

CASTLE HILL-BATH ROAD

Last Updated 24/02/2023

Summary of letters of support and objections received to the revoke of the Traffic Regulation Order

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.

ID	Do you support or object to the implementation of traffic restrictions in the form of double yellow lines along Castle Hill between its junction with Russel Street with Jessie Terrace.	Do you support or object to alteration to the length of the existing eastbound bus lane on Bath Road?	Do you support or object to the removal of Tidal Flow on Castle Hill. - Do you support or object to the removal of Tidal Flow on Castle Hill.	Please provide your comments here.
01	Support	Support	Support	As a resident of Castle Hill I am very happy to see these plans go ahead. 1. I support this. However, the plans show a sharp kink in the cycle lane outside 158 Castle Hill which looks like a hazard to me. Is there no way to make a more smooth curve to go behind the parked cars? These kinds of sharp turns are very difficult on trikes and bulkier bikes.2.Support with no comment.3. I live on the corner of Castle Hill and Carey Street, overlooking this stretch of road. The tidal lane is endlessly causing confusion between motorists who are not afraid to show their anger by honking, disturbing the peace of those living next to the road. I will be very glad to see it gone. The narrower carriageway should naturally help to control speeding as well. I note that there is also an opportunity to remove pavement clutter here as the signs explaining the lane won't be required anymore. Just two suggestions: could the railings on the pavement approaching the IDR roundabout now be removed? They are unsightly and will prevent people walking their bike on the pavement from joining the cycle lane. Secondly, I expect there will continue to be motorists ignoring the No Right Turn signs heading west from the IDR roundabout, and turning into Carey Street. This presents a hazard to those cycling east. I'm not sure what can be done in terms of road design, but please consider this turning for camera enforcement.
02	Support	Support	Support	
03	Support	Support	Support	
04	Support	Support	Support	
05	Support	Support	Support	Paint is not cycle infrastructure, there should be proper physical isolation between cars and bikes. While these are a step in the right direction, painted areas give the illusion of separate infrastructure but are not actually separate. A good standard for whether or not it's good cycle infrastructure is whether or not would let my 5 year old son cycle on it. I most definitely would not let my son cycle on a bike lane merely separated by paint.
06	Support	Support	Support	This sounds great. Thanks very much for looking at this potential improvement!
07	Support	Support	Support	Even as an experienced and confident cyclist who uses the road I will find these changes beneficial, Castle Hill can get rather busy at times, and getting bikes off the pavement has to help pedestrians.
08	Support	Support	Support	With the exception of the pathways near the canals and rivers, many of the cycling roads in Reading leave you close to cars, which is especially dangerous in large road such as this. This proposal seems like it will increase rider safety.

09	Support	Support	Support	100% support these proposals. Love to see RBC investing more in cycling. It's a great way to reduce traffic and pollution while increasing the health of the locals by giving them safe active transit options. I do think it's a little unfortunate for the residents to lose their parking on Castle Hill, but, it's public space and I think the need for a cycle lane there trumps the need to park 5 cars.
10	Support	Support	Support	
11	Support	Support	Support	Any attempts to expand and connect the existing cycling network in Reading is very welcome. Currently cyclists can feel very much as second-class road users around town.
12	Support	Support	Support	The measures seem like a sensible step to make cycling less scary in the area.
13	Support	Support	Support	Adding additional cycle capacity is much needed, and this seems a reasonable proposal. The Tidal Flow is, as a driver, extremely confusing and poorly used and ultimately quite dangerous - removing this is logical and eminently sensible; with or without the cycle lanes. Can the cycle lanes please be protected from cars by some form of physical means? just using paint isn't sufficient as it wears off very quickly, especially on very busy routes such as this, and very quickly becomes as dangerous for cyclists.
14	Support	Support	Support	Cycle lanes should be dedicated and permanent, but overall its 1 step closer I guess.
15	Support	Support	Support	Overall I support these changes because I would like to ride my bicycle along Bath Road at sometime in the future. However, I really think that the communication could have been explained better in simple English. I believe that I have a good level of education, however, I had to read everything several time to understand the proposed changes. The maps are also not very good. Plain , simple English!
16	Support	Support	Support	I support all proposals where their purpose is to increase the number of cyclists in the borough, whilst making roads safer for those less confident sharing with motor vehicles.
17	Support	Support	Support	All good for a change
18	Support	Support	Support	I am a cyclist, so anything that makes this stretch safer would be welcome - it's the most dangerous part of the current route, so some protection from designated cycle lanes I hope will help.
19	Support	Support	Support	
20	Support	Support	Support	I am generally very supportive of the measures to support active travel along Bath Road and Castle hill, and the reallocation of space from the private car to cycling, walking and public transport. In particular, I am pleased to see the provision of the segregated cycle lane on both sides of Castle Hill, and across the bridge at the intersection with Berkeley Avenue. The removal of the tidal flow and some of the parking on Castle Hill is a much better use of space to support a dedicated cycle lane along that stretch, and there is no need for the carriageway to be quite so large. However, I would make a few points: - The removal of the section of bus lane just after the Berkeley Avenue stop is unfortunate. I appreciate the requirement for adequate space for the cycle lanes, however, I had hoped there might be consideration to extending a shared use bus lane and cycle lane across the Bath Road/Southcote Road junction to the Southcote Lane roundabout, with priority traffic lights. There are already not-insignificant delays caused by buses being unable to turn across that roundabout 21coming out of Southcote Lane, and then encountering further delays at the junction. It is disappointing that this scheme hasn't addressed the Southcote roundabout issue, but prioritising cycling and buses across the Berkeley Avenue junction could be a better use of space if it is possible. It is a shame that the current displaced pedestrian crossing at Bath Road/Tilehurst Road has not been removed by bringing the kerbs closer together. That crossing is badly placed and although I appreciate

				the need for buses to turn left across that junction, it would be better to consider a Dutch Junction at Bath Road/Tilehurst Road/Coley Avenue, rather than forcing pedestrians and cyclists to make a detour through a slalom of metal railings. I appreciate the provision for cyclists across the junction, but there has been no improvement for pedestrians; indeed the current situation is more dangerous as some pedestrians follow a 'desire line' across the mouth of the junction around the outside of the railings. If car driver cannot be trusted to not run down pedestrians, the speed limit should be lowered. - It is disappointing that the cycle crossing at the IDR roundabout isn't dedicated cycle crossing with dedicated lights, and is instead shared path. There isn't really a need for additional pedestrian crossings on that roundabout, but it would make a difference to cyclists having a dedicated cycle route through the roundabout and junction. I don't really see the point of the tiny amount of bus lane on Castle Street. It would be better to look at reducing and removing car parking along that street which does cause delays to buses, and makes cycling harder. It might then be possible to extend a shared use bus lane further down Castle Street.
21	Support	Support	Support	Any measures to increase active travel are welcome, the tidal flow is confusing for some people, and removing this level of uncertainty will increase road safety for all users
22	Support	Support	Support	Cycle infrastructure in Reading is ABYSMAL! Please make dedicated cycle lanes not just paint a picture of a bike on the road. Bike theft also one of the most prevalent of any town in the whole country.
23	Support	Support	Support	
24	Support	Support	Support	Reading needs to urgently improve this deadly area for cyclists ASAP
25	Support	Support	Support	Better flow of traffic for all. Better infrastructure for cyclists will mean more journeys can be made by bike thus reducing traffic levels.
26	Support	Support	Support	I was very happy to hear about these improvements to the cycling infrastructure of this area. I just have a couple of suggestions: Is it also possible to include better crossing for pedestrians/ cyclists across Castle hill/ Bath road? Also is it possible to make some of the roads running perpendicular to Castle hill, (Jesse Terrace and Carey street) into two way streets for cyclists? They are currently one way and they are quite wide which would allow space a direct route from Reading west station to the south of Reading? I hope the council will continue to prioritise segregated lanes for cyclists and not default to shared use paths which can be dangerous when vehicles turn out of side roads.
27	Support	Support	Support	PAINT IS NOT INFRASTRUCTURE. Just because you paint a dotted line on the road is not going to stop the speeding BMW driver from crushing me, my friends or our children. If it doesn't make us safe, then it doesn't make us feel safe. And raise the pedestrian crossings. make it easier for pedestrians and cyclists and force drivers to slow down when turning. Still no vision of anything but a car centric Reading.
28	Support	Support	Support	
29	Support	Support	Support	All these changes make sense for the stated objective.
30	Support	Support	Support	The tidal lane is really confusing and annoying
31	Support	Support	Support	
32	Support	Support	Support	anything to encourage active travel is positive, providing it is well enforced and maintained
33	Support	Support	Support	Please note, currently when approaching the idr / castle hill roundabout from castle hill with the intention of turning right towards idr. The correct lane is the furthest right at the 1st traffic lights on the roundabout, currently people almost without fail choose the centre lane and then dangerously

				switch to the centre at the 2nd set of traffic lights. This problem will remain with the marking indicated here.
34	Support	Support	Support	This development sounds amazing, thank you very much!
35	Support	Support	Support	Although some previous cycle schemes have been ludicrous in their denial of car space combined with their lack of use by cyclists it is just possible that this might enable better access for both type of ytransport on this busy road. the tidal flow system was pretty difficult to comprehend anyway.
36	Support	Support	Support	
37	Support	Support	Support	We would be better off with a speed camera/average speed camera along this road. We've lived on Castle Hill for the last three years and the amount of crashes/near misses is high. People don't adhere to the road signs and frequent drag races between the IDR roundabout and the crossroads on castle hill/tilehurst road is unbelievable. We've had to install sound proofing in our home due to the speed people try and chase the lights -this needs to be 30mph with a camera as a deterrent. The smell of pollution in our house due to idling engines on Castle Hill is making us considering to move, as this came up as a "red" warning on our searches when buying the property. More needs to be done and less traffic needs to be allowed into Reading town centre (RG1 postcodes)
38	Support	Support	Support	More bike routes please! Any plans that makes it more safe for cyclists are very welcome. Dedicated lanes ideally. Oxford road next please!!
39	Support	Support	Support	Anything that makes cycling easier and safer is good in my opinion but please make sure that cycle lanes join up! They often seem to end abruptly and then cyclists don't have anywhere to be to stay safe. Consider also that cyclists may want to take alternative routes to the main traffic flow, where the main traffic flow is going to approach a large intersection or roundabout, which will pose a danger for the cyclist.
40	Support	Support	Support	
41	Support	Support	Support	All good ideas.
42	Support	Support	Support	Unless the route is considered safe by existing and potential cyclists, it will not be used. Please consider the following:1. 30m east of Southcote Road junction, reduce to a single vehicle lane eastbound, continue cycle lane on North side to connect up to proposed cycle lane/two vehicle lane carriageway.2. Traffic signals to give priority/first release to cycles/pedestrians.3. Cycle lanes must pass bus stops to the left side with islands for pedestrian access to buses.4. Where cycles lanes are adjacent to bus / motor vehicle lanes they must be physically separated and of a width in accordance with government guidance and recommendations.5. The Bath Road is like a race track not an urban road - I would like to see the 30 mph limit encouraged enforced by implementing traffic calming measures/cues which reduce the speed of vehicles.
43	Support	Support	Support	I am pleased to see and welcome the segregated cycle lanes - please make sure they are fit for purpose when implementing them - there are too many examples of cycle lanes that are not fit for purpose and make a mockery of the council's supposed improvement to the cycle infrastructure in the town.
44	Support	Support	Support	The consultation should allow a neutral response with comments under each specific question/proposal or a response indicating broad support but not unconditional support. It's poor this 45has been laid out in this manner and surely makes it harder to collate. Certainly makes it harder to provide views. Propoal 1 residents at Bath Rd between Jesse Terrace and Russel Street must be consulted with active engagement or mailshot. Had this been done? It will affect them the most. Proposal 3 although I broadly support, the council needs to consider the impact /knock on effect on the roundabout outside of the police station and additional traffic, potential for traffic to back up to

				the IDR, traffic flow. There is no consultation question on reducing the current three lanes to two lanes from Bath Road junction with Tilehurst Rd/Coley Avenue - the right turn coming from town to Tilehurst Road is a busy route and these traffic lights can be slow allowing for 4 way lights, again impact here needs to be assessed and regularly reviewed. I couldn't clearly see any pedestrian crossing along the Bath Road. I may have missed this, but removing an island does remove a half way stopping point for safety when crossing. This is a particularly wide road to cross.
45	Support	Support	Support	With speed cameras and cameras at the lights to deter speeding and motorists jumping the red light
46	Support	Support	Support	As a resident on Castle Hill, I would like to see additional traffic calming measures to limit traffic speed late at night. Temporary speed cameras (i.e. the marked police van) are occasionally used outside Heritage Court during the day, but there is frequent speeding along the section uphill between the junction with the A329 and Russel Street at night, with all of the associated noise effects.
47	Support	Support	Support	Feel that this area carries too much heavy traffic. It is a residential area and the speeds that some people drive up the hill are a danger. A speed camera would be a sensible option here.
48	Support	Support	Support	
49	Support	Support	Support	This is another positive step towards safer active travel capability for all users of the infrastructure. Priority should be given to pedestrians, cyclists, mobility device users and bus users. Currently there is too much usage of the infrastructure by motor vehicles.
50	Support	Support	Support	Providing an environment where parents are happy that their children can safely cycle to school is essential for all our futures.
51	Support	Support	Support	Good, but please remember to draw bicycles in the cycle lanes as you've omitted to do this in several places (e. g. at the western end of Christchurch Road).
52	Support	Support	Support	Having 3 lanes and filter lanes on the roundabout is what increases the traffic speed and makes this system treacherous. Reduce to 2 lanes and enforce stop at roundabout to slow traffic. 20mph speed limit within and on IDR to pacify traffic make it flow better. Look at how traffic in London has been transformed in less than 20 years.
53	Support	Support	Support	Increased cycling support in Reading is a good idea. The Bath Road is a major corridor and better access from the west of the Town to the Centre should help to promote increased use. This should be further supported by other transportation improvements such as improved signalling systems for the Castle Street/St Mary's Butts intersection.
54	Support	Support	Support	All measures which will make it possible to cycle safely along Castle Hill, so good news.
55	Support	Support	Support	as a keen cyclist, dutchman and architect, and with our office at Castle Street, I am in favour of improving cycling facilities in the town. I am in favour of reducing flows for motorised vehicles (cars in particular) in order to achieve improved safety for cyclists which will benefit more people to use this green and healthy mode of transport.
56	Support	Support	Support	This will represent a huge improvement to travelling westward out of Reading by bike. But the key to the route's success as a bike route will depend on how easy it is to navigate the IDR roundabout at the foot of Castle Hill. Without a safe route there I will probably continue to use the footbridge over the IDR just to the south of the roundabout.
57	Support	Support	Support	The webpage kept crashing and greying out so I was not able to view the proposals. What I would say being a carbon neutral bicycle courier is that the cycle and motorcycle lanes are a good shout as I also have a 125 scooter and think there are already way to many car road users that have no need for them

58	Support	Support	Support	
59	Support	Support	Support	Reads reasonable and well planned
60	Support	Support	Support	
61	Support	Support	Support	Drivers have been used to their own way for too long and the facilities for those that use public transport and cycle need to be prioritised.
62	Support	Support	Support	Current cycle lanes are woeful and i am reluctasnt to ride around reading with my children. any improvements are welcome but you aren't going far enough. cycling aorund town has to be made easierr, safer and more pleasant, if you can deliver that then many more prople will cycle - as is the case in certain other n.european cities. thanks
63	Support	Support	Support	Sustainable travel and improvement of cycle facilities through the provision of proper dedicated cycle lanes along this corridor has to be the correct solution.
64	Support	Support	Support	
65	Support	Support	Support	
66	Support	Support	Support	A properly segregated and fully functional cycle lane should include the lane being routed behind the bus stops so that people getting onto a bus from a bus shelter do not have to cross the cycle lane. In fact the image I've seen does not even appear to be a segregated bike lane but merely a painted part of the road. If this is the case it'll result in the usual situation of cars straying into it or parking in it. Physical segregation is required in order to maintain its integrity and to actually achieve the aim of encouraging cycling. Come on reading don't provide another half baked useless scheme.
67	Support	Support	Support	
68	Support	Support	Support	
69	Support	Support	Support	
70	Support	Support	Support	Great plans but concerned that the new route will be hampered by poor connections in town. Would like to see something like a contraflow cycle lane on Gun Street to allow for connections from this new infrastructure heading east. Additionally the Oxford Road is terrible for cycling but has a population where active travel is a very viable option, in my opinion this should be of a higher priority than the proposed scheme. I also have concerns that the proposed scheme will be incorrectly viewed as a solution for all of West Reading where it is inadequate for people living off the Oxford Road.
71	Support	Support	Support	
72	Support	Support	Support	I strongly support the measures to introduce safer and more convenient measures for cyclists along this busy section of road
73	Support	Support	Support	When cycling there is a big difference when going up hill as opposed to down hill. Uphill segments need physical separation between motor vehicles because the speed difference between bikes is so much larger. Downhill bikes are traveling at comparable speeds to cars on thes city roads and separation is not really needed. Spend all your money on cycling provision on up hill segments.
74	Support	Support	Support	We urgently need to have better active travel schemes to support air quality, health and Net0
75	Support	Support	Support	

76	Support	Support	Support	
77	Support	Support	Support	
78	Support	Support	Support	
79	Support	Support	Support	
80	Support	Support	Support	Better bike routes can only be a win, but would be great to see routes that enable our children to cycle as well as adults
81	Support	Support	Support	Segregated cycle paths are vital to promote active travel. But it is also crucial to consider how and where those lanes end. Mostly they end suddenly and require cyclists to join regular traffic, which is unfortunately very dangerous as cars tend to try to quickly squeeze by to avoid being behind a car. So I continuous cycle infrastructure is important.
82	Support	Support	Support	I support any action to improve the cycling infrastructure in Reading.
83	Support	Support	Support	Segregated cycle lanes are so important to help cyclists feel safe and thus encourage more people especially those with children to travel by bike. These plans are fantastic as a first step to making Reading a more cycle friendly place to live and work.
84	Support	Support	Support	Please implemented these changes ASAP, they're overdue, I regularly ride on the A4 to Central Reading, every journey a car dangerously close passes me.
85	Support	Support	Support	I support the scheme, but think that improvements for cyclists need to be made at the IDR roundabout, particularly for westbound cyclists
86	Support	Support	Support	I am happy with a reduction in the number of O8R parking places available on Castle Hill, to enable the best introduction of the new cycle lanes - I assume this is what is intended
87	Support	Support	Support	Much needed travel Corridor
88	Support	Support	Support	
89	Support	Support	Support	
90	Support	Support	Support	As a regular cyclist I have been aware of the limitations imposed by the present road layout pertaining to this survey. The busy route deserves the proposed segregations and other safety considerations. I hope it proceeds to fruition so as to contribute to Reading's continuing progress as a cycling friendly town.
91	Support	Support	Support	Currently this is THE MOST HIDEOUS junction to cycle across. These plans seem to be a sensible way of making cycling safer, thus increasing the amount of cyclists using this route. I support it. The cycle lane must be physically segregated with a high curb or barrier, to avoid cars drifting into it and encroaching the safe space.
92	Support	Support	Support	The plans look good and I look forward to the better protection when cycling this section
93	Support	Support	Support	I still can't make out how cyclists navigate eastbound from Southcote road to the proposed cycle lane over the railbridge

94	Support	Support	Support	
95	Support	Support	Support	I also support the provision of segregated bike lanes along the whole of bath road, London road, kings road and many others, with less potholes. I support initiatives that may help the flow of the traffic, ie, more roundabouts, less traffic lights. It appears to me that RBC has always been trying to make it as difficult as possible to drive in reading and made a road system which increases the pollution of the city, either that, or they are extremely clueless.
96	Support	Support	Support	I am concerned that there seem to be gaps in the cycle lanes at places. This is dangerous. It appears that there may be parking/waiting areas on the inside of cycle lanes. This is dangerous if car doors can be opened onto cycle lanes. There should be careful consideration to the safety and easy routing of cyclists at the roundabout at the bottom of Castle Hill. Please consult cycle specialists about this, There should be safe routes that will avoid cyclists taking unsafe routes here for the sake of speed. Thus a good perimeter route and/or timed signals to avoid delays when entering and leaving a route through the centre of the roundabout.
	Support	Support	Support	It's good to see implementation of infrastructure which encourages active travel. As an occasional cyclist and new father, I'm looking forward to a town that facilitates an easier transition to a more sustainable way to travel. I was unable to see from the plans whether the segregation of the cycle lanes would be by road markings only, or by physical means, however I'd highly support physical separation between cars and bicycles where possible which should encourage the uptake of road cycling by more hesitant riders.

97	Object	Object	Object	Not required, this is a waste of council tax payers and taxation money. Invest on making the roads and paths pothole free for all road users and walkers.
98	Object	Object	Object	
99	Object	Object	Object	These proposal will create a further bottleneck, reduce traffic flow, with the result of worsening air quality for local residents.
100	Object	Object	Object	This is a farce. Already businesses and workers find it more and more difficult to do their days work. The cycle lane on Sidmouth St is a joke - about one cyclist per month uses it. A waste of time, effort and more importantly TAX PAYERS MONEY. Stop thinking up these ridiculous schemes and find something to actually support local workers and businesses or Reading will end even more of a ghost town as it is now. STOP WASTING MONEY WITH THESE RIDICULOUS SCHEMES
101	Object	Object	Object	Please stop coming up with these stupid schemes. They cost huge amounts of tax payers money and make it impossible for businesses to run efficiently. Getting to work is already near impossible in 73Reading. Try speaking to people before coming up with these hair brained schemes, and stop wasting money.
102	Object	Object	Object	
103	Object	Object	Object	These proposals are utter rubbish. The Council should stop these stupid politically correct pandering to the aggressive cycle lunatics who think they own the roads and support people who actually live in the area and don't want more idiotic changes. Just put things back to the way they were before traffic restrictions and bus lanes. Roads should be for everyone!!

104	Object	Object	Object	<p>I am dedicated cyclist, but this scheme makes no sense and is a waste of tax payers money.</p> <p>The money would be better spent fixing potholes - this is a far greater hazard to cyclists</p>
105	Object	Object	Object	<p>This proposal is an example of project planning for vanity (to win more central Government funding) than it is sense. This project will:-Remove car parking on Castle Hill which then places a higher demand on surrounding road car parking which is already over-permitted / in very high demand by the residents on those roads- Remove critical traffic throughput on a key route in / out of our town - meaning less people will travel into Reading to spend / work. - Favour the very low volume of cyclists who use this route over the many 000's of drivers & bus passengers who rely on this route to be in town for their work, for shopping, etc. The removal of the central / bidirectional lane will have a large impact on traffic queues - before this was put in place, traffic would regularly queue:- In morning peak hours: along Tilehurst Road almost back to Prospect Park, along Bath Road almost back to the Berkeley Avenue intersection, up Russell Street whilst waiting to join Tilehurst Road, along Coley Avenue back to the Berkeley Avenue intersection. - In evening peak hours: down the exit ramp from the IDR - resulting in queues along the IDR waiting to exit onto the Bath Road / queues on the A33 approach road waiting to exit onto the IDR briefly then the exist onto the Bath Road / queues around the Bath Road/IDR roundabout which back onto Castle Street. These were the previous effects from not having the central lane available in it's bi directional format for peak hours. The increase in traffic will result in the box junction being blocked / working less effectively at the Bath Road / Tilehurst Road / Coley Avenue intersection - traffic will invariably (incorrectly) move forward during the traffic light phasing with the result of further increased delays, frustration & opportunity for accidents & road rage (already present on this route when drivers look to favour their own journey ahead that of others). Public Transport will be similarly affected - with the result that commuters & shoppers alike will stop using it on this route. Traffic (both cars & buses) will invariably queue for much increased periods on all these routes - affecting air pollution, air quality, impact to listed building facades (exhaust emissions are particularly rife to adhere to bath stone / rendered walls) along these routes, Visitors - shoppers & workers - will choose not to visit Reading town centre as this route becomes a known obstacle in their journey & instead continue to migrate to visiting Bracknell & the other local towns who have invested such sums in a much better strategy (and who are now reaping the visitor increase benefits to their Town Centre).</p>
106	Object	Object	Object	<p>It is getting more & more difficult to drive a car anywhere due to so many UNUSED cycle lanes.</p>
107	Object	Object	Object	<p>Yes re.all the things done for cyclist they do not pay road tax why should they ride on the road free also dont think they should ride on pavements nearly got hit by them and i walk with a stick if you want them on the road they should pay road tax.</p>
108	Object	Object	Object	
109	Object	Object	Object	<p>My main objection to the proposal is from the perspective of residents parking on Castle Hill. I would feel happy to agree to the plans if I was assured residents parking was to remain with no loss of parking spaces. Parking is at a premium, it is becoming increasingly difficult to get tradesmen to under take work on our properties due to the lack of parking.</p> <p>In addition to the above the review of traffic flow gives an opportunity to move the pedestrian crossing on Castle Hill to the cross road, this would enable a synchronized approach to traffic management. It would also enable houses to install drop kerbs for off road parking and install electric charging points.</p>

110	Object	Object	Object	Having see how little the Sidmouth St double bike lane is used on a minor road, putting it in place in such a bottleneck will only make that bottle neck worse.
111	Object	Object	Object	
112	Object	Object	Object	
113	Object	Object	Object	Wholesale changes required in relation to transport hierarchy at the council before any new schemes go ahead.
114	Object	Object	Object	"This is a particularly busy route into and out of Reading. The traffic is currently bad but there is still movement because of the additional lane, the tidal flow lane. This route is one of the main routes to The Oracle car park as well and traffic build up impacts both The Oracle and local traffic. In my 10 years leaving near this route and using regularly I can not recall accidents, it works well with the signage provided. Recent roadworks and closure of lanes lead to high traffic build up on local roads and the IDR. The loss of parking spaces for cars is also a real issue. There is already a shortage in the Russell Street area and with additional planning for more housing in the area (Epping close - removal of in use garages and parking) there will be an even higher demand. Local residents I speak to are concerned. Reading already is a difficult town for drivers with traffic and like it or not the majority of visitors to the town who use our High Street, shopping centre, cinemas, restaurants and facilities use cars. We need to remain accessible we are already losing out to the likes of Bracknell and Wokingham that have easy access routes and welcome cars. People travelling in vehicles also tend to stay longer in town and add to the economy. If Reading becomes 'too difficult' to drive too we all lose out. I strongly object."
115	Object	Object	Object	Traffic is already terrible here during peak hours and your solution is to restrict some lanes to cycles???? Are you stupid or just trying to make traffic worse deliberately??
116	Object	Object	Object	"Another waste of council tax money. The tidal lane works well in rush hour both morning and evening. If it is removed there will be more congestion and more air pollution"
117	Object	Object	Object	None of this is necessary. Money should be spent on worthwhile road improvements. I realise this is a tick box exercise to look as if the council have asked residents. Unfortunately as with most things residents opinions do not count & are overlooked/ignored.

118	Object	Object	Support	I don't see that there are issues with North-bound traffic on the Bath Road from Russell Street. I don't see benefits of the Tidal flow on Castle Hill.
119	Object	Object	Support	You always forget that some of us are unable to use public transport, walk or cycle my only way about is by car but I'm only a disabled person who modern society seems to want to forget about. That's why we are always being confronted by lazy ignorant thugs in some cases who will park in disabled spaces and threaten you when you ask them to move. The market in Caversham precinct takes over all the disabled spaces and so how think that labelling some normal space as replacements is ok! There is a reason why our spaces are wider because we need to open doors wider to get out. By the time you have your carbon neutral town centre and all road given over to cyclist (most of whom need to learn the Highway Code) people like me may as well commit suicide as we will have been push out

				too far. No doubt you will still want us to pay our car tax etc to pay for these cyclist who pay no insurance or anything towards the cost of these alterations for their benefit.
--	--	--	--	--

120	Object	Support	Support	Traffic in Reading is horrendous just please no more cycle lanes
121	Object	Support	Support	
122	Object	Support	Support	How will residents in Castle Hill be able to receive goods being delivered or services(e.g Food deliveries,gas ,electric, water board, fire, ambulance,removals) they may require if there are no parking bays provided to accommodate these vehicles? due to yellow lines being introduced. I think the addition of cycle lanes will cause more congestion on this busy road which isn't wide enough to cope. Cycle lanes along the Oxford Road are under used and traffic is always backed up as a result.

123	Object	Support	Object	Under no circumstances should the existing residents permit parking on Castle Hill northside between jesse terrace and russell street be reduced further. The loss of one space a while ago was bad enough. It is already difficult enough to find a space to park and as a disabled person I need a space close to home - being told to park in one of the side streets is not acceptable. The parking spaces along Castle Hill do not form a problem at all, the pavement along that stretch of road is very wide and could be enhanced to provide whatever the council is now proposing for cycle lanes etc. (it is not clear what the council is proposing and the sketches on this consultation are as clear as mud and the terminology used not in readable english.No waiting should be enforced to ensure taxis do not park up there, loading should be allowed for deliveries.The bus stop is disused and could be converted to parking spaces or the crossing which is in a daft place anyway could be moved down to here the bus stop is. Alternatively - removing the barriers in front of 166 and 164 that prevent residents from parking in front of their own properties (and thus being able to procure electric vehicles and park close to their properties) and dropping the kerbs outside those properties to enable this should form part of this consultation.The tidal flow system works fine - why change it? No comment on the bus lane other than the road markings are worn out and where it ends currently is a guessing game for many drivers resulting in fines.Overall - these plans are badly thought out and will do nothing for the residents of Castle Hill who are already paying huge amounts for permits.
124	Object	Support	Object	Stop thicking boxes and start doing something for your residents. Fix the existing faults, show diligence and care before proposing to accept low back handed deals with tarmac companies.1year old laid road full of potholes, now that will also be the quality of this proposed active Reading? Or my sons injuries on a bike path down Bath road because potholes and uneven surfaces. Transport department needs to come up from that cloud they sitting and actually convince people that they are doing what they are paid to do!
125	Object	Support	Object	
126	Object	Support	Object	"A conservation area risk assessment and a health, safety & environment risk assessment needs to take place to assess the impact of the new cycle lane.At the moment the Tidal Flow is doing fine. The removal of the Tidal Flow will create more traffic jams at peak times."

127	Support	Object	Support	The bus route just about works today. What needs addressing is extending it Westbound so that the buses are not so delayed trying to reach the existing bus lane. Tidal flow has never worked because people don't understand the rules well enough to use it effectively.
128	Support	Object	Support	
129	Support	Object	Support	I would be eager to understand the reasoning behind adding cycle lanes to a major Western arterial road. I regularly drive along Berkeley Avenue which has cycle lanes and a noticeable thing about that road is the lack of cyclists using it. It's a similar situation with Bath Road, where I live. I would be very keen to know how much the existing bus lane is used as a percentage of 24 hours. It seems to be constantly empty, Perhaps 95% of the time it is unused? If a cycle lane is added, how many cycles per hour are expected to use it? How many people will it transport versus the car lanes? Where is the demand for cycle lanes as opposed to it being something on the council's green vision - which if it's the case seems like a tick-box exercise. As someone who prefers to walk into town, I'm concerned about the changes to Viewport 3 at the Bath Road / A329 junction. It doubles the number of roads I need to cross from two to four, making it a poorer experience for pedestrians. I don't see the number of cyclists either currently on the road or on the pavement to justify making the pedestrian experience worse. More people walk into town from Bath Road than cycle, but they seem to be getting a worse experience.

130	Support	Support	Object	I strongly object to the removal of the tidal flow as it will result in a significant backlog of traffic which will negatively impact air quality in the local area. You only have to attempt driving up this way when there have been lane closures on Castle Hill due to utilities works/roadworks to understand the impact this has on the surrounding area - traffic coming off the north and southbound IDR ends up queuing off the slips roads and onto the main stretch of the IDR/A329, which then has implications for other routes around town. As a result of this traffic idling, up to twice as many emissions will be produced compared to when the traffic is moving freely, which will impact pedestrians and cyclists alike - this route in particular is already heavily used by pedestrians (I often walk this way to and from town on my non-working days and at weekends so understand its use from two perspectives - I only drive on my working days when I need to collect children from two separate childcare locations).
131	Support	Support	Object	Ensure bus lane still accepts less polluting motorcycles (I know Reading Council and Page in particular are anti motorbike)
132	Support	Support	Object	
131	Support	Support	Object	I worry about the impact on cars at peak times. Has the impact been assessed and if so what were the results?
133	Support	Support	Object	The tidal flow on Castle Hill is something that really works as it is, I oppose its removal. By removing it you will create more congestion and worsen air quality. It categorically will not encourage more people onto two wheels, just like Sidmouth St has not. I should add that I am a keen (every day) cyclist in town, this idea will just not work.
134	Support	Support	Object	I am concerned about the removal of the removal of the Tidal Flow. It has worked well for many years and I wonder if the effects of removing it have been modelled in any way. It appears that the cycle lanes in Reading are being introduced on a very ad-hoc basis, to the detriment of other road users and not part of an integrated transport strategy for the town. It is simplistic to believe that introducing some cycle lanes will encourage a significant number of drivers to take up cycling. It is likely that for

				many cycling may not be a realistic option. An efficient and reliable bus service will be more effective at reducing car journeys, however if the removal of the Tidal Flow creates considerable congestion and delays at peak periods the buses will be caught up in this. Also, if there is increased congestion on Castle Hill traffic will divert to other routes resulting in a greater risk to cyclists on those routes.
135	Support	Support	Object	The tidal flow works well during the busy period in the morning when it is active. As far as improving the road and junctions for cycles - the single most effective thing you could do is to re-build the road as the surface currently makes much of the inside of the lanes unsuitable for cycles, therefore creating a narrower lane for cyclists to use safely.

136	Support	Object	Object	
137	Support	Object	Object	
138	Support	Object	Object	I object in principle to segregated cycle lanes unless cycles are required to use them. The argument I have heard from cyclists is that crossing traffic creates too much of a hazard and vehicles pull out in a way they would not do if there was a possibility of a car or bus to collide with. I also think that anything that restricts traffic in an already congested town is a disadvantage to those like me who need to ferry around a disabled partner.
139	Support	Object	Object	Removing the tidal flow lane and increasing the bus lane will simply cause tailbacks which will affect the IDR and out towards Southcote and Calcot along the Bath Road.
140	Support	Object	Object	Traffic flow in to reading at peak times is already slow and further restrictions on its flow will only make things worse. Although I support implementing more choice for commuters where possible, I do not believe it should be to the further detriment of vehicles
141	Support	Object	Object	The existing bus lane is easily sufficient to support buses and cycles and anyone who uses the bath road regularly will wear testament to this. To remove the tidal flow on castle hill will add to the already congested traffic at all times of the day but particularly at peak times. Cyclists use this route safely currently, the lack of any accidents/ incidents involving cyclists on this road supports this. If the council go ahead with this they will finally lose the goodwill and support of many reading residents who have already seen the very unpopular Sidmouth street route made permanent so to add castle hill to this list will be the final straw. It is unnecessary and will cause more congestion which in turn will cause more pollution which is against the council's green policy. Wake up Mr Brock this is a sure fire way to lose votes and make reading residents believe you really are anti car.
142	Support	Object	Object	The continuing removal of motorised traffic lanes to provide new cycle lanes does not make sense. The council should monitor and count the relative usage of existing schemes. It would be seen that the number of cycles, compared to the number of cars/lorries, using the roads is very small. The effect of reduced motor lanes does little to reduce the volume. What it does do is to cause traffic to take longer to get through the town and make it queue for longer. Both of these cause more exhaust emissions/pollution than is saved by extra cycle lanes. The council should monitor/measure these effects and make more sensible decisions based on observed results rather than "emotional" supposed "green" ambitions. A better action would be to identify places where extra motor lanes could be installed to improve motorised traffic throughput and reduce its time in the town (thus reducing pollution). A simple example would be replacing the central right turn lane in Christchurch Road to turn into Kendrick Road. This currently causes far more cars queuing than cycles using the short extra length of cycle lanes. Relative to many towns (e.g. Basingstoke, Swindon, Bracknell, Slough, Newbury)

				in the area Reading has very few dual carriageways or multi-lane roads, particularly main routes such as Wokingham Road, Oxford Road, Portman Road (a missed opportunity for a dual carriageway).
143	Support	Object	Object	Plans will cause traffic chaos.
144	Support	Object	Object	I see very little use of existing cycle lanes in Reading at the moment, additionally the majority of people will not give up their cars, witness the growth of electric vehicles. Removing the tidal flow on Castle Hill is very likely to create congestion west bound.
145	Support	Object	Object	whilst one can admire the ambition and indeed endorse the ambition of the council to promote and assist a more active population, this would not appear to be a method that is likely to achieve those aims. As we are all aware, the cycle lanes that we have at present are rarely used, therefore the provision of more would seem somewhat superfluous and unnecessary. If there was a clear demand, a clear need to make extra provision for a teeming mass of cyclists then any objection would become moot. Sadly this is not the case. The result of implementing said proposals can only result in making ingress and egress into and out of Reading more congested, more difficult and more polluting. Not the outcome that any reasonable person would want.
146	Support	Object	Object	LTN 1/20 cycleways do not increase cyclists but just increase traffic congestion affecting air quality. This is the actual motive of the scheme to create poor air quality so an air quality zone can be implemented, thereby taxing the motorists more. If people want to cycle they will cycle, as has occurred in the outer London, the introduction of these madcap ideas do not increase cycling and the cyclist basically ignore them anyway. The tidal flow significantly improves traffic flow and people will drive. Unfortunately a lot of business workers in Reading live outside the town for obvious reasons, and are affluent and therefore will not cycle or use public transport. Active travel and bus use is predominately used by people in deprived areas, so look at improving cycle routes to Whitley and along the Oxford Road instead of disrupting commuters from out of town who keep the town alive, just.