

## Appendix 1- Consultation Results Motorcycle Access To BSIP Bus Lanes.

Total responses received: 107

### 24 Objections

ID	Please leave any comments below.
1	this bus lane will just cause more accidents at the roundabout to honey end lane, we all know the bus drivers just pull out without looking
2	<p>Some motorbikes cause huge noise pollution around town, making life hell for residents who have to put up with deafening exhaust noise. Encouraging them by giving them special road space doesn't seem like a good idea.</p> <p>Also, this endangers cyclists who use the bike lanes. Busses know they can't overtake a cyclist in the bus lane and pull out into other lanes. Motorcyclists don't do that, and bomb past closely at high speed</p>
3	I feel there are far too many bus routes being put into Reading limiting the free movement of traffic throughout the town and hence causing more serious issues with air quality. A minority of people use the buses to get around and most of us have to use cars, motorcycles or cycles.
4	The bus lane does not work in any way shape or form
5	i don't think bus lanes should be put in at the detriment of car uses
6	<b>No comments were left</b>
7	<p>I do not support the creation of the new bus lane. It creates congestion on one of the main routes in and out of Reading. Since the introduction of the bus lane, there is consistent build up of traffic leading up to the A329 round about. This is self defeating for 3 reasons:</p> <p>1) As motorists spend 4-5 times the amount of time trying to get into reading they are sitting with idle engines, causing greater amount of pollution around the palmer park area</p> <p>2) The argument of enabling busses to wiz into reading does not stand - busses are stuck in the traffic just as well as cars and clearly any benefit of fast tracking via the bus lane is negated by queuing around the round about and leading onto queens's road.</p> <p>3) The road is now more dangerous with the beginning of the bus lane being in the same place as a right turn onto a residential area. This creates a dangerous area where people are changing lanes more so than before and will undoubtably result in more near-misses and accidents</p> <p>All in all - this is another example of a supposed improvement which in actual fact makes the majority of resident's life more miserable. I want the bus lane removed for the reasons sited above!</p>

8	A proper balance needs to be struck between the legitimate needs of motorists and that of the residents. In my experience of the bus lane at the Cemetery Junction, the traffic is snarled up and pollution is caused. The whole thing is a vanity project. The Council needs to spend money on keeping the roads in decent repair.
9	The London Rd implementation of the new bus lane is negatively impacting traffic. Traffic is building up and it's causing huge delays. Please scrap this and return it back
10	Really? This is the first question...
11	This is further vilifying the car around Reading. Residents do have to use their vehicles and buses are simply not viable for every user. Despite the subsidy, they are more expensive for families and this will simply ensure Reading is gridlocked with cars idling more in traffic and further harming the air quality - in direct contrast to what the policy is set out to do. We've already seen this at the London Rd bus lane that's simply backing traffic up into Wokingham BC's area and therefore RBC don't care and can say 'job done'. This is outrageous and directly counter to what a council should be doing for the benefit of its residents. Journey times will increase and cars will pollute more due to increased idling times - as we've already seen. I strongly oppose the rollout of additional bus lanes on London Road at any section. I also oppose the proposal at Southampton Street which will simply see shoppers for the Oracle and people trying to utilise the IDR being stuck in traffic with the traffic backing up the hill and impacting all other arterial traffic flows. Completely unnecessary and not in line with the plan to reduce pollution and improve air quality.
12	Soo much unnecessary traffic due to the bus lane
13	This will again increase pollution to these and surrounding roads by increasing congestion.
14	Reserving road space for infrequent buses is worsening the air pollution, by slowing down existing traffic.
15	The bus lane on the approach to cemetery junction is a disaster. Buses queue in the traffic generated, all of which creates additional pollution rather than intended mitigation. Allowing motorcycle use simply prioritises motorcycles over other vehicles, including buses, and encourages dangerous behaviour by motorcyclists seeking to drive around queuing traffic.
16	In my experience most riders of motorcycles have no regard for the rules of the road or other road users. They undertake vehicles and pass vehicles to get to the front of queues at, for example, traffic lights. This proposal would only encourage poor road etiquette.
17	I've been using the London Road to enter and leave reading for a couple of years as I work close to town centre. Buses take to long and at the time I leave my house it is not an option. Since the new bus lane next to cemetery junction, traffic has been very busy and horrendous. People have been using other options however they are very challenging to manoeuvre as you have cars parked, leaving narrow roads and big hazards to drivers and pedestrians. I think it should be considered to change off side park permits or even the new bus lanes, as it is a nightmare to enter and leave Reading. I also want to thank you for all your effort to make better changes for our town.
18	The new bus lane in London Road between Liverpool Road and Cemetary Junction has not improved anything, and has in fact made things materially worse for local residents, bus travellers and those travelling by car.  Travel times have increased by about 10 minutes at peak times. There is more stationary traffic in alternate roads (like Palmer Park Avenue) and the delays caused by 2 lanes filtering into 1 at Liverpool Road is also delaying buses. I cannot see how teh increased volume of stationary traffic is improving air quality for anyone.

	<p>The bus lane is positioned such that anyone wanting to turn into Liverpool road ends up blocking both lanes (as the bus lane starts at this point).</p> <p>All in all this is a terrible implementation and I cannot see how a single one of the success criteria will have been met. Just expecting it to magically work without any changes elsewhere on the road network to support the displaced traffic is madness.</p>
19	most of the bus lanes in reading are not even utilized by buses have seen many buses using normal roads when bus lanes are there don't understand council stand on this lanes been introduced to further create traffic jams.
20	Of course I dont, You are not going to force people into public transport. How does this work for people using Reading as a cut through to Oxford?
21	Because of lack of enforcement, motorbikes frequently travel throughout Reading at speeds significantly in excess of the speed limits and in conjunction producing volumes greatly in advance of legal limits. Access down bus lanes may become an opportunity to reach greater speeds causing danger to life and impacting health of the resident and pedestrian population.
22	<i>No comments were left</i>
23	Needs to cover all bus lanes, inc Vastern road
24	<p>I request the relevant traffic pollution level analysis to be published that Reading Borough Council used to support the introduction of bus lanes. And also the result on pollution levels after the introduction of Bus lanes.</p> <p>In particular the immediate area where a Bus lane has been introduced.</p> <p>The pre pandemic era pollution levels therefore illustrate higher levels of pollution, working at home post Pandemic 2019 provide reduced pollution levels.</p> <p>However Bus lanes introduction cause increased tailbacks and higher pollution due to cars present for longer periods adjacent to Bus lanes.</p> <p>Please demonstrate the scientific data that Bus lanes reduced local pollution levels at peak traffic periods and other times of the day.</p> <p>DEFRA advise Local Air Quality Management 3.2 Emmision/Air Quality impact Assessment.</p> <p>Please advise what data RBC have to support their Bus Lane policy to reduce local area pollution in accordance with this document.</p>

## 83 Supports

ID	Please leave any comments below.
1	Unclear answer options, is that Yes I object or Yes I support? Also not clear, what proposal? I support/propose Motorcycles allowed in all RBC bus lanes and Bus Gates, per DfT recommendation.
2	No comments were left
3	A good idea to protect motor cyclists and cars
4	The introduction of bus and particularly cycle lanes, has drastically reduced the ability of motorcyclists to legally filter through traffic on the outside of traffic. As we are not allowed in the cycle lanes (though moped delivery riders often seem to ride in them illegally anyway) it would greatly benefit riders to be able to safely progress through traffic in bus lanes.
5	No comments were left
6	Will not affect bus traffic, more efficient movement of people across town, and safer for all road users as motorbikes will not filter between traffic lanes.
7	Yes, I support motorcycles using all the bus lanes. It will help with traffic congestion and be safer for motorcyclists.
8	No comments were left
9	I can think of nothing negative about the proposal to allow motorbikes in bus lanes. They will not interfere with the progress of buses and will have the effect of easing congestion and making the roads safer as when legally lane splitting accidents can happen.
10	Why is outbound bus lane between Pangbourne Street and Norcot Junction not including motorcycles?
11	Motorcycle yes, bicycle not: they create a huge negative impact on the traffic
12	And the rest of the bus lanes please, to avoid the confusion of some and some.
13	Motorcycling reduces traffic congestion and pollution (compared to cars), especially if allowed in bus lanes.
14	I think it is far too confusing to have a bus lane motorbikes can use and then not be able to use others. It is also against the government guidelines on allowing motorbikes to use bus lanes. It would encourage people to ride instead of blocking up the lanes with more cars. Especially since there is now only one lane into Reading
15	No comments were left
16	Allowing motorcycles access to bus lanes is now the suggested default position by the Government, and it makes sense for the following reasons: <ul style="list-style-type: none"> <li>- motorcycles are a part of the congestion solution - the Lueven report suggests a 10% move by commuters to motorcycles will result in 40% less congestion, which in turn means less engines ticking over; TfL (Transport for London) reported a reduction in Co2 following their trials to allow motorcycles into bus lanes, and all TfL bus lanes are now open to motorcyclists</li> <li>- safety to motorcyclists - by adopting a default position across the Borough (and hopefully in time across the UK), they become more expected</li> <li>- safety to other road users - TfL trials concluded there were no greater risks for cyclists or other vulnerable road users - remember that motorcyclists are also vulnerable road users</li> </ul>

	<p>- a lot of local deliveries are now made on a motorcycle</p> <p>I would accept active travel is the best solution for those able to do so - for those unable to do so due perhaps to distances and not having public transport serve their journey, motorcycles make a lot of sense.</p>
17	<p>I support the principle of allowing motorcycles to use bus lanes, as this encourages non-car traffic. However I would like to highlight some related issues.</p> <p>I have written to the council before on maintaining the road surface in bus lanes. Kings Road, which I use regularly, has uneven road, raised covers etc. in the cyclist path, which cause cyclists to move to the middle of the lane. This is dangerous as this risks collisions with motorcyclists and taxis, who often do not give cyclists room. I notice that bus drivers are generally considerate.</p> <p>I am concerned about the increasing use of electric bicycles, driven at high speed, on footways, cycle paths, bus lanes and roads in a dangerous manner, e.g. jumping red lights, on the wrong side of the road. Many of these are more highly powered than the legal limit, so should be classed as motorcycles, so should be licensed. The drivers should be licensed and wear helmets. They are generally heavier than pedal cycles, so would cause considerable injury in a collision with a pedestrian. I note that modern cars are designed with soft fronts to limit injury to pedestrians, which is not the case with motorcycles. I would like to see controls to have them licensed and stop them riding dangerously, especially on footways and pedestrianized areas.</p> <p>I also note many motorcycles are very noisy, along with a few cars, and I am sure exceed legal limits, and disturb residents. If motorcycles are given more access, there should be monitoring of noise and control of vehicles.</p>
18	Good for safety, helps keep motorbikes separated from other traffic.
19	Making it possible to use bus lanes we're going to be able to reduce co2 emission even further, as that means less vehicle idling in traffic - All roads users will benefit from it. On the top of that, this can also significantly reduce risk on the roads. Bikers would be more obvious on the road, more visible and more likely be able to maintain better vision - all these factors will make a huge difference for all road users. Not to mention congestion, as the latest study suggest that if 10% of commuter would move to motorcycles, traffic would be reduced by 40% - massive relief for already solid streets of Reading.
20	No comments were left
21	No comments were left
22	Reading has been at the forefront for allowing vulnerable road users including motorcyclists to use bus lanes. Other councils should adopt this policy for safety, easing of congestion and improving the environment
23	No comments were left
24	Makes complete sense to allow motorcycles to use all bus lanes
25	No comments were left
26	No comments were left
27	<p>Allowing motorcycles access to bus lanes is now the suggested default position by the Government, and it makes sense for the following reasons:</p> <ul style="list-style-type: none"> <li>- motorcycles are a part of the congestion solution - the Lueven report suggests a 10% move by commuters to motorcycles will result in 40% less congestion, which in turn means less engines ticking over; TfL (Transport for London) reported a reduction in Co2 following their trials to allow</li> </ul>

	<p>motorcycles into bus lanes, and all TfL bus lanes are now open to motorcyclists</p> <ul style="list-style-type: none"> <li>- safety to motorcyclists - by adopting a default position across the Borough (and hopefully in time across the UK), they become more expected</li> <li>- safety to other road users - TfL trials concluded there were no greater risks for cyclists or other vulnerable road users - remember that motorcyclists are also vulnerable road users</li> <li>- a lot of local deliveries are now made on a motorcycle</li> </ul> <p>I would accept active travel is the best solution for those able to do so - for those unable to do so due perhaps to distances and not having public transport serve their journey, motorcycles make a lot of sense.</p>
28	<p>Please allow motorcycles to use bus lanes.</p> <p>It is a confusing this page does not say what the proposal is.</p>
29	Using the bus lane is a lot safer and reduces journey times. Don't have weave through the traffic which can sometimes upset other road users.
30	motorcycles are unlikely to slow down buses
31	Motorbikes should be encouraged as they reduce overall congestion and hence improve air quality
32	Good for transport to allow motorcyclists access
33	Safety improvements for all vulnerable road users, congestion removal on already over loaded roads, better flow of traffic for delivery businesses, and it signs with government policy.
34	Improving traffic flow and reducing pollution
35	Motorbikes should be able to use bus lanes to travel safely around Reading
36	enable motorcycles to use the lengths of roads designated as a Bus Lane
37	<p>Allowing motorcycles access to bus lanes is now the suggested default position by the Government, and it makes sense for the following reasons:</p> <ul style="list-style-type: none"> <li>- motorcycles are a part of the congestion solution - the Lueven report suggests a 10% move by commuters to motorcycles will result in 40% less congestion, which in turn means less engines ticking over; TfL (Transport for London) reported a reduction in Co2 following their trials to allow motorcycles into bus lanes, and all TfL bus lanes are now open to motorcyclists</li> <li>- safety to motorcyclists - by adopting a default position across the Borough (and hopefully in time across the UK), they become more expected</li> <li>- safety to other road users - TfL trials concluded there were no greater risks for cyclists or other vulnerable road users - remember that motorcyclists are also vulnerable road users</li> <li>- a lot of local deliveries are now made on a motorcycle</li> </ul> <p>I would accept active travel is the best solution for those able to do so - for those unable to do so due perhaps to distances and not having public transport serve their journey, motorcycles make a lot of sense.</p>
38	Motorcycles must be allowed to use bus lanes permanently for safety reasons
39	I think motorcycles should be allowed in all bus lanes nationwide
40	No comments were left
41	<p>Allowing motorcycles access to bus lanes is now the suggested default position by the Government, and it makes sense for the following reasons:</p> <ul style="list-style-type: none"> <li>- motorcycles are a part of the congestion solution - the Lueven report suggests a 10% move by commuters to motorcycles will result in 40% less</li> </ul>

	<p>congestion, which in turn means less engines ticking over; TfL (Transport for London) reported a reduction in Co2 following their trials to allow motorcycles into bus lanes, and all TfL bus lanes are now open to motorcyclists</p> <ul style="list-style-type: none"> <li>- safety to motorcyclists - by adopting a default position across the Borough (and hopefully in time across the UK), they become more expected</li> <li>- safety to other road users - TfL trials concluded there were no greater risks for cyclists or other vulnerable road users - remember that motorcyclists are also vulnerable road users</li> <li>- a lot of local deliveries are now made on a motorcycle</li> </ul> <p>I would accept active travel is the best solution for those able to do so - for those unable to do so due perhaps to distances and not having public transport serve their journey, motorcycles make a lot of sense.</p>
42	Motorcycles can be very fuel efficient compared to cars, take up less parking space and being much lighter, cause significantly less damage to road surfaces. Their 'nippiness' means that they are seldom going to obstruct or delay a bus on the bus routes.
43	I'm sure I have mentioned this before on the proposed motorcycles in bus lanes question: I can think of NO situation where a motorcycle is more dangerous, unhelpful or in any way more of an obstacle than a pedal cycle, yet you allow these forms of transport into all of your bus lanes despite both motorcycles and pedal cycles being classed as "vulnerable road users". This comes across as a definite bias, or at least lack of thought towards motorcycles as a solution to a problem.
44	As the scheme is worsens air quality through increased congestion into the centre and considering motorcyclists like most car drivers have no bus alternatives to the majority of destinations then why not allow motorcycles to be less inconvenienced by this terrible road planning and use the empty bus lane.
45	<p>The Council might consider some sort of prominent warning signs at the end of the bus lanes to warn motorists to check for bikes, motorcycles, busses merging from the bus lane (to their left). I've seen lots of incidences of motorists not "seeing" traffic on their nearside as the lanes merge. Could easily result in serious injury/death of motorcyclist/cyclists .</p> <p>Alternatively their should be STOP or Give Way markings at end of all bus lanes so that onus is put back to cyclists/motorcyclists to proceed safely as bus lane ends</p>
46	As long as it doesn't narrow the main road to a point that traffic causes major traffic congestion.
47	No comments were left
48	Allowing motorcycles access to bus lanes is an important path to improved road safety, lower emissions and traffic congestion. Additionally, this really ought to be a county-wide initiative as not every council allows this. Reading could be seen as a lighthouse council with this initiative.
49	Yes, let's make Motorcycling safer by allocating them to use the bus lanes
50	<p>It is a good idea for many reasons to allow motorcycles into bus lanes. - Reduction of congestion, reduction of emissions, safety</p> <p>Allowing motorcycles access to bus lanes is now the suggested default position by the Government:</p> <p>It is a good idea for everyone because...</p> <ul style="list-style-type: none"> <li>- Motorcycles are a part of the congestion solution - a research study, the Lueven report suggests a 10% move by commuters to motorcycles will result in 40% less congestion, which in turn means less engines ticking over;</li> <li>- TfL (Transport for London) reported a reduction in Co2 following their trials to allow motorcycles into bus lanes, and all TfL bus lanes are now open to motorcyclists</li> </ul>

	<ul style="list-style-type: none"> <li>- Safety for motorcyclists - by adopting a default position across the Borough (and hopefully in time across the UK), they become more expected and therefore the environment is safer for them.</li> <li>- Safety to other road users - The TfL trials concluded there were no greater risks for cyclists or other vulnerable road users (motorcyclists are also classified as vulnerable road users)</li> <li>- Many local deliveries are now made on a motorcycle. This is not a service i choose to use personally nor will I ever do so on a point of principle because active travel where you are able bodied, have the resources and opportunity to do so is more desirable.</li> <li>- However I have to accept that a number of people less able or not able to travel rely on these deliveries and using motorcycles to make these deliveries is a lot more sustainable than other vehicles.</li> </ul> <p>Thank you</p>
51	No comments were left
52	<p>I'm writing to encourage support for the government's recommendation to allow motorcycles in bus lanes—a change that will make our roads safer, reduce congestion, and improve local businesses.</p> <p>Motorcycles are vital to many local deliveries, and allowing them bus lane access would speed up deliveries and support businesses. More importantly, it would improve safety for riders. By making motorcyclists more visible and expected on the roads, we reduce accidents and create safer conditions.</p> <p>Concerns about cyclists and pedestrians are understandable, but TfL's trials show no increased risk to them, and we must remember that motorcyclists themselves are vulnerable road users. Additionally, motorcycles can help reduce traffic. The Lueven report suggests a 10% shift to motorcycles could cut congestion by 40%, leading to cleaner air and smoother journeys for everyone.</p> <p>While active travel is ideal for some, motorcycles offer a practical option for longer distances or where public transport is lacking. This change will make a positive difference for many road users.</p>
53	It makes a lot of sense allowing motorcycles to utilise bus lanes, since 1) it will ease congestion 2) enhances safety for vulnerable road users (including motorcyclists)
54	No comments were left
55	Eases unnecessary traffic congestion and increases safety for motorcyclists and cyclists
56	This makes a safer and more sensible environment for motorbikes with little or no interruption for other users of the bus lanes.
57	The bus lanes are a safer environment for motorcyclists, one of the most vulnerable groups of road uses. By encouraging motorcyclists in this way, it will also have an impact on congestion in Reading. This in turn reduces pollution and has a positive impact on the environment.
58	In the updated Highway Code, motorcycles are above cars, buses and goods vehicles in the hierarchy of road users as it rightly identifies them as more vulnerable road users. Allowing motorcycles to use Bus Lanes affords some protection to them and I would also add that the default position should be allowing motorcycles access to all Bus Lanes. This has the benefit of consistency which will allow other road users to expect motorcycles in Bus Lanes and additionally add to safety. This is the position in London adopted by TfL. There has been no significant risk to bicycle safety or



	other vulnerable road users either in London. It may also encourage some modal shift from cars which will not only reduce congestion but also reduce emissions as motorcycles emit far less CO2. These emissions will be even lower if bus lane access is available as motorcycles will not be caught in congestion thereby emitting lower pollutants than if stationary.
59	<p>Allowing motorcycles access to bus lanes is now the suggested default position by the Government, and it makes sense for the following reasons:</p> <ul style="list-style-type: none"> <li>- motorcycles are a part of the congestion solution - the Lueven report suggests a 10% move by commuters to motorcycles will result in 40% less congestion, which in turn means less engines ticking over; TfL (Transport for London) reported a reduction in Co2 following their trials to allow motorcycles into bus lanes, and all TfL bus lanes are now open to motorcyclists</li> <li>- safety to motorcyclists - by adopting a default position across the Borough (and hopefully in time across the UK), they become more expected</li> <li>- safety to other road users - TfL trials concluded there were no greater risks for cyclists or other vulnerable road users - remember that motorcyclists are also vulnerable road users</li> <li>- a lot of local deliveries are now made on a motorcycle</li> </ul> <p>I would accept active travel is the best solution for those able to do so - for those unable to do so due perhaps to distances and not having public transport serve their journey, motorcycles make a lot of sense.</p>
60	I think motorcycles should use and make all bus lanes like London ones so cars can use out of rush hour periods. Most buses do not use the bus lanes in South Reading which defeats the objective of having them because if cars use the bus lanes they get a fine
61	Of course motorcycles should be allowed in bus lanes. It makes them safer by getting them out of the main flow of traffic, makes us safer by not having them weave in and out of traffic, and makes better use of under-used bus lanes which should speed up traffic for all of us.
62	<p>The Government now recommends allowing motorcycles to use bus lanes as the default position, and this approach has several compelling benefits:</p> <p>Reducing congestion: Motorcycles are part of the solution. The Leuven report indicates that if 10% of commuters switched to motorcycles, congestion could decrease by 40%, leading to fewer idling engines. Transport for London (TfL) trials also showed a reduction in CO2 emissions when motorcycles were allowed in bus lanes. As a result, all TfL bus lanes are now open to motorcyclists.</p> <p>Improved safety for motorcyclists: Implementing this policy across the Borough (and, ideally, nationwide) would make motorcyclists a more expected presence on the roads, increasing their safety.</p> <p>No increased risk to other road users: TfL trials found no additional risks to cyclists or other vulnerable road users. It's important to remember that motorcyclists themselves are vulnerable road users.</p> <p>Support for local deliveries: A significant number of local deliveries are now made by motorcycle, making their access to bus lanes more efficient.</p> <p>While active travel (walking and cycling) is the ideal solution for those who can, motorcycles are a practical alternative for people who need to travel longer distances or lack access to convenient public transport.</p>
63	<p>The Government's advice is now that bus lanes should be accessible to motorcycles by default, i.e. unless there is some over-riding reason not to allow it.</p> <p>Motorcycles reduce congestion, and should be encouraged as an alternative to private cars as a transport solution in Reading. There is also a safety advantage in separating bikes and cars where possible in congested urban environments.</p>

64	Why would you not allow bikes in all the lanes? Apart from all the positives having different rules in different postcodes is silly
65	No comments were left
66	No comments were left
67	For the safety of motorcyclists and other road users, motorcyclists should be allowed to use bus lanes, easing congestion and removing them from risk of accident.
68	Yes I support this. It is so much safer to be able to ride my motorbike in a bus lane, than having to attempt overtakes. Especially now the road is narrower, because of the new bus lanes. I feel it will be the Greener option too as I won't be stuck idling in stationary traffic. Also will it free up road space for other road users, so making everyone's journeys faster.
69	Significant improvement to motorcycle safety and contributes to pollution reduction
70	No comments were left
71	I believe granting motorcyclists access to the bus lanes increases safety
72	There should be a consistent policy, across the borough, to the use of bus lanes by two-wheeled vehicles across. Preferably, this would be to allow two-wheeled vehicle to use all bus lanes. Consistency is important both to encourage appropriate use and to also minimise risk from other road users needing to cross or merge with bus lane users. An inconsistent approach means other road users may not pay adequate attention in places where bus lane by two-wheeled vehicles is allowed. Further, an inconsistent approach encourages two-wheeled vehicle users to exercise the ability to filter between stationary and slower moving traffic, which poses greater risk to all road users (but especially to two-wheeled users). By enabling bus lane use, some degree of segregation can be achieved and an improvement in the level of road safety can result. From the perspective of public transport vehicles, the use of bus lanes by two-wheeled vehicles does not impede public transport vehicle progress along the bus lane; two-wheeled vehicles have a much higher degree of low speed manoeuvrability and will be out of the way - the bus is going to be obstructed by cars and lorries, not motorcycles. Be consistent - allow motorcycle use of all bus lanes within the borough.
73	No comments were left
74	I commute into town, using my bike would be better than my car. I want access to all bus lanes and bus gates, especially the A33
75	Motorcycles take up less room on the road. Emit less emissions. And are less harsh to the road surface. With the traffic issues in Reading and the surrounding areas motorcycles are one of a few solutions to reducing emissions and traffic.
76	This will be safer for motorcyclists and help take some traffic off the main highways
77	No comments were left
78	No comments were left
79	Motorcycles in buslanes would ease congestion.
80	As a motorcyclists it significantly improves my safety.
81	No comments were left
82	I support the trial, I think that motorcycles have the potential to reduce congestion and allowing them to use bus lanes is a good idea.
83	No comments were left