

## Results of Statutory Consultation (Active Travel: Sidmouth Street Cycle Lane) - Appendix 2

Feedback received to proposed Traffic Regulation Order, updated 15 August 2022, following the end of the consultation period.

Please note that the feedback text contained in this document has been directly copied from the responses we have received to preserve the integrity of the feedback. Where there was any sensitive or identifiable information provided, this text has been removed and has been clearly indicated.

Summary:	Objections/support/comments received:
	Objections - 648 (of which 266 from petitions) Support - 89 Neither support nor object - 17.
1. Objection	Being a regular driver in the area, I have seen very little usage of the lane by cyclists, the road is wide enough for dedicated lanes or a wider more friendly pavement which would be much better than a cycle lane. It is also a key route for emergency services and have struggled to make space to allow an ambulance to pass on many occasions.
2. Objection	I object on the basis there hasn't been a survey done on usage of Sidmouth St by vehicles and will only encourage Electric Scooters to take advantage of this freeway into and from the Town Centre, please reopen it to all traffic
3. Support	This is the only dedicated cycle lane in the whole of Reading, so as a cyclist both commuter and leisure I support it. I believe it will be better when it links to other future cycle lanes.
4. Objection	Waste of time and money, never seen a cyclist using it and the added traffic issues it caused to the traffic problems the town currently has which has caused by poor road management implemented in the town by the council. Stop adding traffic lights to roundabouts (which work without the need of lights), poorly placed cycle lanes (that are not used) and spend the money sorting or removing problem traffic lights.
5. Objection	"I use Sidmouth Road multiple times during my workday. As a shift worker this includes all times of the day between 5am and midnight. During the period the cycle lane has been operational I have seen very few cyclists using the lane. I can go days without seeing anybody, cyclist or pedestrians using the facility. In my opinion the cycle lane should be removed. This would allow the second lane to be used for traffic from London Road to access the IDR. Thus removing congestion on London road."
6. Objection	The lane has seen low use, not once passing that street I saw a cyclist on that lane, they are still on the pavement when I do see one.
7. Objection	"There are two other cycle lanes within 100m that go from Queens Road to London Road whereas you've cut off a key traffic route that now forces traffic to drive around the oneway system. As a resident of Reading, it adds additional time to the vast majority of my car journeys, thus increasing levels of pollution in the area"

8. Objection	<p>"As a cyclist travelling from the London Road to the Town Centre, or in the other direction, I would want to cross at the existing cycle crossing at the Lyndhurst and travel along Watlington Street safely. This would lead directly onto the hospital and University in one direction and onto the town centre, Train Station &amp; Caversham in the other, it makes no sense to travel along either Queens Road, or London Road, to Sidmouth Street in order to come back again on the parallel street.</p> <p>Sidmouth Street itself is regularly backed up with traffic impacting London Road - the space on Sidmouth Street would be much better utilised as a two-lane, one-way road which leads to the junction on Queens Road in either direction, rather than funnelling cycle traffic alongside a line of idling cars pumping out fumes.</p> <p>Usage should have made it entirely clear that this road is not being used by cyclists during the period it has been set up as a two way cycle lane."</p>
9. Objection	<p>As a cyclist that travels across Reading regularly, the Sidmouth Street cycle path is useless, and RBC have been told this by Reading Cycling and others as well. At the Queens Road end are temporary barriers with no clear route to take and no signs. To enter or leave at Queens Road end, a rider would have to push their cycle along the pavement. Also, the road layout here prevents riders using the road to enter Sidmouth Street no matter which direction they are riding from (hence the comments here no one has seen cyclists using it). At the top of Sidmouth Street, the cycle lane just ends, with a turn right sign directing riders into traffic on the west bound London Road. There is only a hint that riders can take a left by riding along the pavement. If you do cycle right into traffic, it is only then you notice the poorly located sign indicating you can ride on the pavement heading west (for a short distance). The closure of Sidmouth Street South bound has also meant that traffic now uses Eldon Road more than ever. Traffic coming from Caversham used to go round the "Prudential Roundabout" and enter Sidmouth Street to reach places like Katesgrove or Coley Park - they now use Eldon Road. The west bound section of the Queens Road from Sidmouth Street to the Oracle Flyover is hardly used especially during rush hour periods. The closure of a lane on Sidmouth Street is not just a matter of a cycle lane, it has had a knock-on effect throughout the area.</p>
10. Support	<p>I support this, but the cycle lane desperately needs a link across Queen's Road to the Kennet. This will require creative thinking on the northern stretch of Sidmouth Street, e.g., converting that part to one way so motorists accessing Queen's Cottages must take the Kennet side access road, and relocating the 7 or so parking spots leading up to the Kennet.</p>
11. Objection	<p>This is of no use cycle lane. As a cyclist I rather take less steep path which is from main on London Road either way. This is causing more disruption to traffic.</p>
12. Objection	<p>Objection on the grounds that as a regular user of the car side of the street, I have never seen a cyclist use this cycle lane. Therefore, it doesn't seem sensible to keep it. Opening this up to traffic would reduce distance cars currently have to drive to get around it and therefore have a small reduction in pollution.</p>
13. Objection	<p>Cyclists aren't using Sidmouth Street. For years they have been using Watlington Street as that links up with the cycle route through to the town centre.</p> <p>It doesn't make the journey any easier to use Sidmouth Street instead.</p>
14. Objection	<p>Making this change permanent will result in an increased, unmanageable build-up of vehicle traffic in Sidmouth St and surrounding areas. Considering the cycle way is seldom used, it feels as though there are very little positive outcomes to be achieved through this change, whereas the negative impact will be significant.</p>

15. Objection	It serves little purpose other than to make traffic congestion worse, making Sidmouth Street one way for vehicles impacts on surrounding roads. Every time I've sat in the traffic in Sidmouth Street, I have never seen a cyclist use the lane, it's ridiculous to use one side of a road for this purpose
16. Objection	The cycle lane is not significantly used and is increasing journey/distance time for other vehicles
17. Support	Please continue to expand cycling routes and services in the borough, this is an important first step in a wider strategy. We should not be allocating any more space to cars. That only leads to more cars using it.
18. Objection	The lanes have been underused so far. The impact of closing the road to motorists has been causing unnecessary traffic congestion on the London Road and Kings Road especially in peak hours and chaotic for these roads leading to the hospital's A&E.
19. Objection	This cycle lane is just generating more traffic, even cyclists complain about it and don't use it because it doesn't have any connections. On the Facebook post there is quite a few cyclists explaining why they don't use it and the cars do really need it. Can it be just a one lane if it is needed.
20. Objection	This is a ridiculous thing to do. A journey home now takes 20 minutes longer in rush hour. You have to drive past Sidmouth Street and merge into oncoming traffic and a narrow single lane to proceed up London Street. Delays, pollution and congestion not to mention the extra cost of fuel. Why also do the traffic lights before you join the queue on London Street stay red when the traffic is flowing across the bottom heading Kings Road direction?? Not everyone is able bodied, and tradespeople need vans to transport tools and equipment. Time is money. You need to open more roads you have closed off or we will continue to get gridlock and higher pollution levels. Also, people drive more erratically when they are made late by having to drive further causing more danger. Please put this road back to the purpose it was interested in.
21. Objection	Poor decision making. Once again making car travel around Reading even harder than it was before. Why take the complete side of the road, you now force cars coming down into the parking lane, meaning cars parking out from the curb are at risk of being hit. Pulling out of that parking lane is harder than before as you do not have the swing out should the space be tight due to vehicles parked either side of you. Seen several near misses down there with larger vehicles forced across the line to accommodate for the barriers If the Council gets sued for vehicle damage because of this cycle lane you might see the problems with having it.
22. Objection	I live around this road and drive through it regularly. I have NEVER ever seen a cyclist use it!!!! At the same time, you have more congestion in town as there is less roads to cut across.
23. Objection	I'm not confident that this lane will ever be popular with cyclists, however well-connected you try to make it. It would be much better to route bikes via Watlington Street, where most go anyway. Since it has been a dead end for cars it has become an even more popular cycle route and it is enjoyable to use, unlike Sidmouth Street. Making that better connected to King's Road for cyclists would be a valuable exercise.

	My main concern is the fact that people are driving in illogical loop now, due to not being able to go up Sidmouth Street. That is causing knock-on congestion elsewhere. Thank you for taking residents' opinions into account.
24. Objection	The cycle lane (s) are rarely used. It's pointless having them. Vehicles pay Road Tax to be on the roads, cyclists don't.
25. Support	I'm in favour to it but it needs to be part of a cycle network around the entire city, without dead-ends.
26. Objection	I use that road to get to work every day and still haven't seen a cycle using it. I have to drive further to get home, causing more pollution and using more petrol. I'm disabled and have no option but to drive.
27. Objection	Completely object to this proposal. There are never any cyclists using this lane, or at best the odd one here and there. Instead, there are constant traffic jams down Sidmouth Street and all around that area. The road should be a two-way road for cars, vans and other vehicles. It should not have a whole side of the road being used as a cycle lane. There simply aren't enough cyclists using it and it just causes more traffic delays in that area of Reading. It is not a suitable area for cyclists.
28. Objection	This cycle path is not used anywhere near enough to warrant the disruption to motorists.
29. Objection	This cycle path is not used anywhere near enough to warrant the disruption to motorists.
30. Objection	This cycle path is not used anywhere near enough to warrant the disruption to motorists.
31. Objection	I work in Reading and use this road multiple times a day. I have only seen 1 cyclist use it. I have to carry out visits with large equipment so I have to use my car multiple times a day and we need more lanes not less lanes as they are being taken out for cyclists that hardly use it. Instead of telling people to walk or cycle which some can a lot of people can't so work out ways to make the roads better for drivers not worse!
32. Objection	Cycling lanes are a great idea, though, this like many others are ill-conceived and just box ticking for the local council. This is just a waste of valuable road space and more importantly taxpayers' money. This cycle lane is barely used
33. Objection	Pointless waste of money. I drive this road regularly and have only ever seen one or two bikes using it.
34. Objection	Cycle route is hardly ever used, and we have a cycle route a road parallel already down Watlington Street which links up with the crossing at Queens Road which is safer to cross and then links down to the canal. It also creates a longer route and more traffic on the London Road between Eldon Road and Sidmouth Street which is already a busy route. I cannot understand why the Council want to create more traffic on an already busy road when there is a simple solution to reopen Sidmouth Street
35. Objection	No comments provided.
36. Support	The cycle lane is great, but the problem is it does not connect to anywhere safely at the bottom on Queen's road. If this cycle lane is made permanent, you will need to also create a cycle-safe link to the cycle route along the canal or somewhere else. Right now, there is a lovely cycle lane along London road, lovely cycle lane down Sidmouth street and then it just doesn't go anywhere. If we want to encourage cycling in town, the different cycle routes have to connect up.

37. Objection	Cycles do not use it, and yet its use as a cycle lane creates bigger issues for car drivers once again extending the distance a car has to drive to cross town and increasing pollution levels again. I do not support it and wish to see it changed back to two-way car use.
38. Objection	I have never seen anyone use it
39. Objection	Very rarely see it being used by cycles why not remove some of the paid parking bays (which causes obstructions anyway) and make the paths wider to allow for cycling / pedestrian route
40. Support	This is a tiny cycle path, we need more cycling infrastructure, we need it to be joined up, I try to cycle everywhere but Reading is a death trap, it's been given over to the car. We need to switch to better forms of transport, and NOT give in to the car lobby. What else would you leave to our children?
41. Objection	The cycle lane hasn't stopped people driving, it's just increased journey times. It's also incredibly infrequently used, so isn't driving any positive new behaviour.
42. Objection	The cycle route does not link up with other cycle paths e.g route 4. No cycle lanes on London Road or Queens Road linking to it therefore not useful way to reduce congestion. Increases traffic up London Street.
43. Objection	Causes traffic congestion which is worse than introducing a cycle lane
44. Objection	The cycle lane is pointless! In all the time that it has been in place I have NEVER seen anyone use it! I drive down that road twice a day. What a waste of money!
45. Neither Support nor Object	Option for support AND object? I support the Sidmouth Street cycle route to provide a safe section just for cyclists, but object to taking the entire width of the road. Just stand at the corner at the top of Sidmouth Street and witness the car lane turning right to see it would make more sense to utilise the width of Sidmouth St. for two car lanes AND a reduced width cycle lane. Motorists would benefit and cyclists don't lose out. Best of both worlds.
46. Objection	I see no material benefit of having a cycle lane due to low usage and erection of obstacles causing reduced manoeuvrability.
47. Neither Support nor Object	Southbound roads are already slim on the ground with Watlington street and Sidmouth Street closed and only Eldon Road and London Street available from Queens Road. If this is to remain then it must be accepted that the new increased traffic does go somewhere and this seems to be Eldon Road then either Craven/ Redlands/ Erleigh Roads. This puts far more pressure on Eldon Road and so traffic management at the Eldon / London Road yellow box needs improvement. Yellow box is always being ignored and plenty of red-light jumpers all from London Roadside. A few extra seconds for Eldon Road at peak times would help too. I rarely see bikes using Sidmouth St but at least it is one less set of lights for London Road drivers to stop at as they are now almost always green.
48. Neither Support nor Object	I fully support active travel, but resources would be better spent on a continuous segregated cycle lane between Reading Station and RBH. For example, along Forbury Road and then connecting with Watlington Street at the Queen's Road junction. The Sidmouth Street cycle lane is a red herring. Most cyclists, including myself, just use Watlington Street for the same route, as it directly connects the shared use spaces on London Road and the Kennet tow path, and is much quieter. I have never seen another

	cyclist use the Sidmouth Street cycle lane despite passing there almost every day. You just put it there to tick a box without considering where a segregated cycle lane would actually be most useful and in demand!
49. Support	<p>I strongly support measures to provide active and carbon free transport routes in central reading. It needs to be done to prevent gridlock and support the development of key sites in a sustainable way.</p> <p>If possible I believe it might be best to divert / encourage cyclists away from the current route along Watlington Street to the new cycle lane on Sidmouth Street as a safer alternative.</p> <p>On Watlington Street there are often cars reversing / parallel parking / opening doors on both sides of the road who are not always able to see cyclists from both directions. As the road is a dead end, cars also have to use the entrances to South Street and St John's Road to turn around, which again can cause issues.</p> <p>Just a thought!</p>
50. Objection	<p>Limited use as it does not link to other cycle schemes.</p> <p>Hardly ever used at present.</p> <p>Forces vehicles onto longer alternative routes causing more congestion and pollution.</p> <p>If retained, it should be narrowed to allow two north bound lanes for vehicle traffic on Sidmouth Street - provides better capacity and fewer vehicles queueing on London Road.</p>
51. Support	If this is kept, then it would help if a change was made to narrow the cycling side and make it two lanes the full length of Sidmouth down towards Queens Rd to ease the flow as it creates a bottleneck at present
52. Support	I support all initiatives to provide more and safer cycle lanes and provision for cycling.
53. Objection	<p>This cycle lane is not used.</p> <p>It was brought in with no consultation during Covid. As was the one in Caversham, which was quietly removed after outcry from cyclists, pedestrians, car users, residents, and businesses.</p> <p>Absolute waste of our money.</p> <p>Sidmouth Street needs to be restored to 2-way traffic to ease traffic congestion in and out of town.</p> <p>Strongly object to this staying in place.</p> <p>There are far better and more needed things to spend taxpayers' money that matter to local communities.</p> <p>RBC need to listen and work for Reading tax payers for a change and not follow its own 'we know best' agenda.</p>
54. Support	I firmly believe that no existing cycling infrastructure should ever be removed unless it is causing a danger to life. Whether or not location and purpose may seem to be ill-advised - it is a segregated cycle lane, and we need more of them in reading. if the junction at the bottom was better (and safer) for cyclists - I would use this, and the London Road (north) shared path, as a route of preference for regular trips to UoR campus and East Reading schools. Presently, due to more joined up and safe crossing at the north of Watlington Street I use this for access from canal / NCN4 to RBH
55. Support	We need to accelerate the building of a segregated (from vehicles and pedestrians) cycle network in Reading. Removing this lane would be a step back. The council also needs to be clearer about how it will fit into the future network - this scheme currently

	provides the perfect excuse to anti-cycling activists because no one uses it. No one uses it because it is a cycle lane, not a cycle route. So please be clearer about how it will link up.
56. Objection	<p>Purely from personal observance, the cycle lane in Sidmouth Street is hardly used. I very rarely see a cyclist using this lane. I walk past the junction with London Road at least a couple of times almost every weekday, and occasionally drive north along the street, so I see this lack of use of the cycle lane quite a lot.</p> <p>This is in stark contrast with the northbound vehicle lane, which is in pretty much constant use, often with tailbacks leading all the way along the road and into London Road, frequently going back to at least the hospital and sometimes beyond. The middle lane is often also obstructed (mainly in peak times) by vehicles trying to turn in to the queue of traffic in the right lane at the last moment. Looking at this situation in a purely logical manner, and applying the lessons taught by Mr Spock; the needs of the many outweigh the needs of the few. In this case the many are the motorists; the few are the cyclists.</p> <p>Therefore, rather than retain the cycle lane it would be preferable to convert Sidmouth Street in to a two-lane road, both lanes running north, with the left lane for left turning/straight on traffic at the junction with Queens Road, and the right lane for right turning traffic. This would help alleviate some of the tailbacks in London Road. It won't be perfect, but it would certainly be better than how things are now. Every little helps.</p>
57. Objection	<p>I fully support active travel and a cleaner environment however: a permanent cycle lane on Sidmouth Street is preposterous. It is rarely ever used with most cyclists opting to use Watlington Street. There are constantly queues upon queues of traffic on Sidmouth Street (Usually backing up to London Road all the way to the A329 junction), adding even more pollution whilst there is a perfectly good piece of road not being utilised. Best solution, make a smaller cycle path on Watlington Street and make Sidmouth Street a 1-way street with 2 full lanes of traffic.</p> <p>I drive down Sidmouth Street fairly regularly at various times of day and since the cycle lane was installed, I've seen 1 cyclist use it (a schoolchild heading towards London Road). The cycle lane doesn't appear to go anywhere; there's no priority given to cyclists by the traffic lights at either end of the lane.</p> <p>Before making this section permanent, the supposedly linking cycle paths should be installed.</p>
58. Objection	<p>I live in Reading and walk up and down Sidmouth Street at least twice a day and I have never seen any cyclists using it. The one cyclist I have ever seen on the road was cycling on the pavement. Therefore, the inconvenience is pointless.</p> <p>It makes the roundabout near to the Lyndhurst and the whole of the road from the oracle car park all the way to Eldon Road busier and can add 30 minutes to the journey if coming from the town centre. At a time when petrol prices are continuing to rise this is also costing residents money. Again, more money for no noticeable benefit as no cyclists use this road. I have taken some time to observe the use over the last 12 months, at different times of the day and different days of the week and no cyclists use it. I have read reports from the council stating otherwise but local residents this is not our experience.</p>
59. Objection	<p>The closure of Sidmouth Street has led to a noticeable increase in congestion on Eldon Road and London Street. This must lead to increased pollution and be counter to the aim of reducing them.</p> <p>Although giving cyclists preference over motor vehicles is a laudable thing to do, I would have thought that somehow using</p>

	<p>Watlington Street to give cyclists preference would be better.</p> <p>Also, it's not clear how using Sidmouth Street fits into an overall clear strategy for cyclists in Reading. It seems very isolated.</p>
60. Support	No comments provided.
61. Objection	Total waste of time and money, never ever seen a bike on it.
62. Objection	<p>This cycle lane provides no benefit to cyclists with its termination onto a busy road at both ends. It's rarely used and had provided no alternative to cars, lorries etc. It serves no purpose in creating a sustainable cycling environment for Reading.</p> <p>This cycle lane is totally senseless, and I write as an active cyclist. It provides no benefit, it's the cycle lane to nowhere. Despite petitions already being submitted by local residents, the council seems determined to create congestion without providing alternatives for motor vehicles.</p>
63. Objection	As a driver and cyclist, I really don't see any great benefit from this cycle lane. To me Watlington Street is generally more convenient and feels safer to cycle. All this lane seems to do is disrupt traffic around the area, funnelling it into Eldon Road without providing any obvious benefit to cyclists.
64. Objection	Never used by cyclist's complete waste of money
65. Support	I support this as it promotes active and sustainable travel. Please also investigate making Reading town centre a low emissions (ULEZ) zone too as it will help with congestion and air pollution. Please also bring e-scooters to Reading, in the same way that Oxford and Slough have.
66. Objection	<p>I object to Sidmouth Street remaining as a cycle Lane for the following reasons:</p> <p>This roadway worked perfectly well when it was used by both motor vehicles and cycles at the same time.</p> <p>Since making it a cycle lane only it has added to traffic congestion on London Street, however, at no time have I seen anyone cycling on it. I have however, seen people cycling on the pavement on the other side of the road.</p> <p>Given the rules of the road has changed to give priority to pedestrians and cyclist this is no longer required.</p> <p>This has turned into something of a white elephant, having cost council taxpayers' money for little to no use.</p>
67. Objection	Hardly anybody uses the cycle lane it would be more beneficial to be reopened as a road again to relieve traffic tension along the main road
68. Support	Reading needs more cycle routes; this is a crucial part in building that infrastructure.
69. Objection	Never see hardly any bikes using the cycle lane and as a driver have to go all the way round other roads to get to where I'm going.
70. Objection	<p>I strongly object, both as a cyclist and as a driver.</p> <p>Cyclist's view: There is no need for an additional cycle lane on Sidmouth Street as the neighbouring/parallel Watlington Road has been the main cycling path for a long time. Watlington Road is a quiet-traffic road with no through traffic which makes it perfect for cycling. It is well connected on both ends to cross London Rd and Queen's Rd. In contrast, Sidmouth Street has traffic on it (on the other lane) and is not well connected at both ends at all. Since Sidmouth Street has been reserved for cyclist for a long time now, just look at the acceptance amongst cyclists - it's basically non-existing. I have never ever seen any cyclists on it - we all cycle along</p>



	<p>Watlington Road for the seasons mentioned above.</p> <p>Driver's view: Closing Sidmouth Street northbound since the last couple of years has created lots of traffic problems in Reading. Sidmouth Street is a vital connection to get from central Reading to the south of Reading. Due to the non-intuitive road lay-out in Reading with countless one-way streets, it is very difficult to drive from central Reading towards Shinfield Rd. Closing down one of the vital routes means that the traffic has to take other ways but there aren't many alternatives, unfortunately. It creates more traffic queues, more congestion, more pollution, more frustration for a large part of the population. One of the very few alternative routes go along Eldon Road. Permanently closing Sidmouth Street will directly lead to more congestion, more pollution, more noise, more traffic in front of my house - I suffer the very direct consequences of closing down Sidmouth Street. I find this proposal utterly unfair to residents on Eldon Road, especially as the proposal doesn't make any sense for cyclist, see comment above.</p>
71. Objection	I always travel to school by bike and would like bike lanes in different parts of Reading, but this road seems pointless because there are no connecting bike lanes. To me it seems like a pointless idea and a waste of money, the money of which could be used for more important other things
72. Support	<p>Support the provision of dedicated cycleways, where cycles are separated from pedestrians and other transport users.</p> <p>Needs to be part of a comprehensive and joined up network of routes for cyclists in order to promote this form of transport.</p>
73. Objection	Makes the traffic on Eldon Road and London Street terrible. I have stood in traffic for unreasonable amount of time just a few meters before my house. I believe this is a bad idea and the cycle path should be removed because all it is doing is creating traffic elsewhere. I have been late to work multiple times and I think this is just a waste of money.
74. Objection	I drive down Sidmouth Street nearly every day and it is extremely rare that I see the cycle lane being used. It would bring so much benefit to turn the lane into a one-way road for vehicles as the traffic that builds up on London Road waiting to turn into Sidmouth Street causes serious congestion and delays. I think the one-way road with two lanes to turn left and right onto Forbury Road would still leave room for a smaller cycle line to provide connectivity. This would bring so much more benefit to overall traffic flow.
75. Objection	I frequently use this road to get to and from Caversham and since the closure I have never seen a bicycle using it! My husband is a cyclist, and he also thinks it's insane. You are just inconveniencing road users who actually pay road tax, to push traffic into places it doesn't need to be.
76. Objection	Never seen a bicycle using it, but always see traffic jam.
77. Support	Given the climate emergency and the need to reduce energy use for both political and environmental reasons, improving the provision for active travel by making this Sidmouth Street Cycle Lane scheme permanent is a positive step for Reading.
78. Objection	<p>I drive down this road every day as part of a school drop off and I have only once seen a cyclist using this cycle path - except they were on the pavement! This track leads nowhere and there are other cycle routes by the hospital that are used. This idea has been dreamt up by someone who either does NOT cycle or does not know Reading. The impact on the traffic levels in Eldon square and for those living in the University area is significant and research should be done on pollution levels caused by the slow moving traffic on the residential areas around Eldon square.</p> <p>I will be putting in a freedom of information request to obtain details of the research that was undertaken before cutting off a major</p>

	<p>route home for those working in Reading but living near the University or in Eldon Square area. I assume those making these fundamental decisions have realised that this road has been blocked for two years causing major congestion in Reading and it is not used as a cycle route.</p> <p>As a regular cyclist this route adds nothing and goes nowhere. The cycle route by the hospital is the only route to be used. Release this road from the plastic bollards and bring cleaner air back to a residential area!</p>
79. Objection	<p>It's pointless. It is always empty. It needs to be returned to a two-way road. The cycle lane adds to congestion, which increases pollution and road rage.</p> <p>The area is heavily congested with businesses and the mosque. Every Friday there is total congestion.</p> <p>Please get rid the cycle lane and make it two way. It will reduce traffic, congestion and make life easier for residents.</p>
80. Objection	<p>Any car wanting to go towards Whitley has to go a long-distance round which causes more traffic on major roads need to ride longer distances. I don't believe the bike lane is needed, I have never seen it used, it seems to just be a waste of space that could be used more effectively by allowing cars to use it</p>
81. Objection	<p>Personally, I have never seen anyone use this cycle lane and more importantly I'm concerned about the impact it has had to the environment and surrounding areas due to the diversion of motor vehicles.</p>
82. Objection	<p>Add it back in when the rest of the network is in place. It's currently just a cheap plastic implementation so removing it isn't really a waste. If it will add value further down the line, then build it properly then.</p>
83. Objection	<p>Pointless, the cycle lane does not get used</p>
84. Objection	<p>The temporary cycleway is never used, I've seen maybe three bikes on there during the whole time this experiment has been running. If you want to make a meaningful difference, have two car lanes going from London Road to Queen's Rd. Leaving parking on one side that should still leave room for a separate cycle lane on the opposite side while alleviating the pointless queuing during rush hour that sometimes backs all the way up to London Road.</p> <p>Either way, it would be great to get rid of the traffic lights at the junction of London Rd and Sidmouth St as they're now totally pointless.</p>
85. Objection	<p>It's absolutely ridiculous to do this. Traffic is already awful down London Road, and this means traffic queues back even further. I used to travel that way for work and at 9am and any time there is road works it would be chaos.</p> <p>No one uses the bike lane, and it could be better used for helping relieve congestion by allowing cars an extra lane to turn right at the end of the road. Or to allow cars up the road like before.</p> <p>I don't see how this helps anyone. Even the cyclists don't even use it.</p>
86. Support	<p>I support more development of cycle lanes across Reading. I do not own a car and instead walk, cycle and use public transport when travelling across the town. The town centre is too full of traffic as it is and anything we can do to encourage people to switch to something more sustainable and healthier, we should be doing.</p>
87. Objection	<p>Cycle lane is not used enough and there are more joined up cycle routes /quiet roads to cycle on. E. G Watlington Street is a quiet road and easier to cycle up to connect to RBH hospital. Rather than cycling on queen's Road which is too busy. Also, by making</p>

	Sidmouth Street one way, there is more stationary traffic which is a health hazard and harder to cycle with. It's safer to keep traffic flowing.
88. Support	As a local cyclist I strongly support retention of the Sidmouth Street two-way cycle lane. Whilst it presently doesn't have great links into other parts of the wider Reading cycle route network, it has potential to become a key cycle route between Reading town centre and south of the town. Reading needs more rather than fewer cycle routes. To return Sidmouth Street to a general traffic lane would be a retrograde step on many levels and would be a short-sighted approach to the future transport needs of the town.
89. Objection	It was the easy way to link the queens road to London road the traffic flow was also less as that road has been closed the traffic flow is incredibly on kings road as those people who have to go Whitley street or nearby have to come from kings road to London road which is a long way and much traffic to tackle with the traffic flow problem council should open this road again so the flow gets divided and the traffic flow during peak times won't build up on the road as the road is very less used by bicycles users
90. Objection	No objection to cycle lanes per se but don't believe this is the right solution. Current low use by cyclists and increased vehicle congestion require additional scrutiny before this is pushed through. Street could be made priority for cyclists and shared use similar to Redlands Road rather than excluding cars.
91. Objection	<p>this is a waste of public money £60k wasted on a project any resident would have said won't work</p> <p>1) a parallel well established cycle route available London Street so this is not needed</p> <p>2) council too says 42 and 34 cyclists used it over 12 hr period. Very low use showing there is no need for this. I am yet to see more than one cyclist during my 8hr shift!</p> <p>3) people who want to get out of Reading now have to go to Queens Rd one way adding more traffic burning more fuel wasting more time completely overturning sustainability and environment goals.</p> <p>4) emergency vehicles are stuck behind traffic. I have provided many video clips as complaints to council</p> <p>5) business suffering. The bollards and restrictions on Sidmouth Street do not help delivery or access</p> <p>This is just a WASTE</p>
92. Objection	Traffic would flow better if opened back up to cars. Never really see cyclist use it as much as cars would
93. Objection	Causing lots of trouble for the locals who works in town
94. Objection	I regularly drive down Sidmouth Street and rarely see any cyclists using the cycle lane it seems pointless.
95. Objection	No comments provided.
96. Objection	If use £60K for few users in 12 hours, which is so expensive.
97. Objection	This isn't a route which is highly used by cyclists (RBC survey recorded only 32 and 24 cyclists over 12hr period) and there is an existing parallel cyclist route on London Road. It forces longer car journeys (resulting in more pollution) to get around Readings one way system. There has been very little information about these changes displayed on Sidmouth Street and in the press - the road has been shut for far too long and it was assumed it was to carry out road works as it is messy and unfinished with temporary bollards. It's not clear that it was meant to be a cycle path. I am very pro cycling and reducing car use age however this street does not link up

	well to existing cycle routes (IDR to London Road are both extremely busy routes and unsuitable for families to cycle on) and as it makes car users do a longer journey so the negatives out way the positives.
98. Objection	Existing cycling plans are centred on developing the Watlington St and Southampton St/Silver St North/South radial routes. Resources should be used to further improve these, not diverted into the Sidmouth St route, which has limited potential to extend further northwards or southwards. Instead Sidmouth St should be returned to all traffic, but with two lanes northbound to reduce vehicle congestion on London St.
99. Objection	Ibis will increase the pollution and the traffic in Reading one way system.
100. Objection	As an employee of a nearby business it is more difficult and creates a longer journey to access the car park. I have never seen the cycle lane being used.
101. Objection	This is the road we use to go to town coming from London Road, else it would mean longer travel time and unnecessary hassle to get to work every day.
102. Support	This is a start to encouraging cycling as a safe alternative to driving to reduce pollution and reduce climate change. Do make sure it is part of an integrated network across Reading.
103. Objection	I never see anyone use the cycle lanes and they are dangerous and just lead to main roads with no link to another cycle path. There is also a great cycle link already up Watlington street which is quiet and connected to the cycle lane down to the canal with safer traffic lights for crossing the main busy Queens Road.
104. Support	Good cycling infrastructure is needed to encourage cycle usage and reduce car journeys.
105. Objection	This is not needed - cyclists already use Watlington Street And I have never seen a cyclist use it! Best to convert it back
106. Objection	Objection as it not used enough by cyclist and not flexible to be used for emergency access for police, firefighters, and ambulance access. There is more traffic on Sidmouth Street as it is even more congested. There is simply not enough cyclist using it to make it even permanent and it cannot be flexible to manage traffic better or for diversion route for road work alternatives. Please remove as it would be better to just share route for all road users.
107. Objection	Adds to connection through town and very rarely see anyone using it as a cycle lane.
108. Objection	I work near Sidmouth Street. I have not seen more than two cycles a day using this cycle lane and council survey too shows very little use. London Street has a cycle lane so no need for another here It is very dangerous to turn right into two lanes of traffic crossing two-way cycle lane (thank God there are no cycles on it!) I have had several near misses as vehicles are always queuing and I can't get to turn left. I used to go down Sidmouth Street to London Rd and Kendrick Road but now have to go around Reading one way system. This cycle lane is not needed please remove it

109.	Support	We need more infrastructure like this to promote cycling. Many will point out low cycle usage vs cost, however we will not get high usage until there is comprehensive cycle infrastructure that does not rely on shared pavements. More!
110.	Support	We need less cars to encourage cycling.
111.	Support	<p>I support the Sidmouth Street cycling lane to be retained and in time improved.</p> <p>It's imperfect in its current form, but has real potential as a route if it can be connected up to the Kennet Path over the IDR, and if the London Road Scheme can be delivered.</p> <p>It would be deeply irresponsible for the Council to remove cycling and walking infrastructure at this time, when all efforts should be being made to encourage a shift from car use to active travel, and any shift back towards road layouts that encourage car dependency would send a very poor message to government agencies looking at future funding for councils, and more importantly the people of Reading who want to see the council making cycling easier and safer.</p>
112.	Support	The more cycle lane options there are the better. Ultimately, the only way to decrease air/noise pollution and congestion from vehicle use is to make vehicle use less convenient when compared to alternatives like public transport or cycling. More dedicated cycle lanes please!
113.	Objection	<p>Reading councils attempt to deliberately cause congestion and traffic chaos in reading.</p> <p>Complete waste of taxpayers' money, when there are alternative viable cycle ways already being better utilised</p>
114.	Objection	It seemed to be a waste of space as I have yet to see a single cyclist using it.
115.	Objection	Sidmouth Street provided a relief route for traffic from Caversham going to Shinfield road without navigating the A327/Christchurch Road roundabout. This roundabout is congested during peak hours resulting in idling cars and pollution.
116.	Support	I use this cycle lane regularly, crossing from Caversham to South Reading, each way. I look forward to it as a much-needed respite from the generally busy and challenging shared road system. I would like it to become permanent and especially if there are plans to integrate with canal and Shinfield Road. I'm also a car driver and, while initially annoyed to be unable to drive up it, I soon adapted - and alternative routes are just as easy for me.
117.	Support	increase traffic flow
118.	Support	No comments provided.
119.	Support	I support the proposals as congestion and pollution are big issues in Reading and active travel will help reduce congestion and pollution. Cycling is also far too dangerous as it stands, and the proposals will improve safety
120.	Objection	With the town centre so congested, it doesn't make sense to close off a major driving route to create a cycle lane that is hardly ever used!
121.	Support	No comments provided.
122.	Objection	No comments provided.

123. Support	It is a great piece of infrastructure but needs to be followed up with connected infrastructure to improve the safe segregated routes through and around Reading.
124. Objection	I object as it is rarely used by cyclists and causes unnecessary congestion, as with the cycle lane on Christchurch Road may I add. Congestion causes more pollution, and it is the introduction of these measures which is way more harmful to the environment.
125. Support	The more and the better we make cycle provision; the more people will cycle. That will be better for everyone, even those who only drive a car: the more people that cycle, the free-er the roads will become for cars. More important still, air quality will improve and those who cycle will be less likely to be killed by a car.
126. Support	No comments provided.
127. Objection	As a cyclist and driver who lives in the area, I find the lane hard to use and adds no value to the area. If I am coming from the Kennet, I have to come off my bike to get on the lane, I may as well carry on and go up Watlington Street and come back on myself. If I want to go down the hill, from where I live, I have to cross traffic, I may as well cycle on the pavement. As a car user, it has made the turning out of south street quite hard as people now straddle two lanes when driving down to avoid the barriers.
128. Objection	The new lane is always empty. I've seen bicycles in Sidmouth Street, but they don't use the new lane. On the contrary, the car traffic has got worse, as people need to find alternative and longer routes by car
129. Objection	"We live in the [REDACTED], and since Sidmouth St has been turned partially into a cycle lane, we have to drive 1 more mile to get home. The traffic has increased throughout London Road and King's Road. Also, we've noticed that the cycle lane is barely used. Even worse, we've seen cycles going up and down using the pavement and the car lane instead of the cycle lane! What's the point of all of this if we then need to drive more, contaminating more and adding more traffic to the already clogged London Road? Obviously, the hospital and the emergency services are not taking advantage of this neither."
130. Support	Reading's cycle network needs expanding, and this is an appropriate place for development.
131. Objection	"This creates a backlog of traffic on nearby roads, increasing congestion and pollution. Emergency vehicles are obstructed in getting to and from the hospital, I sat on a bus ""parked"" outside the hospital for near 45 minutes with many emergency vehicles completely obstructed as drivers are corralled into using Craven Road. Such delays to the bus network dissuading potential users, further exacerbating issues. Additionally Sidmouth Street is plenty wide enough to allow use by cars and cyclists if the cycle lanes were adjacent to the nearside of the up/down carriageways and not taking up a complete carriageway. Current deployment is a waste of time effort and money, generating an unnecessary danger for road users. Along with a great deal of inconvenience."
132. Objection	Creates a lot of tail back traffic need to put back to original use as just creates more congestion

133. Objection	Absolute waste of time and money considering very few cyclists use this and the resulting impact on traffic flows (or lack of) in the surrounding area. Surely on a cost /benefit analysis the council cannot seriously justify making this scheme permanent.
134. Objection	This cycle lane is not useful because we have Watlington Street as a better-connected cycle lane. We have lost a lane for cars and no bikes use it. As such it hurts cycling in Reading more than it helps. It is an object that allows the anti-cycle lobby to "prove" we don't need cycle lanes. Get rid of it to stop people using it as an argument against sustainable travel and put it back only if it becomes useful.
135. Objection	Cycle lanes NOT needed. Slower traffic adds to pollution. Even when cycle lanes are provided, cyclists use the roads. Waste of money
136. Objection	Not required as they use the roads anyway
137. Objection	The traffic congestion this closure of a two-way road has had an enormous impact, I have never seen a cycle of any sort on this bike lane since it was changed. A waste of rate payers' money you should concentrate on the conditions of the other roads absolutely appalling.
138. Objection	I have never seen someone on a bicycle using that lane, also the area is permanently busy so removing that connection between Queens Road and London Road adds extra pressure on other routes. Transforming a car lane into a bicycle lane seems unwise since other major routes have also a cyclist's lane and works well for all traffic participants. I my social group it is believed there is no way that lane was made up for cyclists but rather for others unknown interests.
139. Objection	Return it back to being a normal road. Never seen a cyclist use it, it's a completely inefficiency use of space and resources. You're just ticking a box to say you're green whilst messing up the road system in the town centre for no benefit.
140. Objection	Hardly ever used, meanwhile pollution causing car queues in other lanes.
141. Support	The lane is much appreciated and essential for the safety of cyclists, please make it permanent
142. Objection	The proposed cycle lane is hardly used by cyclists. The cycle lane has caused an increase in car traffic on what used to be a two-way Sidmouth street. There is ample opportunity to either narrow the pedestrian way or have a single lane for cycles and allow two lane car passage. The problem of vehicle traffic and build-up to London road would be justified if the cycle lane were being actively used. I work in a building overlooking the road and on one day I literally counted just 17 cyclists the whole day. Complete waste of resources.
143. Neither Support nor Object	The Sidmouth Street cycle lane does not appear to have been well thought out. The connection at the north end, at Queens Road is terrible. What are you supposed to do when you reach the end? There is no easy way to cross Queens Road to reach the pathway at the river. One block to the east, Watlington street is a far more effective cycle was as traffic is already limited and there is an easy crossing at Queens Road that links to the cycle path along the Kennet. While there is a good cycle path along London Road, the options at Watlington Street are much better than at Sidmouth Street. I don't think the southbound Sidmouth Street car lane is hugely missed as it is still possible to go south on London Street, one block further west.

	I'm indifferent to whether the cycle lane stays or goes but it is currently pretty useless and needs to be improved, otherwise it should have never been built in the first place.
144. Objection	No comments provided.
145. Objection	<p>I have lived on the south side of Reading [REDACTED]. I regularly have to cross the river and use Sidmouth Street regularly as do members of my family. It has become a game to spot any cyclist using the cycling lane on Sidmouth Road. It is a complete and utter waste of time and money at any time but when the council is under enormous financial pressure, I simply cannot believe that you consider it is an appropriate use of council taxpayers money. It has also caused additional congestion on Kings Road and Eldon Road as all South bound traffic must now funnel through Eldon Road if they do not want to drive up to cemetery junction and back along London Road, both of which are heavily congested without this additional pressure.</p> <p>Despite what those cycling members of the council believe people do not want to cycle it is dangerous in the traffic around Reading. Has the council undertaken any study of the number of persons using the cycling lane in any given week, if not they should do? I also think that this consultation should be more widely publicised as I am yet to speak to anyone to believes the closing off one lane of Sidmouth Street was a good idea on a temporary basis let alone on a permanent basis. Stop wasting our money.</p>
146. Objection	There are other safe routes for cyclists close by. Taking half the road and eliminating one way for motorised traffic add little benefit to any users of this road. My normal journey is now diverted into the busy main road making in longer and more stressful due to the congestion towards the hospital. The scheme had also removed parking in Sidmouth Street.
147. Neither Support nor Object	<p>In principle I support it, but in the current form I find it superfluous as the provision for cyclists on the roads on either end is woefully inadequate, even dangerous. The road can't be a viable cycle lane alternative if it's not part of a safe thought through scheme. Wokingham is currently making safe cycle paths from Woodley to Palmer Park, but we need a safe route from PP into central Reading, not just a thin sliver of a lane that's dangerous and often parked in.</p>
148. Objection	<p>This has wasted £60k public money and is only used by 42 and 34 cyclists over 12hr period when council was surveying usage. It is such a low use and guess why there is an established cycle path on pavement of London Street parallel to this that joins cycle way to town.</p>
149. Objection	<p>I have never seen any cyclists using the road ever, I don't use it as a cyclist there is no point to it. Everyone including me either uses Wattlington Street or London Street.</p> <p>In my opinion either make the road one-way car only with 2 lanes from the London Road all the way down and use the cycle lane for parking. and where the parking was on the left northbound extend the pavement and do a mixed zone for both pedestrians and bicycles as is in London Road.</p>
150. Objection	No comments provided.
151. Objection	mad scheme
152. Objection	<p>I live near this street</p> <p>In all the months I have used this road</p>



	<p>I have only seen 2 bikes using the route</p> <p>We are regular cyclists</p> <p>We have never used it!</p> <p>Our friends are keen cyclists, living in Central Reading</p> <p>Never use it</p> <p>Consult local cycling groups for suggestions!</p>
153. Objection	<p>Traffic flow around Reading is appalling mainly due to all these 'schemes' - cycle lanes, bus lanes, chicanes, time restrictions, etc. They don't help anyone, and I speak as a cyclist and bus user. Everyone gets frustrated and car drivers then start to drive aggressively because they are angry. Just open all the roads to all vehicles at all times - spread the load!</p>
154. Objection	<p>I support the idea of promoting cycling around Reading. However, the link between London Road and Queens Road on Sidmouth Street is the 'road to nowhere' from a cycling perspective, you are transported from busy road to another - it adds no value. I have seen very few cyclists use it in the time it has been in operation (contrast the heavily used route along the Kennet). For me it was a waste of money putting this in - and I am a regular cyclist in Reading. For proposals of this sort, I would link in with cycling groups in Reading to advise on plans before implementation.</p>
155. Objection	<p>No comments provided.</p>
156. Objection	<p>Adding cycle lanes is great, but not by reducing roads. Driving round Reading is slow and difficult, removing Sidmouth Street adds to this. I drive regularly to Kendrick Road from Reading centre. Nightmare. Furthermore, I don't see any cyclists on Sidmouth Street.</p>
157. Objection	<p>I have never seen a cyclist use this stretch, but it takes up space that could be more useful for vehicles.</p>
158. Objection	<p>"This cycle Lane is rarely used, and an alternative exists in London Street.</p> <p>It did not need to be 2way for the cycles, could have been narrower as in other parts of town.</p> <p>Car journeys are now a lot longer via Eldon Street, stopping at various traffic lights and general queuing traffic creating more pollution."</p>
159. Objection	<p>I use this road frequently and have only ever seen one cyclist using it. Waste of money and road space</p>
160. Objection	<p>Cycle lane doesn't connect with an integrated cycle route, adds to congestion, which in turn increases pollution in the town centre, London Street area. To place a cycle lane to just get funding from central Government without a clear plan of direction is a waste of taxpayers' money.</p>
161. Objection	<p>Not needed as hardly ever used 😊</p> <p>It's good to keep Sidmouth St one way but move parking to where cycle lane is and have 2 lanes all the way down from London Rd to help with traffic flow.</p> <p>Make better cycle provision/signage down Watlington St to the cycle crossing on Queens Rd.</p>
162. Objection	<p>The scheme the way it has been implemented should not be permanent. It is under-utilised and it blocks an important part of the road for emergency vehicles to circulate. It is a disaster.</p>

	<p>We all should be eco conscious, but come on, bicycles are not the panacea for our problems. By the way, I have a bicycle. It is already a busy town with politics impeding the expansion of the 3rd bridge in Sonning, so traffic is awful. Let's try to solve problems not creating more of them.</p>
163. Objection	<p>Pointless cycle lane that doesn't join up to any of the cycle network in Reading making it dangerous at either end. A handful of cyclists use it, whereas more use Eldon Road. If you insist on keeping the cycle lane, please make it narrower and make the road two way on the other side for traffic. The congestion around that part of Reading is ridiculous.</p>
164. Support	<p>This cycleway provides an important link especially around the hospital</p>
165. Neither Support nor Object	<p>This is utterly pointless  You say yourselves  "Had potential" to help "existing and future cycle network expansions."  But in itself it does nothing  I'm a regular cyclist. My family has no car by choice. But cycling in Reading is dangerous and frustrating.  Cycle lanes are random and unconnected; you have to get off at major junctions and cross on foot. The lanes aren't segregated from traffic so cars and lorries overtake as close as they can to you and your fragile children in their bike seat.  Reading's cycling infrastructure is pathetic  Initiatives like this are pathetic  Look at Manchester. Look at Chris Boardman and his proper budget to look at joined up cycling infrastructure across the city  Stop tinkering, stop the ridiculous one-road-at-time schemes that are impossible to understand in the wider scheme of things  Do a proper cycling strategy and fund it properly  By the way I work at the council and I know how the members will laugh and swear and deride this input as well, so stop that too please, and we'll get to a better solution faster. Thanks</p>
166. Objection	<p>I regularly use Sidmouth Street in a car, and the number of cycles that use this route does not appear to be value for money. I very rarely see any cycles using the route and sorry to say but think it should be turned back to allow vehicles to use.</p>
167. Objection	<p>While I'm sure there are cyclists who do use this cycle lane, I have never seen one despite regular travel on Sidmouth Street northbound, which suggests at the very least that there is less demand than anticipated. However, the closure of Sidmouth Street southbound to cars has certainly resulted in considerably longer journeys to reach popular destinations including the London Road university campus, Kendrick, and Abbey schools. This increases congestion and pollution on surrounding streets.</p>
168. Objection	<p>There is no evidence that the temporary lane has been successful. The lanes are rarely used, and cyclists complain that it is not safe for them to use.  So far, the only thing this lane has achieved is to push motorists into a bottle neck at the bottom on London Street and put more weight of traffic on to silver Street and Whitley Street.</p>
169. Objection	<p>This cycle lane is not used. I have not seen cycles on it. Why wate whole road if it's not used?  This cycle path pushes vehicles into Queens Rd unnecessarily creating more congestion.</p>

170. Objection	The cycle lane is never being used by cyclists. They would not ride straight down onto London Road as it too busy and dangerous. It also has the knock-on effect of creating more traffic in town and more pollution.
171. Support	We need to do all we can to increase the number and safety of cycle lanes. There is a cost but there are benefits for all.
172. Objection	The "temporary" cycle lane's been there for some time - the number of cyclists using it is, according to many people, ridiculous small. Has any official survey (count) been done? If so, what were the figures? If none has been done surely it makes sense to do so. Reading appears to hate motorists... please think of them this time!
173. Objection	As a cyclist, there's very few routes in which taking Sidmouth Street makes sense. I never see this being used, but what it is doing is forcing more traffic on the already crowded Queens Road and London Street.
174. Objection	never used. Cycles always in roads and never on cycle lanes. Cycle lanes are a waste of money. Once cycles learn how to use them then build but as all they do is run red lights, go wrong way down 1-way streets, mount pavements to ram people, are rude aggressive and don't care about anyone but themselves. They are selfish people who think the entire system should be built round them, and then they just ignore it anyway as it is more fun for them to back every line in the highway code. Do not give them any more lanes until they pay taxes, and they have licence plates and must pass a test like drivers do. They would all be banned within a week!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!
175. Support	Cycles are using this route and are now less intimidated as traffic going in the opposite direction has slowed down. It's a good start.
176. Objection	There appears to be very little use of this cycle lane.
177. Support	At the moment it doesn't feel very connected up particularly when cycling east along Queens Road it is bloody confusing
178. Objection	I have never seen a cyclist use this lane & use this road frequently at different times of the day. I feel it would be far better used as a 2 lane road for cars, one going left and the other going right.
179. Objection	As currently implemented, it is a disaster. I use the road regularly as a car driver and have yet to see a single cyclist going the other way. Stopping cars going south on this road is the only current benefit. It would be a real help to improve the traffic flow northwards since this is the only route towards Reading Bridge. (Southampton St has the traffic going to Caversham Bridge.) How about extending the two lanes down to the traffic lights and blocking the rat runs though the side streets? The cycle lane could be narrower since there are very few cycles on it. I doubt you will do this - there seems to be no pressure to reduce Reading's gridlock.
180. Objection	it is never used, was never likely to be used so I would love to see the study that was held to approve this. A waste of money obviously so whoever signed it off needs to be held accountable for wasting our money I am looking forward to see the percentage of people that want to approve this. Less than 10% I would guess which probably means it will be taken out so, more money wasted!!
181. Objection	I object to the continued use of Sidmouth St southbound as a cycle lane. It is a waste of a vital route to navigate the one-way system by road vehicle. I understand that the cycle lane is not used enough to warrant its continuation. I also understand that it is a

	hindrance to emergency vehicles who cannot negotiate their way through traffic due to the restriction of the bollards/cones in the centre of the road.
182. Support	Greener Mobility is essential for the future of Reading. Ensuring a good and secure network for bikes is important, those are the reason of my support
183. Support	I do not think the cycle lane is particularly useful in its current state but would welcome any improvements that can be made to it. I use the cycle lane southbound every day and find it quite useful. However southbound it could be improved by adjusting the traffic lights at Queen's Road to allow cyclists to turn at all times - this would reduce the current clash with pedestrians as most pedestrians currently cross at a red man when the cars stop leaving Sidmouth Street ie when cyclists are currently meant to turn into Sidmouth Street. Northbound the cycle lane needs a lot of improvement. It is nearly impossible to enter it from London Road due to a lack of dropped kerb on the cycle paths on both sides and no route into the cycle lane. At the Queen's Road junction, the cycle lane just stops. There needs to be a safe way back onto the road (which desperately needs resurfacing) and ideally a route to the river. If this was improved, I would use the route northbound every day as well as southbound, but it is not currently safe. Also, in autumn the lane was full of leaves at the bottom of the hill which made it quite hazardous.
184. Objection	It makes completely no sense. I have never seen a bicycle on it. There is frequent reference to linking in with future plans, but no such plans have been revealed and it is impossible for me to imagine any plans that could make use of this stretch. Its existence makes Reading Council look completely incompetent. If you asked me for the one thing that makes me embarrassed to live in Reading, the unused Sidmouth Street Bicycle Lane is it! Please please bring this miserable trial to an end as you bravely did with the ludicrous one-way road system in Caversham. When you screw up, please admit it rather than doubling down, I would respect you much more for it. Thanks, deeply felt rave over!
185. Objection	Reading town is already clogging due to mis management and making decisions such as this! No matter how hard you try to make people use public transport it will not work! people who wants to drive will still drive and doing things like these will only make the situation worse! The way recently Redlands Road and surrounding Roads have traffic calming measures applied has plunged the whole area into utter chaos! I request that RBC take this back! thanks
186. Support	Obviously, it needs better connections as part of a wider network of cycle routes, but it represents the first step of that process and therefore support the scheme being made permanent.
187. Objection	a complete waste of a piece of tarmac, I've never seen a cyclist use it
188. Objection	I have never seen one bicycle use this Cycle Lane big waste of public money
189. Objection	On a personal note, it adds time and distance + increased pollution to a journey say from the " prison" area to Abbey School. Also, in the hundreds of journeys I have made I have yet to see 1 cyclist use it. I am happy to survey how much it is used by spending say 12 hours one day making a note of the number of cyclists - I will do it for free.
190. Support	Please continue to do all that you can to encourage cycling in Reading! Hostility to motorists is a positive.

191. Objection	<p>I can't recall ever seeing a cyclist use this new endeavour, furthermore it has created major traffic restrictions in Reading last week I saw an ambulance stuck there on an emergency call and they could not get around the bollards and other road users could not get out of the way. This is pretty stupid in my opinion and could have caused serious problems for someone.</p> <p>Additionally, more often than not Cyclists don't use dedicated cycle lanes even when provided, after roads are made smaller to accommodate the lane and there is not law enforcement to guide them, so this creates an untenable situation for drivers.</p> <p>Non the less this has cost a small fortune and is really not very good for Reading's traffic. Sorry but this is a bad idea that has little usage by cyclists</p>
192. Objection	<p>I pass along this road on foot frequently and don't believe I have ever seen a cyclist using it.</p> <p>What I have seen though is hugely increased congestion in the area by removing the car route between Queens Road and London Road. Traffic that used to use that road now has to take a longer route along the already busy London Street, which is always difficult now that the majority of the road is bus lanes. You've created a perfect storm of traffic that can't move, creating more pollution as cars idle, waiting to move on.</p> <p>You say you want to reduce the reliance on cars, but throughout the town it is clear you don't really care about this. For example, along Berkeley Avenue, in a number of places the pavement is impossible to use because of hedges and bushes that have been allowed to grow over the pavement, in at least one spot the only choice is to walk/cycle on the grass. Much of this is supposed to be a shared footpath/cycle path. How are people encouraged to travel in other ways than by car when you create these options then completely neglect them and render them unusable? Look after what you already have before you create more chaos. And yes, I do realise that much of the plant growth is privately owned, but only the council has the power to enforce the law that prevents blocking the pavement.</p>
193. Objection	Does not help with traffic calming in Reading. The cycle lane in Sidmouth Street is not used very much by cyclists
194. Objection	<p>It does not appear to be used. The Council's explanation for supporting it is that it forms or will form, part of a network of cycle ways for the town. However in the last paragraph it says if the scheme is made permanent they will look for ways to link to the [not yet existing] wider network....I.e. back justify it. Surely, the Council should first look at options for the wider network as a whole and publish and consult on that rather than take a non-strategic and piecemeal approach. One stretch of cycle way, in isolation is pointless. Surely any strategic planner knows this</p>
195. Support	No comments provided.
196. Objection	<p>It is abundantly evident the council and lead for transport haven't got a clue what they're doing. The poorly thought-out scattergun approach has been laughable.</p> <p>We've recently seen a lot of wasted public money on the active travel scheme. From failed one-way systems, to narrow painted white lines passed off as cycle lanes which has made it even more dangerous for cyclists.</p> <p>It is time for Jason Brock to show some real leadership and remove Tony Page from his position as lead for transport. It clearly hasn't worked. Until then I have no confidence in any transport proposal.</p>

197. Objection	As a regular cyclist and driver of an EV I am committed to reducing pollution and carbon emissions! I use this route regularly both peak and off peak and have rarely seen the cycle lane used. If the lanes were used to anywhere near capacity or actually went anywhere, I would support it, installing unused lanes at the expense of free-flowing traffic is counterproductive; all it achieves is increased congestion and pollution while simultaneously slows commuter journeys which negatively impacts productivity and commerce. Cycle and vehicle routes have to co-exist, impeding vehicle routes to install underutilised routes is not the answer. Pedestrian paths are way more underutilised, integrating cycle and pedestrian traffic is far safer than integrating cycles and vehicles. Marginal increase in pedestrian pathways creating obvious and safe cycle routes is a far more scaleable solution, impact to traffic flow would be minimal, if correctly designed (and regulated) integrated pedestrian and cycle lanes are by far a better solution. This administration needs to consult users rather than implement political solutions! I object to this unworkable scheme
198. Objection	It is not used enough. Rarely see any cyclists there but causes bigger issues for other vehicles that may use it far more and have to go around one-way streets of the town, burning time and more importantly fuel as well causing much more pollution
199. Support	Very supportive of the plans but the sequencing and doing Sidmouth Street
200. Objection	Amount of cyclist who use the lane is minuscule compared to the cars that would be moved out of the town centre quicker if they had use of the lane, instead if idling on the Eldon Road and London Street which cannot cope with the capacity.
201. Objection	I live locally. It's barely used, and it create a lot of traffic and pollution. Every day the queue to turn (from London Road) goes up to cemetery junction, and most cyclists use the pedestrian path in London Road to reach town (instead of using the bus lane that runs across King Road and leads to the cycle lane in Sidmouth Street). It seemed a good idea at first but maybe it will be worth to observe a bit longer to understand how the traffic and the quality of air will improve if the road just becomes a one way/2 lanes for vehicles, to facilitate the turn to Queen's Road.
202. Objection	Not enough usage by the cyclists but people who is travelling day today will have to go around a circle now.
203. Objection	I have never ever seen anyone on a bike using this cycle path since it's installation. It just makes it more difficult to get to the London Road by car without going all the way to Eldon Road and round. A complete waste of public money.
204. Support	I fully support making the cycle lane permanent, particularly considering the longer term aims for a strategic cycle route making use of this lane.
205. Support	Any improvements to encouraging cycling away from motorists are all positive. When driving that route, I have noticed no difference to traffic flow since the instalment and believe safe cycling should be given the priority.
206. Objection	Reading is congested enough, without having more road closures.
207. Objection	I drive down Sidmouth street every day on my commute and have never seen anyone use the cycle route since it was installed I have however sat in many traffic jams , which the closure of Sidmouth street to traffic has exacerbated Whilst the Sidmouth street cycle lane may help to join up proposed routes in the future it is not joined up to safe bike lanes currently, so does not help cyclists stay safe and therefore is not used. The amount of traffic that could be alleviated by opening the road to traffic would probably make the normal roads safer for the cyclists

208. Objection	The current concept of providing resource for cycling routes when there are so few cyclists using them to the obvious disadvantage of using those routes to allow alternative routes for traffic is a strange concept. There seems a mindset that ignores what people want and what a small majority seem to think should be imposed. Cycling is all very well but the cyclists we see today have such a close mindedness to their activities that beggars belief that rules are made that actually go against common sense and road usage. Sidmouth Street is a obvious case in point.
209. Support	Active travel is becoming increasingly important, and safe infrastructure is crucial for enabling this. Segregated cycle lanes encourage children and adults alike to leave their cars at home, improving air quality and public health.
210. Objection	Do not see anybody using its
211. Objection	Has turned London Street into a very congested road in competition with buses. Have never ever seen any cyclists actually using the cycle lane in Sidmouth Street. As for the COVID explanation for turning Sidmouth Street into a one way route the mind boggles.
212. Objection	Not used. Waste of our money. Does nothing to 'save the planet'. Causes more congestion and pollution. Woke nonsense
213. Objection	Blocking off a road is not required. Bicycles cannot itself meet the requirement of growing population. Motor vehicles are here to stay and efficient motor vehicles like electric ones are becoming more common place. Road space should be shared by motor vehicles and cyclists. Motor users already pay out by paying fuel duty and vehicle tax. Highway codes also give now specify that preference should be given to cyclists and pedestrians on shared roads. Hence a separate cycle lane that does not get used for majority of the time is not required. Allowing the easiest and quickest flow of traffic will reduce environmental pollution as well, as otherwise people tend to use alternate longer routes.
214. Objection	I object to the proposal to make the 2-way cycle lane permanent. I work in an office which has a car park, the entrance to which is via Sidmouth Street. I understand the need to support alternative forms of transport in Reading, but I think this scheme is a poor use of space as I have hardly ever seen a cyclist using the cycle lane in either direction. It's also poorly integrated with the rest of the Reading transport infrastructure as the Northbound Lane just comes to a dead end at the junction with Queens Road. However, my main objection is on the ground of safety. As I live West of the town centre, when I come out of the office car park, I have to turn right on to Sidmouth Street and then immediately move into the left-hand lane to turn left on to Queens Road. I find this quite dangerous and fear there is an increased risk of accidents from this scheme.
215. Objection	1. I accept that I may have been unfortunate and that I only drive on this road 2 or 3 times a month, but I have never ever seen a cyclist using the cycle lane on the other half of the road. Could we have relevant statistics on usage before making a decision please otherwise holding this consultation suggests that the council have already made their decision and the consultation is both meaningless and so misleading? 2. I have received the notice of the proposal by being contacted by the council via a distribution list which, given those who are likely to be on this list, is quite probably heavily biased against those who do not walk or cycle for whatever reason (health etc). Surely, for

	the consultation to be genuine groups adversely affected should also be contacted directly otherwise there is a very high risk of relevant and important facts being overlooked when making a decision?
216. Objection	No comments provided.
217. Support	Reading generally has poor cycle infrastructure so it's great to see something like this.
218. Support	Great idea, we need more of these.
219. Support	Active travel should be supported
220. Support	No comments provided.
221. Objection	<p>I don't think that in 2 years I have seen a single bicycle use this path. It also seems disconnected from the current layout in that the cycle path crosses at Watlington Street which is a quiet residential street and would be perfectly acceptable for a cycle tour to run along.</p> <p>Meanwhile Sidmouth St has become generally clogged with traffic that frequently overflows back into London Rd. Further to this, although repairs have been done now Sidmouth St suffered badly from potholes making it dangerous for motorbikes, yet it couldn't easily or quickly be repaired due to the unnecessary cycle Lane.</p> <p>Finally, the current traffic lights on London Rd and Sidmouth Street are necessary for the right hand turn however they continue to affect traffic remaining on London Rd even though there are no cars currently turning from Sidmouth St.</p>
222. Objection	<p>I have virtually never seen a bike on this road. All it's done is force cars to travel further, on less available roads, and increase journey times, congestion and pollution.</p> <p>Perhaps if you're desperate for a cycle lane then return it to 2-way traffic but remove the ability to park in this road and make that a cycle lane.</p> <p>However, I should reiterate- I used to live on Sidmouth St, I've walked up and down it at many different times of the day and very rarely see even one bike.</p>
223. Support	<p>I support the principle of providing high quality segregated cycle infrastructure that strives to meet the highest standards set out in LTN 1/20. Reading's highway infrastructure is case with so much inefficiently used space, so there is so much potential.</p> <p>With regard to this scheme the connectivity to the IDR, especially for northbound cyclists needs to be addressed, maybe an advanced green light to give a head start to traffic?</p>
224. Objection	I commute to work and drive down it on a daily basis. I'm pretty sure I can count on one hand the number of times I've actually seen it in use at all, let alone require two-way cycle space. And the lights at the top of the road are still on the old system so actually STOP the flow of traffic unnecessarily.
225. Objection	I have never seen one bicycle on that lane, what a waste! Tony Page is very ambitious forgetting about cars and the traffic issues in Reading but cycling it's not suitable, especially when you can't tackle bike theft, he wants us to cycle everywhere, Reading is not there yet.



226.	Objection	This cycle route is a total waste of time and money. I've never even seen a cycle on it. Makes it harder for traffic
227.	Objection	<ul style="list-style-type: none"> <li>- Increases traffic in town which is very detrimental to people accessing emergency care from Royal Berkshire Hospital. For example, it can delay ambulance arrival to people's homes and the hospital itself.</li> <li>- Further to this, if access to town becomes difficult are you not concerned that people would rather travel to other shopping areas. How will that benefit Reading?</li> <li>- There is an already established cycle lane. Why is this needed?</li> </ul>
228.	Objection	Increased congestion making it difficult for ambulances to reach people and the hospital. Life and death no matter for the green agenda. Clearly not. We know that. Makes access to town difficult will deter people from visiting. How will that help the centre
229.	Objection	Creates a detour
230.	Objection	Since this has been installed, I have not seen one single bike use the lane. It has caused additional traffic on routes from East Reading as you can no longer turn left up Sidmouth St to London Road adding strain to London Street as this is the next road you can take. It also causes delays when trying to cross from South Street as the lane bollards obstruct views and this often causes problems with people coming down Sidmouth St from London Road when those wanting to turn into Sidmouth Street from South Street are stuck waiting for traffic lights to change. It is also very ugly and looks like a permanent construction site and is a litter trap.
231.	Objection	No comments provided.
232.	Objection	I regularly use Sidmouth Street and have never seen a single cyclist using it. This is just a waste of taxpayers' money. It also adds traffic on already overly congested London Road.
233.	Support	For a small town like Reading, the main way to encourage active travel has to be making more space for cycling/walking and reducing road space allocated to motor vehicles. Schemes like this are a big step in the right direction.
234.	Support	We have to support and encourage cycle ways and sustainable travel links in our towns and cities and no reliance on motor cars.
235.	Objection	Utterly ineffective and a waste of public money. Wrong idea. Wrong place.
236.	Support	More support for active travel is needed, less cars less pollution
237.	Support	I support any increase in permanent cycle ways.
238.	Objection	Hardly used
239.	Support	The scheme will provide a good safe north-south link once the crossing of Queens Road is implemented. It will also be a good example of how to re-allocate carriageway space to cyclists.
240.	Objection	you waste lot council taxpayer money, and no one use the road one more silly thing is council had

241. Objection	<p>I use this cycleway and find it very irritating as it takes the cyclist nowhere safe and believe it is potentially dangerous particularly at each end where unlike Watlington Street Junction, it doesn't link directly to any cycleway at the north end.</p> <p>If a cyclist doesn't feel safe, what is the point? The cycle Lane in Whitley Street is a disaster, constantly used as a parking lane, a waste of money, I would never cycle up Silver St to Whitley St and instead use Kendrick Rd. (although this has now become less safe with the implementation of speed bumps) The same applies to Southampton St, where is a cyclist supposed to go when they get to Crown St? No thought has been given to the safety of cyclists despite much money spent on these new cycle lanes. All very disappointing.</p>
242. Objection	<p>My overall observation of the cycle lane in Sidmouth Street is that it is completely underused. I travel past or down the street on a daily basis and since it was changed have seen only 3 people using it and only 1 of them was actually riding a bike. When I saw a report that in a 2 hour period 76 cyclists had ridden on it my immediate thought was 'was there a bike race that day?' If those figures are correct, it still means only 3 cyclists used it every hour.</p> <p>The next problem I have is the fact that now any traffic that needs or wants to get to Crown St and beyond or Silver Street and beyond have to use London St. (I realise on certain occasions they could use Eldon Rd but there are always long queues to turn into London Rd. This creates long queues of vehicles and traffic hold ups, especially since the bus lane has been introduced, as there are invariably 1-3 buses all vying for a space to drive into the main road holding up others yet again.</p> <p>I realise the idea of cycle lanes is to make cyclists safer on the road, and the council want people to use public transport but it's not always possible or convenient. My husband and I are elderly and live in Katesgrove. We can sometimes walk into town or catch a bus but, because of the one-way system in Southampton St, the closest bus stop on our return journey is in Pell Street which then means we have to walk to our house, usually with shopping, which neither of us find easy.</p> <p>Please think very carefully and take people's views into consideration when making this decision and don't just make this a 'paper exercise' as I fear your minds are already made up!</p>
243. Support	Sidmouth Street is busy and providing a cycle lane would help cyclists.
244. Objection	<p>I drive down that road once and sometimes twice a day, in all the time the cycle lane has been there I can only recall seeing 2 bikes on it.</p> <p>In my opinion it is not required at all by cyclists.</p>
245. Objection	<p>The cycle lane installed without consultation is not necessary and in all the time it has been in place very, very few have used it. It also causes huge inconvenience to local residents and increases journey times for those who used to drive up the road towards London Road. There is a suspicion that the grand cycle routes planned around Reading includes Sidmouth Street, so the die is already cast. The better option is Watlington Street, which is already used by the public, young and old, as well as cyclists.</p> <p>I wish to state that I am not against cycle lanes as such and would want to support them wherever possible, but the Sidmouth Street proposal is just not logical nor justifiable.</p>
246. Objection	The removal of the motor vehicle lane has increased the motor vehicle traffic being forced to go around the entire circuit and is increasing the cars crossing the lights on amber or red due to impatience, which is increasing the risk for pedestrians crossing the

	<p>junction.</p> <p>There does not appear to be many cyclists using the route in either direction.</p>
247. Objection	<p>As a pedestrian I always feel unsafe stepping onto Sidmouth Street, to cross the road. I find it hard to decide where to look, and when to take the step into the road to cross it. At the moment there is a dangerous choice between staying on the kerb, versus crossing the cycle lane to wait a few feet in, until I can cross the main road. I think I've only ever seen one cyclist in the last 1.5 years using it at the time I am crossing it, but every day I use it, it feels like a dangerous road.</p>
248. Objection	<p>The cycle lane is poorly thought out as it doesn't lead to any continuing cycle lanes and, instead, spits cyclists out on to roads that are now made busier due to Sidmouth Street not being available for use. The cycle lane usage is very, very low. The implications for those commuting is a longer and more delayed vehicular journey which is not beneficial to local business, residents, or the environment.</p>
249. Support	<p>Beginning of an important cycle route across the town if connections eventually get built. Slightly useless until you sort out either side.</p> <p>Also, hilarious that you claim this will connect to the Shinfield / Christchurch Road scheme, it's over 800m away via Kendrick Road!</p>
250. Objection	<p>About twice weekly I walk along Sidmouth Street in the early evening, and I occasionally do so at earlier times of the day. I have only once seen a bicycle being ridden on the cycle lane. Also, I regularly walk or drive along or cross other streets nearby. In particular, my perception is that London Street is much busier with traffic than it was before the Sidmouth Street scheme was put in place. From this I conclude that this scheme is helpful to neither the cyclists nor the motorists. So, I would suggest reverting the street to its previous two-way motor vehicle usage; any dedicated cycling facility could be in the form of a widened pavement or normal cycle lane at the side. This would not be to the detriment of cyclists, and it would restore the previously slightly better situation for motorists.</p>
251. Objection	<p>This scheme was implemented with zero consultation- which I appreciate was allowed under the COVID provisions- but some effort to reach out to the residents in Albion place and other developments would have been appreciated at the time. The similar, as badly thought scheme on Gosbrook Road was reversed before it was completed. Residents of Caversham rallied by the Caversham gossip girls Facebook page trumping people who live in Central Reading as usual! Both schemes just seemed to be a grab for available central government funding rather putting in place cycle lanes that were needed.</p> <p>Please see my three specific objections below:</p> <ol style="list-style-type: none"> <li>1) The cycle path is hardly ever used. I have a Flat nearby and see a cyclist once in a blue moon if ever. Given the impact on drivers the scheme has had this benefit does not seem to justify his impact.</li> <li>2) The inability to drive up Sidmouth Street just means that traffic on Eldon Road is now worse for people driving west out of town trying to get up to the A327. This is already busy because of the hospital and the cycle path on Sidmouth Street makes this worse.</li> <li>3) In order to turn right out of Albion terrace you need to block the entire cycle lane which does not seem safe.</li> </ol>
252. Support	<p>I support this proposal; cycling should be encouraged in Reading. However, cars illegally drive down the cycle lane (on the pavement/between bollards) and I have reported this to the police. There needs to be a camera on the corner of London Road and Sidmouth Street to prevent cars from doing this.</p>

253.	Objection	<p>Almost no-one uses this cycle lane. The traffic southbound in Sidmouth St was always much less than that northbound, so all traffic could use it without much conflict.</p> <p>I have never seen any reports detailing how many cyclists use it.</p>
254.	Objection	<p>I drive here every weekday with work and since it's been implemented i have only seen ONE cyclist using it. The traffic has only one route to take if it wants to head south so now London Street constantly has traffic issues. This cycle lane is pointless to say the least. And on the many occasions that king's road is closed because of accidents, the traffic is unable to go Sidmouth Street, causing even more gridlock. Even though I don't cycle much at the moment I have no issue with extra cycle lanes but this one causes more issues, more traffic and causes more congestion to the town. Needs to go</p>
255.	Objection	<p>Most cyclists always use Watlington street its always busy with cyclists and pedestrians getting to the University or hospital. Sidmouth street is only ever used by vehicles. It's a waste of a lane.</p>
256.	Objection	<p>Not used enough to justify the closure of the road for traffic already backed up on the one-way road system</p>
257.	Objection	<p>Having driven down it since it was created, I've only seen a handful of cyclists use it and mean less than 10. I work at nearby so go down it 5 days a week at rush hour in the afternoon.</p> <p>Just like the project in Caversham, we were not consulted, and it has inconvenienced almost every who would have used it as a driver.</p>
258.	Support	<p>I believe that the new one-way scheme on Sidmouth Street makes traffic flow better, and there appear to be fewer road accidents.</p>
259.	Objection	<p>I have never seen any cyclists use it!</p> <p>It should be reinstated back to a road, with a cycle Lane</p>
260.	Objection	<p>Use this road daily. Never seen a cyclist use it. Did see one pedestrian walking up in the road instead of using the pavement. Traffic needs to be able to move rather than sitting in this road pumping pollution into the air and into residents' homes. Also, road cannot be used for emergency vehicles.</p>
261.	Objection	<p>I travel this route frequently and have not seen a single cyclist using the northbound cycle lane of Sidmouth Street ever. It would actually reduce traffic fumes and congestion if this route was reinstated as a road for vehicles to use. If RBC are desperate to maintain a cycle lane, just simply paint a much smaller width one but open the road to vehicular traffic.</p>
262.	Objection	<p>I live just off Sidmouth Street in the flats on Greys Court and the cycle lane has only worsened the traffic situation getting to and from my flat. Previously I could either come up from Queens Road or via London Road, but forcing all the traffic down London Road has made the centre of Reading traffic significantly worse.</p> <p>It has also worsened traffic as I can now no longer turn left out of the flat to get up to London Road, instead I'm forced to go right, along Queens Road, then King's Road and all the way back on to London Road, making what was once a 30 second drive over 10 minutes. Not only is it a waste of time but it also worsens my emissions being sat in traffic longer or needlessly driving extra distance. In the 2 years of that cycle lane being in place I must have at most seen 20 bikes on it... Its regularly entirely dead and just causing traffic jams for no benefit. Neither London Road nor Queens Road have cycle lanes, so having a 300m stretch of cycle lane actually is? The road itself is wide enough for cyclists, and actually more cyclist friendly than the 2 roads it connects, so I'm baffled as to its</p>

	<p>existence in the first place.</p> <p>It should absolutely be removed at the first opportunity. I complained about it when it was implemented and am glad there is this consultation now so you can realise how unhelpful it has been.</p> <p>My key question to all the councillors considering this is - can you prove that more cyclists have benefited from this than residents or drivers been annoyed by it? As for me, there's about 20 cyclists who've used it and hundreds of residents who are annoyed by it. Please do not keep it for the sake of ticking a box for cycle lanes, prove it has real utility and value.</p>
263. Objection	No comments provided.
264. Objection	<p>Have never seen any cyclist using this cycle lane, only once on the pavement next to it! If the Council really wants to stop queuing cars along London Road, it would be a better, more logical plan to make Sidmouth Street one way only, two lanes going north towards to Queen's Road, for anyone going to the station or the north side of Reading. This would keep traffic moving, not queuing and idling near the Hospital and improve flow on the whole IDR loop. Bear in mind there are also car parking spaces blocking the school side of Sidmouth Street, too. The alternative to using Sidmouth St for cars is to push them further out into other parts of Reading.</p>
265. Objection	<p>I live near Sidmouth Street and is only accessible via Elizabeth Mews on East Street. The closure of Sidmouth Street has made it incredibly difficult to get to my house. Whereas before I could access my property from South Street &gt; Sidmouth Street &gt; London Road &gt; East Street I now have to go the whole way round the one-way system significantly increasing the journey length, sitting in bumper-to-bumper traffic and therefore further increasing emissions in one of the most heavily polluted areas of Reading.</p> <p>As a local resident I can tell you that since this closure was brought in 2020 - I have never seen anyone use this cycle lane and all this is closure is doing is causing more traffic, more pollution and longer journeys. Please focus on getting the traffic moving and our air clean by removing this pointless closure; focusing on cycle paths that are used, are safe and make sense.</p>
266. Objection	<p>I live very close to the cycle lane, and I barely ever see it used, if at all. Since it has been implemented (and after covid restrictions were lifted) there has been significant increase in traffic around the area and journeys take significantly longer. Cars often take the turn into Sidmouth Street dangerously as well (there have been multiple incidents of the traffic light being hit). I fear for any cyclist not being able to see cars cutting the red light or driving way too fast.</p>
267. Objection	It is hardly ever used and has made traffic worse; carbon omissions are up because people have to drive all the way round,
268. Objection	<p>I am a keen cyclist; I cycle my child to school every day and regularly cycle from my home in Caversham to Royal Berks Hospital. However, I oppose the Sidmouth St cycle lane simply because it's a nice idea in the wrong place, a knee jerk Covid reaction when the Govt was throwing funding around recklessly. It has very low usage and causes a significant amount of traffic to sit in jams emitting harmful emissions.</p> <p>Talk of "joining it up" to Shinfield Rd is completely pie in the sky. There is the large mass of RBH in the middle and any side roads nearby cannot cope with further cycle lane infrastructure.</p> <p>The lead member for Transport should do the decent thing and acknowledge that, although well intentioned, the Sidmouth St</p>

	scheme has failed to deliver significant numbers of new people on two wheels and throwing even more public money at it will not make it any less of a white elephant.
269. Objection	I regularly drive down Sidmouth Street and never see cyclists using the cycle lane. I would like to see Sidmouth Street returned to 2-way car traffic to help the traffic flow better in Reading.
270. Neither Support nor Object	While I'm all for increasing the number of cycle routes and making it safer for cyclists to get around Reading, this cycle path is pointless. I'm a cyclist and lived at Albion Terrace, but actually trying to cycle from this path onto Queens Road is really dangerous, as the cycle path doesn't connect. One needs to leave the cycle path to get in lane with the cars and pray not to be run over in the process. I think it could work if there were traffic lights allowing cyclists to come off the path.
271. Objection	The removal of the cycle lane in Sidmouth Street is an important issue to reduce car emissions as it stands the cycle lane causes a major increase. Any vehicle wishing to join London Road has to make a major diversion along Kings Road and the Eldon Road resulting in increased emissions. This cycle lane is now no more than a White Elephant created by Reading Borough Council it needs to be removed as proved by the lack of use. The money used to create this cycle lane is another example of a waste of Council funding. similar to the debacle of the cycle lane and pedestrian lane in Gosbrook Road, Caversham this was removed after a week costing many thousands of pounds as it stopped the traffic flow causing major hold ups.
272. Objection	The road chosen has little use for cyclist's bar people living on the road itself.
273. Objection	I work in the emergency services, and this has sometimes caused problems whilst navigating this road as we are now unable to use the opposite lane due to the cycle lane being there. Also, as so many people have said, I can't remember the last time I've actually seen a cyclist use it. Converting Watlington Street makes a lot more sense.
274. Objection	The one-way system created by the use of the cycle lane on Sidmouth Street cause caused significant disruption to general transport and roads around, including the two busiest roads around - the London Road and Queens Road, creating traffic jams. A journey that used to take 3 minutes, now turned into 15–20-minute detour. Having lived on Sidmouth Street for the duration on the cycle lanes being there and seeing only 3 cyclists using the road makes me think it's really not worth it and is just a scheme to make it seem that Reading Council cares about the environment...
275. Support	The bicycle lane is a useful connection between roads, but without a major clampdown on the extreme and illegal speeds and noise of cars and motorbikes throughout the town, its usage will be limited due to the safety risks posed to riders. London Road consistently has vehicles travelling at high speed and to gain value from cycle lanes requires giving assurance to cyclists that riding off pavements is safe. Controlling vehicle speed would likely: increase cycling; reduce emissions; aid traffic flow; and boost the economy as a popular commuter town (utilising the benefits from the Crossrail link).
276. Objection	This is the most ridiculous waste of public money I've seen in the area in the last few years. I've never once seen cyclists use this road despite walking and driving it regularly. It's as though RBC is picking roads out of a hat to form a new cycle scheme that nobody asked for. It's incredibly out of touch with the majority of the Reading community to shut the road permanently.

277. Objection	Waste of time and money. Use that stretch of road daily and cyclists are seldom seen anywhere near Sidmouth Street. In addition, it creates a build-up of traffic on other routes, whereas previously it provided relief and not to mention extending journeys times by forcing cars up past the hospital only to double back onto London Road
278. Objection	Why has the council put all these cycles lane everywhere, you get people riding towards oncoming traffic, they ride on pavements around the town centre, if it's all about safety then the council needs to get out of the office & take a tour around town.
279. Objection	This causes more traffic and pollution as cars are diverted on a longer Route. To get to east street which is one way and has to be approached via London road, rather than going up Sidmouth street and turning right onto London road you now have to drive up kings road and up Eldon Road past Berkshire hospital to access this road - adding mileage and time to the journey. This adds unnecessary traffic to an already congested area. I use this route a lot and have never seen a cyclist using this road. I therefore object on grounds of extra pollution.
280. Objection	I live nearby, regularly walk-through Sidmouth Street and I have never seen anyone cycle on this. Even if it was used it is unsafe as there are no cycle lanes connecting from either end on queen's road or London Road. This is creating more traffic in an already heavily polluted areas and needs to be opened both ways to help combat excess car emissions in our town.
281. Objection	The cycle lane is hardly used, it would serve Reading much better if it was returned to the road, it was before with access to cars
282. Objection	Not used enough by cyclists. You talk about it linking up to Shinfield Road but how? Will this cause extra delays along London Road? For people to support this you need an overall masterplan published so that schemes which look like they are failing such as this one make sense. Currently this one does not.
283. Objection	<p>I object to this proposal because I live near to it and it is rarely used by cyclists. It has increased the amount of traffic going down minor roads nearby (eg South Street) in order to get to roads that turn off Sidmouth Street. This in turn has increased the amount of traffic sat at the traffic lights, causing more fumes for those living nearby. It also increases the distance people in cars have to travel, increasing carbon footprint. I am not aware of anyone, including my neighbours on the road, who use a bike more since this scheme was introduced as it is not practical where it is. Furthermore, with schools nearby, parents are now going downside roads to collect/drop their children off which leads to disruption for residents. Again, I have not noticed an increase in people cycling to school as a result of this.</p> <p>As a pedestrian, it is also very difficult to cross the road at the bottom of Sidmouth Street as once you have pressed the button for the pedestrian crossing, you then have to stand in the cycle lane, but cannot see the green/red man at this point. Alternatively, you stand back on the pavement and then cars do not realise you are trying to cross as you are so far from their part of the road. This seems counterintuitive for a green measure as it puts off people from walking the short distance into the town centre as it is less safe, encouraging them to use cars instead.</p> <p>There is also the issue of visitors getting lost around the area as Google maps, SatNavs etc attempt to send them up Sidmouth Street and then they cannot, causing further idling and driving around to find a suitable alternative. Again, this has increased exhaust fumes and carbon footprints.</p>

	I believe that if this cycle lane is to be made permanent, an investigation into the levels of pollution/air quality due to exhaust fumes MUST be carried out first, and something needs to be done to mitigate the significant negative effect it has had on residents.
284. Objection	<p>1. I have never seen the cycle lane in use.</p> <p>2. It gridlocks London Street, creating a vast amount of air pollution from stationary vehicles.</p>
285. Objection	<p>The cycle lane is not connected to anything, nor to the town centre - it makes more sense as a cyclist to go down London Street, which is already a bus/taxi/cycle route and links to the town centre. As a cyclist, it's dangerous trying to cross the road at the north end of Sidmouth Street, as there's no easy way across except by joining the traffic.</p> <p>For future work around cycle routes, I've heard there's a proposal to install new cycle lanes up Shinfield Road - as a cyclist around Reading, I would avoid Shinfield as it is not only a main route but has a lot of parked cars and side streets joining the main road, which are a hazard to a cyclist. Typically, a preferred route is through the University of Reading and Alexandra Road, as these are not as busy and have less traffic. Routes past the Royal Berkshire have resulted in traffic accidents for the same reasons as stated for a proposed route via Shinfield Road.</p>
286. Objection	<p>I work nearby and have a number of objections to the cycle route becoming a permanent fixture. These include:</p> <p>The long queues I have to navigate to try to gain access onto Sidmouth Street to arrive at work on time. This has always been an issue, but before the cycle lane was introduced a second option was to drive around through the Oracle and gain access to my office car park by heading up where the cycle lane now is. Unable to use this option adds to the long tail back of cars trying to turn into Sidmouth Street and creates a potential for additional accidents where drivers try to cut in at the front of the queue.</p> <p>Safety concerns for drivers, cyclists, and pedestrians.</p>
287. Objection	<p>While I fully support the broader initiative of increasing Reading's cycling infrastructure, the cycle lane on Sidmouth St does not link with any other current cycle infrastructure, and it is not represented as a meaningful future link on Appendix C of the Local Cycling and Walking Infrastructure Plan. Students in Kendrick Hall, and residents in the immediate vicinity would likely be walking into town, and cyclists from beyond the immediate vicinity would have to detour from using London St or Watlington St (both of which are sensibly marked as Strategic routes on the Appendix C map) to reach Sidmouth St, which is not connected to a southerly arterial road. Sidmouth St is a busy arterial for vehicle traffic, and from casual observation (I live in Albion Terrace and walk down Sidmouth St regularly) seems to be used very infrequently by cyclists since the introduction of a dedicated lane. It would seem a much better use of the lane to open it to north bound vehicle traffic, easing the burden on the congested right turn lane from London Road to Sidmouth St.</p>
288. Neither Support nor Object	<p>It's good to see a segregated cycle route but feel like this one is only useful if there were an equivalent cycle path on Queen's Road. It does connect well with the shared path on London Road, but again this could do with being clearer and more segregated.</p> <p>As this path takes up so much room, it could be reduced to a single lane for cyclists to allow traffic flow again (and I say that as a cyclist).</p>
289. Objection	<p>By closing Sidmouth Street, I have seen very few cyclists using this stretch. When I get called to South Street or Watlington Street it is a major detour, a waste of time and fuel.</p>



	As for extra exhaust fumes caused by the additional journey times and being stationary at the lights (which seem to take forever to change to go up London Street, from either direction) I fail to see any benefit. I know it is pointless to make a comment because as usual the decision has been made. I have noticed the traffic all around that area has worsened. I wish I could carry my tools and materials on my bike but unfortunately a roof rack has not yet been developed. So, for now I will just use my bike for leisure.
290. Neither Support nor Object	In isolation the Sidmouth St cycle lane has limited value. Clear viable options on connecting the network are required alongside this, including ensuring cyclists safety. Shared use of the path on London Road is not suitable for increased cycling numbers, and without enforcement of driving laws on the road, cyclists will not be safe.
291. Support	No comments provided.
292. Objection	95% cyclists don't use Sidmouth Street. And closing one of the main roads cause traffic jams around the area.
293. Objection	Traffic is bad enough without dedicating a unnecessary cycle Lane and reducing even more road space.
294. Objection	RBC policies are causing a lot more traffic around Reading without addressing the real issue of more cars are coming onto the road each year. They should also be implementing wider roads where possible to address this issue
295. Objection	I have not seen anyone going Sidmouth Street, but I can see increasing traffic around hospital
296. Objection	Causes more tailbacks along Wokingham Road, Eldon Road and onto London Road. Very little cycle traffic uses it.
297. Objection	Waste of public funds
298. Objection	It's just creating more traffic jams, mostly cycle lanes are used as temp parking as mostly cyclists are not even trained to use cycle lanes n most of the time cycle lanes are plain empty
299. Objection	Of all the much-needed road projects in Reading, this was the least needed or wanted. It's little-used by cyclists who would have requested any number of other lanes but this and badly impacts traffic flow around RBH, especially for ambulances.
300. Objection	<p>I have regularly walked and driven down Sidmouth Street in the two years since the southbound lane was converted into a temporary cycle lane. In those two years, I have seen less than a dozen cyclists using this lane.</p> <p>One argument I have seen in support of this cycle lane is that it would encourage an increase in cycling. If, however, cyclists are not using this lane in significant numbers, this would suggest the lane is in the wrong place. On this basis, retaining this cycle lane would appear to serve no purpose.</p> <p>I would, however, support a more general reappraisal of the junction of Sidmouth Street with London Road. There is regular queuing of traffic turning right from London Road to go down Sidmouth Street. Because of the positioning of the lights and this queuing, drivers frequently end up drive through the pedestrian crossing when the green man is showing. This is not necessarily their fault - the design of this junction is such that they have often proceeded past the stop line for the traffic light controlling this crossing, as the design of the junction allows for queuing after the stop line.</p>

301. Objection	The cycle lane is barely used and having it in place is a massive safety risk. The intense traffic going into Reading makes it extremely difficult for people joining Sidmouth Street from side routes very difficult, when needing to look for safe opportunities to join the one-way traffic and keep an eye out for cyclists. It is a pointless cycle route which has the potential to risk the safety of drivers, increase congestion in an already heavily congested area, and cause an inconvenience for commuters. Please do not make this permanent.
302. Objection	It makes it difficult to enter and exit some of the roads off Sidmouth Street. It has affected the weight of traffic around this area. I don't think that cyclists use it very much at all. It seems a waste of money to make this permanent and extend it further.
303. Support	Easier to cross the road and cycle to work.
304. Objection	<p>The whole project, although well-meaning has cause GRID LOCK on Redlands Road, London Street, Sidmouth Street and Queens Road. all for a Bike lane?</p> <p>I work in the building at the end of Sidmouth Street on the right, as it's one way system I can ONLY come down Sidmouth Street to access the building - so I have to come down Redlands street then 'attempt' to cross London Road, which is normally queued all the way back past Eldon Road, so I have to wait which causes a hold up - then IF I can see a space have to get to lane 2 of London Road in the 'Hope' someone will let me in the 3rd lane (right) for the Sidmouth street turning - this only adds to block the 2nd lane for through traffic and causes new problems there - this is a daily issue and dangerous! when on Sidmouth Street it looks like 2 lanes but the left side is parking, so single lane traffic which is queued by the odd light changing sequence this is further grid-locked by traffic coming from South Street, once at the bottom of Sidmouth Street I need to turn right into the car park, so indicate, but most car users think (as it's so close to the lights) I'm turning into Queen Street so then have to suddenly break as I am turning - 8 times someone's nearly crashed into the back of my and colleague's cars! It's a very Dangerous junction! Very few bike users use the lane - and it certainly does NOT need to be a double lane. This test project has caused ALL the grid lock in the area - it's needs to go before a major crash, injury or death!</p>
305. Objection	<p>lack of use</p> <p>inadequate link to existing routes</p> <p>safety grounds (for cyclists, pedestrians and car users)</p>
306. Support	I cycle to work near Sidmouth Street, and it helps my commute. However, I would suggest that something is done to make crossing over Queens Road to the canal easier. Currently I have to cross at the pedestrian crossing or take my chances on the road.
307. Objection	<p>I work nearby and the cycle path makes it very difficult to access the car park. The gap to turn into the office car park is very tight and on a couple of occasions I have slowed down to negotiate the tight corner and the drivers in the cars behind have got angry with me because I have caused them to slow down which has meant that they were not able to get through the traffic light on green. I find this kind of encounter very stressful.</p> <p>At the end of the day I have to try to get out of the car park which involves having to wait for someone who in the queue waiting for the lights to turn green to let me out. When someone does eventually let me out, the time it takes for me to exit the car park, cross the cycle lane and join the correct lane of traffic delays the other drivers in the queue and means that not as many cars get through</p>

	<p>the lights as would otherwise. Again, some drivers get very annoyed at this and express their displeasure at me in various ways. This abuse every morning and afternoon when I come into the office is horrible and it makes me dread having to come to work. Fortunately, I can work from home quite a bit at the moment, so I have managed to avoid it for much of the time but the thought of this situation being made permanent makes me feel like I don't want to go back to working in the office again. I hate having to experience the wrath of rightfully indignant drivers - it makes me feel scared and intimidated every time it happens. It is not my fault; it is the design of the cycle path layout and I understand why the other drivers are so cross, but I can't do anything about it and it just makes me want to avoid the area completely.</p>
308. Objection	<p>the cycling line is hardly used by cyclists; dangerous for cyclists use due to merging vehicles from side roads.</p>
309. Neither Support nor Object	<p>It is difficult to support or object to this proposal. On the one hand, as a cyclist and supporter of sustainable travel, I am very much in favour of the creation of more cycle lanes.</p> <p>However, the implementation of cycling infrastructure is piecemeal at best and the Sidmouth Street lane is indicative of a wider lack of coherent strategy across the UK (i.e. not unique to RBC itself).</p> <p>I recognise that road infrastructure in the UK isn't built to accommodate cycle lanes easily, and I think a lack of initiative from successive National Governments is as much to blame as anything.</p> <p>Regarding the lane on Sidmouth Street specifically, it's placement does seem to be arbitrary. There is no reasonable approach from town; if you are coming from Kennet Side up along the lane at Watlington Street you will continue up to RBH and join the shared path along London Road. If you are travelling south from Duke Street, you would continue along the shared bus lane along London Street. I am unsure which approach would necessitate using Sidmouth Street if travelling south, you cannot cross if travelling along Kennet Side and on to Sidmouth Street as the crossing prevents it. You would either need to be travelling west along Queen's Road (and therefore be more likely to use Watlington Street) or you would be travelling east along Queen's Road and have to navigate several crossings that add significant time to your journey.</p> <p>As for travelling north along Sidmouth Street, your only option is to then cross the road using the pedestrian crossing on to a narrow path before moving east along Queen's Road. It doesn't provide any better route than the already established routes previously mentioned.</p> <p>It seems almost as arbitrary as similar schemes, like the painted signs on Redlands Road alongside the bottle neck barriers that are supposed to slow traffic but forces a shared route with other road users that creates dangerous conditions for cyclists. I have been knocked off my bike by an impatient taxi driver coming out from an adjoining street (incidentally a hit and run incident) and had several near misses/close passes as a result of this 'cycle route'.</p> <p>The one difference (and therefore can be seen as a positive for Sidmouth Street) is that it is at least a segregated lane from other road traffic.</p>
310. Objection	<p>As previously commented totally snarls up the roads and never used. Similarly, the cycle lanes at Christchurch Road snarl up the road and cause far more fumes due to more idle engines for longer whilst waiting at the lights</p>

311. Objection	The bike lane on Sidmouth Street is rarely used and forces that road to be one way, which has large impact on the traffic in central Reading. It also negatively impacts those working on Sidmouth Street as it can often add upwards of 15 minutes to their commute to work as they need to approach the road from London Road to gain access to parking. This is unequivocally a bad idea. Cyclists can still use that road if it is not a dedicated bicycle lane.
312. Objection	I work nearby, the car park for which is accessed via Sidmouth Street. I have to travel by car due to [REDACTED]. The cycle lane has made it dangerous now when pulling out of the car park as you need to cut across a cycle lane (often in the dark at the time of leaving work) and then have to cut across traffic to turn left onto Queens Road. To enter work, I now have to go via London Street and South Street, due to Sidmouth Street now being one way. This has added to the traffic on these roads and is significantly increasing journey times and therefore the pollution impact. There is also a particular safety concern for South Street which is also busy with school children. I support the green agenda and introduction of cycle lanes, but it is not safe to keep one on Sidmouth Street and it should be redirected as soon as possible. The cycle lane on Sidmouth Street is not necessary. I don't think I've ever seen a bike use the cycle lane in the months since it was introduced.
313. Support	I have used the cycle path several occasions and find it useful to cycle away from traffic in a safe way. Especially in such a congested area. Thanks for creating it.
314. Objection	After working in the area for 18 months and using Sidmouth Street daily during rush hour and also having a clear view of this street - I can honestly say, I have never seen a cyclist use it! The layout is dangerous and unnecessary, there must be better routes that could be cycle lanes and would benefit the public?
315. Objection	I drive into Sidmouth Street at least 3 times a week to work at the University. The traffic and congestion on London Road and surrounding routes has increased significantly since the one-way system and cycle lane was introduced in Sidmouth Street. I drive onto Craven Road in the morning to join London Road and traffic is usually crawling along London Road to Sidmouth Street. In addition, coming out of the car park into Sidmouth Street in the evenings is very dangerous, with the possibility of cycles coming at speed from the right and trying to join a fast moving lane of traffic onto Wokingham Road. Finally, as a pedestrian when I walk into Reading Town Centre, the phasing of the lights is terrible and it feels very unsafe crossing Sidmouth Street. There are frequently very long waits at each pedestrian crossing with traffic thundering past.
316. Objection	I have yet to see a single bicycle in this cycle lane in the year or more that I have been regularly using this route. Additionally, turning right from Sidmouth street across the cycle lane as the lights are turning from red to green is dangerous to any cyclist coming down Sidmouth Street from London Road. It strikes me that it is an unnecessary inconvenience for the significant car traffic that comes along this road with limited benefit for the community (also, slightly odd as this is a cycle lane without one feeding into it or out of it) and is likely to be dangerous too.
317. Objection	Too many junctions are being crossed and the cyclist is encouraged to enter onto heavily congested main roads at either end without any protection in the form of a barrier! The entrance at the lower end is dangerous and narrow, never swept, full of rubbish. Why can't I find this consultation on the RBC website?

318. Objection	<p>The temporary cycle lane in place does not work effectively for many reasons:</p> <ol style="list-style-type: none"> <li>1. use by cyclists - it's hardly used so the impact it brings is so small meaning it does not justify it remaining</li> <li>2. transport for surrounding offices - all offices on the road have been affected by its introduction which has increased traffic in the surrounding area due to needing to find alternative routes to access Sidmouth Street by car. This issue (in conjunction with point one) means the initial benefit of improving things for cyclists has not been realised as no one uses it and it's causing more issues than solving.</li> <li>3. layout of the lane - the lane only works for cyclist who are cycling up the street (towards the hospital) but not downwards. This is because they get to the end of the road and then have nowhere to go other than cutting in front of cars who are turning right which is dangerous.</li> </ol> <p>Summary: the lane should not be made permeant and should be removed due it not achieving its original purpose. Instead, the road should be put back to a 2-way street and another temporary cycle lane should be implemented somewhere else where cyclists actually cycle. I would also recommend you conduct an investigating into the areas with high traffic of cyclists to implement changes there to prevent the same from reoccurring.</p>
319. Support	<p>I don't personally cycle on this route, but always happy when more cycle lanes are opened. The street is now calmer and easier to cross for pedestrians too.</p>
320. Objection	<p>I find this cycle lane dangerous. A two-way cycle lane where I have to cross it to turn into my work, look both ways with traffic behind me not realising why I am slowly crossing the cycle lane is both dangerous to me and cyclists.</p> <p>Also, this has increased congestion on Sidmouth Street, making it very difficult to get into and out of work and town. As we can no longer turn left out of my work, it forces everyone to go into town.</p> <p>This cycle lane is not used very much and is therefore not actually serving the purpose it is there for.</p>
321. Objection	<p>Scheme endangers the public with vehicles turning across two-way cycle lanes into businesses and looking for cyclists in blind spot as you turn into business addresses. Can also get rear-ended when turning across the cycle lanes to enter business addresses, Increased traffic getting out of business addresses and not being able to turn left.</p> <p>Phasing of the lights is so bad there is an inability to get out of businesses on Sidmouth Street and traffic is heavier because of no left turn and the one-way system. Idling traffic is more harmful as a pollutant than free flowing traffic.</p> <p>Lack of use - hardly any cyclists use the lane - traffic flow would be far more beneficial and proportionate to those who want to use the road - time wasted for all those seeing to get into and out of Reading.</p> <p>Existing established, safe segregated cycle route that is on two of the national cycle routes (NCR) just one parallel road away in Watlington Street that links to the toucan crossing and gives safe passage across Queens Road and onward connectivity.</p>
322. Objection	<ul style="list-style-type: none"> <li>• Increased risk of a collision involving a vulnerable road user as a result of the new scheme.</li> <li>• The current arrangement results in danger to the public with vehicles turning across a two-way cycle lane as well as a pathway</li> <li>• The impact that the scheme have had on access to Horizons on the corner of Sidmouth and Queens Road:</li> </ul> <p>Increased risk of either getting rear ended when trying to turn into our offices, as having to look unnaturally behind to see if a cyclist</p>

	<p>is in your blind spot and leaving our building to get across the cycle way and into fast moving traffic trying to beat the lights – made more difficult as the lights do not change at the same time</p> <ul style="list-style-type: none"> <li>• The level of diversion that is now required not just for the traffic associated my office car park but also general traffic in the area</li> <li>• Increased amount of time wasted sitting in traffic or having to go round the one-way system causing increased air pollution – idling traffic been proven to create 29 times more harmful pollution particles than free flowing traffic</li> <li>• Existing established, safe segregated cycle route that is on two of the national cycle routes (NCR) just one parallel road away in Watlington Street that links to the toucan crossing and gives safe passage across Queens Road and onward connectivity.</li> <li>• Usage is extremely low and disproportioned to the amount of vehicular traffic - RBC have said that this is the catalyst of more planned routes, so are aware there is low usage, and this is the contentious issue.</li> <li>• difficulty for emergency vehicles</li> </ul> <p>I am a cyclist but drive to work at times and find it useful to have a cycle lane, however it is not necessary to block an entire lane to create a safe route for cyclists on Sidmouth Street. We managed before with no issues.</p>
323. Objection	<p>lack of use inadequate link to existing routes safety grounds (for cyclists, pedestrians and car users)</p>
324. Objection	I have never seen anyone in the cycle lane, and I use the road regularly.
325. Objection	Lack of use and safety for car users and cyclists
326. Support	No comments provided.
327. Objection	It's very rarely used while traffic builds up
328. Objection	Safety for cars and cyclists
329. Objection	SAFETY for everyone around this street
330. Objection	I don't understand why you had to close a whole road off from cars etc when you could have just put in a bicycle lane like everywhere else in Reading
331. Objection	SAFETY for everyone
332. Objection	I have never seen a bicycle use the cycle Lane, but I see much more vehicular traffic on London Street causing tailbacks on the IDR.
333. Support	<p>We need to encourage more people to cycle and walk to improve health and fitness and lessen car use. To do this, it must be made safe.</p> <p>People getting fitter will have an impact on pressures on the NHS and less traffic will benefit the environment.</p>
334. Objection	It's made the road ridiculously dangerous, and the access to my office car park very difficult. I work at a nearby office and leaving the car park is terrifying. I have never seen a cyclist in the cycle lane; however, the traffic is much worse, and I am forced to block and

	unused lane into busy traffic with poor visibility. It is completely pointless and not effective. It does not join any other routes, so is not helpful to anyone!
335. Objection	Never see a bike using these lanes. Puts more traffic on the London Street junction.
336. Neither Support nor Object	Reading is still not a safe enough place for cyclists to ride. This road is a great example of a safe cycling space - separate from traffic. But accessing Sidmouth Street by bike is dangerous and difficult as it doesn't link effectively to other cycle routes. Indeed, the path takes you straight towards bollards at one end. We need a fully connected safe network of routes, not random roads that connect to nothing or which require cyclists to dismount and join pavements.
337. Objection	Complete waste of time the cycle lane is I'm a courier in the local area and I never see anyone use the lane and plus the traffic is horrendous everyday.
338. Objection	Since the introduction of this little used cycle lane, that's not attached to any route, the local road system has been so busy that it causes constant queuing traffic, most of which is idle and polluting. London Road is an accident waiting to happen. traffic entering from Redlands road an not get across, safely, over to the far lane for access to Sidmouth Street - this short length of road causes 2 lanes to be semi-permanently blocked - this caused by the moronic traffic lights system at the bottom on Sidmouth street - 'IF' you manage to get into the lane and get to Sidmouth street you site waiting for the 'Moronic' lights to change, you soon notice, day after day no cyclists actually use the lanes! So, what's the point? all to tick a box! Please spend time to monitor the traffic, and the problems this lane and the lights cause 'Tax paying' users and fix the constant queuing and pollution of traffic on Sidmouth Street!
339. Objection	The wide cycle lane is not used enough to justify keeping and makes the traffic worse. The road could still be kept one-way with two lanes for traffic to help ease congestion and there would still be space for a smaller cycle lane which would be a better reflection of the actual traffic use on that road
340. Objection	The potential benefits of the cycle lane are far outweighed by the negative impact on traffic in the area. Use by cyclists is extremely low: Watlington Street offers far better flow north south, connecting more easily to the hospital and routes to the University.
341. Support	No comments provided.
342. Objection	FOI requests have shown very low usage for the cycle lane. 34 and 42 in 12-hour period. Another FOI asked about the number of cars and council did not provide this information. Council said Reading Borough Council does not have a threshold to make a cycle lane permanent. To me this shows very low use and I don't think this is needed here - there is alternatives available. <ul style="list-style-type: none"> <li>• Increased risk of a collision - I have had few near misses trying to get into busy Sidmouth street coming out of the University College car park. I used to turn left to go towards London Road but now I have no option but to turn right.</li> <li>• The current arrangement results in danger to the public with vehicles turning across a two-way cycle lane- only because there are no cycles no one has been hurt so far.</li> <li>• The impact that the scheme has had on access to Horizons -</li> </ul>

	<p>o Increased risk of either getting rear ended when trying to turn into our offices, as having to look unnaturally behind to see if a cyclist is in your blind spot. This has also caused my car's underside being damaged after hitting the slope at an angle as I have to avoid the bollards.</p> <p>o Inability to leave our building and get across the cycle way and into fast moving traffic trying to beat the lights – made even worse now phasing is not together. Left lane is moving almost always and you are trying to go across two-way cycle lane, passing another busy lane of traffic and trying to turn left. This is an accident waiting</p> <ul style="list-style-type: none"> <li>• The level of diversion that is now required not just for the traffic associated with an office car park but also general traffic in the area. I used to come out of Reading using Sidmouth St &gt; London Rd &gt; Kendrick Road but now I have to go all the way around one way system Queens Rd &gt; Kings Rd &gt; Eldon Rd &gt; London Rd to come out of Reading.</li> <li>• Increased amount of time wasted sitting in traffic or having to go round the one-way system causing increased air pollution – idling traffic been proven to create 29 times more harmful pollution particles than free flowing traffic</li> <li>• Existing established, safe segregated cycle route that is on two of the national cycle routes (NCR) just one parallel road away in Watlington Street that links to the toucan crossing and gives safe passage across Queens Road and onward connectivity.</li> <li>• Usage is extremely low and disproportioned to the amount of vehicular traffic - RBC have said that this is the catalyst of more planned routes, so are aware there is low usage, and this is the contentious issue.</li> </ul> <p>As someone working in a nearby office I am adversely affected by this cycle lane which in my opinion is useless in Sidmouth Street. So, I ask the council to please reverse this decision and reinstate two-way traffic on Sidmouth Street.</p>
343. Objection	<p>I object to the cycle lane being made permanent based on the following:</p> <p>Aside from the cycle lane not being used often enough to warrant making it permanent, it has caused significant stress for myself and colleagues when trying to enter and exit my office car park. On a daily basis, I worry that my car is going to be rear-ended when I slow down to turn into the car park just before the traffic lights that change very quickly. As well as this, on the odd occurrence when the cycle lane is being used, it is made very hard to turn into the car park without causing obstruction to drivers behind me who are rushing to beat the traffic lights. This means that I am putting myself, other drivers and the cyclists at risk. Furthermore, the one-way system around Reading has caused more traffic and makes it that much harder to get to work in the morning.</p>
344. Objection	<p>Safety grounds for cyclists, pedestrians and road users:</p> <p>Existing established, safe segregated cycle route that is on two of the national cycle routes (NCR) just one parallel road away in Watlington Street that links to the toucan crossing and gives safe passage across Queens Road and onward connectivity.</p> <p>Having to look unnaturally behind to see if a cyclist is in your blind spot before turning in and out of entrances and side roads.</p> <p>The give way clear area is now on the wrong side of the road</p> <p>I've personally suffered a increased risk of either getting rear ended when trying to turn into our offices, as the car behind thinks your signally to turn at the lights.</p> <p>Inability to leave my office at night and get across the cycle way and into fast moving traffic trying to beat the lights – made even worse now phasing is not together - no chance to get in to the lane turning left .</p>



	This is in addition the increased route having to be taken in traffic each and every day and the massive loop right back to Eldon Square , A4 London Road past the hospital to get to Sidmouth St again if you've been at the station or Town Hall area of Reading.
345. Objection	It's hardly ever used by bikes
346. Objection	In the 2 years it has been there, I've barely seen more than a couple of cyclists using it any given hour, as it is not connected to any other part of the cycle lane network and most cyclists use Watlington street instead, which is just a few hundred metres away. So far it just proved a nuisance for local residents to drive back home from Queen's Road. Why not concentrate on Watlington Street rather than Sidmouth Street? It just doesn't make any sense, thus my strong objection to the proposal.
347. Objection	Never seen a cyclist use this..
348. Objection	I live nearby and there are hardly any bicycles that are using this cycle lane. I think since the cycle lane exist; I have seen less than 50 bicycles using the lane. However, I have to do a big detour to go home coming from centre of reading and having to use Sidmouth Street down that is always congested instead of being able to turn left from Queens Road. This cycle lane worsened Sidmouth Street congestion that was already bad before that why I object.
349. Objection	Waste of money as it is hardly used as there is a better route on the parallel road. It is also extremely dangerous for car users trying to get in and out of the office car parks off Sidmouth Street.
350. Objection	No comments provided.
351. Objection	The cycle lane on Sidmouth Street causes additional traffic stress on the surrounding streets, while not giving a benefit to cyclists as it doesn't connect to anything. It is barely used and just makes traffic worse all over the area.
352. Neither Support nor Object	Close 1 lane of the cycle lane in Sidmouth Street, install planters or better trees for rewilding in the other half. DO no open as a road again, we need to decrease the number of roads there are and increase the green area and tree cover in this area. Trees will encourage walking / siting area by providing shelter in extreme weathers. Good opportunity to add some trees into this tree depleted area.
353. Objection	The knock on effect is cars have to travel further and at thousands per week this is adding to pollution and climate change. It is detrimental to all occupants of Eldon Road as on a work day from about 07.00 onwards traffic towards the hospital is vastly increased during rush hours and from about 15.30 with it being in double lines, mainly over the central road markings, frequently from about the bus stop all the way to the lights at the hospital end with a queue heading down in the opposite direction towards the Kings Road. This is especially noticeable on wet, dark schooldays. This restricts ambulances in both directions who now have to have their sirens on for longer so apart from particulate pollution there is now additional noise pollution notwithstanding the fact that patient journey times are increased which could result in catastrophic consequences. Eldon Road is architecturally the most aesthetic road in Reading and nearly 100% residential. Being mainly grade 2 listed it means that double glazing is not allowed therefore all additional traffic has an increased audible impact. There are no traffic calming measures so both on and off peak many vehicles will exceed the 20 MPH, particularly those who speed up the middle of the road to get to the lights quicker so they can turn right onto London Road or those overtaking the busses when

	<p>they are at the stop.</p> <p>The increased traffic when covering 3 lanes makes pedestrian crossing dangerous and trying to edge out of Eldon Terrace or Eldon Square a bit like Russian Roulette notwithstanding the fact that many drivers pay little heed to the KEEP CLEAR notices painted on the road.</p> <p>Finally no one ever uses the cycle lane on Sidmouth Street. Ironically the only two cyclists I have seen on it were in the traffic lane as they wanted to turn left at the bottom.</p>
354. Objection	<p>I have never seen any cyclists in the cycle lane on Sidmouth Street. The only cyclists I have seen on it were in the car lane as they wanted to turn left at the bottom of Sidmouth Street.</p> <p>Furthermore the useless cycle lane (which does not seem to attract any cyclists) you have put in place has the following detrimental effects:</p> <p>1) Cars have to travel further in order to reach their destination as they cannot use the southbound lane in Sidmouth street so they all go up Eldon Road instead and this is adding to increased pollution and climate change.</p> <p>2) The people and houses in Eldon Road (all listed house of great historical importance) are highly suffering from all the additional length and multiple queues of traffic which causes noise and higher pollution levels which are further damaging the listed buildings</p> <p>3) because the properties in Eldon road are listed double glazing is not permitted and therefore the occupants are highly affected by the noise levels of extra amounts of cars.</p> <p>If a cycle lane is needed on Sidmouth Street then make it a smaller one in order to include two car lanes, namely one in both directions. You can do so by removing the parking areas.</p>
355. Objection	<p>It hardly ever gets used. I use the mosque daily and have never seen a cyclist use it! Regardless off time it never gets used. One of the worst things ever done</p>
356. Objection	<p>It doesn't seem to fit into the existing pattern of cycle routes. If it is to be made permanent, then it should be part of a scheme that properly integrates it into the network.</p>
357. Support	<p>I support this lane being made permanent and future improvements made to link it to the Canalside via an improved crossing at the bottom of Sidmouth Street as it currently does not connect well.</p> <p>I do not support the removal of this lane and it being returned to two road lanes for cars as this would mean an important link being lost and would probably mean that reading lost funding from future funding allocations as has happened to other councils who have removed cycle lanes.</p>
358. Objection	<p>Object strongly</p> <p>1) This scheme is under utilised - hardly any cyclists using the cycle lane. Even the council says only 34 odd cyclists used it in a 12-hour period!</p> <p>2) This scheme is not needed - As shown by poor usage this is not needed because there is already an established cycle path parallel to this on London Street that is well connected.</p> <p>3) Closure of Sidmouth Street to traffic going out of town has increased traffic into Queens Rd, Kings Rd, Eldon Road, London Road. I</p>

	<p>used to take Sidmouth Street &gt; London Road &gt; Kendrick Road to get out of town and now I have to go into the Queens Rd traffic to get out of town adding to the congestion.</p> <p>4) Dangerous access to businesses and residents. I have to turn right into two busy lanes of traffic, crossing a two-way cycle lane to get out of the car park of my workplace. As the phasing of the Sidmouth Street - Queens Rd traffic lights have changed it is an accident waiting to happen. Thank god the cycle lane is not used much otherwise there will be lot of accidents. I have had at least two near misses where I had to turn right into Sidmouth Street's left lane of traffic with right turning lane stationary with cars flying to beat the traffic light to turn left. This is so dangerous, and I can't believe the council even approved this scheme let alone now trying to make it permanent!</p> <p>5) Added traffic congestion. Traffic waiting in congestion emit more harmful particles and this scheme has achieved just this</p> <p>6) wasted time/resources. Journey times have increased massively for drivers wasting time, money on expensive fuel and polluting the environment more.</p> <p>It is all good to promote the use of cycles but when you are taking twin children to be dropped before going to work cycling is not going to help is it? Also, the sky-high cost of buses for people makes it impossible for people even to consider public transport if a family is traveling together for work school. Lastly, new housing was sold to us with the promise of a bus and even a bus lane was included in the Mitford Field development. But no bus came. And no reliable or usable bus for school hence we have to use private vehicles. What Reading council is doing here is killing the town centre by increasing parking fares and making it so difficult for people to use vehicles in the town. You may well achieve killing the town centre for good at this rate</p>
359. Objection	<p>This arrangement provides an unnatural flow of traffic at a busy junction point. For those entering or leaving Horizons, there is a huge risk of collisions with cyclists/pedestrians and cars as there are so many options to consider. Crossing the cycleway to leave Horizons and access the junction is dangerous and often requires joining fast-moving traffic as they race for the lights. Turning into the driveway is also a risk as vehicles again are racing for the lights and do not anticipate vehicles turning before the junction.</p>
360. Objection	<p>I am a cyclist who works in an office on Sidmouth Street and cycles for fun at the weekends. In my view, the cycle lane provides no benefit to cyclists and I am even trying to avoid using it due to difficulties encountered.</p> <p>Once you reach the Queens Road junction you are stuck, you can't turn right or left on a bicycle without fighting with traffic. The only option is to get off your bike and try to cross using the pedestrian crossing. This offers no benefit.</p> <p>If I want to cross Sidmouth Street, the traffic is now too concentrated, and it is much more difficult.</p> <p>Now my wife and I try to avoid using Sidmouth Street when cycling as it is proving too difficult to navigate on a bike. It was ok before when traffic was two ways.</p> <p>Some days I prefer to walk to walk to avoid the scheme and have not seen anyone using the cycle lane, so it does seem a waste of time and effort and all it has done is to create extra traffic on other streets and make us avoid the area.</p>
361. Objection	<p>As a cyclist this cycle lane is pointless - it doesn't connect with other cycle lanes so it does not provide any real benefit other than a clear route down one of many busy streets in Reading. If you are coming down Sidmouth Street to Queen's Road you are forced to ride on the pavement as it spits you out on the wrong side of the road.</p> <p>As a car driver I think this cycle lane is dangerous. There are cars crossing the cycle lane to get access to side roads or premises and</p>

	<p>there is a risk of collision. I sometimes see young kids on scooters riding to school and think it will be a matter of time before someone is hit by a car.</p> <p>Usage is extremely low - how can you justify the disruption to traffic in Reading given its not fully utilized, particularly as there is a cycle lane one road over in Watlington Street which actually provides cyclist with safe passage over Queen's Road via a crossing.</p> <p>As a car driver, not being able to turn left in to Sidmouth Street from Queen's Road has added 20-30 minutes to my commute as it forces me to drive through Cemetery Junction and London Road - roads that are already highly congested and polluted.</p>
362. Objection	<p>The cycle lane causes issues entering and exiting the University College of Estate Management car park as you need to cross the cycle lane to access the car park. This causes issues with having to go very slowly and look very carefully behind you to cross it to enter. There is an increased risk of either getting rear ended when trying to turn into the office, as you have to look unnaturally behind to see if a cyclist is in your blind spot. Exiting the car park is also problematic as it makes it harder to pull out into the traffic safely.</p>
363. Objection	<p>1. My common route is through sidmouth rd - I hardly notice a cyclist which shows the lane is not utilised and being a waste of space</p> <p>2. From queens Rd, if i have to go on to london rd (and beyond) My next turning is London street &gt; Silver street &gt; Whitley street &gt; Christchurch rd - which is an over kill</p> <p>If the council wants to implement a cycle lane and disallow vehicle travelling between Queens rd and London rd. How about making sidmouth rd into two lanes (top to bottom) which at the end the vehicle either turns right or left. But also have a cycle lane on each side of the road (two ways).</p> <p>This will release some pressure and traffic on the far right-lane of London road.</p>
364. Objection	<p>I'm a cyclist and don't think its safe and basically not needed as there's a perfectly good existing cycle route which is clearly signposted just one parallel road away in Watlington Street, which I prefer to use</p>
365. Objection	<p>The bicycle line on Sidmouth Street is not really the natural way of traffic flow for the bikes (people riding bikes will be exposed at both ends to car traffic, and the route is not leading to any access road to the centre. Also, it increased the traffic on Eldon Road and London Road. Plus the traffic lights at the Sidmouth Street with London Road is almost ineffective now. Watlington Street it's a much better option for anyone cycling, and less dangerous too.</p>
366. Objection	<p>As a cyclist, I avoid this road. It's really dangerous, as the cars coming out of the side streets and school/offices are in a panic to get into fast moving traffic that is light controlled and do not look properly each way. The street is one way for cars, and two ways for bikes, and the car users just aren't looking properly. I use alternative routes on the quieter roads to cut across from Queens Road to London Road for my own safety. It is just a thoroughly unsuitable road for a two way cycle lane, and I don't think I'm the only cyclist avoiding it.</p> <p>As a car driver, the one way system also has caused a real pinch point for traffic. Everything is forced into the one way system and then you need to divert back around. It was so much better when you could turn from Queens Road into Sidmouth Street and onto London Road - now all the link routes are getting clogged up and with the cars manically flinging themselves out of the Sidmouth Street properties, I think it's an accident waiting to happen.</p>
367. Objection	<p>As a regular family of cyclists the cycle route in Sidmouth street route presents no advantage or enhanced safety for us. There is a better route that links to existing cycle paths along Watlington Street.</p> <p>The increase in traffic caused by the sidmouth street temporary closure has impacted the surrounding roads. This has had a detrimental effect on traffic flow, pollution and noise.</p> <p>Reading borough council need to revoke this temporary measure and spend the money elsewhere.</p>

368. Objection	I walk down this road on a regular basis and there is no demand for a cycle lane of this size here. To help ease car congestion around Reading, the cycle lanes should be lifted and two car lanes reinstated
369. Objection	It further reduces access to my house, which is already limited and forces additional traffic onto London Road which is already extremely busy. It is rarely used at all and the council failed to consult local residents at all. What a colossal waste of time and money.
370. Objection	This cycle line on Sidmouth street is absolutely useless! If somebody have time and stand there for 24hours, then would count cyclists use it on fingers of one hand. Another thing, it is very difficult for recycling lorries to make right turn from Greys Court, when car are parked on opposite sides. And at last not least, it's a nightmare for emergency services because of those pillars in the middle.
371. Objection	Highway Code breaches and speeding by cars and motorbikes need to be managed and controlled first. Without these people will not be encouraged to cycle.
372. Objection	Since the introduction of the cycle lane it has not been widely used and is a waste of money. As a result of the closure to vehicles traffic has been forced to use London Street which has caused more congestion on this road and long delays. This in turn has caused more pollution due to cars queueing for longer and thus the scheme has increased pollution levels not reduced them. Cyclists can already use London Street as it has a bus/cycle lane so the added lane in Sidmouth St is not needed. There is sufficient space on Sidmouth St for cars and cycles given the relatively low levels of cycles so to ban cars is unnecessary and just adds to congestion on London St. Lastly cars wanting to access Kendrick Rd are now forced to drive all the way to the top of London St adding upto 10minutes to a journey due to the congestion. Most of the cycle lanes to date are relatively unused and adding more is an unnecessary expense. With the recent change to the law stating that cyclists can now cycle in the middle of lanes cycle lanes are now not required.
373. Objection	I regularly pass the area and rarely see a cyclist using the cycle lanes. I always see vast traffic jams surrounding the area which are partly due to the road not being available for cars due to the cycle lanes.
374. Objection	I object to the cycle lane on Sidmouth Street. This is not used by cyclists and should be a two way road again. Absolute waste of money and decision that someone needs to lose their comfy council / highways job over! Ridiculous road. I was in a queue of traffic on that road and an emergency vehicle was having trouble getting through due to the countless bollards that some idiot decided was a good idea....
375. Objection	Should make it one way both sides for vehicles travelling south
376. Objection	No comments provided
377. Objection	Sidmouth Street is NOT a safe cycle route north-south across Reading. Consider as an alternative the connection from Redlands road alongside Royal Berks - the obvious onward route here is directly across London Road and then into Watlington Street (this is currently assisted by the pedestrian crossing on London Road).
378. Objection	Looking at studies this cycle route is hardly used and it has been observed that more cyclists use the road rather than the cycle way. Stop wasting more of our council tax for un needed and under used projects. how on earth can you justify this cost for something that is hardly used and not used by the majority of cyclists. Traffic in Reading is bad enough and this road now closed to cars has made things even worse and moved all the pollution to other

	<p>areas.</p> <p>The road network in Reading is just not suitable to cycle lanes. You need to think where cycle lanes can go without taking up existing road space that was there first and been utilized.</p> <p>Sidmouth Street Cycle Lane needs to be removed with minimal cost involved as the council is strapped for cash and money can be spent in better places.</p> <p>I am fed up with Council tax going up every year and you spending our money is stupid under used projects.</p>
379. Support	<p>I support the dedicated cycle lane. As a cyclist I always prefer to use dedicated cycle lanes as opposed to sharing the road and riding in the gutter next to cars.</p> <p>I have a child's seat on the back of my bike and feel safer when riding in dedicated cycle lanes.</p> <p>I would hope for more in and around Reading.</p> <p>As a side note, just because a cycle lane is there, doesn't mean the cyclist has to use it. I know some people who prefer to cycle on the road with cars but that shouldn't mean all cycle lanes are removed.</p>
380. Objection	<p>The current cycle lane is hardly used, causing huge traffic congestion from the offices, homes and hospital and NHS sites situated around this heavily populated, main artery road area.</p> <p>Absolutely ridiculous to give half of the road over to cyclists where the pavement could be utilised instead and motorists, who are already penalised by limited space for movement and pay high cost taxes for using their vehicles, are treated like second class citizens.</p>
381. Objection	<p>I object to these plans as they seem a complete waste of money. Also the traffic congestion along London road has been made worse since Sidmouth Street has been closed. This also leads to more pollution as traffic has to go miles out of the way to get to Kendrick Road.</p>
382. Objection	<p>The cycle Lane is unnecessary and underused. It causes more problems than it solves.</p>
383. Objection	<p>Reading town Centre was designed to naturally promote and nurture traffic jams and gridlocks, there's no need to augment that with additional closures.</p>
384. Support	<p>It's great to have proper cycle lanes esp in that area.</p>
385. Objection	<p>I work in the UCEM office on the corner of this cycle lane and can honestly say it is the most dangerous (for drivers) and underused (by cyclists) cycle lane I have ever come across. The bollards in the road make it an absolute nightmare turning right into our car park as you have to practically get your vehicle at an almost straight 90 degree angle to the lane you are in, manoeuvre round the bollards so as not to hit your wheels against them whilst looking over your shoulder both ways to ensure no cyclists are going either way up or down the cycle lane. (Just in case you should ever come across one). In fact the other day whilst in a meeting room on the ground floor of the UCEM building I actually commented "Oh look there is someone WALKING in the cycle lane, still at least it has been used by one person today". Getting out of the office is even more dangerous as you have to straddle both lanes of the cycle lane until some kind of motorist eventually lets you in. If you live or have to access main roads on the Eastern side of Reading to access the A329 you then have to sit in traffic to follow the one way system, therefore adding to congestion, whereas before you could turn left out onto Sidmouth Street then go via Kendrick Road and Christchurch Road into Earley that way. Why this was ever introduced is beyond me - during the pandemic there were virtually no cars on the road anyway so why this ridiculous cycle lane was given the go ahead words fail me - especially as it goes nowhere and links up to nothing. There is a perfectly good cycle lane already in place down</p>

	Watlington Street so there is no reason to make the one in Sidmouth Street permanent - you should actively be encouraging cyclists to use that one. I suggest you remove the cycle lane in Sidmouth Street before the winter sets in when it will leave both a cyclist should one ever decide to use this cycle lane and employees entering our car park at serious risk of an accident.
386. Support	We need more bike routes all across Reading to encourage bike use and reduce the sheer amount of cars in our roads.
387. Support	cycling to work/school will be easy on a dedicated cycleways. my kid (6yo) is not ready to go on the road, and I found I am neither on busy ones, also I understand pedestrian who complain about cyclists because there is not room for all (and some cyclists are very rude).
388. Objection	The dedicated cycle lane on Sidmouth Road should be removed. Personally, I have never observed it being used in either direction. Additionally, the closure of this road fin Queens Road to London Road means additional traffic at the junctions around Eldon Road and RBH as cars are forced onto a longer route. While I support the use of cycle lanes in general, this section does not appear to work and should be removed.
389. Objection	<p>Providing better cycling provision in Reading should be a priority, but so are the ability for citizens to move around the Borough by foot and by vehicle.</p> <p>Sidmouth St is the single biggest bottleneck in the horrendous IDR model. At a guess, benefiting ten or so cyclists a day in favour of maybe five thousand motorists and their passengers makes no utilitarian sense. Reading Council is hated and this would make them even more hated.</p> <p>I live in Kenavon Drive, so my only way home from the South is to use Sidmouth St</p> <p>Reading is so unfavourable to cycling that our only cyclists are involved in food delivery and almost all use footpaths rather than roads.</p> <p>And what about the many more people using illegal electric scooters !</p> <p>This lane should be used to channel more traffic from London Rd to the Queens Rd roundabout and London Road.</p> <p>Or, better still, London Road and Kings Road should be made two way (and therefore Sidmouth Street would be two way again).</p> <p>Reading was simply designed to be for cars and the only remedy for this would be to radically redesign the IDR and the rest of the centre, which presumably would cost billions.</p> <p>But of course, a tick box will prevail over common sense and any empirical evidence.</p> <p>Why do I bother writing this ?</p>
390. Objection	No comments provided
391. Support	I think it's great to set up more cycle schemes. I am resident in the flats in [REDACTED], I drive a car regularly. It's reduced the traffic flow. I have used it and seen other cyclists use it. It's redirected my driving route home, but I am used to it now, and happy.
392. Objection	I oppose the cycle lane in Sidmouth Street. I have not noticed an increase in cycle use but have found extra traffic disruption on London Road as a result.

393. Support	The Sidmouth Street cycle lane is a great addition to the transport options. It connects existing cycling options on London Road and along the river Kennet. It also reduces the flow of traffic through Sidmouth Street, which is of course still substantial. I commend the council on this initiative and hope that there will be a bigger, more connected cycling network soon.
394. Objection	We object the proposal for the cycle lane, as I use this road on a weekly basis and have not once seen a cyclist using this stretch of road. It takes longer to drive all the way around, especially when I only have to go down to Sidmouth Street and cut across to queen's road.
395. Objection	Closing this road has brought about more traffic. To be honest I have never seen a cyclist using this road, There was a time in Reading when traffic used to run very freely. Since the one way systems have come about I do believe this has been the cause of traffic build up.
396. Support	The Sidmouth Street bicycle lane is very nice in that it is the only one where I actually feel safe while cycling. However, it is currently difficult to connect to the other lanes in the network, which I believe leads to it being underused. This in turn can make it look like it is necessary. While I use the lane almost daily, I am sure that more people would use it regularly if it were connected to the network. The additional reason for why I am in favour of keeping the Street traffic one way is that it makes the west section of London Road less busy (otherwise more cars were coming up through it to get to the Oracle etc.). Hence, I very much support making the cycle lane permanent and, in particular, the work on connecting it more with the cycle network.
397. Support	During the week I make daily use of the Sidmouth Street cycle lane as part of my journey cycling (bicycle [REDACTED]) [REDACTED] from Caversham to [REDACTED]. When the lane opened it was a real plus for the journey, with only a couple of other parts of the journey now remaining hazardous (negotiating the railway bridge roundabout and the section of Shinfield Road leading up to the [REDACTED] for instance). I am also a car user, but as a family we have dropped down to one vehicle and choose to walk and cycle whenever possible - Reading doesn't have enough road space for all the cars using it. More dedicated and safe cycle routes need adding across Reading to get people out of their cars...the more routes there are (and particularly joined up routes) the more people will feel comfortable using them...cycle lanes also need repainting more often as too many are faded. When heading north down Sidmouth Street, sometimes the traffic is too heavy to cross easily into the cycle lane. There can also be a long wait before the lights change when heading south. On several occasions there has been broken glass in the cycle lane which will deter cyclists from using it. I would also encourage a more progressive approach to the use of escooters in Reading and on cycle routes like this as it can really help to reduce congestion
398. Support	support the continued use of road space for segregated cycle lane, just need more attention to the start and end of the route to make it safe to use
399. Objection	Never seen a cyclist using it. Have seen cyclist using the road next to it
400. Objection	It's better for two way road. No one uses cycle lane there. Waste of space and time. If this lane stays more pollution as traffic has increased since this new cycle lane was introduced.



401. Objection	As both a driver and a cyclist using these roads that cross between London road and Queens Road in both directions daily, I can see zero benefit to this cycle route which only serves to push more traffic into the remaining, already inadequate routes. Trying to turn right out of Eldon road into London Road is a nightmare. There's now more traffic on this route to then turn back down Sidmouth Street and all the cars are sat stationary with engines in, creating more pollution. Barely any cars obey the yellow hashed lines at the Eldon road/London Road junction so the traffic is a lot a standstill.
402. Objection	Having the road as a cycle lane will cause a lot more road traffic in the one way system.
403. Objection	The cycle lane is literally no use if it's not supported by a wider cycle network. As such the path is under used and causes frustration for motorists on a very busy, congested section of Readings roads as it takes up space they could use. The smart thing would be to make Sidmouth street two lanes for cars, remove the permit parking on that road which is literally never used, and have a regular cycle lane north towards queens road, and a protected section of cycle path coming south toward London road.
404. Objection	It's a total waste of time. I travel along that route daily, never is it used
405. Objection	No one uses it, the one way system in Reading is a joke,
406. Objection	This current lane is little used, better as a road
407. Objection	No use of the dedicatee cycle lane Please the road for general traffic and can introduce a cycle lane It will increase the congestion
408. Objection	Hardly used, better to slow cars back
409. Objection	The closing of sidmoth street has caused london street to be choc a block and it takes ages to get up london street. I have hardly ever seen a cyclist use sidmoth street anyway. Also the addition of cycle lanes to Whitley street and Christchurch road by the queens head causes the traffic to back up unnecessarily. Reading needs cures for traffic congestion not extra restrictions adding to it.
410. Objection	The cycle lane does not seem to be used to its full potential bit like most of the cycle lanes across Reading. In all the years I've driven down Sidmouth Street since it was changed I gave not seen 1 cyclist
411. Objection	There must be wider consultation and assessment of wider impact on joined up areas. The wide use of escooters/ ecycles can't be ignored, and the impact on pedestrians and people with visible and hidden disabilities. Thank you
412. Objection	There are two cycle lanes already in the vicinity and no-one uses the current one
413. Objection	I used to use Sidmouth St in both directions twice a day during school drop off times. After the cycle lane was introduced I still used it but only in one direction. In all that time I only saw a cyclist using it two or three times. That's in total, not each day. Lovely idea for the cyclists but it just doesn't seem to be used, whereas it's very inconvenient for drivers.
414. Objection	There are already too many cycle lanes in Reading. I go past that lane regularly and to date have never seen a cyclist use it.

415. Objection	<p>This was a temporary scheme during covid when mainly families or some people used but but not frequently used enough to keep this area is busy for motorists coming from London Road to link to other area &amp; has caused lots of traffic build up in that area the council had blocked off the whole side of the road instead of making a small cycle lane this has impinged immensely on traffic &amp; needs to be taken away to enable traffic to flow through there it was also an easier back route to get to the hospital instead of going all the way around London road or up silver street they even blocked off getting into wstlington street I strongly suppose this</p>
416. Objection	<p>I drive daily to [REDACTED] and since the closure of this side of Sidmouth Street I've experienced increasingly dangerous situations as a result of being unable to use this route. Being shunted further down King's Road creates a challenging bottleneck, causing drivers who do not want to wait in the right-hand lane (waiting to turn right into Eldon Road) to drive quickly up the middle lane and cut in, often aggressively, in order to access Eldon Road. The often exceptionally busy crossroads (at the Walker Funerals junction) causes those drivers wanting to turn right out of Eldon Road onto London Road to have to drive on the wrong side of the road to reach the traffic lights, such is the volume of traffic waiting to go straight across into Craven Road.</p> <p>The queues of traffic which back up at the King's Road/Watlington Street intersection frequently causes hold-ups for emergency vehicles, particularly ambulances coming from the RBH. When we could bear right into Queen's Road and then turn left up Sidmouth Street, that did not happen.</p> <p>I never see cyclists using Sidmouth Street, whether in the morning when I cross the top of the road on my route to Kendrick Road or in the evening when I turn on to Sidmouth Street from South Street. It has been a pointless scheme which has well outrun any usefulness it might have had during the pandemic. It has caused increasing traffic chaos on King's Road and Watlington Street, leading to dangerous manoeuvres and, on occasions, accidents.</p> <p>Pease make Sidmouth Street two-way for cars again.</p>
417. Objection	<p>I have never seen a single cyclist in the cycle lane in Sidmouth St.</p> <p>I support cycle lanes and safe links for vulnerable cycle users but it is a complete waste of money here.</p> <p>Where exactly are these cyclists coming from and going to? The lane dumps cyclists out onto two busy roads.</p> <p>It is a complete waste of money here.</p> <p>Have you conducted a survey to see how many people use this on a daily basis?</p>
418. Objection	<p>I frequently travel through Sidmouth street both on foot and by car.</p> <p>I have never seen the Sidmouth street cycling route used by cyclists. On the opposite, it restricted flow of traffic through central Reading unnecessarily. As a keen cyclist myself, I can see many much better ways to spend council money on actual cycling paths in and especially around reading, and I believe any available money should be spent improving cycling along Kings road or queens road or IDR or one of the other central roads in Reading, or making good cycling provisions along A4074.</p>
419. Objection	<p>I've never seen a bike on this route.</p> <p>I've waited at the traffic lights hundreds of times, wondering why they are needed</p> <p>The REAL issue for cycling in Reading is what happens after you cross the bridge from Caversham. There is no cyclist route that doesn't risk death or injury on a lethal roundabout</p>

420. Objection	This is not being used by cyclists. I use this route everyday several times a day for my job, all it has done has created congestion on the london road, it would be better if the traffic light on london road to the right turning into sidmouth was on a permanent green and then if a cyclist came up that road it would change to red otherwise traffic is stopping g for no reason polluting the area. All this has done is cause more pollution with traffic having to go further and people sitting in traffic.
421. Objection	No comments provided
422. Objection	I object as I use Sidmouth street 5 to 6 times a week I have never see a cyclist use this route. I believe the reason this cyclist route was created was for cyclist to utilise it - this objective has not been fulfilled. Rather the traffic has increased around Sidmouth street- with no benefit to cyclist.
423. Objection	This is a waste of money, which would be better spent on educating cyclists to use the road correctly. Most of them have no idea whats in the highway code and how to ride on them with their own safety in mind and consequently other people too. Too many of them cycle through red lights, on pavements etc. They expect vehicle drivers to have eyes everywhere and dont take into account pedestrians or horse and riders. Spend the money on educating cyclists to ride on the road.
424. Objection	No comments provided
425. Objection	I have seen no evidence of cycle use in the Sidmouth Street cycle lane. It doesn't appear to be of any benefit in encouraging cycle travel from south Reading. Watlington Street seems to be a much better route option to encourage more cycle use.
426. Support	I both use this link and strongly support its retention as an important link in any north/south cycle routes through Reading. It provides for a safe and easy route when heading south across the busy multi-lane London Rd and links up easily on a quiet road, South St when crossing Kings Rd from the north. It may not currently attract much use but having such options available are essential if more cyclists are to be encouraged to use bikes when commuting/accessing central Reading.
427. Support	It promotes active travel
428. Objection	Waste of time, more traffic being directed
429. Objection	Absolute madness. As a cyclist and a driver I appreciate we need more of a cycle network around town but this is not the answer. Complete waste of road use. Perhaps a middle cycle route going both ways. All the time driving down the road I've not ever seen a bike on it. Just a waste of money & resources in my opinion.
430. Objection	It's in the wrong place & under used/rarely used - most people use Watlington Street because it links up better with other cycle routes. This is just a nonsense & forces traffic up London Street - it should be reopened
431. Neither Support nor Object	As a cyclist, I prefer to use the Watlington Street cul-de-sac between London & Queens Roads for a similar journey. It connects London Road, which has a cycle & pedestrian crossing near the RBH, to a cycle & pedestrian crossing on Queen's Road; from there I join the Kennetside cycle path. The approach to and exit from Sidmouth Street have few of these safety features. Watlington Street cul-de-sac should have a defined and resurfaced cycle path; doing this would (have been) less expensive than what was done on Sidmouth Street.

432.	Objection	No one uses cycle lanes so don't waste our money. When it is compulsory for cyclists to use them, then build more
433.	Objection	The connecting London Road has some of the most significant breaches of speed limits I have seen. I would not cycle in Reading due to the associated dangers.
434.	Objection	I have never seen a cyclist use those cycle lanes. It truly annoys me that motorists have to make a detour via London Street in order to go to Kendrick Road or have to go up London Street and down South Street in order to get to the east side of South Street and to Greys Court. So much for trying to reduce air pollution.
435.	Support	No comments provided
436.	Objection	Since the introduction of the scheme I have not once seen a single cyclist using it. Therefore the only thing it can possibly be doing is causing cars to take a longer journey than they previously would and from that, they will be producing more fumes/emissions.
437.	Objection	Safety 1 - I have nearly been rear-ended a lot of times turning into office carpark, because drivers think i am turning at traffic lights but i am slowing down to do a tight right turn plus looking both ways for pedestrians & invisible cyclists. 2 - Leaving office carpark i need to turn right & then left at traffic lights, which means i need to cross footpath & cycle lane always looking both ways then waiting for drivers to let me out. But some times when they do i block they lane until drivers in the left lane let me out. Which dose not help with CO2 levels 3 - It's not good for large delivery vehicle because they need to block both lanes to reverse into carpark & tying to look both ways for pedestrians plus cyclists .
438.	Support	Safety for cyclists. Green agenda is going to grow and we need to encourage same
439.	Objection	Objections I drive down Sidmouth street, every day to go to work, (5days a week) to this day I have not once seem any one using the cycle lane! I find that having the road a one way, system for cars corses a lot more traffic. Specially in the evenings. As there are so many cars going up the Kings road and Eldon road, then this can corse the London road to get very busy also!! I would say, with this extra traffic it easily adds a good 15mins to my journey home. Even the last few weeks, where it has been school summer holidays, the traffic around these areas are just as BAD! It can easily take me about 10/ 15min, just to get from the side of the old prison/Fordury gardens, to the bottom of Eldon road, with the amout of traffic.
440.	Objection	I have to drive down this road multiple times for work and leisure and have not seen any real number of cyclists using the cycle lane. Reading has a problem with traffic, not bikes, so opening the road back up would be more beneficial
441.	Objection	I object to making the cycle Lane permanent. I used to use that side of Sidmouth Street a lot as my car park for work is in East Street, opposite Kendrick School. You can only get to it from London Road as it is a one way street. To get to the car park from town I have to go all the way down to Eldon Road and then London Road. This is causing more congestion on London Road. Also I have yet to see a single cyclist use the cycle lane so it seems very unfair.

442. Objection	I object to this as blocking the road has caused motorists to go down Eldon Road then on to London Road. This has caused more traffic congestion on London Road which makes no sense. And also I don't see any cyclists using the lane so what was the point?
443. Neither Support nor Object	I cannot comment on the usefulness or otherwise of making this particular stretch permanent, but I do support the development of an integrated cycle network within and connecting to routes outside of Reading, particularly if it separates cyclists from pedestrians - all strategic connecting cycle routes throughout Reading should look to remove the hazard of joint pedestrian/cycle pathways by physically separating the route or providing sufficient space for all non-car/vehicle users. Attracting car users to greener options such as cycling will not occur unless there is a sense of safety and benefit to doing so.
444. Support	I would like to see more cycle lanes across Reading. Encouraging cycling for cost, health, and environmental reasons, by making it safer and more convenient, would be a fantastic use of public resources.
445. Neither Support nor Object	I am a cyclist, and I have never used it. I travel through Reading to go to Wokingham occasionally. On those occasions I have never used this. The streets to the East link better to Redlands Rd and are very quiet in terms of traffic. It does not start/finish you in a place that you would want to cycle from. I think that would be true even if it was better connected. As a cyclist I would like to see 20mph zones in town and segregated cycle lanes. I should, therefore, think this is a good project. However, I have never used it and that speaks volumes. I cannot see how I would use it unless some major roads are converted into segregated bike lanes. If that is the case then I think you have to tell the residents what those plans are. I really questioned if I should object, and the reason that I did not was because it sends the wrong message on cycling infrastructure. I would not be in favour of this suggestion without clear evidence as to what exactly is being planned in the future to link this route to other routes. Alas as a stand alone route I think it has little to no value.
446. Support	Cycling must be supported if Reading is to become a modern-forward looking town. Sidmouth street cycle lane provides a vital transport route for trips to and from south reading into the town centre in an area otherwise completely dominated by vehicle traffic. Local air quality will also increase and encourage further cycling, reducing traffic from Reading's chronic over-reliance on vehicle transport.
447. Support	I support the proposed cycle lane as this will help to reduce the reliance on vehicle use in reading, promoting active transport and improved air quality. As a non car owner I rely on readings (excellent) bus network and cycle lanes. However traffic levels in reading make cycling intimidating so anything that reduces traffic and makes cycling easier and safer would be beneficial.
448. Objection	Converting that road into a giant cycle lane is possibly one of the worst uses of council funds I have ever seen. I have never seen a single person using it and it's far too wide and blocks what was once a very useful vehicle lane. An absolute waste of time and resources.
449. Objection	I have never seen a cyclist use this cycle route
450. Support	The allocation of space for cycling and pedestrian users on Sidmouth Street has been a great example of how a small measure has the potential to have a huge impact, if this road can receive additional cycling and walking network improvements at either end as part of the LCWIP delivery it will create the kind of ambitious infrastructure that Reading needs to encourage more active travel. I use this route to access the rear of my office on London Street and this is a nice road to finish my commute along.

<p>451. Objection</p>	<p>I wholeheartedly object to the two-way cycle lanes on Sidmouth Road becoming permanent. I'd like to share a little context for how I'm been impacted negatively by this project. I work for UCEM at Horizons and due to inefficient public transport links to Reading from my home I commute by car. This means that due to the cycle lane structure I must turn right across two-way cycle lanes into the car park. Then when leaving I have to cross those two cycle lanes to join quite close to a busy junction which is often unable to sufficiently progress through the traffic lights due to traffic on the Queen's Road. The first time I entered and left Horizons I was flabbergasted at the setup of crossing the cycle lanes and having to look behind me for oncoming cyclists which is dangerous at the best of times but could be deadly in the winter when its dark if a cyclist wasn't properly lit. Luckily for my peace of mind (though I imagine not so much for the taxpayers of Reading) I quickly realised that the cycle lanes are hardly ever used. I still check every time of course, but I'm less worried I'll miss something. I also feel that I'm not causing a true obstruction if I block the cycle lanes when leaving as I've yet to be in the way of a cyclist in the last year of having to make that turn. I'm also concerned that every time I need to turn into the car park I am going to be rear-ended after having been honked at several times despite indicating I'm turning right. Because that lane is a right turn lane onto the Queen's Road anyway, my indication may not be clear to the person behind me that it is for the car park and not the main junction. Given that it takes a little longer to be sure it's safe to turn and no cyclists are coming from behind me - this is an increased risk to what it would normally be with just oncoming traffic on a two-way road.</p> <p>I'm not an expert on Reading roads, but it seems to me that this isn't the best solution. I would think the cycle crossing at Watlington Street makes Watlington Street a much more natural choice for this type of cycling infrastructure and given it's not a through road for cars to Queen's Road a much safer option for the more vulnerable road users.</p> <p>The fact that I've rarely seen a cyclist use the lane shows that it's a disproportionate risk to undertake for very little benefit to anyone. I know that UCEM has provided evidence of the low usage of the cycle lanes and I suspect the council has its own data which shows this as well.</p> <p>Also for those in petrol and diesel vehicles, the amount of time waiting for traffic or driving around the one way system must be increasing the pollution of the area which isn't good for either pedestrians or the environment.</p> <p>To summarise, I disagree with the proposal to make the cycles lanes on Sidmouth Stree permanent mainly because there is an increased risk of a traffic incident at the entrance to the Horizons building car park which would endanger cyclists, drivers both leaving the entrance or on Sidmouth Street, and even pedestrians on the footpath next to the cycles lanes. I just really can't understand the justification for keeping the cycle lane set up as it is now as I frankly can't see any benefits to anyone driving, cycling, or walking in that area. I do hope this doesn't become a case of a council being too afraid to admit they got it wrong and continuing to endanger lives and property instead of rectifying it.</p>
<p>452. Objection</p>	<p>This scheme was introduced during Covid-19 where alot of people were furloughed, working from home or not working at all due to this traffic on road was 0% and only key worker were allow to travel, at that time it was OK to have cycle lanes as no traffic and people were encouraged to do exercise walk cycling. Now everything is open back to normal same road same traffic well even less lanes due to alot of new addition of cycle lanes which builds up so much traffic and takes long to work or get anywhere else. Due to this car lorries stay idle while engines running which creates more pollution which isn't great for environment. Sidmouth Street is</p>

	crucial to by pass long turning so making it back to normal for all traffic would be great. Cyclist are always welcome to use roads and every vehicle respects theirs space so please do consider all roads back to normal. Thanks
453. Objection	No comments provided.
454. Objection	<p>I regularly use Sidmouth Street and since this road has been blocked I, for one, have NEVER seen any cyclist using this "cycle lane" Yet cars are now forced along Eldon Road and London road because of it , creating more traffic &amp; pollution. (not to mention the inconveniece of being forced to take the long route round). How is that helping the environment? Furthermore, cyclists do not contribute to the upkeep of the roads like car drivers do through tax so why do they get preferential treatment? Perhaps you should set up a register of bike users and charge them for use of the cycle lanes and reduce the tax to drivers! For better environmental impact you need to stop creating traffic 'bottlenecks' by closing roads which enable the traffic to disperse .</p> <p>Your policy always seems to consist of herding cars into one way systems then creating lots of cycle lanes to look like you are doing something. It is a waste of valuable tax payers money. These cycle lanes are empty 80-90% of the time even though 90% of people actually travel by car. I have nothing against cyclists but why should I be inconvenienced and then have to pay for the enjoyment of the few?</p> <p>Maybe you should consider making a greater contribution to subsidising bus fares instead to make them much cheaper instead. This would reduce car numbers and pollution more effectively, as people who really don't need to use their cars would leave them at home and travel by bus. That would probably cost less and be quicker to implement.</p>
455. Objection	<p>This initiative was over-enthusiastic and did not account for ALL road users... in fact, as a cyclist I feel this went far too far and alienated other road users resulting in negative reactions from them.</p> <p>The proposal ignores the need for all road users in favour of cyclists and this is unacceptable.</p> <p>The number of cyclists using cycle lanes is very low as people in this country do not utilise cycles due to weather, time constraints, destination distances, children, luggage etc.</p> <p>All of these considerations demand that vehicle drivers are FULLY considered positively and included in all road use decisions. I cannot support the proposal as is, and this is yet another opaque RBC anti-car initiative that brings the cycling community into disrepute.</p> <p>ALL road users must be accommodated FULLY relating to the manner in which they CHOOSE to travel (forcing them does not work and RBC is very very late to this fact).</p>
456. Objection	<p>1) It's an accident waiting to happen. I turn into my place of work in the car, firstly trying to avoid being hit in the back of the car from other vehicles behind me who believe I am turning onto Queen's road rather than the office carpark, secondly as its such a right angel turn, it causes a blind spot in my wing mirror for any cyclist coming down Sidmouth Street (especially if they have just come from South Street). We are very fortunate at the moment as its hardly used, but if what has been mentioned in the proposal this will link up with other network, let me give the warning now, cyclists will, I believe by accident, be hit by cars turning across it, this is a very big health and safety issue. (I will be informing insurance companies if an accident happens to any members of staff that this was pre-warned to you as the council, as it is impossible to clearly see to the right of you as you turn in, the blind spot is impossible to cope</p>

	<p>with at the same time as avoiding being hit by a vehicle behind, especially large lorries!)</p> <p>2) Its hardly ever used as shown in the survey results and apparently there is a parallel cycle route that is used a lot and it is shown on the cycle network routes, so why have this one? Why not connect any new routes to that cycle road?</p> <p>3) It is not easy turning out of the carpark now onto Sidmouth Street, to be truthful, I use to turn left out of the carpark rather than try and get out turning right, even though the left turning would mean it takes longer to get home.</p> <p>4) Put in KEEP CLEAR across the road outside UCEM's carpark entrance.</p>
457. Objection	It seems a waste of money and space. I have never seen anybody use it, and it is not accessible from the cycle way along the Kennet.
458. Objection	I have never seen a bike on it, we do also have cars in this town, turn it back to a road
459. Objection	The cycle way is very underused. I have yet to witness a single cyclist on it when I drive by which I do regularly
460. Objection	<p>Since the cycle lane in Sidmouth Street has been in operation, at no point have I seen it being utilised at a level I would consider appropriate for it to become a permanent fixture. Without adequate usage, it seems far more sensible to make Sidmouth Street two-way for vehicles once again. My workplace is on Sidmouth Street and access and exit from the car park has become very dangerous since the introduction of the cycle lane. You must cross the cycle lane to access/exit the car park, and whilst it is rare that a cyclist may be approaching, you must almost stop to check it is safe to proceed. With the traffic only flowing one way down Sidmouth Street it travels at speed, and it is very dangerous to slow down, and even when indicating appropriately other road users make the assumption that you will not be slowing to access a commercial or residential property. I know my employer has previously contacted RBC about the challenges the cycle lane presents, as well as providing evidence from their own independent survey to illustrate just how little the cycle lane is used. I would urge you to reconsider and once again open Sidmouth Street to traffic both ways. It is much safer to exit my workplace by turning left up Sidmouth Street, than having to turn right and cross multiple lanes of traffic. It also opens up another route for those travelling out of Reading and avoids directing unnecessary traffic towards the town centre.</p>
461. Objection	Not ideal THIS close to RBH.
462. Objection	<p>I've never seen a cycle using the road !</p> <p>What a waste of time and money.</p>
463. Objection	<p>I object. I need access to Horizons and I believe the current arrangement results in danger to the public with vehicles turning across a two-way cycle lane. I really worry about the increased risk of either getting rear ended when trying to turn into our offices, as we have to look unnaturally behind to see if a cyclist is in my blind spot.</p> <p>Usage is extremely low and disproportioned to the amount of vehicle traffic.</p>
464. Objection	<p>In all the times I have driven down this road I have only seen one cycle using this road.</p> <p>It is a waste of money and causes traffic issues on Eldon Road.</p>
465. Support	Any extension to available cycle routes in Reading is to be welcomed. The Sidmouth Street scheme has provided a useful cycle route but also made it much easier for pedestrians crossing busy Sidmouth Street, and eased vehicular access from both sides of South Street; this junction was the site of many accidents before the cycle lane was installed.



466. Objection	I object! It is a waist of one side of the road, which was very regally used by cars and is now an unused cycle line. I have not seen this lane, being used by cyclists. This road is not a busy cycle root at all. I see more bikes on the road and pavements, in the surrounding areas!
467. Objection	<p>OBJECTION.</p> <p>My own observations are that the east side of the carriageway in Sidmouth Street is little used by cyclists, and the continued prohibition is detrimental to the motorist in their efforts to travel around Reading.</p> <p>A simple cycle lane of normal width as used in other areas of the town, viz George Street &amp; Reading Bridge, would be adequate, and would facilitate the usage of the road in both directions for all road users.</p> <p>It's increasingly obvious that there are those members with an agenda that is anti motorist, and that needs to be curtailed before we are subjected to any further nonsensical plans like the Gosbrook Road/Prospect Street/Westfield Road farce, and that was on its second attempt at chaotic management!</p>
468. Objection	I walk this route at 8am daily and the road was always busy with traffic which had now moved to surrounding roads. Most days, when I walk up at 8am and down at 4.30pm I probably see 2, maybe 3 cyclists. It's clearly not being used to maximum capacity.
469. Objection	<ul style="list-style-type: none"> <li>• Increased risk of a collision involving a vulnerable road user as a result if the new scheme.</li> <li>• The current arrangement results in danger to the public with vehicles turning across a two-way cycle lane.</li> <li>• The impact that the scheme have had on access to Horizons (UCEM)- <ul style="list-style-type: none"> <li>o Increased risk of either getting rear ended when trying to turn into our offices, as having to look unnaturally behind to see if a cyclist is in your blind spot</li> <li>o Inability to leave our building and get across the cycle way and into fast moving traffic trying to beat the lights – made even worse now phasing is not together</li> </ul> </li> <li>• The level of diversion that is now required not just for the traffic associated with the UCEM but also general traffic in the area</li> <li>• Increased amount of time wasted sitting in traffic or having to go round the one-way system causing increased air pollution – idling traffic been proven to create 29 times more harmful pollution particles than free flowing traffic</li> <li>• Existing established, safe segregated cycle route that is on two of the national cycle routes (NCR) just one parallel road away in Watlington Street that links to the toucan crossing and gives safe passage across Queens Road and onward connectivity.</li> <li>• Usage is extremely low and disproportioned to the amount of vehicular traffic - RBC have said that this is the catalyst of more planned routes, so are aware there is low usage, and this is the contentious issue</li> </ul>
470. Neither Support nor Object	If you want to do something useful with Sidmouth Str, make Two full lines going down and a small cycle line in one side and the traffic lights on the bottom of the Str, move them just a bit to left, the left line can go right or left and the right line only right and no traffic light on top of the Str. Like this you will have a traffic flowing like never before.
471. Objection	The cycle lane is simply not used. I observe and walk along Sidmouth Street [REDACTED]. I see around 5 cyclists each week; some of them are not even using the cycle lane, they are using the road (North) or the pavement. Currently the lane is literally a road to nowhere.

	<p>In the meantime, the road closure is increasing vehicle congestion and pollution, causing 200+ residents who live on the South East side of Sidmouth Street considerably longer journey times home when travelling from the West (as they are now forced along Queens Road, Kings Road, Eldon Road and London Road in order to access Sidmouth Street from the South. It also causes delays in ambulance services, forced to navigate through a single lane of traffic, and increases noise pollution.</p> <p>The cycle lane will be a key part of the overall cycle routes strategy - ONCE THEY ARE ALL INSTALLED. By all means close Sidmouth Street to traffic AT THAT POINT. Until then, the cycle lane serves no purpose other than to demonstrate the abstract ideology of the Council - rather than the current needs of its residents.</p>
472. Objection	<p>I commuted by bicycle to the town centre 4-5 times a week before Covid and about once a week since then. My route into town is past the university and/or hospital using either Redlands Road or Kendrick Road and ending near the Oracle. Approaching town from Redlands Road there is already a very safe and convenient access route into the town centre via Watlington Street. Approaching from Kendrick Road provides a more direct albeit slightly more challenging route via East Street/South Street/London Street.</p> <p>My preferred route is via Redlands Road and then using the crossing near the RBH on London Road, Watlington Street, crossing Queens Road at the lights and along the short but very useful segregated cycle path which connects to Kennet Side. The one previous drawback of this route was drivers using Watlington/South Street as a rat run in the afternoon peak, and speeding towards you through the parked cars on both sides of Watlington Street. However the junction with South Street was closed to motor vehicles a few years ago: a very simple and relatively low-cost change that made a big difference. Watlington Street has been a fairly pleasant section of my ride ever since and is probably where I see the most other (non-Deliveroo!) people cycling, so I don't think I am alone in favouring this route. Its popularity contrasts with the apparently very low use of Sidmouth Street.</p> <p>Kendrick Road provides slightly more direct access to the town centre via East Street/South Street/London Street bus lane but I use this route less often, as riding along Christchurch Road can be uncomfortable. The recent addition of partial sections of painted cycle lane doesn't appear to have improved the situation. This route probably requires a bit more experience in terms of positioning, for example as you approach the Kendrick / London Road junction and potentially filtering past traffic.</p> <p>Sidmouth Street lies between Redlands and Kendrick but it is not an obvious desire line from either of them, and using it does not save any time or distance when compared to the alternatives explained above. Most crucially the cycle lane has no suitable onward connection to the town centre. As far as I can tell cyclists need to dismount and walk their bikes through three separate pedestrian crossings and along a length of pavement in order to then continue their journey along the canal side section of Sidmouth and the Kennet Side path.</p> <p>Reading is unfortunately known for the poor quality of its cycling infrastructure and making a permanent cycle lane where it is not needed will not improve this reputation, however well designed and segregated the lane itself is. I am also concerned that it will be used as a stick to beat cyclists with when other schemes are put forward ("We've already lost one road and THEY'RE NOT EVEN USING IT" the motorists of Reading will cry). For these reasons I object to the proposal to make it permanent.</p>
473. Objection	<p>I object for the following reasons:</p>

	<ul style="list-style-type: none"> <li>• The negative impact that the scheme has had on access to Horizons (UCEM's building on the corner of Sidmouth street and Queen's road), including increased risk of either getting rear ended when trying to turn into our offices and difficulty existing across the cycle lane and into busy/moving traffic.</li> <li>• Air pollution caused by having to sit in traffic whilst going round the one-way system.</li> <li>• The existence of other established, safe segregated cycle route that is on two of the national cycle routes just one parallel road away in Watlington Street.</li> <li>• Usage is extremely low and disproportioned to the amount of vehicular traffic. Many of the few cyclists that I've seen recently on Sidmouth Street are actually using the pavement rather than the cycle lane.</li> </ul>
474. Objection	I am a cyclist and it is both unnecessary and useless to have a cycle lane in that location. I have literally never seen a cyclist use it, and I travel this way daily usually in rush hour.
475. Neither Support nor Object (Thames Valley Police)	Thank you for the consultation. At this time Thames Valley police have no objections to the scheme.
476. Objection	<p>I absolutely object the proposed Sidmouth Street cycle lane. I am an avid cyclist and enjoy the outdoors, but this scheme is a complete waste of time, money and common sense. The cycle lane is rarely used and instead adds another one-way street in an already congested and ill-thought-out one-way system; Blocking off vital arteries to the heart won't make the heart breath better. There are already so many driving restrictions already and creating more of these won't put drivers off and make them cycle, it will just add to the congestion. Very few people drive for fun. The high cost of motoring is already putting people off driving, so when they do, they don't need more headache.</p> <p>New laws and changes to the highway code already mean that cyclists are now given even more priority on the road, so implementing a cycle lane is pretty useless. The new update says cyclists should cycle in the middle of the lane on quiet roads, in slow-moving traffic, or when approaching junctions or road narrowings. The code also says cyclists should maintain a distance of 0.5m from the kerb edge when cycling on busy roads or with traffic that is moving faster than them. So, with all this said, why the need to implement a dedicated cycle lane?</p> <p>Spend public money on more useful initiatives, initiatives that will enhance people's lives. If you absolutely need to use funds for roads, then use it to fix pot holes. Don't implement something that in 5 years you'll be going out or consultation to reverse the decision. In these times of austerity, please let's all use the public purse wisely.</p>
477. Objection	<p>I don't think this cycle lane needs to be made permanent.</p> <p>I think I have seen less than a dozen cycles on it during my daily commute home from East Reading since it opened until March this year.</p> <p>It would be better served as a full road one way down to Queens Road. This would help traffic flow as cars turning left into Queens Road would not get caught in a queue waiting to turn right. Also, two lanes at the bottom could turn right.</p> <p>There would also be no need for traffic lights as the top of Sidmouth Street; they would only need to be pedestrian lights.</p>

478. Objection	<p>It is noted that the duration and expiry of the consultation coincide with the start of the holiday season, and this has limited my response.</p> <p>Regarding the still unused temporary cycle lanes in Sidmouth Street, Reading.</p> <p>From direct experience, the temporary scheme has caused:</p> <p>Significant inconvenience to drivers familiar with the previous road layout.</p> <p>Significant inconvenience to the emergency services - On passing through on a Friday afternoon at around 2.30pm, I witnessed an ambulance struggling in heavy traffic to negotiate in the wrong direction the only traffic lane in Sidmouth Street while the waste of a completely empty dual cycle lane was apparent to all present.</p> <p>The diverted traffic that would normally traverse from Queens Road to either the London Road end or to South Street is now forced to add to the significant congestion and pollution (noise and emissions) elsewhere.</p> <p>Works vehicles that require manoeuvring into position are impacted.</p> <p>The cycle lane(s) would be better placed in Watlington Street, where due to its existing traffic measures and excellent location, would be far easier and cheaper to implement.</p> <p>The cycle lanes in Sidmouth Street should be removed immediately and no more money wasted there, instead public money should be invested in the real alternative and convenient for the populous, which is greener PUBLIC TRANSPORT.</p> <p>If you have any questions, please do not hesitate to come back to me.</p>
479. Objection	<p>I wish to strongly object to the proposal to make the temporary 2-way cycle lane on Sidmouth St. permanent, and seek the restoration of southbound traffic.</p> <p>My reasons are as follows:</p> <ol style="list-style-type: none"> <li>1. During the 2-year temporary period, use of the cycle lane has been minimal to almost none existent.</li> <li>2. Residents of Kendrick, Morgan, and Allcroft Roads have been deprived of the most efficient route to home from Reading town centre. For the 2 years, it has been necessary to traverse instead the length of London St. Up Whitley St. onto Shinfield Road before turning left down into the top end of Kendrick Road. This route is longer and regularly congested, wasting valuable time, using more fuel, and producing increased pollution.</li> <li>3. These rare cyclists already had the option of using Watlington St. which runs parallel to Sidmouth St. only a short distance away, so the unnecessary alterations to Sidmouth St. was just pure folly.</li> </ol> <p>I would like to be kept informed with respect to this matter.</p>
480. Objection	<p>I would like to thoroughly endorse the comments made by [REDACTED].</p> <p>This scheme appears to have been ill conceived and badly thought out and results in great inconvenience for large numbers of residents and motorists and of course greater congestion.</p> <p>I am a very regular cyclist in the area and have never once used these lanes or felt that they are useful.</p>
481. Objection with petition	<p>Please find attached a petition signed by 179 persons objecting to the making permanent of the cycle lanes in Sidmouth Street, Reading.</p> <p>If you have any further questions, please do not hesitate to come back to me.</p> <p><b>OFFICER COMMENT:</b> A petition with 179 signatures was attached to this objection. The petition states:</p>

	<p>"We OBJECT to the making permanent of the Cycle Lanes in Sidmouth Street, Reading and petition Reading Borough Council to DISMANTLE the existing temporary cycles lanes immediately as: The temporary cycle lanes have not seen any use since their inception; Have caused significant inconvenience, increased congestion and increased delays to vehicle drivers, delivery services, works services and the emergency services. The diverted traffic has increased the noise and emissions pollution elsewhere. The cycle lanes would be better placed in Watlington Street."</p>
482. Objection with petition	<p>Please find attached a further petition ( 4 pages) signed by at least 80 persons objecting to the making permanent of the cycle lanes in Sidmouth Street, Reading. PLEASE REMOVE THE CYCLE LANES IMMEDIATELY. If you have any further questions, please do not hesitate to come back to me.</p> <p><b>OFFICER COMMENT:</b> Please note that this objection and petition was submitted by the same objector as line 481. An additional petition was attached to the objection, with 87 signatures. The petition states:</p> <p>"We OBJECT to the making permanent of the Cycle Lanes in Sidmouth Street, Reading and petition Reading Borough Council to DISMANTLE the existing temporary cycles lanes immediately as: The temporary cycle lanes have not seen any use since their inception; Have caused significant inconvenience, increased congestion and increased delays to vehicle drivers, delivery services, works services and the emergency services. The diverted traffic has increased the noise and emissions pollution elsewhere. The cycle lanes would be better placed in Watlington Street."</p>
483. Objection	<p>Blocking the Sidmouth Street has already choked Kings and Queens Road junction along with London Road (Berkshire Hospital stretch).</p> <p>I live in Sidmouth Street and I hardly ever noticed cyclists using the Cycle Lane. I suppose the Watlington street serves cyclists better than the Sidmouth Street.</p> <p>Please consider this an objection for making the cycle lane permanent and re-use the road for normal traffic.</p>
484. Objection	<p>A complete waste of money and town route which I use very regularly. Only ever seen 1 bike on it! Revert it back for traffic asap.</p>
485. Objection	<p>I object to the Sidmouth Street Cycle Lane becoming permanent for the following reasons:-</p> <ul style="list-style-type: none"> <li>• The cycle lane is hardly used. I walk along Sidmouth Street several times a day and it is a novelty to see a cyclist using it. This is compounded as the whole scheme was rebuilt as a result of the resurfacing of Sidmouth Street.</li> <li>• Watlington Street cycle route is used far more and links the town centre well and safely.</li> <li>• Residents of Kendrick Road and surrounding roads who may use , for example Napier Road Tesco have to make along more polluting journey. The closure of southbound Sidmouth Street means that traffic has to use Eldon Road adding to the already congested and heavily used junction with London Road. Or go to London Street/ Christchurch Road adding to the traffic queuing along Whitley street.</li> <li>• Emergency vehicles get stuck in the north bound carriageway as there is no way for them to use southbound to overtake.</li> </ul>

	<ul style="list-style-type: none"> <li>• School coaches are also now channelled to Eldon Road adding to the rush hour traffic and adding pressure on air quality in the area.</li> <li>• Access to Queens Road from the cycle Lane is problematic. If heading to Kings Road no safe way to cross the carriage way. If heading west need to use pedestrian crossing or risk entering the Queens road carriageway.</li> <li>•</li> </ul> <p>I was surprised the consultation was commenced at the beginning of the summer holidays when many interested people may not be available to comment.</p>
486. Objection	<p>Dear Highway Objections,</p> <p>I support the notion of cyclists being able to get around Reading with ease and safety for themselves and other road users (they are a serious hazard on footpaths) but Sidmouth Street is not a useful part of such a scheme.</p> <p>From an environmental perspective, the Sidmouth Street cycle lane experiment has been a serious failure. So much car and truck traffic that used to come from the town centre to, and through, the Katesgrove and Redlands wards now has to take much longer journeys, belching out fumes at 2 or more extra sets of traffic lights, to complete their journeys. Surely, the purpose of a cycle plan is to reduce the amount of motorised vehicle pollution, not increase it?</p> <p>From a utility perspective, the Sidmouth Street cycle lane experiment has been a serious failure. I say this because, despite walking and driving down Sidmouth Street frequently, I have never yet seen a cyclist using the cycle lane - not one. While waiting at the lights at the top of Sidmouth Street, I have never seen a cyclist come through the lights but I've often seen 20+ car and trucks with engines running as they wait for the non-existent cyclist to come through the lights. Who benefits from this needless pollution, apart from the oil companies?</p> <p>From an economic perspective, the Sidmouth Street cycle lane experiment has been a predictable waste of council taxpayer's money. I say predictable because it was as obviously going to fail as surely creating a grand prix race track across a desert island in the middle of the ocean: the intended users have to be able to get to it to use it. Queens Road is a busy arterial route, it's part of Reading's IDR. Only the bravest or most desperate of cyclists would use it to reach Sidmouth Street. Similarly, although to a slightly lesser extent, London Road is also busy with motorised traffic for much of the day. Sidmouth Street cycle lane takes cycle traffic from where it isn't. Whoever seriously thought cyclists were ever going to brave the IDR for the joy of cycling up this folly? It will consume more council taxpayer's money to disband this cycle lane but it will serve the interests of Reading community better if this is done, and the sooner the better.</p> <p>Trusting this feedback helps.</p>
487. Objection	<p>As a resident of South Reading, a cyclist and a car driver, I strongly object to the Sidmouth Street Cycle Lane proposal.</p> <p>As a cyclist, I consider it to be a complete waste of time and money. The lane has no purpose whatsoever. It goes from nowhere (having to at best dismount and cross a major road to access it) to nowhere (again having to dismount and cross a major road to leave it.)</p> <p>If I am travelling into reading and proceeding along the cycle path on London Road, or travelling down the cycle shared route of Redlands Road, it is far more obvious and convenient to travel down Watlington Street.</p> <p>If I am travelling down Kendrick Road, I would use the East Street/London Street routes.</p> <p>If I am travelling down Southampton Street I would continue down towards Bridge Street.</p> <p>If I am travelling out of Reading, it is far more convenient and less effort, to use either the London Street/Silver Street or the Kennet Side/Watlington Street/Redlands Road routes.</p>

	<p>If I were to use the Sidmouth Street route, this would require me to dismount and use the indirect pedestrian route to cross Queen's Road (not a particularly friendly crossing, even for pedestrians), then cross over London Road into Crown Place to then proceed on to a path that is not marked as being a cycle path (therefore I should dismount). This will then take me either to Kendrick Road or Acacia Road/Redlands Road which would then cause me to join or leave (depending on whether I am travelling into or out of town) a hill part way up therefore causing me to lose momentum, reducing my speed and causing me to use more effort to proceed.</p> <p>As a car driver, the introduction of the "temporary" cycle lane on Sidmouth Street causes me regularly to have to take longer routes to get from Queen's road to my home. I now either have to travel along Queen's Road to London Street and proceed up Silver Street, or to join the almost constant traffic jam on King's Road outside the Huntley and Palmer building and turn into Eldon Road. In both cases taking longer times and more often stuck in traffic jams leading to more pollution from my vehicle.</p> <p>Also, [REDACTED], I can see that this current closure causes issues for people from both the North and West sides of Reading in travelling to both Kendrick School and The Abbey school as they now also have to use the already congested King's Road, Eldon Road route, rather than using the much less congested Queen's Road/Sidmouth Street route.</p> <p>I also question how many people actually use the temporary cycle lane, as I frequently drive along Sidmouth Street in a northerly direction and I don't think I have ever seen a cyclist on it. I have also been stopped at the now redundant traffic lights at the junction of Sidmouth Street with London Road, and have also never seen a cyclist cross.</p> <p>So, as a conclusion, I would reiterate that I am totally against the proposed cycle route and would request that the temporary route is removed and Sidmouth Street returned to its previous state.</p>
488. Objection	<p>Dear Reading Borough Councillors, Executives and Officers</p> <p>Re: Objection to Sidmouth Street cycle lane being made permanent</p> <p>Please accept this letter as an official objection to the temporary cycle lane being made permanent (currently out for public consultation ).</p> <p>[REMOVED] have tried to actively engage with yourself since the cycle lane was first installed. Our position on the cycle lane remains the same and we are seriously concerned about the safety issue that this lane causes for cyclists, pedestrians and car users alike.</p> <p>We have sent emails, letters and requested meetings regarding the matter to no avail. Attached are two reports previously sent regarding safety and usage that we would like to be taken into consideration with this formal objection.</p> <p>Our key points remain as follows:</p> <ul style="list-style-type: none"> <li>• Increased risk of a collision involving a vulnerable road user as a result if the new scheme.</li> <li>• The current arrangement results in danger to the public with vehicles turning across a two-way cycle lane.</li> </ul>

	<ul style="list-style-type: none"> <li>• The impact that the scheme has had on access to our head office [REMOVED] -</li> <li>o Increased risk of either getting rear ended when trying to turn into our offices, as having to look unnaturally behind to see if a cyclist is in your blind spot</li> <li>o Inability to leave our building and get across the cycle way and into fast moving traffic trying to beat the lights - made even worse now phasing is not together</li> <li>• The level of diversion that is now required not just for the traffic associated with the [REMOVED] but also general traffic in the area</li> <li>• Increased amount of time wasted sitting in traffic or having to go round the one-way system causing increased air pollution - idling traffic been proven to create 29 times more harmful pollution particles than free flowing traffic</li> <li>• Existing established, safe segregated cycle route that is on two of the national cycle routes (NCR) just one parallel road away in Watlington Street that links to the toucan crossing and gives safe passage across Queens Road and onward connectivity.</li> <li>• Finally the usage is extremely low and disproportioned to the amount of vehicular traffic and demand plus the ROI</li> </ul> <p>We look forward to hearing the outcome of this consultation process.</p> <p><b>OFFICER COMMENT:</b> Two additional documents were provided with this objection. They have been included on the following pages and personal/identifying information has been redacted.</p>
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Job Name Sidmouth Street Temporary Traffic Regulation Order

Subject Objection to Temporary Cycle Lane

Ref

[REDACTED]

Date 5 February 2021

## Introduction

1. [REDACTED] is retained by [REDACTED] in Reading to provide transport advice in relation to the temporary two-way cycle lane on Sidmouth Street that has been implemented by Reading Borough Council as part of the Emergency Active Travel Fund.
2. [REDACTED] is fully supportive of Reading Borough Council promoting active travel and has a high usage of sustainable modes by staff travelling to work. Notwithstanding this, [REDACTED] considers that the cycle lane that has been installed on Sidmouth Street is both unsafe and does not serve to promote active travel and connect into the wider cycle network.
3. Whilst it is recognised that the temporary Traffic Regulation Order (TTRO) did not require public consultation and that there is no formal means to object to the TTRO, this technical note has been prepared on behalf of [REDACTED] to highlight the significant concerns with the Sidmouth Street scheme, which should be taken on board by Reading Borough Council as part of their monitoring and review of the TTRO.
4. This technical note is based on a site visit undertaken by [REDACTED] in December 2020 to review the Sidmouth Street scheme as well as an independent Stage 1 Road Safety Audit of the scheme commissioned by [REDACTED].

## Temporary Traffic Regulation Order Context

5. In May 2020 the Government announced an Emergency Active Travel Fund. It was intended to support local authorities with implementing 'emergency' walk and cycle measures during the COVID-19 pandemic, with a view to promoting active travel in the longer term.
6. Traffic Orders Procedure (Coronavirus) (amendment) (England) regulations 2020 (Statutory Instrument No. 536) ("the SI") came into force on 23 May 2020. The SI applies to England and is temporary. The amendments it has introduced will remain in force until 30 April 2021. The amendments included in the SI are intended to speed up the time it takes for traffic authorities to make the traffic orders that are needed to put in place measures to deal with the effects of COVID-19, including the need to encourage social distancing and promote active travel, for example, walking and cycling.
7. Reading Borough Council, as highway authority, must be satisfied the traffic on the road should be restricted or prohibited for reasons set out in section 14(1) of the 1984 act. The

highway authority must also be satisfied the temporary order should be made for purposes connected to COVID-19.

8. With the use of the Tranche 1 funding, Reading Council has implemented changes to Sidmouth Street via a temporary road closure order under Section 14 of the Road Traffic Regulation Act 1984. The following restrictions now apply:
  - Sidmouth Street is now one-way northbound between the junctions of London Road and Queens Road;
  - The eastern side of the carriageway has been turned into a two-way cycle lane;
  - Some parking has been suspended to accommodate the changes.
9. The temporary order was made on 16<sup>th</sup> October and will be until 16<sup>th</sup> April 2022. The justification provided to make the order was that it is “necessary to support active travel options and social distancing during the COVID-19 pandemic.” The order states that it is possible that some or all of these restrictions will be removed at a sooner date if necessary and appropriate.
10. However, in meeting minutes from a Reading Council Policy Committee meeting held on 18<sup>th</sup> May 2020, it states that:

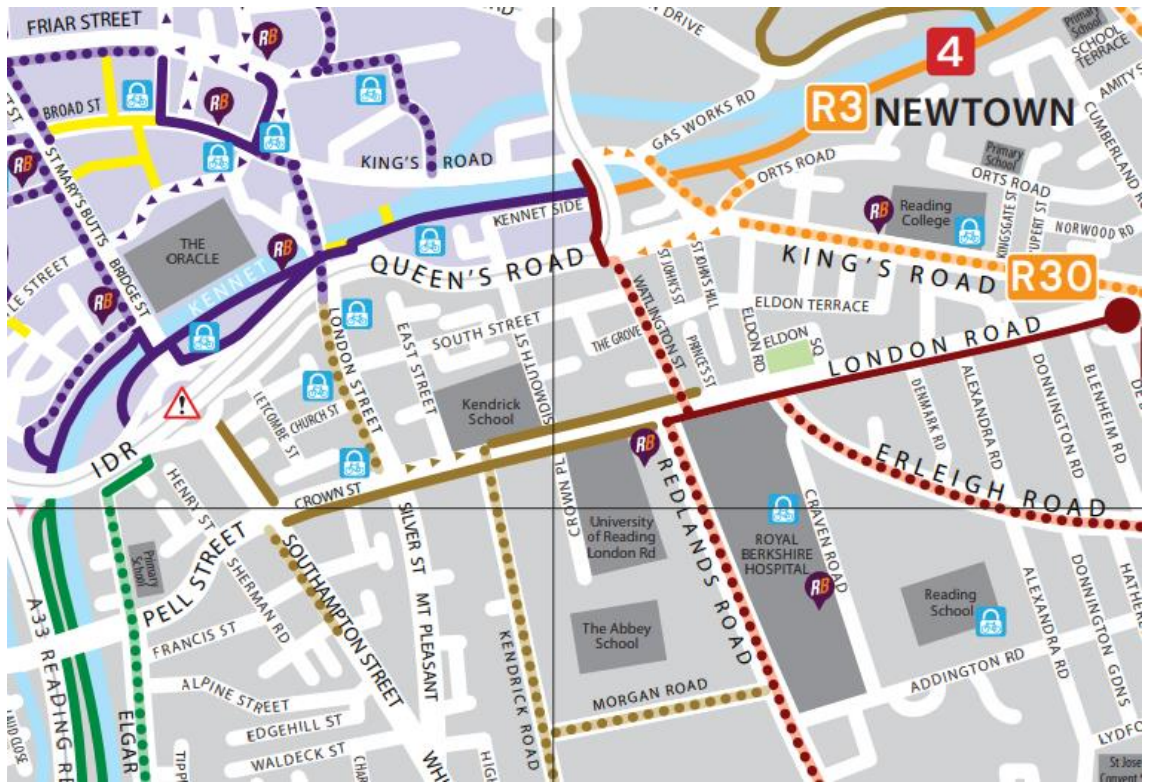
*“The Government had stated that these measures could be introduced temporarily, either in isolation or as a combined package of measures. Some interventions, including new lightly-segregated cycle lanes, would not require Traffic Regulation Orders (TROs). Local authorities should monitor and evaluate any temporary measures they installed, with a view to making them permanent, and embedding a long-term shift to active travel as part of the passage from restart to recovery.”*
11. It is therefore clear from the meeting minutes that monitoring will be undertaken of the change in travel behaviour with a view to the Sidmouth Street changes to be implemented permanently and not just to facilitate active travel and social distancing during the pandemic.
12. Given the aspiration for the cycle lane to be permanent, careful consideration needs to be given by Reading Borough Council to:
  - a) how the Sidmouth Street cycle lane fits into the wider cycle network; and
  - b) the road safety issues with the scheme.

## Wider Cycling Context

### Existing Cycle Network

13. Figure 1 is an extract of the existing Reading cycle network map. The various colours denote the different cycle routes, with the solid lines being traffic free routes and dashed lines being on-road cycle routes. Yellow denotes pedestrianised zones and brown are ‘linking’ routes connecting cycle routes together.

Figure 1 – Existing Cycle Network



14. As shown on Figure 1, the South East Reading and Wokingham route (burgundy solid and dashed lines) routes along Redlands Road and Erleigh Road either side of the Royal Berkshire hospital, which are both 20mph streets. The route then crosses London Road via a toucan crossing at the hospital, which connects into Watlington Street, an access only residential street with a 20mph speed limit. At the junction of Watlington Street with Queen's Road, access to Watlington Street is restricted to pedestrians and cyclists only. Toucan crossing facilities are provided across Queen's Road to connect to the off-road cycle route along the river, which forms part of National Cycle Route 4.
15. It is clear that the existing cycle network in the vicinity of Sidmouth Street is well established and, based on on-site observations, is used by existing cyclists.

### Planning and Strategy Context

16. Given that the Sidmouth Street cycle lane formed part of the Tranche 1 priority schemes and it is to be monitored with a view to it being implemented permanently, a review of the Reading transport plans has been undertaken to understand how Sidmouth Street fits into the wider plans for the Reading cycle network.

#### Draft Local Transport Plan (LTP4)

17. The draft Reading Transport Strategy 2036 (RTS 2036) has been developed as the statutory Local Transport Plan (LTP4) and was consulted on in 2020. With regards to cycling the draft LTP4 summarises the local cycle routes that have been developed to connect people to places via a core network of colour coded routes with wider 'linking' routes.
18. The draft LTP4 stated that Reading Borough Council will integrate the principles of the London's Healthy Streets and other best practice examples into the development and

delivery of walking and cycling schemes detailed in the Local Cycling and Walking Infrastructure Plan (LCWIP). As set out below the LCWIP provides a package of measures to upgrade the existing walk and cycle network but Sidmouth Street was not included within the measures.

19. Draft policy RTS13 on Healthy Streets states that:

*"We will encourage the creation of healthy streets in Reading, to improve air quality, reduce congestion and help make our communities healthier, greener and more attractive places to live, work, learn and play.*

*We will reallocate road space away from the private car, to provide healthier streets and encourage more sustainable, active modes of travel."*

20. Draft policy RTS14 on Walking and Cycling:

*"We will transform our walking and cycling network to be safe, clean and green and better connect people to local facilities and services, including education, retail, leisure and employment, as set out in the LCWIP.*

*We will create a hierarchy of walking and cycling routes, building on our existing network and seek to secure new routes, including through proposed developments, and, where feasible, segregate routes."*

21. It is recognised that, on the face of it, the recently implemented Sidmouth Street segregated cycle route would seem to accord with the draft policies RTS13 and RTS14 by reallocating road space to cyclists. However, the scheme merely creates a short section of a segregated cycle route and does not connect into the wider cycle network. Without cohesion of cycle infrastructure schemes there cannot be a cycle network, only a collection of single cycle routes.

#### Local Cycling and Walking Infrastructure Plan (2020-2030)

22. The Local Cycling and Walking Implementation Plan (LCWIP) was published in November 2019, before the implementation of the Sidmouth Street cycle lane.
23. The Infrastructure Plan is a sub-strategy to the emerging Local Transport Plan (LTP4) and provides the first iteration of the joint cycling and walking strategy and implementation plan for the wider Reading area spanning a ten year period.
24. It is clear from a review of the LCWIP that the proposed walk and cycle infrastructure improvements have been based on detailed analysis of travel patterns and desire lines. The Propensity to Cycle Tool (PCT) was used to gain an understanding of which routes have the greatest potential for increased levels of cycling, in comparison to current levels, and identify key cycling corridors.
25. Each of the identified routes were then audited based on core design outcomes for cycling (i.e. coherent, direct, safe, comfortable and attractive). Recommendations from the audits, feedback from workshops, consultation and an existing unfunded schemes list was incorporated into recommendations for each route and a prioritised list of infrastructure measures.
26. Based on all of the analysis within the LCWIP, the Sidmouth Street cycle route did not form part of the identified cycle routes and infrastructure improvements.

## Safety Audit

27. [REDACTED] commissioned [REDACTED] to undertake an independent Stage 1 Road Safety Audit (RSA) of the scheme. The audit raised the following problems with the scheme design:

### Problem 1

- At the southern end of Sidmouth Street where the junction joins London Road the cycle route come to an end at the signalised crossing. It is expected that cyclists either continue on the road or join the existing shared cycleway / footway on London Road. However, it does not appear that any thought has been given to how cyclists will safely join the shared footway/cycleway on London Road and poses a potential risk to conflict with pedestrians using the footway. In addition, if cyclist wish to travel west on the shared footway/cycleway on London Road there is no provision for them to be able to do this safely.

### RSA Recommendation for Problem 1

- Consider providing clear and appropriate provision for cyclists to leave the cycle route on Sidmouth Street and join the shared facilities on London Road. Consideration should be given to whether temporary ramps could be provided to enable a safe transition for cyclists.

### Problem 2

- At the northern end of Sidmouth Street at the junction with the A329, the end of the cycle lane is signed however it is not clear how cyclists are expected to safely rejoin the main carriageway.

### RSA Recommendation for Problem 2

- Consider how appropriate provision can be made for cyclists to safely rejoin the carriageway at this location.

### Problem 3

- At the Sidmouth Street / South Street junction, queues often extend along Sidmouth Street and beyond the South Street junction. Whilst vehicles generally do abide by the 'Keep Clear' markings, visibility for vehicles travelling from east to west on South Street is restricted by the two lanes of vehicles which could result in a collision with cyclists using the cycle route.

### RSA Recommendation for Problem 3

- Consider extending the 'Keep Clear' markings at this junction to ensure that vehicles have adequate visibility for any oncoming cyclists.

### Problem 4

- Not all vehicles are aware of the new temporary one-way arrangement. Vehicles emerging from private access roads trying to travel southbound poses a significant risk to collision with cyclists.

#### RSA Recommendation for Problem 4

- Further thought should be given to reviewing the signage and physical separation measures in place to ensure that the risk of this is reduced. Barriers should be extended, and relevant signs installed on all access points to make drivers aware of the new one way and cycle arrangements.
28. Notwithstanding the fact that the Sidmouth Street cycle route does not connect into the wider cycle network or has any planning status within the Reading transport strategies, these are fundamental road safety concerns that have been identified by the Stage 1 RSA that need to be addressed by Reading Borough Council before someone is seriously injured.

#### **On-site observations**

29. [REDACTED] undertook a site visit in December 2020 and the following observations were made with regards to the existing cycle network, and the Sidmouth Street temporary two-way cycle lane in addition to the problems identified by the RSA.
30. The site visit was undertaken during the COVID pandemic when people were encouraged to work from home if possible and traffic flows were lower on the highway network than would be the case pre-COVID. The safety concerns observed with the Sidmouth Street cycle lane would be further compounded once people return fully to work and traffic levels increase.

#### Existing Cycle Network in the vicinity of Sidmouth Street

- The existing cycle network in the vicinity of Sidmouth Street is cohesive, well signed and provides safe routes either along quiet streets or off-road completely.
- Watlington Street forms part of the existing cycle network and runs parallel to Sidmouth Street. It is a quiet, low speed access only residential street that is connected well into the wider cycle network at either end. During the site visit, cyclists were observed using Watlington Street and cycling north across Queen's Road as well as south across London Road to connect to the wider network near the hospital (refer to Figure 1 for photos).
- The cycle route desire line analysis in the LCWIP demonstrates that the existing routes in the vicinity of Sidmouth Street are on the desire lines and the LCWIP does not propose any new routes to be added to the network in this area. Instead, the LCWIP proposes measures to enhance the existing routes in the vicinity of Sidmouth Street.
- Based on the on-site observations and the conclusions of the LCWIP it is unclear what role the Sidmouth Street cycle lane has in promoting cycling. It is a single section of cycle infrastructure that does not connect into the network and serves no purpose. Instead, investment should be made in enhancing the existing and well-established network in the area in accordance with the LCWIP.



Figure 1 – Watlington Street Existing Cycle Route



#### Sidmouth Street Cycle Lane

- During the site visit no cyclists were observed using the two-way cycle lane on Sidmouth Street. However, 3 cyclists were observed cycling along Sidmouth Street but all chose to cycle on the carriageway with the traffic instead of the segregated route (refer to Figures 2 and 3).
- During the site visit, a vehicle was observed exiting South Street and instead of travelling northbound along the one-way Sidmouth Street, turned right into the two-way cycle lane. According to staff working at [REDACTED] this is a regular occurrence.
- The installed cycle route on Sidmouth Street does not connect into the wider cycle network at the northern end and instead temporary crash barriers have been installed to block off the northern end of the cycle route. There is therefore no means of cyclists entering the Sidmouth Street cycle route and travelling southbound and northbound cyclists are informed through signage that it is the end of the cycle route. They would therefore be required to enter into the carriageway at this point (refer to Figure 2).
- Traffic at the northern end of Sidmouth Street on the approach to the traffic signals at the junction with Queen's Road was observed to travel at speed in order to get through the green light. This occurred on every occasion there was a green light during the site visit. There is a safety concern that the proposed cycle route on Sidmouth Street requires cyclists to enter the carriageway near to the traffic signals with Queen's Road, which is where traffic is travelling at speed to get through a green light.

Figure 2 – Temporary two-way cycle lane on Sidmouth Street on the approach to the junction with Queen’s Road



Figure 3 –Sidmouth Street – cyclist using the carriageway rather than the cycle lane





## Travel Behaviour

31. [REDACTED] has a high mode share by sustainable modes and actively promotes walking and cycling for staff and visitors. Of those staff that cycle to work, all use the Watlington Street cycle route. Since the implementation of the Sidmouth Street cycle lane, cyclists working at [REDACTED] have continued to use the Watlington Street cycle route and have not diverted to use the Sidmouth Street cycle lane, given the safety and connectivity reasons set out in this technical note. Therefore, even cyclists that have an origin/destination on the Sidmouth Street cycle route are not choosing to use it.

## Impacts on [REDACTED] Access

32. The [REDACTED] car park is accessed from Sidmouth Street and, prior to the implementation of the temporary two-way cycle lane, the car park access operated with all turning movements permitted in and out of the junction. With the implementation of the temporary two-way cycle lane, Sidmouth Street has now become one-way northbound for vehicular traffic. As a result, vehicles accessing the [REDACTED] car park are only able to do so by turning right into the car park from Sidmouth Street. All vehicles exiting the car parking must turn right out onto Sidmouth Street.
33. Vehicles entering the [REDACTED] car park must now do so by turning right across a two-way cycle lane, whilst manoeuvring around the cycle lane bollards as well as looking for cyclists travelling southbound towards them and looking in their mirrors and blind spot for cyclists travelling northbound from behind them. In addition, drivers are often making this manoeuvre under pressure with vehicles queuing behind them wanting to continue straight ahead through the traffic lights, which further increases the risk of a collision.
34. Vehicles exiting the [REDACTED] car park are now only able to turn right out onto Sidmouth Street. Prior to the implementation of the cycle lane the majority of vehicles exiting the car park would turn left, which only required vehicles to give way to southbound traffic. Now, exiting vehicles must edge out into Sidmouth Street, blocking the two-way cycle lane, and gap seek to enter the northbound traffic either queuing at the traffic signals or travelling through on a green light. As such, there is now considerable delay for vehicles to exit the [REDACTED] car park.

## Conclusions

35. In summary, the temporary two-way cycle lane implemented on Sidmouth Street does not accord with the Local Cycling and Walking Implementation Plan (LCWIP), which provides the walk and cycle implementation plan for Reading for the next 10 year period. No new cycle routes were identified as being required in the vicinity of Sidmouth Street based on the detailed analysis undertaken to inform the LCWIP.
36. The Sidmouth Street cycle lane is a short section of a segregated cycle route and does not connect into the wider cycle network. Without cohesion of cycle infrastructure schemes there cannot be a cycle network, only a collection of single cycle routes. The Sidmouth Street cycle lane could be connected into the cycle network, but it would require toucan crossings across Queen's Road and London Road. Neither of these infrastructure measures are identified in the LCWIP.
37. During a site visit undertaken by [REDACTED], cyclists were observed to cycle along Sidmouth Street carriageway rather than use the segregated cycle lane. Cyclists travelling to [REDACTED] by bicycle

continue to use the existing Watlington Street cycle lane instead of diverting to Sidmouth Street. Therefore, not even cyclists with a destination on Sidmouth Street are choosing to use the new cycle lane.

38. A Stage 1 Road Safety Audit was commissioned by [REDACTED] and identified a number of significant road safety issues with the scheme, which should be addressed by Reading Borough Council.
39. In conclusion, it is considered that the Sidmouth Street cycle lane does not accord with the LCWIP, does not connect into the wider cycle network or is being utilised by cyclists and poses a road safety risk to cyclists were they to use it.

## ‘Cycle Lane Survey’

**Prepared by** [REDACTED]

**Data by** \_\_\_\_\_.

## Cycles lanes – a contested space

There is a time and place for cycle lanes. Some cycle lanes work very well offering a range of benefits to numerous stakeholders and others far less well potentially doing more harm than good. There is no legal obligation for cyclists to use cycle lanes (or any other type of cycle infrastructure provision), the road is the cyclist 'lane'. With this in mind, Cycling England states:

*Cyclists should generally be accommodated on the carriageway. In areas with low traffic volumes and speeds, there should not be any need for dedicated cycle lanes on the street (Cycling England Manual for Streets: 6.4.1)*

According to Cycling England's Cycle Infrastructure Design 7.1.1 there is clear evidence that cycle lanes can benefit cyclists. However, importantly Cycling England note that **poorly designed cycle lanes can make the situation and conditions worse rather than better**. Drivers do not always realise that cyclists need to move away from the kerb to avoid surface hazards and may expect cyclists to stay in lane regardless of its width. A narrow cycle lane may therefore give motorists (misplaced) confidence to provide less clearance while overtaking than they would in the absence of a cycle lane. Cycling England note that when there are local carriageway width restrictions **a narrow cycle lane should not be used**, instead the cycle lane can simply be discontinued. Thus, cycle lanes are not a blanket panacea to an integrated transport system and moving around a city or town.

The safe distance from a cyclist has been the subject of much research. Parkin and Meyers (2009) support the view put forward in the Department for Transport report (BASFORD, et al., 2002) arguing that motorists do not always moderate their behaviour when cyclists are provided space within a cycle lane. Cycling UK concur, stating that that any cycle lane less than 1.5m wide actually denies cyclists the safe space needed and actually encourages traffic to pass too close. The current National Cycle Training Standards guidance for training cyclists encourages them to ride in the safest position on the carriageway which is usually at least 1.0m from the kerb edge. This is to avoid gulley grates, potholes and debris and to ensure that they are within the sightlines of drivers waiting at side roads. Yet, cycle lanes rarely accommodate this width requirement in their design, meaning the cyclists often need to ride 'outside' of the cycle lane to avoid the obstacles.

These standards around width of lane, distance for curbs and space between other moving vehicles becomes even more acute when dealing with the installation of bollards and a carriageway converted to a 2-way cycle lane whilst still exposing cyclists to an adjacent vehicle carriage way and the adjoining junctions etc (such as on Sidmouth Street).

The psychological behaviour of motorists overtaking cyclists and the concepts of risk have been studied, for example Walker's, (2006) experiment found that when passing the test bicycle, the drivers of other vehicles actually passed closer when: -

- Test subject rode towards the centre of the lane rather than the edge
- Test subject had a helmet on
- Test subject appeared female.

This offers evidence that the 'line' defining the cycle lane can become a contested space, with motorists using the line as a gauge and thus drive closer to cyclist to ensure the cyclist stay on their side of the defining line. Yet, the entire carriage way can be used by cyclists. The helmet effect is likely to be the result of drivers judging cyclists' skills from their appearance, or that they have suitable protection and adjust their overtaking accordingly. Walker (2006) noted that drivers of larger vehicles (e.g. buses and heavy goods) actually got significantly closer to cyclists than smaller vehicles (e.g. cars or small vans).

Returning to the use of bollards to designate cycle lanes is not without concern, as they are usually placed to deter motorists rather than guide cyclists. Whilst there is a dearth of research in this area, there is a wealth of anecdotal evidence from the cycling community. Evidence suggests that such bollards offer yet another danger to the cyclist, with **claims that colliding with a bollard in a bicycle can cause serious injury** or even death. It is claimed that **hundreds of cyclists are injured every year from collisions with bollards** (Hembrow, 2013).

### Methodological justification

There are a range of methods available to the researcher in order to understand the movements, behaviour, volume and frequency of cyclists, typically from the hard paradigm of social science research and thus drawing upon quantitative data (Bryman, 2015). There are further methods to understand the broader public view of cyclists around the Sidmouth Street area. Those would draw upon the soft paradigm of social science research, interviewing residential residents, commercial residents or other vehicle users could produce qualitative data to offer fresh insights to the discourse (Creswell, 2018). This initial research however sought to understand 'how' the cyclists are using Sidmouth Street and thus draws upon mainly upon the hard paradigm, using primary data from an observational based study around the frequency of use with quantitative data but whilst noting some contextual observations.

### Research Design

Timing of the empirical data collection was important, as cycling can be affected by seasonal day light saving (and weather etc). The data was collected toward the end of British Summer Time 2021. The observational study was designed to take place over two working week periods, Monday to Friday. The first took place from 4<sup>th</sup> Oct to the 8<sup>th</sup> Oct. This was followed by the 11<sup>th</sup> Oct to the 15<sup>th</sup> Oct. Observations ran from 7am in the morning to 6pm in the early evening. At this stage, the researchers were interested in 3 key facts, whilst also noting some contextual observations.

- The number of cyclists travelling north on Sidmouth Street (toward Queens Rd) in the cycle lane or on the road.
- The number of cyclists travelling south on Sidmouth Street (toward London Rd) in the cycle lane (only choice as road is one way)
- The number of cyclists travelling on Sidmouth Street who are employees of [REDACTED]

The researchers were positioned within [REDACTED] building in a ground floor meeting room that has full view of the junction in all directions for the Sidmouth Street cycle lane. A standard template form was supplied to the researchers to complete each day for consistency, with half hour slots. Breaks and lunches were covered by the [REDACTED] to ensure no fatigue in recording data. Validity was addressed by cross-referencing and verifying against [REDACTED] CCTV footage at various intervals.

## Findings - 2-week Data Set

Table 1 (overleaf) shows the data collection for the 10-day period. Central to the findings is comparing column 2 (*Travel towards Queens Rd in cycle lane*) with column 6 (*Travel towards Queens Rd on the road*). This is the clear indicator, that given the choice between riding north towards Queen Road on either the cycle lane or the open one-way carriage way over the 2-week period there is almost no significant difference in the numbers recorded. With 173 cyclists choosing to use the cycle lane and 157 choosing instead to use the road. A difference of just 9%.

Looking more closely does tell a different story, we can see that in the first week of the data collection, far more cyclists choose to use the cycle lane than the road than, with 103 choosing the cycle lane and 55 choosing the road, thus almost 35% of cyclists choose the road instead of the cycle path.

However, looking at the second week of the data collection in more detail we see this picture reversed, far less cyclists choosing to use the cycle lane than the road, with 70 choosing the cycle lane and 102 choosing the road, meaning almost 60% chose the road instead of the cycle path. This indicates that if it is possible to use the road, then *cyclists will make that choice*.

Date	Travel towards Queens Rd in cycle lane	Travel towards London Rd in cycle lane	██████ Employees	Total using cycle lanes	Travel towards Queens Rd on the road
04/10/2021	15	11	5	26	13
05/10/2021	14	17	5	31	17
06/10/2021	32	35	2	67	5
07/10/2021	29	21	1	50	4
08/10/2021	13	19	0	32	16
<b>TOTAL WK 1</b>	<b>103</b>	<b>103</b>	<b>13</b>	<b>206</b>	<b>55</b>
11/10/2021	8	17	0	25	20
12/10/2021	13	23	5	36	11
13/10/2021	19	22	7	41	22
14/10/2021	15	21	0	36	25
15/10/2021	15	25	1	40	24
<b>TOTAL WK 2</b>	<b>70</b>	<b>108</b>	<b>13</b>	<b>178</b>	<b>102</b>
<b>COMBINED TOTAL</b>	<b>173</b>	<b>211</b>	<b>26</b>	<b>384</b>	<b>157</b>

**Table 1: Cyclists using Sidmouth Street**

The contextual observations made centre upon the number of ██████ staff using the cycle lane (indicated in column 4) and also the fact that most of the other cyclists appeared to be ‘working for food delivery companies’, such as ██████.

## Summary

This survey resonates strongly with Reading Borough Council's own 12-hour survey period recorded in late June using the traffic management cameras around Sidmouth Street (obtained through the FOI Act). Being conducted in late June, the height of summer and good weather for cycling it perhaps surprising to see that the data shows only 42 and 34 cyclists using both sides of the cycle lane respectively. Thus, cyclists appear to be taking far more established routes (NCR) or choosing to use the road instead when possible.

In addition, [REDACTED] own independently commissioned investigation by [REDACTED] (Highway, Traffic & Road Safety Engineers) into this temporary cycle lanes on Sidmouth Street concluded fundamental problems around 'cycle transition facilities', 'queuing vehicles and potential impact on visibility of approaching cyclists' and importantly 'connectivity to adjoining routes' which are already well established and even form part of the National Cycle Route (NCR) ([REDACTED], 2020). In essence, the cycle lanes on Sidmouth Street appear to be operating in a vacuum, rather than as part of the cycle network.

It is noted that Reading Borough Council does not have threshold associated with need and use for temporary cycle lanes. What is clear is that from the research reviewed (cf. Cycling England) and data analysis offered above, is that poorly conceived cycle lanes can be dangerous and present more problems than they solve. It was stated at the start of this paper that cycle lanes are not a blanket panacea to an integrated transport system and moving around a city or town and that certainly seems to so in the Sidmouth Street case.

## Caveat

The term 'choose' has been used in the sections above, although without further data this notion of is an assumption by the research team. Indeed, some cyclists may think that if a cycle lane is provided then they 'have' to be in that cycle lane and are not permitted on the main road carriage way. Yet given the choice, cyclists may well prefer to be using the main road, away from the gullies, kerbs and bollards etc. Likewise, experienced cyclists and those familiar with the traffic regs and highway code, will realise they don't need to be confined to a cycle lane and in fact, the entire road carriage way is for them to use.

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