

## **APPENDIX 3 – CONSULTATION COMMENTS**

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

TOTAL 266 of which 95 were without comments 28supports/63objections/4Not answered)		
Liverpool Road and Cemetery Junction		Comments
3	Object	How and where will the traffic impacted end up? Instead of improving buses to and from Woodley, the inbound buses are likely to end up in the inevitable queues that will persist up towards Shepherds Hill. And traffic will end up coming off the A3290 at Loddon Bridge and then head down the Wokingham Road instead of carrying on to the London Road. It'll be fine for Reading residents, but the impact on traffic and congestion in Earley and Woodley will surely be high, as traffic will look for rat runs to avoid the inevitable queues that will build up around the Suttons Business Park. This proposal completely dismisses Earley and Woodley residents' needs.
4	Object	Traffic is already terrible - bottlenecking key roads with further buslanes is counter intuitive and will lead to significantly worse traffic all around. I strongly object
6	Object	This will reduce the lanes and thus create more traffic unable to move
7	Support	Having seen many bus lanes be introduced with fantastic success I believe this will be a fantastic addition and allow the bus services to run slightly better giving more people trust they will get to where they want quick and efficiently
8	Object	The congestion from reducing these lanes will be significant. It will push some traffic off into Earley at Shepherd's Hill , down Church Road onto Wokingham road. It will increase traffic on the side roads. Has a survey been done on proposed increase in public switching to buses from Woodley? I'm assuming that majority of traffic inbound wants to pass through town and across the river. So no amount of buses will reduce the car journeys. <b>WE NEED A THIRD BRIDGE!!</b>
9	Object	The traffic issues are already untenable. Converting one lane into a bus lane purely pushes the traffic back to the A329m and and up towards shepherds hill in Woodley. The buses would also get stuck in this traffic , meaning all that has been created is further traffic jams ( and thus poorer air quality) and people will still not want to use buses as they will also be stuck .
12	Object	There is not enough capacity as it is in this road. There will be so much congestion and due to this side roads will be affected. I <b>STRONGLY OBJECT</b>
13	Object	This is already an extremely congested part of Reading, and is always very busy during commuting hours. The addition of a bus lane in the location would cause traffic to back up onto the A3290 during peak hours, in order to accommodate a small number of buses that travel on this route.
14	Support	As a bus user and car user I find that this area would benefit from buses having priority, cars have a lot of alternative routes, driving in reading is not great but you're never going to fix it with more lanes for cars, prioritise other traffic - buses and cycles and you will get to a better solution, just needs time!
15	Object	The existing bus lanes are barely used by busses, i can show examples on the A33 Rose kiln lane where traffic in both lanes is backed up with the bus lane empty and busses sitting in the traffic as opposed to using the bus lane, as this turns into a left turn lane and all the buses want to go straight on! This is completely pointless, as are many other bus lanes which are primarily used by 'dodgy' taxi drivers with no passengers taking advantage of their taxi licence before cutting into the queue of traffic 100 yards down the road! More bus

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

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

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

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

79	Object	Too much traffic already on Palmer Park Avenue. Do not want the increased traffic of people using it as a way of avoiding the road that will be clogged up with buses. Lots of families and children on this residential street.
80	Object	Traffic using this route is already extremely heavy. Shutting 1 Lane would increase traffic using Palmer Park Avenue as a cut through. This has already happened when lanes have been closed in the past. We have too many people using this road in peak times as is and cannot cope with more.
81	Object	Concerned about the likelihood of traffic choosing to leave the A4 at Shepherds Hill Roundabout and taking Pitts Lane, Culver Lane and Palmer Park Avenue.
82	Object	I object to this proposal as it will have a very detrimental impact on surrounding alternative routes. I live in palmer park avenue, and during recent roadworks on the London road, our street was very badly impacted with heavy traffic, often at a standstill during peak times. This is a safety concern as our street is next to a park and access to the park for pedestrians is through three points where they have to cross palmer park avenue, walking between parked cars to do so with limited visibility. There are also three schools in the local area which means additional traffic coming out of palmer park avenue into Wokingham road causes chaos and a risk to children trying to cross the road near the schools. At peak times the pavements near shops and bus stops are very full with children and I fear additional traffic in the area due to the London road proposed bus lane will be a danger to children and other pedestrians, not to mention increased pollution and emissions from traffic jams.
84	Support	The existing 3 lanes make this suitable and should be combined to expand the bus network, including consideration of improved park and ride services. Analysis should also be used to time bus journeys linking to the London Road and King Road routes so 1 lane can be used for buses running in both directions
85	Support	Motorcycles must be given access!
86	Object	Living in a residential street (Eastern Avenue) that is already experiencing large numbers of rat running vehicles, I am concerned that these proposed changes will only exacerbate the problems that residents in roads like ours face.  You state: "We recognise that limited road space in Reading means these plans will have a potential impact on traffic flows and will require careful traffic modelling and design which is why we are keen to hear the views of as many people as possible during this consultation.'  Clearly, the bus lanes will impede the flow of cars and will result in more rat-running to avoid the inevitable hold-ups on London Road. Currently, any traffic originating from Wokingham Road will be able to avoid this by turning up Eastern Avenue to avoid the traffic lights at Cemetery Junction and, what will likely be, worsened traffic jams beyond.  I am concerned that this scheme will not have the desired effect - of drastically increasing bus travel and therefore reducing emissions - and the negative impact that this will have on the transit times of the remaining cars will only this will increase pollution and poor air quality in the area.
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		<p>You state: "We recognise that limited road space in Reading means these plans will have a potential impact on traffic flows and will require careful traffic modelling and design which is why we are keen to hear the views of as many people as possible during this consultation.'</p> <p>Clearly, the bus lanes will impede the flow of cars and will result in more rat-running to avoid the inevitable hold-ups on London Road. Currently, any traffic originating from Wokingham Road will be able to avoid this by turning up Eastern Avenue to avoid the traffic lights at Cemetery Junction and, what will likely be, worsened traffic jams beyond.</p> <p>I am concerned that this scheme will not have the desired effect - of drastically increasing bus travel and therefore reducing emissions - and the negative impact that this will have on the transit times of the remaining cars will only this will increase pollution and poor air quality in the area.</p>
88	Support	<p>Again In principle I support this, as well as a cycle lane from Cemetery junction to Sidmouth Street. However, the effect of this will be too force commuter and school run traffic onto other roads, such as Hamilton Road And Eastern Avenue, further increasing the dangerous rat-running that already takes place.</p>
89	Object	<p>Palmer Park is already a busy cut through and when there are problems down the London Road the traffic flow down Palmer Park is horrendous. The queues cause significant pollution. The bridge near Wycherley Road struggles with coping with current traffic flow so can't imagine what will happen when it becomes the main cut through.</p>
91	Object	<p>We should improve the infrastructure we have first.</p> <p>Improve phasing of lights. Sorting out the poorly thought out road junctions. Getting rid of all the unnecessary traffic lights and replacing them with roundabouts. Re-introduce lay-by bus stops.</p>
94	Object	<p>I object because whenever there have been roadworks or other traffic issues on the London Road previously, Palmer Park Avenue and the surrounding roads have been gridlocked. We already have to put up with queueing traffic churning out fumes during busy periods and rush hours, but this scenario would result in the heavy commuter traffic from the wide London Rd being forced down narrow (one way for Palmer Park Avenue) residential roads. The narrow carriageway under the railway bridge combined with the busy junction at the end of Wycombe Rd would also be very problematic. Given that Palmer Park Avenue area is already a rat run and very busy due heavy use of the church, the park/stadium, the shops, pub and 2 schools it would seem ill advised to also send main road traffic this way.</p>
95	Object	<p>The loss of one inbound lane would result in car drivers looking for a way to bypass the section of the A4. One such route is to leave the A4 at Shepherds Hill and travel along Pitts Lane Culver Lane and Palmer Park Avenue to the Wokingham Road and then to Cemetery Junction. This route was taken by drivers during the recent road works on the A4 and when lanes were closed during the painting of the railway bridge. As a resident of Palmer Park Avenue I do not want it to beome a permanent rat run.</p>
96	Object	<p>Concern that making a bus lane at this point will result in traffic diverting at Shepherds Hill or lower down and coming through the estate and ultimately along Palmer Park Avenue and making it into a rat run as drivers try to avoid the A4 by the London Road side of the park. There was an increase in traffic when the railway bridge was being painted.</p>
97	Object	<p>This will create an incredible amount of unnecessary traffic by serving the non council tax paying residents of Woodley. This is not an acceptable solution to any problem. It will severely impact my ability to live and work in Reading. I would love to see any qualitative</p>

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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



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

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

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

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

256	Object	No allowance for motorcycles who are also considered as vulnerable road users
257	Support	As long as the bus lane is built in the useless cycle lane that no one uses then I support it, if you intend to remove a lane that cars use now then I don't
258	Object	Strongly object if this would result in the removal of the cycle lane, which needs to be better connected with junction and crossing improvement at either end of Sidmouth street rather than removing.
259	Support	I fully support bus lanes, however please ensure that they allow use by cyclists and motorcyclists as well. Both of these groups of vulnerable users would benefit from having the protection afforded by bus lanes without providing any issues to the buses.
260	Support	I support the proposals to reduce delays to bus services. The benefits to cyclists would be limited as many would use Watlington Street or Sidmouth Street, but there are cyclists from Kendrick Road who would benefit from this scheme. The new lane should be signed/marked as a bus/cycle lane, not just a bus lane as shown on the plans.
261	Object	I object to the removal of motor cycles on health & safety grounds plus these do not impede buses and reduce traffic on the main carriageway
263	Support	Allow motorcycles to use the bus lane
265	Object	<p>I cannot support the implementation of the proposed bus lane if it is not going to be made available to motorcycles and do not understand why this requires a policy review, survey and safety assessment prior to a recommendation being made to the committee.</p> <ul style="list-style-type: none"> <li>- You already have evidence of the safe interaction between motorcycles and other bus lane users from the bus lane on Kings Road, Reading, which has been open to motorcyclists for several years.</li> <li>- TFL, with far greater traffic volumes and many more miles of bus lane than Reading have made all their bus lanes available to powered two wheelers, further evidence that this practice is not unsafe.</li> <li>- The categories of vehicles able to use the A4 bus lanes in Slough that were installed during the Covid pandemic were changed a number of times in a matter of weeks and are now available for motorcyclists.</li> <li>- Millions were spent installing bus lanes on the A33, no other vehicles can use them and the bus traffic along them is minimal, yet they are unavailable for powered two wheelers - an absolute travesty.</li> </ul> <p>You have acknowledged that one of the main areas of feedback from the informal consultation was the use of the bus lanes by motorcyclists. I would argue that was predictable and more should have been done to address this.</p>

## **Southampton Street – Oracle Roundabout**

**TOTAL 266 of which 130 were without comments (60supports/58objections/12Not answered)**

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

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



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

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

179	Object	All bus lanes should include access for motorcycles in order to be fully committed to sustainability and reduction of traffic while improving safety for all road users.
180	Object	Other towns let motorbike and taxi use bus lanes and if you don't follow the same then there could be a conflict of interest
181	Support	Reading Borough Council has led the way with access to bus lanes in the past, although no mention in these proposals. Please can I ask they are permitted access - like cyclists they are a vulnerable road user too. TfL have granted motorcycle access to all of their bus lanes as they have produced evidence showing there is no detrimental affect to cyclists whilst offering protection to powered two wheelers.
183	Support	Please can motorcycles be included in the bus lane usage? Bus lanes are our safety zones as well as cyclist's and will keep us separated from other larger vehicles
184	Object	As a motorcyclist bus lanes are our safety zones as well as cyclist's. We have over 20 years of unimpeachable bus lane safety data in Reading already. The Transport Minister has already stated as policy that Local Authorities should use their powers to give motorcyclists access to bus lanes. Will Reading comply?
185	Object	If motorcycles are excluded, otherwise support
186	Object	No thoughts on motorcycle safety or security
187	Object	Implementation of bus lanes will restrict road width and make the roads less safe for vulnerable road users such as motorcyclists unless motorcyclists are given permission to use the bus lanes.
188	Support	It's a great idea to separate public transport and bicycles and motorcycles from car traffic.
189	Object	This is a narrow street with cars parked both sides of the road. If you were to install a bus lane here where will the residents park their cars? You're just going to force people to either move house because they don't have parking outside their house or force them to park away from their houses.
190	Object	Waste of money
191	Object	Motorbikes need to use the bus lanes
193	Support	Must give motor cycle access to bus lane
194	Object	Not needed. Need a motorbike lane
195	Object	Unless motorcycles are also permitted to use the proposed bus lan
196	Support	Only if motorcycles are allowed to use the new bus lane
197	Support	I feel Bus lanes are valuable resources. And I wholeheartedly agree a better more reliable bus service would encourage more users to choose buses as their main travel option. However, this does bring me to another equally important part of road usage. Road safety! As a motorcyclist who regularly visits Reading. I am very disappointed to learn the council plan to restrict the use of bus lanes. Forcing motorcycles to use the increasingly congested alternative traffic lanes. I would urge Reading to consider allowing motorcycle access to all of the current and proposed bus lanes. This will create a safer environment for all of us, without any detrimental effect to the public bus service.
198	Support	Allow motorbikes too
199	Object	I am not pleased with the removal of motorcycles to access the bus lanes. This will have a severe impact on how I commute and it will make using the carriage very unsafe.

200	Object	I am very concerned with the removal of motorcycles to access the bus lanes. This will have a severe impact on how I commute and it will make using the carriage very unsafe.
201	Object	You have to give due consideration to the use of bus lanes by motorcycles. The new bus lanes should be consistent with the existing ones and allow access. I don't see why the timescale precludes this or why new surveys or assessments are needed. There is no reason why motorcycles should not be able to use bus lanes safely as well.
202	Object	If the real intent is to reduce carbon emission then allow motorcycles and mopeds access to ALL bus lanes. This will move transportation from cars to a much cleaner form of transport as well as helping to make the roads safer for mopeds and motorcycles.
203	Support	More bus lanes will not shift transportation from cars to buses, but it will increase congestion and so increase carbon emissions.
204	Support	I support this proposal however motorbikes should be allowed to use this lane
205	Object	Please let motorbikes use this lane.
206	Object	Any bus lane should permit the access of all forms of two wheeled transport including both bicycles and motorbikes, the proposed plans do not seem to allow this.
207	Object	Needs to include motorcycles to have access to the bus lanes. It can be dangerous for motorcycles to be sat i traffic if a rear end was to happen it could be catastrophic for the motorbike rider. It gives motorcycles a safe place to filter. And motorcycles are more environmentally friendly as well as takes up less space on the roads.
208	Object	Need to consider taxis and motorcycles
209	Object	As a motorcycle rider, I object to any new bus lane being implemented where access to the same lane is not extended to motorcycles, as is already the case on some bus lanes in Reading (e.g. Bath Rd.). Considering that motorcycles do not create congestion and generate pollution as cars do, which is the issue these new bus lanes are aiming to solve, I feel that if no access to these lanes is granted to motorcycles we the riders would only be penalised by an even more restricted flow of traffic and will be in a less safe position, having to contend with cars for space on narrower and more congested roads.
210	Object	I don't agree with excluding motorcycles from bus lanes. I believe motorcycles do not add to bus delays and are low polluting vehicles occupying very little road space. I don't believe they contribute much to congestion and I fact are likely to relieve it in comparison to the same number of people in cars.
211	Object	I don't agree with excluding motorcycles from bus lanes. I believe motorcycles do not add to bus delays and are low polluting vehicles occupying very little road space. I don't believe they contribute much to congestion and I fact are likely to relieve it in comparison to the same number of people in cars.
212	Support	Object on the grounds of cyclists and motorcyclists being excluded from use.
213	Support	Motorcycle access is needed to improve safety.
214	Object	Good idea but don't exclude motorbikes
215	Object	No motorbike provision and the reduced lane widths will cause more pollution from motorbikes and will make it more dangerous when legally filtering between other vehicles, really poor decision not to include them and a total lack of awareness of vulnerable road users.
216	Object	I am very concerned with the removal of motorcycles to access the bus lanes. This will have a severe impact on how I commute and it will make using the carriage very unsafe.
	Object	It appears that access to bus lanes for motorcycles is not explicitly mentioned.
	Object	Considering Reading Borough Council's commendable track record in leading initiatives related to bus lane access to motorcycles, I

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

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

258	Support	Absolutely support an inbound bus lane here. When using the A327 as the quicker in route to Reading over NCN4, the approach to and going around Oracle roundabout is the most dangerous. A bus lane could help provide safer space for cyclists.
259	Support	I fully support bus lanes, however please ensure that they allow use by cyclists and motorcyclists as well. Both of these groups of vulnerable users would benefit from having the protection afforded by bus lanes without providing any issues to the buses.
260	Not Answered	Whilst I support the measures to assist buses, I would not support the scheme as there are no measures here to help cyclists. There is a town centre bound cycle lane on Southampton Street and a bus/cycle lane on Bridge Street, so this should be regarded as a missing link for cyclists. This is a busy section of three lane road that is unattractive and unpleasant section of road for even experienced cyclists.
261	Object	I object to the removal of motor cycles on health & safety grounds plus these do not impede buses and reduce traffic on the main carriageway
263	Support	Allow motorcycles to use the bus lane
265	Object	<p>I cannot support the implementation of the proposed bus lane if it is not going to be made available to motorcycles and do not understand why this requires a policy review, survey and safety assessment prior to a recommendation being made to the committee.</p> <ul style="list-style-type: none"> <li>- You already have evidence of the safe interaction between motorcycles and other bus lane users from the bus lane on Kings Road, Reading, which has been open to motorcyclists for several years.</li> <li>- TFL, with far greater traffic volumes and many more miles of bus lane than Reading have made all their bus lanes available to powered two wheelers, further evidence that this practice is not unsafe.</li> <li>- The categories of vehicles able to use the A4 bus lanes in Slough that were installed during the Covid pandemic were changed a number of times in a matter of weeks and are now available for motorcyclists.</li> <li>- Millions were spent installing bus lanes on the A33, no other vehicles can use them and the bus traffic along them is minimal, yet they are unavailable for powered two wheelers - an absolute travesty.</li> </ul> <p>You have acknowledged that one of the main areas of feedback from the informal consultation was the use of the bus lanes by motorcyclists. I would argue that was predictable and more should have been done to address this.</p>

**Oxford Road – Zinzan Street to George Street**



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

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

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

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

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

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

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

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



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

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

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

		<ul style="list-style-type: none"><li>- The categories of vehicles able to use the A4 bus lanes in Slough that were installed during the Covid pandemic were changed a number of times in a matter of weeks and are now available for motorcyclists.</li><li>- Millions were spent installing bus lanes on the A33, no other vehicles can use them and the bus traffic along them is minimal, yet they are unavailable for powered two wheelers - an absolute travesty.</li></ul> <p>You have acknowledged that one of the main areas of feedback from the informal consultation was the use of the bus lanes by motorcyclists. I would argue that was predictable and more should have been done to address this.</p>
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**Oxford Road – Pangbourne Street to Norcot Road Roundabout**

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

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

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



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

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

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

209	Object	I don't agree with excluding motorcycles from bus lanes. I believe motorcycles do not add to bus delays and are low polluting vehicles occupying very little road space. I don't believe they contribute much to congestion and I fact are likely to relieve it in comparison to the same number of people in cars.
210	Object	I don't agree with excluding motorcycles from bus lanes. I believe motorcycles do not add to bus delays and are low polluting vehicles occupying very little road space. I don't believe they contribute much to congestion and I fact are likely to relieve it in comparison to the same number of people in cars.
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212	Support	Motorcycle access is needed to improve safety.
213	Support	Good idea but don't exclude motorbikes
214	Object	No motorbike provision and the reduced lane widths will cause more pollution from motorbikes and will make it more dangerous when legally filtering between other vehicles, really poor decision not to include them and a total lack of awareness of vulnerable road users.
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217	Object	Motorcycles should be permitted to use bus lanes from a safety point of view
218	Object	I only object if motorcycles will be excluded.
219	Object	This will cause more danger for motorists especially cyclists. If you live within Reading getting round by buss may be quicker but in most instances to get from a-b it's quicker by car or motorcycle. These proposals increase frustrated car drivers and put a danger on motorcyclists
220	Support	My support is premised on ability motorcycles being able to use these lanes at all times.
221	Support	More room here. One thing that should be allowed for and doesn't seem to be ubiquitously which is a bit strange is the use of bus lanes by motorcycles and cycles. Both of these forms of transport are solutions to congestion and not causes of. Safety for these users should also be paramount and infra structure provided for same such as safe secure parking.
222	Object	I commute daily on a motorcycle and believe that with the addition of the bus lane without motorbike access will reduce the ability to filter safely. So I would propose that motorbikes are allowed to use the bus lane like on the Kings road. Without this I believe that my

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

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

	<ul style="list-style-type: none"><li>- You already have evidence of the safe interaction between motorcycles and other bus lane users from the bus lane on Kings Road, Reading, which has been open to motorcyclists for several years.</li><li>- TFL, with far greater traffic volumes and many more miles of bus lane than Reading have made all their bus lanes available to powered two wheelers, further evidence that this practice is not unsafe.</li><li>- The categories of vehicles able to use the A4 bus lanes in Slough that were installed during the Covid pandemic were changed a number of times in a matter of weeks and are now available for motorcyclists.</li><li>- Millions were spent installing bus lanes on the A33, no other vehicles can use them and the bus traffic along them is minimal, yet they are unavailable for powered two wheelers - an absolute travesty.</li></ul> <p>You have acknowledged that one of the main areas of feedback from the informal consultation was the use of the bus lanes by motorcyclists. I would argue that was predictable and more should have been done to address this.</p>
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**Bath Road – Circuit Lane to Granville Road**



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

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

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

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

187	Object	Implementation of bus lanes will restrict road width and make the roads less safe for vulnerable road users such as motorcyclists unless motorcyclists are given permission to use the bus lanes.
188	Support	It's a great idea to separate public transport and bicycles and motorcycles from car traffic.
189	Object	again this depends how it will affect the road layout as southcote can be awkward to get into at certain times due to the timed bus lane so if it will negatively impact normal traffic then I don't see how this can be feasible
190	Object	Waste of money
191	Object	Motorbikes need to use the bus lanes
193	Support	Must include motor cycle use
194	Object	Not needed. Need a motorbike lane
195	Object	Unless motorcycles are also permitted to use the proposed bus lan
196	Support	Only if motorcycles are allowed to use the new bus lane
197	Support	I feel Bus lanes are valuable resources. And I wholeheartedly agree a better more reliable bus service would encourage more users to choose buses as their main travel option. However, this does bring me to another equally important part of road usage. Road safety! As a motorcyclist who regularly visits Reading. I am very disappointed to learn the council plan to restrict the use of bus lanes. Forcing motorcycles to use the increasingly congested alternative traffic lanes. I would urge Reading to consider allowing motorcycle access to all of the current and proposed bus lanes. This will create a safer environment for all of us, without any detrimental effect to the public bus service.
198	Support	Allow motorbikes too
199	Object	I am not pleased with the removal of motorcycles to access the bus lanes. This will have a severe impact on how I commute and it will make using the carriage very unsafe.
200	Object	I am very concerned with the removal of motorcycles to access the bus lanes. This will have a severe impact on how I commute and it will make using the carriage very unsafe.
201	Object	You have to give due consideration to the use of bus lanes by motorcycles. The new bus lanes should be consistent with the existing ones and allow access. I don't see why the timescale precludes this or why new surveys or assessments are needed. There is no reason why motorcycles should not be able to use bus lanes safely as well.
202	Object	More bus lanes will not shift transportation from cars to buses, but it will increase congestion and so increase carbon emissions. If the real intent is to reduce carbon emission then allow motorcycles and mopeds access to ALL bus lanes. This wil move transportation from cars to a much cleaner form of transport as welll as helping to make the roads safer for mopeds and motorcycles.
203	Support	I support this proposal however motorbikes should be allowed to use this lane
204	Support	Please let motorbikes use this lane .
205	Object	Any bus lane should permit the access of all forms of two wheeled transport including both bicycles and motorbikes, the proposed plans do not seem to allow this.
206	Object	I don't understand what this will achieve. It's a small piece of road and would it not be better to put an extra lane in for all traffic to encourage movement and less pollution. Needs to include motorcycles to have access to the bus lanes. It can be dangerous for motorcycles to be sat i traffic if a rear end was

		to happen it could be catastrophic for the motorbike rider. It gives motorcycles a safe place to filter. And motorcycles are more environmentally friendly as well as takes up less space on the roads.
207	Object	Need to consider taxis and motorcycles
208	Object	As a motorcycle rider, I object to any new bus lane being implemented where access to the same lane is not extended to motorcycles, as is already the case on some bus lanes in Reading (e.g. Bath Rd.). Considering that motorcycles do not create congestion and generate pollution as cars do, which is the issue these new bus lanes are aiming to solve, I feel that if no access to these lanes is granted to motorcycles we the riders would only be penalised by an even more restricted flow of traffic and will be in a less safe position, having to contend with cars for space on narrower and more congested roads.
209	Object	I don't agree with excluding motorcycles from bus lanes. I believe motorcycles do not add to bus delays and are low polluting vehicles occupying very little road space. I don't believe they contribute much to congestion and I fact are likely to relieve it in comparison to the same number of people in cars.
210	Object	I don't agree with excluding motorcycles from bus lanes. I believe motorcycles do not add to bus delays and are low polluting vehicles occupying very little road space. I don't believe they contribute much to congestion and I fact are likely to relieve it in comparison to the same number of people in cars.
211	Object	Object on the grounds of cyclists and motorcyclists being excluded from use.
212	Support	Motorcycle access is needed to improve safety.
213	Support	Good idea but don't exclude motorbikes
214	Object	No motorbike provision and the reduced lane widths will cause more pollution from motorbikes and will make it more dangerous when legally filtering between other vehicles, really poor decision not to include them and a total lack of awareness of vulnerable road users.
215	Object	I am very concerned with the removal of motorcycles to access the bus lanes. This will have a severe impact on how I commute and it will make using the carriage very unsafe.
216	Object	It appears that access to bus lanes for motorcycles is not explicitly mentioned. Considering Reading Borough Council's commendable track record in leading initiatives related to bus lane access to motorcycles, I kindly request the inclusion of provisions that permit to access bus lanes. This request is grounded in the principle that, akin to cyclists, motorcycles represent a vulnerable road user category. It is noteworthy that Transport for London (TfL) has embraced a similar approach by granting motorcycle access to all their bus lanes. This decision was substantiated by evidence indicating no adverse effects on cyclists while concurrently enhancing the safety of powered two-wheelers. I believe that aligning the proposed regulations with such proven practices would contribute to the overall safety and efficiency of our road networks.
217	Object	Motorcycles should be permitted to use bus lanes from a safety point of view
218	Object	I only object if motorcycles will be excluded.
219	Object	This will cause more danger for motorists especially cyclists. If you live within Reading getting round by buss may be quicker but in most instances to get from a-b it's quicker by car or motorcycle. These proposals increase frustrated car drivers and put a danger on motorcyclists

220	Support	My support is premised on ability motorcycles being able to use these lanes at all times.
221	Support	As previously. One thing that should be allowed for and doesn't seem to be ubiquitously which is a bit strange is the use of bus lanes by motorcycles and cycles. Both of these forms of transport are solutions to congestion and not causes of. Safety for these users should also be paramount and infra structure provided for same such as safe secure parking.
222	Object	I commute daily on a motorcycle and believe that with the addition of the bus lane without motorbike access will reduce the ability to filter safely  So I would propose that motorbikes are allowed to use the bus lane like on the Kings road. Without this I believe that my safety will be compromised. So I object unless motorbikes are considered in this consultation
223	Object	I object to the ruling of excluding motorcycles. And not enough secure parking for motorcycles. Allowing motorcycles to use bus lanes assists in the traffic flowing. Barring them would only increase road traffic. Motorcycles do not hold up buses. Therefore it's essential to allow us to use them, surely flowing bus lanes and traffic eases congestion? Barring motorcycles from bus lanes won't ease congestion, only increase it.
224	Support	a bus lane with motorcycle access will make bath road safer.
225	Support	Please allow motorcycles to use the bus lane
226	Support	Bus lanes are a great way to improve congestion problems and reduce carbon emissions. As with other bus lanes, motorcycles and scooters should be given access as this would further discourage single occupier car use, and improve the overall safety of motorcyclists. There is no evidence that cyclists would be endangered by motorcycles sharing the bus lane space
227	Support	Good initiative provided that motorcycles have access to bus lanes,
228	Support	Motorcycles are recognised & in the main strategy, but no extra or secure parking, or bus lane access on existing bus lanes eg A33. Whilst the new cycle lanes forthcoming restrict width and increase risk for motorcyclists.
229	Object	Motorbikes need to be able to use the bus lane. It is a) dangerous if they have to deal with lane swapping by buses / cars moving in / out as the bus lane open/closes and b) should be encouraged to reduce car traffic.
230	Support	All bus lanes in Reading should be open to use by motorcycles (Powered Two Wheelers); Their safety record in Reading has been very good and the use of PTW in reducing conjection and carbon emissions should be encouraged.
231	Support	Support on the condition that bicycles, motorcycles and private hire vehicles can use the lane. It is a shameful waste of capacity to limit a lane to buses only, when users could benefit from it
232	Object	These measures should only be implemented if vulnerable road users such as Cyclists and Motorcyclists are allowed to use these lanes - overall the use of powered two wheel vehicles will ultimately decrease the traffic and emissions in towns and cities and as safety is the highest priority for vulnerable road users then this should be permitted in all bus lanes across Reading in line with other city plans.
233	Object	Motorcycles excluded
234	Support	Please allow motorcycles to use this bus lane because bus lanes are our safety zones as well as cyclist's.
236	Support	It appears that access to bus lanes for motorcycles is not explicitly mentioned. Considering Reading Borough Council's commendable track record in leading initiatives related to bus lane access to motorcycles, I kindly request the

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



263	Support	Allow motorcycles to use the bus lane
265	Object	<p>I cannot support the implementation of the proposed bus lane if it is not going to be made available to motorcycles and do not understand why this requires a policy review, survey and safety assessment prior to a recommendation being made to the committee.</p> <ul style="list-style-type: none"> <li>- You already have evidence of the safe interaction between motorcycles and other bus lane users from the bus lane on Kings Road, Reading, which has been open to motorcyclists for several years.</li> <li>- TFL, with far greater traffic volumes and many more miles of bus lane than Reading have made all their bus lanes available to powered two wheelers, further evidence that this practice is not unsafe.</li> <li>- The categories of vehicles able to use the A4 bus lanes in Slough that were installed during the Covid pandemic were changed a number of times in a matter of weeks and are now available for motorcyclists.</li> <li>- Millions were spent installing bus lanes on the A33, no other vehicles can use them and the bus traffic along them is minimal, yet they are unavailable for powered two wheelers - an absolute travesty.</li> </ul> <p>You have acknowledged that one of the main areas of feedback from the informal consultation was the use of the bus lanes by motorcyclists. I would argue that was predictable and more should have been done to address this.</p>