

COUNCIL ASSEMBLY

(ORDINARY)

WEDNESDAY 25 JANUARY 2012

QUESTIONS FROM THE PUBLIC ON THE THEME

1. QUESTION FROM ABBY TAUBIN TO THE CABINET MEMBER FOR TRANSPORT, ENVIRONMENT AND RECYCLING

Why don't all council homes have loft and cavity wall insulation?

RESPONSE

Many council homes already have loft and cavity wall insulation and in the last 3 years we have carried out works to some 4,500 properties.

Whilst loft and cavity insulation is not included in the council's warm dry and safe investment programme, we already have a separate borough-wide insulation programme. We secured and spent £3.7m of external funding last year and have another £1.5m of external money set aside for further insulation works in this year and next.

However it is also important to note that not all the borough's properties are constructed in a way that allows cavity wall insulation. For example, of the 10,500 street properties included in the recent borough wide insulation programme, only 900 properties were appropriate for cavity insulation. We will have completed works to most of these properties by the end of March 2012.

2. QUESTION FROM DONNACHADH McCARTHY TO THE CABINET MEMBER FOR TRANSPORT, ENVIRONMENT AND RECYCLING

As Southwark has one of Europe's lowest cycling rates and London's highest serious accident rate, will the council host an urgent summit of all interested parties, including parents and schools, to draw up an action plan to create child-friendly safe Dutch style cycle-lane infrastructure in Southwark within 5 years?

RESPONSE

Southwark ranks 8th out of 33 London boroughs for cycle mode share i.e. we have the 8th highest level of cycling and are in the top quartile. Only a handful of comparable boroughs have a higher mode share (Source TfL).

I am not convinced of the merits of a summit as set out within the parameters that the questioner has described. Nevertheless I am delighted that ongoing work with Southwark Cyclists has been productive and we will be holding a high-level meeting with them very soon to further integrate the views of the cycling community into our work.

There is nowhere in the UK that has retrofitted segregated cycle lanes on the scale proposed and there is no conclusive evidence to demonstrate that cycle lanes would themselves remove all risk. For example most collisions occur at junctions and this would still be an issue as would the transition between segregated and non segregated areas generally.

Cyclists would still need the skills to interact with other traffic which is why we will continue to focus on this aspect of cycle safety.