

QUESTION NO. 1

Councillor Vickers to ask the Chair:

Church End Primary School - Crossing in Usk Road

In Church End Primary School's 2015 travel plan (which was signed and approved by both the school and by RBC) it says under "Targets and Objectives" that they want to see a 'safer crossing in Usk Road for those parents walking to school' by April 2017.

It is now March 2017, and no progress appears to have been made in achieving this. Can the Lead Councillor please advise me on the status for this, and what steps parents, the school or the Council need to take to ensure that a safer crossing facility is delivered, as was envisaged in the travel plan two years ago ?

REPLY by the Chair:

I thank Cllr Vickers for her question.

School Travel Plans are 'living' plans developed and owned by schools and are intended to be used for the purpose of every visitor (to the school) and their travel needs.

As a part of the primary school expansion project Churchend Primary School was required to ensure its travel plan was up-to-date and fit for purpose. Within the travel plan is a section '*Planning for Change*' which lists targets and objectives that the school would like to achieve. Within this list the school has identified a '*School Crossing Supervisor*' with the person/team responsible shown as the '*Headteacher/Finance Director*' with a timetable for implementation April 2017.

Nationally road safety is measured in casualties and Usk Road has a very good safety record with no instances reported involving school children since we became highway authority over 18 years ago.

In this case, the commitment to achieving the target/objective through providing a School Crossing Supervisor rests with the school. Churchend Primary is an Academy Trust and is therefore independent of local authority control, but should they like any help and/or advice with any aspect of their travel plan then Council officers would be happy to assist.

QUESTION NO. 2

Councillor White to ask the Chair:

Town Centre Public Parking

Reading residents suffer greatly due to current congestion and air pollution problems. The council has set a cap on the number of public parking spaces in the town centre to limit congestion and air pollution. I understand that this limit is now 8500 public parking spaces.

Please can I get an update on the current total number of public parking spaces in the town centre broken down per site ?

Please can I also be updated on planned public parking spaces in the town centre area which have not been created yet ?

REPLY by the Chair:

I thank Cllr White for his question.

The Central Reading Parking Strategy referred to within the Reading Central Area Action Plan (RCAAP) has been superseded by the Interim Parking Policy document adopted in January 2011. This limits the number of public parking spaces in the town centre to 8500 including on-street parking.

Town centre car parks are defined as car parks used for the purpose of access to central Reading. The total number of publically available car parking spaces for the town centre is 7345.

This is broken down as follows:

Reading Station - 927 spaces

Garrard Street - 918 spaces

Chatham Place - 590 spaces

Queens Road - 708 spaces

Broad Street Mall - 742 spaces

Kings Meadow - 78 spaces

Hills Meadow - 322 spaces

Civic 'B' - 170 spaces

Cattle Market - 94 spaces

Oracle Riverside - 1679 spaces

Oracle Holybrook - 623 spaces

Saxon Place - 70 spaces

Napier Road (temporary car park on old BMW site) - 106 spaces

Town centre on-street pay & display (inc London Street area) - 248 spaces

Town centre on-street dedicated disabled bays - 70 spaces

Planned increases in town centre car parking include an additional 70 pay & display spaces.