi to go to the airport so the minicab uses kings road and we have to wait about 30 minutes to get out of Reading so it would be very useful to the private hire	2023-11-11 17:07:53
221	Pedestrian	Yes	I'm happy for the minicabs to use the outbound bus Lane on kings road.	2023-11-11 21:27:08
222	Pedestrian	Yes	I can say that I back-up this useful proposal to benefit the general public	2023-11-11 21:56:13
223	Pedestrian	Yes	I'm happy for the proposal to go ahead	2023-11-11 21:57:50
224	Pedestrian	Yes	I'm happy to back up this bus lane consultation for private hire trade.	2023-11-11 21:59:45
	Pedestrian	Yes	I'm happy with this proposal to go ahead	2023-11-11 22:12:14
226	Pedestrian	Yes	I think private hire drivers should be allowed to use both bus lanes on	2023-11-11 22:14:09
227	Pedestrian	Yes	kings road and others around Reading too. I support this bus lane proposal 100%	2023-11-11 23:01:16
228	Pedestrian	Yes	Due to. More traffic it would be good for taxi driver and save time	2023-11-11 23:01:10
229	Pedestrian	Yes	No objections whatsoever m.	2023-11-12 16:37:02
230	Pedestrian	Yes		2023-11-15 10:57:17
231	Pedestrian	Yes	I quiet often get a private hire car 2 the hospital and at King's Road the poor driver gets stuck and I see out of town private hire cars driving in the King's Road bus lane. How is that possible. These guys deserve it	2023-11-15 11:18:34
232	Pedestrian	Yes	I often get private hire cars to and from Reading and the traffic coming out of Reading on the Kings Road is often terrible, creating long delays and increasing the cost of the journey. I gather that out of town hire cars are able to use the bus lanes but the companies I use aren't allowed to, which seems to discriminate against our local drivers.	2023-11-16 07:15:46

Row	What is your primary relationship with Kings Road? - Relationship	If 'other' selected, please specify - Please specify	Would you support the potential change to the access restriction? - Please specify		
233	Pedestrian		Yes	see them getting stock in the kings road its not fair out of town private hire cars used the kings road out bound bus lane but reading drivers are not allowed please allow them .	2023-11-17 13:50:22
234	Pedestrian		Yes	I have seen drivers suffering because of the intense traffic, I request you to allow them to drive in kings road outbound bus lane as it would be much more convenient for them.	2023-11-17 16:13:58
235	Pedestrian		Yes	I feel bad for the taxis there who are always stuck in traffic on that road so i feel they should be able to drive on the outbound bus lane in kings road.	2023-11-17 16:17:54
236	Pedestrian		Yes	I have seen drivers suffering because of the intense traffic, I request you to allow them to drive in kings road outbound bus lane as it would be much more convenient for them.	2023-11-17 16:40:30
237	Pedestrian		Yes	I live on Kings road and next to Reading college and all the list above should be able to use bus lane outbound. As they mostly public service vehicles including Reading Private hire taxis	2023-11-17 21:31:18
238	Pedestrian		Yes	My taxi would get to my work quicker if the minicabs can use Kings road Lane.	2023-11-23 13:38:38
239	Pedestrian		Yes	To support our point of view regarding this bus lane, we can add following point.  REDUCE POLLUTION AND ENVIRONMENT FRIENDLY If private hires are allowed to use this bus lane, it will save time and reduce pollution. If one hundred private hire taxis will use this bus lane daily and 3 or 4 minutes per private hire taxis are saved daily, it means at least 300 to 400 minutes less car engine running per day. And it means less pollution, fuel saving and clean environment for future generations.	2023-11-26 20:24:58
240	Pedestrian		Yes	I say let the minicabs use the bus lane on the kings road.	2023-11-26 21:47:02
241	Pedestrian		Yes	Minicabs should be able to use bus lanes in Reading if they're paying the same Licence fees.	2023-11-27 11:05:18
242	Pedestrian		No	More dangerous for cyclists. I think this will discourage cycling rather than encourage.	2023-11-09 20:52:49
243	Pedestrian		No	From the experience of using the kings Road daily, I have noticed that theses bus lanes on both side are substantially empty or unused. Traffic congestion is regular 24/7. My personal estimate is around 15% of those vehicles are private hire vehicle. If those are allowed to use the bus lanes, which can reduce congestion substantially. As a pedestrian when I cross the king's road, currently my assumption is the bus lanes are empty. So sometimes we step into the bus lane without even looking and I saw others doing the same thing. If there is constant traffic flow on those bus lanes, people will be more aware and can reduce the risk of an accident.	2023-11-20 07:14:46
244	Private Hire vehicle user (not RBC licensed)		Yes	Some time this Road is very busy and Some people need to get to work, appointment, the airport, etc	2023-11-01 09:48:24
245	Private Hire vehicle user (not RBC licensed)		Yes	Hi its very important for Reading p h taxi users Coustmar to use the bus lanes for timing reasons to get A To B and plus pollution will down	2023-11-01 09:51:46
246	Private Hire vehicle user (not RBC licensed)		Yes	Private hire is licensed taxi to carry passengers and we do same exams and testing as Hackney carriage we deliver services to public same as buses  We pay very high fess for n Licencing we should allowed to benefit from that	2023-11-02 10:17:36
247	Private Hire vehicle user (not RBC licensed)		Yes	REDUCE POLLUTION AND ENVIRONMENT FRIENDLY If private hires are allowed to use this bus lane, it will save time and reduce pollution. If one hundred private hire taxis will use this bus lane daily and 3 or 4 minutes per private hire taxis are saved daily, it means at least 300 to 400 minutes less car engine running per day. And it means less pollution, fuel saving and clean environment for future generations.	2023-11-02 12:51:34

	What is your primary relationship with Kings Road? - Relationship	If 'other' selected, please specify - Please specify	Would you support the potential change to the access restriction? - Please specify	Please summarise the reasons for your answer - Email or postal address	
248	Private Hire vehicle user (not RBC licensed)		Yes	King Road is always busy, there are a lot of problems in customers complain because they get late. If we are given a bus lane on King's Road, it will be very good for us. Because King's Road is junction A33 and then M4 junction, we face a lot of traffic.	2023-11-03 07:49:34
249	Private Hire vehicle user (not RBC licensed)		Yes	to make good service for my customers	2023-11-06 15:24:46
250	Private Hire vehicle user (not RBC licensed)		Yes	It would benefit the public a lot for those who use the private hire cabs. Instead of them being stuck at n traffic.	2023-11-11 09:22:53
251	Private Hire vehicle user (not RBC licensed)		Yes	Reading private hire drivers should be able to use the outbound bus Lane.	2023-11-23 13:45:31
252	Private Hire vehicle user (not RBC licensed)		Yes	I think its the worse traffic Reading has ever seen and drastic changes are needed to put in place to improve this situation. I think all bus lanes in Reading should allow private hire vehicles. It will help with congestion on Kings road as well as London Road.	2023-11-24 10:12:17
253	Private Hire vehicle user (not RBC licensed)		Yes	If private hires are allowed to use this bus lane, it will save time and reduce pollution.  If one hundred private hire taxis will use this bus lane daily and 3 or 4 minutes per private hire taxis are saved daily, it means at least 300 to 400 minutes less car engine running per day. And it means less pollution, fuel saving and clean environment for future generations.	2023-11-26 20:40:37
254	Private Hire vehicle user (not RBC licensed)		Yes	If private hires are allowed to use this bus lane, it will save time and reduce pollution.  If one hundred private hire taxis will use this bus lane daily and 3 or 4 minutes per private hire taxis are saved daily, it means at least 300 to 400 minutes less car engine running per day. And it means less pollution, fuel saving and clean environment for future generations.	2023-11-26 20:41:31
255	Private Hire vehicle user (not RBC licensed)		Yes	Road works and heavy traffic	2023-11-27 10:11:53
256	Private Hire vehicle user (not RBC licensed)		No	Private hire drivers should be able to use the bus lanes in Reading	2023-11-05 11:25:43
257	Private Hire vehicle user (not RBC licensed)		No	All passéngers have the right to be dropped off where they like .by restricting this bus lane to reading only vehicles it means a disabled person could be made to travel quite a distance in unfamiliar territory .  It is more likely a disabled person / wheel chairs blind or deaf would come into reading as a stranger with little or no local knowledge with an out of town car. And could easily be confused .  Violence against women and children is a major concern. Women who are not familiar with the area and live outside the area are more likely to travel in on an out of town taxi. Being dropped in a strange place some distance from their destination could lead them to being open to assaults whilst getting lost etc	2023-11-10 14:57:01
258	Private Hire vehicle user (RBC licensed)		Yes	It makes it easier for passengers to get to places especially during the peak times	2023-11-01 08:37:32

Row	What is your primary relationship with Kings Road? - Relationship	If 'other' selected, please specify - Please specify	the potential change to the access restriction? - Please specify		
259	Private Hire vehicle user (RBC licensed)		Yes	Being a private hire driver we always get late dropping school transport children with SPECIAL NEEDS to their centres and their parents get worried when the centres ring the parents that the children have not arrived and the driver informs his operator that he is stuck in traffic on the Kings Road. I escort patients from the Royal Berkshire hospital who have had chemotherapy radiotherapy treatments and taking them back to the likes of Maidenhead slough Windsor where they came from we get stuck in heavy traffic on the Kings Road and the patients family get frustrated because there loved ones need to get home to rest and instead are stuck in traffic in the Kings Road especially when there are out of Reading plated drivers who are using the bus lane and we are not allowed. This would be a great help towards helping our customers patients get to their required destinations and g Help save time and also decrease the pollution in the air. Also taking customers to the Airport in the mornings afternoons we always get stuck on the Kings Road.	2023-11-01 08:46:55
260	Private Hire vehicle user (RBC licensed)		Yes	I am a ph driver and i need a bus lane for quick journey for my respectful customers to reach their destination timely like Airport.	2023-11-01 08:51:48
261	Private Hire vehicle user (RBC licensed)		Yes	I strongly support to have the access on the outbound bus lane because i always stuck in the traffic in the morning and evening and sometimes when there is road works with that passengers who are going to catch their flights at airport gets late and some passengers who travel to their work places get late too  So i request Reading council to allow permission to use the outbound bus lane for the ease of passengers travelling by taking in to consideration the importance of time and their jobs sensitivity thanks	2023-11-01 08:53:00
262	Private Hire vehicle user (RBC licensed)		Yes	If i can use the lane it will save my and customers time and it will reduce the traffic	2023-11-01 08:59:32
263	Private Hire vehicle user (RBC licensed)		Yes	Thank you for this consideration as it will impact very positively on our trade as well as environmental impact as it did on the inbound bus lane and so far it's working really good for everyone with out a trouble and actually it has reduced the time and Carbon emissions as that area is busy always. Also it is good our local residents to have the good timely service with cheaper means of transport which is private hire vehicles readily available. Thanks	2023-11-01 09:07:44
264	Private Hire vehicle user (RBC licensed)		Yes	every time I take customer in the morning to the airport I get stuck very bad traffic on the King's Roadand I see out of town private hire vehicle using the bus lanes and are getting late	2023-11-01 09:10:18
265	Private Hire vehicle user (RBC licensed)		Yes	<ol> <li>1- it will ease the traffic flow on kings road</li> <li>2- by accessing the outbound buss lane it will make us giving our customers a better service, so we can get them to their destinations on time. Specially when taking them to airports,</li> <li>3- It will reduce the pollution.</li> <li>4- For a local job it takes us an average of 30 minutes to get out of reading in peak time, we make not even £2 of it.</li> <li>5- mentally it will ease the panic and pressure we getting from some customers who are desperate to get to their destinations</li> </ol>	2023-11-01 09:12:56
266	Private Hire vehicle user (RBC licensed)		Yes		2023-11-01 09:13:42

Row	What is your primary relationship with Kings Road? - Relationship	If 'other' selected, please specify - Please specify	Would you support the potential change to the access restriction? - Please specify	Please summarise the reasons for your answer - Email or postal address	Submitted Date
267	Private Hire vehicle user (RBC licensed)		Yes	Less pollution and Environmental friendly also take the customers to the Airport quicker and to Twyford etc.	2023-11-01 09:16:02
268	Private Hire vehicle user (RBC licensed)		Yes		2023-11-01 09:18:39
269	Private Hire vehicle user (RBC licensed)		Yes		2023-11-01 09:31:49
270	Private Hire vehicle user (RBC licensed)		Yes	This will make passenger journey a lot more quicker during morning and evening traffic.  We will be able to reach passengers on time for pickup and drop off.	2023-11-01 09:34:23
271	Private Hire vehicle user (RBC licensed)		Yes	The use of bus lanes on kings road coming into town or going out towards junction, will mean that there will be REDUCE POLLUTION AND ENVIRONMENT FRIENDLY If private hires are allowed to use these bus lane, it will save time and vehicles will burn less diesel that will reduce air pollution. If one hundred private hire taxis will use this bus lane daily and 3 or 4 minutes per private hire taxis are saved daily, it means at least 300 to 400 minutes less car engine running per day. And it means less pollution, fuel saving and clean environment for future generations.	2023-11-01 09:42:38
272	Private Hire vehicle user (RBC licensed)		Yes	Bus lane should only be allowed to Reading plated cars	2023-11-01 09:43:19
273	Private Hire vehicle user (RBC licensed)		Yes	<ol> <li>Reduced travel time: Taxi drivers can move more quickly through traffic using the bus lane, reducing their travel time and allowing them to serve more customers.</li> <li>Improved passenger satisfaction: Faster travel times mean happier passengers, as they reach their destinations more quickly and conveniently.</li> <li>Lower fuel costs: Taxis can operate more efficiently in a bus lane, resulting in reduced fuel consumption and cost savings for drivers.</li> <li>Reduced congestion: Allowing taxis in the bus lane can help decongest regular lanes, benefiting all road users and improving overall traffic flow.</li> <li>Enhanced public transportation: Taxis can complement the existing public transportation system by providing convenient and flexible options for passengers, especially during peak hours.</li> <li>Environmental benefits: With reduced idling in traffic, there can be a positive environmental impact, as emissions and air pollution are minimized.</li> <li>Encouraging taxi use: Allowing taxis in the bus lane may encourage more people to choose taxis as a mode of transportation, contributing to a more sustainable and efficient urban mobility</li> </ol>	
274	Private Hire vehicle user (RBC licensed)		Yes	I believe that it's an important change that can help private hire drivers to get to their destinations faster and more easily. Saving fuel time and resources.  Kind regards	2023-11-01 10:10:04

	What is your primary relationship with Kings Road? - Relationship	please specify -	Would you support the potential change to the access restriction? - Please specify		
275	Private Hire vehicle user (RBC licensed)		Yes	Dear sir/Madam I'm the PHV driver RBC and we all taxi drivers have difficulties especially with the patient and school drops off and airport drop off passengers and can you please allow us to use busses lanes in Reading we all are very great full to you and we both are happy passenger and the drivers with your kind response thank you very much Kind regards [REDACTED]	2023-11-01 10:21:47
276	Private Hire vehicle user (RBC licensed)		Yes	Consider to allow private hire vehicle use of bus lane To reduce the congestion and to make sure customer reach to the destination timely.	2023-11-01 10:25:47
277	Private Hire vehicle user (RBC licensed)		Yes	The reason is simply because customers need to get to their destinations quicker and faster rather than using s longer routes that's why public uses taxis private hire or Hackney to get to A to B easier and quicker	2023-11-01 10:39:59
278	Private Hire vehicle user (RBC licensed)		Yes	Dropping and picking up kids faster and smoother. Customers going to airport especially in rush hour.  Other non reading borough council taxi user have access to it while we pay our license fee to reading borough council.	2023-11-01 10:48:09
279	Private Hire vehicle user (RBC licensed)		Yes		2023-11-01 10:53:16
280	Private Hire vehicle user (RBC licensed)		Yes	Often I have customers who travel from the station to TVP and due to the traffic they get late for their meetings. Having access to the bus lane would help minimise delays for customers which would be helpful for all Hackney and Private Hire Vehicles	2023-11-01 10:55:19
281	Private Hire vehicle user (RBC licensed)		Yes	The bus lane should be given to private hire drivers as it would make journeys a lot quicker for passengers who have to be places eg appointments, flights, doctors hospitals and would make a big difference on the traffic on kings road	2023-11-01 11:14:15
282	Private Hire vehicle user (RBC licensed)		Yes	It will help people who use private hire as private hire i also a bussiness and every city or town council allow private hire to use there bus lanes or may be timed bus lanes but reading council	2023-11-01 11:17:20
283	Private Hire vehicle user (RBC licensed)		Yes	Reduce population and environment friendly	2023-11-01 11:42:53
284	Private Hire vehicle user (RBC licensed)		Yes	We need to transfere customers to the airport allso to TVPark, take people home from the hospital and it can get frustrating the customers don't know if they get to there destination on time, also safe lot of fuel, time. Most of all pollution.	2023-11-01 11:59:21
	Private Hire vehicle user (RBC licensed)		Yes	We private hire driver are public transport like buses and Hackney carriage, we should be providing same service as buses and Hackney carriages, kings Rd outbound is already busy we are always stuck and customers are getting late mostly.  And as you know every one is trying to reduce pollution and going for green.  It will be very helpful to reduce the pollution if all reading private hire uses bus lane less engines running during peak hours  Thanks for considering this big step for private hire	2023-11-01 12:06:34
	Private Hire vehicle user (RBC licensed)		Yes	It will improve the passengers journey, where I'm picking up 4 customers who are making use of one vehicle and saving the planet by not using individual cars they are being rewarded by being able to use the bus lane to speed up their journey	2023-11-01 12:07:52
287	Private Hire vehicle user (RBC licensed)		Yes	Please allow private hire taxi to use Kings road. It will help them to reduce time and get more fare.	2023-11-01 12:17:32
288	Private Hire vehicle user (RBC licensed)		Yes	Only one lane going out of reading and foreigners customers and even local customers not happy on busy time took 20 to 30 minutes going out of reading on busy time it'a very helpful for local drivers	2023-11-01 12:35:19
289	Private Hire vehicle user (RBC licensed)		Yes	It will be very help us to drop and pick people from station. Also will be quicker to pick and drop patients.	2023-11-01 12:36:53
290	Private Hire vehicle user (RBC licensed)		Yes	As a private hire driver it's very hard when kings road block with traffic and customs ask why you waiting here while others going.	2023-11-01 12:40:23
291	Private Hire vehicle user (RBC licensed)		Yes	As PHV Reading driver it will speed the journey levaing Reading	2023-11-01 13:25:12

Row	What is your primary relationship with Kings Road? - Relationship	If 'other' selected, please specify - Please specify	Would you support the potential change to the access restriction? - Please specify		
292	Private Hire vehicle user (RBC licensed)		Yes	Would make it Easier for us to get towards the East Side of Reading during Traffic times	2023-11-01 14:40:14
293	Private Hire vehicle user (RBC licensed)		Yes		2023-11-01 16:06:14
294	Private Hire vehicle user (RBC licensed)		Yes	Private hire plays the same role as a Hackney carriage which is to safely take customers from A to B. So why sit in traffic when black cabs can go straight through	2023-11-01 16:51:51
295	Private Hire vehicle user (RBC licensed)		Yes	Reduce pollution and environmental friendliness	2023-11-01 17:20:02
296	Private Hire vehicle user (RBC licensed)		Yes	Good for customer in morning Good for rbc to receive the revenue which goes south Oxfordshire fair for private hire drivers as they paying same fees as Hackney drivers getting less use of bus lanes good overall for public	2023-11-01 17:33:53
297	Private Hire vehicle user (RBC licensed)		Yes	Please allow private hire driver to use outbound bus lane we are just requesting outbound king road bus lane access not all bus lanes in reading.	2023-11-01 19:14:13
298	Private Hire vehicle user (RBC licensed)		Yes	Please allow RBC private hire driver to use kings Road outband bus lane as we are consistently working hard driving around it will save our waste of time and traffic, school kids can be dropped off on time other passengers can be easily dropped off to their destination Heathrow or uni,etc thank you for listening to drivers something in favour	2023-11-01 19:24:45
299	Private Hire vehicle user (RBC licensed)		Yes	Easy access to pickup points	2023-11-01 19:30:44
300	Private Hire vehicle user (RBC licensed)		Yes	Better for reading customers and better for pollution levels as well	2023-11-01 19:33:09
	Private Hire vehicle user (RBC licensed)		Yes	home. Kings road is so busy in the morning it adds 15 minutes extra on my journey. It's hard to book a cab in the morning probably because they are stuck in traffic.	2023-11-01 21:37:45
302	Private Hire vehicle user (RBC licensed)		Yes	U should allow to use bus lane i take children to school get late we take two people airport to get late	2023-11-01 22:22:00
303	Private Hire vehicle user (RBC licensed)		Yes		2023-11-02 04:16:32
304	Private Hire vehicle user (RBC licensed)		Yes	kings road traffic	2023-11-02 07:08:38
305	Private Hire vehicle user (RBC licensed)		Yes	Highly recommend private hire must have the access to bus lanes in reading	2023-11-02 08:14:23

Row	What is your primary relationship with Kings Road? - Relationship	please specify - Please specify	Would you support the potential change to the access restriction? - Please specify	Please summarise the reasons for your answer - Email or postal address	Submitted Date
306	Private Hire vehicle user (RBC licensed)		Yes	I am private hire driver, every day on this road heavy traffic, I am support this change, as a private hire driver it's good for drivers, community and resident of the area. This line most of the time is no traffics. But on other lane heavy traffic every day. If permission granted some traffic move to this lane it's save the time of other private user and good for the community. I have evidence one day I was going to the airport and customer is worried about to reach on time but it's was heavy traffic on this road going to M4. I know his frustration and stress. So please allow the permission	2023-11-02 09:12:22
307	Private Hire vehicle user (RBC licensed)		Yes	This will make the kings road less busy and make the traffic flow faster, less pollution in the air. School transports getting to school on time, hospital patients getting home quicker after a long day.	2023-11-02 09:35:54
308	Private Hire vehicle user (RBC licensed)		Yes	Hi it would Environmental friendly easier and cheaper for the public	2023-11-02 09:39:38
309	Private Hire vehicle user (RBC licensed)		Yes	Allow reading license taxis to use of bus lane	2023-11-02 09:42:58
310	Private Hire vehicle user (RBC licensed)		Yes	As a taxi driver for RBC this should be allowed	2023-11-02 10:05:21
311	Private Hire vehicle user (RBC licensed)		Yes	It's needs for journey more time saving.	2023-11-02 10:18:13
312	Private Hire vehicle user (RBC licensed)		Yes	Quicker access for passengers, Ease traffic congestion in and out of town.	2023-11-02 10:47:16
313	Private Hire vehicle user (RBC licensed)		Yes	The change is to make quick journey to the ppls who are going to catch flights ,schools. And late for appointments who are in an emergency to reach there destination without delay	2023-11-02 11:04:15
314	Private Hire vehicle user (RBC licensed)		Yes	·	2023-11-02 11:05:49
315	Private Hire vehicle user (RBC licensed)		Yes	It's helpful dropping off and picking up customers during peak hours dropping of school kids elderly people and special needs customers soon as we can	2023-11-02 11:08:23
316	Private Hire vehicle user (RBC licensed)		Yes	As RBC driver my earnings is significantly affected the growing traffic on the aforementioned road.	2023-11-02 11:32:29
317	Private Hire vehicle user (RBC licensed)		Yes	Please allow private hire vehicle license to use eastbound kings road toward cemetery junction as we are using sensibly westbound bus lane it really helps us avoid rush hour traffic save both customers and drivers time thank you!	2023-11-02 12:16:05
318	Private Hire vehicle user (RBC licensed)		Yes	It speeds the things, specially in the peak hours.	2023-11-02 12:18:37
319	Private Hire vehicle user (RBC licensed)		Yes	It is one of the most contested road to get out of Reading. Allowing private hire cars to use the bus lane will help move the traffic faster and less pollution in the time.	2023-11-02 12:27:12
320	Private Hire vehicle user (RBC licensed)		Yes	Airport we should allow please	2023-11-02 16:10:15
321	Private Hire vehicle user (RBC licensed)	Private hire driver	Yes	Save time for customer during rush hour	2023-11-02 18:14:41
322	Private Hire vehicle user (RBC licensed)		Yes	I am a private hire driver. Most over passengers are booked their journey in last minute to university airports offices hospitals appointmentsetc.  More students at Verto apartments and other. Many times they missed their university timings on our private hire booking due to kings Road traffic. Some passengers missed the job interview time even due to this restriction.  If you consider private hire drivers to use outbound bus lane on Kings road. It save time on journeys, money on fuel costs and will save the environment pollution.  Thanks for your valuable time to Veiw my comments and give us positive response to use the bus lane. Thanks	

Davis	NA/h at is	If (athor) and area	NA/acida con accompant	Disease announce is a the vesses for your second. Firstly an most of address	Cubusitted Data
Row	What is your primary relationship with Kings Road? - Relationship	please specify -	Would you support the potential change to the access restriction? - Please specify	Please summarise the reasons for your answer - Email or postal address	Submitted Date
323	Private Hire vehicle user (RBC licensed)		Yes	Helpful for rush hour.	2023-11-02 20:39:06
324	Private Hire vehicle user (RBC licensed)		Yes	Helpful for driver and passenger	2023-11-02 20:47:41
325	Private Hire vehicle user (RBC licensed)		Yes	Please allow Private Hire Vehicle (RBC licenced) to use eastbound Kings Road bus lane to save both customers and drivers time and it will help general Public also as it will reduce the traffic flow from King's Road when all RBC licenced private hire vehicles will use eastbound bus lane. As we use westbound bus lane sensibly and avoid blocking buses and other permitted vehicles.  I hope this change will bring a huge difference in traffic flow out of the reading.  As we see Kings Rd always jammed special peak hours.  Thanks for bringing this change	2023-11-02 23:54:32
326	Private Hire vehicle user (RBC licensed)		Yes	This section of road is always very busy. Allowing private hire to use bus lane will not only shorten travel time for private hire drivers and passengers but also ease congestion for other road users.	2023-11-03 09:32:53
327	Private Hire vehicle user (RBC licensed)		Yes	To cut pollution and cut times on sitting in traffic with customers hence causing more pollution other Boroughs being able to use this bus lane but not private hire registered with reading Borough Council	2023-11-03 10:45:00
328	Private Hire vehicle user (RBC licensed)		Yes	Always stuck in traffic while going towards A329 and there is no alternate route to be quick while going towards airport. At peak times all other connected roads are also packed with standstill traffic which creates problems for the residents as well	2023-11-03 12:11:42
329	Private Hire vehicle user (RBC licensed)		Yes	Need help for Airport customs Hospital customs and school	2023-11-03 17:46:06
330	Private Hire vehicle user (RBC licensed)		Yes	This would allow us to provide better services for customers including hospital patients who need to be transported via kings road urgently. By using this route, we can also reduce congestion and pollution from idling vehicles and moving in lower gears which produces more toxic fumes adding to the pollution and global warming issues we face already. This also gives other road users the chance to move more freely in the other two lanes on this route. By using this bus lane for private hire vehicles, we can also reduce the likelihood of accidents that may be caused by turning into Reading College to drop students. Currently, private hire vehicles/drivers have to cut across a bus lane to drop students here which can be dangerous for all road users and can cause traffic.	2023-11-03 19:05:44
331	Private Hire vehicle user (RBC licensed)		Yes	Because help public to get the location on the time like hospital school runs airport jobs, especially Kings on all the block. Thanks	2023-11-03 19:09:19
332	Private Hire vehicle user (RBC licensed)		Yes	We will use this bus line when going airport, pickup or drop off kids for school and for hospital.	2023-11-03 19:11:07
333	Private Hire vehicle user (RBC licensed)		Yes	I can take my customer to their required destination quickly and reduce the pollution as well.	2023-11-03 19:12:43
334	Private Hire vehicle user (RBC licensed)		Yes	I'll use this bus lane for going airport, hospital and school pick up and drop off.	2023-11-03 19:20:20
335	Private Hire vehicle user (RBC licensed)		Yes	This bus lane will be a lot useful for airport, hospitals and school rush times dropping and picking up.	2023-11-03 19:22:18
336	Private Hire vehicle user (RBC licensed)		Yes	useful for a lot of things rush hours emergency hospital needs, especially airport don't have to wait longer and same when going school to drop and pick kids	2023-11-03 19:25:37
337	Private Hire vehicle user (RBC licensed)		Yes	Let us use this bus lane it will help us a lot thanks	2023-11-03 19:30:22
338	Private Hire vehicle user (RBC licensed)		Yes	It would help get passengers to destinations on time and avoid traffic in rush hour times.	2023-11-03 19:38:03

Row	What is your primary relationship with Kings Road? - Relationship	If 'other' selected, please specify - Please specify	Would you support the potential change to the access restriction? - Please specify		
339	Private Hire vehicle user (RBC licensed)		Yes	REDUCE POLLUTION AND ENVIRONMENT FRIENDLY  If private hires are allowed to use this bus lane, it will save time and reduce pollution.  If one hundred private hire taxis will use this bus lane daily and 3 or 4 minutes per private hire taxis are saved daily, it means at least 300 to 400 minutes less car engine running per day. And it means less pollution, fuel saving and clean environment for future generations.	2023-11-03 20:01:36
340	Private Hire vehicle user (RBC licensed)	We have a big problem	Yes	We have a big problem , when going Drop off and pickup all air port and School run as well	2023-11-03 20:04:18
341	Private Hire vehicle user (RBC licensed)		Yes	As a reading private hire driver it will help drivers get their passengers to their destination quicker avoid people getting late for appointments, doctors, hospitals and airports	2023-11-03 20:06:15
342	Private Hire vehicle user (RBC licensed)		Yes	I am a private hire driver and it affects my jobs to airport to hospital and to the schools	2023-11-03 20:27:27
343	Private Hire vehicle user (RBC licensed)		Yes	Reduce traffic for other road users.  Help smooth the traffic flow.  Reduce journey time that is will help for better air quality.	2023-11-03 20:41:30
344	Private Hire vehicle user (RBC licensed)		Yes	To support our point of view regarding this bus lane, we can add following point.  REDUCE POLLUTION AND ENVIRONMENT FRIENDLY If private hires are allowed to use this bus lane, it will save time and reduce pollution.  If one hundred private hire taxis will use this bus lane daily and 3 or 4 minutes per private hire taxis are saved daily, it means at least 300 to 400 minutes less car engine running per day. And it means less pollution, fuel saving and clean environment for future generations.	2023-11-03 21:26:05
345	Private Hire vehicle user (RBC licensed)		Yes	I'm Reading PHV driver, and ofter I use King's Road from town outwards east bound and most if the time mind road both lanes are heavy, due to this my jobs get late and sometime customer are late from their journeys mostly for Heathrow etc.	2023-11-03 21:30:04
346	Private Hire vehicle user (RBC licensed)		Yes	•	2023-11-03 21:35:31
347	Private Hire vehicle user (RBC licensed)		Yes	We will use this bus line when going airport, pickup or drop off kids for school and for hospital.	2023-11-03 21:37:24
348	Private Hire vehicle user (RBC licensed)		Yes		2023-11-03 21:38:19
349	Private Hire vehicle user (RBC licensed)		Yes	It will be beneficiary for private hire licence holders	2023-11-03 22:18:57
350	Private Hire vehicle user (RBC licensed)		Yes	Many times sitting in private hire sitting in traffic even tho they doing same job as Hackney carriage And im sure there won't be any load on bus lane as most times it's empty anyway at traffic hours	2023-11-04 10:02:56
351	Private Hire vehicle user (RBC licensed)	Good for transporting people I support expansion of bus lane	Yes	Provide fast transport and good for green policy	2023-11-04 18:18:24
352	Private Hire vehicle user (RBC licensed)		Yes	Being RBC driver find it unfair as others can use it and we can't whereas we pay our council tax and licence fees to RBC my kids have to rush every morning as I have to drop one to [REMOVED] in wargrave one to [REMOVED] and one to Kendrick but can't use bus lane despite on my cab as start work straight after dropping me daughter off	2023-11-04 19:04:29
353	Private Hire vehicle user (RBC licensed)		Yes	It will very beneficial to the local community who use private hire taxi services. Save time and environmentally beneficial.	2023-11-04 20:28:46
354	Private Hire vehicle user (RBC licensed)		Yes	Being a private hire driver in Reading, especially in the morning on the Kings Road. gets very congested. And sometimes we have to pick up people going to the airport is taking them. And also the vehicles that come from out of town use Kings Road bus lane and we can't this is absurd.	2023-11-04 21:14:07

Row	What is your primary relationship with Kings Road? - Relationship	Please specify	Would you support the potential change to the access restriction? - Please specify	Please summarise the reasons for your answer - Email or postal address	Submitted Date
355	Private Hire vehicle user (RBC licensed)		Yes	It will safe lots of time for phd and customers is also .	2023-11-04 23:12:01
356	Private Hire vehicle user (RBC licensed)		Yes	We have customer asking why can't we use bud lane outbound when other borough council vehicles can use them as they aren't disabled accessible vehicles. They also think it's not fair on Reading Private Hire we have to stand in traffic and our customer can't get to their designations on time including kids who attend special needs school we run late all the time. We pay all licensing revenue to our Reading council and other council licence holder are taking the advantage. And we are losing the business working as Reading drivers.	2023-11-04 23:22:41
357	Private Hire vehicle user (RBC licensed)		Yes	It will help traffic flow better and less stress on kings road as more some of the authorise vehicle will be on bus lane if allowed also reduce the knock on effect on other roads near kings road. It will also help less pollution due to less traffic jam.	2023-11-05 02:13:30
358	Private Hire vehicle user (RBC licensed)		Yes	Allowing this change will help the public who choose to use private hire taxis as their method of transport to ensure they get from A-B in a timely manner more so being private hire drivers we are at all times professional and vary of pedestrians and cyclists also using this lane so will ensure we use the bus lane is a professional manner.	2023-11-05 09:41:26
359	Private Hire vehicle user (RBC licensed)		Yes	I think using the bus lane will cutting down traffic and make it more convenient for the customers to get from a to b.	2023-11-05 09:41:42
	Private Hire vehicle user (RBC		Yes	challenged me on why I won't use the bus lane on kings road and generally in reading.  "Aren't you taxi surely you can use the bus lane"  "How come that Wokingham PHV driver can"  "I'm getting late to my hospital appointment. The whole point of organising a taxi was so that I could get to my appointment on time"  Above are the very frequent complaints I get to from my customers requesting me use the bus lane to get them to their destination on time such as hospital appointments and Heathrow flights.  I also believe my council should support this the same way other councils support their drivers in use of the bus lanes. I find it unfair in my own town I'm being punished but my neighbouring PHV drivers take full advantage.	
361	Private Hire vehicle user (RBC licensed)		Yes	Good for providing efficient and fast transport for people trying to get from and to station. Reduces car use on the roads, which reduces carbon emmissions which is in line Reading green policy. Also the finding of sponsored report which was under taken by Reading University on behalf of Reading Council recommending opening up of bus lanes for Private hire. Good for travelling passenger and inline with Reading green policy	2023-11-05 12:35:17
362	Private Hire vehicle user (RBC licensed)		Yes	I am a regular user of private hire service If they could use the bus lane it will be more efficient and time saving for me and other users	2023-11-05 12:46:15
363	Private Hire vehicle user (RBC licensed)		Yes	I am a regular user of private hire and allowing them to use the bus lane will allow for me to have efficient and fast service as well as other users	2023-11-05 12:51:50
364	Private Hire vehicle user (RBC licensed)		Yes	I am a regular user of private hire and allowing them to use the bus lane will give me fast and efficient service as well as other users	2023-11-05 12:54:35
	Private Hire vehicle user (RBC licensed)		Yes	service for me and other users	2023-11-05 12:57:03
366	Private Hire vehicle user (RBC licensed)		Yes	I am a regular user of private hire if they can use bus lane it will allow for fast and efficient service for me and other users	2023-11-05 13:00:05

Row	What is your primary	If 'other' selected,	Would you support	Please summarise the reasons for your answer - Email or postal address	Submitted Date
	relationship with Kings Road? -	please specify -	the potential change		
	Relationship	Please specify	to the access restriction? - Please		
			specify		
	Private Hire vehicle user (RBC licensed)		Yes	I'm a regular user of private hire by allowing these changes it will make my journey quicker and easier hassle free	2023-11-05 13:03:55
368	Private Hire vehicle user (RBC		Yes	As we currently have the king road bus lane going in to reading it make	2023-11-05 13:08:26
	licensed)			sense to use the one going out. We as PHV can't use no other bus lanes	
				in Reading except kings road. It will make a huge difference for us and our customers.	
369	Private Hire vehicle user (RBC		Yes	Usage of bus lane speeds things up and reduce the traffic for other road	2023-11-05 13:40:59
370	licensed) Private Hire vehicle user (RBC		Yes	Better for the environment	2023-11-05 18:28:00
	licensed)				
371	Private Hire vehicle user (RBC licensed)		Yes	Make getting out of town easier	2023-11-05 19:02:47
372	Private Hire vehicle user (RBC licensed)		Yes	Allowing Reading Private Hire Vehicles to use the King's Road outbound bus lane would help reduce congestion and improve traffic flow,	2023-11-05 19:08:47
	ilicenseu)			benefiting both passengers and the environment by decreasing overall	
				travel times and emissions.	
373	Private Hire vehicle user (RBC licensed)		Yes	I strongly believe my journey time would be reduced by half and would a help the environment by reducing the level of pollution not just by	2023-11-05 19:12:21
	incenseu)			myself as a private hire user but by other users too.	
374	Private Hire vehicle user (RBC		Yes	N/A	2023-11-05 19:16:13
	licensed) Private Hire vehicle user (RBC		Yes	I am a private hire licensed driver need this access to get passengers to	2023-11-05 19:18:25
	licensed) Private Hire vehicle user (RBC		Yes	destination faster I agree.	2023-11-05 19:45:44
	licensed)				
	Private Hire vehicle user (RBC licensed)		Yes	Please cancel Kings road outbound Private Hire vehicle RBC licence.	2023-11-05 19:59:47
	Private Hire vehicle user (RBC		Yes	please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-05 20:00:06
270	licensed)		Voc	licensed	2022 11 05 20:05:02
379	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicles RBC-licensed.	2023-11-05 20:05:02
380	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicles RBC-licensed.	2023-11-05 20:06:40
381	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC-licensed.	2023-11-05 20:22:13
382	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the Kings Road outbound for private hire vehicle RBC- Licensed.	2023-11-05 20:27:56
383	Private Hire vehicle user (RBC		Yes	Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-05 20:30:27
384	licensed) Private Hire vehicle user (RBC		Yes	Licensed. Please cancel the king's Road outbound for private hire vehicle RBC-	2023-11-05 20:32:23
	licensed)			Licensed.	
385	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicles RBC- Licensed.	2023-11-05 20:38:57
386	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's road outbound for private hire vehicle RBC- Licensed.	2023-11-05 20:42:51
	Private Hire vehicle user (RBC		Yes	Please cancel the kings road outbound for private hire vehicle RBC-	2023-11-05 20:44:58
	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the kings road outbound for private hire vehicle RBC-	2023-11-05 20:46:52
389	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the king's Road outbound for private hire vehicle RBC-	2023-11-05 20:48:43
390	licensed)		Vos	Licensed.	2022 11 05 20.50.22
	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's road outbound for private hire vehicle RBC- Licensed.	2023-11-05 20:50:33
391	Private Hire vehicle user (RBC licensed)		Yes	Saves time and good for passangers	2023-11-05 20:50:41
392	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-05 20:54:48
393	Private Hire vehicle user (RBC		Yes	Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-05 20:55:52
204	licensed) Private Hire vehicle user (RBC		Vos	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-05 20:57:59
	licensed)		Yes	Licensed.	
395	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-05 20:58:59

	, and the second	please specify -	Would you support the potential change to the access restriction? - Please specify	Please summarise the reasons for your answer - Email or postal address	
	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-05 21:00:00
397	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-05 21:01:00
398	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-05 21:02:19
399	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-05 21:16:00
400	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-05 21:17:11
401	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-05 21:19:02
402	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-05 21:20:30
403	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-05 21:20:46
404	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-05 21:21:28
405	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-05 21:22:01
406	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-05 21:22:29
407	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-05 21:23:09
	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-05 21:23:40
409	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-05 21:24:25
410	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-05 21:25:07
411	Private Hire vehicle user (RBC licensed)		Yes	I believe opening the bus lanes will make it easier to provide transport to both passengers and school children, and reduce pollution and improve the quality of air.	2023-11-05 21:32:29
412	Private Hire vehicle user (RBC licensed)		Yes	Private hire driver always stuck in traffic. This is not fair for reading private hire drivers.	2023-11-05 21:33:01
	Private Hire vehicle user (RBC licensed)		Yes	This will save my time and money	2023-11-05 21:44:14
	Private Hire vehicle user (RBC licensed)		Yes	Gives us drivers easy access to pick customers.	2023-11-05 22:48:47
415	Private Hire vehicle user (RBC licensed)		Yes	Bus lane will help tobreduce the congestion in the area and it will help to provide timely service to private hire customers .	2023-11-06 01:46:10
416	Private Hire vehicle user (RBC licensed)		Yes	Due to traffic can't wait long, need to same time and spot on destination.	2023-11-06 04:26:02
417	Private Hire vehicle user (RBC licensed)	I think all buss lane open for RBC PH	Yes	Good customer service	2023-11-06 05:21:03
418	Private Hire vehicle user (RBC licensed)		Yes	Because it helps driver to take passenger quickly to destination	2023-11-06 07:41:28

Row	What is your primary relationship with Kings Road? - Relationship	If 'other' selected, please specify - Please specify	Would you support the potential change to the access restriction? - Please specify	Please summarise the reasons for your answer - Email or postal address	Submitted Date
419	Private Hire vehicle user (RBC licensed)		Yes	I've been a private Hire driver Reading licensed for over 20 years. Many changes have occurred in the road systems especially with the introduction of bus lanes and bus gates and more so the traffic. King's Road is the hotspot of traffic In Reading and causes many issues for private hire drivers when picking or dropping off passengers. Below are concerns which are making a private Hire drivers job difficult by the day and everyday.  1, Clients on a regular basis run late for appointments, School runs, work and Airports due to heavy traffic and results in loss of revenue in cancellation of future bookings.  2, Most clients get agitated to why we don't have access in bus lanes and refuse to accept our explanation of rules, regulations and Law to differentiate between Hackney carriage and Private hire usage of bus lanes. Which makes our job very difficult.	2023-11-06 09:26:19
				3, Over the years Private hire trade has become so frustrated that non Reading licensed cabs have full access to the bus lanes.  4, I firmly believe that the in bound King's Road bus lane which for many years we have access to, has never been abused or gridlocked and humbly request to the licensing authority to allow us access in the outbound bus lane.  Kind Regards [REMOVED]	
420	Private Hire vehicle user (RBC licensed)		Yes	Kings Road outbound bus Lane access for PHV	2023-11-06 09:37:49
421	Private Hire vehicle user (RBC licensed)		Yes	As a private hire drive in a busy time we are stuck in the traffic most of the if we can use the bus lane that will be very helpful to the driver and also to the passenger	2023-11-06 09:46:48
422	Private Hire vehicle user (RBC licensed)		Yes	I am agree to change in ristrictions.	2023-11-06 11:54:30
423	Private Hire vehicle user (RBC licensed)		Yes	Should been given long time ago	2023-11-06 15:09:32
424	Private Hire vehicle user (RBC licensed)		Yes	to provide a better service for the customers	2023-11-06 15:31:48
425	Private Hire vehicle user (RBC licensed)		Yes	We should have the bus lane to use other towns taxis use it which is unfair and we pay to get the license and the car license and we are not allowed to use it which is unfair to as.	2023-11-06 15:36:45
426	Private Hire vehicle user (RBC licensed)		Yes	As a private hire driver I believe that it's in the best interest for the customer just as it is for a Hackney carriage customer	2023-11-06 18:21:09
427	Private Hire vehicle user (RBC licensed)		Yes		2023-11-06 18:22:06
428	Private Hire vehicle user (RBC licensed)		Yes		2023-11-06 18:24:56
429	Private Hire vehicle user (RBC licensed)		Yes		2023-11-06 18:27:31
430	Private Hire vehicle user (RBC licensed)		Yes		2023-11-06 18:29:14
431	Private Hire vehicle user (RBC licensed)		Yes		2023-11-06 18:31:00
432	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-06 18:32:41
433	Private Hire vehicle user (RBC		Yes	Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-06 18:34:39
434	Private Hire vehicle user (RBC		Yes	I	2023-11-06 18:36:03
435	Private Hire vehicle user (RBC		Yes		2023-11-06 18:37:31
436	licensed) Private Hire vehicle user (RBC licensed)		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-Licensed.	2023-11-06 18:40:42

Row	What is your primary relationship with Kings Road? - Relationship	If 'other' selected, please specify - Please specify	Would you support the potential change to the access restriction? - Please specify	Please summarise the reasons for your answer - Email or postal address	
437	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-06 18:41:59
438	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-06 18:43:35
439	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-06 18:45:19
440	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-06 18:46:22
441	Private Hire vehicle user (RBC licensed)		Yes	It would be great to have access to the bus lines, since the traffic could be less if we are authorised to use the bus lane.	2023-11-06 18:46:26
442	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-06 18:47:39
443	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-06 18:48:34
444	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-06 18:49:36
445	Private Hire vehicle user (RBC		Yes	Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-06 18:50:38
446	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-06 18:51:32
447	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-06 18:52:18
448	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-06 18:53:13
449	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-06 18:54:15
450	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-06 18:55:06
451	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-06 18:56:15
452	licensed) Private Hire vehicle user (RBC		Yes	Licensed. Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-06 18:57:12
453	licensed) Private Hire vehicle user (RBC		Yes	Licensed. Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-06 18:58:29
454	licensed) Private Hire vehicle user (RBC		Yes	Licensed. Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-06 18:59:16
455	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-06 19:00:11
	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-06 19:01:03
	licensed)			Licensed.	
	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-06 19:01:55
458	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-06 19:02:47
	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-06 19:04:22
460	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-06 19:05:37
461	Private Hire vehicle user (RBC licensed)		Yes	I am supporting highly in the favour of use bus lane for private hire vehicle kings road east bound.	2023-11-06 19:06:21
462	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-06 19:06:52
463	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-06 19:08:02
464	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-06 19:08:48
465	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-06 19:09:40
466	Private Hire vehicle user (RBC		Yes	Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-06 19:10:59
467	licensed) Private Hire vehicle user (RBC licensed)		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-Licensed.	2023-11-06 19:13:03

Row	What is your primary relationship with Kings Road? - Relationship	If 'other' selected, please specify - Please specify	Would you support the potential change to the access restriction? - Please specify	Please summarise the reasons for your answer - Email or postal addres	
468	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-06 19:13:59
469	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-06 19:14:50
470	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-06 19:15:46
471	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-06 19:16:33
472	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-06 19:17:24
473	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-06 19:18:12
474	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-06 19:19:02
475	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-06 19:19:53
476	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-06 19:21:21
477	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-06 19:22:23
478	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-06 19:23:17
479	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-06 19:24:13
480	Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-06 19:25:03
481	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-06 19:26:02
482	Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-06 19:27:45
483	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-06 19:28:33
484	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-06 19:31:06
485	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-06 19:32:16
486	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-06 19:33:06
487	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-06 19:33:53
488	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-06 19:34:41
489	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-06 19:35:44
490	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-06 19:36:41
491	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-06 19:37:27
492	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-06 19:38:21
493	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-06 19:39:15
494	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-06 19:40:04
495	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-06 19:40:55
496	licensed) Private Hire vehicle user (RBC		Yes	Licensed. Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-06 19:41:45
497	licensed) Private Hire vehicle user (RBC		Yes	Licensed. Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-06 19:42:37
498	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-06 19:44:23
	licensed)			Licensed.	

Row	What is your primary relationship with Kings Road? - Relationship	Please specify	Would you support the potential change to the access restriction? - Please specify	Please summarise the reasons for your answer - Email or postal address	Submitted Date
499	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-06 19:45:12
500	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-06 19:46:03
501	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-06 19:46:48
502	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-06 19:47:47
503	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-06 19:48:40
504	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-06 19:49:25
505	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-06 19:50:23
506	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-06 19:51:22
507	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-06 19:52:15
508	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-06 19:52:55
509	Private Hire vehicle user (RBC licensed)		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-Licensed.	2023-11-06 19:53:40
510	Private Hire vehicle user (RBC		Yes	Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-06 19:54:35
511	Private Hire vehicle user (RBC		Yes	Licensed. Taxi driver	2023-11-07 13:39:36
512	licensed) Private Hire vehicle user (RBC		Yes	The following can be considerable points:	2023-11-07 22:26:00
	licensed)			Reduced Travel Time: Bus lanes often have lighter traffic, allowing private hire drivers to reach their destinations more quickly. Improved Reliability: Bus lanes can provide a more predictable and consistent route, reducing delays caused by congestion.  Passenger Satisfaction: Faster and more reliable trips can lead to higher passenger satisfaction, potentially resulting in better ratings and more bookings.  Cost Savings: Less time spent in traffic means reduced fuel consumption and wear and tear on the vehicle, leading to cost savings.  Eco-Friendly: Encouraging the use of bus lanes can contribute to reduced overall traffic congestion and emissions, promoting a greener environment.  Thanks and regards  [REMOVED]	
513	Private Hire vehicle user (RBC		Yes	I support change 2. Being PHV user I get delayed to work in rush hour	2023-11-08 11:01:48
514	licensed) Private Hire vehicle user (RBC		Yes	and that's not fair Go for change 2 pls. Needed	2023-11-08 11:03:05
515	licensed) Private Hire vehicle user (RBC licensed)		Yes	I support change 2. Allow PHV to use bus lane pls	2023-11-08 11:05:20
516	Private Hire vehicle user (RBC licensed)		Yes	Hi team, As private hire taxi driver we face lot of problems getting late to customers to airports and Newtown house customers as well and late for reading collage students in morning and evening their is countinew traffic every time, My kind request is to please allow us to use bus lane so we can manage our time management and keep customers happy and our business good. I will be really appreciate if council says green signal to this bus lane.  Kind regards	

Row	What is your primary relationship with Kings Road? - Relationship	-	Would you support the potential change to the access restriction? - Please specify	Please summarise the reasons for your answer - Email or postal address	Submitted Date
517	Private Hire vehicle user (RBC licensed)		Yes	I use private hire from Reading to Sutton business park for work each morning and it's such frustration not being able to use outbound bus lane while watching black cabs using the same lane. It's not fair for private hire users pls allow PHV to access bus lane.	2023-11-08 11:46:11
518	Private Hire vehicle user (RBC licensed)		Yes	I sport private hire vehicle licence to use Eastbourne bus line Kings Road. Thanks	2023-11-08 11:53:51
519	Private Hire vehicle user (RBC licensed)		Yes	I support reading private hire vehicle east bone bus lane kings road reading.	2023-11-08 11:58:01
520	Private Hire vehicle user (RBC licensed)		Yes	I sport private hire vehicle licence to use Eastbourne bus line Kings Road. Thanks	2023-11-08 11:59:32
521	Private Hire vehicle user (RBC licensed)		Yes	Passport the private high vehicle used bus lane Eastbourne	2023-11-08 12:00:03
522	Private Hire vehicle user (RBC licensed)		Yes	Because we get stuck in traffic taking passengers to the airport also out of town private hire use bus lane. Plus we get stuck with hospital patients in an out	2023-11-08 12:53:41
523	Private Hire vehicle user (RBC licensed)		Yes	I use private hire vehicles to go to work in the morning and it would be helpful is private hire vehicles are given permission to use London road outbound bus lane so ppl like me can go to work at Sutton business park without getting stuck in traffic daily. I support change 2	2023-11-08 12:58:10
524	Private Hire vehicle user (RBC licensed)		Yes	I use private hire vehicles to go to work in the morning and it would be helpful is private hire vehicles are given permission to use London road outbound bus lane so ppl like me can go to work at Sutton business park without getting stuck in traffic daily. I support change 2	2023-11-08 12:59:35
525	Private Hire vehicle user (RBC licensed)		Yes	I use private hire vehicles to go to work in the morning and it would be helpful is private hire vehicles are given permission to use London road outbound bus lane so ppl like me can go to work at Sutton business park without getting stuck in traffic daily. I support change 2	2023-11-08 13:01:16
526	Private Hire vehicle user (RBC licensed)		Yes	I use private hire vehicles to go to work in the morning and it would be helpful is private hire vehicles are given permission to use London road outbound bus lane so ppl like me can go to work at Sutton business park without getting stuck in traffic daily. I support change 2	2023-11-08 13:06:50
527	Private Hire vehicle user (RBC licensed)		Yes	Please allow us to use this bus lane as our customers get stuck in morning going to work from Reading to TVP and Sutton business park and onwards on M4	2023-11-08 13:12:30
528	Private Hire vehicle user (RBC licensed)		Yes	I support private hire vehicle to use Vasoline Kings Road which is going to Eastbourne	2023-11-08 16:01:07
529	Private Hire vehicle user (RBC licensed)		Yes		2023-11-08 19:18:01
530	Private Hire vehicle user (RBC licensed)		Yes	It should be opened for private hire vehicles.	2023-11-08 19:37:20
531	Private Hire vehicle user (RBC licensed)		Yes	It should be open for private vehicle thanks	2023-11-08 19:39:32
532	Private Hire vehicle user (RBC licensed)		Yes	It should be open for private hire	2023-11-08 19:43:00
533	Private Hire vehicle user (RBC licensed)		Yes	I am a regular private hire user, if they are able to use the bus lane it will be more efficient and fast service	2023-11-08 19:45:07
534	Private Hire vehicle user (RBC licensed)		Yes	regular user of private hire if they can use the bus lane it will allow more efficient and fast service	2023-11-08 19:48:48
535	Private Hire vehicle user (RBC licensed)		Yes	Hackney drivers licensed by other councils can use these bus lanes whereas private hire drivers licensed by RBC cannot use these bus lanes which is both unfair and discriminatory. Also when we have jobs for thames valley park we get stuck in rush hour traffic and custoners end up getting late for their meetings.	
536	Private Hire vehicle user (RBC licensed)		Yes	Should be open for private hire vehicles	2023-11-08 20:35:54

Row	What is your primary relationship with Kings Road? - Relationship	, , , , ,	Would you support the potential change to the access restriction? - Please specify	Please summarise the reasons for your answer - Email or postal address	Submitted Date
537	Private Hire vehicle user (RBC licensed)		Yes	It will save drivers time and get people around quick and less traffic ques	2023-11-08 21:31:34
538	Private Hire vehicle user (RBC licensed)		Yes	Being a private hire driver I feel it's better for local public and will encourage them to use public transport. By using this bus lane they will on time to their destinations due rush hours on kings road.	2023-11-09 12:38:26
539	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-09 18:00:59
540	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-09 18:09:19
541	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-09 18:11:14
542	Private Hire vehicle user (RBC		Yes	Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-09 18:11:50
543	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-09 18:12:36
544	Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-09 18:13:18
545	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-09 18:14:27
546	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-09 18:18:28
547	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-09 18:19:05
548	licensed) Private Hire vehicle user (RBC		Yes	Licensed. Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-09 18:19:50
549	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-09 18:20:34
550	licensed) Private Hire vehicle user (RBC		Yes	Licensed. Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-09 18:21:22
551	licensed) Private Hire vehicle user (RBC licensed)		Yes	Licensed.  Being [REMOVED] Reading Private hire association and representing on behalf of my trade I would like to say that day in day out every morning in the rush hour and every afternoon in the rush hour my drivers including myself always get stuck on the Kings Road outbound when we are escorting our passengers to the Airport, when we are picking up patients from the Royal Berkshire hospital who have had intense treatments and need to go back home to the likes of Slough Windsor Maidenhead and more We always see out of town Private hire vehicles driving in the outbound King's Road buslane but our drivers are not allowed. When we go to their Borough's we are not allowed to use their buslanes so why should they be allowed to use ours, especially when we pay our licence fees to Reading Borough Council but are being deprived from these services. We received the inbound buslane access over 12 years ago and have always used it in the correct manner. It's been well over 10 years since a private hire driver had any sort of collision on the King's Road. We always put our members of the publics safety first and also our passengers. We are professional drivers and take upon our responsibilities very seriously. I sincerely hope that you can take these points into consideration and please kindly grant us access to use the King's Road outbound buslane. We promise you shall not regret this decision as we were granted the inbound buslane over 12 years ago and not once disrespected or misused it and not had any accidents in that buslane yet alone the King's Road. Many thanks. [REMOVED] READING PRIVATE HIRE ASSOCIATION.	2023-11-09 18:46:04
552	Private Hire vehicle user (RBC licensed)		Yes	Time saving for costumes	2023-11-10 03:33:28
553	Private Hire vehicle user (RBC licensed)		Yes	It would be good for private hire drivers to have access to bus lane as it would relive traffic congestion and give quicker response times for people ordering a taxi rather than driving into work.	2023-11-10 11:35:08

	What is your primary relationship with Kings Road? - Relationship	please specify -	Would you support the potential change to the access restriction? - Please specify	Please summarise the reasons for your answer - Email or postal address	
554	Private Hire vehicle user (RBC licensed)		Yes	I am a private hire driver working in Reading we should be allowed to use kings Rd bus lane if outside of Reading taxi's are allowed to use the kings Rd bus lane why can't we as we pay for a Reading taxi plate I think the council should allow us to use the kings rd. bus lane [REMOVED]	2023-11-10 13:17:57
	Private Hire vehicle user (RBC licensed)		Yes	Please allow us to use kings road bus lane.its great help for private Hire vehicle drivers.	2023-11-10 13:40:42
556	Private Hire vehicle user (RBC licensed)		Yes	Access to kings road bus lane will ensure better work opportunity for RBC ph drivers, other councils non wheelchair accessible vehicles are using the bus lanes and taking the advantage while we lose work getting stuck in the rush hour, secondly like in london bus lanes should be accessible in non rush hours to everyone, RBC can do it on a trail bases. This decision will definitely reduce the travel time and carbon foot print. Thanks	2023-11-10 18:03:30
557	Private Hire vehicle user (RBC licensed)		Yes	Its more environmental friendlyless congestion	2023-11-10 18:03:31
558	Private Hire vehicle user (RBC licensed)		Yes	Will make my journey much quicker and much easier.	2023-11-10 18:44:55
559	Private Hire vehicle user (RBC licensed)		Yes	It is convenient for the taxi drivers and it saves time in busy parts of Reading	2023-11-10 21:27:49
560	Private Hire vehicle user (RBC licensed)		Yes	It would relive traffic congestion and give quicker response times.	2023-11-11 09:07:47
561	Private Hire vehicle user (RBC licensed)		Yes	It would relive traffic congestion and give quicker response times.	2023-11-11 09:09:34
562	Private Hire vehicle user (RBC licensed)		Yes	The private hir drivers from other councils are allowed to use it but we cannot and I think it's not right	2023-11-11 10:19:10
563	Private Hire vehicle user (RBC licensed)		Yes	The reason is it will speed up the journey for customers and also less traffic for other cars while private hire will be on kings road	2023-11-11 13:52:32
564	Private Hire vehicle user (RBC licensed)		Yes	Quicker journeys for customers	2023-11-11 13:53:27
565	Private Hire vehicle user (RBC licensed)		Yes	Better for private hire drivers and the customers	2023-11-11 13:55:16
566	Private Hire vehicle user (RBC licensed)		Yes	Better for private hire speeds up the journey	2023-11-11 13:56:31
567	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 19:09:16
568	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 19:10:16
569	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 19:10:59
570	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 19:12:27
571	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 19:13:00
572	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 19:13:32
573	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 19:14:03
574	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 19:14:37
575	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 19:15:06
576	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 19:15:38
577	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 19:16:14
578	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 19:16:41
579	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 19:17:16
580	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 19:17:48

Row	What is your primary relationship with Kings Road? - Relationship	If 'other' selected, please specify - Please specify	Would you support the potential change to the access restriction? - Please specify	Please summarise the reasons for your answer - Email or postal address	
581	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 19:18:17
582	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 19:18:50
583	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 19:19:24
584	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 19:20:04
585	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 19:20:49
586	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 19:21:15
587	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 19:21:46
588	Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 19:22:16
589	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 19:23:43
590	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 19:24:20
591	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 19:24:56
592	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 19:25:21
593	licensed) Private Hire vehicle user (RBC		Yes	Licensed. Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 19:25:56
594	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 19:26:28
595	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 19:27:02
596	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 19:27:32
597	licensed) Private Hire vehicle user (RBC			Licensed.	
	licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 19:27:58
598	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 19:28:28
599	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 19:28:57
600	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 19:29:21
601	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 19:29:45
602	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 19:30:12
603	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 19:30:38
604	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 19:31:04
605	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 19:31:32
606	Private Hire vehicle user (RBC		Yes	Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 19:32:00
607	Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 19:32:25
608	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 19:32:50
609	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 19:33:20
610	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 19:33:46
611	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 19:34:12
	licensed)			Licensed.	

Row	What is your primary relationship with Kings Road? - Relationship	If 'other' selected, please specify - Please specify	Would you support the potential change to the access restriction? - Please specify	Please summarise the reasons for your answer - Email or postal addres	
612	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 19:34:39
613	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 19:35:03
614	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 19:35:34
615	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 19:36:04
616	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 19:36:33
617	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 19:37:00
618	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 19:37:28
619	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 19:39:07
620	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 19:39:32
621	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 19:39:59
622	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 19:40:29
623	Private Hire vehicle user (RBC		Yes	Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 19:47:14
624	Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 19:47:56
625	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 19:48:23
626	Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 19:48:51
627	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 19:49:19
628	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 19:49:51
629	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 19:50:20
630	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 19:50:49
631	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 19:51:23
632	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 19:51:49
633	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 19:52:15
634	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 19:52:42
635	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 19:53:26
636	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 19:53:54
637	licensed) Private Hire vehicle user (RBC		Yes	Licensed. Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 19:55:08
638	licensed) Private Hire vehicle user (RBC		Yes	Licensed. Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 19:55:41
639	licensed) Private Hire vehicle user (RBC		Yes	Licensed. Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 19:56:21
640	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 19:57:04
641	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 19:57:34
642	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 19:58:07
5 12	licensed)			Licensed.	

Row	What is your primary relationship with Kings Road? - Relationship	Please specify	Would you support the potential change to the access restriction? - Please specify	Please summarise the reasons for your answer - Email or postal address	Submitted Date
643	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 19:58:37
644	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 19:59:02
645	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 19:59:42
646	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:00:16
647	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:00:46
648	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:01:21
649	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:01:49
650	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:02:16
651	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:02:44
652	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:03:13
653	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:03:37
654	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:04:01
655	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:04:26
656	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:04:59
657	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:05:37
658	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:06:05
659	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:06:34
660	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:07:00
661	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:07:40
662	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:08:10
663	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:08:40
664	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:09:05
665	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:09:31
666	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:09:56
667	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:10:45
668	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:11:13
669	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:11:55
670	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:12:22
671	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:12:56
672	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:13:25
673	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:13:52

Row	What is your primary relationship with Kings Road? - Relationship	If 'other' selected, please specify - Please specify	Would you support the potential change to the access restriction? - Please specify	Please summarise the reasons for your answer - Email or postal address	
674	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:14:18
675	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:14:41
676	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:15:05
677	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:15:36
678	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:16:03
679	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:16:37
680	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:17:03
681	Private Hire vehicle user (RBC		Yes	Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 20:17:29
682	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 20:17:56
683	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 20:18:21
684	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 20:18:49
685	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 20:19:18
686	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 20:19:57
687	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 20:20:42
688	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 20:21:22
689	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 20:21:46
690	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 20:22:09
691	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 20:22:38
692	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 20:24:14
693	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 20:24:38
	licensed)			Licensed.	
694	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:25:04
695	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:25:41
696	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:28:17
697	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:31:31
698	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:32:46
699	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:33:50
700	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:34:21
701	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:34:46
702	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:35:17
703	Private Hire vehicle user (RBC		Yes	Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 20:35:45
704	licensed) Private Hire vehicle user (RBC licensed)		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-Licensed.	2023-11-11 20:36:15

Row	What is your primary relationship with Kings Road? - Relationship	If 'other' selected, please specify - Please specify	Would you support the potential change to the access restriction? - Please specify	Please summarise the reasons for your answer - Email or postal address	
705	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:36:46
706	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:37:25
707	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:37:53
708	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:38:17
709	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:38:46
710	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:39:11
711	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:39:47
712	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:40:15
713	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:40:53
714	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:41:24
715	Private Hire vehicle user (RBC licensed)		Yes	Please cancel the King's Road outbound for private hire vehicle RBC- Licensed.	2023-11-11 20:42:08
716	Private Hire vehicle user (RBC		Yes	Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 20:42:36
717	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 20:43:43
718	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 20:48:10
719	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please cancel the King's Road outbound for private hire vehicle RBC-	2023-11-11 20:48:41
720	licensed) Private Hire vehicle user (RBC		Yes	Licensed.  Please allow reading private hire vehicle.	2023-11-11 21:29:55
721	licensed) Private Hire vehicle user (RBC		Yes	Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 21:34:16
722	licensed) Private Hire vehicle user (RBC		Yes	Please allow the king Road outbound for private hire vehicle RBC	2023-11-11 21:35:50
723	licensed) Private Hire vehicle user (RBC		Yes	Licence Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 21:37:02
724	licensed) Private Hire vehicle user (RBC		Yes	Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 21:37:49
725	licensed) Private Hire vehicle user (RBC		Yes	Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 21:38:24
726	licensed) Private Hire vehicle user (RBC		Yes	Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 21:39:24
727	licensed) Private Hire vehicle user (RBC		Yes	Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 21:39:55
728	licensed) Private Hire vehicle user (RBC		Yes	Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 21:40:18
729	licensed) Private Hire vehicle user (RBC		Yes	Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 21:40:42
730	licensed) Private Hire vehicle user (RBC		Yes	Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 21:41:13
731	licensed) Private Hire vehicle user (RBC		Yes	lane. Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 21:42:24
732	licensed) Private Hire vehicle user (RBC		Yes	lane. To reduce the amount of pollution and to reduce travelling time	2023-11-11 21:44:13
733	licensed) Private Hire vehicle user (RBC		Yes	Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 21:44:28
734	licensed) Private Hire vehicle user (RBC		Yes	lane. Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 21:45:20
735	licensed) Private Hire vehicle user (RBC		Yes	lane. Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 21:46:42
	licensed)			lane.	

Row	What is your primary relationship with Kings Road? - Relationship	If 'other' selected, please specify - Please specify	Would you support the potential change to the access restriction? - Please specify	Please summarise the reasons for your answer - Email or postal address	
	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 21:47:57
737	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 21:48:21
738	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 21:48:44
739	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 21:49:07
740	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 21:49:29
741	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 21:50:15
742	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 21:50:40
743	Private Hire vehicle user (RBC		Yes	Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 21:51:06
744	licensed) Private Hire vehicle user (RBC		Yes	Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 21:51:46
745	licensed) Private Hire vehicle user (RBC		Yes	Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 21:52:26
746	licensed) Private Hire vehicle user (RBC		Yes	Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 21:52:52
747	licensed) Private Hire vehicle user (RBC		Yes	Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 21:53:17
748	licensed) Private Hire vehicle user (RBC		Yes	Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 21:53:47
749	licensed) Private Hire vehicle user (RBC		Yes	Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 21:54:27
750	licensed) Private Hire vehicle user (RBC		Yes	Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 21:54:49
751	licensed) Private Hire vehicle user (RBC		Yes	lane. Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 21:55:22
752	licensed) Private Hire vehicle user (RBC		Yes	lane. Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 21:55:46
753	licensed) Private Hire vehicle user (RBC		Yes	lane. Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 21:56:11
754	licensed) Private Hire vehicle user (RBC		Yes	lane. Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 21:56:38
755	licensed) Private Hire vehicle user (RBC		Yes	lane. Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 21:57:00
756	licensed) Private Hire vehicle user (RBC		Yes	lane. Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 21:57:24
	licensed) Private Hire vehicle user (RBC		Yes	lane. Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 21:57:52
	licensed) Private Hire vehicle user (RBC		Yes	lane. Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 21:58:22
	licensed) Private Hire vehicle user (RBC		Yes	lane.  Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 21:58:53
	licensed)			lane.	
	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 21:59:16
	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 21:59:39
	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:00:06
	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:00:28
764	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:01:06
765	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:01:32
766	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:01:53

Row	What is your primary relationship with Kings Road? - Relationship	Please specify	Would you support the potential change to the access restriction? - Please	Please summarise the reasons for your answer - Email or postal address	Submitted Date
767	Private Hire vehicle user (RBC		<b>specify</b> Yes	Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:02:15
768	licensed) Private Hire vehicle user (RBC		Yes	lane. Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:02:46
769	licensed) Private Hire vehicle user (RBC		Yes	lane. Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:03:10
770	licensed) Private Hire vehicle user (RBC		Yes	lane. Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:03:35
	licensed)			lane.	
	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:04:00
772	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:04:23
773	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:04:51
774	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:05:21
775	Private Hire vehicle user (RBC		Yes	Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:05:44
776	licensed) Private Hire vehicle user (RBC		Yes	Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:07:06
777	licensed) Private Hire vehicle user (RBC		Yes	lane. Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:07:34
778	licensed) Private Hire vehicle user (RBC		Yes	lane. Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:08:01
	licensed)			lane.	
779	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:08:23
780	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:08:44
781	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:09:05
782	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:09:34
783	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:10:20
784	Private Hire vehicle user (RBC		Yes	Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:10:44
785	licensed) Private Hire vehicle user (RBC		Yes	Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:11:09
786	licensed) Private Hire vehicle user (RBC		Yes	lane. Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:11:32
787	licensed) Private Hire vehicle user (RBC		Yes	lane. Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:11:56
	licensed)			lane.	2023-11-11 22:12:18
	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	
789	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:12:44
790	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:13:07
791	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:13:30
792	Private Hire vehicle user (RBC		Yes	Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:13:53
793	licensed) Private Hire vehicle user (RBC		Yes	lane. Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:14:21
794	licensed) Private Hire vehicle user (RBC		Yes	lane. Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:14:45
795	licensed) Private Hire vehicle user (RBC		Yes	lane. Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:15:07
	licensed)			lane.	
	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:15:29
797	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:15:59

Row	What is your primary relationship with Kings Road? - Relationship	If 'other' selected, please specify - Please specify	Would you support the potential change to the access restriction? - Please specify	Please summarise the reasons for your answer - Email or postal address	
798	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:16:38
799	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:17:02
800	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:17:27
801	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:18:33
802	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:19:00
803	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:19:22
804	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:19:45
805	Private Hire vehicle user (RBC		Yes	Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:20:07
806	licensed) Private Hire vehicle user (RBC		Yes	Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:20:35
807	licensed) Private Hire vehicle user (RBC		Yes	Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:21:00
808	licensed) Private Hire vehicle user (RBC		Yes	Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:21:33
809	licensed) Private Hire vehicle user (RBC		Yes	lane. Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:21:59
810	licensed) Private Hire vehicle user (RBC		Yes	lane. Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:22:32
811	licensed) Private Hire vehicle user (RBC		Yes	lane. Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:22:58
812	licensed) Private Hire vehicle user (RBC		Yes	lane. Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:23:53
	licensed) Private Hire vehicle user (RBC		Yes	lane. Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:24:22
	licensed) Private Hire vehicle user (RBC		Yes	lane.  Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:25:03
	licensed)			lane.	
	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:25:31
816	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:25:57
817	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:26:24
818	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:26:46
819	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:27:30
820	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:27:55
821	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:28:19
822	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:28:48
823	Private Hire vehicle user (RBC		Yes	Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:29:14
824	licensed) Private Hire vehicle user (RBC		Yes	Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:29:36
825	licensed) Private Hire vehicle user (RBC		Yes	Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:30:03
826	licensed) Private Hire vehicle user (RBC		Yes	lane. Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:30:38
827	licensed) Private Hire vehicle user (RBC		Yes	lane. Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:31:01
828	licensed) Private Hire vehicle user (RBC		Yes	lane. Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:31:26
	licensed)			lane.	

Row	What is your primary relationship with Kings Road? - Relationship	If 'other' selected, please specify - Please specify	Would you support the potential change to the access restriction? - Please specify	Please summarise the reasons for your answer - Email or postal address	
	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:31:50
830	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:32:32
831	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:33:16
832	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:33:53
833	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:34:18
834	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:34:54
835	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:35:33
836	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:35:58
837	Private Hire vehicle user (RBC		Yes	Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:36:23
838	licensed) Private Hire vehicle user (RBC		Yes	Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:36:44
839	licensed) Private Hire vehicle user (RBC		Yes	Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:37:06
840	licensed) Private Hire vehicle user (RBC		Yes	Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:37:28
841	licensed) Private Hire vehicle user (RBC		Yes	Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:38:14
842	licensed) Private Hire vehicle user (RBC		Yes	Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:38:46
843	licensed) Private Hire vehicle user (RBC		Yes	lane. Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:39:07
844	licensed) Private Hire vehicle user (RBC		Yes	lane. Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:39:35
845	licensed) Private Hire vehicle user (RBC		Yes	lane. Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:39:55
846	licensed) Private Hire vehicle user (RBC		Yes	lane. Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:40:18
847	licensed) Private Hire vehicle user (RBC		Yes	lane. Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:41:01
	licensed) Private Hire vehicle user (RBC		Yes	lane. Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:41:25
	licensed) Private Hire vehicle user (RBC		Yes	lane. Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:41:53
	licensed) Private Hire vehicle user (RBC		Yes	lane.  Please allow reading private hire vehicles on Kings Road outbound bus  Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:44:12
	licensed)			lane.	
	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:46:23
	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:46:46
	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:47:15
854	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:47:41
855	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:48:05
856	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:48:35
857	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:48:58
858	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:49:22
859	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:49:49

Row	What is your primary relationship with Kings Road? - Relationship	If 'other' selected, please specify - Please specify	Would you support the potential change to the access restriction? - Please specify	Please summarise the reasons for your answer - Email or postal address	
	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:52:17
861	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:53:56
862	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:54:18
863	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:54:41
864	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:55:02
865	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:55:30
866	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:55:54
867	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 22:56:19
868	Private Hire vehicle user (RBC		Yes	Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:56:46
869	licensed) Private Hire vehicle user (RBC		Yes	Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:57:33
870	licensed) Private Hire vehicle user (RBC		Yes	Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:58:20
871	licensed) Private Hire vehicle user (RBC		Yes	Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:58:43
872	licensed) Private Hire vehicle user (RBC		Yes	Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:59:07
873	licensed) Private Hire vehicle user (RBC		Yes	Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 22:59:35
874	licensed) Private Hire vehicle user (RBC		Yes	lane. Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 23:00:00
875	licensed) Private Hire vehicle user (RBC		Yes	lane. Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 23:00:25
876	licensed) Private Hire vehicle user (RBC		Yes	lane. Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 23:00:56
877	licensed) Private Hire vehicle user (RBC		Yes	lane. Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 23:01:17
878	licensed) Private Hire vehicle user (RBC		Yes	lane. Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 23:01:49
	licensed) Private Hire vehicle user (RBC		Yes	lane. Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 23:02:26
	licensed) Private Hire vehicle user (RBC		Yes	lane.  Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 23:02:50
	licensed)			lane.	
	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 23:03:24
	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 23:03:59
	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 23:04:26
884	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 23:04:50
885	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 23:05:17
886	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 23:05:47
887	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 23:06:18
888	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 23:06:48
889	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 23:07:25
890	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 23:07:56

Row	What is your primary relationship with Kings Road? - Relationship	If 'other' selected, please specify - Please specify	Would you support the potential change to the access restriction? - Please specify	Please summarise the reasons for your answer - Email or postal address	
	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 23:08:18
892	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 23:08:43
893	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 23:09:19
894	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 23:09:45
895	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 23:10:10
896	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 23:11:10
897	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 23:11:36
898	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 23:12:00
899	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 23:12:23
900	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 23:13:03
901	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 23:13:27
902	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus lane.	2023-11-11 23:14:02
903	Private Hire vehicle user (RBC licensed)		Yes	Please allow reading private hire vehicles on Kings Road outbound bus	2023-11-11 23:14:35
904	Private Hire vehicle user (RBC licensed)		Yes	Save time and reduce traffic from road.	2023-11-12 07:55:00
905	Private Hire vehicle user (RBC licensed)	Driver	Yes	REDUCE POLLUTION AND ENVIRONMENT FRIENDLY  If private hires are allowed to use this bus lane, it will save time and reduce pollution.  If one hundred private hire taxis will use this bus lane daily and 3 or 4 minutes per private hire taxis are saved daily, it means at least 300 to 400 minutes less car engine running per day. And it means less pollution, fuel saving and clean environment for future generations.	2023-11-12 13:47:03
906	Private Hire vehicle user (RBC licensed)		Yes	Less traffic and more free flowing	2023-11-12 15:13:19
907	Private Hire vehicle user (RBC licensed)		Yes	Less traffic and more free flowing	2023-11-12 15:14:34
908	Private Hire vehicle user (RBC licensed)		Yes	Less traffic and more free flowing	2023-11-12 15:17:56
909	Private Hire vehicle user (RBC licensed)		Yes	Allows more free flowing traffics and will get me to my destination quicker	2023-11-12 15:21:44
910	Private Hire vehicle user (RBC licensed)		Yes	It would make trips quicker and reduce traffics	2023-11-12 15:26:42
911	Private Hire vehicle user (RBC licensed)		Yes	We need this as we service the public transport	2023-11-14 15:52:15
912	Private Hire vehicle user (RBC licensed)		Yes	It's possible to change the heavy traffic of Kings Road and surrounding areas	2023-11-15 12:11:14
913	Private Hire vehicle user (RBC licensed)		Yes	If we have the access to bus lane kings road we can pick up passengers on time without being late it's same when we are Pob we can still get ppl home without wasting much time stuck in traffic	2023-11-15 13:56:54
914	Private Hire vehicle user (RBC licensed)		Yes	Private hire drivers should be allowed to use bus lane to give customers better service and to vulnerable customers.and make journeys quicker	2023-11-15 20:53:45
915	Private Hire vehicle user (RBC licensed)		Yes	Private hire are providing a service to the public just like Hackney and the buses so there for if would only fair to allow us to use the bus lanes.	2023-11-17 20:28:26
916	Private Hire vehicle user (RBC licensed)		Yes	Let private hire use the bus lane just like the way Hackney and buses use it	2023-11-17 20:53:30

Row	What is your primary relationship with Kings Road? - Relationship	If 'other' selected, please specify - Please specify	Would you support the potential change to the access restriction? - Please specify	Please summarise the reasons for your answer - Email or postal address	Submitted Date
917	Private Hire vehicle user (RBC licensed)		Yes	I am a private hire driver licenced by the RBC. We should be authorised to have the use of the bus lanes and specially the bus lane on King's Road outbound, this will reduce pollution, time for the passengers and most importantly keeping Reading carbon footprint lowered. It will be a big help for all private hire drivers and for the customer whom are travelling to thier daily airports transfers, appointments, ect. Currently we are allow to used use the King's Road bus lane for inbound and it is working very well.	2023-11-18 10:04:53
918	Private Hire vehicle user (RBC licensed)		Yes	MY NAME IS [REMOVED] AND I AM [REMOVED] READING PRIVATE HIRE ASSOCIATION. FOLLOWING MY LAST EMAIL I WOULD LIKE TO SAY THAT I HAVE VIDEO EVIDENCE TO SHOW HOW OUR DRIVERS STRUGGLE IN THE TRAFFIC ON KINGS ROAD AND WOULD LIKE TO SUBMIT THEM TO THE TRANSPORT COMMITTEE WHEN SCHEDULED FOR THE NEXT TRAFFIC MANAGEMENT SUB-COMMITTEE. PLEASE ADVISE AS IF WHEN I AND WHERE I CAN SUBMIT THESE VIDEOS PLEASE	2023-11-20 11:14:03
919	Private Hire vehicle user (RBC licensed)		Yes	Reading PH drivers providing a service to the people of Reading should be able to use the same bus lanes and access to the town centre that Reading Hackneys can. It's wrong that out of town cars can legally use the bus lanes but Reading plated cars cannot. All bus lanes not just Kings Road	2023-11-21 15:53:18
920	Private Hire vehicle user (RBC licensed)		Yes	Must allow bus lane to private hire please.so journeys can smooth and polution free.	2023-11-21 21:44:22
921	Private Hire vehicle user (RBC licensed)		Yes	Must allow bus lane to private hire please.so journeys can smooth and polution free.	2023-11-21 21:44:50
922	Private Hire vehicle user (RBC licensed)		Yes	Must allow bus lane to private hire please.so journeys can smooth and polution free.	2023-11-21 21:45:23
923	Private Hire vehicle user (RBC licensed)		Yes	* I am a private hire driver. There is always traffic when we go to pick/drop customers.  * Sometimes customers get late, due to traffic, So end up missing appointments /flights/trains. It will be a lot easy for us to reach them if we're allowed the use of this bus lane.	2023-11-22 12:23:02
924	Private Hire vehicle user (RBC licensed)		Yes	As an operator I think it is very important for us to move in more time saving and more efficiently so we can get our clients to their definitions in more time efficient manor.  Regards, [REMOVED]	2023-11-23 15:54:36
925	Private Hire vehicle user (RBC licensed)		Yes	I think phy should be allowe to use bus lane phy passengers should have same respect and rits like Hackney carriage and buses Its unfair to both operators and passengers it will save lot of time for school run also pay sone attention to country future	2023-11-23 17:13:09
926	Private Hire vehicle user (RBC licensed)		Yes	Helps getting people quicker to their destination with less cost	2023-11-23 17:17:00
927	Private Hire vehicle user (RBC licensed)		Yes	I don't see why the private hire cars are not allowed to use the bus lane, they are doing the exact same work as the taxi drivers. Public service.	2023-11-23 18:39:58
928	Private Hire vehicle user (RBC licensed)		Yes	I support to use the line	2023-11-23 19:19:35
929	Private Hire vehicle user (RBC licensed)		Yes	I support use bus lane for private hire	2023-11-23 19:48:42
930	Private Hire vehicle user (RBC licensed)		Yes	Make Private Hire vehicle user (RBC licensed) customers happier because there journey but be faster	2023-11-23 20:05:14
931	Private Hire vehicle user (RBC licensed)		Yes	Less traffic jam help the traffic to flow better I can access the hospital without getting stuck in traffic	2023-11-23 23:07:46
932	Private Hire vehicle user (RBC licensed)		Yes	It will be very helpful for me to go through the access road.	2023-11-24 06:47:11
933	Private Hire vehicle user (RBC licensed)		Yes	Good for environment save fuel & reduce emission rather than queuing almost everyday	2023-11-24 07:43:24
934	Private Hire vehicle user (RBC licensed)		Yes	Due to the heavy traffic, can make late pickup for customers on the other end.	2023-11-24 08:13:49

Davis	NA/hat is very mains and	If (athow) colooted	NA/avilal vava avino aut	Disease announce is a the wassers for your property. Firstly an weater address	Cubusitted Data
Row	What is your primary relationship with Kings Road? - Relationship	please specify -	Would you support the potential change to the access restriction? - Please specify	Please summarise the reasons for your answer - Email or postal address	
935	Private Hire vehicle user (RBC licensed)		Yes	I am a taxi driver will be quicker to get to my destination	2023-11-24 09:42:22
936	Private Hire vehicle user (RBC licensed)		Yes	If the change of the bus lane happens it will help us a lot for Better traffic control	2023-11-24 11:05:32
937	Private Hire vehicle user (RBC licensed)		Yes	RBC PHV should be allowed to use the outbound bus lane on kings rd	2023-11-24 12:09:32
938	Private Hire vehicle user (RBC licensed)		Yes	They help people run Reading specially school runs hospital runs	2023-11-24 21:06:44
939	Private Hire vehicle user (RBC licensed)		Yes	We will use this bus line when going airport, pickup or drop off kids for school and for hospital.	2023-11-24 22:19:51
940	Private Hire vehicle user (RBC		Yes	It will save lots of time	2023-11-25 08:23:20
941	licensed) Private Hire vehicle user (RBC		Yes	It will save lots of time for everyone who's traveling every day	2023-11-25 08:26:15
942	licensed) Private Hire vehicle user (RBC		Yes	Make my journey easier	2023-11-25 08:30:36
943	licensed) Private Hire vehicle user (RBC		Yes	Will be easier and smooth passengers transport,	2023-11-25 11:04:46
944	licensed) Private Hire vehicle user (RBC		Yes	Ease of journey for customers as it will relieve congestion and reduce	2023-11-26 14:01:20
945	licensed) Private Hire vehicle user (RBC		Yes	Journey time  The other borough council use this lane and we cannot and it's not fair	2023-11-26 14:40:55
946	licensed) Private Hire vehicle user (RBC licensed)		Yes	for us  I'm a taxi driver and this is convenient for me to use the bus lane and also it will stop the congestion especially with Christmas time approaching.	2023-11-26 18:10:24
947	Private Hire vehicle user (RBC licensed)		Yes	We used this road for college and TvP and airport. Too much traffic cause delay for us	2023-11-26 23:02:54
948	Private Hire vehicle user (RBC licensed)		Yes	Private hire driver and operator	2023-11-27 19:22:54
949	Private Hire vehicle user (RBC licensed)		Yes	Regular traveler of kings road this change makes a big difference in my journey and save a lots of time.	2023-11-28 10:31:32
950	Private Hire vehicle user (RBC licensed)		Yes		2023-11-28 11:33:01
951	Private Hire vehicle user (RBC licensed)		Yes	Must allow private hire to use all bus lanes in reading. Traffic in reading getting ridiculous.just walk around near reading bridge and kings road in peak time. 5 minutes journey takes 45 minutes.	2023-11-28 18:45:22
952	Private Hire vehicle user (RBC licensed)		Yes		2023-11-28 18:46:01
953	Private Hire vehicle user (RBC licensed)		Yes		2023-11-28 18:48:02
954	Private Hire vehicle user (RBC licensed)		Yes	Less holdup for passengers	2023-11-29 14:47:45
955	Private Hire vehicle user (RBC licensed)		Yes	Will make journey faster	2023-11-29 15:45:33
956	Private Hire vehicle user (RBC licensed)		Yes	Pick up customer going to Heathrow got stuck in traffic customer ask me why don't i go in bus lane like other hackny Carrage do	2023-11-29 19:56:29
957	Private Hire vehicle user (RBC licensed)		Yes	Bus need for taxi drivers	2023-11-30 13:09:43
958	Private Hire vehicle user (RBC licensed)		Yes	It will be easier to drive around King's Road as it will minimise traffic within the road.	2023-11-30 13:26:52
959	Private Hire vehicle user (RBC licensed)		Yes	Private Hire vehicle serving the community	2023-11-30 13:39:21
960	Private Hire vehicle user (RBC licensed)		Yes	Will ease traffic as only RBC licensed vehicles will be permitted hence allowing free flow traffic	2023-11-30 14:03:04

Row	What is your primary relationship with Kings Road? - Relationship	please specify - Please specify	Would you support the potential change to the access restriction? - Please specify	Please summarise the reasons for your answer - Email or postal address	Submitted Date
961	Private Hire vehicle user (RBC licensed)		No	It will get us and passengers in trouble getting late for their journey if they are school Student they might get late go to schools if passengers going to air port or emergency patients will get stuck in traffic and can face bad consequences.	2023-11-02 19:32:08
962	Private Hire vehicle user (RBC licensed)		No	Because during the rush hour it becomes difficult to manoeuvre through traffic and when dealing with customers with disabilities this can be very stressful and in customer dissatisfaction.	2023-11-03 19:52:40
963	Private Hire vehicle user (RBC licensed)	Please cancel kings road	No	Please cancel kings road outbound	2023-11-05 19:48:55
964	Private Hire vehicle user (RBC licensed)		No	we transport customers, customers who require transport need to get to the station quickly. this will also cause more traffic and create standstill traffic	2023-11-06 18:29:47
965	Private Hire vehicle user (RBC licensed)		No	This will be good for the customers and environment too as less waiting on the road will reduce the pollution .	2023-11-10 12:36:12
966	Private Hire vehicle user (RBC licensed)		No	we have customers keep asking to get train stations asap by using kings road. But if we take customers to the station through london road then they get angry and start argument that being a reading council private hire vehicles should use kings road instead of london road. thanks	2023-11-11 08:39:26
967	Private Hire vehicle user (RBC licensed)		No	we have customers keep asking to get train stations asap by using kings road. But if we take customers to the station through london road then they get angry and start argument that being a reading council private hire vehicles should use kings road instead of london road. thanks	2023-11-11 08:40:40
968	Private Hire vehicle user (RBC licensed)		No	It is good for maintaining traffic	2023-11-12 00:08:10
969	Private Hire vehicle user (RBC licensed)		No	We need the bus lane access	2023-11-23 16:38:34
970	Private Hire vehicle user (RBC licensed)		No	I am private hire driver bus lane on kings is really useful for passengers who are going to station for further journey it will effect on our work people use reading private driver for station journeys. Drivers are already struggling with traffic condtion and work. Lot of school run drivers use this route for schools in peak time.its already lot of traffic on London road so don't make more miserable for Reading towards town and station.	2023-11-24 07:48:46
971	Private Hire vehicle user (RBC licensed)		No	I am private hire driver. I am losing a business losing a customer to not use a bus lane.	2023-11-24 08:02:25
972	Private Hire vehicle user (RBC licensed)		No	This road saves a lot of time and FUEL for me when traveling towards the town. This restriction will cause me to spend at least 2 hours extra on the road transporting passengers to town for the same price. Which causes great amount pollution	
973	Resident		Yes	Quick journey save money and time less pollution, better use of roads because mostly you see bus lanes are empty which is useful during peak hours but not 24/7	2023-11-01 09:38:49
974	Resident		Yes	In peak time it would be help full using taxi and quick journey. I think reading private hire should be able to use bus lane outbound and inbound.	2023-11-01 12:39:41
975	Resident		Yes	I support this as it natches inbound bus lane situation for clarity	2023-11-01 18:19:29
976	Resident		Yes	I can get home quicker if I use a private hire taxi	2023-11-02 21:44:22
977 978	Resident Resident		Yes Yes	I can get home quicker if I use a private hire taxi  Number of times I've used private hire always got stick in in traffic plenty of times I've seen other taxis from other towns benefiting from it why not Reading	2023-11-03 05:20:01 2023-11-03 19:43:24
979	Resident		Yes	I am a student who goes by private hire and a lot of time gets taken up at Kings Road. A lot of time is wasted and I always get late by around 20 minutes. Private hire vehicles should be allowed to use bus lane. Thank you.	2023-11-03 20:18:26
980	Resident	Student	Yes	When I use private hire and go on Kings road, I am always delayed. It takes extra time and it would be beneficial for everyone with private hire vehicles would be allowed to use the bus lane on Kings road.	2023-11-03 20:23:04

Row	What is your primary relationship with Kings Road? - Relationship	please specify -	Would you support the potential change to the access	Please summarise the reasons for your answer - Email or postal address	Submitted Date
			restriction? - Please specify		
981	Resident		Yes	I am a Reading resident and I have to travel to My Work through kings Road by private hire and I get late of this restriction will Remain that effect my work	2023-11-03 20:25:32
982	Resident		Yes	And my pay I travel through kings Road on my daily work and it affects my journey and I get late to my work which affects my work situation and my Pay	2023-11-03 20:29:47
983	Resident		Yes	Personally think its not fair for Reading private hire drivers who provide vital role for passengers, while other Boroughs taking advantage of it.	2023-11-03 20:53:44
984	Resident		Yes	I travel to other cities & see their private hire vehicle use bus lanes in traffic when ever I'm home I see our private hire cars sitting traffic while other city taxis using them.	2023-11-03 21:01:55
985	Resident		Yes	School pickups and drop off will be quicker and on time during busy time	2023-11-03 21:15:36
986	Resident		Yes	Private hire vehicles licences by RBC should be allowed to use bus lane because public using private hire vehicles are prohibited to benefit from others who use hackney carriage vehicle and it's not fair.	2023-11-03 21:34:29
987	Resident		Yes	Change 2. Private hire cars should be allowed to use bus lane	2023-11-03 21:39:49
988	Resident		Yes	To support our point of view regarding this bus lane, we can add following point.  REDUCE POLLUTION AND ENVIRONMENT FRIENDLY If private hires are allowed to use this bus lane, it will save time and reduce pollution. If one hundred private hire taxis will use this bus lane daily and 3 or 4 minutes per private hire taxis are saved daily, it means at least 300 to 400 minutes less car engine running per day. And it means less pollution, fuel saving and clean environment for future generations.	2023-11-04 08:21:40
989	Resident		Yes	To support our point of view regarding this bus lane, we can add following point.  REDUCE POLLUTION AND ENVIRONMENT FRIENDLY If private hires are allowed to use this bus lane, it will save time and reduce pollution. If one hundred private hire taxis will use this bus lane daily and 3 or 4 minutes per private hire taxis are saved daily, it means at least 300 to 400 minutes less car engine running per day. And it means less pollution, fuel saving and clean environment for future generations.	2023-11-04 08:22:19
990	Resident		Yes	I work as a taxi dispatcher and we have trouble getting to our customers quicker during peak times as the traffic is always congested if we had use of the bus lane it would ease the pick up and drop off times	
991	Resident		Yes	We really need as this road is always bussy and we desperately need access to it	2023-11-05 19:31:25
	Resident		Yes	Less traffic and make more easier for drivers.	2023-11-05 19:42:26
	Resident		Yes	l agree!	2023-11-05 19:46:16
	Resident Resident		Yes	It will be beneficial for us as a passenger.  It will be easier for us when using private hire. Thank you.	2023-11-05 19:54:57 2023-11-05 20:06:26
	Resident		Yes Yes	It would help the environment and cause less traffic	2023-11-05 20:06:26
	Resident		Yes	Will allow easier route for taxi service	2023-11-06 09:05:27
	Resident		Yes	Better for private hires	2023-11-06 20:14:51
	Resident		Yes		2023-11-06 20:17:17
	Resident		Yes	the congestion will clear quickly reducing noise and environmental pollution.	2023-11-07 22:58:42
1001	Resident		Yes	The environmental impact of allowing this change would vastly outweigh not.	2023-11-08 06:50:45

Row	What is your primary relationship with Kings Road? - Relationship	please specify -	Would you support the potential change to the access restriction? - Please specify		
	Resident		Yes	It good the way it is	2023-11-08 07:53:28
1003	Resident		Yes	Reading private hire drivers should be able to use the bus lane especially when you allow out of town cars to use them these excellent drivers work hard to serve the reading community give them the help they deserve	2023-11-08 09:14:25
1004	Resident		Yes	Private hire vehicles should be allowed to use bus lane just like black cabs. It's not fair to differentiate between two segments of same trade and cause problems for the trade and us, the customers who use both of them.	2023-11-08 10:50:43
1005	Resident		Yes	Change 2. Private hire vehicles should be allowed to use bus lane just like black cabs. It's not fair to differentiate between two segments of same trade and cause problems for the trade and us, the customers who use both of them.	2023-11-08 10:52:31
1006	Resident		Yes	Private hire vehicles should be allowed to use bus lane just like black cabs. It's not fair to differentiate between two segments of same trade and cause problems for the trade and us, the customers who use both of them.	2023-11-08 10:55:39
1007	Resident		Yes	Change no 2. Private hire vehicles should be allowed to use bus lane just like black cabs. It's not fair not to allow them access	2023-11-08 10:58:41
1008	Resident		Yes	Private hire vehicles should be allowed to use bus lane just like black cabs.	2023-11-08 10:59:53
1009	Resident		Yes	I use private hire vehicles to go to work in the morning and it would be helpful is private hire vehicles are given permission to use London road outbound bus lane so ppl like me can go to work at Sutton business park without getting stuck in traffic daily. I support change 2	2023-11-08 13:02:49
1010	Resident		Yes	I use private hire vehicles to go to work in the morning and it would be helpful is private hire vehicles are given permission to use London road outbound bus lane so ppl like me can go to work at Sutton business park without getting stuck in traffic daily. I support change 2	2023-11-08 13:05:32
1011	Resident		Yes	I use private hire vehicles to go to work in the morning and it would be helpful is private hire vehicles are given permission to use London road outbound bus lane so ppl like me can go to work at Sutton business park without getting stuck in traffic daily. I support change 2	2023-11-08 13:08:52
1012	Resident		Yes	I use private hire vehicles to go to work in the morning and it would be helpful is private hire vehicles are given permission to use London road outbound bus lane so ppl like me can go to work at Sutton business park without getting stuck in traffic daily. I support change 2	2023-11-08 13:10:26
1013	Resident		Yes	We support change 2. Pls allow PHV to use bus lane	2023-11-08 13:14:04
1014	Resident		Yes	I use private hire vehicles to go to work in the morning and it would be helpful is private hire vehicles are given permission to use London road outbound bus lane so ppl like me can go to work at Sutton business park without getting stuck in traffic daily. I support change 2	2023-11-08 13:15:49
1015	Resident		Yes	I use private hire vehicles to go to work in the morning and it would be helpful is private hire vehicles are given permission to use London road outbound bus lane so ppl like me can go to work at Sutton business park without getting stuck in traffic daily. I support change 2	2023-11-08 13:16:27
1016	Resident		Yes	I use private hire vehicles to go to work in the morning and it would be helpful is private hire vehicles are given permission to use London road outbound bus lane so ppl like me can go to work at Sutton business park without getting stuck in traffic daily. I support change 2	2023-11-08 13:17:26
1017	Resident		Yes	I use private hire to go to work in the morning and because they're not allowed to use London road bus lane I get late every morning I support change 2. Pls allow PHV using outbound bus lane on London Rd	2023-11-08 13:19:54

Row	What is your primary relationship with Kings Road? - Relationship	please specify - Please specify	Would you support the potential change to the access restriction? - Please specify	Please summarise the reasons for your answer - Email or postal address	Submitted Date
1018	Resident		Yes	I use private hire to go to work in the morning and because they're not allowed to use London road bus lane I get late every morning I support change 2. Pls allow PHV using outbound bus lane on London Rd	2023-11-08 13:21:47
1019	Resident		Yes	I use private hire to go to work in the morning and because they're not allowed to use London road bus lane I get late every morning I support change 2. Pls allow PHV using outbound bus lane on London Rd	2023-11-08 13:24:57
1020	Resident		Yes	It would benefit the passengers to getting to tvp, airport's and schools, the journey times would be reduced and less pollution	2023-11-08 17:14:21
1021	Resident		Yes	It would help the environment and it would help ease the traffic	2023-11-08 17:22:13
1022	Resident		Yes	Less pollution and noise.	2023-11-08 18:47:00
1023	Resident		Yes	I goto Reading college by bus and taxis, so it benefit me if the taxi can use the bus lane as well as the buses. I would get there quicker if minicab has the authority to use the bus lane as well.	2023-11-08 20:13:00
1024	Resident		Yes	I work in Twyford and I travel by minicabs Monday to Friday and the cab is in traffic que for half an hour at least. If you allow the private hire trade to be able to use the outbound bus lane on kings road it would be of great achievement for minicab users.	2023-11-08 20:22:03
1025	Resident		Yes	Because I always see out of town cars driving in the bus lane on kings road but how come the private hire drivers who actually are from Reading are not allowed to use them it does not make any sense what so ever	2023-11-09 19:50:07
	Resident		Yes	Make journeys faster and ease congestion	2023-11-10 12:00:21
1027	Resident		Yes	When I travel to the airport in a taxi, they get stuck on Kings road traffic for 30 mins or more, if they could use the Bus Lane going to the A329, then they would reach Heathrow much quicker.	2023-11-10 12:07:36
1028	Resident		Yes	Because they would be less traffic and pollution environmental friendly.	2023-11-10 13:34:25
1029	Resident		Yes	Quicker journies when using licenced vehicles and private hire saves time	2023-11-10 13:51:05
1030	Resident		Yes	I think tacos should have access  To the bus lane from a congestion perspective and because when I travel in taxis I have important appointments to keep and must be on time and am I have been caught in traffic so I have to leave over an hour early	2023-11-10 14:58:12
1031	Resident		Yes	It would help environment and traffic	2023-11-10 16:43:43
	Resident		Yes	It would help massively to environment	2023-11-10 16:46:00
	Resident		Yes	Good for the environment	2023-11-10 16:57:29
	Resident		Yes	Will be best for taxi drivers and environment	2023-11-10 17:01:49
	Resident Resident		Yes Yes	It will save a lot of time for taxi drivers  I allI was stuck in traffic and take very long time late for work will be great and safe time	2023-11-10 17:04:20 2023-11-10 17:09:05
	Resident		Yes	That's a good idea	2023-11-10 17:10:46
	Resident		Yes	Will safe me time	2023-11-10 17:14:42
	Resident Resident		Yes Yes	It would help the environment It will reduce traffic for us Normal drivers is all taxis cars can use bus lane	2023-11-10 17:15:15 2023-11-10 17:19:13
1041	Resident		Yes	I think private hire should be able to use the Bus lanes too. That's your Taxis, also if there's a lot of traffic congestion, would help if most areas had restricted traffic	2023-11-10 17:57:21
1042	Resident		Yes	All bus lane must be allowed to reading private hire. Less pollution.ease of trafic	2023-11-10 18:05:47
1043	Resident		Yes	'	2023-11-10 19:14:23
1044	Resident		Yes	Bus lane should be allowed to everyone in non rush hours like many cities has e.g london, Leicester etc. So we can reduce carbon footprint and avoid traffic queue.	2023-11-10 23:31:07
1045	Resident		Yes	Because I use taxis for travel to work as I work in Maidenhead so by using the bus lane outbound my minicab can get me to work earlier rather than sitting in traffic on the kings road.	2023-11-11 09:08:20

Row	What is your primary relationship with Kings Road? - Relationship	Would you support the potential change to the access restriction? - Please specify	Please summarise the reasons for your answer - Email or postal address	Submitted Date
1046	Resident	Yes	I'm a regular user of minicabs and mostly travelling to the airports so the outbound bus lane would benefit me a lot so I can get to the motorway quicker. It takes 25/30 minutes to get out of Reading	2023-11-11 09:20:25
1047	Resident	Yes	It would benefit me as I use minicabs to travel to different destinations and normally they are stuck in traffic on the kings road so it would be great if you allow them to use the bus lane.	2023-11-11 09:26:11
1048	Resident	Yes	I live in cemetery junction and normally get a cab back from Aldi shopping and most times just stuck in traffic along the kings road so it would help me lot if the minicabs can use the outbound bus lane	2023-11-11 10:16:20
1049	Resident	Yes	I believe allowing private hire vehicles would help to ease traffic congestion especially in rush hour traffic.  Outbound kings Road is one of busiest roads in Reading. Allowing private hire vehicle would helps to reduce congestion on kings road.	2023-11-11 11:20:22
1050	Resident	Yes	Taxi driver to use the buss lane to save time was stuck in traffic for 1 hour	2023-11-11 11:55:20
1051	Resident	Yes	I would like taxi drivers to be permitted to use bus lane to save time because I am stuck standstill for one hour	2023-11-11 12:17:01
1052	Resident	Yes	Smooth traffic for a private hire	2023-11-11 12:19:05
1053	Resident	Yes	The road is built to ease traffic and so will this	2023-11-11 12:24:28
1054	Resident	Yes	Like to test drive on bus lane to save being on bus lane	2023-11-11 13:36:52
1055	Resident	Yes	Will safe time for everyone	2023-11-11 15:15:44
1056	Resident	Yes	Will be on time for work	2023-11-11 15:25:47
1057	Resident	Yes	I would like the private hire trade to be able to use the outbound bus lane on Kings Road so that would be a great advantage for people like myself who travel to work every day passing through kings road to TVP.	2023-11-11 16:23:59
1058	Resident	Yes	Private hire drivers should have the same Rights as the Hackney carriage as they pay for their licences too. It's a public service after all same as Taxis.	2023-11-11 16:26:36
1059	Resident	Yes	Yes support the use of this bus lane for the private hire trade because I would benefit too as I use minicabs to travel out of Reading via kings road. Thanks	2023-11-11 17:05:05
1060	Resident	Yes	The bus lane will be very convenient for me as minicabs will be able to use it.	2023-11-11 21:23:46
1061	Resident	Yes	I'm using minicabs mostly so I have no objections to them using the bus lane.	2023-11-11 21:28:35
1062	Resident	Yes	Yes I support this cause because I too use taxis so it would benefit me and a wider members of the public too.	2023-11-11 21:36:15
1063	Resident	Yes	It will help me to get out of Reading a lot quicker than a normal morning	2023-11-11 21:38:57
	Resident	Yes	I accept the changes to this bus lane	2023-11-11 21:41:00
1065	Resident	Yes	I'm happy for the changes to go ahead for this bus lane proposal if kings road	2023-11-11 21:42:58
1066	Resident	Yes	It would be very useful for the public if the private hire drivers could use this outbound bus lane too.	2023-11-11 21:45:15
1067	Resident	Yes	I'm happy for the minicabs to use the bus lane going out of town centre.	2023-11-11 21:50:46
1068	Resident	Yes	We need this outbound bus lane.	2023-11-11 21:52:34
	Resident	Yes	I back up this proposal 100%	2023-11-11 21:54:26
1070	Resident	Yes	A very good proposal I'm happy to back it up so many people will benefit	2023-11-11 22:01:29
	Resident	Yes	use the private taxis quit a lot for travelling out.	2023-11-11 22:03:47
1072	Resident	Yes	I'm happy for the private hire sector to use the outbound bus lane.	2023-11-11 22:59:43
1073	Resident	Yes	Good for taxi	2023-11-11 23:23:58

Row	What is your primary relationship with Kings Road? - Relationship	If 'other' selected, please specify - Please specify	Would you support the potential change to the access restriction? - Please specify	Please summarise the reasons for your answer - Email or postal address	
1074	Resident		Yes	I do work in London every morning I spent about 25 mins sitting in my taxi in London road going to cemetery junction although the bus lane is clear and taxis can not use that's sound so ridiculous to me. Please allow this	2023-11-12 14:25:07
1075	Resident		Yes	I have no objections in the private hire trade using the outbound bus lane.	2023-11-12 16:36:04
1076	Resident		Yes	Private hire trade is a public service so why shouldn't they be allowed to use the bus lanes?	2023-11-12 16:38:43
1077	Resident		Yes	It will be good .	2023-11-13 20:43:22
1078	Resident		Yes	Change 2: please allow reading private hire vehicles to use bus lane.	2023-11-16 14:35:15
1079	Resident		Yes	Change2: Please allow reading private hire vehicles to use bus lane.	2023-11-16 14:37:52
1080	Resident		Yes	Change 2: Please allow reading private hire vehicles to use bus lane.	2023-11-16 14:39:15
1081	Resident		Yes	Change 2: Please allow reading private hire vehicles to use bus lane	2023-11-16 14:40:32
1082	Resident		Yes	Please allow reading private hire vehicles to use bus lane	2023-11-16 14:41:42
	Resident		Yes	Please allow reading private hire vehicles to use bus lane	2023-11-16 14:43:37
1084	Resident		Yes	Change 2: Please allow reading private hire vehicles to use bus lane	2023-11-16 14:45:04
1085	Resident		Yes	Change 2: Please allow reading private hire vehicles to use bus lane	2023-11-16 14:47:14
1086	Resident		Yes	Change 2: Please allow reading private hire vehicles to use bus lane	2023-11-16 14:48:34
1087	Resident		Yes	Change 2: Please allow reading private hire vehicles to use bus lane .	2023-11-16 14:49:49
1088	Resident		Yes	Change 2: Please allow reading private hire vehicles to use bus lane	2023-11-16 14:51:08
1089	Resident		Yes	Change 2: Please allow reading private hire vehicles to use bus lane	2023-11-16 14:53:03
1090	Resident		Yes	Please allow reading private hire vehicles to use bus lane	2023-11-16 14:54:28
1091	Resident		Yes	Please allow reading private hire vehicles to use bus lane .	2023-11-16 14:56:13
1092	Resident		Yes	Change 2: Please allow reading private hire vehicles to use bus lane	2023-11-16 14:57:36
1093	Resident		Yes	Change2: Please allow reading private hire vehicles to use bus lane	2023-11-16 14:59:30
1094	Resident		Yes	Please allow reading private hire vehicles to use bus lane	2023-11-16 15:01:06
1095	Resident		Yes	Change2: Please allow reading private hire vehicles to use bus lane.	2023-11-16 15:02:35
1096	Resident		Yes	Change2: Please allow reading private hire vehicles to use bus lane.	2023-11-16 15:03:53
1097	Resident		Yes	Change2: Please allow reading private hire vehicles to use bus lane.	2023-11-16 15:04:58
1098	Resident		Yes	Change2: Please allow reading private hire vehicles to use bus lane.	2023-11-16 15:06:23
1099	Resident		Yes	Allow Reading private hire cars to use bus lane	2023-11-17 07:57:29
1100	Resident		Yes	Allow private hire to use bus lane	2023-11-17 20:05:23
1101	Resident		Yes	Allow private hire to use bus lane	2023-11-17 20:06:21
<b></b>	Resident		Yes	Allow private hire to use bus lane	2023-11-17 20:07:14
	Resident		Yes	Allow private hire to use bus lane	2023-11-17 20:08:38
1104	Resident		Yes	Allow Reading private hire vehicles to use bus lane as it would ease local commuters journeys.	2023-11-17 20:40:36
	Resident		Yes	To much congestion with traffic moving slowly.	2023-11-17 20:41:38
1106	Resident		Yes	Allow Reading private hire vehicles to use bus lane as it would ease local commuters journeys.	2023-11-17 20:42:06
1107	Resident		Yes	Private hire is also a public service such as busses and should be allowed to use the bus lanes.	2023-11-17 20:42:55
				RBC vehicles should also be allowed to safe time and money.	
1108	Resident		Yes	Allow Reading private hire vehicles to use bus lane as it would be helpful for reading residents	2023-11-17 20:43:29

Row	What is your primary relationship with Kings Road? - Relationship	If 'other' selected, please specify - Please specify	Would you support the potential change to the access restriction? - Please specify	Please summarise the reasons for your answer - Email or postal address	Submitted Date
1109	Resident		Yes	Allow Reading private hire to use bus lane. Local residents use them and get delayed for work in the morning	2023-11-17 20:44:57
1110	Resident		Yes	· ·	2023-11-17 20:46:31
1111	Resident		Yes	I frequently use private hire across the road from me, this would be very quick and convenient	2023-11-17 20:52:03
1112	Resident		Yes	Less traffic, want us to use public transport this would be quicker	2023-11-17 20:54:31
1113	Resident		Yes	Less traffic and point of using public transport such as bus is to get places quicker	2023-11-17 20:54:31
1114	Resident		Yes	There are number of different council licence holder uses our bus lanes. Unfortunately our very own Reading Private Taxis can't use the. I can't see the logic when they pay for the licencing fee to borough council if Reading. And they have to stand in normal queue and I see other shooting straight pass us.  Absolutely ridiculous.  I would love to see our drivers using these facilities one day.	2023-11-17 21:23:25
1115	Resident		Yes	The private hirs should not be treated differently than black cabs	2023-11-17 22:03:37
	nesident			It will help us get to our destinations quicker	2023 11 17 22.03.37
1116	Resident		Yes	It will ease the traffic on kings road, and will save time for both passengers and drivers	2023-11-17 22:05:57
1117	Resident		Yes	I belive this is a great change to allow private hire to use the bus lanethis will help ease traffic	2023-11-18 10:36:13
1118	Resident		Yes	Must allow bus lane to private hire please.so journeys can smooth and polution free.	2023-11-21 21:42:18
1119	Resident		Yes	Must allow bus lane to private hire please.so journeys can smooth and polution free.	2023-11-21 21:42:58
1120	Resident		Yes	Must allow bus lane to private hire please.so journeys can smooth and polution free.	2023-11-21 21:43:34
1121	Resident		Yes	Must allow bus lane to private hire please.so journeys can smooth and polution free.	2023-11-21 21:46:07
1122	Resident		Yes	Must allow bus lane to private hire please.so journeys can smooth and polution free.	2023-11-21 21:46:35
1123	Resident		Yes	Must allow bus lane to private hire please.so journeys can smooth and polution free.	2023-11-21 21:47:11
1124	Resident		Yes	Buses and taxis should be able to use it.	2023-11-23 13:36:17
1125	Resident		Yes	No objections in minicabs using the bus lane on kings road	2023-11-23 13:43:37
1126	Resident		Yes	Should be fair for private hire poor drivers stuck in Kings Road or London for sometime in traffic	2023-11-23 14:06:16
1127	Resident		Yes	I support the use of bus lane for the taxis because taxi service will be quick and convenient	2023-11-24 10:08:58
1128	Resident		Yes	Private hire cars will use the bus lane and the traffic flow will be better	2023-11-24 10:11:49
1129	Resident		Yes	Need early morning taxi seevice	2023-11-25 16:44:51
1130	Resident		Yes	I believe private hire should have access to bus lanes because there job is to transport passengers, and with the access to bus lanes private hire can work more efficiently and quickly so they are ready for their next jobs.	2023-11-26 11:10:55
1131	Resident		Yes	I think that private hire should be able to use the bus lanes so they can work faster and take passengers to their destination quicker.	2023-11-26 11:13:08
1132	Resident		Yes	Private hire should have access to bus lanes because they transport passengers the same as buses and with access to bus lanes they can work more efficiently.	2023-11-26 11:15:18
1133	Resident		Yes	Private hire needs access to bus lanes too because they would be able to transport passengers faster.	2023-11-26 11:17:37
1134	Resident		Yes	Private hire should not be treated differently than hackney carriage.	2023-11-26 11:21:20
1135	Resident		Yes	There will be less traffic jump on the roads, and will help the environment	2023-11-26 11:24:57

	What is your primary relationship with Kings Road? - Relationship	please specify - Please specify	Would you support the potential change to the access restriction? - Please specify	Please summarise the reasons for your answer - Email or postal address	
1136	Resident		Yes	They can drop their customers ontime to there destination specially when going go airport	2023-11-26 11:27:44
1137	Resident		Yes	Less pollution, les car in rush hours, they can drop their passengers ontime to their destination	2023-11-26 11:32:17
1138	Resident		Yes	I support the idea	2023-11-26 14:52:13
	Resident		Yes	Is good idea	2023-11-26 14:55:25
	Resident		Yes	The journey will be faster	2023-11-26 15:06:40
	Resident Resident		Yes	I taxi to go to college, I'm always late Give service to people who need to be on time	2023-11-26 15:41:47 2023-11-26 15:46:17
	Resident		Yes Yes	To support our point of view regarding this bus lane, we can add	2023-11-26 13:46:17
				following point. REDUCE POLLUTION AND ENVIRONMENT FRIENDLY If private hires are allowed to use this bus lane, it will save time and reduce pollution. If one hundred private hire taxis will use this bus lane daily and 3 or 4 minutes per private hire taxis are saved daily, it means at least 300 to 400 minutes less car engine running per day. And it means less pollution, fuel saving and clean environment for future generations.	
1144	Resident		Yes	To support our point of view regarding this bus lane, we can add following point.  REDUCE POLLUTION AND ENVIRONMENT FRIENDLY  If private hires are allowed to use this bus lane, it will save time and reduce pollution.  If one hundred private hire taxis will use this bus lane daily and 3 or 4 minutes per private hire taxis are saved daily, it means at least 300 to 400 minutes less car engine running per day. And it means less pollution, fuel saving and clean environment for future generations.	2023-11-26 20:22:43
1145	Resident		Yes	If private hires are allowed to use this bus lane, it will save time and reduce pollution.  If one hundred private hire taxis will use this bus lane daily and 3 or 4 minutes per private hire taxis are saved daily, it means at least 300 to 400 minutes less car engine running per day. And it means less pollution, fuel saving and clean environment for future generations.	2023-11-26 20:42:03
1146	Resident		Yes	If private hires are allowed to use this bus lane, it will save time and reduce pollution.  If one hundred private hire taxis will use this bus lane daily and 3 or 4 minutes per private hire taxis are saved daily, it means at least 300 to 400 minutes less car engine running per day. And it means less pollution, fuel saving and clean environment for future generations.	2023-11-26 20:46:01
1147	Resident		Yes	Hackney carriage & Private hire drivers should be able to use the Bus Lanes.!!!	2023-11-26 21:43:49
1148	Resident		Yes	Let the minicabs use the Bus Lanes.	2023-11-27 11:01:30
1149	Resident		Yes	I think minicabs should be able to use the kings road bus lane, as I get stuck in traffic in a minicab on the kings road m.	2023-11-27 11:03:30
1150	Resident		Yes	It would be a lot quicker if minicabs could use the outbound bus lane as I travel to East Reading on my daily commute. Allow them to use the bus lane on the kings road.	2023-11-27 11:09:47
1151	Resident		Yes	I believe minicabs should be able to use All bus lanes as they are a public service Just like the Blackcabs.	2023-11-27 11:12:41
1152	Resident		Yes	We have problume to especially during rush hours if the private taxi used buss lane is good for us saved so many times please allow them to use thanks	2023-11-27 21:07:31
	Resident		Yes	We stuck in traffic during peak time have wait so long in traffic we pay for taxi because reach home or work quicker but because of not authorised buss lane we suffer please give access to them buss lane thanks	2023-11-27 21:11:33
1154	Resident		Yes	Please allow them to use buss lane we struggling so much bussy time thanks	2023-11-27 21:12:59

Row	What is your primary relationship with Kings Road? - Relationship	Please specify	Would you support the potential change to the access restriction? - Please specify	Please summarise the reasons for your answer - Email or postal address	Submitted Date
1155	Resident		Yes	Allow the buss lane to the private hire drives because we struggle in traffic in rush hours thanks	2023-11-27 21:15:18
1156	Resident		Yes	Yes please because of school time morning and evening stuck in traffic please allow them thanks	2023-11-27 21:19:11
1157	Resident		Yes	The reason is that we pay for the taxi and we stuck in traffic like other road user please give them allow bus lane thanks	2023-11-27 21:22:56
1158	Resident	Regular commuter	Yes	This will reduce congestion and better traffic flow	2023-11-28 11:09:21
1159	Resident		Yes	As a customer I regularly book private hire to reach the airport ,however get stuck in traffic enroute.  The King's Road bus lane outbound is usually empty and cannot fathom why taxis from other boroughs have access to the bus lane but not Reading??	2023-11-28 18:06:33
1160	Resident		Yes	I am a regular private hire customer who travels to Heathrow via kings Road but gets stuck in traffic,the bus lane outbound is usually empty and would like to see other vehicles especially my taxi have easy access to not delay my journey.	2023-11-28 18:17:22
1161	Resident		Yes	I book taxis to travel to airport and get stuck in traffic on kings Road on way to M4.  Bus lane outbound is empty and cannot understand why private hire drivers cannot use this bus lane.  I have missed flights due to this problem!!	2023-11-28 18:20:47
1162	Resident		Yes	I am an avid user of private hire taxis and travel via kings road outbound to Heathrow airport.  Multiple times my journey has been delayed due to congested traffic.  Bus lane is empty and unsure why taxi cannot access ??  Please remove restrictions for private hire to ease flow of traffic especially at peak times!!	2023-11-28 18:24:37
1163	Resident		Yes	Fully support this Reading private hire should use bus lanes in Reading	2023-11-28 18:38:56
1164	Resident		Yes	Must allow private hire to use all bus lanes in reading. Traffic in reading getting ridiculous.just walk around near reading bridge and kings road in peak time. 5 minutes journey takes 45 minutes.	2023-11-28 18:40:55
1165	Resident		Yes	Must allow private hire to use all bus lanes in reading. Traffic in reading getting ridiculous.just walk around near reading bridge and kings road in peak time. 5 minutes journey takes 45 minutes.	2023-11-28 18:42:10
1166	Resident		Yes		2023-11-28 18:43:08
1167	Resident		Yes	Hi sir/madam We having problume during school time stuck in traffic please allow them thanks	2023-11-28 18:43:38
1168	Resident		Yes	Must allow private hire to use all bus lanes in reading. Traffic in reading getting ridiculous.just walk around near reading bridge and kings road in peak time. 5 minutes journey takes 45 minutes.	2023-11-28 18:43:44
1169	Resident		Yes	Must allow private hire to use all bus lanes in reading. Traffic in reading getting ridiculous.just walk around near reading bridge and kings road in peak time. 5 minutes journey takes 45 minutes.	2023-11-28 18:44:17
1170	Resident		Yes	Must allow private hire to use all bus lanes in reading. Traffic in reading getting ridiculous.just walk around near reading bridge and kings road in peak time. 5 minutes journey takes 45 minutes.	2023-11-28 18:44:47
1171	Resident		Yes	Sir we have stuck in treaffic on peak time please please let them go thanks	2023-11-28 18:45:55
1172	Resident		Yes	Must allow private hire to use all bus lanes in reading. Traffic in reading getting ridiculous.just walk around near reading bridge and kings road in peak time. 5 minutes journey takes 45 minutes.	2023-11-28 18:46:30
	Resident		Yes	Big problum on peak time traffic for airport and school drop off many thanks	2023-11-28 18:50:03
	Resident		Yes	Allow private hire to use bus lane	2023-11-28 19:14:14
	Resident Resident	-	Yes Yes	Allow private to use the bus lane Allow private hire to use bus lane	2023-11-28 19:15:24 2023-11-28 19:16:18

	What is your primary relationship with Kings Road? - Relationship	please specify - Please specify	Would you support the potential change to the access restriction? - Please specify	Please summarise the reasons for your answer - Email or postal address	
	Resident		Yes	'	2023-11-28 19:17:07
	Resident		Yes	Allow private hire to use bus lane	2023-11-28 19:17:51
	Resident		Yes	Allow private hire to use bus lane	2023-11-28 19:18:42
	Resident		Yes	Allow private hire to use bus lane	2023-11-28 19:19:31
1181	Resident		Yes	Allow private hire to use bus lane	2023-11-28 19:20:37
	Resident		Yes	Allow private hire to use bus lane	2023-11-28 19:21:28
	Resident		Yes	Allow private hire to use bus lane	2023-11-28 19:22:13
	Resident		Yes	Allow private hire to use bus lane	2023-11-28 19:22:58
	Resident		Yes	Allow private hire to use bus lane	2023-11-28 19:23:44
	Resident		Yes	Allow private hire to use bus lane	2023-11-28 19:24:33
	Resident		Yes	Allow private hire to use bus lane	2023-11-28 19:27:03
	Resident		Yes	Allow private hire to use bus lane	2023-11-28 19:27:50
	Resident		Yes	Allow private hire to use bus lane	2023-11-28 19:28:32
-	Resident		Yes	Allow private hire to use bus one	2023-11-28 19:29:33
	Resident		Yes	Allow private hire to use bus lane	2023-11-28 19:31:00
-	Resident		Yes	Allow private hire to use bus lane	2023-11-28 19:31:53
-	Resident		Yes	Allow private hire to use bus lane	2023-11-28 19:33:04
1194	Resident		Yes	Allow private hire to use bus lane	2023-11-28 19:33:54
1195	Resident		Yes	Allow private hire to use bus lane	2023-11-28 19:34:43
1196	Resident		Yes	Allow private hire to use bus lane	2023-11-28 19:37:42
1197	Resident		Yes	Allow private hire to use bus lane	2023-11-28 19:38:29
1198	Resident		Yes	Allow private hire to use bus lane	2023-11-28 19:39:23
1199	Resident		Yes	Allow private hire to use bus lane	2023-11-28 19:40:07
1200	Resident		Yes	Allow private hire to use bus lane	2023-11-28 19:41:03
1201	Resident		Yes	Allow private hire to use bus lane	2023-11-28 19:41:58
1202	Resident		Yes	It will help passengers to reach their destination quickly and will save time and fuel.	2023-11-28 21:01:22
1203	Resident		Yes	None	2023-11-29 10:25:38
1204	Resident		Yes	Will make journey faster	2023-11-29 15:38:49
1205	Resident		Yes	I'm travelling every day by taxi happy to listen about changes for taxi drivers and customers	2023-11-29 20:01:54
1206	Resident		Yes	I'm regular private hire taxi customer would be great if they can use bus lane so can save time	2023-11-29 20:04:07
1207	Resident		Yes	Need private hire driver	2023-11-30 19:07:31
1208	Resident		No	Bus lanes should stay the same as they should only be used by public transport and not private transport like private hire.	2023-11-01 11:26:45
1209	Resident		No	Bus lane is for public transport use, and that's only buses, Hackney carriage, Private hire is not public transport so therefore that bus lane should be remain same as it is	2023-11-01 11:51:01
1210	Resident		No	Because there will be more taxis on bus lane and it will make getting into the college, Kingsgate st, and Rupert St more difficult and dangerous	2023-11-01 17:50:51
1211	Resident		No		2023-11-02 08:05:26
1212	Resident		No	I am a student and sometimes we get late going to school. This is also the case for sick people and people are work. The bus lane should be allowed for private hire as it will save time and limit pollution.	2023-11-03 07:37:58
1213	Resident		No	The taxis and mini cabs that I use need these lanes otherwise it will add a lot more to my taxi fare	2023-11-04 09:04:20
1214	Resident		No	I really can't see any good reason why private hire vehicles should have a significant preference over other essential road users such as delivery drivers and care providers. They are called bus lanes for a reason so please stick to the original purpose or remove the restriction entirely.	2023-11-07 10:29:43
1215	Resident		No	The more traffic that is allowed the more pollution and chaos being added to the area	2023-11-10 13:35:07
1216	Resident		No	Private hire should be allowed access to the Kings Road bus lane it saves a great deal of time and has not caused a problem for buses as far as I can see .	2023-11-12 17:48:31
1217	Resident		No	I believe that private hire drivers are entitled to use the bus lane because they are doing the exact same thing as the busses and black cab drivers are doing	2023-11-18 00:03:07

Row	What is your primary relationship with Kings Road? - Relationship	Would you support the potential change to the access restriction? - Please specify	Please summarise the reasons for your answer - Email or postal address	Submitted Date
1218	Resident	No	Allowing private hire vehicles is actually a disincentive to a greener city. Taxis of any sort should be considered private vehicle hire, given they often only carry one passanger they should be treated as any other car. You should be incentivising public transport, which if these vehicles have access it will slow bus travel and put people off that mode of transport. It also puts more cyclists as risk as there are more vehicles sharing a space.  While I understand the reasons why licensed private hire want it, faster travel it shouldn't be at the cost of being green or other users of the protected road space	
1219	Resident	No	To support our point of view regarding this bus lane, we can add following point.  REDUCE POLLUTION AND ENVIRONMENT FRIENDLY If private hires are allowed to use this bus lane, it will save time and reduce pollution. If one hundred private hire taxis will use this bus lane daily and 3 or 4 minutes per private hire taxis are saved daily, it means at least 300 to 400 minutes less car engine running per day. And it means less pollution, fuel saving and clean environment for future generations.	2023-11-26 20:18:44
1220	Resident	No	we as a college on kings road have seen lots of accidents and our ingress and degress form the site is currently causes tail back and access issues and this is just with Buses , we feel that it will cause more incidnets and have aired our concerns over the road and speed traffic currently moves dowm the road . as the [REMOVED] i feel that more calming and fencing down the road need to happen we witness so many near misses on a daily bases and its only a matter of time until their will be a fatality , the road needs looking at and i would invite highways and the council to come and hear our views and support the people we have come to site to be abel to access and leave as safe as possible. we feel that more safety measures such as the pedristrian lights out side reading college should go red across the 4 lanes as it on stops 3 lanes on one side while the live bus lane still flows or 1 stops and 3 lanes carry on moving these lights being red right across the road would also stop a lot of near misses as the island in the middle is not big enough for a number of people so overspill on to the road is the outcome please can somecome back to me [REMOVED]	



**Reading Buses** Great Knollys Street Reading RG1 7HH

phone 0118 959 4000 fax 0118 957 5379 email info@reading-buses.co.uk

James Penman Reading Borough Council

29 November 2023

To whom it may concern,

### Informal Consultation: Kings Road Outbound Bus Lane Change of Use

I write to outline our strong opposition to the proposal to allow Private Hire Vehicles (PHVs) to use the bus lane on Kings Road. Enabling access for a wider range of vehicles would increase the volumes of traffic using the bus lane, which would inevitably have an impact on the effectiveness of the lane for its core purpose.

The benefits of bus lanes are that they:

- increase bus service reliability,
- improve bus passenger journey times,
- encourage the use of public transport,
- provide a safer lane for cyclists,
- provide priority for emergency vehicles.

The local bus services that we operate are a vital part of managing congestion and pollution in Reading, serving a wide variety of destinations, and are open and affordable to everybody. The lane on Kings Road area also forms part of a red route, further highlighting the importance of the core purple 17 East-West service that we provide. We do not think it is appropriate for the Council to erode these facilities, especially as no clear public benefit has been identified for doing so.

Kings Road benefits from a comprehensive local bus service carrying millions of residents a year, all provided on a self-financing basis, in part due to the ability to operate services efficiently. The flagship purple 17 route runs 24 hours a day 7 days a week, something that is extremely rare in the UK. It is supplemented by the leopard 3 to the Hospital and Arborfield, the lion 4/X4 to Winnersh, Wokingham and Bracknell, the orange 13/14 to Woodley, the little oranges to the Hospital, Lower Earley and Woodley, and the Hospital park & ride 300. There is also Thames Valley Buses route 127/8 to Twyford and Wokingham, Arriva route 850 to Henley and High Wycombe, First's RailAir 1 service to Heathrow, and the Thames Valley Park shuttle service. We are also in the process of rebuilding the Winnersh Triangle park & ride 500 service back following the pandemic and carpark reconstruction. These comprise of at least 30 buses per hour in each direction, highlighting the importance of the corridor.

Eroding the strength of the infrastructure that supports this extremely comprehensive public service would have a detrimental impact on our ability to maintain the service. Slower, less efficient services suffer from being less attractive to use and more expensive to operate. Whilst the addition of PHVs might sound like a small request, they will cause some additional delays and abstract some patronage from more environmentally sustainable modes, which is not desirable.

# Readingbuses

In most cities in the UK, only public taxis can use bus lanes, while PHVs are not allowed. This is because public taxis are considered to provide a public service similar to buses, while PHVs are seen as private cars. Public taxis also have stricter licensing and safety standards than PHVs, and they are subject to metered fares regulated by local authorities. Given the apparent lack of a cap on the number of licenced PHVs, opening bus lanes to PHVs could lead to a marked worsening on traffic volumes throughout the day, and worsening safety.

We see this proposal as a commercial request from PHV operators and cannot see any evidence that it would generate an environmental or wider benefit to the local community. Ultimately, PHVs come with the same challenges as privately driven motor vehicles and can price their services based on the time it takes to take private bookings to their destinations outside of the bus lanes. Allowing access would simply undermine bus and taxi patronage.

The petition presented to the Council 1st July 2022, and published in the November 2022 Traffic Committee meeting minutes, quotes just one specific example of how the request would be of benefit to the public. It quotes a "VIP client" who is regularly transported to/from the Airport being needlessly "stranded" on the A329 due to congestion. Given the existence of a high-quality express coach service from Reading to the Airport provided by First Group, there is no reason for the PHV to be used. The transportation VIPs is hardly a benefit to the general public — in fact it is fundamentally wrong to inconvenience the many bus users for the benefit of a few VIPs.

We understand why experiments to permit PHVs were undertaken with the inbound bus lane in June 2013. We suspect that this location is the only example in the borough, on account of it's unique status as a contraflow lane. We disagree that it has been "successful" because the additional vehicles cause delays for buses trying to pass through the short phase traffic signals at Eldon Road, especially as they are not fitted with the same traffic light priority equipment as our buses. We welcomed the restriction on PHVs from outside the borough that was re-introduced on an experimental basis in July 2019, and would formally like to request that the exclusion is extended to all PHVs at the earliest opportunity to bring things in line with the rest of town and reduce requests for other bus facilities to be eroded.

Reading Borough Council introduced a statutory Enhanced Partnership in April 2022, within which there is a legally binding commitment to retain all existing bus priority measures, and to make further improvements subject to the availability funding. Opening the bus lane to PHVs would be an erosion of the facilities currently provided for bus services, and therefore contrary to this legal agreement. The associated Bus Service Improvement Plan proposes additional bus lanes in the nearby London Road that align with the objectives of the National Bus Strategy, and we would like to continue working together to find ways to enhance bus service efficiency.

Yours sincerely,

Robert Williams

Chief Executive Officer

# **Traffic Management Sub- Committee**



# 11 January 2024

Title	Waiting Restriction Review Programme: Proposals for Statutory Consultation (2023B)		
Purpose of the report	To make a decision		
Report status	Public report		
Report author	Jemma Thomas, Assistant Engineer, Network Services		
Lead Councillor	John Ennis		
Corporate priority	Healthy Environment		
Recommendations	<ol> <li>The Committee is asked to:</li> <li>Note the content of this report.</li> <li>That the Assistant Director of Legal and Democratic Services be authorised to undertake a statutory consultation for the 2023B programme in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, for the proposals contained within in Appendix 1.</li> <li>That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order for the 2023B programme.</li> <li>That any objection(s) received during the statutory advertisement be reported to a future meeting of the Sub-Committee.</li> <li>That no public inquiry be held into the proposals.</li> </ol>		

# 1. Executive Summary

- 1.1. Twice-annually, requests for new waiting restrictions across the borough, or amendments to existing restrictions, are collated and considered for investigation as part of the Waiting Restriction Review Programme.
- 1.2. This report seeks approval for Officers to undertake statutory consultation for recommended new/alterations to waiting restrictions as part of the 2023B programme. These proposals aim to address the issues raised in the initial list of requests, which were reported to and agreed for investigation by the Sub-Committee at their meeting in September 2023.
- 1.3. The recommendations within this report have been shared with Ward Councillors and an opportunity provided for their comment.

## 2. Policy Context

- 2.1. The Council's new Corporate Plan has established three themes for the years 2022/25. These themes are:
  - Healthy Environment
  - Thriving Communities
  - Inclusive Economy

- 2.2. These themes are underpinned by "Our Foundations" explaining the ways we work at the Council:
  - People first
  - Digital transformation
  - Building self-reliance
  - Getting the best value
  - Collaborating with others
- 2.3. Full details of the Council's Corporate Plan and the projects which will deliver these priorities are published on the <u>Council's website</u>. These priorities and the Corporate Plan demonstrate how the Council meets its legal obligation to be efficient, effective and economical.
- 2.4. The Waiting Restriction Review programme complements the Council's Local Transport Plan, Climate Emergency Strategy and Health and Wellbeing Strategy by addressing local parking issues that can impact on accessibility and risks to safety. The resulting improvements can support improved traffic flow (including public transport) with reduced emissions and the removal barriers to the greater use of sustainable, healthy transport options.

## 3. The Proposal

3.1. The Waiting Restriction Review programme is intended for relatively small-scale alterations to waiting restrictions, to limit costs and resources required for development and ensure that the programme can be progressed within the expected timescales.

Requests for larger area schemes will be added to the 'Requests for Traffic Management Measures' list for development when funding becomes available from local CIL allocations, or other sources.

Requests for new area Resident Permit Parking schemes will not form part of this review programme. Minor alterations to relatively small areas of Resident Permit Parking restrictions may be considered appropriate for inclusion within this programme, on the basis that development of the proposals will follow the same timeline, resourcing and expectations as the rest of the programme.

## Current Position – Officer recommendations for consultation on the 2023B programme

- 3.2 Approval was given by the Sub-Committee in September 2023 to carry out investigations at various locations across the borough, based on the reported list of requests that the Council had received for new or amended waiting restrictions.
  - Officers have investigated the issues that were raised and have considered their recommendations accordingly.
- 3.3 In accordance with the report to the Sub-Committee in September 2023, Officers shared their recommended proposals with Ward Councillors between 23<sup>rd</sup> November and 14<sup>th</sup> December 2023. This period provided Councillors with an opportunity to informally consult with residents, consider the recommendations and provide any comments for inclusion in Appendix 1 of this report.

#### Options Proposed – Officer recommendation for consultation on the 2023B programme

3.4 This report seeks approval by the Sub-Committee to undertake statutory consultation on the recommended schemes in Appendix 1, taking into consideration any Ward Councillor comments that have been received and referenced.

The schemes will form part of a single proposed new Traffic Regulation Order and the feedback is intended to be reported to the Sub-Committee in March 2024.

## Other Options Considered

3.2. None at this time.

## 4. Contribution to Strategic Aims

- 4.1. The Council's new Corporate Plan has established three themes for the years 2022/25. These themes are:
  - Healthy Environment
  - Thriving Communities
  - Inclusive Economy
- 4.2. These themes are underpinned by "Our Foundations" explaining the ways we work at the Council:
  - People first
  - Digital transformation
  - Building self-reliance
  - Getting the best value
  - Collaborating with others
- 4.3. Full details of the Council's Corporate Plan and the projects which will deliver these priorities are published on the <u>Council's website</u>. These priorities and the Corporate Plan demonstrate how the Council meets its legal obligation to be efficient, effective and economical.
- 4.4. This proposal contributes to the Council's Corporate Plan Themes as set out below:

## **Healthy Environment**

Waiting restrictions can assist in preventing obstructive, hazardous or other nuisance parking. In some situations, inconsiderate parking can pose safety risks or result in difficulties for residents and businesses. Many parking issues can create delays or accessibility obstructions for users of the network such as pedestrians, cyclists, domestic vehicles, delivery vehicles, emergency services and public transport.

Proposals promoted through the Waiting Restriction Review programme can help to reduce some of these parking issues. They can lead to more efficient traffic flow, clearer footways, reductions in Highway safety risks and more efficient parking management/containment. These can lead to lower vehicle emissions, the removal of barriers toward the greater use of sustainable and healthy transport modes and the greater appeal for local communities to consider Play Street initiatives. The proposals will contribute to the Council's goal of making the town carbon neutral by 2030

# 5. Environmental and Climate Implications

- 5.1. The Council declared a Climate Emergency at its meeting on 26 February 2019 (Minute 48 refers).
- 5.2. A climate impact assessment has been conducted for the recommendations of this report.

There will be some minor negative impacts for investigation and design, through travel and energy usage. Travel impacts will be mitigated through preferred use of the Council's electric pool cars and through walking and cycling to site wherever possible. Advertised notices need to be weatherproof and are, therefore, not typically recyclable. The implementation of schemes currently requires burning of fossil fuels for the specialist machinery and some road marking application/removal techniques.

The making of this permanent TRO will require (by regulation) advertisement of the legal Notice in the local printed newspaper, which will have a negligible, one-off impact in terms of likely additional printing and paper usage.

However, it is expected that these relatively minor negative impacts over a short period of time will be more than overcome by the benefits of scheme implementation. The proposals cover perceived local safety, accessibility and traffic flow issues that, once resolved, should improve traffic flow (lower emissions, improved flow for public transport) and remove some barriers toward increased use of sustainable and healthy transport options.

## 6. Community Engagement

- 6.1. Persons requesting waiting restrictions are informed that their request will form part of the waiting restriction review programme and are advised of the timescales of this programme.
- 6.2. Ward Councillors are provided with the recommended proposals prior to these being agreed for statutory consultation by the Sub-Committee. This provides an opportunity for a level of informal consultation in order to provide initial feedback to officers.
  - Ward Councillors are also made aware of the commencement dates for statutory consultation, so that there is an opportunity for them to encourage community feedback in this process.
- 6.3. Any Statutory consultation will be carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, advertised on street, in the local printed newspapers and on the Council's website (the 'Consultation Hub').
- 6.4. Where this report contains petitions that have not been separately reported, the lead petitioner(s) will be informed of the decision of the Sub-Committee, following publication of the agreed meeting minutes. Respondents to statutory consultations will also be informed of the Sub-Committee decisions.
- 6.5. Traffic Management Sub-Committee is a public meeting. The agendas, reports, meeting minutes and recordings of the meetings are available to view from the Council's website.

# 7. Equality Implications

- 7.1. Under the Equality Act 2010, Section 149, a public authority must, in the exercise of its functions, have due regard to the need to—
  - eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
  - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
  - foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 7.2. It is not considered that an Equality Impact Assessment is relevant as the proposals are not anticipated to have a differential impact on people with protected characteristics. A statutory consultation has/will be conducted, providing an opportunity for objections/ support/ concerns to be considered prior to a decision being made on whether to implement the proposals.

## 8. Other Relevant Considerations

8.1. Procedural Requirements and Regulatory Duties – Section 9 refers to the regulatory requirements for sealing and advertising Traffic Regulation Orders.

#### 9. Legal Implications

9.1. The Order for the 2023B programme of restrictions will be made under the Road Traffic Regulation Act 1984 and advertised in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

Following the making of this Order, the public must be afforded a period of six weeks to raise any legal challenge, prior to the implementation of any elements contained within.

9.2. This report seeks agreement for the Assistant Director of Legal and Democratic Services to undertake these processes.

# 10. Financial Implications

10.1. The cost of developing and implementing the 2023B programme will be dependent on a number of factors, including the number proposals that are agreed for implementation and the extent/complexity of these schemes. Lining-only schemes, such as double-yellow-line restrictions will be considerably less costly to implement, compared with restrictions that require signing.

Section 3.1 outlines the remit of this review programme, which helps to mitigate financial and resource risks.

### 10.2 Revenue Implications

	2023/24 £000	2024/25 £000	2025/26 £000
Employee costs Other running costs Capital financings costs	NIL	NIL	NIL
Expenditure	NIL	NIL	NIL
Income from: Fees and charges Grant funding Other income	NIL	NIL	NIL
Total Income	NIL	NIL	NIL
Net Cost(+)/saving (-)	NIL	NIL	NIL

While the above table is typical of the expected revenue implications for the implementation of a Waiting Restriction Review programme, it should be noted that there is potential for an increase in revenue through the civil enforcement of the restrictions that are delivered. This, however, cannot be guaranteed and the expectation upon delivery of the programme is of compliance with the signed restrictions.

Staff costs are capitalised.

## 10.3 Capital Implications

Capital Programme	2023/24 £000	2024/25 £000	2025/26 £000
Proposed Capital Expenditure	£100	£100	£100
	Capital	Capital	Capital
Funded by	integrated	integrated	integrated
Grant	transport	transport	transport
	block (ITB)	block (ITB)	block (ITB)
	grant	grant	grant
	funding	funding	funding
Total Funding	£100	£100	£100

The above table is representative of the expected / average full project costs for delivery of the typical bi-annual Waiting Restriction Review programmes.

## 10.4 Value for Money (VFM)

The programme provides value for money by collating requests and developing and delivering schemes as a single project. In comparison to an alternative of addressing requests on a more ad-hoc basis, this provides the benefit of resourcing efficiency and financial economies of scale. For example, the restrictions are included in a single Traffic Regulation Order, minimising advertising costs and the lining implementation is commissioned as a single project.

All aspects of the programme that can be delivered using Reading Borough Council's own resources will be delivered internally and not outsourced. This includes investigation and designing of the schemes, drafting creation of the Traffic Regulation Orders and the delivery of many engineering elements on street.

#### 10.5 Risk Assessment

The financial risks against the 2023B programme should be mitigated by the Sub-Committee and Ward Councillors taking note of the remit of this programme, as outlined in Section 3.1. The costs of the programme, both in terms of deliverables and resource costs, will directly correlate to the scale and complexity of the resultant schemes.

## 11. Timetable for Implementation

11.1. Should The statutory consultation for the 2023B programme will be carried out between February and March. The results are expected to be reported to the Sub-Committee in March 2024.

## 12. Background Papers

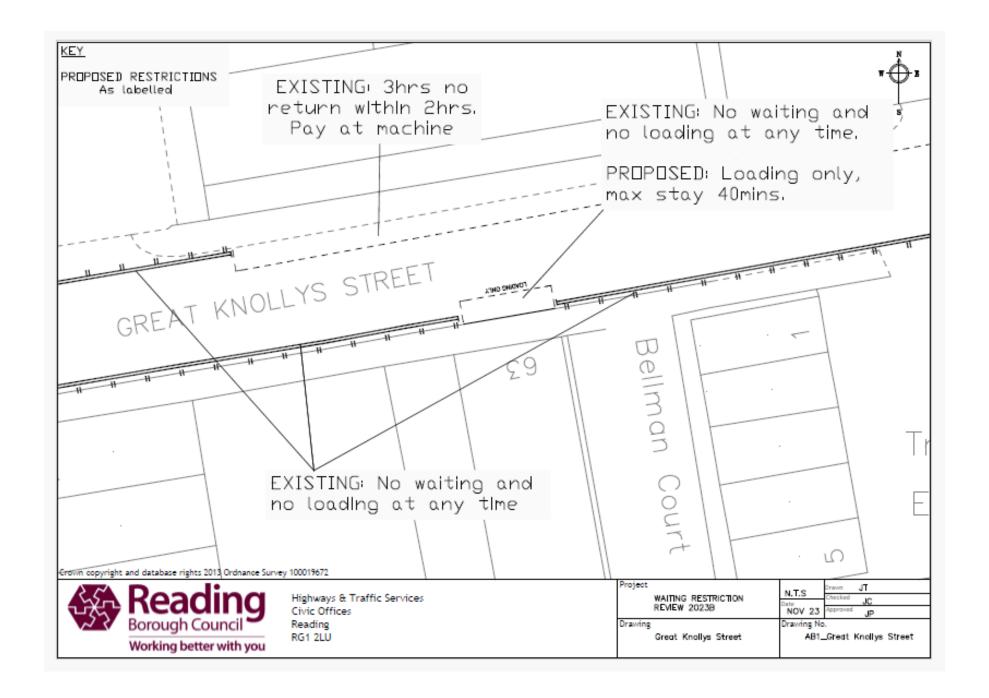
12.1. There are none.

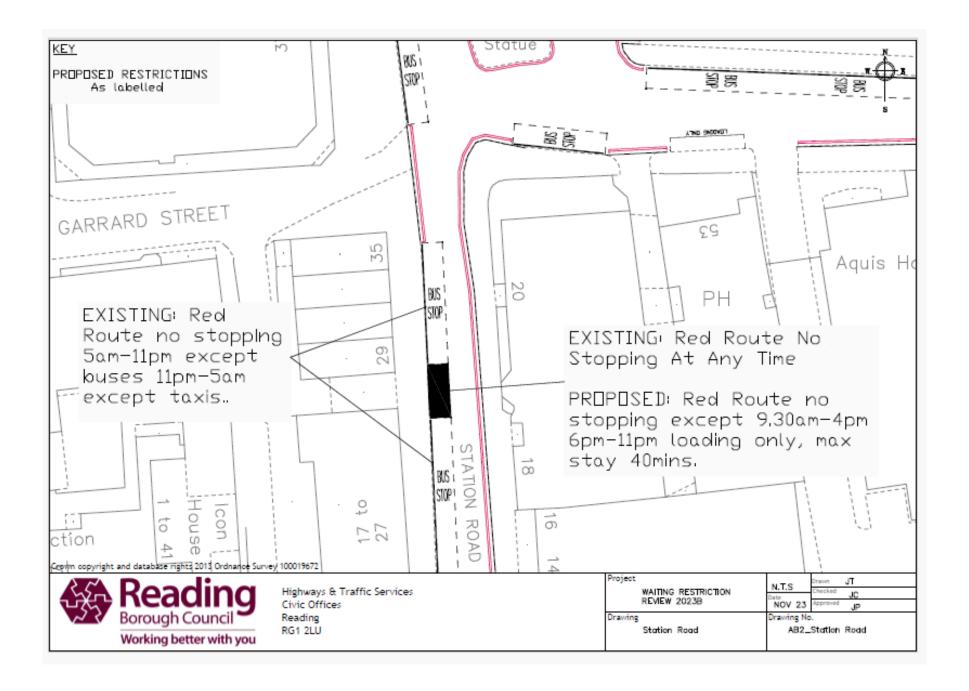
## **Appendices**

1. Includes the officer recommendations for the 2023B programme, along with the drawings for the proposals.

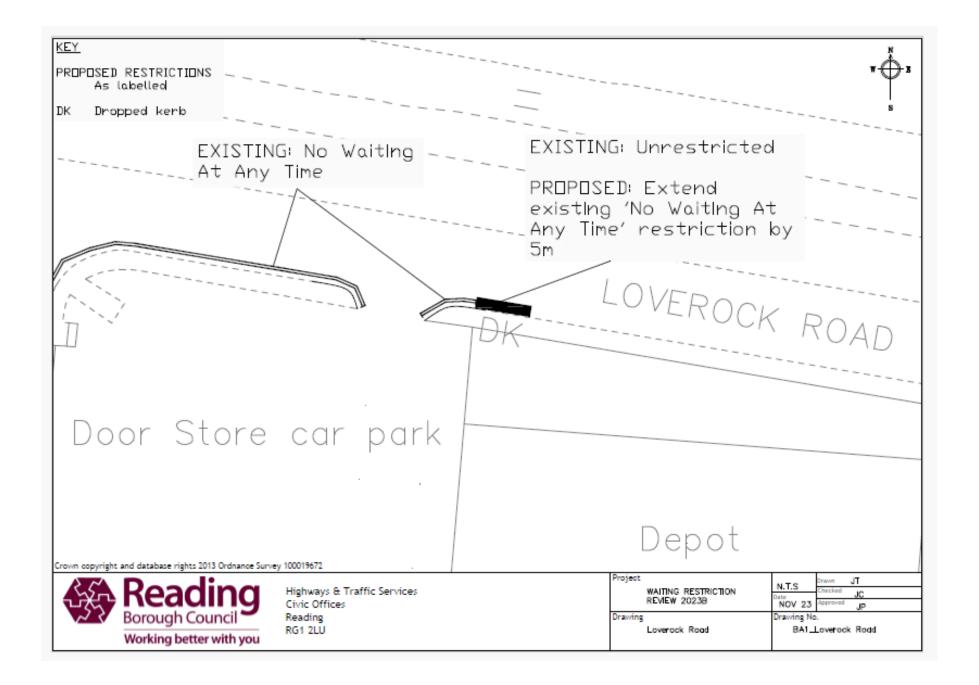
APPENDIX 1 - REQUESTS FOR WAITING RESTRICTIONS 2023B - OFFICER RECOMMENDATIONS UPDATED: 15/12/2023

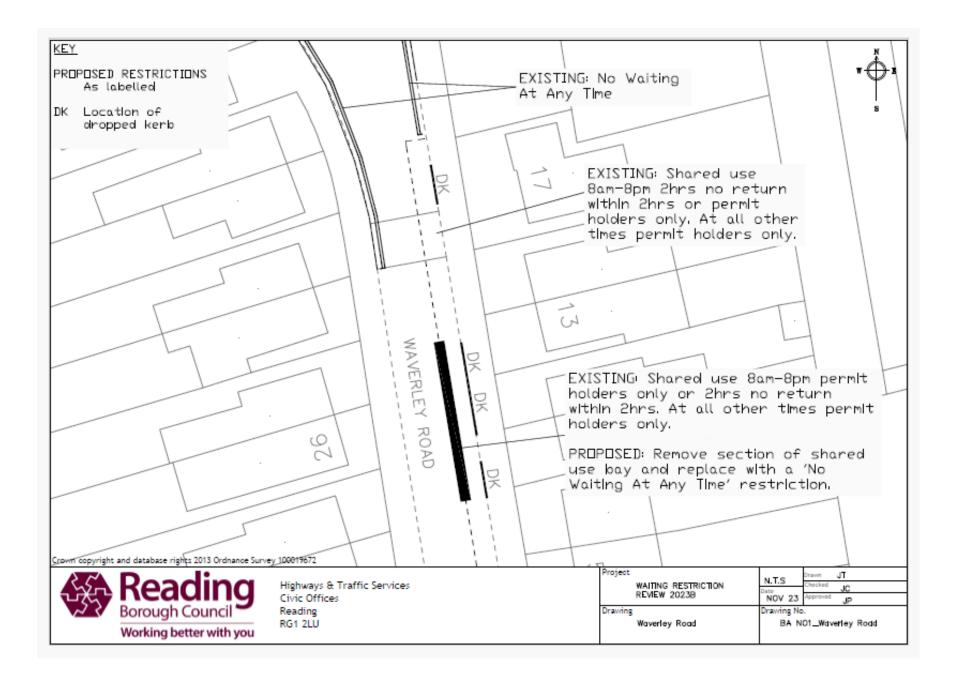
		Street	Summary of Request	Officer recommendation, including any Ward Councillor
	Ward			Comments
	1. Abbey	Great Knollys Street	Location: On the south side of the street, to the west of Bellman Court. Request for a time-limited loading bay. This is proposed to support loading/unloading without issues of	is installed near the entrance to Bellman Court as shown in
			blocking the road while vehicles are manoeuvring.	
	2. Abbey	Station Road	Location: Toward the southern end of the street, and a potential space has been identified between bus stops, on the western side of the street toward the junction with Garrard Street. Request for a loading bay to be installed to support loading and servicing of nearby businesses. Even a part-time bay would be considered useful.	between the existing bus stops as shown in drawing AB2_Station Road. The timings have been chosen to avoid the peak time hours as well as maintain line-of-sight through the area at night
_	3. Abbey	Weldale Street	Location: On the far west end of the road. Request to reduce an existing pay and display bay to accommodate the new dropped kerb access for waste disposal.	Officers have visited the site and can confirm that a new access protection marking has been installed to accommodate the new waste disposal point. This makes it clear to motorists that access is required at all times.  We therefore recommend that this is removed from the programme.
Page 115	:			



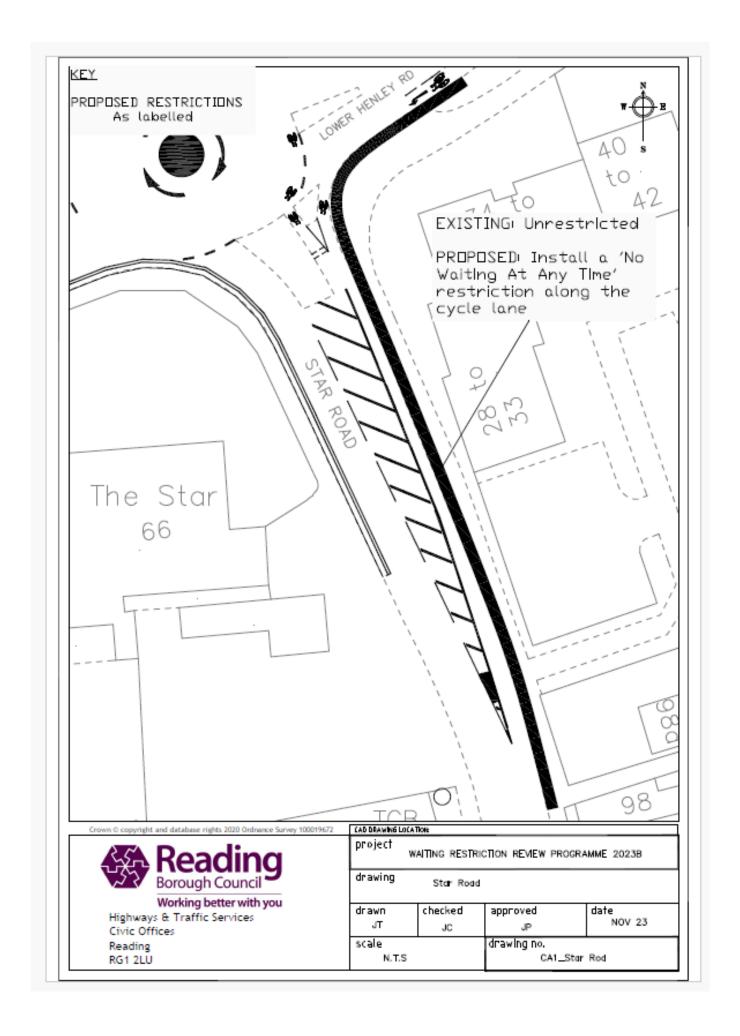


	Ward	Street	Summary of Request	Officer recommendation, including any Ward Councillor Comments
4.	Battle	Loverock Road	Location: In the vicinity of units 73-75. Request for additional double yellow lines to help with access for vehicles in this area.	Officers have visited the site and note that the area is heavily parked throughout the day. As the access point is located immediately next to some existing yellow lines, we propose that they are extended by 5 metres as shown in drawing BA1_Loverock Road.
5. Page 118	Battle and Norcot	Waverley Road	Location: Southern end of street, between Tilehurst Road and Wantage Road. Request to remove a section of the permit parking bay, due to driveway blocking.  Officer comment: Officers would not typically recommend removing small sections of longer permit bays, due to the additional signing (and, therefore, street 'clutter') that would need to be installed, particularly if this set a precedent and was expanded along the street/parking zone. A change could be recommended here if it spanned the few properties with off-street parking, was not considered as setting a precedent for future off-street parking areas in this section, and on the understanding that the resultant 'no waiting' restrictions would apply equally to the residents of the properties - the availability of RP space directly outside these properties would be removed.	, , , , , , , , , , , , , , , , , , ,

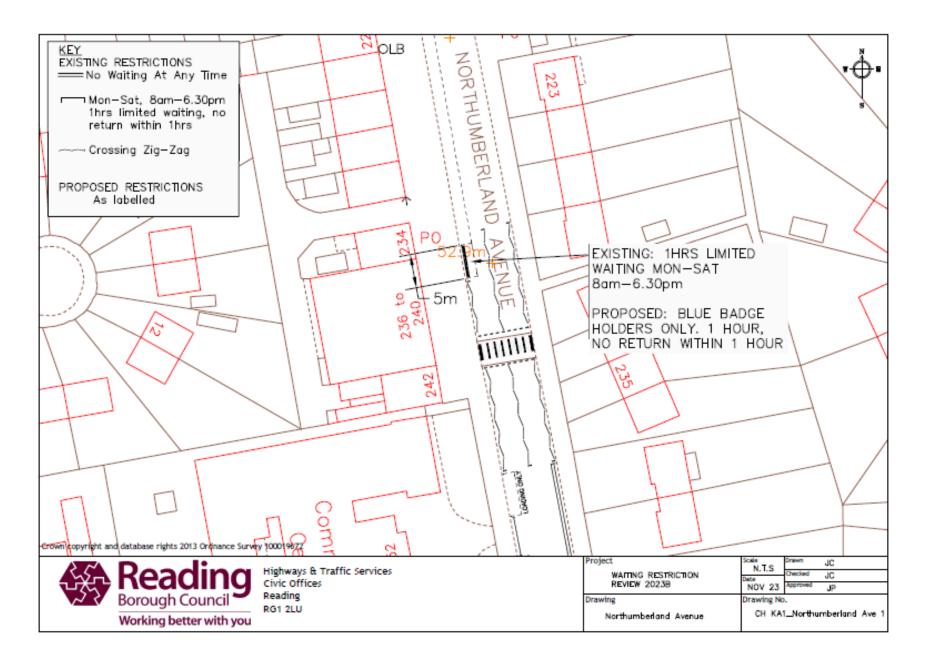


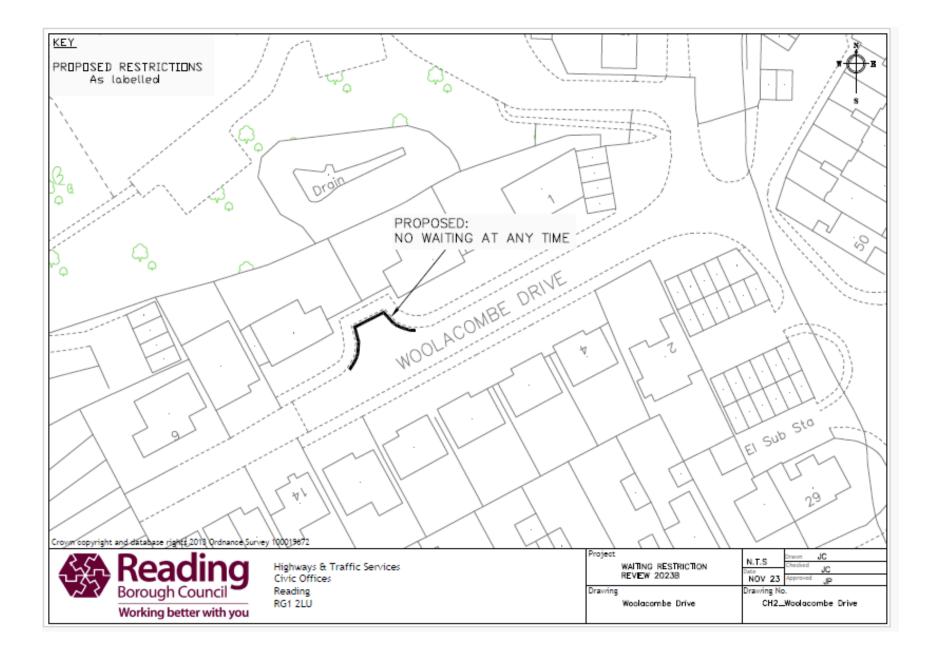


Ward	Street	Summary of Request	Officer recommendation, including any Ward Councillor
			Comments
6. Caversham	Star Road	Location: East side of the road, along the cycle lane that runs in a southbound direction from the roundabout with Lower Henley Road. Reported issues of persistent parking within the cycle lane. Double-yellow-lines would provide additional deterrent (and enforcement opportunities) to prevent parking obstruction to this facility.	Officers propose that double yellow lines are installed in order to protect the cycle lane at the end of Lower Henley Road and its stretch at the north end of Star Road as shown in drawing CA1_Star Road. Officers are aware that there is a high demand for resident parking in this area which will likely be affected by this proposal, however, the yellow lines are necessary if we are to ensure the cycle lane is always accessible.
7. Caversham	Westfield Road	Location: Where there is an existing single yellow line. Request to amend the restriction to include Sunday daytime as well (it currently is in force Mon-Sat) due to issues with traffic flow caused by vehicles parking on both sides of the road.	Officers are not aware of significant resident demand for changes to this restriction though this has the potential to
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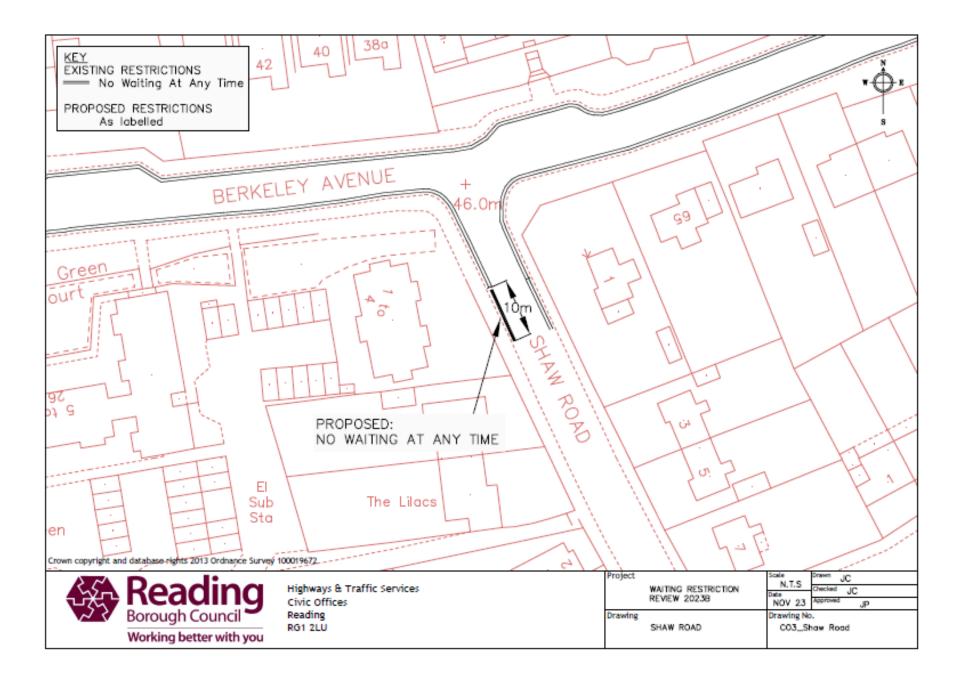


,	Ward	Street	Summary of Request	Officer recommendation, including any Ward Councillor Comments
8.	Church	Northumberland Avenue #1	Location: Outside the parade of shops to the south of Carousel Court. Request for disabled parking spaces near to the Post Office, possibly to be time-limited.	Officers recommend that a section of the existing parking bay outside the post office is converted into a disabled parking bay as shown in drawing CH KA1_Northumberland Avenue.
9.	Church and Katesgrove	Northumberland Avenue #2	Location: In the vicinity of junction with Canterbury Road. This has been deferred from the 2023A programme. Request for additional restrictions near Reading Girl's School due to issues caused by parked cars during the pick up/drop off times. Driveways are regularly blocked, and the road becomes very narrow which causes traffic to build up. There are also reports of vehicles parking on junctions and near the mini roundabouts which makes it more dangerous for pedestrians in the area.	The installation of double yellow lines is unlikely to have a significant impact on parking in this area during school pick up and drop off times, but it will remove parking spaces for residents and their visitors. Additionally, there do not appear to be any lawful dropped footway crossovers in the vicinity. We therefore recommend that this is removed from the programme.
10.	Church	Woolacombe Drive	Location: Turning area. Request to install restrictions in the turning area due to due parked vehicles preventing it from being used.	Officers recommend that double yellow lines are installed as shown in drawing CH2_Woolacombe Drive in order to protect the turning area.

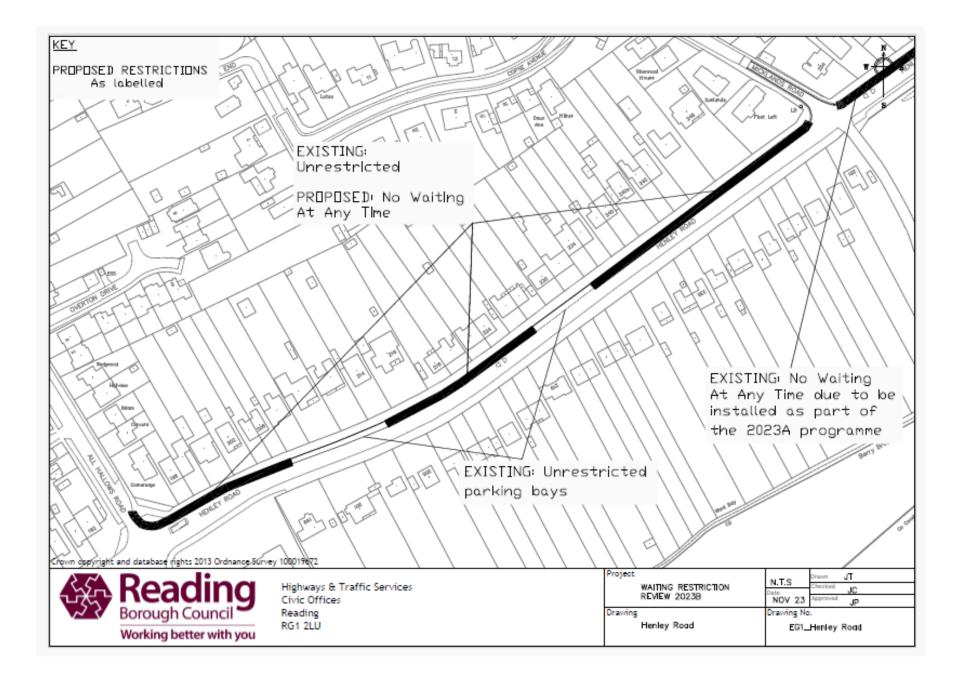




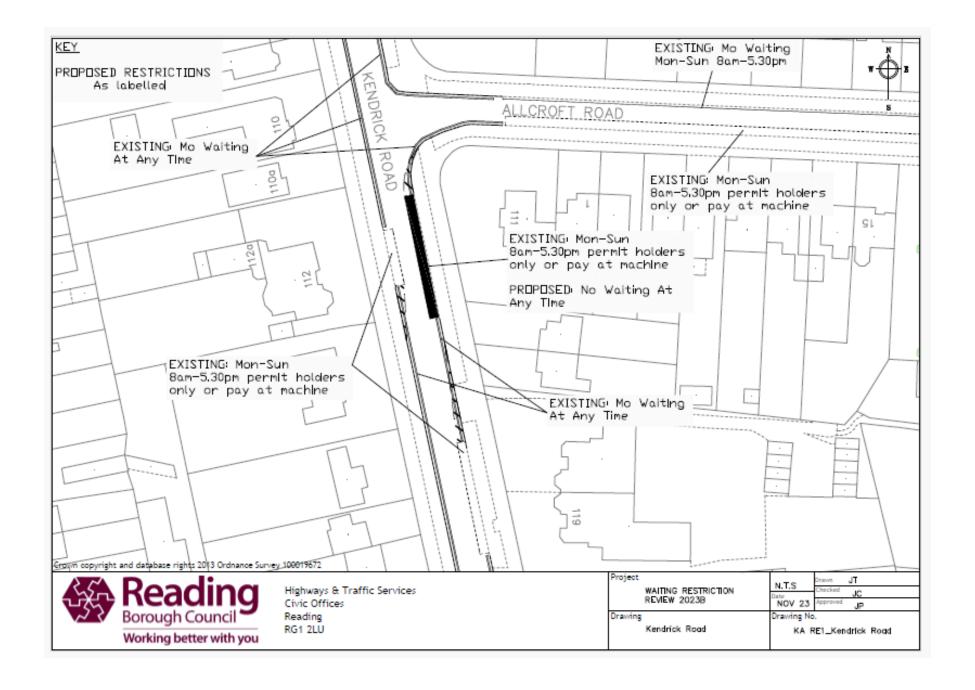
	Ward	Street	Summary of Request	Officer recommendation, including any Ward Councillor
				Comments
	11. Coley	Berkeley Avenue	Location: In the small layby on the northern side of the street, near to the junction with Coley Avenue. Request to replace existing 2 hour limited waiting restriction with 'no waiting at any time'. This is to enable improved access to off-street parking space.	Officers have visited the site and observed that there is an access protection marking in place that covers the existing off-street parking places. We therefore do not recommend that the existing parking bay be amended and that the request is removed from the programme at this time.
	12. Coley	Pennyroyal Court	Location: Entire road. Request to install restrictions to allow access for waste collection vehicles.	Officers have visited the site on a number of occasions and have not observed obstructive parking which would hinder access for waste collection vehicles. The installation of restrictions would also reduce parking spaces for residents and their visitors. We therefore recommend that this is removed from the programme.
	13. Coley	Shaw Road	Location: West side of street, approaching the junction with Berkeley Avenue. Request for an extension to the double-yellow-lines, as vehicles are approaching in the middle of the road and are met by oncoming vehicles turning onto the road. This is causing driver frustration and motorists are driving up the footways to pass. This was raised in one of the comments to the recent Shaw Road/Boston Avenue CIL scheme consultation.	Officers recommend that the existing yellow lines are extended as shown in drawing CO3_Shaw Road in order to help improve access for motorists entering and leaving the road on this busy junction.
Page 126				

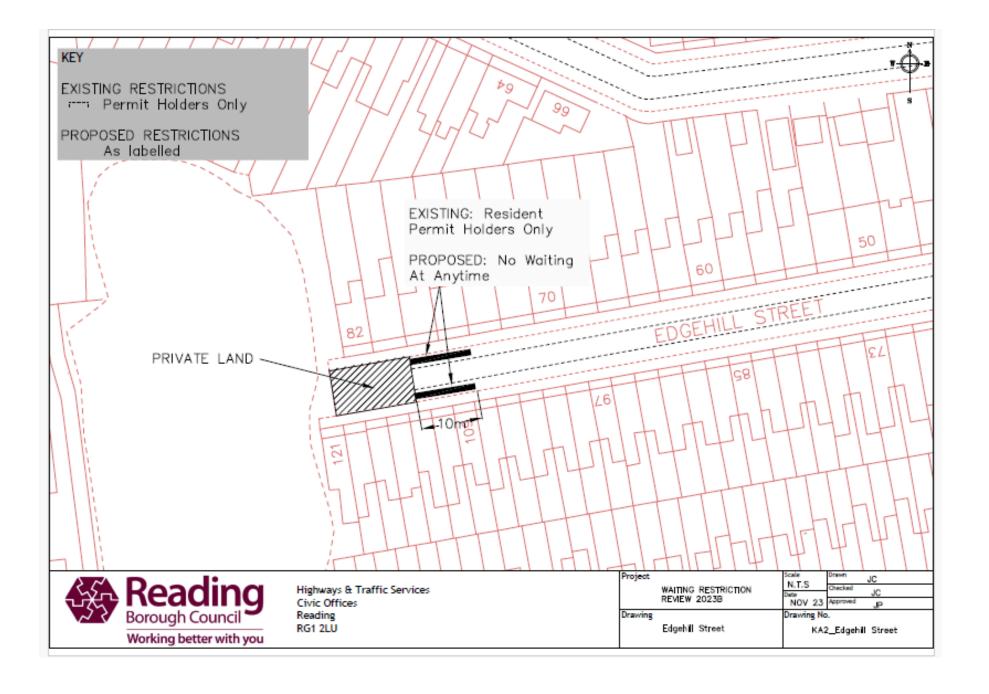


,	Ward	Street	Summary of Request	Officer recommendation, including any Ward Councillor
				Comments
14.	Emmer Green	Henley Road	Location: Between the junctions with All Hallows Road and Micklands Road. There is a 2023A programme developed scheme that proposes to introduce double-yellow-line restrictions to prevent parking on the segregated footway/cycle lane on the north side of the street, between Caversham Park Road and Micklands Road. A request has been made to consider extending this restriction to All Hallows Road.	the pavement and blocking the cycle lane. A significant length of yellow lines is currently awaiting installation as part of the 2023A programme and we may find that additional restrictions
	Emmer Green	Jefferson Close / Wordsworth Court	Location: At the junction. Request to install additional double yellow lines due to larger vehicles parking in the road and making it difficult to see when turning in from Kiln Road.	There are existing yellow lines in the close which provide protection for the junction. Having visited the site, it would appear that the long-term vehicle that was causing visibility issues has been moved and there is good visibility of the junction. Extending the yellow lines further would also remove parking spaces for residents and their visitors. There were a number of vehicles parked in this area during the day which indicates that there is a high demand for on-street parking here.  We therefore recommend that this is removed from the
Page 128				programme.

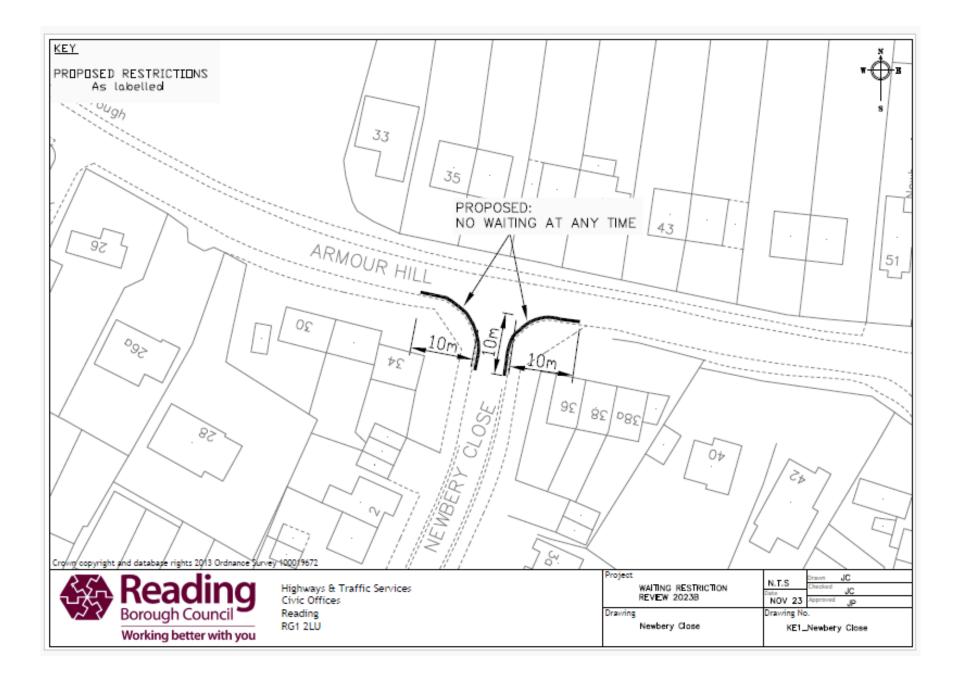


	Ward	Street	Summary of Request	Officer recommendation, including any Ward Councillor Comments
	16. Katesgrove	Awkright Road / Boulton Road / Craddock Road	Location: Unrestricted sections of these roads. Request to consider installing additional restrictions due to the increase in long term parking in this area. Report received of delivery vehicles often having to block to road due to the high volume of vehicles here, which are also causing visibility issues for motorists manoeuvring around the area.	There are already a number of restrictions in the area, however, upon inspection of these restrictions it was observed that a number of signs were missing, and road markings were faded. Officers recommend that the existing restrictions are refreshed and signs replaced in order to help enforcement in this area.  We therefore recommend that this is removed from the
Page 130	17. Katesgrove	Edgehill Street	Location: At the western end of the street. Request to place waiting restrictions that facilitate vehicle turning movements at the end of this no-through-road.	Officers are aware that there is a high demand for parking in this area and the installation of any new restrictions will reduce parking spaces for residents, however, in order to allow space for a vehicle to turn around we recommend that a short length of double yellow lines is installed at the end of the road as shown in drawing KA2_Edgehill Street.  Councillor Feedback:  We received comments from Councillor White regarding this proposal, stating that this was very unpopular with residents because parking is at a premium in the road. He stated that Kategrove Green Party Councillors would like this removed from the programme.
0	18. Katesgrove and Redlands	Kendrick Road	Location: Between Allcroft Road and Christchurch Road. Request to consider shortening/removing some of the parking bays, particularly those on the east side of the street. It is proposed that this will ease peak-time congestion in this section.	In order to improve traffic flow around the Allcroft Road junction, officers recommend that one of the parking bays is converted into a double yellow line restriction as shown in the drawing KA RE1_Kendrick Road. We do not recommend that the other bays in the area are removed as they provide additional parking spaces which can contribute to slowing down vehicles, alongside other existing traffic calming features.
	19. Katesgrove and Church	Northumberland Avenue (#2)	Location: In the vicinity of junction with Canterbury Road. This has been deferred from the 2023A programme. Request for additional restrictions near Reading Girl's School due to issues caused by parked cars during the pick up/drop off times. Driveways are regularly blocked, and the road becomes very narrow which causes traffic to build up. There are also reports of vehicles parking on junctions and near the mini roundabouts which makes it more dangerous for pedestrians in the area.	The installation of double yellow lines is unlikely to have a significant impact on parking in this area during school pick up and drop off times, but it will remove parking spaces for residents and their visitors. Additionally, there do not appear to be any lawful dropped footway crossovers in the vicinity. We therefore recommend that this is removed from the programme.

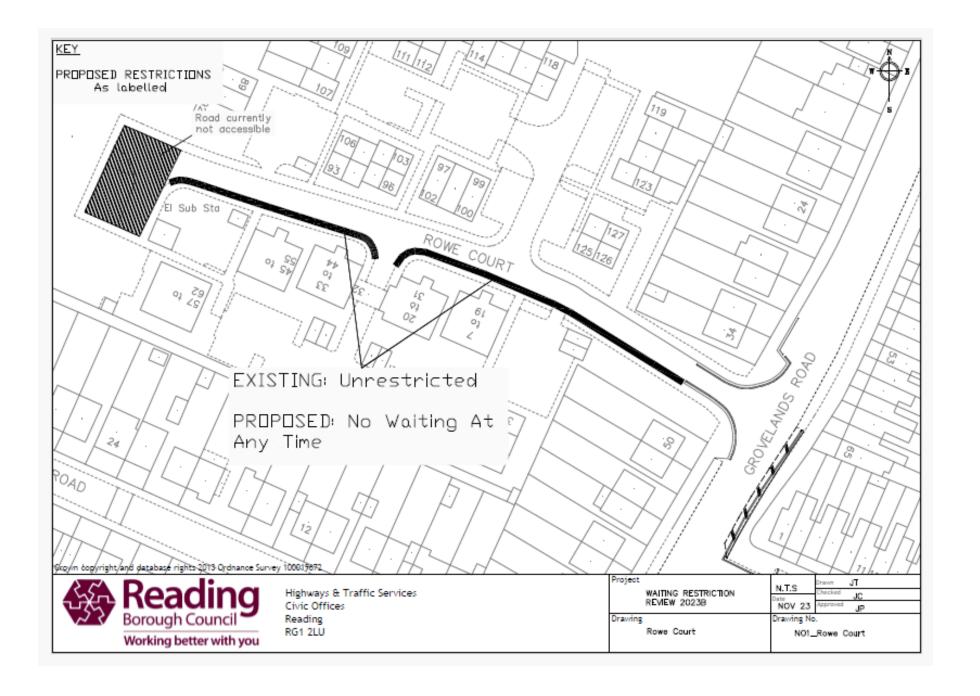


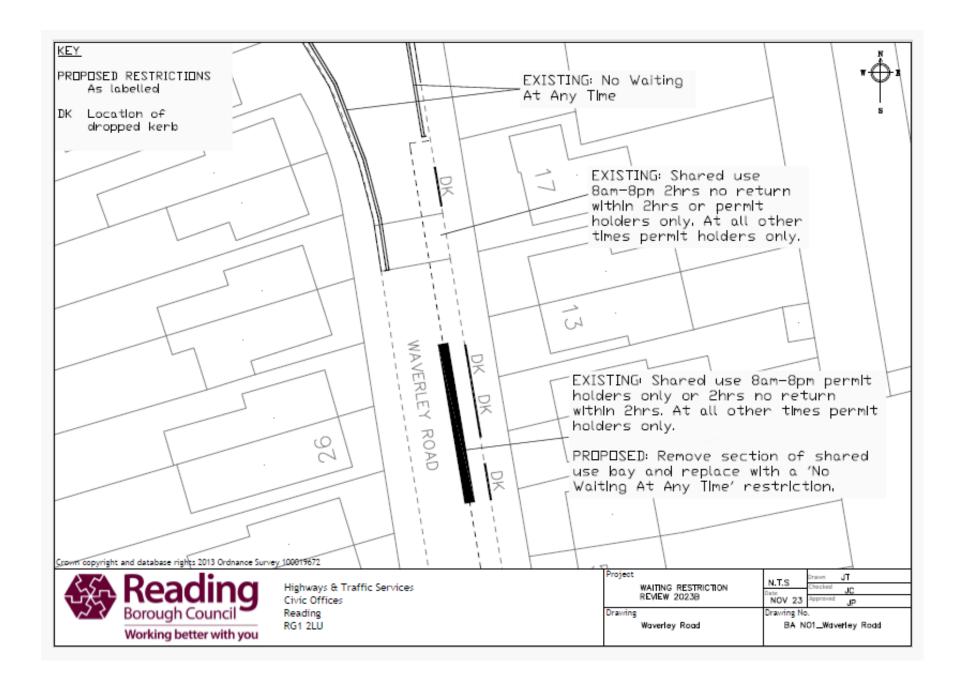


Ward	Street	Summary of Request	Officer recommendation, including any Ward Councillor
			Comments
20. Kentwood	Newbery Close	Location: Around the junction with Armour Hill. Request to	Officers recommend that double yellow lines are installed
		place double-yellow-lines around the junction entrance to	around the junction as shown on drawing KE1_Newbery Close.
		Newbery Close.	



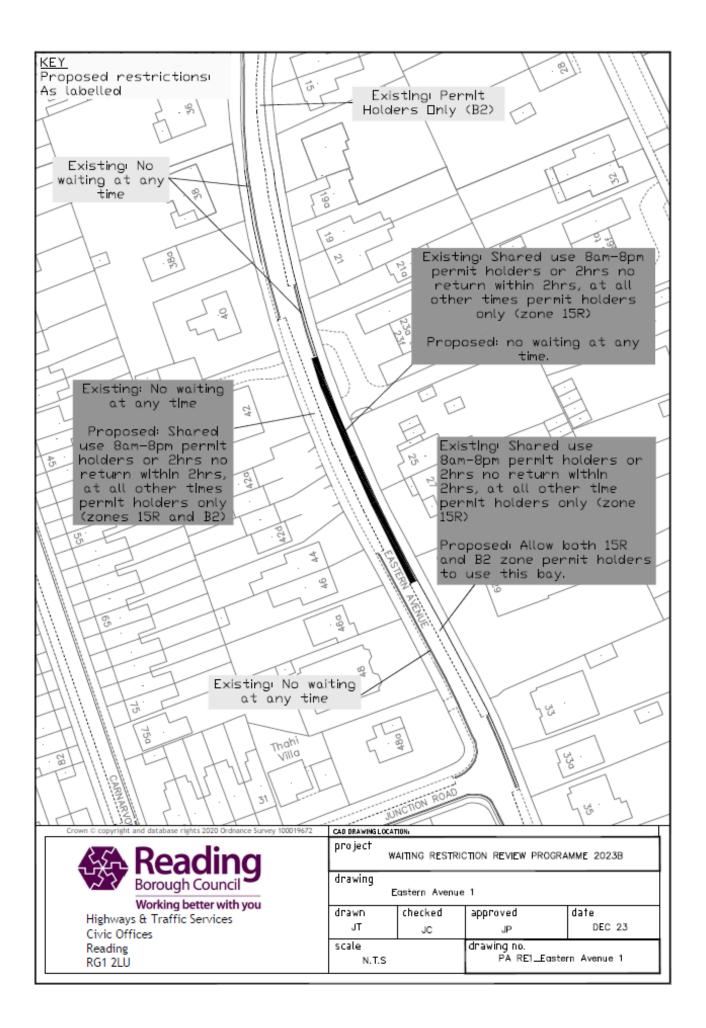
Ward	Street	Summary of Request	Officer recommendation, including any Ward Councillor
21. Norcot	Rowe Court	Location: Whole length. Concerns have been raised about access difficulties for larger vehicles (particularly emergency service vehicles) and a request to consider yellow-line restrictions to address this.	The carriageway is not wide enough to allow parking on both sides of the road, but there are a number of private off-street parking spaces available for residents. In order to ensure that emergency vehicles can manoeuvre through this road at all times we recommend that double yellow lines are installed on one side of the road as shown in drawing NO1_Rowe Court.
22. Norcot and Battle  Page 135	Waverley Road	Location: Southern end of street, between Tilehurst Road and Wantage Road. Request to remove a section of the permit parking bay, due to driveway blocking.  Officer comment: Officers would not typically recommend removing small sections of longer permit bays, due to the additional signing (and, therefore, street 'clutter') that would need to be installed, particularly if this set a precedent and was expanded along the street/parking zone. A change could be recommended here if it spanned the few properties with offstreet parking, was not considered as setting a precedent for future off-street parking areas in this section, and on the understanding that the resultant 'no waiting' restrictions would apply equally to the residents of the properties - the availability of RP space directly outside these properties would be removed.	As there are three dropped kerbs next to each other and no space for a full vehicle to park between them, officers recommend that this section of the permit bay is removed and replaced with double yellow lines as shown in drawing BA NO1_Waverley Road. This will mean that residents will not be able to park their own or visitors' vehicles on the access points,

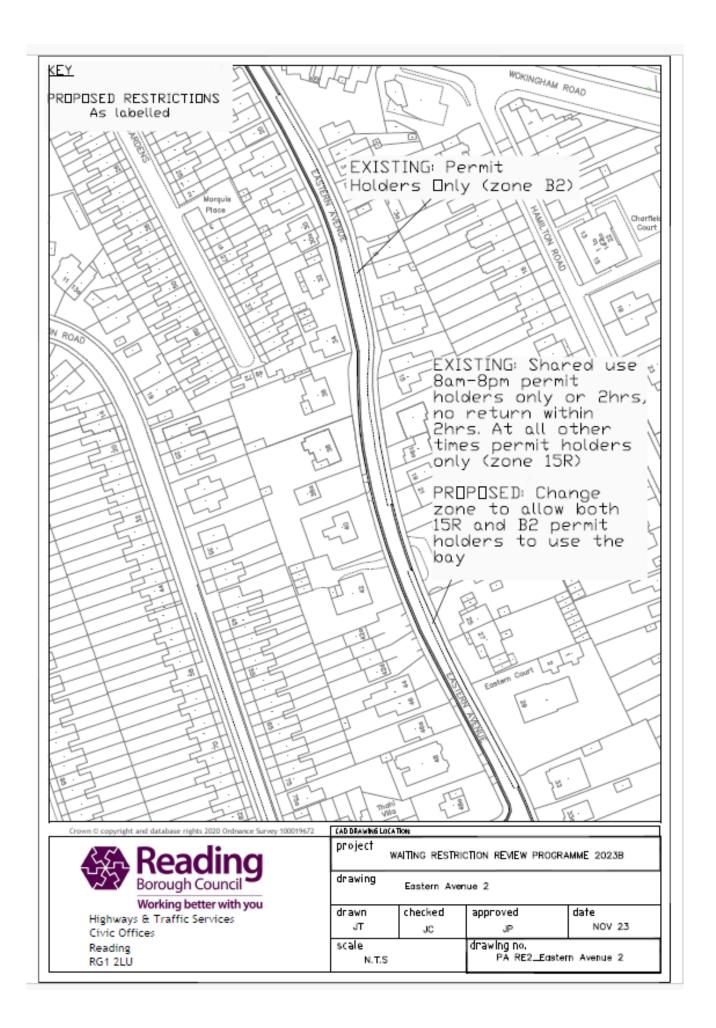




	Ward	Street	Summary of Request	Officer recommendation, including any Ward Councillor Comments
Page 138	23. Park and Redlands	Eastern Avenue #1	Location: Between Addington Road and Wokingham Road (northern section). Issues being experienced with vehicles allegedly speeding along the unparked side of the street (there are Resident Permit Parking bays on the eastern side). Proposal to introduce single-yellow-line restrictions to facilitate on-street parking along the western side, acting as a speed reduction measure.  Officer comments:  When developing the area Resident Permit Parking scheme, it was noted that the street was insufficiently wide to allow onstreet parking on both sides of Eastern Avenue. An objective of the original scheme was to remove the footway parking and improve accessibility along this section.  Officers do not recommend the proposed approach, as it will allow non-permit holders to park on this street, who would need to park partially on the footway in order to avoid causing a carriageway obstruction.  During the scheme design, officers originally suggested consideration of alternating the on-street parking bays to avoid having a straight-through section of unparked carriageway. While the cost of undertaking such changes would need to be considered in the context of the limited programme funding, this would be the officer recommended approach to addressing the issue raised.	Officers do not recommend the installation of a single yellow line restriction in a fully restricted permit parking zone, as it allows for non-residents to park and can encourage pavement parking which cannot currently be enforced with this type of restriction.  Officers have investigated locations for the permit parking bays to be removed from the east side of the street and reinstated on the west, which would create 'chicanes' that may encourage vehicles to slow down.  Councillor Comments  Officers have received feedback from a few of the ward Councillors regarding this proposal. They were keen for a proposal to be put forward that would encourage parking on the west side of the road whilst also not making changes to the B2 parking bay.  Having considered the feedback from ward Councillors regarding this proposal, officers recommend that the existing 15R bay south of the B2 parking bay be amended to allow parking on the west side of the road as shown in drawing PA RE1_Eastern Avenue1.
	24. Park and Redlands	Eastern Avenue #2	Location: Northern section of the street (Wokingham Road to Junction/Crescent Road).  In the northern section of the street is a standalone resident permit parking zone 'B2'. A later, wider area resident permit scheme was introduced, which covered the remainder of the street with parking zone '15R'. Zone B2 is reportedly becoming congested, so a request has been made for some of this nearby 15R zone to become dual-use with B2 permits.  Officer comments:  Councillor White has been liaising with officers, who raised concerns that this could disadvantage residents with 15R permits, while also proposing whether the B2 zone could be converted to 15R to provide all residents with maximum	Officers recommend that the 15R permit bay just south of the B2 bay is amended to allow both 15R and B2 permit holders as shown in drawing PA RE2_Eastern Avenue2. This will provide B2 permit holders more flexibility when parking with additional spaces available to them in the wider area.

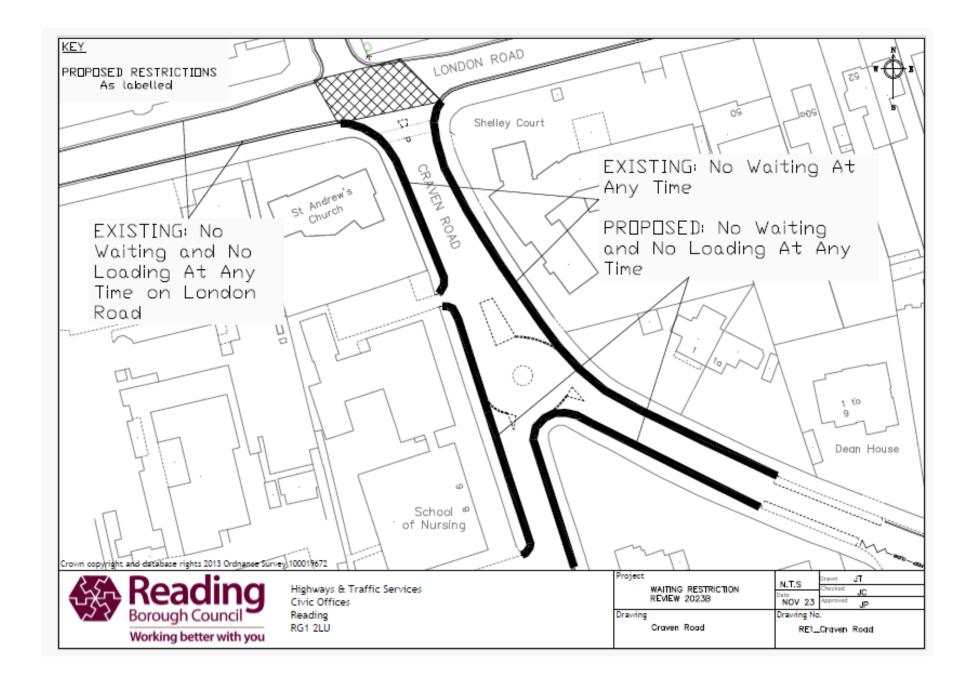
Ward	Street	Summary of Request	Officer recommendation, including any Ward Councillor
		flexibility. While it was suggested that the latter was not favourable, survey information has been provided to officers and suggests that neighbours would not find the implementation of a dual-zone section objectionable.	Comments
25. Park	Liverpool Road	Location: Around the bend, at the northern end of the street. Request to consider converting existing double-yellow-lines into additional resident permit parking bays, as per the surrounding restrictions.	Officers have taken measurements of this area and have carried out some vehicle tracking analysis to see if larger vehicles would be able to manoeuvre around this corner with the additional parking spaces requested.
		Officer comment: While we can investigate this, being on a bend in the road and with driveways opposite, vehicle tracking (manoeuvrability) will be a significant feasibility factor, to ensure that such a change does not compromise accessibility.	Unfortunately, some larger vehicles are likely to struggle with the narrow corner if we were to install additional parking spaces here. This will increase the chances of resident's vehicles being damaged and we would therefore recommend that this is removed from the programme.

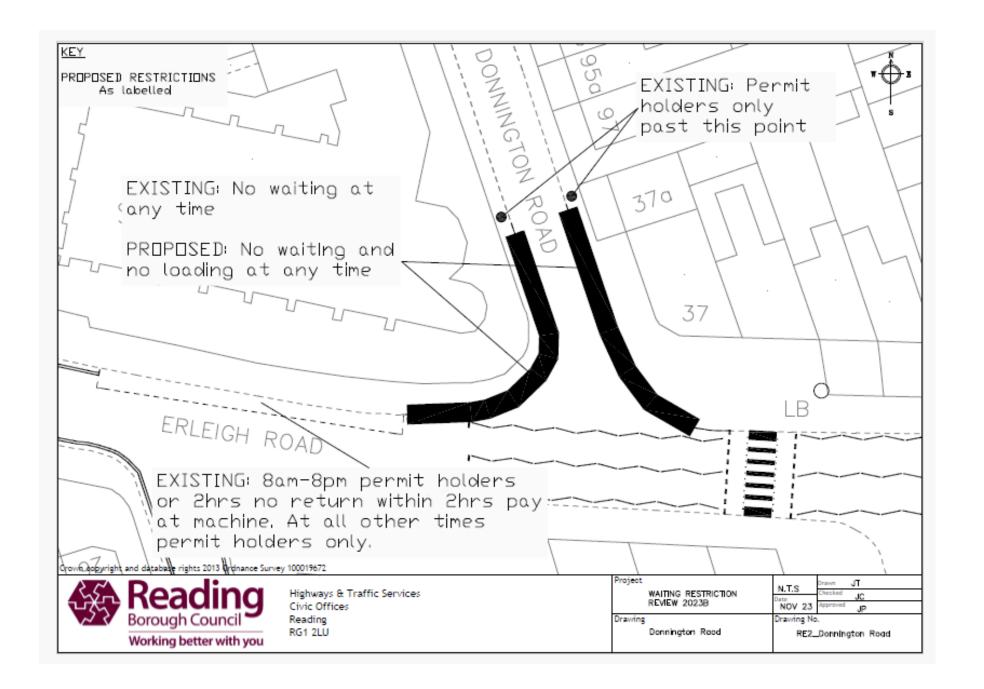


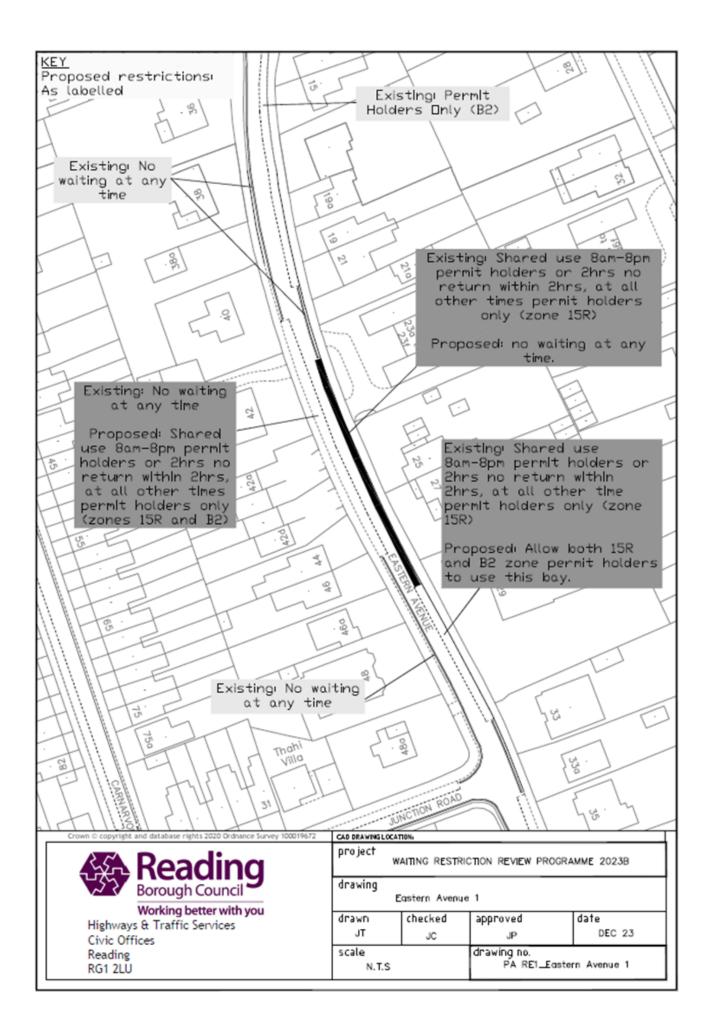


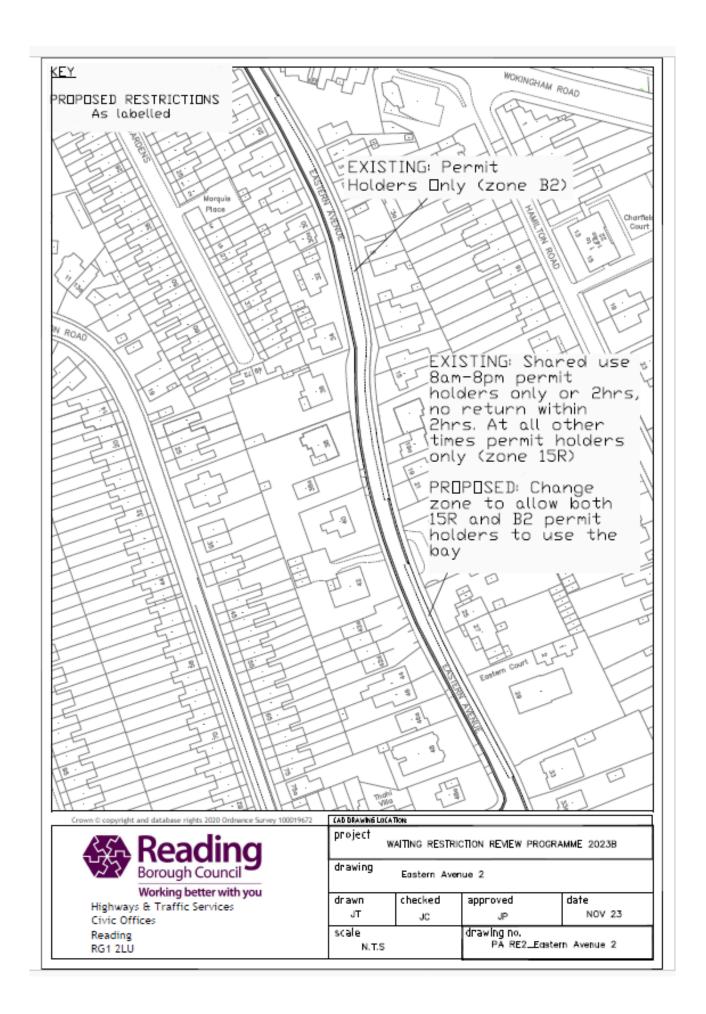
	Ward	Street	Summary of Request	Officer recommendation, including any Ward Councillor Comments
Page 142	26. Redlands	Craven Road	Location: Around the junction with London Road. Request for a loading ban in the vicinity of the junction and pedestrian crossing to prevent vehicles stopping near to the crossing on the current double-yellow-lines and risking intervisibility issues for pedestrians and moving traffic.	Officers recommend that a no waiting and no loading at any time restriction is installed from the junction with London Road to the area around the roundabout as shown in drawing RE1_Craven Road. There are other sections of double yellow lines on Craven Road which will allow blue badge holders to park as well as pay and display bays nearby. This new restriction will protect the busy junction and help ensure traffic flow and visibility is clearer for pedestrians and motorists.
	27. Redlands	Donnington Road	Location: Around the junction with Erleigh Road. Request for additional restrictions to help prevent vehicles parking on the pavement on the existing double yellow lines, as this is forcing pedestrians into the road.	Officers recommend that a no waiting and no loading at any time restriction is installed at the junction with Erleigh Road as shown in drawing RE2_Donnington Road. This will improve visibility and access for pedestrians and motorists using the junction.
	28. Redlands and Park	Eastern Avenue #1	Location: Between Addington Road and Wokingham Road (northern section). Issues being experienced with vehicles allegedly speeding along the unparked side of the street (there are Resident Permit Parking bays on the eastern side). Proposal to introduce single-yellow-line restrictions to facilitate on-street parking along the western side, acting as a speed reduction measure.  Officer comments:  When developing the area Resident Permit Parking scheme, it was noted that the street was insufficiently wide to allow onstreet parking on both sides of Eastern Avenue. An objective of the original scheme was to remove the footway parking and improve accessibility along this section.  Officers do not recommend the proposed approach, as it will allow non-permit holders to park on this street, who would need to park partially on the footway in order to avoid causing a carriageway obstruction.  During the scheme design, officers originally suggested consideration of alternating the on-street parking bays to avoid having a straight-through section of unparked carriageway. While the cost of undertaking such changes would need to be considered in the context of the limited programme funding, this would be the officer recommended approach to addressing the issue raised.	Officers do not recommend the installation of a single yellow line restriction in a fully restricted permit parking zone, as it allows for non-residents to park and can encourage pavement parking which cannot currently be enforced with this type of restriction.  Officers have investigated locations for the permit parking bays to be removed from the east side of the street and reinstated on the west, which would create 'chicanes' that may encourage vehicles to slow down.  Councillor Comments  Officers have received feedback from a few of the ward Councillors regarding this proposal. They were keen for a proposal to be put forward that would encourage parking on the west side of the road whilst also not making changes to the B2 parking bay.  Having considered the feedback from ward Councillors regarding this proposal, officers recommend that the existing 15R bay south of the B2 parking bay be amended to allow parking on the west side of the road as shown in drawing PA RE1_Eastern Avenue1.

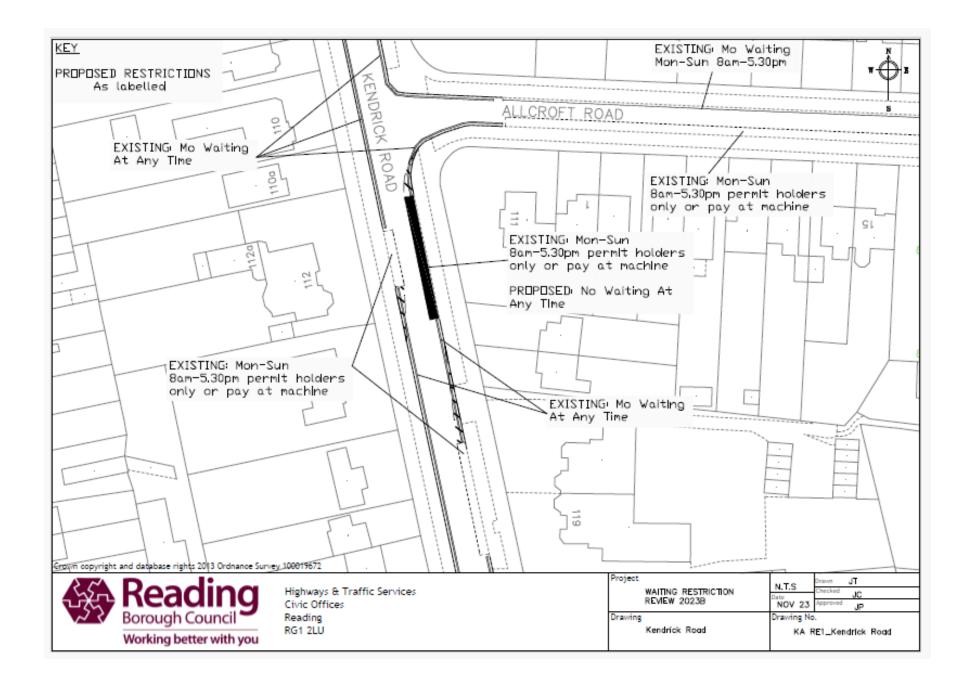
	Ward	Street	Summary of Request	Officer recommendation, including any Ward Councillor Comments
	29. Redlands and Park	Eastern Avenue #2	Location: Northern section of the street (Wokingham Road to Junction/Crescent Road). In the northern section of the street is a standalone resident permit parking zone 'B2'. A later, wider area resident permit scheme was introduced, which covered the remainder of the street with parking zone '15R'. Zone B2 is reportedly becoming congested, so a request has been made for some of this nearby 15R zone to become dual-use with B2 permits.	Officers recommend that the 15R permit bay just south of the B2 bay is amended to allow both 15R and B2 permit holders as shown in drawing PA RE2_Eastern Avenue2. This will provide B2 permit holders more flexibility when parking with additional spaces available to them in the wider area.
			Officer comments: Councillor White has been liaising with officers, who raised concerns that this could disadvantage residents with 15R permits, while also proposing whether the B2 zone could be converted to 15R to provide all residents with maximum flexibility. It was suggested that the latter was not favourable, and survey information has been provided to officers that suggests that neighbours would not find the implementation of a dual-zone section objectionable.	
Page 143	30. Redlands and Katesgrove	Kendrick Road	Location: Between Allcroft Road and Christchurch Road. Request to consider shortening/removing some of the parking bays, particularly those on the east side of the street. It is proposed that this will ease peak-time congestion in this section.	In order to improve traffic flow around the Allcroft Road junction, officers recommend that one of the parking bays is converted into a double yellow line restriction as shown in the drawing KA RE1_Kendrick Road. We do not recommend that the other bays in the area are removed as they provide additional parking spaces which can contribute to slowing down vehicles, alongside other existing traffic calming features.



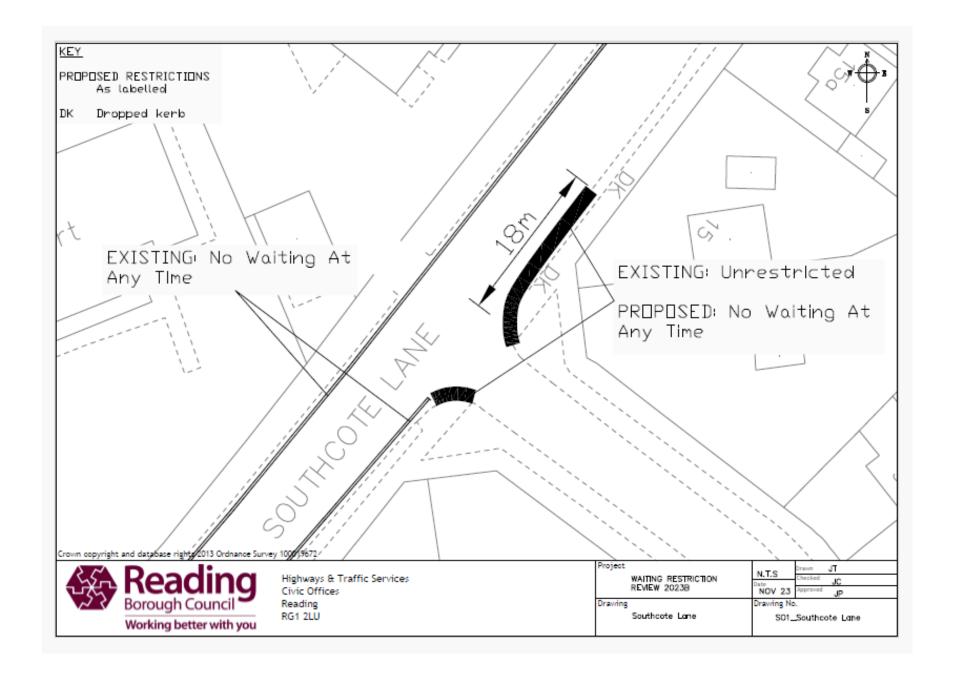




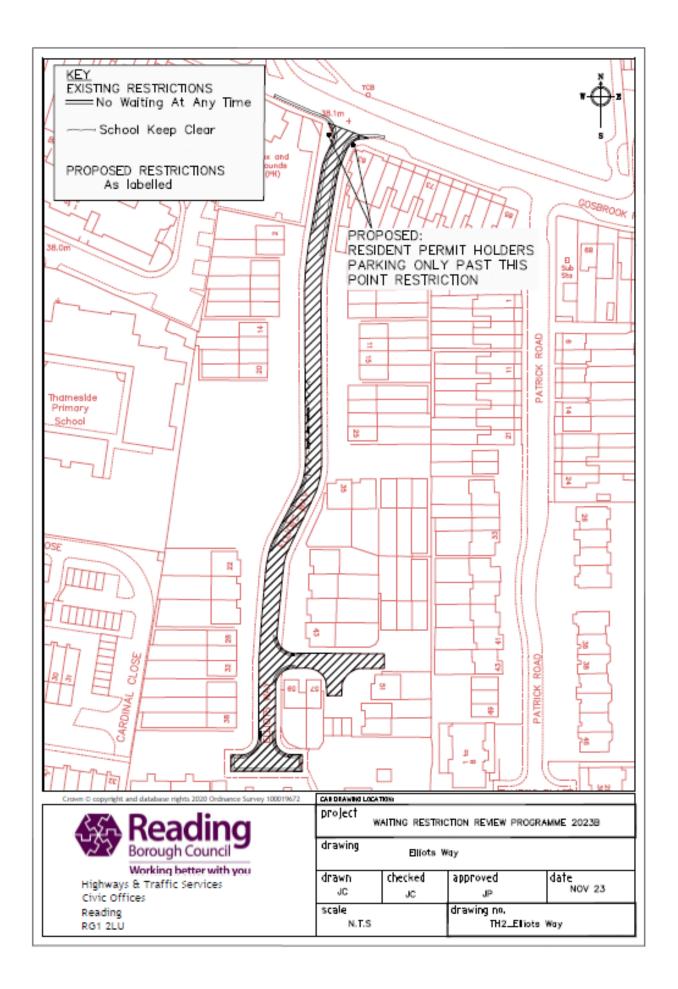




Ward	Street	Summary of Request	Officer recommendation, including any Ward Councillor
			Comments
31. Southcote	Southcote Lane		Officers recommend that the yellow lines are extended past the junction with Kenilworth Avenue as shown in drawing SO1_Southcote Lane. This will increase visibility for motorists leaving the Avenue.

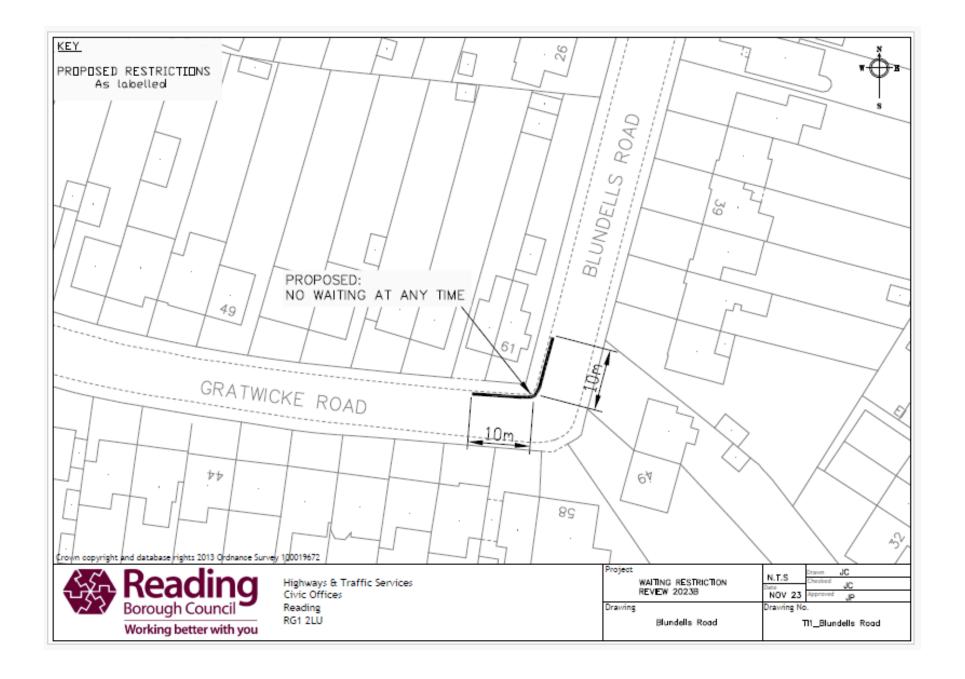


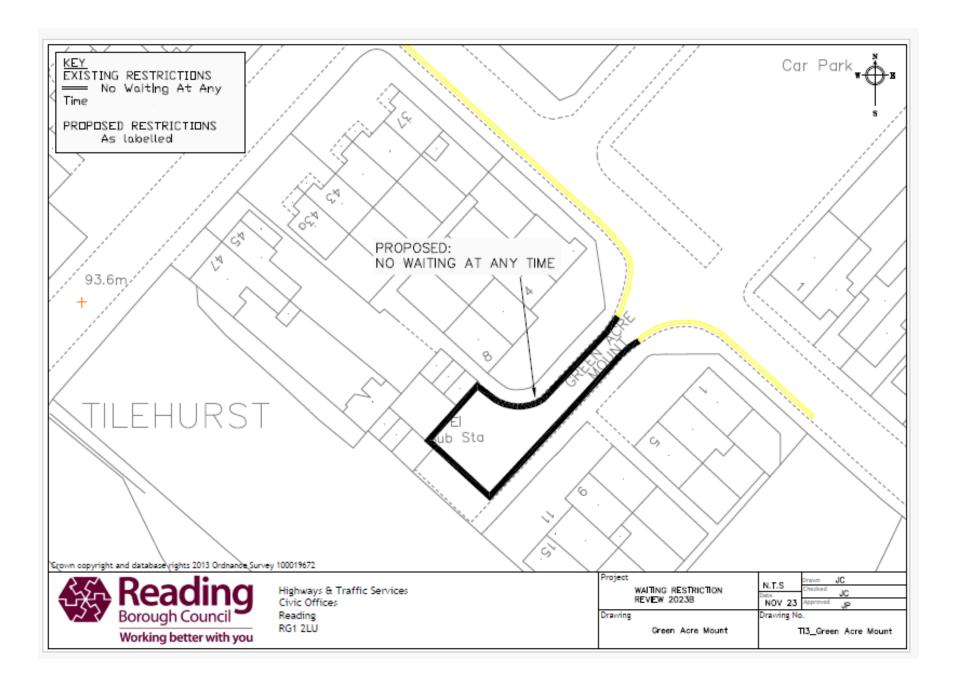
Ward	Street	Summary of Request	Officer recommendation, including any Ward Councillor
			Comments
32. Thames	Addison Road /	Location: Eastern end of Meadow Road and Addison Road	Officers have visited the site and note that there is a new access
	Meadow Road	close to its junction with Meadow Road. Request to reduce	point on the north side which may be used in the near future
		some yellow lines on Meadow Road and Addison Road to allow	and will restrict the installation of new parking spaces on the
		for some additional parking spaces.	south side of the road. As there are existing plans in place to
			install additional permit parking bays in this area, we
		Officer Comment:	recommend that this request is removed from the programme at
		This request will be considered alongside parking alterations	this time.
		that have been separately proposed in a previous report to the	
		Sub-Committee, as a result of developer-proposed and funded	
		parking changes around the former Cox & Wyman site.	
33. Thames	Elliot's Way	Location: Entire length. Request to add a resident permit	Officers recommend that a 'permit holders only past this point'
		parking restriction. The street has permit parking (zone 01R)	restriction is installed on this road as shown in drawing
		around it, but does not have permit parking restrictions within.	TH2_Elliotts Way. This proposal will restrict all parking in the
		There is limited space for bay marking, due to the number of	road to resident permit holders only and would be part of the
		off-street parking places, but the limited parking is under	existing 01R zone and is being recommended due to the very
		significant pressure from non-resident parking. Officers have	limited locations to install bay-type restrictions. All of the
		suggested that the introduction of a 'permit parking beyond	properties in Elliott's Way would be included in the zone, though
		this point' restriction may be suitable.	they would be subject to the rules set out by the Council's
ס		·	resident permit parking scheme. This proposal can only be
Page			pursued as part of the Waiting Restriction Review programme if
je			it follows the same development processes and timescales as the
7			rest of the programme, otherwise it will need to be removed.

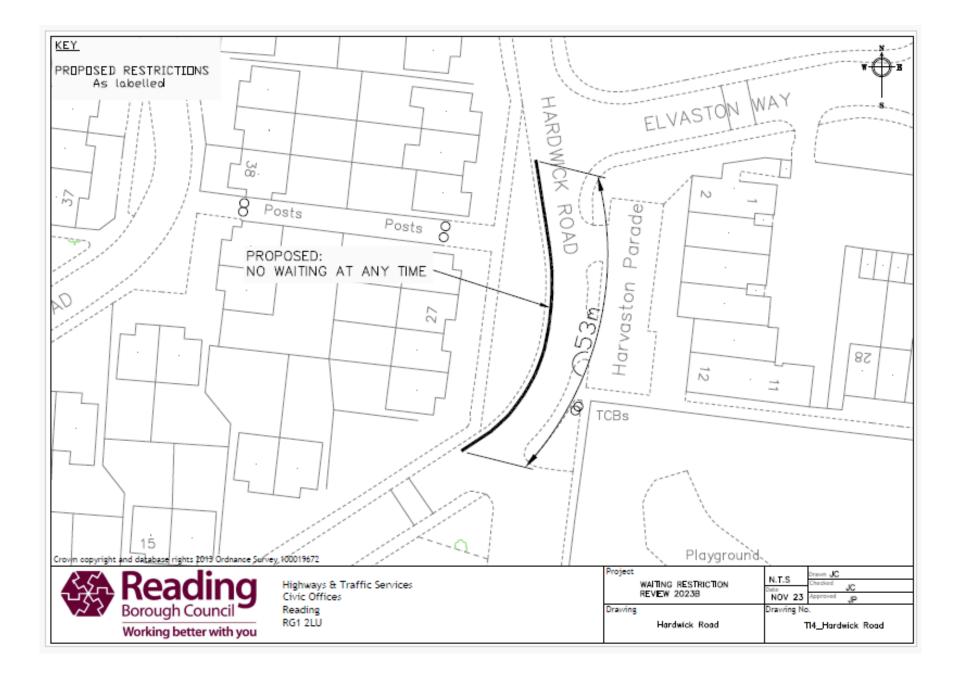


	Ward	Street	Summary of Request	Officer recommendation, including any Ward Councillor Comments
	34. Tilehurst	Blundells Road / Gratwicke Road	Location: Around the bend in the road, where Blundells Road and Gratwicke Road meet. Request for the removal of parking around this corner, to improve intervisibility around this blind bend.	Officers have visited the site and recommend that some double yellow lines are installed as shown in drawing TI1_Blundells Road Gratwicke Road in order to improve visibility for vehicles going around the corner.
	35. Tilehurst	Fern Glen	Location: Full length. Request for parking restrictions along one side of the road, as offset parking is often causing this narrow road to get blocked.	Having visited the site, officers have not observed any evidence of vehicles parking in a manner that would result in the road being inaccessible. Installing restrictions along the entire road would remove a number of parking spaces for residents so we recommend that this is removed from the programme at this time.
	36. Tilehurst	Green Acre Mount	Location: Full length. Experiencing issues with shoppers and all-day parking by non-residents (likely staff from the nearby shops) causing blocking of driveways and significant congestion in this small road. Would like consideration of yellow-line restrictions that can ease accessibility of the road and reduce impact to residents.	Officers recommend that double yellow lines are installed along the entire road as shown in drawing TI3_Green Acre Mount in order to prevent all day parking which is causing access issues.
Page 153	37. Tilehurst	Hardwick Road	Location: The bend in the road near to Harvaston Parade and the parking area outside the Parade and park. Request to consider parking restrictions around the bend to reduce visibility, footway and driveway accessibility issues caused by parked vehicles, and to consider marking out the bays within the parking areas (outside both the parade and park) to encourage more efficient parking within.  There have been additional reports that residents and commercial vehicle operators are using the car park outside the parade all day, which is exacerbating the on-street parking issue for shoppers and impacting on accessibility to the shops.	Officers recommend double yellow lines are installed along the inner bend in the road near the shops in order to increase visibility and accessibility in this area as shown in drawing TI4_Hardwick Road.
	38. Tilehurst	Savernake Close	Location: Road adjacent to the grass verges. Request to consider installing additional restrictions which would prevent vehicles parking and damaging the grass verge, which is part of the highway.	Officers have visited the site and observed that there is high demand for parking in this area and any additional restrictions would likely be unpopular with residents. We believe that tree planting in the verge may be the best solution as it will protect the verge whilst still allowing some parking for residents.  We therefore recommend that this is removed from the programme.
	39. Tilehurst	The Meadway / Mayfair	Location: Near the Halls Road bus stop. Request for some double yellow lines in this area due to concerns about safety caused by parked cars.	This section of Mayfair is about 9m wide, and it is enough to maintain two way traffic with parking on both sides of the carriageway. Not all of the properties nearby benefit from off-

Ward	Street	Summary of Request	Officer recommendation, including any Ward Councillor
			Comments
			street parking so we do not believe it would be beneficial to restrict parking here.
			We therefore recommend that this is removed from the programme.







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# **Traffic Management Sub- Committee**



### 11 January 2024

Title	BSIP Bus Lanes – Statutory Consultation Results				
Purpose of the report	To make a decision				
Report status	Public report				
Report author	Grace Atherton, BSIP Project Manager				
Lead councillor	Cllr John Ennis, Lead Councillor for Climate Strategy and Transport				
Ward(s)	Abbey, Battle, Norcot, Southcote, Katesgrove, Redlands and Park				
Corporate priority	Healthy Environment				
Recommendations	<ol> <li>Note the content of this report.</li> <li>Approve the recommendation to construct each of the schemes contained within this report, subject to available funding.</li> <li>Approve an experimental Traffic Regulation Order, permitting motorcycle access to each of the bus lanes contained within this report.</li> <li>And that:</li> <li>The Assistant Director of Legal and Democratic Services be authorised to approve the proposed traffic restrictions for each of the schemes contained within this report, in accordance with the Local Authorities Traffic Orders Procedure (England and Wales) Regulations 1996.</li> <li>The Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order and no public inquiry be held into the proposal.</li> </ol>				

### 1. Executive summary

1.1. The purpose of this report is to inform the Sub-Committee of the feedback from the Statutory Consultation relating to the six proposed bus lanes. Members are asked to note the Statutory Consultation results and agree for officers to proceed with construction of the bus lanes, subject to available funding.

#### 2. Policy context

- 2.1. The recommendations within this report support the objectives of the Council's new Corporate Plan for the years 2022/25, and contribute towards the key themes of:
  - Healthy Environment
  - Thriving Communities
  - Inclusive Economy

- 2.2. Full details of the Council's Corporate Plan and the projects which will deliver these priorities are published on the <u>Council's website</u>. These priorities and the Corporate Plan demonstrate how the Council meets its legal obligation to be efficient, effective and economical.
- 2.3. The National Bus Strategy 'Bus Back Better' was published in March 2021 as part of a £3 billion funding package aimed at building back Britain's bus services. It sets out how the Government intends to deliver on its commitment to achieve ambitious and far-reading reform of the bus services sector. As part of this funding, the Council were awarded £26m to improve the Bus Services and infrastructure, and to support growth of the public transport network.
- 2.4. The Council published its Bus Service Improvement Plan (BSIP) in October 2021 and established an Enhanced Partnership (EP) with all local bus operators. The EP sets out the schemes and measures to be delivered through the BSIP funding and formed our funding bid to DfT. The content of the EP was approved by the Strategic Environment, Planning and Transport Committee in March 22 and November 22.
- 2.5. The BSIP is a sub-strategy and core element of our emerging Reading Transport Strategy, which sets a vision to make Reading a greener and healthier town by providing better sustainable travel choices, including buses. The transport strategy also contributes towards the vision of a net zero carbon Reading by 2023, as set out in the Reading Climate Emergency Strategy.
- 2.6. The Berkshire West Health & Wellbeing Strategy (2021-2030) sets out the cross-borough priorities to deliver positive health outcomes to residents within Reading, Wokingham and West Berkshire. The implementation of the schemes detailed within this report, and through promoting the use of Public Transport (as well as Active Travel initiatives) can directly support positive outcomes, particularly for those residents and visitors living and walking alongside busy roads.

#### 3. The proposal

3.1. Designs have been developed for six bus lanes across the borough (see Appendices for drawings) and have been identified as areas where bus services suffer delays as a result of traffic congestion, particularly at peak times. Therefore, there is a need to introduce greater priority for buses on key routes to improve services for bus users, specifically journey times and reliability which in turn encourages modal shift and supports the environmental benefits of public transport.

The proposed bus lanes are as follows:

- A329 Oxford Road Outbound bus lane between Zinzan Street and George Street
- A329 Oxford Road Outbound bus lane between Pangbourne Street and Norcot Junction
- A4 Bath Road Outbound bus lane from Circuit Lane to Granville Road
- A327 Southampton Street Inbound bus lane from Pell Street to The Oracle roundabout
- A4 London Road Inbound bus lane between Sidmouth Street and London Street
- A4 London Road Inbound bus lane between Liverpool Road and Cemetery Junction
- 3.2. During the Period of April 2022 to March 2023, 17.5 million passenger journeys were made across the Reading area. Based on current projections for the Council is expecting this to increase to approximately 20 million passenger journeys by March 2024. Continuing to develop Readings transport infrastructure supports the Councils ambitions (as detailed within its RTS), where it is aiming to increase passenger journeys to 28 million by 2040.

- 3.3. The main benefits sought from these proposals are to make travelling by bus in Reading easier, cheaper, quicker and more reliable. If more people choose to travel by bus this will result in reduced congestion, reduced carbon emissions, better air quality, and improved health and wellbeing. Bus services, including community transport and school services, provide vital access to opportunities such as education, training, employment, essential services including healthcare and social events. These proposals seek to maximise opportunities to provide bus priority on key routes, whilst recognising that car trips are still required for some journeys and therefore minimising the impact of these schemes on general traffic flows where feasible.
- 3.4. An initial 4-week informal consultation was run from 19 May to 16 June 2023, seeking views on the initial bus lane proposals. Plans and information were available on the RBC Consultation webpage, allowing members of the public to show their level of support and to comment on the proposed schemes. Feedback and comments received have been assessed, and where possible amendments were made to the proposals, further details of which were provided during the statutory consultation process.
- 3.5. Due to limited road space in Reading, it is acknowledged that some of the proposals will have an impact on traffic flows and further traffic modelling has been undertaken and is detailed within Appendix 1 to this report. Whilst the traffic modelling has identified areas where congestion may increase in the short-term, this is based on current travel patterns. As a result of the various complementary measures introduced through the Councils BSIP and supported by the increase in recent bus passenger figures, this continued modal shift should result in longer term improvements to traffic flows.
- 3.6. A formal statutory consultation followed, which ran from 9 November to 7 December 2023 and included where possible scheme design changes following consideration of the informal consultation. The consultation link was shared on social media, the RBC Consultation webpage and the local press. Drop in events were held for the Reading Transport Strategy 2040 consultation, and drawings of the bus lane schemes were on display with officer's present to answer questions.
- 3.7. A summary of the statutory consultation results can be found in the table below:

	Support		Object		No Response	
	No.	%	No.	%	No.	%
Oxford Road (Town)	117	43.98%	149	56.02%	0	0%
Oxford Road (Norcot)	122	45.85%	141	53.01%	3	1%
London Road (cemetery)	85	31.95%	172	64.66%	9	3.38%
London Road (London St)	77	28.95%	184	69.17%	5	1.88%
Bath Road	121	45.49%	133	50.00%	12	4.50%
Southampton St Roundabout	115	43.23%	138	51.88%	13	4.89%

- 3.8. It should be noted that the above is an un-sanitised version of the results. Examination of the responses identified a large number of responses (41) from RG1 that were submitted within a short time frame. It is assumed that these were collated from a local group and so have not been discounted.
- 3.9. One of the main areas of feedback to the consultation was the use of the bus lanes by private hire vehicles and motorcycles. Of the 266 responses received, officers note that a total of 50 objections were directly related to motorcycles not being permitted to use the proposed bus lanes. Whilst officers are not discounting the comments raised in these responses, given that these comments do not object to the principle of the bus lanes, an alternative version of the results has been presented below:

Excluding motorcycle objections	Support		Object		No Response	
	No.	%	No.	%	No.	%
Oxford Road (Town)	117	54.17%	99	45.83%	0	0.00%
Oxford Road (Norcot)	122	57.28%	91	42.72%	3	1.41%
London Road (cemetery)	85	41.06%	122	58.94%	9	4.35%
London Road (London St)	77	36.49%	134	63.51%	5	2.37%
Bath Road	121	59.02%	84	40.98%	12	5.85%
Southampton St Roundabout	115	56.37%	89	43.63%	13	6.37%

- 3.10. Due to the timescales associated with the grant funding of the BSIP schemes, officers did not bring forward proposals to allow motorcycles (or private hire vehicles) as this requires a full policy review of all bus lanes within the borough to ensure consistency. This review would require specific surveys and safety assessments prior to a recommendation being bought forward to Committee.
- 3.11. The consultation responses raised a number of common themes, including:

#### **Negative Responses**

Consultation	Council Response / Mitigation
Response	oodiioii Roopoiloo / Illitigatioii
The perception that the introduction of the bus lanes will create further traffic and congestion.	Whilst the traffic modelling has identified areas where congestion may increase in the short-term, this is based on current travel patterns. As a result of the various complementary measures introduced through the Councils BSIP and supported by the increase in recent bus passenger figures, this continued modal shift should result in longer term improvements to traffic flows.  Without making significant changes to transport infrastructure and providing suitable and sustainable transport alternatives, such as mass transit/public transport and Active Travel, car usage will continue to grow, generating greater levels of congestion.
The perception that bus lanes sit empty for a large proportion of time or that buses actively	The perception that bus lanes are empty can be due to buses not being held up by traffic and therefore travelling along bus lanes in a shorter timeframe then the corresponding traffic in adjacent lanes. The bus lanes being proposed are in areas with a reasonable frequency of services and will therefore be well used.
avoid using the lanes.	Bus lanes will enable bus operators to improve frequencies using the same number of vehicles as buses are able to undertake their journeys quicker. This will increase the frequency that buses use the bus lanes. Enhanced frequency of services will also encourage more passengers which in turn will improve the economic case for providing more services. This will also lead to more buses using the bus lanes, although this intervention will only be felt following the introduction of the bus lane.
	Buses only avoid using bus lanes when there is a more direct route. Bus lanes are designed to enable buses to avoid traffic and at certain times of the day there may be no traffic and therefore the bus can retain a position in the general carriageway which will negate the need to re-join the carriageway at the end of the bus lane.

Consultation Response	Council Response / Mitigation
Concern that existing traffic will be displaced onto residential routes.	The ambition of the Reading Transport Strategy is to provide a variety of transport options and promote modal shift to public transport and active travel. The introduction of these bus lanes, alongside the various other complementary measures introduced through the Councils BSIP will support this modal shift which should result in longer term improvements to traffic flows and mitigate the risk of traffic displacement.  As has been recommended as a result of the traffic modelling undertaken during the bus lane design, the Council intends to monitor the traffic on the adjoining residential streets and if necessary review what measures could be introduced to mitigate any displacement that occurs, with particular emphasis on safety on these residential streets.
Concern regarding the impact on vehicles entering Reading from the east of the	Vehicles entering Reading borough from the east on the London Road currently have two lanes approaching the Cemetery Junction. The introduction of a bus lane will reduce this to one lane for much of this section however there is significant capacity for two lanes outside of the borough on the A3290 and A4 and will move the traffic away from high density residential area.
borough.	The London Road bus lane will provide priority for a number of services that enter Reading from the east including, two park and ride services, which will be a more attractive option for some people currently choosing to drive in from the east and therefore result in fewer private vehicles entering Reading.
Concern that the bus lanes are not being made available for motorcycles.	Following the consultation process, officers have recommended that an experimental order be made, granting motorcycles access to each of the bus lanes proposed in this report.

#### **Positive Responses**

- Reduce delays in peak times.
- Support the promotion of more dependable bus journeys that also open a lane to be used for active travel.
- Support of policies and plans that disincentivise people from using their cars and support having a great bus, cycling and pedestrian network.
- Support of bus lanes being a great way to improve congestion problems and reduce carbon emissions.
- 3.12. Another theme related to the bus services available to/from Park and Ride sites, and commonly related to the reduction in services currently available and the importance of improving these services to make Park and Ride a viable option. Officers were pleased to see limited services recently reinstated from Winnersh Park & Ride, as well as the ongoing Hospital Park & Ride services from Thames Valley Park. The bus lane improvements being recommended will support the efficiency and reliability of all services from the east of Reading, which should support the future growth of these and other bus services.
- 3.13. The full consultation results can be found in Appendix 3a/3b.

#### **Outcomes and Recommendations**

- 3.14. The Council has undertaken a detailed review of consultation results, and whilst it acknowledges the concerns raised by consultees, particularly around the perception of increased congestion, without making significant changes to transport infrastructure and providing suitable and sustainable transport alternatives, such as mass transit/public transport and Active Travel, car usage will continue to grow, generating greater levels of congestion.
- 3.15. The schemes consulted on contribute to the strategic aims of the Council and support the Councils proposed Reading Transport Strategy (RTS), and in particular promoting the use of alternative and sustainable transport modes, which also supports the long-term ambitions of the Councils Climate Strategy. It is recognised that the success of public transport strategies rely on modal shift and as part of the wider strategy, it will be important that neighbouring Councils support their residents so that they can share in the benefits.
- 3.16. An assessment of each of the schemes has been undertaken against key themes to demonstrate the recommendations as noted below:

	Support RTS	Buses per hour	Traffic Model	Public Support	Cost	Overall
Oxford Road (Town)						
Oxford Road (Norcot)						
London Road (cemetery)						
London Road (London St)						
Bath Road						
Southampton St						
Roundabout						

- 3.17 Inflationary pressures have had a significant impact on the cost of the overall BSIP package since funding was awarded, therefore whilst the recommendation is to deliver all six schemes this will be kept under review as procurement is undertaken and costs are clarified. It is therefore recommended that the above assessment is used as a basis for prioritising scheme delivery.
- 3.18 In acknowledging the comments that were received relating to the use of bus lanes by motorcycles, Officers would propose an experimental order be made for each of the bus lanes subject to this report, permitting their use by motorcycles.
- 3.19 The previous concerns outlined above in paragraph 3.10 relates to the wider use of bus lanes by various vehicle types, and the potential conflicts this could create. In the case of Motorcycles only, Officers are satisfied that collision risks are low, and the inclusion of motorcycles in the bus lane would not have a detrimental impact on the bus movements.
- 3.20 Officers will carry out a further assessment during the period that the experimental order is in place and revert back to the Sub-Committee with a future recommendation on whether the experimental order should be made permanent.
- 3.21 The Council does not currently intend to permit the use of these bus lanes by any private hire vehicles or by any Taxis unregistered within the borough of Reading. This would result in an increase in lane usage which may have a detrimental impact on bus movements and reduce the capacity and benefits intended by these schemes.

#### 4. Contribution to strategic aims

4.1. The proposals as set out within this report will help to deliver the following strategic aims of the Council through the delivery of a thriving public transport network in the town:

#### Health Environment

• The implementation of bus lane will help alleviate delays to services along main corridors into the town centre. This can lead to a reduction in motor-vehicle journeys, which can reduce emissions and improve air quality.

#### **Thriving Communities**

• The bus lanes will improve accessibility and journey times for those using the bus, making it a more appealing option than using a private vehicle

#### Inclusive Economy

The bus lane proposals will encourage bus usage and reduce congestion.
 They can offer equality of access to the town centre and other areas of employment.

#### 5. Environmental and climate implications

- 5.1. The Council declared a Climate Emergency at its meeting on 26 February 2019 (Minute 48 refers).
- 5.2. Transport is the biggest greenhouse gas emitting sector in the UK accounting for around 27% of total carbon emissions. As set out in the Reading Climate Emergency Strategy 2020-25, this figure is lower in Reading with transport accounting for around 20% of carbon emissions. However, significant investment in sustainable transport solutions is vital in order to respond to the Climate Emergency declared by the Council in February 2019 and to help achieve our target of a carbon neutral Reading by 2030.
- 5.3 A Climate Impact Assessment has been conducted for the recommendations of this report, resulting in an overall *Medium Net Positive*. It is expected that the introduction of additional bus lanes will see a shift from private vehicle usage resulting in less emissions and air pollution. There will be an improvement to air quality by providing a more efficient and attractive way to travel.

#### 6. Community engagement

- 6.1. A 4-week informal consultation detailing the 6 bus lane schemes was run from 19<sup>th</sup> May to 16<sup>th</sup> June 2023. The consultation link was shared on social media and on the RBC Consultation webpage. An update on the feedback received during this consultation period was given verbally at the meeting.
- 6.2. A formal statutory consultation detailing the bus schemes ran from 9<sup>th</sup> November to 7<sup>th</sup> December 2023. The consultation link was shared on social media, the RBC Consultation webpage and the local press. Drop in events were held for the Reading Transport Strategy 2040 consultation, and drawings of the bus lane schemes were on display with officer's present to answer questions.
- 6.3. Traffic Management Sub-Committee is a public meeting. The agendas, reports, meeting minutes and recordings of the meetings are available to view from the Council's website.

#### 7. Equality impact assessment

- 7.1. Under the Equality Act 2010, Section 149, a public authority must, in the exercise of its functions, have due regard to the need to—
  - eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
  - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
  - foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 7.2. It is not considered that an Equality Impact Assessment (EIA) is required at this time as the proposals are not deems to be discriminatory to persons with protected characteristics, and the proposals will help the travel needs of users. The Statutory Consultation provided an opportunity for the content of objections/support/concerns to be considered prior to a decision being made on whether to implement the proposals.
- 7.3. Further EIA assessments, where necessary, may be undertaken once the schemes are developed in detailed design.

#### 8. Other relevant considerations

8.1. None

#### 9. Legal implications

9.1 New, or changes to existing, Traffic Regulation Orders require advertisement and consultation, under the Road Traffic Regulation Act 1984 and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. The resultant Traffic Regulation Order will be sealed/revoked in accordance with the same Regulations.

### 10. Financial implications

- 10.1. Funding for the detailed designs and statutory consultation has been funded through the BSIP funding allocation.
- 10.2. The Council has secured £15.9m in capital funding through its BSIP, however inflationary pressures have had a significant impact on the cost of individual schemes within the overall BSIP package.
- 10.3. As a result of the detailed design and having prepared updated cost estimates, the total cost of the 6 bus lanes is projected to be between £4.5m and £5.1m.
- 10.4. Further to the assessment carried out in section 3.16, Officers are recommending that implementation of Bath Road be delayed until such time as actual costs of the remaining 5 schemes can be confirmed, and subject to suitable additional budget being secured from Department for Transport.

#### 11. Timetable for implementation

- 11.1. The Council has been progressing the detailed design in parallel to the consultation process and in line with the conditions of the grant funding. Subject to there being no further amendments as a result of this report, the detailed design is due to be completed by January 2024.
- 11.2. Subject to the decisions of this report, the Council intends to commence construction of the bus lanes from Feb 2024, with the indicative programme noted below:

Activity	Start Date	Finish Date
Oxford Road (Town) Construction	Feb-24	Apr-24
London Road (Cemetery) Construction	May-24	May-24
Southampton Street Procurement	Apr-24	May-24
Southampton Street Construction	Jul-24	Sep-24
Oxford Road (Norcot) Procurement	Jun-24	Jul-24
Oxford Road (Norcot) Construction	Sep-24	Nov-24
London Rd (London St) Procurement	Apr-24	Jul-24
London Rd (London St) Construction	Aug-24	Dec-24
Bath Road Procurement	Jul-24	Oct-24
Bath Road Construction	Jan-25	Sep-25

- 11.3 The above programme is subject to change and will consider local events and constraints that may result in a negative short-term impact on the highway network.
- 11.4 The Council is proposing commencing with the Oxford Road Street between Zinzan St and George Street as another scheme, delivering pavement improvements, is due to commence from January 24. Combining these two schemes will reduce the impact on people travelling via Oxford Road, and will deliver project efficiencies and savings in construction costs.

#### 12. Background papers

12.1. BSIP Bus Lanes – Statutory Consultation – 14<sup>th</sup> June 2023

#### **Appendices**

- 1. Appendix 1 Traffic Modelling Summary
- 2. Appendix 2 Bus Lanes Consulted on
- 3. Appendix 3a Detailed Consultation Results
- 4. Appendix 3b Detailed Consultation Results



#### **Appendix 1 – Traffic Modelling Summary**

Traffic modelling has been undertaken on the London Road schemes to assess the capacity impacts of introducing bus lanes. A review of the existing conditions shows that bus services are subjected to significant delay and reliability issues along this corridor. Around 45 two-way bus services operate along this route.

LinSig software, with the Reading Transport Model (RTM) traffic flow data, has been used to create a model of the corridor to test the impact of the bus lanes.

The Reading Transport Model (RTM) is a highway network model which has been developed using SATURN software. The model consists of an AM peak hour model (08:00 to 09:00), an average inter peak hour mode (10:00 to 16:00) and a PM peak hour model (17:00 to 18:00). The model has fiver user classes comprising of car commute, car employer business, car other, Light Good Vehicles (LGV) and Heavy Goods Vehicles (HGV). The model has a base year of 2015 and future years of 2021 and 2031.

This is a fixed matrix highway model and will only seek to reroute the traffic, and not consider mode shift or peak spreading. This will demonstrate the worst-case impact of the schemes with all traffic reassigning or queuing. This worst-case scenario is considered unlikely.

LinSig was used as a tool to optimise the traffic signals, but also understand the scale of any capacity reductions, as a result of the reallocation of road space for bus priority. This would provide an indication of the level of traffic which would not be able to travel through the corridor within the peak hour.

#### **London Road – Liverpool Road to Amity Street:**

It has been determined that the westbound traffic flows would need to reduce by 18% (approx. 260 vehicles) in the AM peak hour and by 19% (approx. 220 vehicles) in the PM peak hour, in order to mitigate the impacts of introducing bus lanes.

The purpose of introducing this bus lanes, is to provide reliable bus services from east of Reading and support the growth of sustainable transport modes. The results indicate that if the number of vehicles on the road does not decrease, then the introduction of the bus lanes, could potentially result in an increase in westbound general traffic queues, and in particular impact traffic entering Reading from outside the borough.

It should be noted that the effects of Liverpool Road and other access points and driveways cannot be accurately modelled, as the traffic flows are not known, however it is expected that this will be consistent with the existing conditions and right turning traffic into the driveways can cause intermittent delays on the corridor.

We intend to monitor traffic on the adjoining residential streets and, if necessary, review what measures could be introduced to mitigate any displacement, with particular emphasis on safety on these residential streets. This work has been recommended as a result of the traffic modelling undertaken during the bus lane design. If we can further increase bus passenger numbers, we anticipate in the long term this will reduce the number of private cars using both main roads and residential streets.

#### **London Road - Sidmouth Street to London Street:**

It has been determined that the west bound traffic flows would need to be reduced by 10% (approx. 350 vehicles) in the AM peak hour and by 8% (approx. 300 vehicles) in the PM peak hour, in order to mitigate the impacts of introducing bus lanes.

The results indicate that if the number of vehicles on the road does not decrease, then the introduction of the bus lanes, could potentially result in an increase in westbound general traffic queues, particularly at the approach to London Street/Crown Street,

The proposals are expected to significantly decrease bus journey times and reliability within the corridor. The bus lanes may help to reduce bus journey times to off-peak speeds, which are around 5 minutes guicker.

#### **Southampton Street:**

A traffic modelling consultant was appointed to provide a capacity assessment for the Southampton Street / A329 / Bridge Street / Mill Lane junction ("Oracle Roundabout"). Detailed junction modelling has been completed for the existing and proposed junction layouts to assess the likely operation of the proposed junction using LinSig.

For the purposes of this assessment, the junction has been tested as a standalone junction in isolation from the effects of upstream and downstream junctions. Congested conditions on the adjacent road networks and queues approaching the Oracle MSCP entry barriers can lead to traffic blocking back through the junction at busy periods of the day.

To understand the current vehicle demand through the signalised roundabout, traffic surveys were undertaken on a typical weekday in October 2023 for a 12hr (7am to 7pm) period. The traffic survey were also extended to include a Saturday period so given the town centre location.

The multi-lane approaches on the external arms and circulating around the junction result in some clear issues with the existing junction arrangement that could be negatively affecting its operational performance at peak times. The main issue observed at the junction is poor lane discipline linked to traffic flows movements from Southampton Street (south) heading straight on to Bridge Street or right to the MSCP or Mill Lane.

Using the existing modelling as a baseline, a revised model has been generated to reflect the highway changes being proposed by the bus improvement scheme. The proposed model uses the same signal modelling parameters as the existing model and makes changes to the geometric layout of the junction.

It was observed in the existing scenario that there was a level of poor lane discipline on the Southampton Street approach resulting non-permitted routes around the junction. The proposed junction layout will provide improved lane markings on the approaches and through the junction, and improved signage to increase awareness of lane allocations. Therefore, the proposed layout model has been based on the allocated lane marking and permitted movements only.

The reduction in performance between the existing and proposed is a result of the change in lane markings and flow allocations. The proposals will move all left turning vehicles into a single lane compared to the existing scenario where they are able to use both the inside and middle lane to turn left. This in turn will relieve the vehicle demands on the central lane where queues are predicted to reduce.

In conclusion, the below changes are expected as a result of this proposal:

- Minimal or no change in queue lengths on the Oracle Exit, Bridge Street, or A329 Slip Road approaches.
- Southampton Street Lane 1 has recorded significant increases in queue lengths across AM and PM peak hours, although the effect of these queues is mitigated through the signal phasing.
- Southampton Street Lane 2 (middle lane) queues have largely been removed compared to existing as the lane will only be accommodating traffic heading to Bridge Street.
- Southampton Street Lane 3 has recorded an increase in queues compare to existing although are not severe with a maximum queue of 5.1 PCUs estimated in the Saturday peak hour. Increase in queue a result of lane 3 allocated as right turn traffic only (i.e. to Oracle MSCP, A329 east and Mill Lane).

#### Oxford Road/Bedford Road:

Localised detailed junction modelling has been completed in Linsig software for the existing and proposed junction layouts to assess the changes in operational performance.

The existing junction operates within its capacity and the observed queue length survey results highly a significant amount of reserve capacity currently at the junction.

Using the existing modelling as a baseline, a revised model has been generated to reflect the highway changes being proposed at the junction. The proposed layout model utilises the same modelling parameters as the existing junction with the exception of the flare lengths being reduced on the approach to the junction.

The proposed layout modelling results show that the junction would continue to operate within capacity. The reduction in the approach lane capacity still allows for the queue lengths to be within the maximum theoretical capacity.

Given the amount of reserve capacity in the existing junction, the proposed bus improvement alterations to this junction would not have a material impact on the highway network performance.

#### Oxford Road / Norcot Road

As part of the Oxford Road bus improvement scheme, a westbound bus lane has been introduced on the approach to the Reading Retail Park access junction, some 100m east of the Norcot Road Roundabout. To accommodate the new bus lane, it was necessary to reduce the length of a ghost island right turn lane into the retail park by half its current length (45m to 22.5m).

Traffic surveys using video footage of the junction were undertaken to monitor the current operation of the right turn lane and observe if any queue blocking does occur on the Oxford Road. The surveys were undertaken on Thursday 6th July 2023 (AM 0700 - 1000 and PM 1600 - 1900) and Saturday 8<sup>th</sup> July 2023 (1000 - 1700) and the video footage was analysed over the whole period to identify any potential issues.

Analysis of the video footage identified the following key observations:

- No more than 3 vehicles were observed queuing in the right turn lane to enter the retail park.
- At busy times in the morning and evening peak hours on Thursday, traffic was seen to queue back from the Norcot Road Roundabout across the access to the retail park.
   This did not prevent drivers from turning right into the park as westbound traffic on the Oxford Road would leave gaps to allow access.
- The busiest times for the retail park was Saturday afternoon where more cars were observed using the right turn lane into the park. At this time, traffic flow westbound on the Oxford Road was fairly constant but there was sufficient gaps in the traffic to allow entry into the park.
- On no occasion did the right turning traffic using the ghost island lane block the eastbound traffic on the Oxford Road.

On the evidence of the observation survey, the reduced length of the ghost island right turn lane will still have adequate capacity to cater for the traffic demand into the retail park. The reduction in length to 22.5m will still have sufficient space to accommodate 3 - 4 vehicles which is compatible to the longest queue that was observed in the video footage.

El Sub Sta

Car Park

PROPOSED WITH

FLOW BUS LANE'

31

Christadelphian \_\_ Church

NEW CENTRAL ISLAND TO

ACCOMMODATE NEW BUS

EXISTING TRAFFIC -ISLAND RETAINED

**GATEWAY SIGN** 

**EXISTING PARKING** 

LOCATION

REPLACED IN RELOCATED

JAMES STREET

PROPOSED ENHANCEMENTS TO

NORTH/SOUTH CYCLE MOVEMENTS AT

**CROSSINGS AND PEDESTRIAN AREAS** 

- EXISTING SPEED CUSHIONS

EXISTING BUS STOP AND BUS

SHELTER RETAINED

RELOCATED

EXISTING PARKING -TO BE RELOCATED

EXISTING SCHOOL AND 20MPH

ZONE SIGN TO BE RELOCATED

70m TO THE EAST

INTO FOOTWAY

/Prospect

EXISTING SIGNAL CONTROLLED CROSSING TO BE -WIDENED TO ACCOMMODATE BUS LANE. DESIGN

TO BE PROVIDED FOR COMPLETE UPGRADE TO

DISPLAY FACILITIES. ALTERNATIVE DO-MINIMUM

**EXTENSION TO EXISTING CROSSING** 

Oxford Road

Community Scho

(primary)

INFRASTRUCTURE AT RBC DISCRETION

MODERN STANDARDS TO INCORPORATE NEARSIDE

EXISTING CCTV, LIGHTING AND -

RELOCATED TO NEW POSITION

PROPOSED RAMP IN

EXTENDED PAVED AREA

CYCLE LANE TO

CYCLE STANDS TO BE

WITH RBC

511

OXFORD ROAD (EASTERN SECTION) PROPOSED LAYOUT

IN FOOTWAY. POSITIONS

SUBJECT TO AGREEMENT

RELOCATED WESTBOUND -BUS STOP TO NEW EDGE

RELOCATED

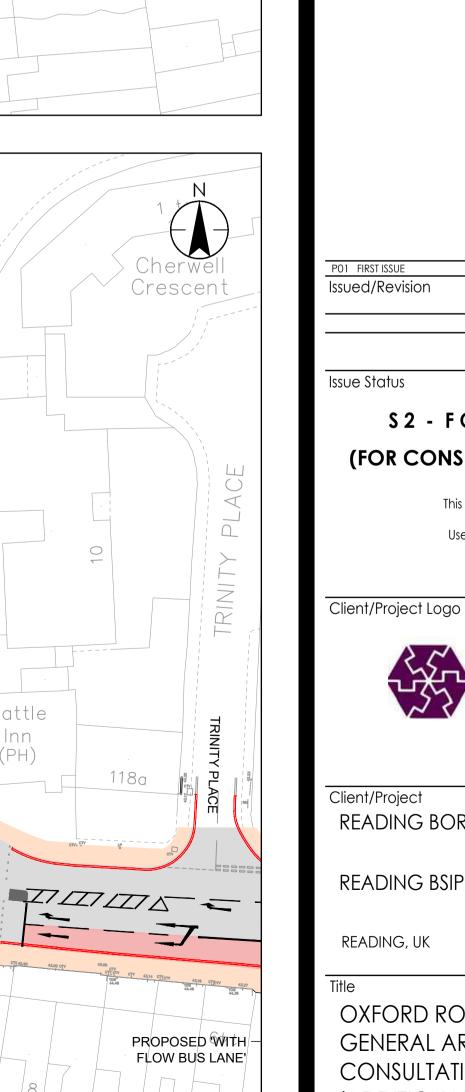
**BUS SHELTER** 

PROPOSED 'WITH FLOW

**BUS LANE' TERMINATES** 

**VIEWPORT 2** 

AT BUS STOP



SCALE 1:500

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OXFORD ROAD (EASTERN SECTION) GENERAL ARRANGEMENT

CONSULTATIONS - OPTION 2 (ADDITIONAL ADVISORY CYCLE LANE)

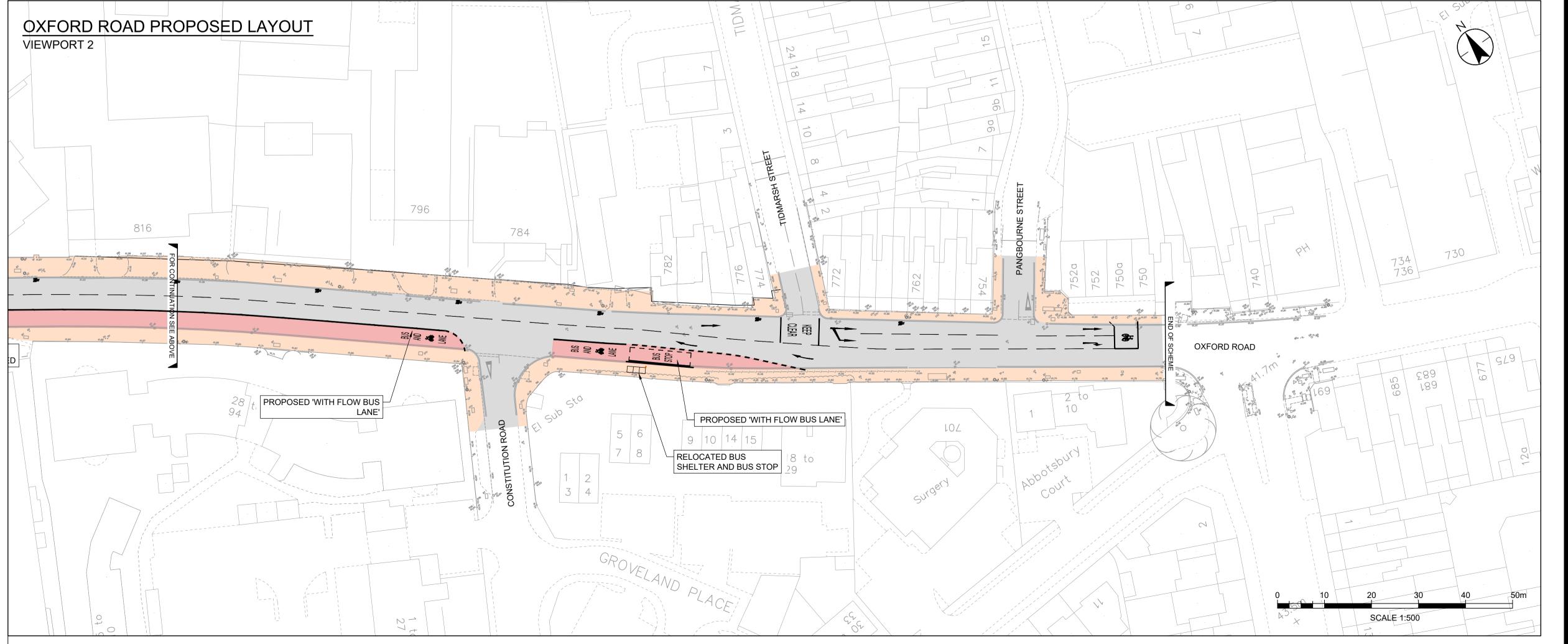
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**EXISTING CARRIAGEWAY** 

EXISTING FOOTWAY

PROPOSED FULL DEPTH CARRIAGEWAY

PROPOSED FOOTWAY

EXISTING CENTRAL ISLAND

PROPOSED REFUGE ISLAND

PROPOSED TACTILE PAVING

PROPOSED BUS SHELTER

 
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Project No. A1 Scale 1:500 332610231

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PROPOSED 1.6m FOOTPATH REPLACING

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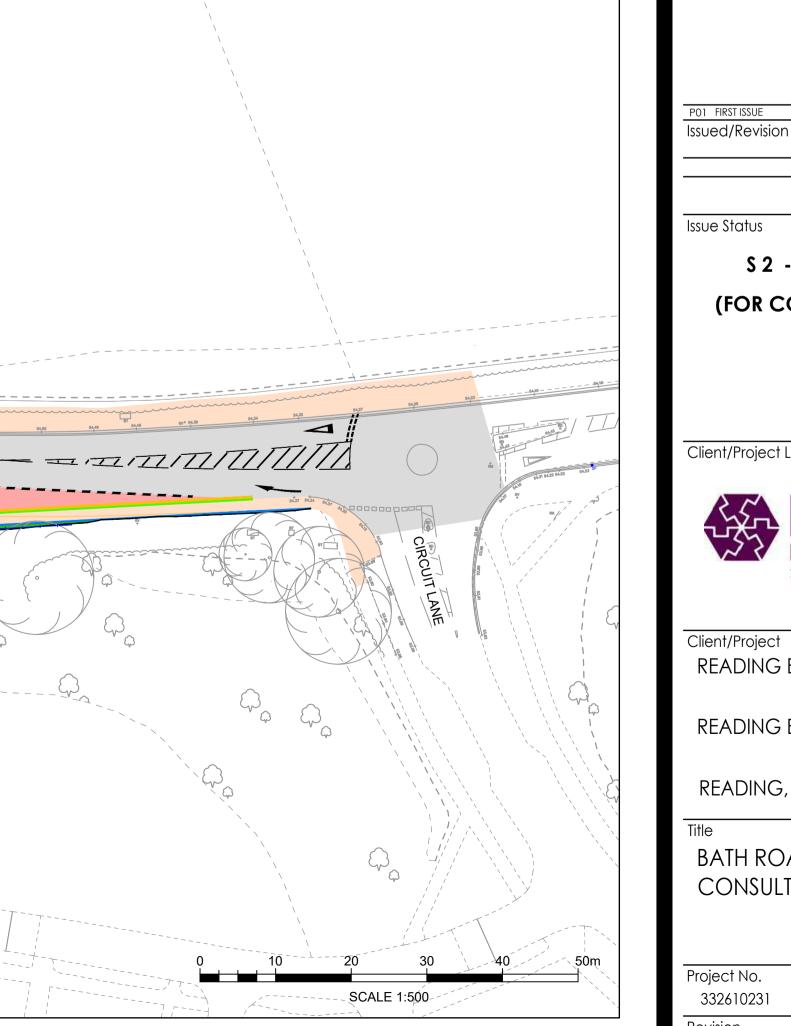
**EXISTING ON SOUTHERN SIDE** 

BATH ROAD PROPOSED LAYOUT

EXISTING REFUSE ISLAND REMOVED AND REPLACED IN PROPOSED LOCATION

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VIEWPORT 2



BS & SS

- EXISTING CARRIAGEWAY WIDENED TO PROVIDE NEW BUS AND CYCLE LANE



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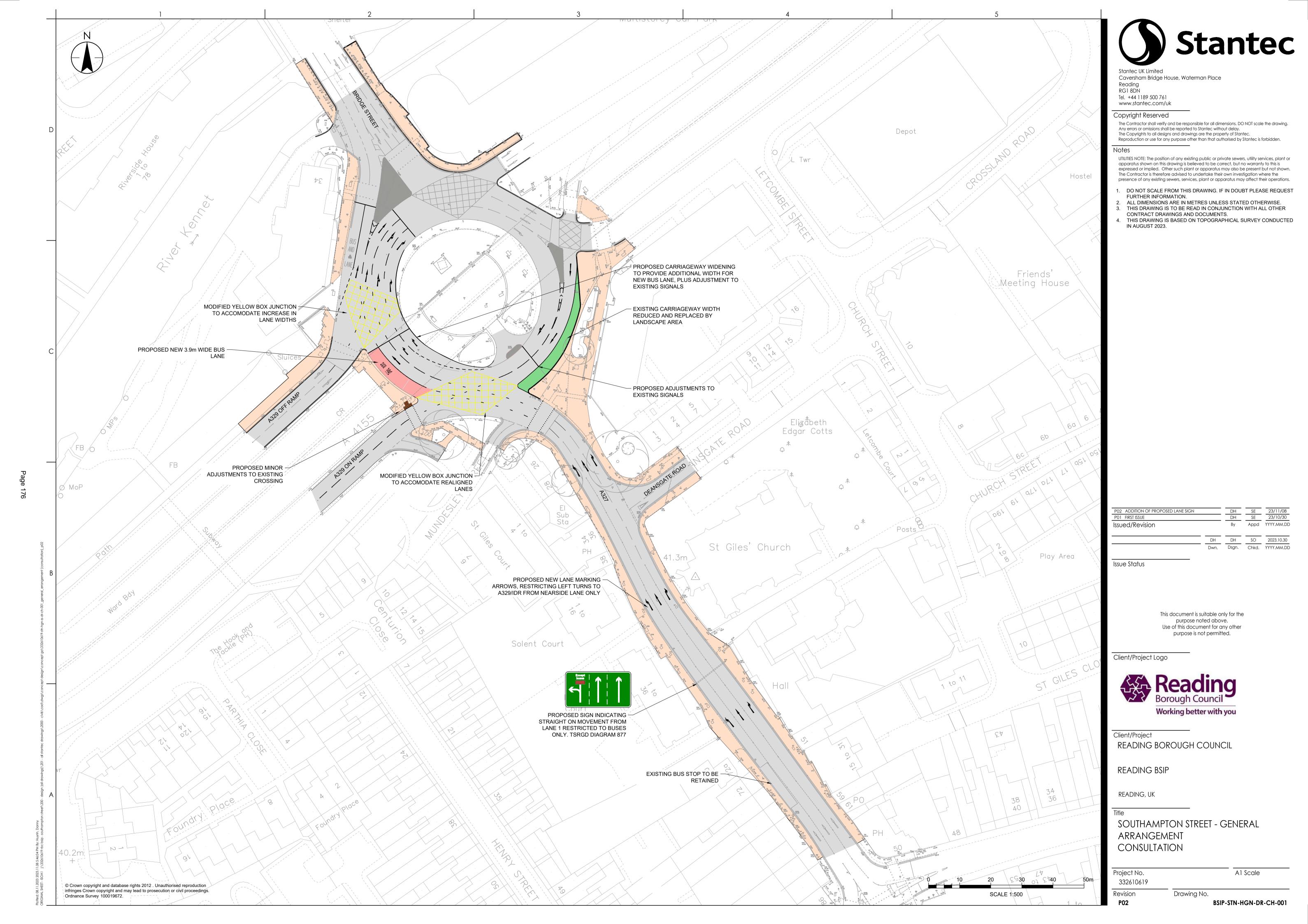
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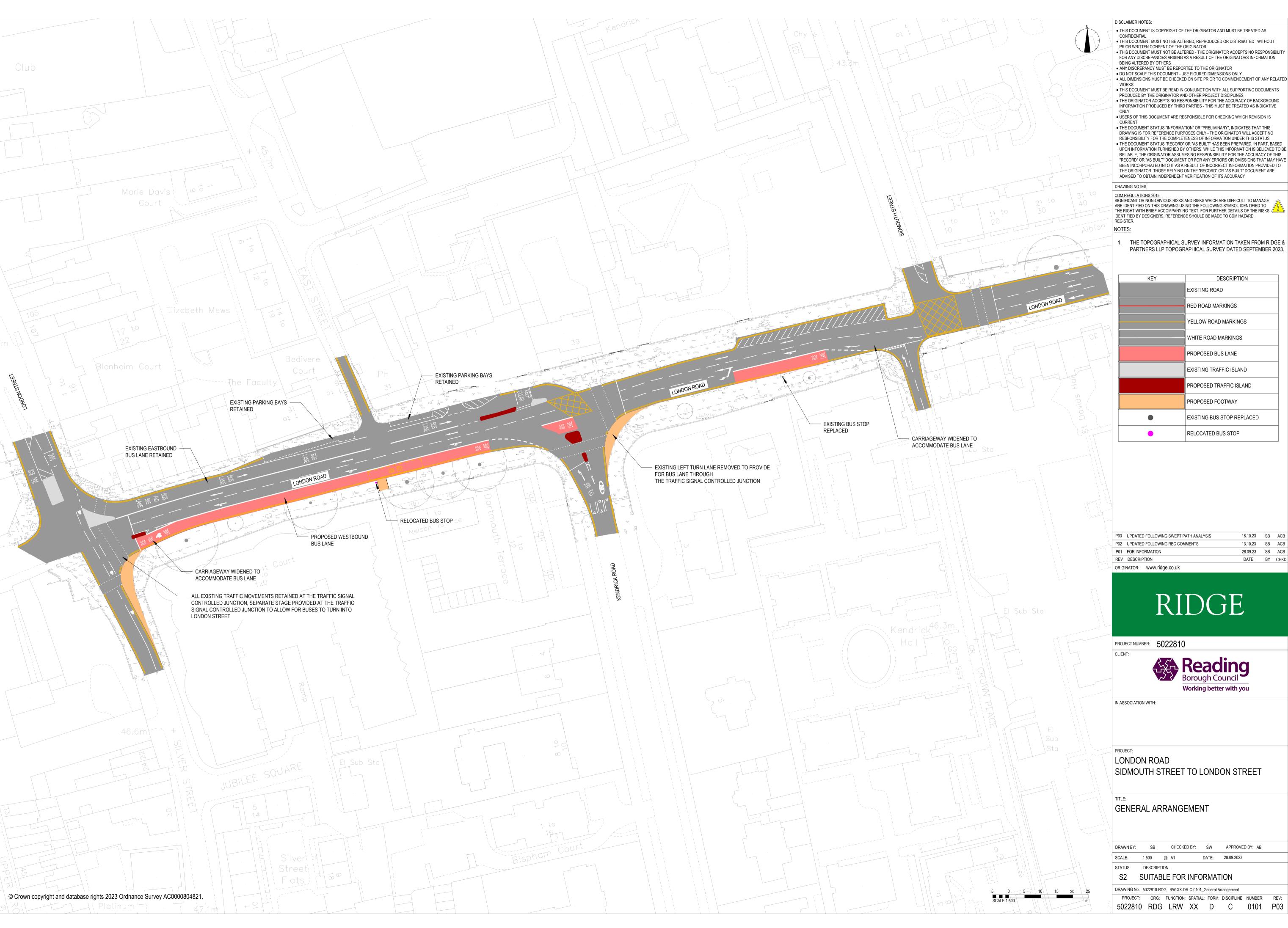
BATH ROAD - GENERAL ARRANGEMENT CONSULTATION

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1. THE TOPOGRAPHICAL SURVEY INFORMATION TAKEN FROM RIDGE & PARTNERS LLP TOPOGRAPHICAL SURVEY DATED SEPTEMBER 2023.

KEY	DESCRIPTION
	EXISTING ROAD
	RED ROAD MARKINGS
	YELLOW ROAD MARKINGS
	WHITE ROAD MARKINGS
	PROPOSED BUS LANE
	EXISTING TRAFFIC ISLAND
	PROPOSED TRAFFIC ISLAND
	PROPOSED FOOTWAY
•	EXISTING BUS STOP REPLACED
•	RELOCATED BUS STOP

\	P03	UPDATED FOLLOWING SWEPT PATH ANALYSIS	18.10.23	SB	ACB
. 4	P02	UPDATED FOLLOWING RBC COMMENTS	13.10.23	SB	ACB
	P01	FOR INFORMATION	28.09.23	SB	ACB
-	REV	DESCRIPTION	DATE	BY	CHKD





DRAWING No: 5022810-RDG-LRW-XX-DR-C-0101\_General Arrangement PROJECT: ORG: FUNCTION: SPATIAL: FORM: DISCIPLINE: NUMBER: REV:



### **APPENDIX 3 – CONSULTATION COMMENTS**

### **London Road – Liverpool Road to Cemetery Junction**

TOT	ΓAL 266 of	which 95 were without comments 28supports/63objections/4Not answered)
Live Roa Cem	erpool d and netery	Comments
Jun	ction 	How and where will the traffic impacted end up? Instead of improving buses to and from Woodley, the inbound buses are likely to end
3	Object	up in the inevitable queues that will persist up towards Shepherds Hill. And traffic will end up coming off the A3290 at Loddon Bridge and then head down the Wokingham Road instead of carrying on to the London Road. It'll be fine for Reading residents, but the impact on traffic and congestion in Earley and Woodley will surely be high, as traffic will look for rat runs to avoid the inevitable queues that will build up around the Suttons Business Park. This proposal completely dismisses Earley and Woodley residents' needs.
4	Object	Traffic is already terrible - bottlenecking key roads with further buslanes is counter intuitive and will lead to significantly worse traffic all around. I strongly object
6	Object	This will reduce the lanes and thus create more traffic unable to move
7	Support	Having seen many bus lanes be introduced with fantastic success I believe this will be a fantastic addition and allow the bus services to run slightly better giving more people trust they will get to where they want quick and efficiently
Page 181∞	Object	The congestion from reducing these lanes will be significant. It will push some traffic off into Earley at Shepherd's Hill, down Church Road onto Wokingham road. It will increase traffic on the side roads.  Has a survey been done on proposed increase in public switching to buses from Woodley?  I'm assuming that majority of traffic inbound wants to pass through town and across the river. So no amount of buses will reduce the car journeys.  WE NEED A THIRD BRIDGE!!
9	Object	The traffic issues are already untenable. Converting one lane into a bus lane purely pushes the traffic back to the à329m and and up towards shepherds hill in Woodley. The buses would also get stuck in this traffic, meaning all that has been created is further traffic jams (and thus poorer air quality) and people will still not want to use buses as they will also be stuck.
12	Object	There is not enough capacity as it is in this road. There will be so much congestion and due to this side roads will be affected. I STRONGLY OBJECT
13	Object	This is already an extremely conjested part of Reading, and is always very busy during commuting hours. The addition of a bus lane in the location would cause traffic to back up onto the A3290 during peak hours, in order to accommodate a small number of buses that travel on this route.
14	Support	As a bus user and car user I find that this area would benefit from buses having priority, cars have a lot of alternative routes, driving in reading is not great but you're never going to fix it with more lanes for cars, prioritise other traffic - buses and cycles and you will get to a better solution, just needs time!
15	Object	The existing bus lanes are barely used by busses, i can show examples on the A33 Rose kiln lane where traffic in both lanes is backed up with the bus lane empty and busses sitting in the traffic as opposed to using the bus lane, as this turns into a left turn lane and all the busses want to go straight on! This is completely pointless, as are many other bus lanes which are primarily used by 'dodgy' taxi drivers with no passengers taking advantage of their taxi licence before cutting into the queue of traffic 100 yards down the road! More bus

		lanes will only contribute to more traffic, it will not encourage more people to use a bus instead of a car, and in all my life i have never seen the price of a bus ticket go down as you suggest it will make bus journeys cheaper!  Reading is a commuter town, limiting peoples ability to get around by car will negatively impact that too. If peole wanted to use public transport exclusively they would go live closer to London, bus lanes will only cause more traffic and stop people comint to this town!
16	Object	Traffic moves incredibly slowly from the A3290 to the RBH. Adding a bus lane and removing a line of traffic does not help anybody.
20	Object	This section is already too congested for other road users. It can only deter other users from visiting the Town.
21	Support	Anything to make buses quicker and more reliable and encourage the 'lazy drive everywhere' majority to consider getting out of their cars!
		London road capacity unable to sustain current load of traffic due to one way system & road closures restrictions. Until traffic flow is improved - by removing a lane to add a bus lane this will make traffic ridiculous (suggest review traffic in London Rd section between 8am and 10am).
22	Object	Unless traffic flow is either improved or Sidmouth street is closed to traffic (alternatively, enable traffic from Queen's rd bound to London rd), traffic flow will be severely aggravated.
Page 182		Modifying the flow from Liverpool Road to Cemetery Junction to a single flow of private vehicles and a bus lane for public transport will significantly improve the flow to Cemetery Junction, it should lead to improvements in air quality in the densely populated streets adjacent.  Provision of the bus lane will improve access to the hospital for emergency service vehicles which has proved problematic with the current road layout.
		The provision of the lane returns the road layout to a similar flow previously present when the tram operated over this section of road. The lane will support linking of the two bus gates East of Liverpool Road (Wokingham Borough area) to the Reading bus lanes encouraging greater usage of cross-borough bus routes.
23	Support	Promotes a more dependable bus journey time, opens lane to usage by other active travel means.  This section has significant congestion and is a major route into Reading, by constructing a bus lane this will significantly increase congestion and pollution. Many people are without access to viable public transport especially since Park and Ride facilities have been withdrawn.
24	Object	This proposal negatively affects the residents of Earley as it will push back congestion further down the A4 and increase pollution in this area.
		The current proposal would cause traffic to back up along the A4 creating further delays to journeys both into and out of Reading. This is a main route allowing people to come into Reading and contribute to its economic development. The proposals would predominately davor local services and prejudice inbound traffic. It would also mean a lot of drivers are likely to use the new town estate as a bypass to these proposals creating a further strain on narrow crowded roads and create safety hazards for pedestrians on this estate.
26	Object	It would be a good proposal if you could widen the road but that's almost definitely unworkable.

		Most bus services are 1 every 15 minutes yet this would close an entire lane for a service that has four buses an hour. Yes, there's the
		park and ride but it's clearly not viable without external funding.
		I don't know how this will help, traffic along that stretch of road is always so just, and reducing it to one lane will decrease the air
27	Object	quality due to the increase in traffic with idling engines. Crazy idea.
28	Support	It should reduce delays to bus services, particularly in peak times.
		It's a very stupid idea which will negatively impact the residents of Newtown trying to travel into Reading to access facilities like RE3c doctor's appointments, or just generally trying to get to work.
20		The likely resulting impact of doing this will be further inconvenience to people trying to get into and out of Newtown through any road other than Liverpool Road. There will be more idling traffic which will make air quality worse which will have a direct impact on local residents, and anything which makes it harder to get to the RE3 facility will just make the fly tipping situation in Newtown worse (which in turn will cost RBC more money to clean up). If you plan to scrap any of these schemes, then scrap this one! It makes the least
29	Object	sense!
30	Object	Too many bus lanes in Reading already
33	Object	I assume this is just to make everything else look more reasonable?
		Heading into town, cars waiting to turn right into Cholmeley Road will caused major tailbacks and hugely reduce the capacity of this
35	Object	arterial route with the bus lane preventing cars from passing a stationary car that's waiting for a gap or lights to change to turn right.
ສ <sub>Page</sub> 183		This stretch of road seems to be in a perpetual traffic jam. I strongly support this new lane as it will help with the Woodley buses (13,
Φ		14) and the Railair Coach link. I use these regularly. It will also increase the usefulness of the new cycle-priority junction with
8		Cholmeley Road. I often use this when exiting Newtown on my bike only to find a dense column of cars on London Road stretching all
	Commont	the way to Cemetery Junction, so dense that I cannot pass even on a bike. With this bus lane I will be able to skip the queue all the
38	Support	way to the lights. Encouraging cycling is one of the best ways to tackle chronic congestion problems.
		People have to drive into Reading via this route since you stuck pay machines between the 3 Tuns and Green Road. How much revenue has that generated? Many were happy to park there and bus in at weekends.
40	Object	Have you not heard PM say that it is 'the end of the war on the motorist'?!
		I strongly support this and the other London Road bus lane but only if provisions are put in place to prevent traffic using Crescent road, Earley road and Whiteknights road as an alternative. Better cycling infrastructure and speed enforcement across the whole of East
43	Support	Reading would be welcomed.
44	Object	How exactly is traffic supposed to get from the A329M into Reading without this section of the A4?
45	Object	Detrimental impact on everyday traffic, lives and businesses.
		This is the worst one of the lot, this is already one of the most congested parts of the town and you want to reduce the road capacity by half, seriously??
		Also its the link coming in from the M4, who will be using buses from there??
46	Object	Its also a link to the more affluent villages into reading, are they really likely to opt for a bus vs driving??

		Lastly have you ever got a bus from Woodley to Reading? awful service due to the lack of regular buses, not the traffic.
47	Object	There will be a bunch of unused busses and less space for actual people who live here in Reading.
		Yes! As a cyclist, this is something I have been hoping for since moving to Woodley in 1983. I was 28 then. Now I am 69 and still a
		cyclist. How many times have I wobbled my dangerous way along London Road in the fumes, or gone the longer route through Thames
48	Support	Valley Park and along the Kennet? Thousands. Please, do it. In addition, it would help ambulances making their way to the hospital.
		Support, only if bus service frequency is improved from Woodley. P&R must be reopened too.
		The loop bus operation means that only half the services are attractive if you live either end of the loop. You are not going to catch a
50	Support	bus which takes you all round Woodley before going into Reading
l_,		I fully support. This should have been an addition years ago. Woodley is a similar size and population to Tilehurst and could do with a
51	Support	17 style, high frequency, main road bus service crossing town.
		Just going to cause more traffic jams
		Yes the bus gets a bus lane but then has to merge with traffic so really all what is happening is a bigger jam
		Would be better fixing all the pot holes
		Cemetery junction is a massive pain people trying to get out of Reading
<del>3</del> 2	Object	How about sorting out the famous 1 way system that doesn't work come home time
52 4 85e 1845	Support	All great
4		This is a main arterial road into the town for traffic and the proposal will cause unacceptable traffic congestion at busy times. Traffic is
84_	01.	bad along this road at the best of times. All of these proposals will not convince people to travel by bus, particularly those who need
	Object	the use of a car.
56	Object	Object, there is no need for a bus lane.
58	Support	Good call
60	Object	How does a one-way improvement improve anything? Surely to encourage less use of private transport and more use of public transport and thus improve traffic flow, reducing emissions etc, both inbound and outbound needs improvement on any of the suggested routes.
		You have a motorway (A329M) coming into Reading and now you want to create a smaller bottleneck to get into Reading. Are you
		proposing a system like the M20 in Kent, Operation Stack, where you will stack up all the cars and other vehicles as they wait to get
61	Object	into Reading?
		As above.
		The only route into town from East Reading / M4 / A4/ A329M. Losing a lane inbound is ridiculous! Traffic already stationary along that
		stretch.
		I live on St Bartholomew's Rd, which is already a rat run with speeding cars, or gridlocked at times as cars, vans etc try to avoid
		London Road / Cemetery Junction. This idea will push cars into St Bartholomews Road and through Newtown to avoid the resulting
		delays.
		There will be huge queues at A329M roundabout, all trying to get into Reading.
44	Object	St Bartholomews residents petitioned RBC for speed cameras on St Bartholomews Rd at a Policy Meeting. We were told there is good
66	Object	evidence for them, but we can't have them as there's no money - BUT you have the money to create bus lanes that will cause more

		misery for local residents?!?!
		Traffic into Reading from the east along London Road is terrible both ways depending on the time of day.
		While in theory a dedicated bus lane is good for multiple reasons, this would only currently work if there was either a widening the
		road to accommodate (not practical) or bringing in a daily charge for using the car (which you've incorrectly rolled out). You will only
		achieve greater traffic, increasing pollution and disincentivising travel into the town.
		No realistic model would suggest this action would be beneficial other than slightly faster buses at detriment to increasing private vehicle pollution. You lose more than you would gain.
		Open up the Thames valley parking, bring back park and ride and charge for coming into Reading if you aren't local. That would take
67	Object	cars off the road and encourage them to go on the bus, for which it would then make sense to have a dedicated bus lane
68	Object	Too much traffic already
69	Object	Would create a huge bottleneck with traffic changing lanes as well as joinin g from lights along there
73	Support	Please let them to use it to save time and money thanks
" "	варрог с	STRONGLY OBJECT:
		This is a popular route for people coming from A329 and A4 (east). The traffic is already severe therefore limiting to one lane would be
Page 185		chaotic. As it mentions, turning traffic to Cholmely Road and Liverpool Road would cause further queues and congestion and these turns
ge		are very crucial and frequent for the residents to get to the New Town area. Merging of the traffic by Liverpool Road and Cholmely
18		Road will become chaotic.
5		
		When the bus lane ends the bus need to switch lane to continue its route to kings road this will baffle hesitant drivers when the lane
		merges. They could get unfortunate and miss their turning to Wokingham Road, Granby Gardens, Tesco's car park or De Beauvoir Road.
		It has always been wise to stay in lane before the junction is approached.
		Regarding cyclist, the pavement on London roads is wide enough for them to travel swiftly.
		If one inbound lane is occupied this will put pressure on the outbound lane which now it gives them the opportunity to overtake buses
74	Object	on bus stops. Now it will be riskier as there would be only one inbound lane.
75	Object	This is likely to cause a lot of tail backs going into Reading, there is already a lot of traffic and this will just make matters worse.
		The impact on surrounding roads from the closure of the inbound lane from Liverpool Road end will be too significant. Cars will be
		forced to use Palmer Park Avenue/ Milton Road/Culver Lane etc. These roads are already over busy at peak times due to one way
76	Object	systems in place.
77	Object	This is already such a busy area - it won't eliminate pollution, but more traffic will make it work.
		Every time any roadworks are undertaken on the London road inbound we (Palmer Park Avenue) see a disproportionate build up of
		traffic on our road. It is 100% unsustainable and unless there is a provision for re or new routing, as the plan exists it is completely
78	Object	flawed.

79 Object will be clogged up with buses. Lots of families and children on this residential street.  Traffic using this route is already extremely heavy. Shutting 1 Lane would increase traffic using Palmer Park Avenue as a cut through. This has already happened when lanes have been closed in the past. We have too many people using this road in peak times as is and cannot cope with more.  Concerned about the likelihood of traffic choosing to leave the A4 at Shepherds Hill Roundabout and taking Pitts Lane, Culver Lane and Palmer Park Avenue.  I object to this proposal as it will have a very detrimental impact on surrounding alternative routes. I live in palmer park avenue, and during recent roadworks on the London road, our street was very badly impacted with heavy traffic, often at a standstill during peak times. This is a safety concern as our street is next to a park and access to the park for pedestrians is through three points where they have to cross palmer park avenue, walking between parked cars to do so with limited visibility. There are also three schools in the local area which means additional traffic coming out of palmer park avenue into Wokingham road causes chaos and a risk to children trying to cross the road near the schools. At peak times the pavements near shops and bus stops are very full with children and I fear additional traffic in the area due to the London road proposed bus lane will be a danger to children and other pedestrians, not to mention increased pollution and emissions from traffic jams.  The existing 3 lanes make this suitable and should be combined to expand the bus network, including consideration of improved park and ride services.			Too much traffic already on Palmer Park Avenue. Do not want the increased traffic of people using it as a way of avoiding the road that
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87 Object			Living in a residential street (Eastern Avenue) that is already experiencing large numbers of rat running vehicles, I am concerned that
	87	Object	

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88	Support	Again In principle I support this, as well as a cycle lane from Cemetery junction to Sidmouth Street. However, the effect of this will be too force commuter and school run traffic onto other roads, such as Hamilton Road And Eastern Avenue, further increasing the dangerous rat-running that already takes place.
89	Object	Palmer Park is already a busy cut through and when there are problems down the London Road the traffic flow down Palmer Park is horrendous. The queues cause significant pollution. The bridge near Wycherley Road struggles with coping with current traffic flow so can't imagine what will happen when it becomes the main cut through.
Page 189		We should improve the infrastructure we have first.
18971	Object	Improve phasing of lights. Sorting out the poorly thought out road junctions. Getting rid of all the unnecessary traffic lights and replacing them with roundabouts. Re-introduce lay-by bus stops.
		I object because whenever there have been roadworks or other traffic issues on the London Road previously, Palmer Park Avenue and the surrounding roads have been gridlocked. We already have to put up with queueing traffic churning out fumes during busy periods and rush hours, but this scenario would result in the heavy commuter traffic from the wide London Rd being forced down narrow (one way for Palmer Park Avenue) residential roads. The narrow carriageway under the railway bridge combined with the busy junction at the end of Wycombe Rd would also be very problematic. Given that Palmer Park Avenue area is already a rat run and very busy due heavy use of the church, the park/stadium, the shops, pub and 2 schools it would seem ill advised to also send main road traffic this
94	Object	way.  The loss of one inbound lane would result in car drivers looking for a way to bypass the section of the A4. One such route is to leave the
		A4 at Shepherds Hill and travel along Pitts Lane Culver Lane and Palmer Park Avenue to the Wokingham Road and then to Cemetery
95	Object	Junction. This route was taken by drivers during the recent road works on the A4 and when lanes were closed during the painting of the railway bridge. As a resident of Palmer Park Avenue I do not want it to beome a permanent rat run.
		Concern that making a bus lane at this point will result in traffic diverting at Shepherds Hill or lower down and coming through the estate and ultimately along Palmer Park Avenue and making it into a rat run as drivers try to avoid the A4 by the London Road side of
96	Object	the park. There was an increase in traffic when the railway bridge was being painted.
97	Object	This will create an incredible amount of unnecessary traffic by serving the non council tax paying residents of Woodley. This is not an acceptable solution to any problem. It will severely impact my ability to live and work in Reading. I would love to see any qualitative

		analysis that this will improve any journey time. By increasing congestion on London road you will decrease air quality and this will have serious public health impacts.
		This is main road from motorway junction and if this road space taken there will be traffic blocks backing to Palmer Park and beyond.
140	Object	Please be sensible and practical
143	Object	The traffic is already crazy allowing a bus lane is going to make it even worse
144	Object	It is already nightmare to enter into Reading from A3290. Creating Bus lane will be more inconvenience to Drivers.
145	Support	Okay
143	Зиррогс	There is no need. More money wasted. How about fix the state of the roads for everyone. The bus lanes that already exist in Reading
147	Object	aren't even used as it is
148	Object	Inbound connection alongside London road is very busy as it is with two lanes. There is no alternative route to drive into town. Adding bus lane on this stretch of road will bring traffic to hold and result in more pollution. There should be bus link from the P&R car park to city centre via the abandoned proposal alongside rail tracks.
Page 188	Object	I am a resident of Palmer Park Avenue which sees an immediate impact to the flow of traffic if there is any disruption or reduction in lane so. The London Road. Palmer Park Avenue becomes the overflow for people wishing to avoid the London Road which they will if you implement a bus lane between Liverpool Road and Cemetery Junction. There will be long queues going back up towards Shepherds Hill and cars will divert down Culver Lane and through Palmer Park Avenue causing a gridlock leaving residents unable to leave their homes for school and work. This will also result in additional pollution from the idling, all while children are walking along the pavements making their way to school. I understand the purpose of introducing a bus lane is to increase the number of people taking the bus and reduce the number of people using cars. I think it's a wild assumption that people will do this as a result of a bus lane on this section of road. Where is the data that supports this? Do you actually know what the purpose of everyone's journey is along that stretch of road? What has happened to the TVP park and ride scheme that was promised? The London road is congested enough as it is, I think you will find this makes little difference to bus usage but will push the problem of congestion into residential areas where many children are making their way to school on foot. I strongly object the proposal and would like to see the evidence and data that supports the thinking it will encourage people to use the bus more.
		Total madness. The road is busy 90% of the time. Cutting existing traffic down to one lane would cause tailbacks in the a329 flyover roundabout and up the roads towards shepherds hill. The buses would then suffer delays anyway! Whoever dreamt this scheme up need
151	Object	some medication and quick before they cause more damage
152	Object	Complete disregard of safety of motorcycles
154	Object	Please allow access for motorcycles
		The bus lane should be in operation only at times when traffic congestion is a problem, and the lanes should be available to ZEVs and
157	Support	motorcycles like other Berkshire towns.
158	Object	Traffic is bad enough without a bus lane used sporadically.
159	Object	Person that came up with those plans obviously takes a bus
160	Support	Allow motorcycles to use bus lane as well.
161	Object	London road is heavy use and often tailed back well outside the town limits with the current 3 and 2 Lane areas to reduce these to 2 and 1 lanes inbound is insane and just going to cause further chaos into the suburbs and backing up onto the A329(M), Wokingham road,

etc. Meaning more will try to scoot round in the side roads spreading the traffic everywhere else and resulting in comover the entire town!!! Also make all bus lanes usable by motorcycles as this is a huge safety net when one is available rather than filtering which will be worse with only one lane meaning filtering with head-on traffic. Bikes are a solution and should be urged and promoted.  Support  Support, but with the inclusion of motorcycle use in the lane  allow access to motorcycles in all bus lanes  Object to any bus lanes which do not permit the use of motorcycles.  These lanes reduce the space between regular traffic causing more danger to vulnerable road uses such as cyclists or unless they have access to use these bus lanes.  It use the bus lane for my motorcycle to commute.  Its is critical that any sustainable traffic plan includes prioritising powered and pedal two wheelers. Motorcycles, cyclists or cyclists or unless they have access to use these plan includes prioritising powered and pedal two wheelers. Motorcycles, cyclists or cyclists or unless they have access to use these plan includes prioritising powered and pedal two wheelers. Motorcycles, cyclists or	r motorcyclists
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	embedded into all
are vulnerable road users with low emissions. They are highly efficient and sustainable and must be encouraged and e	
169 Support modern city sustainable transport solutions.	
170 Object Only re-assigning existing infrastructure to sole bus usage. Disappointed to see motorcycles won't be allowed to use the	this lane.
If this goes ahead. Please ensure that Motor Cycles and pushbikes are allowed in all bus lanes.	
It will have no impact on the buses but will provide a safe space for the wheelers away from cars and congestion car	aused by the bus
171 Object lanes	
171 Object   lanes   There is already an enormous traffic issue largely caused by badly designed bus lanes. This will make matters worse. There is also no provision for motorcycles to use the bus lane - studies have proved beyond reasonable doubt that all	
There is also no provision for motorcycles to use the bus lane - studies have proved beyond reasonable doubt that all	llowing motorcycles
전72 Object to use them is safer for them and others.	
I think its a bad idea to stop private hire and motorcycles from using the bus tanes. They do not make any difference	
I think taxis and private hire vehicles will take longer and cost more therefore increasing the chance that people will	
also the same with motorcycles. The whole point of riding a motorcycle is not to get stuck in traffic, if you force peo	ople in this way
173 Object you'll end up with more accidents rather than being able to use the relative safety of bus lanes.	
The objective of free flowing traffic would clearly be improved by allowing motorcycles and scooters to use all bus la	· · · · · · · · · · · · · · · · · · ·
in Reading authorities area. Currently some lanes allow access to motorcycles, others don't and without any reasoning	ig it appears. In
174 Support addition safe and secure parking for motorcycles in RBC continues to be an issue not being reviewed	
I believe it is very short sighted to not allow motorcycles use of the proposed bus lanes (and indeed all bus lanes). I to	
motorcycle these days and they are a lot more fuel efficient than cars and so on a per mile basis have less of an impa	
environment. Motorcycles do not make up a big proportion of traffic so allowing them to use the bus lanes would not	
free flowing of busses within those lanes and would assist with the overall traffic congestion. Although motorcycles a	, -,
filter through traffic, giving them more space where they are less likely to come into conflict with other motorists wo	ould also improve
175 Object the safety of those journeys.	
176 Object Bus lane should allow 2 wheeled vehicles including motorcycles.	
It's going to increase congestion and endanger motorbikes (a vulnerable road user) if they aren't allowed to use the bu	
177 Object to make it more difficult for disabled drivers to access the facilities that Reading has - RBH, walk-in center, council of	offices etc

		Existing bus lanes are well used and speed up traffic. Especially safe for scooters and motorcycles allowing them to bypass traffic jam
178	Support	bottlenecks with minimal/no impact to buses.
		All bus lanes should include access for motorcycles in order to be fully committed to sustainability and reduction of traffic while
179	Object	improving safety for all road users.
180	Object	Other towns let motorbike and taxi use bus lanes and if you don't follow the same then there could be a conflict of interest
		This road is already congested, an extra bus lanes here would make this worse.
		Reading Borough Council has led the way with access to bus lanes in the past, although no mention in these proposals. Please can I ask
		they are permitted access - like cyclists they are a vulnerable road user too. TfL have granted motorcycle access to all of their bus
		lanes as they have produced evidence showing there is no detrimental affect to cyclists whilst offering protection to powered two
181	Object	wheelers.
		Please can motorcycles be included in the bus lane usage?
183	Support	Bus lanes are our safety zones as well as cyclist's and will keep us separated from other larger vehicles
184	Object	As above.
185	Object	If motorcycles are excluded, otherwise support
186	Object	No thoughts on motorcycle safety or security
D		Implementation of bus lanes will restrict road width and make the roads less safe for vulnerable road users such as motorcyclists unless
Pag 87 6 188	Object	motorcyclists are given permission to use the bus lanes.
<u>4</u> 88	Support	It's a great idea to separate public transport and bicycles and motorcycles from car traffic.
90		This is just outrageous. How can you even think turning one of the busiest roads in reading into a single lane each way will be a good
189	Object	idea? It's a major route into and out of town which connects many users to the motorway.
190	Object	Waste of money
191	Object	Motorbikes need to use the bus lanes
193	Support	Motor cycle access must be allowed
194	Object	Not needed. Need a motorbike lane
195	Object	Unless motorcycles are also permitted to use the proposed bus lan
196	Support	Only if motorcycles are allowed to use the new bus lane
		I feel Bus lanes are valuable resources. And I wholeheartedly agree a better more reliable bus service would encourage more users to
		choose buses as their main travel option.
		However, this does bring me to another equally important part of road usage. Road safety! As a motorcyclist who regularly visits
		Reading. I am very disappointed to learn the council plan to restrict the use of bus lanes. Forcing motorcycles to use the increasingly
		congested alternative traffic lanes. I would urge Reading to consider allowing motorcycle access to all of the current and proposed bus
197	Support	lanes. This will create a safer environment for all of us, without any detrimental effect to the public bus service.
198	Support	Allow motorbikes too

400		I am not pleased with the removal of motorcycles to access the bus lanes. This will have a severe impact on how I commute and it will
199	Object	make using the carriage very unsafe.
		I am very concerned with the removal of motorcycles to access the bus lanes. This will have a severe impact on how I commute and it
200	Object	will make using the carriage very unsafe.
		You have to give due consideration to the use of bus lanes by motorcycles. The new bus lanes should be consistent with the existing
		ones and allow access. I don't see why the timescale precludes this or why new surveys or assessments are needed. There is no reason
201	Object	why motorcycles should not be able to use bus lanes safely as well.
		If the real intent is to reduce carbon emission then allow motorcycles and mopeds access to ALL bus lanes. This wil move transportation
		from cars to a much cleaner form of transport as welll as helping to make the roads safer for mopeds and motorcycles.
202	Object	More bus lanes will not shift transportation from cars to buses, but it will increase congestion and so increase carbon emissions.
203	Support	I support this proposal however motorbikes should be allowed to use this lane
204	Support	Please let motorbikes use this lane.
		Any bus lane should permit the access of all forms of two wheeled transport including both bicycles and motorbikes, the proposed plans
205	Object	do not seem to allow this.
		Needs to include motorcycles to have access to the bus lanes. It can be dangerous for motorcycles to be sat i traffic if a rear end was to
_		happen it could be catastrophic for the motorbike rider. It gives motorcycles a safe place to filter. And motorcycles are more
Page		environmentally friendly as well as takes up less space on the roads.
је		I can't believe it has not been considered for motorcycles and should be included. There is no valid reason why motorcycles can't
<u>₹</u> 06	Object	utilise the bus lanes. Like most of the other bus lanes in reading.
_		Most of these bus lanes look like the road works will cause a lot of traffic for everyone until completion, but then a marginal gain for
		bus times.
		Motorcycles are always forgotten about and peoples driving is only getting worse, please help keep motorcyclists safe by providing them
		a safer area to filter through or generally use.
		Stop running double decker buses at night as I see these going past my house with 5 people on. Surely running single decker buses on
207	Object	certain routes would be better for the environment
		As a motorcycle rider, I object to any new bus lane being implemented where access to the same lane is not extended to motorcycles,
		as is already the case on some bus lanes in Reading (e.g. Bath Rd.).
		Considering that motorcycles do not create congestion and generate pollution as cars do, which is the issue these new bus lanes are
		aiming to solve, I feel that if no access to these lanes is granted to motorcycles we the riders would only be penalised by an even more
000	<b>.</b>	restricted flow of traffic and will be in a less safe position, having to contend with cars for space on narrower and more congested
208	Object	roads.
		I don't agree with excluding motorcycles from bus lanes. I believe motorcycles do not add to bus delays and are low polluting vehicles
200	01.1	occupying very little road space. I don't believe they contribute much to congestion and I fact are likely to relieve it in comparison to
209	Object	the same number of people in cars.

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Object			
211   Object   Object on the grounds of cyclists and motorcyclists being excluded from use.	210	Object	
Support   Support   Support   Good idea but don't exclude motorbikes		_	' '
Support  Sup		-	
No motorbike provision and the reduced lane widths will cause more pollution from motorbikes and will make it more dangerous when legally filtering between other vehicles, really poor decision not to include them and a total lack of awareness of vulnerable road users.  Jam very concerned with the removal of motorcycles to access the bus lanes. This will have a severe impact on how I commute and it will make using the carriage very unsafe.  It appears that access to bus lanes for motorcycles is not explicitly mentioned.  Considering Reading Borough Council's commendable track record in leading initiatives related to bus lane access to motorcycles, I kindly request the inclusion of provisions that permit to access bus lanes. This request is grounded in the principle that, akin to cyclists, motorcycles represent a vulnerable road user category.  It is noteworthy that Transport for London (TfL) has embraced a similar approach by granting motorcycle access to all their bus lanes. This decision was substantiated by evidence indicating no adverse effects on cyclists while concurrently enhancing the safety of powered two-wheelers.  I believe that aligning the proposed regulations with such proven practices would contribute to the overall safety and efficiency of our road networks.  Motorcycles should be permitted to use bus lanes from a safety point of view  I object  I only object if motorcycles will be excluded.  This will cause more danger for motorists especially cyclists. If you live within Reading getting round by buss may be quicker but in most instances to get from a -b it's quicker by car or motorcycle. These proposals increase frustrated car drivers and put a danger on motorcyclists  Support  John the work of the services of transport are solutions to congestion and on a lateady very busy main arterial route isn't good. Same comments re cyclists and motorcycless as noted previously apply:  One thing that should be allowed for and doesn't seem to be ubiquitously which is a bit strange is the use of bus lanes b			
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filter safely.	221	Object	
			I commute daily on a motorcycle and believe that with the addition of the bus lane without motorbike access will reduce the ability to
222 Object So I would propose that motorbikes are allowed to use the bus lane like on the Kings road. Without this I believe that my safety will be			filter safely.
	222	Object	So I would propose that motorbikes are allowed to use the bus lane like on the Kings road. Without this I believe that my safety will be

		compromised.
		So I object unless motorbikes are considered in this consultation
		I object to the ruling of excluding motorcycles. And not enough secure parking for motorcycles.
		Allowing motorcycles to use bus lanes assists in the traffic flowing. Barring them would only increase road traffic. Motorcycles do not
		hold up buses. Therefore it's essential to allow us to use them, surely flowing bus lanes and traffic eases congestion?
223	Object	Barring motorcycles from bus lanes won't ease congestion, only increase it.
		it is hard to see how this is managable with current traffic llad here!
224	Object	Motorcycle acess ti the bus lane will be beeded for safety.
225	Support	Please allow motorcycles to use the bus lane
		Bus lanes are a great way to improve congestion problems and reduce carbon emissions. As with other bus lanes, motorcycles and
		scooters should be given access as this would further discourage single occupier car use, and improve the overall safety of
226	Support	motorcyclists. There is no evidence that cyclists would be endangered by motorcycles sharing the bus lane space
227	Support	Good initiative provided that motorcycles have access to bus lanes,
		Motircycles are recognised & in the main strategy, but no extra or secure parking, or bus lane access on existing bus lanes eg A33.
228	Support	Whilst the new cycle lanes forthcoming restrict width and increase risk for motorcyclists.
		Motorbikes need to be able to use the bus lane. It is a) dangerous if they have to deal with lane swapping by buses / cars moving in /
229	Object	out as the bus lane open/closes and b) should be encouraged to reduce car traffic.
Page Page		All bus lanes in Reading should be open to use by motorcycles (Powered Two Wheelers); Their safety record in Reading has been very
₹30	Support	good and the use of PTW in reducing conjestion and carbon emissions should be encouraged.
<u>1</u> 9931		Support on the condition that bicycles, motorcycles and private hire vehicles can use the lane. It is a shameful waste of capacity to
<b>2</b> 31	Support	limit a lane to buses only, when users could benefit from it
		These measures should only be implemented if vulnerable road users such as Cyclists and Motorcyclists are allowed to use these lanes -
000		overall the use of powered two wheel vehicles will ultimately decrease the traffic and emissions in towns and cities and as safety is the
232	Object	highest priority for vulnerable road users then this should be permitted in all bus lanes across Reading in line with other city plans.
233	Object	Motorcycles excluded
234	Support	Please allow motorcycles to use this bus lane because bus lanes are our safety zones as well as cyclist's.
		This is a ridiculous idea- the number of issues on London Road, not least multiple accidents (sometimes per day) and the level of
		traffic, should show you the last thing we need is another bus lane. If you'd like to spend funds on London Road, why not use it to fine
235	Object	the people who fly tip DAILY and attract rats and other vermin.
		It appears that access to bus lanes for motorcycles is not explicitly mentioned.
		Considering Reading Borough Council's commendable track record in leading initiatives related to bus lane access to motorcycles, I
		kindly request the inclusion of provisions that permit to access the bus lanes. This request is grounded in the principle that, akin to
		cyclists, motorcycles represent a vulnerable road user category.
		It is noteworthy that Transport for London (TfL) has embraced a similar approach by granting motorcycle access to all their bus lanes.
224	C	This decision was substantiated by evidence indicating no adverse effects on cyclists while concurrently enhancing the safety of
236	Support	powered two-wheelers.

	T	
		I believe that aligning the proposed regulations with such proven practices would contribute to the overall safety and efficiency of our
		road networks.
		Please can I ask motorcycles are permitted access - like cyclists they are a vulnerable road user too. TfL have granted motorcycle
	_	access to all of their bus lanes as they have produced evidence showing there is no detrimental affect to cyclists whilst offering
238	Support	protection to powered two wheelers.
239	Object	No provision for motorcycles using this bus lines puts motorcyclists at risk
247	Object	Motorcycles must to be included in the bus lane scheme as they are the most vulnerable road users.
		I am worried that it will cause more cars to use the residential streets in the area increasing the traffic on those already narrow/parked
		with cars roads. On my street, there were recently 2 traffic accidents. I believe increasing the traffic on residential streets poses a risk
248	Object	to children and the elderly as drivers usually don't stick to the 20mph speed limit.
		This will make traffic worse during peak times and will lead to more pollution. The benefit of adding a bus lane is very low compared to
		the increased traffic congestion and pollution. The majority of the motorists who use London road are not local. They go out of town.
249	Object	So bus lane will not add any benefit only add more traffic congestion and more pollution.
		"Reading Borough Council has led the way with access to bus lanes in the past, although no mention in these proposals. Please can I ask
		they are permitted access - like cyclists they are a vulnerable road user too. TfL have granted motorcycle access to all of their bus
		lanes as they have produced evidence showing there is no detrimental affect to cyclists whilst offering protection to powered two
<u>-2</u> 50	Object	wheelers."
250 2251 e 194 252	Object	no access for motorcycles
Φ		Not protecting vulnerable motorcycle users by allowing them access to bus lanes.
94		Not dealing with increased traffic flow putting motorcyclists at additional risk.
<b>2</b> 52	Object	In your own words you have a deadline so are rushing this though. Safety has been compromised. As well as wider
253	Support	Please include motorcycle and cycle access
254	Object	More traffic chaos and motorbikes not being able to use the lanes!!
255	Support	I support on the sole condition that motorcycles are also permitted to use the bus lane.
256	Object	No allowance for motorcycles who are also considered as vulnerable road users
257	Object	There is no benefit for this
258	Support	This would be a handy route to help cycle in from the east of Reading, especially if NCN 4 along the Kennet and Avon is shut.
		I fully support bus lanes, however please ensure that they allow use by cyclists and motorcyclists as well.
		Both of these groups of vulnerable users would benefit from having the protection afforded by bus lanes without providing any issues to
259	Support	the buses.
		Whilst I would support the proposals to improve facilities for buses, I am concerned about the impact on traffic that this would have in
		the local area. This road is a hostile environment for cyclists, so isolated sections of bus/cycle lanes would have limited benefits for
	Not	cyclists, except for very confident riders. My experience is that most cyclists use alternative routes instead of the A4 London Road.
260	Answered	There are though many cyclists that cross this road between Palmer Park and Liverpool Road which forms the main cycle route (R3)
	•	

		between Reading town centre and Woodley. The existing crossing across London Road has no dedicated facilities for cyclists and should
		be upgraded to accommodate two-way cycle and pedestrian crossing movements.
		I object to the removal of motor cycles on health & safety grounds plus these do not impede buses and reduce traffic on the main
261	Object	carriageway
		Why is it required?
		Since the final week in November, traffic has been deliberately held up during afternoon rush hour, by the reduction of signal phasing
		to just five seconds.
		All requests for an explanation for this have been ignored.
		It gives the impression a bus lane is desired more than required and that traffic congestion is being manufactured as a means to justify
262	Object	it If traffic volumes were actually beyond the London Road's capacity to cope, engineering artificial 'gridlocked would not be neccesary.
263	Support	Allow motorcycles to use the bus lane
		I cannot support the implementation of the proposed bus lane if it is not going to be made available to motorcycles and do not
		understand why this requires a policy review, survey and safety assessment prior to a recommendation being made to the committee.
		- You already have evidence of the safe interaction between motorcycles and other bus lane users from the bus lane on Kings Road,
		Reading, which has been open to motorcyclists for several years.
		- TFL, with far greater traffic volumes and many more miles of bus lane than Reading have made all their bus lanes available to
		powered two wheelers, further evidence that this practice is not unsafe.
Pa		- The categories of vehicles able to use the A4 bus lanes in Slough that were installed during the Covid pandemic were changed a
ge		number of times in a matter of weeks and are now available for motorcyclists.
Page 195		- Millions were spent installing bus lanes on the A33, no other vehicles can use them and the bus traffic along them is minimal, yet
9		they are unavailable for powered two wheelers - an absolute travesty.
		You have acknowledged that one of the main areas of feedback from the informal consultation was the use of the bus lanes by
265	Object	motorcyclists. I would argue that was predictable and more should have been done to address this.
		It will cause traffic chaos! Not everyone can use the buses, not every journey can be done on buses, you will snarl up Reading, give an
		even worse impression to visitors and just cause people to avoid your shops and services!
		This road is extremely busy and you know from past experiences, what a mess it is when one of these lanes has to be closed
		temporarily! Traffic will get backed up along the A4, so the buses from Woodley, Twyford, etc. will not benefit and will actually be
		delayed further! This will also cause a backup of traffic on the A329(M)
		The traffic queuing around the A329(M) roundabout will also make it harder for the traffic leaving Reading to turn up onto the
		A329(M), causing more traffic along the London Road.
		This will make collecting our disabled daughter from the station harder and more unreliable.
		All of the above will cause much more air pollution from the cars and lorries that will sit in this traffic (because they don't have the
266	Object	option to go by bus). The already appalling air quality in New Town will get worse!

## **London Road – Sidmouth Street to London Street**

TO	TAL 266 of v	which 113 were without comments (34supports/71objections/8Not answered)
Sidr	nouth	
Street		
and	d London	
Stre		Comments
3	Object	None, the question was mandatory. I only have comments on one bus lane.
4	Object	Traffic is already terrible - bottlenecking key roads with further buslanes is counter intuitive and will lead to significantly worse traffic all around. I strongly object
6	Object	This will reduce the lanes and thus create more traffic unable to move
7	Support	I've never known a road with such bad traffic in my life and this is why I don't wish to drive and use transport Instead is due to the traffic I don't wish to add to the numbers however many continue to add to these numbers making the delays worse so having a bus lane will hopefully compensate this and allow more people to turn to buses
12	Object	This proposal is insane. Sidmouth street cycle lane in itself has created so much congestion around this area. Why would you want to lose another traffic lane. This will affect the University of Reading London Road campus. The proposal has not considered that this is in fact a major road. The one way system in Reading now compounded by the closure of Sidmouth street cause havoc. I STRONGLY OBJECT
<u>1</u> 3	Object	I do not think a bus lane is required in this location.
Tpage 19	Support	As a bus user and car user I find that this area would benefit from buses having priority, cars have a lot of alternative routes, driving in reading is not great but you're never going to fix it with more lanes for cars, prioritise other traffic - buses and cycles and you will get to a better solution, just needs time!
7		The existing bus lanes are barely used by busses, i can show examples on the A33 Rose kiln lane where traffic in both lanes is backed up with the bus lane empty and busses sitting in the traffic as opposed to using the bus lane, as this turns into a left turn lane and all the buses want to go straight on! This is completely pointless, as are many other bus lanes which are primarily used by 'dodgy' taxi drivers with no passengers taking advantage of their taxi licence before cutting into the queue of traffic 100 yards down the road! More bus lanes will only contribute to more traffic, it will not encourage more people to use a bus instead of a car, and in all my life i have never seen the price of a bus ticket go down as you suggest it will make bus journeys cheaper! Reading is a commuter town, limiting peoples ability to get around by car will negatively impact that too. If peole wanted to use public transport exclusively they would go live closer to London, bus lanes will only cause more traffic and stop people comint to this
15	Object	town!
	Not	
16	Answered	I have no views on this part of road - just filling the form
		Where would the traffic go if you added all these bus lanes? By adding extra buses to the already congested main routes in the town, you will exacerbate the congestion already there.  Many of the town's residents are unable to go by bus because of personal circumstances. This will also have a detrimental effect on people who depend on their cars for work.
19	Object	Apart from making traveling throughout the town nearly impossible, I fail to understand how these bus lanes will help the town's residents. The moment a temporary traffic light goes up, traffic virtually stops in the town.

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20	Support	Providing that this does not make this section more congested for other road users.
		Anything to make buses quicker and more reliable and encourage the 'lazy drive everywhere' majority to consider getting out of their
21	Support	cars!
		London road capacity unable to sustain current load of traffic due to one way system & road closures restrictions. Until traffic flow is
		improved - by removing a lane to add a bus lane this will make traffic ridiculous (suggest review traffic in London Rd section between
		8am and 10am).
		Unless traffic flow is either improved or Sidmouth street is closed to traffic (alternatively, enable traffic from Queen's rd bound to
22	Object	London rd), traffic flow will be severely aggravated.
23	Support	Promotes a more dependable bus journey time, opens lane to usage by other active travel means
		This section of Road is already heavily congested. This proposal disproportionately affects people who don't have access to buses, and
24	Object	creates more pollution and extends journey times on the major route into the town centre.
28	Support	It should reduce delays to bus services, particularly in peak times.
29	Object	Doesn't affect me, so can't really comment.
30	Object	Too many bus lanes in Reading already
	_	London Road is very congested at the best of times and is the main route in to town from the East. Buses will not replace the majority
		of journeys on this route, so this will just get worse.
70		The traffic levels from Sidmouth St to London St are only half decent because the lights at Craven Rd are an intentional bottleneck. If
aç		the council was in any way interested in improving traffic flow in to, out of and around the town, that would make everyone happier
<b>®</b> 3	Object	and you'd have some scope to fiddle with bus lanes. As it is, no.
36	-	This will be very useful for the number 3 bus, which often gets stuck before turning into London Street in the evening rush hour. I will
Pagen 98 m	Support	also favour this when cycling from Kendrick Road - London Street, as currently this is very awkward to navigate.
		Worsens traffic which is already poor at best. Why have a town centre with car parks if you are going to finally kill off people
40	Object	travelling in by car?
		Please move the bus stop or provide an additional one for the 3 to stop directly outside the front of the University London Road
41	Support	Campus
		You previously consulted on a continuous cycle lane down London Road, this contradicts that plan as there's not room for a bus lane
		and a cycle lane. I think a cycle lane is the priority as high cycle use on pavement (indicating demand) but low bus use on London
42	Object	Road.
		I strongly support this and the other London Road bus lane but only if provisions are put in place to prevent traffic using Crescent
		road, Earley road and Whiteknights road as an alternative. Better cycling infrastructure and speed enforcement across the whole of
43	Support	East Reading would be welcomed.
		Having already crippled traffic flow into Reading by restricting Kings Road to a couple of buses an hour and a few select taxis, you now
44	Object	want to ensure the remaining route into Reading is permanently congested too? What an absolutely ridiculous idea.
45	Object	Detrimental impact on everyday traffic, lives and businesses.
46	Object	Seems pointless due to the length of the bus lane. 0.2 miles
		· · ·

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40		This would make life easier and safer for cyclists. It would speed up journeys for all road users except drivers, which would be a good
48	Support	thing as it might encourage people to leave the car at home.
		I support for the benefit of buses from Kendrick Road. For buses from Craven Road/Erleigh Road I think making use of the former bus
		routing northbound along Watlington Street would be better, particularly now that cut through traffic has been removed. A safer
		design of Junction for pedestrians at the junction with Queens Road and the addition of a bus link outside the Lyndhurst pub would
51	Support	allow buses reasonable passage to Kings Road westbound at the Huntley and Palmers crossroads.
		Just going to cause more traffic jams
		Yes the bus gets a bus lane but then has to merge with traffic so really all what is happening is a bigger jam
52	Object	Would be better fixing all the pot holes
54	Support	All great
		Traffic jams, do not touch the roads.
56	Object	There is no need for a bus lane.
58	Support	Good call
59	Support	This scheme would not benefit the many right turning buses into London Street
		How does a one-way improvement improve anything? Surely to encourage less use of private transport and more use of public
		transport and thus improve traffic flow, reducing emissions etc, both inbound and outbound needs improvement on any of the
_60	Object	suggested routes.
6 Page		Buses already have Kings Road to get into Reading. Everyone else has to use London road. This already backs up at busy times. As
ge		this is the only road into Reading if you rea approaching from the east why would you want to cut that off to cars? We live in Reading
<del>ල්</del> 1 ග	Object	and we need to be able to get home.
9		That stretch of road is already a nightmare and huge queues at all times of day.
		Living in East Reading I regularly use it as the only route into town.
		Losing a lane will make it more of a nightmare - even more stationary gridlocked traffic and a misery for all road users and properties
		on the road.
		Reading traffic is a huge people and has been for years due to bad planning and lack of joined up long term thinking.
66	Object	You need to concentrate on keeping traffic moving through Reading NOT creating more issues.
69	Object	Not if you reduce a lane at the bottle neck outside the Turks Head. Traffic. Is slreafy merging in from Kendrick Rd
73	Support	Please let them to use it to save time and money thanks
		For 0.3km this is an overkill. Drivers who want to turn into Kendrick Road or Silver Street would need to be prepared when to change
		lanes when the bus lane ends. Confident drivers may accelerate quicker than hesitant drivers to take a turn. This is an accident
		waiting to happen especially for people with slow responses i.e. elderly, new or irregular drivers.
		The existing hatch between Crown Place and Kendrick Road never gets piled with vehicles therefore the bus already benefits from it,
		so I don't see what the proposed bus lane would bring.
		The existing hatch between Kendrick Road and London street: there would be cars merging from Kendrick road onto London Road. In
		high traffic they would be blocking buses on London Road creating no benefit to the bus lane.
74	Object	Bearing in mind vehicles can't use the hatch so they must merge into the left lane in order to turn into Silver Street. Then all buses

		would then need to change lane in order to turn onto London Street - when do they do that? If they do it beforehand then the bus lane did not bring any value, If it is when the bus lane ends this would be chaotic for the buses to move from 1st lane to 3rd and cars
		moving to the 1st lane.
		Regarding cyclists, the pavement on London roads on both sides is wide enough for them to travel swiftly.
75	Object	Will create too muchtraffic
77	Object	This is such a busy road - not a good location
02	Ohiost	When there were roadworks there it had quite an impact on our road as lots of people used PPA as a rat run to avoid the jams. I'm concerned that a permanent bus lane will mean a lot more heavy traffic down our road particularly at rush hour.
83	Object	Why don't you work with Wokingham council and organise a decent palk and ride as I assume most of this traffic will be commuters
84	Support	This should be prioritised.  For buses, this should combine to expand the bus network, including consideration of improved park and ride services.  It should also be reviewed to combine as a cycle lane (like on Kings Road) and make use of the Sidmouth St bike lane which is currently worthless. A combined bike lane along London Road is also important as the paths are poor for cyclists with bins scattered around, huge puddles whenever it rains and many bumps. The road is not suitable for cyclists as speed limits are unenforced, leading to regular street racing.
85	Support	Motorcycles must be given access!
Page 200		Living in a residential street (Eastern Avenue) that is already experiencing large numbers of rat running vehicles, I am concerned that these proposed changes will only exacerbate the problems that residents in roads like ours face.  You state: "We recognise that limited road space in Reading means these plans will have a potential impact on traffic flows and will require careful traffic modelling and design which is why we are keen to hear the views of as many people as possible during this consultation.'  Clearly, the bus lanes will impede the flow of cars and will result in more rat-running to avoid the inevitable hold-ups on London Road. Currently, any traffic originating from Wokingham Road will be able to avoid this by turning up Eastern Avenue to avoid the traffic lights at Cemetery Junction and, what will likely be, worsened traffic jams beyond.  I am concerned that this scheme will not have the desired effect - of drastically increasing bus travel and therefore reducing emissions
86	Object	- and the negative impact that this will have on the transit times of the remaining cars will only this will increase pollution and poor air quality in the area.
88	Object	Whilst the principle is good, traffic will just back up, causing more pollution rather than less.
91	Object	We should improve the infrastructure we have first.  Improve phasing of lights. Sorting out the poorly thought out road junctions. Getting rid of all the unnecessary traffic lights and replacing them with roundabouts. Re-introduce lay-by bus stops.
		Not able to comment as this not a road I use often. However as I have to vote to move forward with the survey and there's no 'don't know' option I have no alternative than to choose 'disagree' in order to avoid voting for a strategy which may have a negative outcome for others. I'm only here to comment on my local road plans. I sincerely hope you don't take people agreeing or disagreeing on the
94	Object	roads they're not interested in as any sort of solid data!
97	Object	This will create an incredible amount of unnecessary traffic by serving the non council tax paying residents of Woodley. This is not an acceptable solution to any problem. It will severely impact my ability to live and work in Reading. I would love to see any qualitative

		analysis that this will improve any journey time. By increasing congestion on London road you will decrease air quality and this will
		have serious public health impacts.
		The current traffic signals at the junction of London Road and London Street causes long delays in London Street, making it difficult
		for buses to reach the London Street southbound bus lane (exacerbated by traffic forced onto London Street by the southbound
		closure of Sidmouth Street). These traffic signals must reflect the traffic better, and either the lights on the London Road bus lane
		should reflect the presence of buses on that lane when that lane's phase is due (and not wait for a whole cycle of phases, as happens
		at other traffic signals that include a bus lane phase), or the bus lane lights should be replaced by an advanced stop line for the bus
139	Object	lane having priority over the other lanes.
		There is already too much traffic due to closure of Sidmouth street on this stretch of road. What are you trying to do? Grid lock
		Reading?
140	Object	I strongly oppose this
143	Object	The traffic is already crazy allowing a bus lane is going to make it even worse
		you already have inbound bus lane in london street, their is no need of another bus lane to oracle, it will create more congestion and
144	Object	long delay to drivers travelling towards A33
		Not quite sure in which way you want to make the bus lane but this will block cars joining London Street.
		This road is very busy covering multiple Schools.
145	Object	Any change will lead to huge congestion.
Page 47		There is no need. More money wasted. How about fix the state of the roads for everyone. The bus lanes that already exist in Reading
<b>원</b> 47	Object	aren't even used as it is
№51	Object	Really? Bonkers the lot of you!
<del>1</del> 52	Object	No protection for motorcycles
154	Object	Please allow access for motorcycles
		The bus lane should be in operation only at times when traffic congestion is a problem, and the lanes should be available to ZEVs and
157	Support	motorcycles like other Berkshire towns.
158	Object	The bus lane proposal is not worth it for such a short section of road.
		Reading is blocked up as it is. Moat people use a car, public transport is filled with joyriders on benefits. They can wait a little in a
159	Object	trafic.
160	Support	Allow motorcycles to use bus lane as well.
		London road is heavy use and often tailed back well outside the town limits with the current 3 and 2 Lane areas to reduce these to 2
		and 1 lanes inbound is insane and just going to cause further chaos into the suburbs and backing up onto the A329(M), Wokingham
		road, etc. Meaning more will try to scoot round in the side roads spreading the traffic everywhere else and resulting in complete
		gridlock over the entire town!!! Also make all bus lanes usable by motorcycles as this is a huge safety net when one is available for the
		bikes rather than filtering which will be worse with only one lane meaning filtering with head-on traffic. Bikes are a solution to
161	Object	congestion and should be urged and promoted.
163	Support	Support, but with the inclusion of motorcycle use in the lane
164	Support	allow access to motorcycles in all bus lanes

	ı	
		Object to any bus lanes which do not permit the use of motorcycles.
		These lanes reduce the space between regular traffic causing more danger to vulnerable road uses such as cyclists or motorcyclists
165	Object	unless they have access to use these bus lanes.
166	Object	I use the bus lane for my motorcycle to commute.
		Its is critical that any sustainable traffic plan includes prioritising powered and pedal two wheelers. Motorcycles, cycles and scooters
		are vulnerable road users with low emissions. They are highly efficient and sustainable and must be encouraged and embedded into all
169	Support	modern city sustainable transport solutions.
170	Object	Only re-assigning existing infrastructure to sole bus usage. Disappointed to see motorcycles won't be allowed to use this lane.
		If this goes ahead. Please ensure that Motor Cycles and pushbikes are allowed in all bus lanes.
		It will have no impact on the buses but will provide a safe space for the wheelers away from cars and congestion caused by the bus
171	Object	lanes
		There is already an enormous traffic issue largely caused by badly designed bus lanes. This will make matters worse.
		There is also no provision for motorcycles to use the bus lane - studies have proved beyond reasonable doubt that allowing
172	Object	motorcycles to use them is safer for them and others.
		I think its a bad idea to stop private hire and motorcycles from using the bus lanes. They do not make any difference to bus
		timetables. I think taxis and private hire vehicles will take longer and cost more therefore increasing the chance that people will drive
ъ		themselves, also the same with motorcycles. The whole point of riding a motorcycle is not to get stuck in traffic, if you force people
Pa 273 e	Object	in this way you'll end up with more accidents rather than being able to use the relative safety of bus lanes.
е ;		The objective of free flowing traffic would clearly be improved by allowing motorcycles and scooters to use all bus lanes, old and
202 174		new, in Reading authorities area. Currently some lanes allow access to motorcycles, others don't and without any reasoning it appears.
'174	Support	In addition safe and secure parking for motorcycles in RBC continues to be an issue not being reviewed
		I believe it is very short sighted to not allow motorcycles use of the proposed bus lanes (and indeed all bus lanes). I travel mainly by
		motorcycle these days and they are a lot more fuel efficient than cars and so on a per mile basis have less of an impact on the
		environment. Motorcycles do not make up a big proportion of traffic so allowing them to use the bus lanes would not unduly impact
		the free flowing of busses within those lanes and would assist with the overall traffic congestion. Although motorcycles are (usually)
		able to filter through traffic, giving them more space where they are less likely to come into conflict with other motorists would also
175	Object	improve the safety of those journeys.
176	Object	Bus lane should allow 2 wheeled vehicles including motorcycles.
		It's going to increase congestion and endanger motorbikes (a vulnerable road user) if they aren't allowed to use the bus lane. It's going
177	Object	to make it more difficult for disabled drivers to access the facilities that Reading has - RBH, walk-in center, council offices etc
		Existing bus lanes are well used and speed up traffic. Especially safe for scooters and motorcycles allowing them to bypass dangerous
178	Support	traffic jams. Never seen a bus held up by a scooter/motorcycle.
		All bus lanes should include access for motorcycles in order to be fully committed to sustainability and reduction of traffic while
179	Object	improving safety for all road users.
180	Object	Other towns let motorbike and taxi use bus lanes and if you don't follow the same then there could be a conflict of interest
		It would be useful to revisit the underused cycle lane on Sidmouth Street as cyclists use the much more convenient Watlington Street
181	Support	route - if it was two vehicle lanes one way towards the Town Centre, this would ease this bottleneck to the benefit of all

		Reading Borough Council has led the way with access to bus lanes in the past, although no mention in these proposals. Please can I ask
		they are permitted access - like cyclists they are a vulnerable road user too. TfL have granted motorcycle access to all of their bus lanes as they have produced evidence showing there is no detrimental affect to cyclists whilst offering protection to powered two
		wheelers.
		Please can motorcycles be included in the bus lane usage?
183	Support	Bus lanes are our safety zones as well as cyclist's and will keep us separated from other larger vehicles
		As a motorcyclist bus lanes are our safety zones as well as cyclist's.
		We have over 20 years of unimpeachable bus lane safety data in Reading already.
		The Transport Minister has already stated as policy that Local Authorities should use their powers to give motorcyclists access to bus
		lanes. Will Reading comply?
185	Object	If motorcycles are excluded, otherwise support
186	Object	No thoughts on motorcycle safety or security
		Implementation of bus lanes will restrict road width and make the roads less safe for vulnerable road users such as motorcyclists
187	Object	unless motorcyclists are given permission to use the bus lanes.
188	Support	It's a great idea to separate public transport and bicycles and motorcycles from car traffic.
189	Object	This depends what road you'll turn into the bus lane. If it's south street then k can't comment on this since I don't use this road.
190	Object	Waste of money
म् यू 91	Object	Motorbikes need to use the bus lanes
	Support	Must allow for motor cycke access
<u>7</u> 94	Object	Not needed. Need a motorbike lane
195	Object	Unless motorcycles are also permitted to use the proposed bus lan
196	Support	Only if motorcycles are allowed to use the new bus lane
		I feel Bus lanes are valuable resources. And I wholeheartedly agree a better more reliable bus service would encourage more users to choose buses as their main travel option.
		However, this does bring me to another equally important part of road usage. Road safety! As a motorcyclist who regularly visits
		Reading. I am very disappointed to learn the council plan to restrict the use of bus lanes. Forcing motorcycles to use the increasingly
407	Ct	congested alternative traffic lanes. I would urge Reading to consider allowing motorcycle access to all of the current and proposed bus
-	Support	lanes. This will create a safer environment for all of us, without any detrimental effect to the public bus service.
198	Support	Allow motorbikes too
100	Object	I am not pleased with the removal of motorcycles to access the bus lanes. This will have a severe impact on how I commute and it will
199	Object	make using the carriage very unsafe.  I am very concerned with the removal of motorcycles to access the bus lanes. This will have a severe impact on how I commute and it
200	Object	will make using the carriage very unsafe.
200	Object	You have to give due consideration to the use of bus lanes by motorcycles. The new bus lanes should be consistent with the existing
		ones and allow access. I don't see why the timescale precludes this or why new surveys or assessments are needed. There is no reason
201	Object	why motorcycles should not be able to use bus lanes safely as well.
201	Object	miny motorcycles should not be able to use bus tailes safety as well.

		More bus lanes will not shift transportation from cars to buses, but it will increase congestion and so increase carbon emissions.
		If the real intent is to reduce carbon emission then allow motorcycles and mopeds access to ALL bus lanes. This wil move
202	Object	transportation from cars to a much cleaner form of transport as welll as helping to make the roads safer for mopeds and motorcycles.
203	Support	I support this proposal however motorbikes should be allowed to use this lane
204	Support	Please let motorbikes use this lane.
		Any bus lane should permit the access of all forms of two wheeled transport including both bicycles and motorbikes, the proposed
205	Object	plans do not seem to allow this.
		Needs to include motorcycles to have access to the bus lanes. It can be dangerous for motorcycles to be sat i traffic if a rear end was
		to happen it could be catastrophic for the motorbike rider. It gives motorcycles a safe place to filter. And motorcycles are more
206	Object	environmentally friendly as well as takes up less space on the roads.
207	Object	Need to consider taxis and motorcycles
		As a motorcycle rider, I object to any new bus lane being implemented where access to the same lane is not extended to motorcycles,
		as is already the case on some bus lanes in Reading (e.g. Bath Rd.).
		Considering that motorcycles do not create congestion and generate pollution as cars do, which is the issue these new bus lanes are
		aiming to solve, I feel that if no access to these lanes is granted to motorcycles we the riders would only be penalised by an even
		more restricted flow of traffic and will be in a less safe position, having to contend with cars for space on narrower and more
<del>_2</del> 08	Object	congested roads.
-208 age		I don't agree with excluding motorcycles from bus lanes. I believe motorcycles do not add to bus delays and are low polluting vehicles
e 2		occupying very little road space. I don't believe they contribute much to congestion and I fact are likely to relieve it in comparison to
2209	Object	the same number of people in cars.
		I don't agree with excluding motorcycles from bus lanes. I believe motorcycles do not add to bus delays and are low polluting vehicles
		occupying very little road space. I don't believe they contribute much to congestion and I fact are likely to relieve it in comparison to
_		the same number of people in cars.
211	Object	Object on the grounds of cyclists and motorcyclists being excluded from use.
212	Support	Motorcycle access is needed to improve safety.
213	Support	Good idea but don't exclude motorbikes
		No motorbike provision and the reduced lane widths will cause more pollution from motorbikes and will make it more dangerous when
		legally filtering between other vehicles, really poor decision not to include them and a total lack of awareness of vulnerable road
214	Object	users.
		I am very concerned with the removal of motorcycles to access the bus lanes. This will have a severe impact on how I commute and it
215	Object	will make using the carriage very unsafe.
		It appears that access to bus lanes for motorcycles is not explicitly mentioned.
		Considering Reading Borough Council's commendable track record in leading initiatives related to bus lane access to motorcycles, I
		kindly request the inclusion of provisions that permit to access bus lanes. This request is grounded in the principle that, akin to
		cyclists, motorcycles represent a vulnerable road user category.
		It is noteworthy that Transport for London (TfL) has embraced a similar approach by granting motorcycle access to all their bus lanes.
216	Object	This decision was substantiated by evidence indicating no adverse effects on cyclists while concurrently enhancing the safety of

		powered two-wheelers.
		I believe that aligning the proposed regulations with such proven practices would contribute to the overall safety and efficiency of our
		road networks.
217	Object	Motorcycles should be permitted to use bus lanes from a safety point of view
218	Object	I only object if motorcycles will be excluded.
		This will cause more danger for motorists especially cyclists. If you live within Reading getting round by buss may be quicker but in
		most instances to get from a-b it's quicker by car or motorcycle. These proposals increase frustrated car drivers and put a danger on
219	Object	motorcyclists
220	Support	My support is premised on ability motorcycles being able to use these lanes at all times.
221	Object	Too busy as is.
	-	I commute daily on a motorcycle and believe that with the addition of the bus lane without motorbike access will reduce the ability to
		filter safely.
		So I would propose that motorbikes are allowed to use the bus lane like on the Kings road. Without this I believe that my safety will be
222	Object	compromised. So I object unless motorbikes are considered in this consultation
		I object to the ruling of excluding motorcycles. And not enough secure parking for motorcycles.
		Allowing motorcycles to use bus lanes assists in the traffic flowing. Barring them would only increase road traffic. Motorcycles do not
_		hold up buses. Therefore it's essential to allow us to use them, surely flowing bus lanes and traffic eases congestion?
<b>2</b> 23	Object	Barring motorcycles from bus lanes won't ease congestion, only increase it.
ət		A bus lane with motorcycle access will make London road safer. This may also help ambulances on this very high taffic road, London
<b>3</b> 24	Object	road also requires syncronized trafic lights to lowe congestion.
225	Support	Please allow motorcycles to use the bus lane
		Bus lanes are a great way to improve congestion problems and reduce carbon emissions. As with other bus lanes, motorcycles and
		scooters should be given access as this would further discourage single occupier car use, and improve the overall safety of
226	Support	motorcyclists. There is no evidence that cyclists would be endangered by motorcycles sharing the bus lane space
227	Support	Good initiative provided that motorcycles have access to bus lanes,
		Motircycles are recognised & in the main strategy, but no extra or secure parking, or bus lane access on existing bus lanes eg A33.
228	Support	Whilst the new cycle lanes forthcoming restrict width and increase risk for motorcyclists.
		Motorbikes need to be able to use the bus lane. It is a) dangerous if they have to deal with lane swapping by buses / cars moving in /
229	Object	out as the bus lane open/closes and b) should be encouraged to reduce car traffic.
		All bus lanes in Reading should be open to use by motorcycles (Powered Two Wheelers); Their safety record in Reading has been very
230	Support	good and the use of PTW in reducing conjestion and carbon emissions should be encouraged.
		Support on the condition that bicycles, motorcycles and private hire vehicles can use the lane. It is a shameful waste of capacity to
231	Support	limit a lane to buses only, when users could benefit from it
		These measures should only be implemented if vulnerable road users such as Cyclists and Motorcyclists are allowed to use these lanes
		- overall the use of powered two wheel vehicles will ultimately decrease the traffic and emissions in towns and cities and as safety is
232	Object	the highest priority for vulnerable road users then this should be permitted in all bus lanes across Reading in line with other city plans.

233	Object	Motorcycles excluded
234	Support	Please allow motorcycles to use this bus lane because bus lanes are our safety zones as well as cyclist's.
		It appears that access to bus lanes for motorcycles is not explicitly mentioned.
		Considering Reading Borough Council's commendable track record in leading initiatives related to bus lane access to motorcycles, I
		kindly request the
		inclusion of provisions that permit to access the bus lanes. This request is grounded in the principle that, akin to cyclists, motorcycles
		represent a vulnerable
		road user category.
		It is noteworthy that Transport for London (TfL) has embraced a similar approach by granting motorcycle access to all their bus lanes.
		This decision was
		substantiated by evidence indicating no adverse effects on cyclists while concurrently enhancing the safety of powered two-wheelers.  I believe that aligning the proposed regulations with such proven practices would contribute to the overall safety and efficiency of our
236	Support	road networks.
		I cannot see how this won't cause an extreme increase to traffic on an already heavily used road. This will also be confusing and
237	Object	difficult to navigate for those coming into Sidmouth Street from adjacent roads.
		Please can I ask motorcycles are permitted access - like cyclists they are a vulnerable road user too. TfL have granted motorcycle
_		access to all of their bus lanes as they have produced evidence showing there is no detrimental affect to cyclists whilst offering
වූ මු38 මු39	Support	protection to powered two wheelers.
<b>12</b> 39	Object	No provision for motorcycles using this bus lines puts motorcyclists at risk
<b>2</b> 47	Object	Motorcycles must to be included in the bus lane scheme as they are the most vulnerable road users.
0,		I am worried that it will cause more cars to use the residential streets in the area increasing the traffic on those already
		narrow/parked with cars roads. On my street, there were recently 2 traffic accidents. I believe increasing the traffic on residential
248	Object	streets poses a risk to children and the elderly as drivers usually don't stick to the 20mph speed limit.
		This will make traffic worse during peak times and will lead to more pollution. The benefit of adding a bus lane is very low compared
2.40	Object	to the increased traffic congestion and pollution. The majority of the motorists who use London road are not local. They go out of
249	Object	town. So bus lane will not add any benefit only add more traffic congestion and more pollution.
		"Reading Borough Council has led the way with access to bus lanes in the past, although no mention in these proposals. Please can I ask they are permitted access - like cyclists they are a vulnerable road user too. TfL have granted motorcycle access to all of their bus
		lanes as they have produced evidence showing there is no detrimental affect to cyclists whilst offering protection to powered two
250	Object	wheelers."
251	Object	no access for motorcycles
		Not protecting vulnerable motorcycle users by allowing them access to bus lanes.
		Not dealing with increased traffic flow putting motorcyclists at additional risk.
252	Object	In your own words you have a deadline so are rushing this though. Safety has been compromised. As well as wider
253	Support	Please include motorcycle and cycle access
254	Object	More traffic chaos and motorbikes not being able to use the lanes!!
255	Support	I support on the sole condition that motorcycles are also permitted to use the bus lane.

256	Object	No allowance for motorcycles who are also considered as vulnerable road users
		As long as the bus lane is built in the useless cycle lane that no one uses then I support it, if you intend to remove a lane that cars use
257	Support	now then I don't
		Strongly object if this would result in the removal of the cycle lane, which needs to be better connected with junction and crossing
258	Object	improvement at either end of Sidmouth street rather than removing.
		I fully support bus lanes, however please ensure that they allow use by cyclists and motorcyclists as well.
		Both of these groups of vulnerable users would benefit from having the protection afforded by bus lanes without providing any issues
259	Support	to the buses.
		I support the proposals to reduce delays to bus services. The benefits to cyclists would be limited as many would use Watlington Street
		or Sidmouth Street, but there are cyclists from Kendrick Road who would benefit from this scheme. The new lane should be
260	Support	signed/marked as a bus/cycle lane, not just a bus lane as shown on the plans.
		I object to the removal of motor cycles on health & safety grounds plus these do not impede buses and reduce traffic on the main
261	Object	carriageway
263	Support	Allow motorcycles to use the bus lane
		I cannot support the implementation of the proposed bus lane if it is not going to be made available to motorcycles and do not
		understand why this requires a policy review, survey and safety assessment prior to a recommendation being made to the committee.
_		- You already have evidence of the safe interaction between motorcycles and other bus lane users from the bus lane on Kings Road,
Page		Reading, which has been open to motorcyclists for several years.
ge		- TFL, with far greater traffic volumes and many more miles of bus lane than Reading have made all their bus lanes available to
207		powered two wheelers, further evidence that this practice is not unsafe.
7		- The categories of vehicles able to use the A4 bus lanes in Slough that were installed during the Covid pandemic were changed a
		number of times in a matter of weeks and are now available for motorcyclists.
		- Millions were spent installing bus lanes on the A33, no other vehicles can use them and the bus traffic along them is minimal, yet
		they are unavailable for powered two wheelers - an absolute travesty.
		You have acknowledged that one of the main areas of feedback from the informal consultation was the use of the bus lanes by
265	Object	motorcyclists. I would argue that was predictable and more should have been done to address this.

## **Southampton Street – Oracle Roundabout**

TOTAL 266 of which 130 were without comments (60supports/58objections/12Not answered)			
Oracle			
Roundabout		Comments	
3	Object	None, the question was mandatory. I only have comments on one bus lane.	
4		Traffic is already terrible - bottlenecking key roads with further buslanes is counter intuitive and will lead to significantly worse traffic all around. I strongly object	
7	Support	This will help improve the emerald service and will also support the constant delays to bronze	
12	Object	This will cause longer traffic queues and residents will be affected	
14	Support	As a bus user and car user I find that this area would benefit from buses having priority, cars have a lot of alternative routes, driving in reading is not great but you're never going to fix it with more lanes for cars, prioritise other traffic - buses and cycles and you will get to a better solution, just needs time!	
Page 209	Object	The existing bus lanes are barely used by busses, i can show examples on the A33 Rose kiln lane where traffic in both lanes is backed up with the bus lane empty and busses sitting in the traffic as opposed to using the bus lane, as this turns into a left turn lane and all the busses want to go straight on! This is completely pointless, as are many other bus lanes which are primarily used by 'dodgy' taxi drivers with no passengers taking advantage of their taxi licence before cutting into the queue of traffic 100 yards down the road! More bus lanes will only contribute to more traffic, it will not encourage more people to use a bus instead of a car, and in all my life i have never seen the price of a bus ticket go down as you suggest it will make bus journeys cheaper! Reading is a commuter town, limiting peoples ability to get around by car will negatively impact that too. If peole wanted to use public transport exclusively they would go live closer to London, bus lanes will only cause more traffic and stop people comint to this town!	
209		Where would the traffic go if you added all these bus lanes? By adding extra buses to the already congested main routes in the town, you will exacerbate the congestion already there.  Who are you to tell others how they ought to live their lives? Many of the town's residents are unable to go by bus because of personal circumstances. This will also have a detrimental effect on people who depend on their cars for work.  Apart from making traveling throughout the town nearly impossible, I fail to understand how these bus lanes will help the town's	
19	Object	residents. The moment a temporary traffic light goes up, traffic virtually stops in the town.	
20	Support	This one way route has the capacity to cope with a bus lane without too much impact on other road users.	
24	Cupport	Anything to make buses quicker and more reliable and encourage the 'lazy drive everywhere' majority to consider getting out of their	
22	Support Object	Cars!  Traffic inbound from London road consistently enters A327 into central lane creating several near miss collision between vehicles more important than a bus lane would be the safety of all road users by forcing inbound traffic to remain on the left most lane (Inbound Pell st.) Or right most lane (Crown st.)	
23	Support	Promotes a more dependable bus journey time, opens lane to usage by other active travel means	
28		It should reduce delays to bus services, particularly in peak times.	
29		Doesn't affect me, so can't really comment.	
30		Too many bus lanes in Reading already	
32		I assume both buss and cars will be controlled from the same lights.	
33	Object	While the road is wide enough here, this is bound to cause problems with traffic and buses crossing.	

	1	
	88 Support	I am not familiar with this location so my support here is general.
		While this proposal will help bus traffic, one of the biggest improvement in my opinion, for which I'm genuinely excited, is the
		restriction of left turns to the nearside only. Currently when cycling, I have to either attempt to get in the middle lane, which is
		nearly impossible, or take the safer turning into Mundesley Street and dismount & cross.
		While it are desired to the last the second all the second and the second are desired to the sec
	O Cupport	While it sounds insignificant, it makes a big impact to my daily commute, and would make cycling into the city centre much more
	Support Support	appealing.
<u> </u>	11 Support	Will really help speed up bud times  This is the main traffic bearing road into The Oracle from Earley. Where exactly do you expect this traffic to go? Take a longer route,
		increasing congestion, journey times and pollution just so everyone can be forced to endure the same slow, unpleasant journeys that
	14 Object	busses provide?
	15 Object	Detrimental impact on everyday traffic, lives and businesses.
	05,000	This stretch of road only ever has traffic due to the bus stop, by in large the traffic flows well here due to the traffic controls already
		in place at the Pell street junction. Also this has the potential to be dangerous as buses will stay in the bus lane until the end of the
4	16 Object	road and then cut across cars turning left.
4	18 Support	As a cyclist I find Southampton Street hectic as it is at present. It feels unsafe. A bus lane which cycles can use would be great.
		I am supportive. However, the approach of buses from Whitley street requires much more thought. The one way nature of the
ס		routing between Whitley Street and the Station is confusing for passengers and poor at providing interchange with other services.
ag		This is the area of town that needs a much bigger rethink of the routing of buses and a solid corridor for all buses from the south, be
Page 210		that via Bridge Street in both directions (with its ample space and shopping centre access) or via London Street (with its already
10		existing inbound bus lane and priority). Bridge street has the advantage of more buses using the Friar Street westbound lane but is harder to cross the busy Oracle O roundabout. London Street on the other hand would be quite easy to access by Whitley buses with
		a new contra-flowing bus lane from Whitley Street down Mount Pleasant and Silver Street. This would however increase the amount
		of buses in Market Place and Minster Street, which aren't very transport friendly routes. A combination of both ideas would be
	51 Support	possible with some thought about making better use of Mill Lane South and a complete rethink of the Oracle O roundabout.
		Just going to cause more traffic jams
		Yes the bus gets a bus lane but then has to merge with traffic so really all what is happening is a bigger jam
		Would be better fixing all the pot holes
	52 Object	Southampton street is a nightmare already
	54 Support	Great if it incentivise public transport use over cars
	6 Object	I object, do not spend money my tax money on this, doesn't help no one one more bus lane.
ļ	8 Support	Good call
		How does a one-way improvement improve anything? Surely to encourage less use of private transport and more use of public
,	Ohioat	transport and thus improve traffic flow, reducing emissions etc, both inbound and outbound needs improvement on any of the
-	0 Object	suggested routes.  There are lets of vehicles changing large at this point. Not least huses greening from left to centre. Would cause confusion and slow.
	69 Object	There are lots of vehicles changing lanes at this point. Not least buses crossing from left to centre. Would cause confusion and slow traffic more
	73 Support	
	2   Support	Please let them to use it to save time and money thanks

_	Г	
		Three lanes toward the oracle roundabout is always hectic and confusing as the roundabout has exits to the IDR, Holly Brook car par,
		river side car park, Queens road and mill lane.
		One of the advantages of having the left lane turning to IDR and the middle lane having the choice of turning left or going straight
		reduces the backlog of traffic. Allowing more cars to turn left Looking at the bus lane which is for approximately 20 metres I don't see it being beneficial.
		There is now a risk for vehicles that are on the middle lane coming from Southampton Street willing to go to Bridge Street to access
		Holy Brook car park. The creates a possible collision between the bus and a car.
		I Don't understand the reason behind the additional landscaping near Evans Cycle. Having three lanes now helps reduce the traffic
		coming from Oracle Car park as drivers can utilsie two lanes. Also, would this landscaping gather litter? Will it be maintained? If trees
74	Object	are planted would it hang onto the road?
77	Object	This is such a busy road - not a good location
85	Support	Motorcycles must be given access!
88	Object	This will cause traffic to back up in the mornings and increase pollution.
		We should improve the infrastructure we have first.
		Improve phasing of lights. Sorting out the poorly thought out road junctions. Getting rid of all the unnecessary traffic lights and
91	Object	replacing them with roundabouts. Re-introduce lay-by bus stops.
		I live in Centurion Close, to get to our car park we have to turn sharp left at the bottom of Southampton Street. If the bus lane is the
93	Object	left hand one, then we cannot do this.
ac		Not able to comment as this not a road I use often. However as I have to vote to move forward with the survey and there's no 'don't
e		know' option I have no alternative than to choose 'disagree' in order to avoid voting for a strategy which may have a negative outcome for others. I'm only here to comment on my local road plans. I sincerely hope you don't take people agreeing or disagreeing
94 Page 211	Object	on the roads they're not interested in as any sort of solid data!
	Object	The traffic signals in Southampton Street south of Crown Street should be corrected, with sensors on the left hand lane as well as on
		the right hand lane, and the sensors should recognise traffic volume and not traffic speed: at busy times the lights are green for just
139	Support	8 seconds, resulting in tailbacks down Basingstoke Road back to Elgar Road.
143	Object	The traffic is already crazy allowing a bus lane is going to make it even worse
		you already have inbound bus lane in london street, their is no need of another bus lane to oracle, it will create more congestion and
	Object	long delay to drivers.
145	Object	Already this read is very much congested. The proposed bus lane make the situation more worst.
1		There is no need. More money wasted. How about fix the state of the roads for everyone. The bus lanes that already exist in Reading
147	Object	aren't even used as it is
151	Ohiost	Again, dreaming up problems where none exist. The only real issue has occurred due to YOUR introduction of cash cow cameras on
	Object	the yellow box junction causing more congestion.
152		No thought of safety for motorcycles
154	Object	Please allow access for motorcycles  The business should be in constraint only at times when traffic consection is a problem, and the lance should be available to 75% and
157	Cupport	The bus lane should be in operation only at times when traffic congestion is a problem, and the lanes should be available to ZEVs and
157	Support	motorcycles like other Berkshire towns.  Reading is blocked up as it is. Moat people use a car, public transport is filled with joyriders on benefits. They can wait a little in a
159	Object	trafic.
	Jujece	trans.

160	Support	Allow motorcycles to use bus lane as well.
163	Support	Support, but with the inclusion of motorcycle use in the lane
164	Support	allow access to motorcycles in all bus lanes
		Object to any bus lanes which do not permit the use of motorcycles.
		These lanes reduce the space between regular traffic causing more danger to vulnerable road uses such as cyclists or motorcyclists
165	Object	unless they have access to use these bus lanes.
166	Object	I use the bus lane for my motorcycle to commute.
		Its is critical that any sustainable traffic plan includes prioritising powered and pedal two wheelers. Motorcycles, cycles and scooters
		are vulnerable road users with low emissions. They are highly efficient and sustainable and must be encouraged and embedded into
169	Support	all modern city sustainable transport solutions.
		I don't see the benefit of this change. BUT the addition of filter lanes/lines on the roundabout might improve safety as many vehicles
		use the central lane on Southampton St to turn right on the roundabout (heading to The Oracle car park) when the lanes are clearly
470	C	marked to use the right hand lane ONLY for turning right. (Currently, there are no lane markers on the yellow box that show the right
170	Support	hand lane on Southampton St expands into 2 right hand lanes on the roundabout.)
		If this goes ahead. Please ensure that Motor Cycles and pushbikes are allowed in all bus lanes. It will have no impact on the buses but will provide a safe space for the wheelers away from cars and congestion caused by the bus
171	Object	lanes
	Object	There is already an enormous traffic issue largely caused by badly designed bus lanes. This will make matters worse.
Pa		There is also no provision for motorcycles to use the bus lane - studies have proved beyond reasonable doubt that allowing
Page 172	Object	motorcycles to use them is safer for them and others.
212		I think its a bad idea to stop private hire and motorcycles from using the bus lanes. They do not make any difference to bus
2		timetables. I think taxis and private hire vehicles will take longer and cost more therefore increasing the chance that people will
		drive themselves, also the same with motorcycles. The whole point of riding a motorcycle is not to get stuck in traffic, if you force
173	Object	people in this way you'll end up with more accidents rather than being able to use the relative safety of bus lanes.
		The objective of free flowing traffic would clearly be improved by allowing motorcycles and scooters to use all bus lanes, old and
		new, in Reading authorities area. Currently some lanes allow access to motorcycles, others don't and without any reasoning it
174	Support	appears. In addition safe and secure parking for motorcycles in RBC continues to be an issue not being reviewed
		I believe it is very short sighted to not allow motorcycles use of the proposed bus lanes (and indeed all bus lanes). I travel mainly by
		motorcycle these days and they are a lot more fuel efficient than cars and so on a per mile basis have less of an impact on the
		environment. Motorcycles do not make up a big proportion of traffic so allowing them to use the bus lanes would not unduly impact
		the free flowing of busses within those lanes and would assist with the overall traffic congestion. Although motorcycles are (usually)
475	Oleste	able to filter through traffic, giving them more space where they are less likely to come into conflict with other motorists would also
	Object	improve the safety of those journeys.
176	Object	Bus lane should allow 2 wheeled vehicles including motorcycles.
477	01-1	It's going to increase congestion and endanger motorbikes (a vulnerable road user) if they aren't allowed to use the bus lane. It's
177	Object	going to make it more difficult for disabled drivers to access the facilities that Reading has - RBH, walk-in center, council offices etc
470	Cuppert	Existing bus lanes are well used and speed up traffic. Especially safe for motorcycles and scooters allowing them to bypass
1/8	Support	potentially dangerous traffic jams.

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	179	Object	All bus lanes should include access for motorcycles in order to be fully committed to sustainability and reduction of traffic while improving safety for all road users.
	180	Object	Other towns let motorbike and taxi use bus lanes and if you don't follow the same then there could be a conflict of interest
		Support	Reading Borough Council has led the way with access to bus lanes in the past, although no mention in these proposals. Please can I ask they are permitted access - like cyclists they are a vulnerable road user too. TfL have granted motorcycle access to all of their bus lanes as they have produced evidence showing there is no detrimental affect to cyclists whilst offering protection to powered two wheelers.
	101	Заррогс	Please can motorcycles be included in the bus lane usage?
	183	Support	Bus lanes are our safety zones as well as cyclist's and will keep us separated from other larger vehicles
			As a motorcyclist bus lanes are our safety zones as well as cyclist's.  We have over 20 years of unimpeachable bus lane safety data in Reading already.
	184	Object	The Transport Minister has already stated as policy that Local Authorities should use their powers to give motorcyclists access to bus lanes. Will Reading comply?
	185	Object	If motorcycles are excluded, otherwise support
	186	Object	No thoughts on motorcycle safety or security
	187	Ohioat	Implementation of bus lanes will restrict road width and make the roads less safe for vulnerable road users such as motorcyclists unless motorcyclists are given permission to use the bus lanes.
-	188	Support	It's a great idea to separate public transport and bicycles and motorcycles from car traffic.
1 060	188 200 200 200 200 200 200 200 200 200 2	Object	This is a narrow street with cars parked both sides of the road. If you were to install a bus lane here where will the residents park their cars? You're just going to force people to either move house because they don't have parking outside their house or force them to park away from their houses.
C	ند 190	Object	Waste of money
	191	Object	Motorbikes need to use the bus lanes
	193	Support	Must give motor cycle access to bus lane
	194	Object	Not needed. Need a motorbike lane
	195	Object	Unless motorcycles are also permitted to use the proposed bus lan
	196	Support	Only if motorcycles are allowed to use the new bus lane
			I feel Bus lanes are valuable resources. And I wholeheartedly agree a better more reliable bus service would encourage more users to choose buses as their main travel option.  However, this does bring me to another equally important part of road usage. Road safety! As a motorcyclist who regularly visits
			Reading. I am very disappointed to learn the council plan to restrict the use of bus lanes. Forcing motorcycles to use the increasingly congested alternative traffic lanes. I would urge Reading to consider allowing motorcycle access to all of the current and proposed
	197	Support	bus lanes. This will create a safer environment for all of us, without any detrimental effect to the public bus service.
	198	Support	Allow motorbikes too
	199		I am not pleased with the removal of motorcycles to access the bus lanes. This will have a severe impact on how I commute and it will make using the carriage very unsafe.
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200	Object	I am very concerned with the removal of motorcycles to access the bus lanes. This will have a severe impact on how I commute and it will make using the carriage very unsafe.
200	Object	You have to give due consideration to the use of bus lanes by motorcycles. The new bus lanes should be consistent with the existing
		ones and allow access. I don't see why the timescale precludes this or why new surveys or assessments are needed. There is no
201	Object	reason why motorcycles should not be able to use bus lanes safely as well.
		If the real intent is to reduce carbon emission then allow motorcycles and mopeds access to ALL bus lanes. This wil move
		transportation from cars to a much cleaner form of transport as welll as helping to make the roads safer for mopeds and motorcycles.
202	Object	More bus lanes will not shift transportation from cars to buses, but it will increase congestion and so increase carbon emissions.
203	Support	I support this proposal however motorbikes should be allowed to use this lane
204	Support	Please let motorbikes use this lane.
		Any bus lane should permit the access of all forms of two wheeled transport including both bicycles and motorbikes, the proposed
205	Object	plans do not seem to allow this.
		Needs to include motorcycles to have access to the bus lanes. It can be dangerous for motorcycles to be sat i traffic if a rear end was
		to happen it could be catastrophic for the motorbike rider. It gives motorcycles a safe place to filter. And motorcycles are more
206		environmentally friendly as well as takes up less space on the roads.
207	Object	Need to consider taxis and motorcycles
ס		As a motorcycle rider, I object to any new bus lane being implemented where access to the same lane is not extended to
Page		motorcycles, as is already the case on some bus lanes in Reading (e.g. Bath Rd.).
Φ N		Considering that motorcycles do not create congestion and generate pollution as cars do, which is the issue these new bus lanes are
214		aiming to solve, I feel that if no access to these lanes is granted to motorcycles we the riders would only be penalised by an even
208	Object	more restricted flow of traffic and will be in a less safe position, having to contend with cars for space on narrower and more congested roads.
200	Object	I don't agree with excluding motorcycles from bus lanes. I believe motorcycles do not add to bus delays and are low polluting
		vehicles occupying very little road space. I don't believe they contribute much to congestion and I fact are likely to relieve it in
209	Object	comparison to the same number of people in cars.
		I don't agree with excluding motorcycles from bus lanes. I believe motorcycles do not add to bus delays and are low polluting
		vehicles occupying very little road space. I don't believe they contribute much to congestion and I fact are likely to relieve it in
210	Object	comparison to the same number of people in cars.
211	Object	Object on the grounds of cyclists and motorcyclists being excluded from use.
212	Support	Motorcycle access is needed to improve safety.
213	Support	Good idea but don't exclude motorbikes
		No motorbike provision and the reduced lane widths will cause more pollution from motorbikes and will make it more dangerous
		when legally filtering between other vehicles, really poor decision not to include them and a total lack of awareness of vulnerable
214	Object	road users.
		I am very concerned with the removal of motorcycles to access the bus lanes. This will have a severe impact on how I commute and
215	Object	it will make using the carriage very unsafe.
244	01 : .	It appears that access to bus lanes for motorcycles is not explicitly mentioned.
216	Object	Considering Reading Borough Council's commendable track record in leading initiatives related to bus lane access to motorcycles, I

		kindly request the inclusion of provisions that permit to access bus lanes. This request is grounded in the principle that, akin to cyclists, motorcycles represent a vulnerable road user category.
		It is noteworthy that Transport for London (TfL) has embraced a similar approach by granting motorcycle access to all their bus
		lanes. This decision was substantiated by evidence indicating no adverse effects on cyclists while concurrently enhancing the safety
		of powered two-wheelers.
		I believe that aligning the proposed regulations with such proven practices would contribute to the overall safety and efficiency of
		our road networks.
217		Motorcycles should be permitted to use bus lanes from a safety point of view
218	Object	I only object if motorcycles will be excluded.
219	Object	This will cause more danger for motorists especially cyclists. If you live within Reading getting round by buss may be quicker but in most instances to get from a-b it's quicker by car or motorcycle. These proposals increase frustrated car drivers and put a danger on motorcyclists
220		My support is premised on ability motorcycles being able to use these lanes at all times.
220	Заррогс	I don't believe there are enough buses here to agree to the impact that this would have to other road users on an already very busy
221	Object	junction
	0.000	I commute daily on a motorcycle and believe that with the addition of the bus lane without motorbike access will reduce the ability
		to filter safely.
		So I would propose that motorbikes are allowed to use the bus lane like on the Kings road. Without this I believe that my safety will
Pa		be compromised.
<u>କି</u> 222	Object	So I object unless motorbikes are considered in this consultation
215 Page 215		I object to the ruling of excluding motorcycles. And not enough secure parking for motorcycles.
15		Allowing motorcycles to use bus lanes assists in the traffic flowing. Barring them would only increase road traffic. Motorcycles do not
222	01	hold up buses. Therefore it's essential to allow us to use them, surely flowing bus lanes and traffic eases congestion?
223	Object	Barring motorcycles from bus lanes won't ease congestion, only increase it.
224		a bus lane with motorcycle access will make southampon street safer.
225	Support	Please allow motorcycles to use the bus lane
		Bus lanes are a great way to improve congestion problems and reduce carbon emissions. As with other bus lanes, motorcycles and
	_	scooters should be given access as this would further discourage single occupier car use, and improve the overall safety of
	Support	motorcyclists. There is no evidence that cyclists would be endangered by motorcycles sharing the bus lane space
227	Support	Good initiative provided that motorcycles have access to bus lanes,
	_	Motorcycles are recognised & in the main strategy, but no extra or secure parking, or bus lane access on existing bus lanes eg A33.
228	Support	Whilst the new cycle lanes forthcoming restrict width and increase risk for motorcyclists.
222	<b>.</b>	Motorbikes need to be able to use the bus lane. It is a) dangerous if they have to deal with lane swapping by buses / cars moving in /
229	Object	out as the bus lane open/closes and b) should be encouraged to reduce car traffic.
220	Cummout	All bus lanes in Reading should be open to use by motorcycles (Powered Two Wheelers); Their safety record in Reading has been very
230	Support	good and the use of PTW in reducing conjection and carbon emissions should be encouraged.
224	Cupport	Support on the condition that bicycles, motorcycles and private hire vehicles can use the lane. It is a shameful waste of capacity to
231	Support	limit a lane to buses only, when users could benefit from it

232	Object	These measures should only be implemented if vulnerable road users such as Cyclists and Motorcyclists are allowed to use these lanes - overall the use of powered two wheel vehicles will ultimately decrease the traffic and emissions in towns and cities and as safety is the highest priority for vulnerable road users then this should be permitted in all bus lanes across Reading in line with other city plans.
233		Motorcycles excluded
234	-	Please allow motorcycles to use this bus lane because bus lanes are our safety zones as well as cyclist's.
		It appears that access to bus lanes for motorcycles is not explicitly mentioned.  Considering Reading Borough Council's commendable track record in leading initiatives related to bus lane access to motorcycles, I kindly request the inclusion of provisions that permit to access the bus lanes. This request is grounded in the principle that, akin to cyclists, motorcycles represent a vulnerable road user category.
		It is noteworthy that Transport for London (TfL) has embraced a similar approach by granting motorcycle access to all their bus lanes. This decision was
		substantiated by evidence indicating no adverse effects on cyclists while concurrently enhancing the safety of powered two-wheelers.
		I believe that aligning the proposed regulations with such proven practices would contribute to the overall safety and efficiency of
236	Support	our road networks.
P age 238	Common and	Please can I ask motorcycles are permitted access - like cyclists they are a vulnerable road user too. TfL have granted motorcycle access to all of their bus lanes as they have produced evidence showing there is no detrimental affect to cyclists whilst offering
	Support	protection to powered two wheelers.
N 239		No provision for motorcycles using this bus lines puts motorcyclists at risk
<sup>ත</sup> 247	Object	Motorcycles must to be included in the bus lane scheme as they are the most vulnerable road users.  This will make traffic worse during peak times and will lead to more pollution. The benefit of adding a bus lane is very low compared
249	Object	to the increased traffic congestion and pollution.
250	Object	"Reading Borough Council has led the way with access to bus lanes in the past, although no mention in these proposals. Please can I ask they are permitted access - like cyclists they are a vulnerable road user too. TfL have granted motorcycle access to all of their bus lanes as they have produced evidence showing there is no detrimental affect to cyclists whilst offering protection to powered two wheelers."
251	Object	no access for motorcycles
		Not protecting vulnerable motorcycle users by allowing them access to bus lanes.  Not dealing with increased traffic flow putting motorcyclists at additional risk.
252	Object	In your own words you have a deadline so are rushing this though. Safety has been compromised. As well as wider
253		Please include motorcycle and cycle access
254	<u> </u>	More traffic chaos and motorbikes not being able to use the lanes!!
-	Support	I support on the sole condition that motorcycles are also permitted to use the bus lane.
256		No allowance for motorcycles who are also considered as vulnerable road users
257		This junction is not suited to a lane being taken out for a bus lane.

		Absolutely support an inbound bus lane here. When using the A327 as the quicker in route to Reading over NCN4, the approach to and
258	Support	going around Oracle roundabout is the most dangerous. A bus lane could help provide safer space for cyclists.
		I fully support bus lanes, however please ensure that they allow use by cyclists and motorcyclists as well.
		Both of these groups of vulnerable users would benefit from having the protection afforded by bus lanes without providing any issues
259	Support	to the buses.
		Whilst I support the measures to assist buses, I would not support the scheme as there are no measures here to help cyclists. There is
		a town centre bound cycle lane on Southampton Street and a bus/cycle lane on Bridge Street, so this should be regarded as a missing
	Not	link for cyclists. This is a busy section of three lane road that is unattractive and unpleasant section of road for even experienced
260	Answered	cyclists.
		I object to the removal of motor cycles on health & safety grounds plus these do not impede buses and reduce traffic on the main
261	Object	carriageway
263	Support	Allow motorcycles to use the bus lane
		I cannot support the implementation of the proposed bus lane if it is not going to be made available to motorcycles and do not
		understand why this requires a policy review, survey and safety assessment prior to a recommendation being made to the
		committee.
		- You already have evidence of the safe interaction between motorcycles and other bus lane users from the bus lane on Kings Road, Reading, which has been open to motorcyclists for several years.
		- TFL, with far greater traffic volumes and many more miles of bus lane than Reading have made all their bus lanes available to
P		powered two wheelers, further evidence that this practice is not unsafe.
Page		- The categories of vehicles able to use the A4 bus lanes in Slough that were installed during the Covid pandemic were changed a
Φ		number of times in a matter of weeks and are now available for motorcyclists.
217		- Millions were spent installing bus lanes on the A33, no other vehicles can use them and the bus traffic along them is minimal, yet
7		they are unavailable for powered two wheelers - an absolute travesty.
		You have acknowledged that one of the main areas of feedback from the informal consultation was the use of the bus lanes by
265	Object	motorcyclists. I would argue that was predictable and more should have been done to address this.

## Oxford Road – Zinzan Street to George Street

TOT	AL 266 of w	hich 113 were without comments (57supports/56objections)
Oxf	ord Road-	, , , , , , , , , , , , , , , , , , ,
Zinzan Street		
an	d George	
	Street	Comments
2	Support	I would absolutely welcome any plans for bus lanes along the Oxford Road, especially the stretch between the town centre and Battle Library. It is wonderful that the buses are so frequent and affordable along this route, but unfortunately at peak times they are often not a usable option due to car congestion. Currently I fairly often find it quicker to walk home from town along the Oxford Road than take the bus, due to car congestion along the Oxford Road.  I also hope that adding bus lanes could make this route safer for cyclists. Currently the Oxford Road is extremely unsafe for cyclists, due to the high volume of cars along the fairly narrow road, and as a result cyclists often use the pavements, which is very unsafe for pedestrians, especially as there are usually a high volume of pedestrians on these pavements, walking in or out of town or visiting homes and businesses along the Oxford Road
3	Object	None, the question was mandatory. I only have comments on one bus lane.
4	Object	Traffic is already terrible - bottlenecking key roads with further buslanes is counter intuitive and will lead to significantly worse traffic all around. I strongly object
7	Support	This stretch of road is terrible for traffic and parking and being a bus user it will be a fantastic time save
	Object	There is no option to bypass this. I have no view on this
Page 219		Most of this scheme is a waste of money.  The traffic between Reading West Station and Bedford Rd is currently bad due to the temporary traffic lights outside Reading West. Once those have gone, and once pedestrians can walk past Reading West again without needing those lights twice to cross the Oxford Rd and then cross back again, the traffic will ease most of the time.  I live down the Oxford Rd and catch either the 15, 16 or 17 to and from town most days, so I know that there's rarely much traffic between Zinzan Street and the Bedford Street traffic lights. As above, any heavier traffic recently has been as a result of the temporary lights further down Oxford Rd.  In my opinion, the Zinzan St to Bedford Rd part of the scheme is utterly pointless.  Stopping cars from turning right out of Eaton Place will obviously cause them to wait on Chatham Street, causing pollution.  Currently hardly any cars use Eaton Place as a "Rat Run" anyway, and I doubt that would change much even if they remain allowed to turn either way out of the road.  My suggestion would be either to scrap Bus Lane 1 completely, or just implement the part from Bedford Rd to George St. Even then
11	Object	I don't think it's going to be value for money.
12	Object	This will cause longer traffic queues and residents will be affected
14	Support	As a bus user and car user I find that this area would benefit from buses having priority, cars have a lot of alternative routes, driving in reading is not great but you're never going to fix it with more lanes for cars, prioritise other traffic - buses and cycles and you will get to a better solution, just needs time!
15	Object	The existing bus lanes are barely used by busses, i can show examples on the A33 Rose kiln lane where traffic in both lanes is backed up with the bus lane empty and busses sitting in the traffic as opposed to using the bus lane, as this turns into a left turn

		lane and all the buses want to go straight on! This is completely pointless, as are many other bus lanes which are primarily used by 'dodgy' taxi drivers with no passengers taking advantage of their taxi licence before cutting into the queue of traffic 100 yards down
		the road! More bus lanes will only contribute to more traffic, it will not encourage more people to use a bus instead of a car, and in
		all my life i have never seen the price of a bus ticket go down as you suggest it will make bus journeys cheaper!
		Reading is a commuter town, limiting peoples ability to get around by car will negatively impact that too. If peole wanted to use
		public transport exclusively they would go live closer to London, bus lanes will only cause more traffic and stop people comint to
		this town!
16	Object	I have no views on this part of road - just filling the form
		Where would the traffic go if you added all these bus lanes? By adding extra buses to the already congested main routes in the
		town, you will exacerbate the congestion already there.
		Who are you to tell others how they ought to live their lives? Many of the town's residents are unable to go by bus because of
		personal circumstances. This will also have a detrimental effect on people who depend on their cars for work.
		Apart from making traveling throughout the town nearly impossible, I fail to understand how these bus lanes will help the town's
		residents. The moment a temporary traffic light goes up, traffic virtually stops in the town
		You should also consider that more individuals are shopping online, which has led to a rise in the number of vehicles on the road.
		I'm afraid this will only get worse, with the decline of the town center.
Ţ		It would be very beneficial to the town's traffic problems if you united with the other local councils to construct a third bridge over the Thames. In addition, the construction of all these apartments in the town results in an increase in traffic and the number of
agra	Object	people using the roads.
2	Object	Anything to make buses quicker and more reliable and encourage the 'lazy drive everywhere' majority to consider getting out of
Page 220	Support	their cars!
23	Support	Promotes a more dependable bus journey time, opens lane to usage by other active travel means
28	Support	It should reduce delays to bus services, particularly in peak times.
29	Object	Doesn't affect me, so can't really comment.
30	Object	Too many bus lanes in Reading already
32	Object	Not really my area of town I sometimes need to drove that way.
33	Support	As long as the road can be wide enough to maintain one lane of regular traffic in each direction.
34	Support	The part of the bus lane opposite trinity place in viewport 1, offers some concern about the merging before the lights.
		putting a bus lane in this small part of the road will not make hardly any difference to the journey times and just waste large
36	Object	amount of council money
		To improve traffic flow on the Oxford Road for all vehicles, the provision of pull in bus stops and the removal of parking places on
		the road would be a better use of money. Creating bus lanes in an already high density busy road will not solve the problem. The
37	Object	needs of car users appear not to have been taken into consideration at all.
		This will probably be most beneficial to the venerable number 17 bus. I will also appreciate this lane when cycling west from town
20		(though ideally space for segregated cycle routes would also be found in future - negotiating with buses is nerve wracking for
38	Support	beginner cyclists).

		This route is already congested at rush hours. Cutting the capacity in half in order to cater for a few buses an hour at the expense
44	Object	of making every other road user's life miserable is totally unacceptable.
45	Object	Detrimental impact on everyday traffic, lives and businesses.
47	Object	There will be a bunch of bloody unused busses and less space for actual people who live here in Reading.
48	Support	I don't know this part of Reading well enough to comment.
		A useful addition. However now that traffic lights exist to turn both directions from Eaton place into Chatham street, I can't help
		think that the right turn from oxford road into Bedford road could be done away with creating space for a bus release lane without
51	Support	too much change to the roadway.
		Just going to cause more traffic jams
		Yes the bus gets a bus lane but then has to merge with traffic so really all what is happening is a bigger jam
52	Object	Would be better fixing all the pot holes
		Whilst I support the promotion of greener travel and believe bus/cycle lanes are a good thing for our health. Unless RBC provides
		secure bicycle parking across the town centre people will continue to drive cars rather than get their bicycle stolen. All of these
53	Support	projects need to be backed up with other infrastructure.
		I think it's a great proposal. I live in Oxford road and the traffic system is terrible. I welcome policies and plans that disincentivise
54	Support	people from using their cars. I want to have a great bus, cycling and pedestrian system. Please include more trees in Oxford road.
П		Leave Oxford Rd alone, the council took 5 years to build the Western Rail station near McDonalds, 5 years of pain and traffic jams
Page		caused by that construction.
e ;		Leave Oxford alone, or I'll personally block any constructions in Oxford.
221		People are fed-up, Oxford Rd, Tilehurst rd, Bath Rd, everytime there are constructions hell run lose in Reading, traffic jams
	Object	without ni ending.
56	Object	DO NOT TOUCH OXFORD RD, OR ANY SURROUNDING ROAD, PEOPLE ARE FED-UP.
58	Object	I believe this will just increase the congestion further back.
F0	C	Area has a quite a lot of cycle traffic so it may hinder the usefulness of the bus lane. Cycle lanes and traffic restrictions to
59	Support	decrease congestion may have been better
		How does a one-way improvement improve anything? Surely to encourage less use of private transport and more use of public
	Ohiost	transport and thus improve traffic flow, reducing emissions etc, both inbound and outbound needs improvement on any of the
60	Object	suggested routes.
		If you live in the battle are of reading and have a car how are you supported to exit and enter Reading. At every opportunity you
		remove roads suitable for cars and replace with bus lanes. If you want traffic to move more freely remove all the temporary traffic
		light that keep on being put in place, sometime 3 or 4 different sets at a time.  I walk to work alone Oxford road every day. I only use the car at weekends when I need to get to the outskirts of Reading or
		outside of Reading. If you want to make my journey more pleasant clear the drains so the pavements are not flooded and get the
61	Object	cyclist and powered scooters off the pavements. For those that are on the roads get them to stop at red lights so we can cross.
62		good to prioritise buses over cars
	Support	
63	Object	Traffic will pile up

		This is improve journey times by bus around the town and encourage more use of the buses.
64	Support	I hope that the cyclists will also be allowed to used the proposed bus lanes.
		Less bus stops along Oxford road too many too close together and ay-bys large enough for a bus to pull into to be clear of traffic
65	Support	and allow cars to continue past the parked bus.
69	Object	There is plenty of room between these 2 points. It's further up that it slows
		The roads are already narrow enough which impact the flow of traffic and creating a separate bus lane will result in more traffic
72	Object	congestions just like it happens on kings Road towards cemetery junction
73	Support	I like to ask you please let the save time and money to use Bus Lane thanks
Page		Many inbound traffic turn right into roads such as Russell Street and Waylen Street this would cause queues behind it whereas now there are hatches where it allows 2-3 vehicles to stay put before turning in. Russel Street is popular to access Tilehurst Road and Waylen Street is popular for the Prayer Centre. There'd be unnecessary queues for the turning The high volume of cars is expected when cars are turning left from Russell Street onto Oxford Road where drivers are immediately presented with two lanes either to go straight or turn right to Bedford Road.  If cars are turning left from Russel Street to Oxford Road and approximately 4 buses are queued at the traffic lights (before Bedford Road) the vehicles would need to turn wide, and with the new proposed Pedestrian Refuge, it would not be easily visible to the driver which would be a hazard for pedestrians crossing. They would then need to wait for the buses to clear before switching to the lane to go straight creating a queue for cars that want to turn right. The merging of the bus lane and the regular lane is too dangerous.  Currently, the Pedestrian Refuge Island is very far between Russel Street and Zinzan Street. With precaution, the striped area of
222		the hatchet provided a safe crossing for the pedestrian but with the new proposal that would be gone.
2		This is a proposal for an outbound bus lane surely this doesn't benefit people coming into town for work in the morning.
74	Object	Overall, it's a lot of effort for a small gain.
77	Object	More bus lanes aren't going to eliminate pollution. The build up of traffic will be worse for Reading and make it less green
80	Object	Oxford Rd is a nightmare to drive already and closing a lane would only make it worse
81	Support	Answer supplied ONLY becase required. I only want to comment on ONE of the options below.
84	Object	So narrow in extent, and with the urban nature of the area, a safe bike lane would be a better priority
85	Support	Motorcycles must be given access!
88	Object	Don't really have an opinion
89	Support	Seems a ridiculous consultation when everyone has to respond to all plans when we know nothing about the area. So I could comment on the Palmer Park / London Road plans but then approve the others jwithout really knowing what impact it will have. Surely that will skew your data??
91	Object	We should improve the infrastructure we have first.  Improve phasing of lights. Sorting out the poorly thought out road junctions. Getting rid of all the unnecessary traffic lights and replacing them with roundabouts. Re-introduce lay-by bus stops.

		Not able to comment as this not a road I use often. However as I have to vote to move forward with the survey and there's no 'don't
		know' option I have no alternative than to choose 'disagree' in order to avoid voting for a strategy which may have a negative
		outcome for others. I'm only here to comment on my local road plans. I sincerely hope you don't take people agreeing or
94	Object	disagreeing on the roads they're not interested in as any sort of solid data!
		Keep central refuge east of Russell Street for pedestrians to cross from Russell Street to the eastbound bus stop or to avoid the
		congested pavement outside the shops.
		While the left hand only turn from Eaton Place is to avoid rat running down Oxford Road, it would result in rat runs down other
139	Object	roads, or u-turns near Penta Hotel.
		The traffic is already crazy allowing a bus lane is going to make it even worse similar to paving cycle lanes in Shinfield Road where
143	Object	not many/any cycle users at a given time making the traffic congestion bad
145	Object	Already A329 is very much congested. The proposed bus lane make the situation more worst.
		There is no need. More money wasted. How about fix the state of the roads for everyone. The bus lanes that already exist in
147	Object	Reading aren't even used as it is
152	Object	Motorcycles need access to the bus lanes in order to help keep them safe when they're riding on busy town centres
154	Object	Please allow access for motorcycles
		The bus lane should be in operation only at times when traffic congestion is a problem, and the lanes should be available to ZEVs
<u>1</u> 57	Support	and motorcycles like other Berkshire towns.
Page		The disruption to traffic while building the bus lanes plus the gain of only seconds by the use of a short bus lane is not worth it. The
ge		council should be looking at road infrastructure that benefits all road users. The bus network in Reading is superior to many other
223		towns & only the £2 price cap makes it worth while using them over the car.
		The bus lane proposal is not worth it for such a short section of road. Also, which George Street is this to? I can't see which street
158	Object	this refers to.
159	Object	Fix the potholes first.
160	Support	Allow motorcycles to use bus lane as well.
163	Support	Support, but with the inclusion of motorcycle use in the lane
164	Support	allow access to motorcycles in all bus lanes
		Object to any bus lanes which do not permit the use of motorcycles.
		These lanes reduce the space between regular traffic causing more danger to vulnerable road uses such as cyclists or motorcyclists
165	Object	unless they have access to use these bus lanes.
166	Object	I use the bus lane for my motorcycle to commute.
167	Object	Everything is working just fine as it is. Motorcyclist need to have privileges same as the bicyclists. We are vulnerable category.
		Its is critical that any sustainable traffic plan includes prioritising powered and pedal two wheelers. Motorcycles, cycles and
		scooters are vulnerable road users with low emissions. They are highly efficient and sustainable and must be encouraged and
169	Support	embedded into all modern city sustainable transport solutions.
170	Object	Only re-assigning existing infrastructure to sole bus usage. Disappointed to see motorcycles won't be allowed to use this lane.

		If this goes ahead. Please ensure that Motor Cycles and pushbikes are allowed in all bus lanes.
		It will have no impact on the buses but will provide a safe space for the wheelers away from cars and congestion caused by the
171	Object	bus lanes
		There is already an enormous traffic issue largely caused by badly designed bus lanes. This will make matters worse.
		There is also no provision for motorcycles to use the bus lane - studies have proved beyond reasonable doubt that allowing
172	Object	motorcycles to use them is safer for them and others.
		I think its a bad idea to stop private hire and motorcycles from using the bus lanes. They do not make any difference to bus
		timetables. I think taxis and private hire vehicles will take longer and cost more therefore increasing the chance that people will
173	Object	drive themselves, also the same with motorcycles. The whole point of riding a motorcycle is not to get stuck in traffic, if you force
1/3	Object	people in this way you'll end up with more accidents rather than being able to use the relative safety of bus lanes.  The objective of free flowing traffic would clearly be improved by allowing motorcycles and scooters to use all bus lanes, old and
		new, in Reading authorities area. Currently some lanes allow access to motorcycles, others don't and without any reasoning it
174	Support	appears. In addition safe and secure parking for motorcycles in RBC continues to be an issue not being reviewed.
	- Саррон	I believe it is very short sighted to not allow motorcycles use of the proposed bus lanes (and indeed all bus lanes). I travel mainly by
		motorcycle these days and they are a lot more fuel efficient than cars and so on a per mile basis have less of an impact on the
		environment. Motorcycles do not make up a big proportion of traffic so allowing them to use the bus lanes would not unduly impact
_		the free flowing of busses within those lanes and would assist with the overall traffic congestion. Although motorcycles are
Page 75		(usually) able to filter through traffic, giving them more space where they are less likely to come into conflict with other motorists
	Object	would also improve the safety of those journeys.
<b>№</b> 76	Object	Bus lane should allow 2 wheeled vehicles including motorcycles.
_		It's going to increase congestion and endanger motorbikes (a vulnerable road user) if they aren't allowed to use the bus lane. It's
4 77		going to make it more difficult for disabled drivers to access the facilities that Reading has - RBH, walk-in center, council offices
177	Object	etc
178	Cupport	Existing bus lanes are well used and speed up traffic. Especially useful for scooters and motorcycles to bypass potentially dangerous traffic jams and I have never seen a bus held up significantly by a motorcycle!
176	Support	All bus lanes should include access for motorcycles in order to be fully committed to sustainability and reduction of traffic while
179	Object	improving safety for all road users.
180	Object	Other towns let motorbike and taxi use bus lanes and if you don't follow the same then there could be a conflict of interest
100	- Cojece	Reading Borough Council has led the way with access to bus lanes in the past, although no mention in these proposals. Please can I
		ask they are permitted access - like cyclists they are a vulnerable road user too. TfL have granted motorcycle access to all of their
		bus lanes as they have produced evidence showing there is no detrimental affect to cyclists whilst offering protection to powered
181	Support	two wheelers.
		Please can motorcycles be included in the bus lane usage?
183	Support	Bus lanes are our safety zones as well as cyclist's and will keep us separated from other larger vehicles.
		As a motorcyclist bus lanes are our safety zones as well as cyclist's.
184	Object	We have over 20 years of unimpeachable bus lane safety data in Reading already.

		The Transport Minister has already stated as policy that Local Authorities should use their powers to give motorcyclists access to
		bus lanes. Will Reading comply?
185	Object	If motorcycles are excluded, otherwise support
186	Object	No thoughts on motorcycle safety or security
		Implementation of bus lanes will restrict road width and make the roads less safe for vulnerable road users such as motorcyclists
187	Object	unless motorcyclists are given permission to use the bus lanes.
188	Support	It's a great idea to separate public transport and bicycles and motorcycles from car traffic.
		How will this benefit buses? At the proposed point they already have a dedicated junction and the Bedford road junction which
		allows them to go straight in town. All you're going to do is ruin the roads for people that cannot use buses for their everyday work.
		Such as my self as a tradesman. Also less people are using busses after covid so people will be reluctant to use a bus anyway. So
189	Object	you will just end up with worse traffic on the roads.
190	Object	What a waste of money
191	Object	Motorbikes need to use the bus lanes
193	Support	Must include access frrom motor cycles
194	Object	Not needed. Need a motorbike lane
		This road is already gridlocked with local trafic. Restricting the flow of non bus traffic will prolong traffic jams and significantly add
<del>1</del> 95	Object	to pollution of stop)starting engines
නු 96 ල	Support	Only if motorcycles are allowed to use the new bus lane
O O		I feel Bus lanes are valuable resources. And I wholeheartedly agree a better more reliable bus service would encourage more users
225		to choose buses as their main travel option.
		However, this does bring me to another equally important part of road usage. Road safety! As a motorcyclist who regularly visits
		Reading. I am very disappointed to learn the council plan to restrict the use of bus lanes. Forcing motorcycles to use the
		increasingly congested alternative traffic lanes. I would urge Reading to consider allowing motorcycle access to all of the current
197	Support	and proposed bus lanes. This will create a safer environment for all of us, without any detrimental effect to the public bus service.
198	Support	Allow motorbikes too
		I am not pleased with the removal of motorcycles to access the bus lanes. This will have a severe impact on how I commute and it
199	Object	will make using the carriage very unsafe.
		I am very concerned with the removal of motorcycles to access the bus lanes. This will have a severe impact on how I commute and
200	Object	it will make using the carriage very unsafe.
		You have to give due consideration to the use of bus lanes by motorcycles. The new bus lanes should be consistent with the existing
		ones and allow access. I don't see why the timescale precludes this or why new surveys or assessments are needed. There is no
201	Object	reason why motorcycles should not be able to use bus lanes safely as well.
		More bus lanes will not shift transportation from cars to buses, but it will increase congestion and so increase carbon emissions.
		If the real intent is to reduce carbon emission then allow motorcycles and mopeds access to ALL bus lanes. This wil move
0.00		transportation from cars to a much cleaner form of transport as welll as helping to make the roads safer for mopeds and
202	Object	motorcycles.

203	Support	I support this proposal however motorbikes should be allowed to use this lane
204	Support	But please let motorbikes use this lane. It makes sense .
		Any bus lane should permit the access of all forms of two wheeled transport including both bicycles and motorbikes, the proposed
205	Object	plans do not seem to allow this.
		Needs to include motorcycles to have access to the bus lanes. It can be dangerous for motorcycles to be sat i traffic if a rear end
		was to happen it could be catastrophic for the motorbike rider. It gives motorcycles a safe place to filter. And motorcycles are
206	Object	more environmentally friendly as well as takes up less space on the roads.
207	Object	Need to consider taxis and motorcycles
		As a motorcycle rider, I object to any new bus lane being implemented where access to the same lane is not extended to
		motorcycles, as is already the case on some bus lanes in Reading (e.g. Bath Rd.).
		Considering that motorcycles do not create congestion and generate pollution as cars do, which is the issue these new bus lanes
		are aiming to solve, I feel that if no access to these lanes is granted to motorcycles we the riders would only be penalised by an
200		even more restricted flow of traffic and will be in a less safe position, having to contend with cars for space on narrower and more
208	Object	congested roads.
		I don't agree with excluding motorcycles from bus lanes. I believe motorcycles do not add to bus delays and are low polluting
200	Object	vehicles occupying very little road space. I don't believe they contribute much to congestion and I fact are likely to relieve it in
709	Object	comparison to the same number of people in cars.
<u>-</u> 209 age		I don't agree with excluding motorcycles from bus lanes. I believe motorcycles do not add to bus delays and are low polluting
N <sub>10</sub>	Object	vehicles occupying very little road space. I don't believe they contribute much to congestion and I fact are likely to relieve it in comparison to the same number of people in cars.
211 211	<u> </u>	
	Object	Object on the grounds of cyclists and motorcyclists being excluded from use.
212	Support	Motorcycle access is needed to improve safety.
213	Support	Good idea but don't exclude motorbikes
		No motorbike provision and the reduced lane widths will cause more pollution from motorbikes and will make it more dangerous
214	Object	when legally filtering between other vehicles, really poor decision not to include them and a total lack of awareness of vulnerable road users.
214	Object	I am very concerned with the removal of motorcycles to access the bus lanes. This will have a severe impact on how I commute and
215	Object	it will make using the carriage very unsafe.
213	Object	It appers that access to bus lanes for motorcycles is not explicitly mentioned.
		Considring Reading Borough Council's commendable track record in leading initiatives related to bus lane access to motorcycles, I
		kindly request the inclusion of provisions that permit to access bus lanes. This request is grounded in the principle that, akin to
		cyclists, motorcycles represent a vulnerable road user category.
		It is noteworthy that Transport for London (TfL) has embraced a similar approach by granting motorcycle access to all their bus
		lanes. This decision was substantiated by evidence indicating no adverse effects on cyclists while concurrently enhancing the safety
		of powered two-wheelers.
		I believe that aligning the proposed regulations with such proven practices would contribute to the overall safety and efficiency of
216	Object	our road networks.

217	Object	Motorcycles should be permitted to use bus lanes from a safety point of view
218	Object	I only object if motorcycles will be excluded.
		This will cause more danger for motorists especially cyclists. If you live within Reading getting round by buss may be quicker but in most instances to get from a-b it's quicker by car or motorcycle. These proposals increase frustrated car drivers and put a danger
219	Object	on motorcyclists
220	Support	My support is premised on ability motorcycles being able to use these lanes at all times.
220	Заррогс	Not a bad idea as buses are not only caught in traffic but cause delays to other vehicles due to road widths and inability to pass.
		It's just where is the space going to come from? At the expense of other road users?
		One thing that should be allowed for and doesn't seem to be ubiquitously which is a bit strange is the use of bus lanes by
		motorcycles and cycles. Both of these forms of transport are solutions to congestion and not causes of. Safety for these users
221	Support	should also be paramount and infra structure provided for same such as safe secure parking.
		I commute daily on a motorcycle and believe that with the addition of the bus lane without motorbike access will reduce the ability
		to filter safely.
		So I would propose that motorbikes are allowed to use the bus lane like on the Kings road. Without this I believe that my safety will
_		be compromised.
Page 22		
₩222	Object	So I object unless motorbikes are considered in this consultation
227		I object to the ruling of excluding motorcycles. And not enough secure parking for motorcycles.
7		Allowing motorcycles to use bus lanes assists in the traffic flowing. Barring them would only increase road traffic. Motorcycles do
		not hold up buses. Therefore it's essential to allow us to use them, surely flowing bus lanes and traffic eases congestion?
223	Object	Barring motorcycles from bus lanes won't ease congestion, only increase it.
224	Support	a bus lane with motorcycle access will make Oxford road safer.
225	Support	Please allow motorcycles to use the bus lane
		Bus lanes are a great way to improve congestion problems and reduce carbon emissions. As with other bus lanes, motorcycles and
001		scooters should be given access as this would further discourage single occupier car use, and improve the overall safety of
226	Support	motorcyclists. There is no evidence that cyclists would be endangered by motorcycles sharing the bus lane space
227	Support	Good initiative provided that motorcycles have access to bus lanes,
220	C	Motircycles are recognised & in the main strategy, but no extra or secure parking, or bus lane access on existing bus lanes eg A33.
228	Support	Whilst the new cycle lanes forthcoming restrict width and increase risk for motorcyclists.
220	Object	Motorbikes need to be able to use the bus lane. It is a) dangerous if they have to deal with lane swapping by buses / cars moving in
229	Object	/ out as the bus lane open/closes and b) should be encouraged to reduce car traffic.
230	Cupport	All bus lanes in Reading should be open to use by motorcycles (Powered Two Wheelers); Their safety record in Reading has been
230	Support	very good and the use of PTW in reducing conjestion and carbon emissions should be encouraged.

231	Support	Support on the condition that bicycles, motorcycles and private hire vehicles can use the lane. It is a shameful waste of capacity to limit a lane to buses only, when users could benefit from it
231	зарроге	Restricting the flow for cars is detrimental to the overall environment due to idling vehicles caught in traffic, this will not improve the air quality of the town and will essentially kill off people wishing to travel to the town center which is already struggling. It's choking the town.
232	Object	These measures should only be implemented if vulnerable road users such as Cyclists and Motorcyclists are allowed to use these lanes - overall the use of powered two wheel vehicles will ultimately decrease the traffic and emissions in towns and cities and as safety is the highest priority for vulnerable road users then this should be permitted in all bus lanes across Reading in line with other city plans.
233	Object	As motorcycles will be excluded.
234	Support	Please allow motorcycles to use this bus lane because bus lanes are our safety zones as well as cyclist's.
		It appears that access to bus lanes for motorcycles is not explicitly mentioned.  Considering Reading Borough Council's commendable track record in leading initiatives related to bus lane access to motorcycles, I kindly request the
Page		inclusion of provisions that permit to access the bus lanes. This request is grounded in the principle that, akin to cyclists, motorcycles represent a vulnerable road user category.
le 228		It is noteworthy that Transport for London (TfL) has embraced a similar approach by granting motorcycle access to all their bus lanes. This decision was
ω		substantiated by evidence indicating no adverse effects on cyclists while concurrently enhancing the safety of powered two- wheelers.
236	Support	I believe that aligning the proposed regulations with such proven practices would contribute to the overall safety and efficiency of our road networks.
237	Support	Seems to have minimal negative impact and better uses the space.
238	Support	Reading Borough Council has led the way with access to bus lanes in the past, although no mention in these proposals. Please can I ask motorcycles are permitted access - like cyclists they are a vulnerable road user too. TfL have granted motorcycle access to all of their bus lanes as they have produced evidence showing there is no detrimental affect to cyclists whilst offering protection to powered two wheelers.
239	Object	No provision for motorcycles using this bus lines puts motorcyclists at risk
247	Object	Motorcycles must to be included in the bus lane scheme as they are the most vulnerable road users.
249	Object	This will make traffic worse during peak times and will lead to more pollution.
		"Reading Borough Council has led the way with access to bus lanes in the past, although no mention in these proposals. Please can I
		ask they are permitted access - like cyclists they are a vulnerable road user too. TfL have granted motorcycle access to all of their bus lanes as they have produced evidence showing there is no detrimental affect to cyclists whilst offering protection to powered
250	Object	two wheelers."
251	Object	no access for motorcycles

		Not protecting vulnerable motorcycle users by allowing them access to bus lanes.
		Not dealing with increased traffic flow putting motorcyclists at additional risk.
252	Object	In your own words you have a deadline so are rushing this though. Safety has been compromised. As well as wider impact on traffic flows.
253	Support	Please include motorcycle and cycle access
254	Object	More traffic chaos and motorbikes not being able to use the lanes!!
255	Support	I support on the sole condition that motorcycles are also permitted to use the bus lane.
256	Object	No allowance for motorcycles who are also considered as vulnerable road users
257	Object	This is a very busy area I am concerned this will increase congestion, not reduce
258	Support	Oxford Road is the most direct east west route in and out on the West side of Reading, but is notoriously bad to cycle along.  Although a bus lane does not provide a specific cycle facility, LTN 1/20 suggests they can offer some degree of segregation for cyclists as they significantly reduce the amount of interaction with motor traffic, with an outbound bus lane here being able to help cycling out of Reading.
230	зарроге	I fully support bus lanes, however please ensure that they allow use by cyclists and motorcyclists as well.
		Both of these groups of vulnerable users would benefit from having the protection afforded by bus lanes without providing any
259	Support	issues to the buses.
		Whilst I support the objective of improving bus journeys on this section of Oxford Road, there are areas where improvements for
Page		cyclists should also be considered. This is very close to the town centre and is the main route from west Reading, so is well used by
ge		cyclists. The cycle route ideally needs to be continuous in order to demonstrate that it is part of a through route, with cycle lanes
229		leading into the the sections of bus/cycle lane at either end and through the Bedford Road junction. For cyclists travelling
9		eastwards, crossing two busy lanes of traffic at the Bedford Road junction to travel to the town centre will not be easy, especially
260	Support	for less confident riders. The pedestrian/cycle crossing at George St/Prospect St is however welcomed.
		I object to the removal of motor cycles on health & safety grounds plus these do not impede buses and reduce traffic on the main
261	Object	carriageway
		There is a genuine need to assist mass transit vehicles leaving the town centre, and enough space to reconfigure the road layout
		without detrimental effect to other modes of transport.
		However the wording in the initial proposal appears not to mention the plan to prohibit right-turning traffic:
242		"The ability to turn right, out of Eaton Place to Oxford Road is proposed"
262	Support	This is misleading.
263	Support	Allow motorcycles to use the bus lane
		I cannot support the implementation of the proposed bus lane if it is not going to be made available to motorcycles and do not
		understand why this requires a policy review, survey and safety assessment prior to a recommendation being made to the
		committee.
		- You already have evidence of the safe interaction between motorcycles and other bus lane users from the bus lane on Kings Road,
		Reading, which has been open to motorcyclists for several years.  - TFL, with far greater traffic volumes and many more miles of bus lane than Reading have made all their bus lanes available to
265	Object	powered two wheelers, further evidence that this practice is not unsafe.
200	Object	powered two wheeters, further evidence that this practice is not unsafe.

- The categories of vehicles able to use the A4 bus lanes in Slough that were installed during the Covid pandemic were changed a number of times in a matter of weeks and are now available for motorcyclists.
- Millions were spent installing bus lanes on the A33, no other vehicles can use them and the bus traffic along them is minimal, yet they are unavailable for powered two wheelers an absolute travesty.

You have acknowledged that one of the main areas of feedback from the informal consultation was the use of the bus lanes by motorcyclists. I would argue that was predictable and more should have been done to address this.

Oxford Road - Pangbourne Street to Norcot Road Roundabout

TOTAL 266 of which 123 were without comments (70supports/50objections/3Not answered)		
Pan	gbourne	
Street and		
Norcot		
	inction	Comments
3	Object	None, the question was mandatory. I only have comments on one bus lane.
		Traffic is already terrible - bottlenecking key roads with further buslanes is counter intuitive and will lead to significantly
4	Object	worse traffic all around. I strongly object
		This is a busy part of the Oxford road, considering only two buses use this part of the road would negatively impact other
		regular traffic users that are not able to use buses for other reasons. In addition there is only theee lanes on this part of the
_	Object	road - 2 of which go into town so to reduce this would also impact on incoming traffic and cause further traffic issues than
5	Object	already happen This area of Reading is another bottle neck for cars and having a dedicated bus lane will help improve services and will
7	Support	hopefully move more people to public transport and help cut CO2
9		There is no option to bypass this. I have no view on this
12		This will cause longer traffic queues and residents will be affected
	Object	As a bus user and car user I find that this area would benefit from buses having priority, cars have a lot of alternative routes,
Page		driving in reading is not great but you're never going to fix it with more lanes for cars, prioritise other traffic - buses and
<sup>Φ</sup> 14	Support	cycles and you will get to a better solution, just needs time!
232		The existing bus lanes are barely used by busses, i can show examples on the A33 Rose kiln lane where traffic in both lanes is
		backed up with the bus lane empty and busses sitting in the traffic as opposed to using the bus lane, as this turns into a left
		turn lane and all the buses want to go straight on! This is completely pointless, as are many other bus lanes which are
		primarily used by 'dodgy' taxi drivers with no passengers taking advantage of their taxi licence before cutting into the queue
		of traffic 100 yards down the road! More bus lanes will only contribute to more traffic, it will not encourage more people to
		use a bus instead of a car, and in all my life i have never seen the price of a bus ticket go down as you suggest it will make
		bus journeys cheaper!
		Reading is a commuter town, limiting peoples ability to get around by car will negatively impact that too. If peole wanted to use public transport exclusively they would go live closer to London, bus lanes will only cause more traffic and stop people
15	Object	comint to this town!
16		I have no views on this part of road - just filling the form
10	Object	Where would the traffic go if you added all these bus lanes? By adding extra buses to the already congested main routes in
		the town, you will exacerbate the congestion already there.
		Who are you to tell others how they ought to live their lives? Many of the town's residents are unable to go by bus because of
		personal circumstances. This will also have a detrimental effect on people who depend on their cars for work.
		Apart from making traveling throughout the town nearly impossible, I fail to understand how these bus lanes will help the
19	Object	town's residents. The moment a temporary traffic light goes up, traffic virtually stops in the town.

	1	
		Anything to make buses quicker and more reliable and encourage the 'lazy drive everywhere' majority to consider getting out
21	Support	of their cars!
23	Support	Promotes a more dependable bus journey time, opens lane to usage by other active travel means
28	Support	It should reduce delays to bus services, particularly in peak times.
29	Object	Doesn't affect me, so can't really comment.
30	Object	Too many bus lanes in Reading already
32	Object	Not really my area of town I sometimes need to drove that way.
33	Support	As long as the road can be wide enough to maintain one lane of regular traffic in each direction.
		This is a absolute joke of a idea, this will push back the traffic further down the oxford road and groveland road, people will
		not start using the buses for an improvement of 1 minute, but will make roads worse in surrounding areas. causing more
		pollution not less. There is not enough room to have four lanes of traffic or will you stop cars going down this road totally.
		There are loads of businesses including a retail park on this part of the road including hundreds of flats which you get loads
36	Object	of council tax for.
		To improve traffic flow on the Oxford Road for all vehicles, the provision of pull in bus stops and the removal of parking places on the road
		would be a better use of money. Creating bus lanes in an already high density busy road will not solve the problem. The needs of car users
37	Object	appear not to have been taken into consideration at all.
Page	Support	I am not familiar with this location so my support here is general.
ge		This is already a single carriageway. How is road traffic expected to get from the bulk Tilehurst across to Caversham and out
233		towards Pangbourne? This will just create more unnecessary traffic in the same way that the Kings Road bus lane inbound
ώ 44	Object	already has. Utter waste of resources.
45	Object	Detrimental impact on everyday traffic, lives and businesses.
47	Object	There aren't enough people and it will just cause traffic congestion
48	Support	I don't know this part of Reading well enough to comment.
		I support but I am concerned about the westbound bus stop placements and that placing stops too close together slows up
		bus progress. A bus stop location rethink for all main roads out of town is long overdue. Public transport needs a minimum
51	Support	stop distance to be set where possible.
		Just going to cause more traffic jams
		Yes the bus gets a bus lane but then has to merge with traffic so really all what is happening is a bigger jam
52	Object	Would be better fixing all the pot holes
54	Support	Please see the above point
		Leave Oxford Rd alone, the council took 5 years to build the Western Rail station near McDonalds, 5 years of pain and traffic
		jams caused by that construction.
		Leave Oxford alone, or I'll personally block any constructions in Oxford.
		People are fed-up, Oxford Rd, Tilehurst rd, Bath Rd, everytime there are constructions hell run lose in Reading, traffic jams
	Ob # = = #	without ni ending.
56	Object	DO NOT TOUCH OXFORD RD, OR ANY SURROUNDING ROAD, PEOPLE ARE FED-UP.

58	Object	Until there is an alternative route out from Norcot to avoid Reading centre.
59	Object	Is there much benefit given that the bus lane in the other direction is lost?
		How does a one-way improvement improve anything? Surely to encourage less use of private transport and more use of public
		transport and thus improve traffic flow, reducing emissions etc, both inbound and outbound needs improvement on any of
60	Object	the suggested routes.
	01	Creating bottle necks further down the road will only back up traffic towards the town centre. Just look what happened
61	Object	when a temporary set of light is added. Traffic backs up.
63	Object	Traffic will be bad
40	Cummout	Traffic always gets trapped behind buses at the stop at the bottom of Grovelands Rd. I guess you'd remove the right turning
72	Support Object	lane incoming going up Grovelands Road  Again this is very narrow road already and creating a bus lane will bring further congestions
	Support	Please let them to use to save money and time
/3	Support	This proposal is , people travelling into town centre for work are highly benefitting from the current inbound bus lane from
		the edge of Winslet Place to Tidmarsh Street they get the chance to reach to work few minutes early. Just by reversing the
		road layout and making an outbound bus lane the traffic queues would just be on the other side.
		Grovelands Road is popular right turn from Oxford Road going inbound but there is the option for vehicles to go straight on
ס		the left lane. Given that the proposal will reduce to one lane going inbound there will be potential traffic queues from
Page		Tidmarsh Street early.
N /4	Object	For a stretch of 0.2 miles going outbound is money wasted
3 77	Object	More bus lanes aren't going to eliminate pollution. The build up of traffic will be worse for Reading and make it less green
80	Object	Oxford Rd is a nightmare to drive already and closing a lane would only make it worse
84	Object	So narrow in extent, and with the urban nature of the area, a safe bike lane would be a better priority
85	Support	Motorcycles must be given access!
88	Object	Don't really have an opinion but again given no choice
		We should improve the infrastructure we have first.
04	01 : .	Improve phasing of lights. Sorting out the poorly thought out road junctions. Getting rid of all the unnecessary traffic lights
91	Object	and replacing them with roundabouts. Re-introduce lay-by bus stops.
		Not able to comment as this not a road I use often. However as I have to vote to move forward with the survey and there's no
		'don't know' option I have no alternative than to choose 'disagree' in order to avoid voting for a strategy which may have a negative outcome for others. I'm only here to comment on my local road plans. I sincerely hope you don't take people
94	Object	agreeing or disagreeing on the roads they're not interested in as any sort of solid data!
143	Object	The traffic is already crazy allowing a bus lane is going to make it even worse
144	Object	It will create more congestion for drivers.
_	Support	Okay
נדו	Jupport	Unay

		There is no need. More money wasted. How about fix the state of the roads for everyone. The bus lanes that already exist in
147	Object	Reading aren't even used as it is
		Explain the need? Traffic flows reasonably well there and is only delayed by the roundabout at norcot. This will not solve that
151	Object	issue
152	Object	Lack of motorcycle protection by not letting them use the lane
154	Object	Please allow access for motorcycles
		The bus lane should be in operation only at times when traffic congestion is a problem, and the lanes should be available to
157	Support	ZEVs and motorcycles like other Berkshire towns.
158	Object	The bus lane proposal is not worth it for such a short section of road.
		Reading is blocked up as it is. Moat people use a car, public transport is filled with joyriders on benefits. They can wait a
159		little in a trafic.
160	Support	Allow motorcycles to use bus lane as well.
163	Support	Support, but with the inclusion of motorcycle use in the lane
164	Support	allow access to motorcycles in all bus lanes
		Object to any bus lanes which do not permit the use of motorcycles.
		These lanes reduce the space between regular traffic causing more danger to vulnerable road uses such as cyclists or
<sub>-0</sub> 165	Object	motorcyclists unless they have access to use these bus lanes.
ag 166 e	Object	I use the bus lane for my motorcycle to commute.
2		Its is critical that any sustainable traffic plan includes prioritising powered and pedal two wheelers. Motorcycles, cycles and
235		scooters are vulnerable road users with low emissions. They are highly efficient and sustainable and must be encouraged and
169	• • •	embedded into all modern city sustainable transport solutions.
170	Object	Only re-assigning existing infrastructure to sole bus usage. Disappointed to see motorcycles won't be allowed to use this lane.
		If this goes ahead. Please ensure that Motor Cycles and pushbikes are allowed in all bus lanes.
		It will have no impact on the buses but will provide a safe space for the wheelers away from cars and congestion caused by
171	Object	the bus lanes
		There is already an enormous traffic issue largely caused by badly designed bus lanes. This will make matters worse.
472	01-14	There is also no provision for motorcycles to use the bus lane - studies have proved beyond reasonable doubt that allowing
172	Object	motorcycles to use them is safer for them and others.
		I think its a bad idea to stop private hire and motorcycles from using the bus lanes. They do not make any difference to bus timetables. I
		think taxis and private hire vehicles will take longer and cost more therefore increasing the chance that people will drive themselves, also
		the same with motorcycles. The whole point of riding a motorcycle is not to get stuck in traffic, if you force people in this way you'll end up
173	Object	with more accidents rather than being able to use the relative safety of bus lanes.
		The objective of free flowing traffic would clearly be improved by allowing motorcycles and scooters to use all bus lanes, old
		and new, in Reading authorities area. Currently some lanes allow access to motorcycles, others don't and without any
174	Support	reasoning it appears. In addition safe and secure parking for motorcycles in RBC continues to be an issue not being reviewed

		I believe it is very short sighted to not allow motorcycles use of the proposed bus lanes (and indeed all bus lanes). I travel mainly by motorcycle these days and they are a lot more fuel efficient than cars and so on a per mile basis have less of an impact on the environment. Motorcycles do not make up a big proportion of traffic so allowing them to use the bus lanes would not unduly impact the free flowing of busses within those lanes and would assist with the overall traffic congestion. Although motorcycles are (usually) able to filter through traffic, giving them more space where they are less likely to come
175	Object	into conflict with other motorists would also improve the safety of those journeys.
176	Object	Bus lane should allow 2 wheeled vehicles including motorcycles.
		It's going to increase congestion and endanger motorbikes (a vulnerable road user) if they aren't allowed to use the bus lane.
477	01	It's going to make it more difficult for disabled drivers to access the facilities that Reading has - RBH, walk-in center, council
177	Object	offices etc
170	Ct	Existing bus lanes in Reading are well used and speed up traffic. Especially useful for scooters and motorcycles allowing them
1/8	Support	to bypass potentially dangerous traffic jams. Never seen a bus held up by a motorcycle/scooter.
170	Ohiost	All bus lanes should include access for motorcycles in order to be fully committed to sustainability and reduction of traffic
179	Object	while improving safety for all road users.
180	Object	Other towns let motorbike and taxi use bus lanes and if you don't follow the same then there could be a conflict of interest
		Reading Borough Council has led the way with access to bus lanes in the past, although no mention in these proposals. Please
Pa		can I ask they are permitted access - like cyclists they are a vulnerable road user too. TfL have granted motorcycle access to
9 0121	Support	all of their bus lanes as they have produced evidence showing there is no detrimental affect to cyclists whilst offering protection to powered two wheelers.
Page 236	Jupport	Please can motorcycles be included in the bus lane usage?
ර 183	Support	Bus lanes are our safety zones as well as cyclist's and will keep us separated from other larger vehicles
103	Заррогс	As a motorcyclist bus lanes are our safety zones as well as cyclist's.
		We have over 20 years of unimpeachable bus lane safety data in Reading already.
		The Transport Minister has already stated as policy that Local Authorities should use their powers to give motorcyclists access to bus lanes.
404	01 : .	
	Object	Will Reading comply?
185	Object	If motorcycles are excluded, otherwise support
186	Object	No thoughts on motorcycle safety or security
107	Ohiost	Implementation of bus lanes will restrict road width and make the roads less safe for vulnerable road users such as
187	Object	motorcyclists unless motorcyclists are given permission to use the bus lanes.
188	Support	It's a great idea to separate public transport and bicycles and motorcycles from car traffic.
189	Object	This depends how the new road layout will be because if you repurpose the bus lane on the inbound side and still keep the
	,	lanes of normal traffic as is then I can't see to much of a problem.
190	Object	Waste of money
191	Object	Motorbikes need to use the bus lanes
193	Support	Must provide motor cycle use
194	Object	Not needed. Need a motorbike lane

		Motorcycles should also be allowed in any proposed bus lane to reduce expose of motorcyclists to the probability of severe
195	Object	injury from accidents caused by heavy vehicles
196		Only if motorcycles are allowed to use the new bus lane
		I feel Bus lanes are valuable resources. And I wholeheartedly agree a better more reliable bus service would encourage more users to
		choose buses as their main travel option.
		However, this does bring me to another equally important part of road usage. Road safety! As a motorcyclist who regularly visits Reading. I
		am very disappointed to learn the council plan to restrict the use of bus lanes. Forcing motorcycles to use the increasingly congested
		alternative traffic lanes. I would urge Reading to consider allowing motorcycle access to all of the current and proposed bus lanes. This will
197	Support	create a safer environment for all of us, without any detrimental effect to the public bus service.
198		Allow motorbikes too
		I am not pleased with the removal of motorcycles to access the bus lanes. This will have a severe impact on how I commute
199	Object	and it will make using the carriage very unsafe.
		I am very concerned with the removal of motorcycles to access the bus lanes. This will have a severe impact on how I
200	Object	commute and it will make using the carriage very unsafe.
		You have to give due consideration to the use of bus lanes by motorcycles. The new bus lanes should be consistent with the
<b>დ</b> ე1	Object	existing ones and allow access. I don't see why the timescale precludes this or why new surveys or assessments are needed.
P201 ge	Object	There is no reason why motorcycles should not be able to use bus lanes safely as well.  If the real intent is to reduce carbon emission then allow motorcycles and mopeds access to ALL bus lanes. This wil move
Φ 2		transportation from cars to a much cleaner form of transport as welll as helping to make the roads safer for mopeds and
237		motorcycles.
		More bus lanes will not shift transportation from cars to buses, but it will increase congestion and so increase carbon
202	Object	emissions.
203	Support	I support this proposal however motorbikes should be allowed to use this lane
204	Support	As above please let motorbike use this lane.
		Any bus lane should permit the access of all forms of two wheeled transport including both bicycles and motorbikes, the
205	Object	proposed plans do not seem to allow this.
		Needs to include motorcycles to have access to the bus lanes. It can be dangerous for motorcycles to be sat i traffic if a rear
204	Object	end was to happen it could be catastrophic for the motorbike rider. It gives motorcycles a safe place to filter. And
206	,	motorcycles are more environmentally friendly as well as takes up less space on the roads.
207	Object	Need to consider taxis and motorcycles  As a motorcycle rider, I object to any new bus lane being implemented where access to the same lane is not extended to
		motorcycles, as is already the case on some bus lanes in Reading (e.g. Bath Rd.).
		Considering that motorcycles do not create congestion and generate pollution as cars do, which is the issue these new bus
		lanes are aiming to solve, I feel that if no access to these lanes is granted to motorcycles we the riders would only be
		penalised by an even more restricted flow of traffic and will be in a less safe position, having to contend with cars for space
208	Object	on narrower and more congested roads.

		I don't agree with excluding motorcycles from bus lanes. I believe motorcycles do not add to bus delays and are low polluting vehicles occupying very little road space. I don't believe they contribute much to congestion and I fact are likely to relieve it
209	Object	in comparison to the same number of people in cars.
		I don't agree with excluding motorcycles from bus lanes. I believe motorcycles do not add to bus delays and are low polluting
		vehicles occupying very little road space. I don't believe they contribute much to congestion and I fact are likely to relieve it
210	Object	in comparison to the same number of people in cars.
211	Object	Object on the grounds of cyclists and motorcyclists being excluded from use.
212	Support	Motorcycle access is needed to improve safety.
213	Support	Good idea but don't exclude motorbikes
		No motorbike provision and the reduced lane widths will cause more pollution from motorbikes and will make it more
		dangerous when legally filtering between other vehicles, really poor decision not to include them and a total lack of
214	Object	awareness of vulnerable road users.
		I am very concerned with the removal of motorcycles to access the bus lanes. This will have a severe impact on how I
215	Object	commute and it will make using the carriage very unsafe.
		It appears that access to bus lanes for motorcycles is not explicitly mentioned.
		Considering Reading Borough Council's commendable track record in leading initiatives related to bus lane access to
P		motorcycles, I kindly request the inclusion of provisions that permit to access bus lanes. This request is grounded in the
Page		principle that, akin to cyclists, motorcycles represent a vulnerable road user category.
238		It is noteworthy that Transport for London (TfL) has embraced a similar approach by granting motorcycle access to all their
38		bus lanes. This decision was substantiated by evidence indicating no adverse effects on cyclists while concurrently enhancing
		the safety of powered two-wheelers.
247	0h:+	I believe that aligning the proposed regulations with such proven practices would contribute to the overall safety and
216		efficiency of our road networks.
217	Object	Motorcycles should be permitted to use bus lanes from a safety point of view
218	Object	I only object if motorcycles will be excluded.
		This will cause more danger for motorists especially cyclists. If you live within Reading getting round by buss may be quicker
240	01-1	but in most instances to get from a-b it's quicker by car or motorcycle. These proposals increase frustrated car drivers and
219		put a danger on motorcyclists
220	Support	My support is premised on ability motorcycles being able to use these lanes at all times.
		More room here.
		One thing that should be allowed for and doesn't seem to be ubiquitously which is a bit strange is the use of bus lanes by
224	Cupport	motorcycles and cycles. Both of these forms of transport are solutions to congestion and not causes of. Safety for these users
221	Support	should also be paramount and infra structure provided for same such as safe secure parking.
		I commute daily on a motorcycle and believe that with the addition of the bus lane without motorbike access will reduce the
222	Object	ability to filter safely.
LLL	Object	So I would propose that motorbikes are allowed to use the bus lane like on the Kings road. Without this I believe that my

		safety will be compromised.
		So I object unless motorbikes are considered in this consultation
		I object to the ruling of excluding motorcycles. And not enough secure parking for motorcycles.
		Allowing motorcycles to use bus lanes assists in the traffic flowing. Barring them would only increase road traffic.
		Motorcycles do not hold up buses. Therefore it's essential to allow us to use them, surely flowing bus lanes and traffic eases
		congestion?
223	Object	Barring motorcycles from bus lanes won't ease congestion, only increase it.
224	Support	a bus lane with motorcycle access will make Oxford road safer.
225	Support	Please allow motorcycles to use the bus lane
		Bus lanes are a great way to improve congestion problems and reduce carbon emissions. As with other bus lanes, motorcycles
		and scooters should be given access as this would further discourage single occupier car use, and improve the overall safety
226	Support	of motorcyclists. There is no evidence that cyclists would be endangered by motorcycles sharing the bus lane space
227	Support	Good initiative provided that motorcycles have access to bus lanes,
		Motorcycles are recognised & in the main strategy, but no extra or secure parking, or bus lane access on existing bus lanes eg
228	Support	A33. Whilst the new cycle lanes forthcoming restrict width and increase risk for motorcyclists.
		Motorbikes need to be able to use the bus lane. It is a) dangerous if they have to deal with lane swapping by buses / cars
229 ag e230 231	Object	moving in / out as the bus lane open/closes and b) should be encouraged to reduce car traffic.
ag		All bus lanes in Reading should be open to use by motorcycles (Powered Two Wheelers); Their safety record in Reading has
Φ230	Support	been very good and the use of PTW in reducing conjestion and carbon emissions should be encouraged.
<u> 23</u> 9		Support on the condition that bicycles, motorcycles and private hire vehicles can use the lane. It is a shameful waste of
231	Support	capacity to limit a lane to buses only, when users could benefit from it
		These measures should only be implemented if vulnerable road users such as Cyclists and Motorcyclists are allowed to use
		these lanes - overall the use of powered two wheel vehicles will ultimately decrease the traffic and emissions in towns and
222	01 : .	cities and as safety is the highest priority for vulnerable road users then this should be permitted in all bus lanes across
232	,	Reading in line with other city plans.
233	Object	Motorcycles excluded
234	Support	Please allow motorcycles to use this bus lane because bus lanes are our safety zones as well as cyclist's.
		It appears that access to bus lanes for motorcycles is not explicitly mentioned.
		Considering Reading Borough Council's commendable track record in leading initiatives related to bus lane access to
		motorcycles, I kindly request the
		inclusion of provisions that permit to access the bus lanes. This request is grounded in the principle that, akin to cyclists,
		motorcycles represent a vulnerable
		road user category. It is noteworthy that Transport for London (TfL) has embraced a similar approach by granting motorcycle
224	Cupport	access to all their bus lanes. This decision wassubstantiated by evidence indicating no adverse effects on cyclists while
230	Support	concurrently enhancing the safety of powered two-wheelers.

		I believe that aligning the proposed regulations with such proven practices would contribute to the overall safety and
		efficiency of our road networks.
237	Support	Seems to just switch bus lanes. Will mean more traffic on the way in rather than out.
		Please can I ask motorcycles are permitted access - like cyclists they are a vulnerable road user too. TfL have granted
		motorcycle access to all of their bus lanes as they have produced evidence showing there is no detrimental affect to cyclists
238	Support	whilst offering protection to powered two wheelers.
239	Object	No provision for motorcycles using this bus lines puts motorcyclists at risk
247	Object	Motorcycles must to be included in the bus lane scheme as they are the most vulnerable road users.
		"Reading Borough Council has led the way with access to bus lanes in the past, although no mention in these proposals.
		Please can I ask they are permitted access - like cyclists they are a vulnerable road user too. TfL have granted motorcycle
		access to all of their bus lanes as they have produced evidence showing there is no detrimental affect to cyclists whilst
250	Object	offering protection to powered two wheelers."
251	Object	no access for motorcycles
		Not protecting vulnerable motorcycle users by allowing them access to bus lanes.
		Not dealing with increased traffic flow putting motorcyclists at additional risk.
252	Object	In your own words you have a deadline so are rushing this though. Safety has been compromised. As well as wider
<del></del> 253	Support	Please include motorcycle and cycle access
254	Object	More traffic chaos and motorbikes not being able to use the lanes!!
×255	Support	I support on the sole condition that motorcycles are also permitted to use the bus lane.
<b>2</b> 56	Object	No allowance for motorcycles who are also considered as vulnerable road users
		If there can be sufficient space at this junction to be safe to have an additional lane added I support it, I do not if it removes
257	Support	lanes for cars
		There already appears to be a bus lane going into Reading, the removal of this and changing to a going out bus lane could
258	Object	help discourage people from cycling into Reading along Oxford Road
		I fully support bus lanes, however please ensure that they allow use by cyclists and motorcyclists as well.
		Both of these groups of vulnerable users would benefit from having the protection afforded by bus lanes without providing
259	Support	any issues to the buses.
		I support the plan to improve facilities for buses. There would be benefits, albeit limited for westbound cyclists, although
260	Support	this is less likely to appeal to less confident cyclsts.
		I object to the removal of motor cycles on health & safety grounds plus these do not impede buses and reduce traffic on the
	-	main carriageway
262	Support	The width of the road can accomadate the re-configuration.
263	Support	Allow motorcycles to use the bus lane
		I cannot support the implementation of the proposed bus lane if it is not going to be made available to motorcycles and do
		not understand why this requires a policy review, survey and safety assessment prior to a recommendation being made to the
265	Object	committee.

- You already have evidence of the safe interaction between motorcycles and other bus lane users from the bus lane on Kings Road, Reading, which has been open to motorcyclists for several years.
- TFL, with far greater traffic volumes and many more miles of bus lane than Reading have made all their bus lanes available to powered two wheelers, further evidence that this practice is not unsafe.
- The categories of vehicles able to use the A4 bus lanes in Slough that were installed during the Covid pandemic were changed a number of times in a matter of weeks and are now available for motorcyclists.
- Millions were spent installing bus lanes on the A33, no other vehicles can use them and the bus traffic along them is minimal, yet they are unavailable for powered two wheelers an absolute travesty.

You have acknowledged that one of the main areas of feedback from the informal consultation was the use of the bus lanes by motorcyclists. I would argue that was predictable and more should have been done to address this.

## **Bath Road – Circuit Lane to Granville Road**

TOT	AL 266 of	which 133 were without comments (68supports/53objections/12Not answered)
Circ	uit	
Lane to		
Gran	rville	
Road	<u>d</u>	Comment
3	Object	None, the question was mandatory. I only have comments on one bus lane.
4	Object	Traffic is already terrible - bottlenecking key roads with further buslanes is counter intuitive and will lead to significantly worse traffic all around. I strongly object
7	Support	For the bus services that service this area it will be a godsend so actually get somewhere without being stuck in stop start traffic
12	Object	This will cause longer traffic queues and residents will be affected
14	Support	As a bus user and car user I find that this area would benefit from buses having priority, cars have a lot of alternative routes, driving in reading is not great but you're never going to fix it with more lanes for cars, prioritise other traffic - buses and cycles and you will get to a better solution, just needs time!
Page 243 5	Object	The existing bus lanes are barely used by busses, i can show examples on the A33 Rose kiln lane where traffic in both lanes is backed up with the bus lane empty and busses sitting in the traffic as opposed to using the bus lane, as this turns into a left turn lane and all the buses want to go straight on! This is completely pointless, as are many other bus lanes which are primarily used by 'dodgy' taxi drivers with no passengers taking advantage of their taxi licence before cutting into the queue of traffic 100 yards down the road! More bus lanes will only contribute to more traffic, it will not encourage more people to use a bus instead of a car, and in all my life i have never seen the price of a bus ticket go down as you suggest it will make bus journeys cheaper! Reading is a commuter town, limiting peoples ability to get around by car will negatively impact that too. If peole wanted to use public transport exclusively they would go live closer to London, bus lanes will only cause more traffic and stop people comint to this town!
19	Object	Where would the traffic go if you added all these bus lanes? By adding extra buses to the already congested main routes in the town, you will exacerbate the congestion already there.  Many of the town's residents are unable to go by bus because of personal circumstances. This will also have a detrimental effect on people who depend on their cars for work  Apart from making traveling throughout the town nearly impossible, I fail to understand how these bus lanes will help the town's residents. The moment a temporary traffic light goes up, traffic virtually stops in the town.
20	Object	This will increase traffic congestion during rush hour commutes for ordinary working road users.
21	Support	Anything to make buses quicker and more reliable and encourage the 'lazy drive everywhere' majority to consider getting out of their cars!
23	Support	Promotes a more dependable bus journey time, opens lane to usage by other active travel means
28	Support	It should reduce delays to bus services, particularly in peak times.
29	Object	Doesn't affect me, so can't really comment.
30	Object	Too many bus lanes in Reading already
32	Object	Not really my area of town I sometimes need to drove that way.
3Z	Object	NOT really my area of town I sometimes need to drove that way.

33	Support	As long as the road can be wide enough to maintain one lane of regular traffic in each direction.
36	Object	This is the main road out of Reading towards the motorway used by lorries, HGV etc, where are they suppose to go.
		I do not believe that this is necessary and will involve expenditure which will have a minimum improvement in journey times. Does the
		creation of the bus lane involve the removal of trees? This is not entirely clear on the plans and would be regrettable if this is the
		case. There are only 2 bus routes which use this stretch of the road and as a regular user of one, I have never known there to be
		substantive delays. I do not see what will be gained by this measure when the money would be better spent improving road quality
37	Object	and the provision of better road signage maintenance.
38	Support	I am not familiar with this location so my support here is general.
		These proposals seek to cripped traffic flow throw the whole west of Reading for the sake of a few slow, polluting, unpleasant-to-be-
		on busses at the expense of every other road user.
44	Object	What an insane waste of money.
45	Object	Detrimental impact on everyday traffic, lives and businesses.
48	Support	I don't know this part of Reading well enough to comment.
51	Support	I support of course but I would suggest other areas of town should have priority over this proposal
		Just going to cause more traffic jams
		Yes the bus gets a bus lane but then has to merge with traffic so really all what is happening is a bigger jam
<del>-5</del> 2	Object	Would be better fixing all the pot holes
a 64	Support	Anything that disincentive car use is great.
244		No I do not support, stop causing problems.
4		Build another access to Caversham, build a another bridge, leave our Reading roads, do not touch them, we do not want more traffic
56	Object	jams.
59	Support	Widening the footpaths would be nice
		How does a one-way improvement improve anything? Surely to encourage less use of private transport and more use of public transport
	01: (	and thus improve traffic flow, reducing emissions etc, both inbound and outbound needs improvement on any of the suggested
60	Object	routes.
69	Object	Not enough of a traffic backlog to justify
73	Support	Please let them to use it to save time and money thanks
		With two lane already in place creating a third lane would be ludicrous, it would be very snug. For the sake of 4 buses an hour and
		kerb realignment, I don't think its worth the hassle.
		There is a sretch for vehicles to turn onto Honey end lane at the roundabout, very likely we'll lose this and cause unnecessary traffic queues on one lane. It says the pedestrian island by Honey End Lane would be retained but other islands such as near Burrcroft Road
		and Prospect are not kept creating a risk for pedestrian crossing.
		Given the fact this is for outbound it doesn't make sense why are we investing in this where people going the opposite direction of the
74	Object	town centre.
77	Object	More bus lanes aren't going to eliminate pollution. The build up of traffic will be worse for Reading and make it less green
85	Support	Motorcycles must be given access!
0,5	Jupport	motorcycles must be given decess.

88	Object	Don't really have an opinion
		We should improve the infrastructure we have first.
		Improve phasing of lights. Sorting out the poorly thought out road junctions. Getting rid of all the unnecessary traffic lights and
91	Object	replacing them with roundabouts. Re-introduce lay-by bus stops.
		Not able to comment as this not a road I use often. However as I have to vote to move forward with the survey and there's no 'don't
		know' option I have no alternative than to choose 'disagree' in order to avoid voting for a strategy which may have a negative outcome for others. I'm only here to comment on my local road plans. I sincerely hope you don't take people agreeing or disagreeing on the
94	Object	roads they're not interested in as any sort of solid data!
143	Object	The traffic is already crazy allowing a bus lane is going to make it even worse
145	Support	Okay
143	3uppoi t	There is no need. More money wasted. How about fix the state of the roads for everyone. The bus lanes that already exist in Reading
147	Object	aren't even used as it is
151	-	
	Object	Again, where is the need? You perceive one but no such need exists
	Object	Lack of support for motorcycles
154	Object	Please allow access for motorcycles
P ඵු57		The bus lane should be in operation only at times when traffic congestion is a problem, and the lanes should be available to ZEVs and
<u> </u>	Support	motorcycles like other Berkshire towns.
458 245 159	Object	The bus lane proposal is not worth it for such a short section of road.
45		Reading is blocked up as it is. Moat people use a car, public transport is filled with joyriders on benefits. They can wait a little in a
	Object	trafic.
	Support	Allow motorcycles to use bus lane as well.
	Support	Support, but with the inclusion of motorcycle use in the lane
164	Support	allow access to motorcycles in all bus lanes
		Object to any bus lanes which do not permit the use of motorcycles.
		These lanes reduce the space between regular traffic causing more danger to vulnerable road uses such as cyclists or motorcyclists
165	Object	unless they have access to use these bus lanes.
166	Object	I use the bus lane for my motorcycle to commute.
		Its is critical that any sustainable traffic plan includes prioritising powered and pedal two wheelers. Motorcycles, cycles and scooters
		are vulnerable road users with low emissions. They are highly efficient and sustainable and must be encouraged and embedded into all
169	Support	modern city sustainable transport solutions.
170	Support	Good to see new infrastructure being built. Disappointed to see motorcycles won't be allowed to use this lane.
		If this goes ahead. Please ensure that Motor Cycles and pushbikes are allowed in all bus lanes.
		It will have no impact on the buses but will provide a safe space for the wheelers away from cars and congestion caused by the bus
171	Object	lanes

		There is already an enormous traffic issue largely caused by badly designed bus lanes. This will make matters worse. There is also no
		provision for motorcycles to use the bus lane - studies have proved beyond reasonable doubt that allowing motorcycles to use them is
172	Object	safer for them and others.
		I think its a bad idea to stop private hire and motorcycles from using the bus lanes. They do not make any difference to bus
		timetables. I think taxis and private hire vehicles will take longer and cost more therefore increasing the chance that people will drive
		themselves, also the same with motorcycles. The whole point of riding a motorcycle is not to get stuck in traffic, if you force people
173	Object	in this way you'll end up with more accidents rather than being able to use the relative safety of bus lanes.
		The objective of free flowing traffic would clearly be improved by allowing motorcycles and scooters to use all bus lanes, old and new,
		in Reading authorities area. Currently some lanes allow access to motorcycles, others don't and without any reasoning it appears. In
174	Support	addition safe and secure parking for motorcycles in RBC continues to be an issue not being reviewed
		I believe it is very short sighted to not allow motorcycles use of the proposed bus lanes (and indeed all bus lanes). I travel mainly by
		motorcycle these days and they are a lot more fuel efficient than cars and so on a per mile basis have less of an impact on the
		environment. Motorcycles do not make up a big proportion of traffic so allowing them to use the bus lanes would not unduly impact
		the free flowing of busses within those lanes and would assist with the overall traffic congestion. Although motorcycles are (usually)
		able to filter through traffic, giving them more space where they are less likely to come into conflict with other motorists would also
175	Object	improve the safety of those journeys.
176 Page 77	Object	Bus lane should allow 2 wheeled vehicles including motorcycles.
βc		It's going to increase congestion and endanger motorbikes (a vulnerable road user) if they aren't allowed to use the bus lane. It's going
र्व ७७	Object	to make it more difficult for disabled drivers to access the facilities that Reading has - RBH, walk-in center, council offices etc
246 78		Existing bus lanes in Reading are well used and speed up traffic. Especially useful to motorcycles and scooters allowing them to bypass
<sup>9</sup> 778	Support	potentially dangerous traffic jams.
		All bus lanes should include access for motorcycles in order to be fully committed to sustainability and reduction of traffic while
179	Object	improving safety for all road users.
180	Object	Other towns let motorbike and taxi use bus lanes and if you don't follow the same then there could be a conflict of interest
		Reading Borough Council has led the way with access to bus lanes in the past, although no mention in these proposals. Please can I ask
		they are permitted access - like cyclists they are a vulnerable road user too. TfL have granted motorcycle access to all of their bus
		lanes as they have produced evidence showing there is no detrimental affect to cyclists whilst offering protection to powered two
181	Support	wheelers.
		Please can motorcycles be included in the bus lane usage?
183	Support	Bus lanes are our safety zones as well as cyclist's and will keep us separated from other larger vehicles
		As a motorcyclist bus lanes are our safety zones as well as cyclist's.
		We have over 20 years of unimpeachable bus lane safety data in Reading already.
		The Transport Minister has already stated as policy that Local Authorities should use their powers to give motorcyclists access to bus
184	Object	lanes. Will Reading comply?
185	Object	If motorcycles are excluded, otherwise support
186	Object	No thoughts on motorcycle safety or security

		Implementation of bus lanes will restrict road width and make the roads less safe for vulnerable road users such as motorcyclists unless	
187	Object	motorcyclists are given permission to use the bus lanes.	
188	Support	It's a great idea to separate public transport and bicycles and motorcycles from car traffic.	
		again this depends how it will affect the road layout as southcote can be awkward to get into at certain times due to the timed bus	
189	Object	lane so if it will negatively impact normal traffic then I don't see how this can be feasible	
190	Object	aste of money	
191	Object	Motorbikes need to use the bus lanes	
193	Support	ust include motor cycle use	
194	Object	lot needed. Need a motorbike lane	
195	Object	Unless motorcycles are also permitted to use the proposed bus lan	
196	Support	Only if motorcycles are allowed to use the new bus lane	
		I feel Bus lanes are valuable resources. And I wholeheartedly agree a better more reliable bus service would encourage more users to	
		choose buses as their main travel option.	
		However, this does bring me to another equally important part of road usage. Road safety! As a motorcyclist who regularly visits	
		Reading. I am very disappointed to learn the council plan to restrict the use of bus lanes. Forcing motorcycles to use the increasingly	
		congested alternative traffic lanes. I would urge Reading to consider allowing motorcycle access to all of the current and proposed bus	
197	Support	lanes. This will create a safer environment for all of us, without any detrimental effect to the public bus service.	
<u>ජූ</u> 98 e	Support	Allow motorbikes too	
24 14 199	01:	I am not pleased with the removal of motorcycles to access the bus lanes. This will have a severe impact on how I commute and it will	
499	Object	make using the carriage very unsafe.	
200	Object	I am very concerned with the removal of motorcycles to access the bus lanes. This will have a severe impact on how I commute and it	
200	Object	will make using the carriage very unsafe.  You have to give due consideration to the use of bus lanes by motorcycles. The new bus lanes should be consistent with the existing	
		ones and allow access. I don't see why the timescale precludes this or why new surveys or assessments are needed. There is no reason	
201	Object	why motorcycles should not be able to use bus lanes safely as well.	
201	Object	More bus lanes will not shift transportation from cars to buses, but it will increase congestion and so increase carbon emissions.	
		If the real intent is to reduce carbon emission then allow motorcycles and mopeds access to ALL bus lanes. This wil move	
202	Object	transportation from cars to a much cleaner form of transport as welll as helping to make the roads safer for mopeds and motorcycles.	
203	Support	I support this proposal however motorbikes should be allowed to use this lane	
204	Support	Please let motorbikes use this lane .	
	2 F	Any bus lane should permit the access of all forms of two wheeled transport including both bicycles and motorbikes, the proposed	
205	Object	plans do not seem to allow this.	
		I don't understand what this will achieve. It's a small piece of road and would it not be better to put an extra lane in for all traffic to	
		encourage movement and less pollution.	
206	Object	Needs to include motorcycles to have access to the bus lanes. It can be dangerous for motorcycles to be sat i traffic if a rear end was	
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		to happen it could be catastrophic for the motorbike rider. It gives motorcycles a safe place to filter. And motorcycles are more
		environmentally friendly as well as takes up less space on the roads.
207	Object	Need to consider taxis and motorcycles
		As a motorcycle rider, I object to any new bus lane being implemented where access to the same lane is not extended to motorcycles,
		as is already the case on some bus lanes in Reading (e.g. Bath Rd.).
		Considering that motorcycles do not create congestion and generate pollution as cars do, which is the issue these new bus lanes are
		aiming to solve, I feel that if no access to these lanes is granted to motorcycles we the riders would only be penalised by an even more
200	01	restricted flow of traffic and will be in a less safe position, having to contend with cars for space on narrower and more congested
208	Object	roads.
		I don't agree with excluding motorcycles from bus lanes. I believe motorcycles do not add to bus delays and are low polluting vehicles
200	01 : .	occupying very little road space. I don't believe they contribute much to congestion and I fact are likely to relieve it in comparison to
209	Object	the same number of people in cars.
		I don't agree with excluding motorcycles from bus lanes. I believe motorcycles do not add to bus delays and are low polluting vehicles
240	01:	occupying very little road space. I don't believe they contribute much to congestion and I fact are likely to relieve it in comparison to
210	Object	the same number of people in cars.
211	Object	Object on the grounds of cyclists and motorcyclists being excluded from use.
<u>-2</u> 12	Support	Motorcycle access is needed to improve safety.
<u>2</u> 213	Support	Good idea but don't exclude motorbikes
2		No motorbike provision and the reduced lane widths will cause more pollution from motorbikes and will make it more dangerous when
248 214		legally filtering between other vehicles, really poor decision not to include them and a total lack of awareness of vulnerable road
214	Object	users.
245	01	I am very concerned with the removal of motorcycles to access the bus lanes. This will have a severe impact on how I commute and it
215	Object	will make using the carriage very unsafe.
		It appears that access to bus lanes for motorcycles is not explicitly mentioned.
		Considering Reading Borough Council's commendable track record in leading initiatives related to bus lane access to motorcycles, I
		kindly request the inclusion of provisions that permit to access bus lanes. This request is grounded in the principle that, akin to
		cyclists, motorcycles represent a vulnerable road user category.
		It is noteworthy that Transport for London (TfL) has embraced a similar approach by granting motorcycle access to all their bus lanes.
		This decision was substantiated by evidence indicating no adverse effects on cyclists while concurrently enhancing the safety of powered two-wheelers.
216	Object	I believe that aligning the proposed regulations with such proven practices would contribute to the overall safety and efficiency of our road networks.
217		Motorcycles should be permitted to use bus lanes from a safety point of view
217	Object	
210	Object	I only object if motorcycles will be excluded.  This will says more denser for metarists especially syclicits. If you live within Boading getting round by byes may be guicker but in
		This will cause more danger for motorists especially cyclists. If you live within Reading getting round by buss may be quicker but in
219	Object	most instances to get from a-b it's quicker by car or motorcycle. These proposals increase frustrated car drivers and put a danger on motorcyclists
717	object	motorcycusts

Support   Ay support is premised on ability motorcycles being able to use these lanes at all times.   As previously.   One thing that should be allowed for and doesn't seem to be ubiquitously which is a bit strange is the use of bus lanes by motorcycles and cycles. Both of these forms of transport are solutions to congestion and not causes of. Safety for these users should also be paramount and infra structure provided for same such as safe secure parking.   I commute daily on a motorcycle and believe that with the addition of the bus lane without motorbike access will reduce the ability to fitter safety	222		
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236   Support   kindly request the			
	236	Support	kindly request the

		inclusion of provisions that permit to access the bus lanes. This request is grounded in the principle that, akin to cyclists, motorcycles
		represent a vulnerable
		road user category.
		It is noteworthy that Transport for London (TfL) has embraced a similar approach by granting motorcycle access to all their bus lanes.  This decision was
		substantiated by evidence indicating no adverse effects on cyclists while concurrently enhancing the safety of powered two-wheelers.
		I believe that aligning the proposed regulations with such proven practices would contribute to the overall safety and efficiency of our
		road networks.
237	Support	Looks good, with minimal change or disruption to existing format and more benefit to buses.
		Please can I ask motorcycles are permitted access - like cyclists they are a vulnerable road user too. TfL have granted motorcycle
		access to all of their bus lanes as they have produced evidence showing there is no detrimental affect to cyclists whilst offering
238	Support	protection to powered two wheelers.
239	Object	No provision for motorcycles using this bus lines puts motorcyclists at risk
247	Object	Motorcycles must to be included in the bus lane scheme as they are the most vulnerable road users.
249	Object	This will make traffic worse during peak times and will lead to more pollution
		"Reading Borough Council has led the way with access to bus lanes in the past, although no mention in these proposals. Please can I ask
70		they are permitted access - like cyclists they are a vulnerable road user too. TfL have granted motorcycle access to all of their bus
aç		lanes as they have produced evidence showing there is no detrimental affect to cyclists whilst offering protection to powered two
<b>1</b> 250	Object	wheelers."
Page 250	Object	no access for motorcycles
		Not protecting vulnerable motorcycle users by allowing them access to bus lanes.
		Not dealing with increased traffic flow putting motorcyclists at additional risk.
252	Object	In your own words you have a deadline so are rushing this though. Safety has been compromised. As well as wider
253	Support	Please include motorcycle and cycle access
254	Object	More traffic chaos and motorbikes not being able to use the lanes!!
255	Support	I support on the sole condition that motorcycles are also permitted to use the bus lane.
256	Object	No allowance for motorcycles who are also considered as vulnerable road users
257	Support	As long as it doesn't remove any lanes for cars then I support
258	Support	Support but acknowledge that the shared use path along Prospect park is adequate so this may not be a priority for increasing cycling.
		I fully support bus lanes, however please ensure that they allow use by cyclists and motorcyclists as well.
		Both of these groups of vulnerable users would benefit from having the protection afforded by bus lanes without providing any issues
259	Support	to the buses.
		I support the proposals to improve facilities for buses. There would be benefits for westbound cyclists who would be using the road
260	Support	rather than the adjoining footway/cycleway.
		I object to the removal of motor cycles on health & safety grounds plus these do not impede buses and reduce traffic on the main
261	Object	carriageway

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263	Support	Allow motorcycles to use the bus lane
		I cannot support the implementation of the proposed bus lane if it is not going to be made available to motorcycles and do not
		understand why this requires a policy review, survey and safety assessment prior to a recommendation being made to the committee.
		- You already have evidence of the safe interaction between motorcycles and other bus lane users from the bus lane on Kings Road,
		Reading, which has been open to motorcyclists for several years.
		- TFL, with far greater traffic volumes and many more miles of bus lane than Reading have made all their bus lanes available to
		powered two wheelers, further evidence that this practice is not unsafe.
		- The categories of vehicles able to use the A4 bus lanes in Slough that were installed during the Covid pandemic were changed a number of times in a matter of weeks and are now available for motorcyclists.
		- Millions were spent installing bus lanes on the A33, no other vehicles can use them and the bus traffic along them is minimal, yet
		they are unavailable for powered two wheelers - an absolute travesty.
		You have acknowledged that one of the main areas of feedback from the informal consultation was the use of the bus lanes by
265	Object	motorcyclists. I would argue that was predictable and more should have been done to address this.

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## Agenda Item 11

By virtue of paragraph(s) 1 of Part 1 of Schedule 12A of the Local Government Act 1972.

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