

LAMBETH COUNCIL

# KERBSIDE STRATEGY

Rebalancing priorities for Lambeth streets



Lambeth

# CONTENTS

EXECUTIVE SUMMARY	03
INTRODUCTION	05
HOW WE DEVELOPED THIS STRATEGY	07
WHERE ARE WE NOW?	09
THE CASE FOR CHANGE	10
REINSTATING THE KERBSIDE AS A PUBLIC SPACE	12
LAMBETH'S KERBSIDE IN 2030	13
LAMBETH KERBSIDE BASICS	14
<b>PRIORITY ONE - ENABLE ACCESSIBLE AND ACTIVE TRAVEL</b>	<b>16</b>
<b>PRIORITY TWO - CREATE PLACES FOR PEOPLE</b>	<b>21</b>
<b>PRIORITY THREE - INCREASE OUR RESILIENCE TO CLIMATE CHANGE</b>	<b>26</b>
<b>PRIORITY FOUR - REDUCE TRAFFIC AND EMISSIONS FROM TRANSPORT</b>	<b>30</b>
THE WAYS WE WILL DELIVER THIS STRATEGY	39



# EXECUTIVE SUMMARY

Space on our streets is at a premium, with more demands and pressure on it than ever before. How we use this space must be guided by equity and sustainability.

The kerbside – most easily recognised today as the space where cars park – is one of the largest public assets we have control over. In Lambeth, it is a space the size of 194 football pitches. How we use this space can both support, and work against, our objectives. Today, 94% of the kerbside is used to provide and manage car parking. Our Climate Action Plan (CAP) agreed that we will allocate 25% of this space to support resilience to climate change. This strategy sets out how we will achieve this, whilst also ensuring and enabling fair and equal access, community interaction, economic resilience, health and wellbeing and a range of other key objectives.

Whilst the CAP target has driven the ambitious scope and scale of this strategy, we focus on practical outcomes - delivering change we can all see. For this reason, we are setting out minimum commitments for every street in Lambeth through our 'Lambeth Kerbside Basics'. These are set out across 4 priorities. [\(see next page\)](#)

We also need to consider the remaining 75% of kerbside, to ensure it works towards the same end goal as our priority areas. In practice, this means that we will regulate parking boroughwide, and that fair and proportionate fees and charges are set that are informed by the impact of car use in terms of emissions, pollutants, and vehicle size. In this way we will incentivise change.

This strategy is about fundamental change in response to the climate emergency. We can't deliver that change alone. We will all need to work together to re-imagine our streets, the way we travel and arrange our lives. In return the benefits, in terms of healthier, more sustainable, equal and enjoyable lives are there for us all to claim.



## 1 Enable accessible and active travel

This means using the kerbside to ensure that our pavements are clear and accessible, particularly for people with mobility impairments. This also includes minimum commitments for cycle parking and shared bikes, and high-quality walking networks. A kerbside basic example is committing to all households being within 50m of free cycle parking.

## 2 Create Places for People

Kerbside uses that create social spaces on our streets. Many households don't have outdoor space or a car and can't make use of the kerbside either. That will change with this strategy. Local people will be able to apply to use the kerbside for small community gardens. Businesses will be able to apply to use the kerbside for outdoor seating. We will build on the successes of pilot schemes over the last few years.



## 3 Increase climate resilience

Our summers are already getting hotter, and flooding is a growing risk. The impacts of climate change will not be felt equally and people on lower incomes, who are sick, or the elderly are all at greater risk. This strategy pledges that all streets will have shade from trees and green spaces and biodiversity that together help protect us from these risks. A kerbside basic example is street trees every 25m on every street in Lambeth.

## 4 Reduce emissions and traffic

Once we reach our ambitious targets for sustainable transport and traffic reduction, there will be far fewer motor vehicles on our streets. But for those that remain we need to support the shift towards electric vehicles and shared cars as much as possible. We must provide the infrastructure and incentives to support this shift quickly, and at scale.



# INTRODUCTION

## WHAT IS THE KERBSIDE?



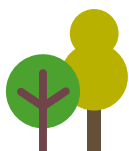
A typical Lambeth kerbside, dominated by car parking.

This strategy is about how we use the space on our streets. On most streets in Lambeth the “kerbside” is where you will find cars parked and all too often, not much else. This is not a fair or efficient use of space when most people in Lambeth don’t own a car. We’re so used to the kerbside being like this that it can be hard to imagine anything different, but change is necessary and possible.

The kerbside is Lambeth’s ‘doorstep’, the start and end of our journeys. It’s the single largest public space we have, and a place that everyone should have access to. How we manage it affects everyone who lives and spends time on our streets.

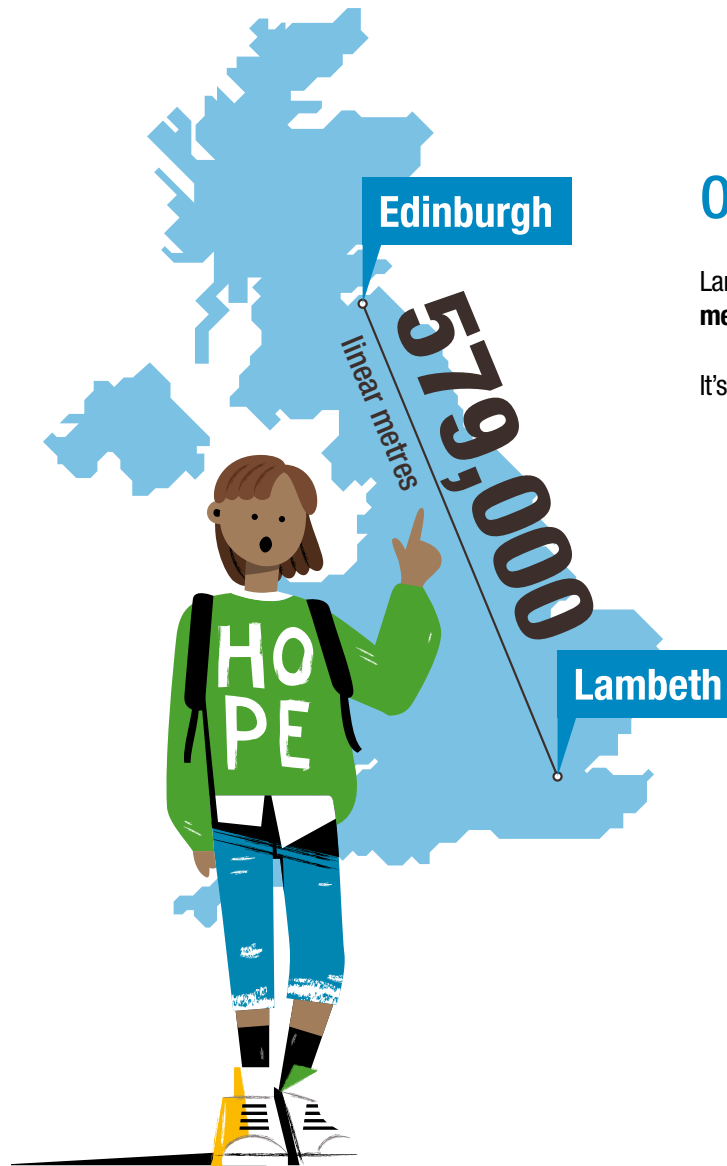
**The kerbside is a public space – it belongs to all of us**, and this strategy sets out ways we will ensure that our use of this great asset we share will help to tackle the climate crisis, and will better represent the diversity, energy and ideas of our community.

There is 579km of kerbside in Lambeth – currently 94% of that space is used to manage where we can and can’t park.



Lambeth is responsible for 90% of the kerbside in Lambeth. Transport for London manages the rest, and these are typically the busiest roads in the borough.

In this strategy we focus on the streets we control, but we are also committed to working with TfL to ensure that everyone in Lambeth has the opportunity to rethink their streets. We will also work together to ensure a joined-up approach across public roads and housing estate roads and work with neighbouring boroughs.

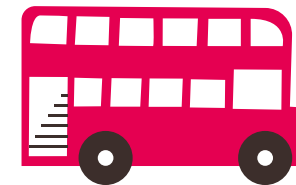


## Our kerbside in numbers

Lambeth's kerbside stretches an impressive **579,000 linear metres** - that's the same distance from Lambeth to Edinburgh.

It's **1,158,000m<sup>2</sup>** and **291 acres**. That's the same as:

**3.5**  
Brockwell parks



or  
**51,467**  
London buses lined up

# HOW WE DEVELOPED THIS STRATEGY

This strategy builds on public engagement and learning from the development of the Lambeth Transport Strategy in 2019, where the need for a kerbside strategy was first set out. This strategy also builds on extensive public engagement, including Lambeth's first ever citizens assembly on climate change in 2020, conducted as part of developing the Lambeth Climate Action Plan (CAP).

One of the 4 transport goals agreed by the CAP was that we would use 25% of Lambeth's kerbside to increase community resilience to climate change. This strategy sets out how we will help accelerate the Transport Strategy and Climate Action Plan, and deliver on the mandate they establish.

Teams from across the council have contributed towards this strategy, and we know that it is going to help deliver a wide range of policy goals and objectives.



## WE SPOKE WITH TEAMS ACROSS THE COUNCIL TO UNDERSTAND HOW MORE SUSTAINABLE USES OF THE KERBSIDE COULD HELP THE COMMUNITIES THEY WORK WITH...

The infographic features six circular icons of diverse people, each with a speech bubble containing a quote. The quotes are: 1. A man with curly hair: "Create spaces to take children out to play, to be free. Space for everyone to create bonds." 2. An elderly woman with glasses: "Space for physical activity, active travel, community space, plants to clean the air. Paces to sit." 3. A man with a beard and turban: "Create safer spaces for children." 4. A man with a beard: "Space for young people, play facilities, games, table tennis, chess, dominoes Supporting intergenerational connections." 5. A woman with dark hair: "Green spaces, food growing, meeting areas, collaboration spaces, outdoor exercise..." 6. A woman in a purple headscarf: "Allows business to expand on the street and trade in a different way. Community ownership of public spaces." At the bottom, there is an illustration of a person walking, trees, and buildings.

**“** Create spaces to take children out to play, to be free. Space for everyone to create bonds.”

**Children Services**  
Fostering Team

**“** Space for physical activity, active travel, community space, plants to clean the air. Paces to sit.”

**Integrated Health and Adult's Care**  
Public Health Team

**“** Create safer spaces for children.”

**Children Services**  
Social Care Team

**“** Space for young people, play facilities, games, table tennis, chess, dominoes Supporting intergenerational connections.”

**Integrated Health and Adult's Care**  
Adult's Placement Support Team

**“** Green spaces, food growing, meeting areas, collaboration spaces, outdoor exercise...”

**Resident Services**  
Asset Management Team

**“** Allows business to expand on the street and trade in a different way. Community ownership of public spaces.”

**Sustainable Growth and Opportunity**  
Regeneration Team

# WHERE ARE WE NOW?

## LAMBETH'S KERBSIDE IN 2022

% of Lambeth Kerbside

46%

Parking



24%

Double yellow lines

15%

Single yellow lines

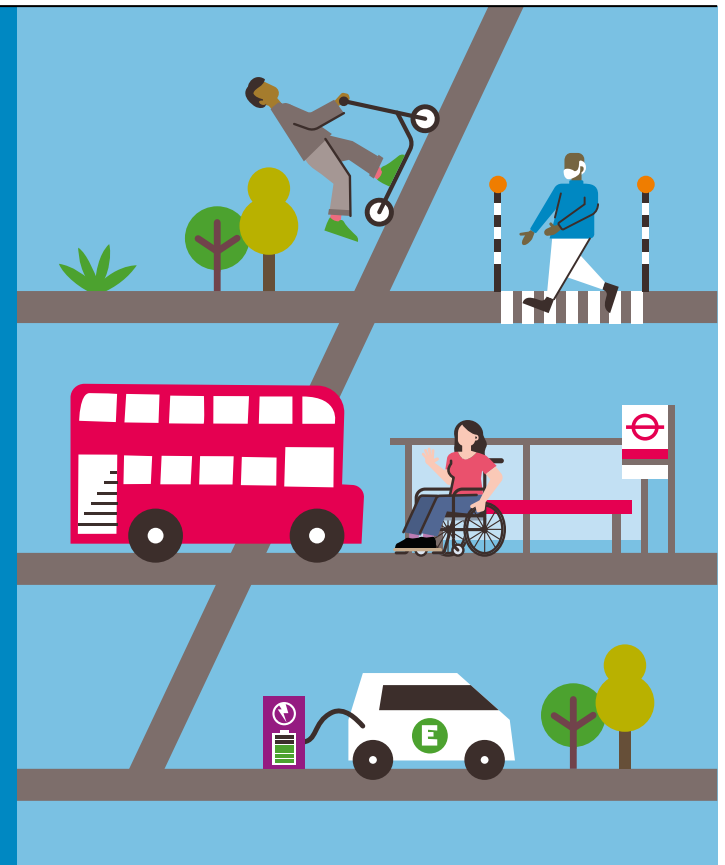
9%

Driveways

ONLY 6%

### Sustainable uses of the kerbside:

- SuDs, street trees
- Community and business parklets
- Cycle lanes
- Pedestrian Crossings
- Bus lanes and bus stops
- Shared Scooter / Bike Bay
- Car Club Bay
- EV Bay
- School Keep Clear
- Taxi Bay
- Cycle Hangars
- Loading & disabled bays





# THE CASE FOR CHANGE



Tradescant Road, Oval. The pavement has been widened, calming traffic and providing space for plants which will soak up rainwater.

Space on our streets is valuable, and pressure on it increases every year as population density increases and new, often conflicting uses, come to light. As a borough that champions equality, it is important that we allocate space fairly and consistently. Regulation of this space should also support our objectives – like encouraging a shift towards sustainable, cleaner ways to travel. The allocation of kerbside space today is very far from achieving this, and a significant rebalancing of our kerbside priorities is needed. This will be critical to make sure our streets play their role in delivering the Council's ambition for Net Zero by 2030.

Transport makes up almost a quarter of the total emissions from the borough, primarily from motor vehicles on our roads, which also contribute significantly to air and noise pollution and are the main cause of road danger. To tackle these issues, we need to reduce the number of journeys made by private motor vehicles, particularly those that are made in petrol or diesel driven vehicles. Changing how we use the kerbside can play a big part in reducing the number of journeys made by car in Lambeth by making our streets safe, accessible and attractive for walking, cycling, scooting, and wheeling.

The kerbside is valuable space – we need to make sure it is allocated fairly and consistently. Regulation of this space should encourage a shift towards sustainable, cleaner ways to travel. But that's not always the case right now. For example, in 2022 resident parking permits can be obtained for as little as £39.90 for a whole year. That's just 11p per day. However, if you want to access a bike hangar, create a community space, or use the kerbside for pretty much anything else - it is either more expensive, or not possible.

This situation does not align with the Council's ambition for Net Zero by 2030, nor is it a fair use of space when most people do not own a car.



# Lambeth's kerbside What do we know?

Less than 40% of Londoners walk or cycle for 20mins a day

58% Lambeth adults are overweight / obese

## Health

24% of Year 6 children are obese

Over 65s are the fastest growing age group

## Population change

20% more households by 2041

## Road danger

9 in 10 fatal or serious collisions involve someone walking, cycling or on a motorbike

Over 1000 people killed or seriously injured on roads in Lambeth in past 5 years

## Parking

60% of households have no car

Higher income households more likely to own a car

Most cars are parked 95% of the time

## Active Travel

332 cycle hangars in Lambeth but over 5000 people waiting for access

27% reduction in motor traffic needed for net zero by 2030

56% of Lambeth is impermeable surface

24% of CO2 emissions in Lambeth from transport

## Climate Change

Lambeth has the highest potential for cycling of any inner London borough

# REINSTATING THE KERBSIDE AS A PUBLIC SPACE

Very little in our built environment stays the same forever, but the way we use the kerbside has remained remarkably similar for many decades. Unlike the people that live, work and play in Lambeth, the kerbside has not been adapting to the challenges that we face.



We know that climate change will not be felt equally – vulnerability to excess heat or flooding are linked directly to where we live and how our city is designed. People that earn less are more likely to live further from parks, and less likely to have gardens, whilst higher income households are more likely to own a car.

This strategy will address the imbalance in access to the kerbside. It will be a tool that helps the council, our residents and our businesses to respond to the climate emergency. But it can do that and so much more – it will support businesses to expand, enable accessible, healthier living and provide opportunity for communities to feel ownership of their streets.

**This is an opportunity for us all to reimagine what the kerbside is and can be**



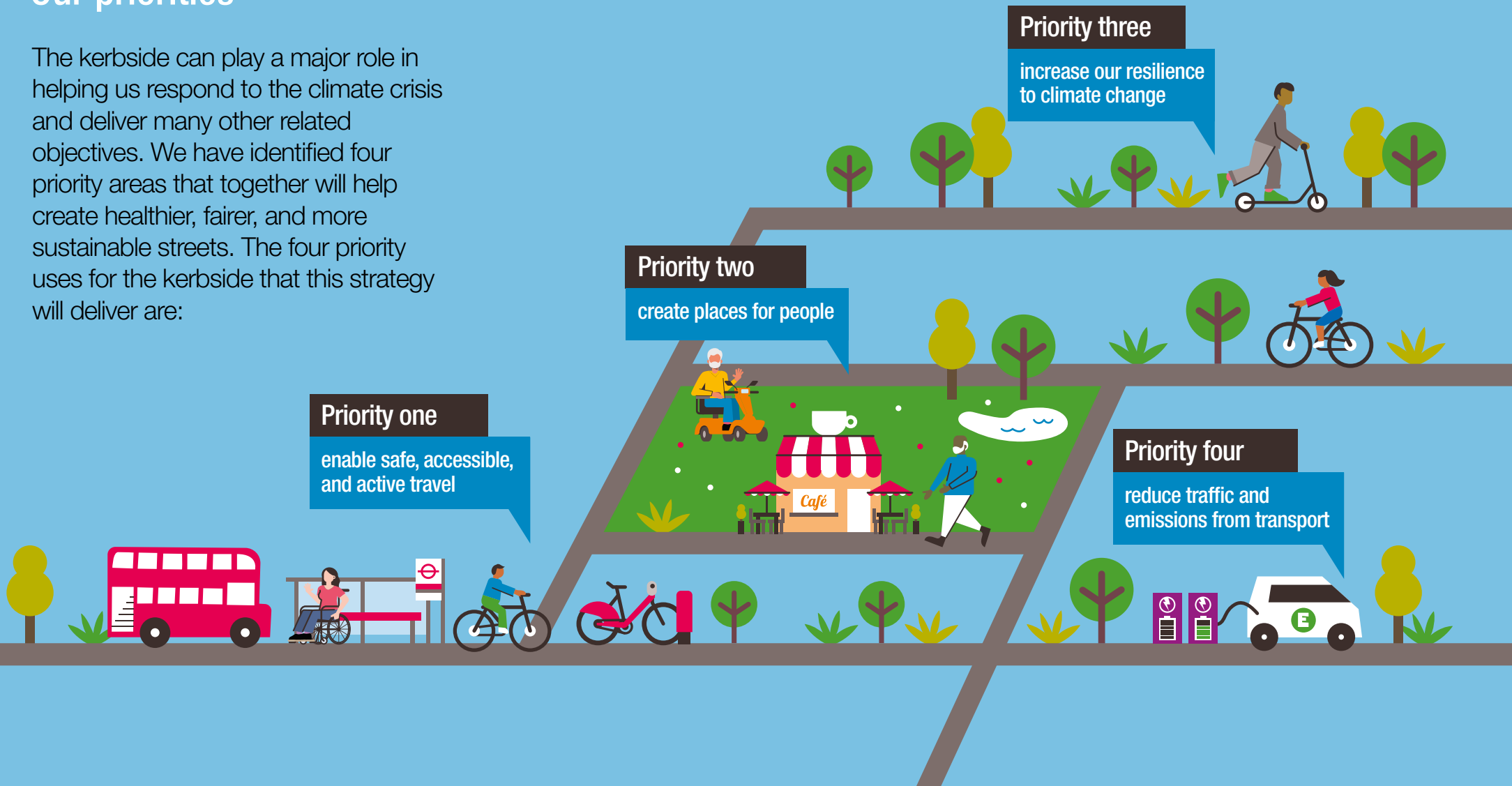
The first bike hangar in Lambeth, installed in 2012 on Morat Street, in Oval.



# LAMBETH'S KERBSIDE IN 2030

## Our priorities

The kerbside can play a major role in helping us respond to the climate crisis and deliver many other related objectives. We have identified four priority areas that together will help create healthier, fairer, and more sustainable streets. The four priority uses for the kerbside that this strategy will deliver are:



# LAMBETH KERBSIDE BASICS

## OUR COMMITMENT TO EVERY LAMBETH STREET

Whilst we have made significant improvements in recent decades, it is clear that our kerbside is not working the way it needs to, and there is much to do before it supports our priorities. We are committed to working with the community to deliver change.

People on every street have the right to expect that the kerbside will enable them to live healthy, sustainable lives. Our **LAMBETH KERBSIDE BASICS** set out minimum expectations for every street across the borough. We used to insist on minimum requirements for car parking, we are now insisting on minimum requirements for sustainable uses of the kerbside.

The Lambeth Kerbside Basics represent a radical change in how our streets are used, but we know that they are the minimum required to adapt to the challenges of climate change and social inequality. They are the beginning, not the end of working towards the healthy streets we need.

Kerbside Basics mean that every street will help support our communities in our transition towards healthier streets that are compatible with a Net Zero Lambeth:

- People in wheelchairs won't have to plan trips around known accessible routes, because all pavements are designed specifically with them in mind

- Not having a space in a flat or shared property will not prevent you from cycling, because cycle parking on our streets is as easy to access as car parking
- Shared car use will be cheaper and easier because every street has a reliable, extensive car club network for essential car trips
- Residents that don't live near parks still feel connected to nature because their streets have green space
- Businesses are empowered to make low carbon deliveries through easy access to shared cargo bikes and electric vans

Every street plays a part in protecting us all from climate change because there are trees and green spaces on every street, helping to keep us cool on hot days and managing increased flooding as the climate warms. A new tree here, more cycle parking there – the impact of these changes will be worth much more than the sum of its parts. When every street gets the basics right you won't have to search for places to sit, green spaces with shade, racks to lock your bike to or shared transport services. Taken together, we know these are the things that make it easier to reduce our impact on the environment. Like all good design – it works best when it's easy to use.

### Case study – cycle hire

*"I want to cycle more and I like using hire bikes but there's nowhere to hire one at Streatham Hill station. If there was, I would use them a lot more. I want to cycle but I need to know the bikes are there every day for my commute"*

### Case Study – accessible pavements

*"I want to wheel to the local corner shop, it's so close to my house but several times a week wheely bins are strewn across the pavement. I know people need to throw away rubbish, but I can't move the bins"*

## THE KERBSIDE STRATEGY DELIVERS HEALTHY STREETS

Through our Climate Action Plan, we have set out change at a pace and scale that we have not seen before. The Kerbside Strategy forms part of a toolkit that we are using to create healthier, safer, greener streets that are compatible with a carbon neutral borough by 2030.

Explore how our policies and programmes are designed to deliver Healthy Streets

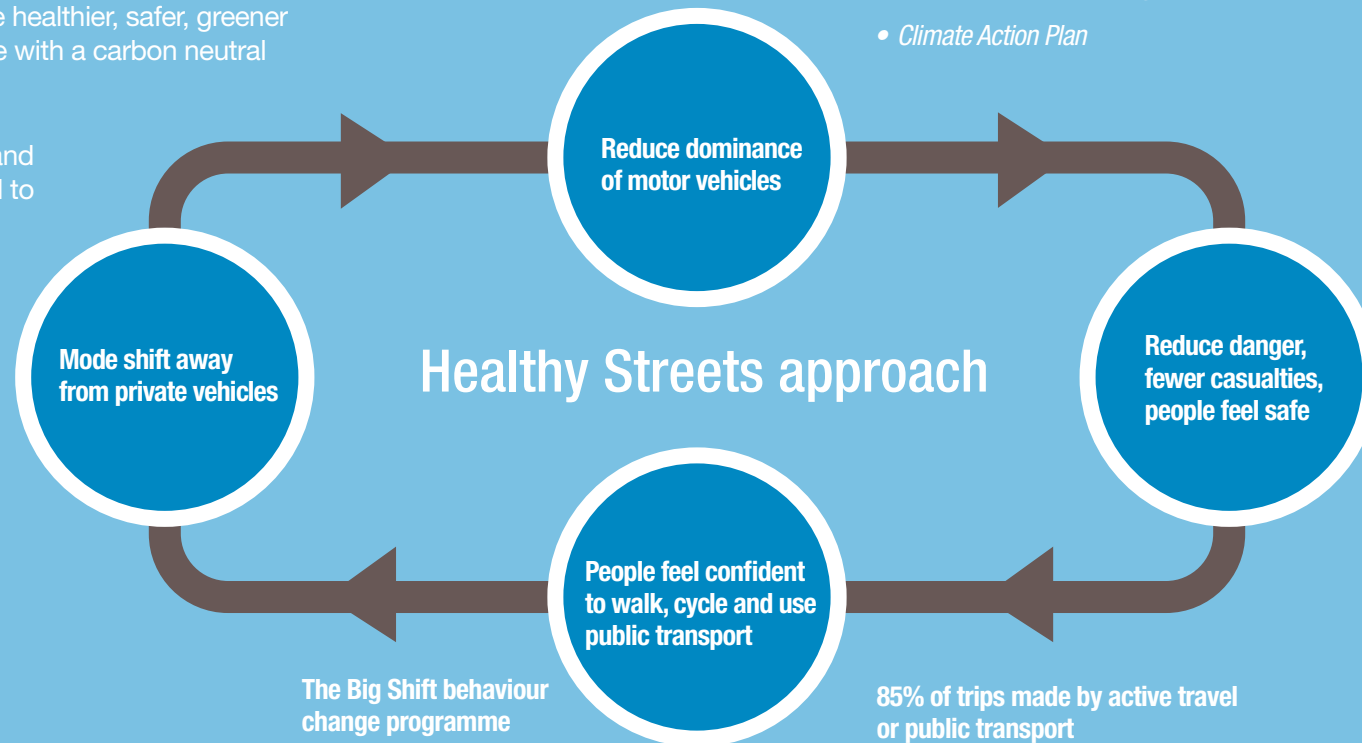


**-27% reduction in vehicles kilometers driven by 2030 to meet climate targets**

- *Climate Action Plan*
- *Air Quality Action Plan*
- *Equalities Act 2010*



- Controlled parking zones
- +5000 additional street trees 2026
- 25% sustainable kerbside use
- 10% surface water management plan
- *Climate Action Plan*



**100% reduction in fatal and serious collisions 2030**

- *Road Danger Reduction Strategy*
- *Safer Lambeth Partnership*
- *Lambeth Transport Strategy*
- *Equalities Act 2010*

**The Big Shift behaviour change programme**  
Supporting people and businesses to use bikes for travel and deliveries.



- 85% of trips made by active travel or public transport
- *Lambeth Transport Strategy*
- *Climate Action Plan*
- *Mayors Transport Strategy*
- *Active Lambeth Strategy*

# PRIORITY ONE

Enable accessible and active travel



# PAVEMENTS ARE FOR WALKING AND WHEELING – FOR EVERYTHING ELSE THERE IS THE KERBSIDE

## Our 2030 climate goals for transport

- 85% of all trips made by active travel or public transport
- 27% reduction in motor traffic
- 25% of kerbside for sustainable uses

We need to enable more people to walk, scoot, wheel and cycle on our journey towards a lower carbon Lambeth, and the way we use kerbside today makes this more difficult.

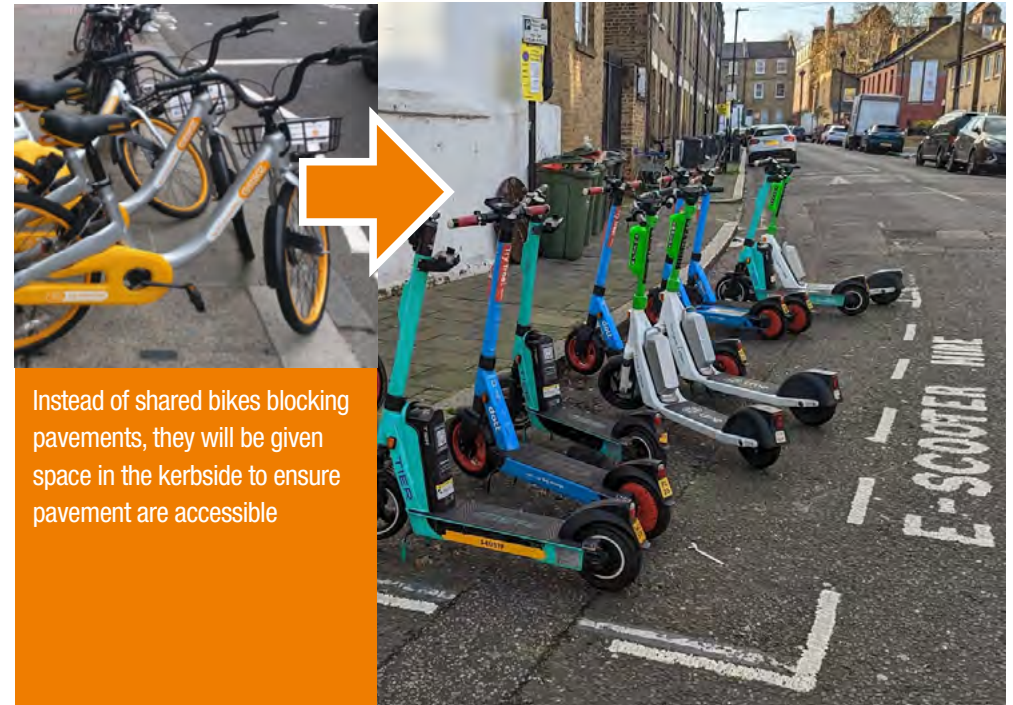
Today, the kerbside is full of parked cars and as a result the pavement takes the strain for a wide range of everyday activities – such as people parking bikes, electric vehicle charging or wheely bins being put out on collection day. These all compete for space and can get in the way of people walking. For many of us this is just irritating and makes walking less convenient, but these obstacles can make walking or wheeling trips impossible for many people. In this way our street environment is disabling but, by rethinking the kerbside, we can empower and enable more people to walk and wheel.

## Inclusive Design Principle – accessible pavements need the kerbside

Tree roots, missing dropped kerbs, uneven or steep pavements, potholes and a long list of street clutter all make it harder to use pavements. There are design solutions to the barriers to everyday walking and wheeling - and they need us to rethink what, and who, the kerbside is for. The Lambeth Inclusive Design Principle will ensure that the kerbside is available to remove these barriers. In order to ensure we are getting this right, we will regularly seek the views of disabled people and representative groups.



## INCLUSIVE DESIGN IN PRACTICE





### Disabled bays

Disabled bays support car-owning disabled residents, and their carers, to park close to their homes. We will prioritise these across all Lambeth streets.

### Cycle parking

We need to design our kerbside so that it supports everyday cycling. Cycle parking takes up very little space - you only need to repurpose one parking space to securely store 12 bikes. Having a practical, secure place to store your cycle when you get home is fundamental to owning a bike, and to cycling on a regular basis. For many households, the absence of a place to store bikes will likely be a key factor in them not having one. Older flats and high-rise buildings often have limited space. 65% of Lambeth's population live in flats or apartments and many won't have space to store a bike indoors.

Whilst there are already several hundred cycle hangars in Lambeth, this does not come close to meeting the level of demand, with a waiting list of over 5,000 residents. Responding to the climate emergency will require cycle parking to be readily available on all our streets, just as car parking is today.

### Shared bikes

Transport for London's docked cycle hire scheme now covers half the borough and in 2022, 8.6 million trips were made across London using the scheme. There is massive potential for more cycling when bike hire is a regular part of our streets. We want to unlock access to shared bikes for the whole borough and

new innovations can help do this quickly. Dockless hire bikes can be rolled out quickly and much more cheaply than their infrastructure-heavy counterparts. Dockless scooters and bikes are new to our streets and, whilst we know they have great potential, they are often left on pavements. To help solve this problem, dockless bikes need space in the kerbside. Cargo bikes make all sorts of trips possible that couldn't be made on a normal bike. A big food shop, taking kids to school - many of these trips could be done by cargo bike and will also need kerbside space.

### The kerbside for movement – active travel

Most of the kerbside is used as the start or end or as a break in a journey. Car parking, cycle parking and parklets all serve this purpose. There are kerbside uses that help us move sustainably around the borough, like bus lanes and cycle lanes. Cycle lanes which are protected from moving traffic can play an essential role in creating streets where everyone can feel safe to scoot, wheel or cycle. These will continue to expand in parallel with this strategy.

Lambeth already delivers a range of projects that help create streets that enable accessible and active travel, many of which also require use of the kerbside. [Lambeth's Low Traffic Neighbourhoods](#) reduce traffic levels to create conditions where walking, scooting, wheeling and cycling feel safe and attractive across whole neighbourhoods. [Healthy Routes](#) (link here) use the kerbside to ensure people across Lambeth can get to where they need, through a high quality, accessible and attractive walking, scooting, wheeling and cycling network.

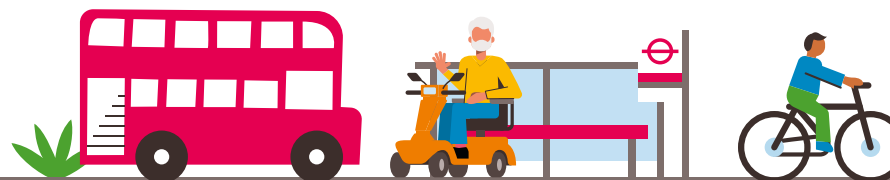
**One parking space can provide space for:**

- Twelve parking spaces for bikes
- Four parking spaces for adapted cycles
- Ten seats that help more people walk
- Six shared bikes

The infographic features a white speech bubble with an orange border containing the text and a list. Below the speech bubble, on a light orange background, are six stylized icons of bicycles with red frames and black wheels, arranged in a 3x2 grid. Each bicycle is parked next to a red rectangular object representing a parking space or a seat.

## LAMBETH KERBSIDE BASICS – ENABLING ACCESSIBLE AND ACTIVE TRAVEL

Kerbside priority	Reference	Lambeth Kerbside Basics
<p><b>PRIORITY 1 -</b> Enable accessible and active travel</p>	1.1	The kerbside is used to ensure all pavements are clear and accessible, in line with the Lambeth Inclusive Design Principle. Street trees, wheely bins, crossovers and other obstacles are not a barrier to everyday, accessible walking. The kerbside is used to ensure a minimum footway width of 2 metres is provided, in line with Lambeth Local Plan Policy Q6 10.19. The Inclusive Design Principle applies to all pavement and kerbside uses in Lambeth.
	1.2	At a minimum, free cycle parking is available every 50 metres on every street in Lambeth.
	1.3	At a minimum, secure cycle parking is provided every 100 metres on every street in Lambeth.
	1.4	Cycle parking spaces are always cheaper than all residential parking permits
	1.5	Borough wide network of bike hire locations, no more than 5 minutes' walk from every household in Lambeth.
	1.6	Places to stop and rest will be available on every street in Lambeth and dropped kerbs at all junctions.
	1.7	A new design standard for driveway “crossovers” so they have much less impact on pavements
	1.8	Continue to prioritise dedicated Disabled parking bays
	1.9	The number and impact of crossovers on footways are minimised to ensure footways are safe from conflicting movements.
	1.10	Continued implementation of walking, scooting and wheeling streets where kerbside is needed, through the Lambeth Healthy Routes, School Streets and Low Traffic Neighbourhood programmes





# PRIORITY TWO

Create places for people



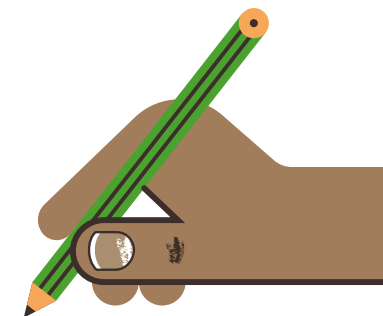
# FROM PARKING PLACE TO SOCIAL SPACE - YOUR IDEAS FOR YOUR KERBSIDE

In London, a quarter of men and a third of women aged over 65 do not leave their house at all on a given day. Most streets in Lambeth offer very little space for socialising, for speaking to our neighbours or to sit down and relax in. We know that people that earn less are less likely to have a garden and are more likely to live further away from a park. This is all true in a borough where most people do not own a car, and where the public space is precious.

We are going to open up access to the kerbside to community use by setting up London's biggest parklet programme – which will let the individual character, ideas, energy and diversity of the people that live in Lambeth be reflected on our streets.



Outdoor seating on Beehive Place, Brixton.

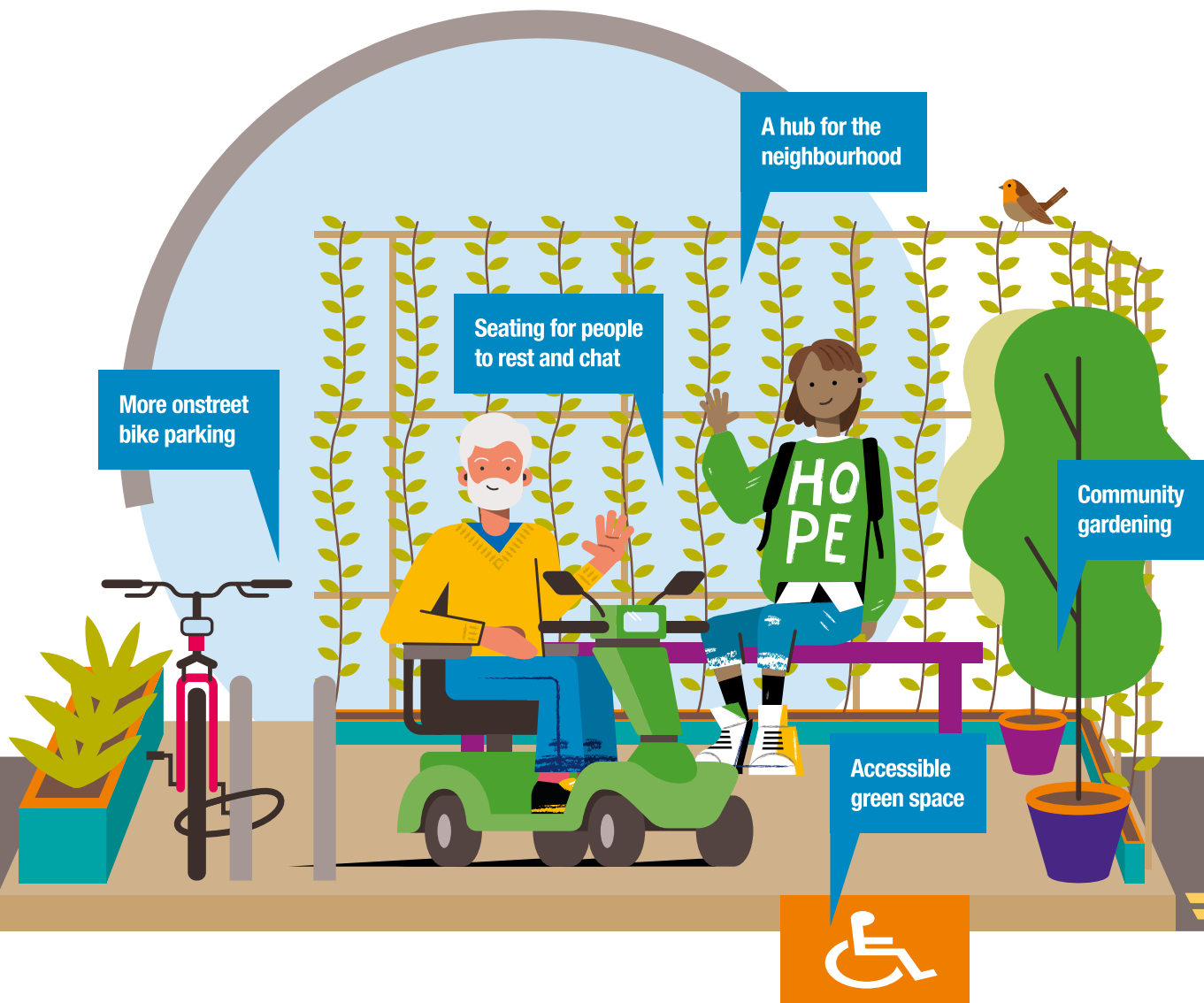


## WHAT'S A PARKLET?

A parklet is an old parking space that has been transformed into something for people to enjoy. They are great for bringing communities together, and providing some much-needed local green space.

**Parklets can be unique to your neighbourhood. With residents co-designing and maintaining them, they can increase peoples' sense of belonging whilst meeting local needs. Parklets offer a place for children and adults to play outside and develop their independence.**

**They can provide a space to rest, improve access to greenery and public space, and foster stronger communities, whilst also being a place to learn new things. You can grow fruit and veg, use them as performance spaces or areas for outdoor learning, or even just be a simple patch of grass.**



## Community parklets

Lambeth will be a place where we empower local people to take think creatively about how the kerbside can be used. Community parklets are spaces on local streets where your ideas can come to life. A shared garden, a place to sit on a sunny day or chat to neighbours - we are going to enable these uses to take place in the kerbside.

## Parklets for business use

Throughout the COVID pandemic, we saw business across London leap at the opportunity to expand their operation out into the street – at the time to enable social distancing. Looking forward, we want to build on this success and support businesses in Lambeth to consider if extra outdoor space could support them. Where suitable, we will use the kerbside to create lively, vibrant local high streets.



A parklet installed by Lambeth Council on The Cut in Waterloo, delivered in partnership with local businesses.

**One parking space can provide space for:**

- 4 tables for a local café
- 8 sun loungers
- 1 community library
- 1 local allotment

The diagram illustrates the potential use of a single parking space. It shows four tables, each with two chairs, arranged in a 2x2 grid. Each table is numbered 1, 2, 3, and 4 respectively. The tables are arranged in a way that they can be used for a local café, sun loungers, a community library, or a local allotment.



## LAMBETH KERBSIDE BASICS – CREATE PLACES FOR PEOPLE

All Lambeth Kerbside Basics will conform with the Kerbside Inclusive Design Principle

Kerbside priority	Reference	Lambeth Kerbside Basics
<b>PRIORITY 2 -</b> Create places for people	2.1	All residents have the opportunity to apply for a parklet on their street, where the use of that parklet supports the kerbside priorities. The process is clear and accessible.
	2.2	Community parklet grants support the creation of outdoor, green and social spaces in area with both socioeconomic and green space deprivation
	2.3	Applications to use public highway for business use has a fair, easy to use process that helps support the resilience and vitality of Lambeth's businesses.
	2.4	Applications are open to teams across the Council to enable the delivery of a wide range of policy outcomes.



# PRIORITY THREE

increase our resilience  
to climate change



# OUR HEALTH AND OUR PLANETS' HEALTH NEED NATURE TO THRIVE

Did you know? - Lambeth's kerbside is bigger than 3.5 Brockwell Parks

## Climate Action Plan goals

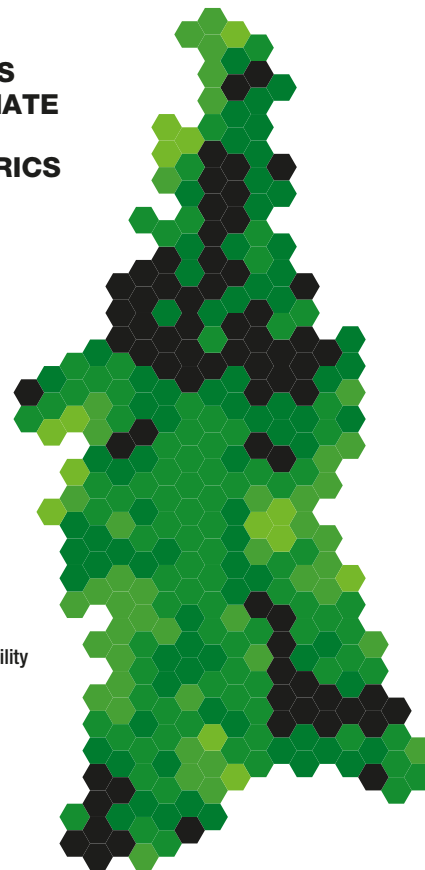
- Increase resilient green coverage by 15%
- Community groups are supported to manage land in a way that benefits people and nature

Our summers are going to get hotter, and our weather more extreme. We are facing unprecedented challenges to our biodiversity, and we need to manage flood risk. While everyone who lives and works in Lambeth will experience the impacts of climate change to some degree, the impacts will not be borne equally or fairly. The elderly and the very young, and those of us who are poorer, female, disabled, or part of a minority whether through race or sexuality, are disproportionately likely to live or spend time in environments that are more vulnerable to climate risks, and have fewer resources available to prepare for, adapt to and recover from climate shocks.

## GLA'S CLIMATE RISK METRICS

Climate Vulnerability

- Low
- High



By reconsidering how we use the kerbside, we will create streets that help us all adapt to a changing climate. There are many areas in Lambeth where our streets are the main area we can adapt to protect people from a changing and less predictable climate. The good news is that climate resilient streets are also greener, healthier streets that support our mental wellbeing.

## Trees on our streets

Our cities are getting hotter, and trees and the shade they cast can help keep us cool on the on the hottest of summer days. Historically, trees have fought for limited space on pavements, often to the detriment of people walking. In line with our inclusive design principle, trees will by default be placed in the kerbside. If the kerbside is not suitable or where we have existing trees in the pavement, we will widen the pavement to ensure people walking are not hindered.







### Habitat space for pollinators and wildlife

Biodiversity is under pressure across Lambeth, as it is globally. We need to act across the borough to resolve this and reinstate more of our borough as habitat for wildlife, particularly those that we all rely on. We will use the kerbside as a space to create small scale, local habitats that help support essential pollinating insects.

### Green spaces to help manage the risk of flooding

As the climate warms, the risk of flooding increases. Since Lambeth declared a climate emergency, significant work has taken place to understand where we should prioritise greening, removing impermeable surfaces and, in some cases fully engineered Sustainable Drainage Systems. Together these measures all help to retain water, take pressure off our sewers and reduce the risk of flooding.



**One parking space can provide space for:**

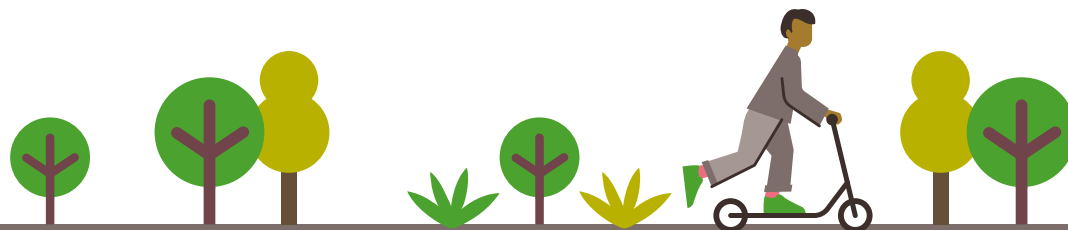
- 1 tree capturing over 3 tonnes of carbon
- Up to 28 m<sup>2</sup> of canopy cover
- Reduce local temperature by up to 8 degrees Celsius
- Up to 5.4 m<sup>3</sup> of stormwater storage
- 10m<sup>2</sup> of pollinator habitat



## LAMBETH KERBSIDE BASICS – INCREASE CLIMATE RESILIENCE

All Lambeth Kerbside Basics will conform with the Kerbside Inclusive Design Principle

Kerbside priority	Reference	Lambeth Kerbside Basics
<b>PRIORITY 3 -</b> Increase climate resilience	3.1	A tree every 25m on every Lambeth street enabled by the kerbside
	3.2	Permeable surfaces including depaving, greening, wildflowers and sustainable drainage make up 10% of Lambeth kerbside
	3.3	Kerbside is used to maintain 2m footway around existing mature trees, in line with the Kerbside Inclusive Design Principle and Local Plan Q10.19
	3.4	The number of driveway “crossovers” are kept to a minimum in locations where green infrastructure interventions are a priority to manage flood risk



# PRIORITY FOUR

Reduce traffic and  
emissions from transport



# EFFICIENT WAYS OF GETTING AROUND BENEFIT US ALL

We have committed to a 27% reduction in motor traffic by 2030, a transformational reduction in the amount of vehicles using our streets. Even in this ambitious scenario, there will be many thousands of trips being made by motor vehicle a day in Lambeth. We need to support these trips to make the switch to lower impact ways of moving around the borough by providing a borough wide, accessible network of shared vehicles, paired with an extensive network of electric vehicle charging.

In our Climate Action Plan, we committed to reducing traffic levels by 27%. This still means accommodating 63% of current traffic levels. We need to reduce the negative impacts of these trips as much as possible, and we can do this by using our kerbside to provide for zero emission vehicles including convenient, accessible shared vehicles. The kerbside can also help maximise the efficiency of other vehicles that must use our roads to move around, for example buses and delivery vehicles.

## Car Clubs

Up to 40% of regular car club users end up selling their privately owned car

Car clubs allow residents and businesses to have access to a car or van for those trips which can't be made by any other mode, but without the need to own one. For most car club owners this means saving money compared to owning a car. Car clubs reduce the need for people to own their own vehicle, and each car club can replace 10 to 20 private cars. This means people who join car clubs drive less and use public transport or cycle more than the average person. We will support the expansion of car clubs by ensuring they have designated spaces on the kerbside, so that cars are easy to find and to park at the end of journeys. To encourage car club vehicles to be as green as possible, we will provide dedicated electric charge points for these spaces.



## Electric vehicle charging

Even with a huge increase in active travel and public transport use, many thousands of trips a day will still be made by motor vehicle in 2030. We need to make sure as many of these remaining vehicles are electric, and this will require a significant increase in the number of charge points we provide.

Only a small proportion of Lambeth residents can park their car off the street to charge so public charging is essential in supporting the transition to electric vehicles. Lambeth's investment in charging infrastructure will be prioritised in the kerbside – to ensure that pavements are kept clear in line with the Inclusive Design Principle.



## Freight management

We know that the number of deliveries being made is increasing, particularly as more and more shopping is online. We will decrease the impact of these deliveries by encouraging them to be made by in green vehicles, with the most efficient delivery patterns. We will use the kerbside to provide space for shared cargo bikes and electric delivery vehicles, giving businesses a viable alternative to using cars or vans.

To reduce the distance delivery vehicles must travel we will support consolidation options such as parcel lockers being added to the kerbside so multiple parcels can be left in one place rather than vehicles delivering each individually. We will make sure loading bays are provided where they are needed so vehicles do not travel unnecessary distance to find a space, or park in such way that they obstruct or cause danger for other road users.

## Bus lanes

We want to encourage more people to travel by bus, which means they need to be an efficient and reliable form of transport. This means that we need to give buses priority over other traffic, so they have a smooth journey. On bus routes we will ensure that the kerbside facilitates bus journeys by designating more space for bus lanes that allow buses to travel uninterrupted by general traffic.



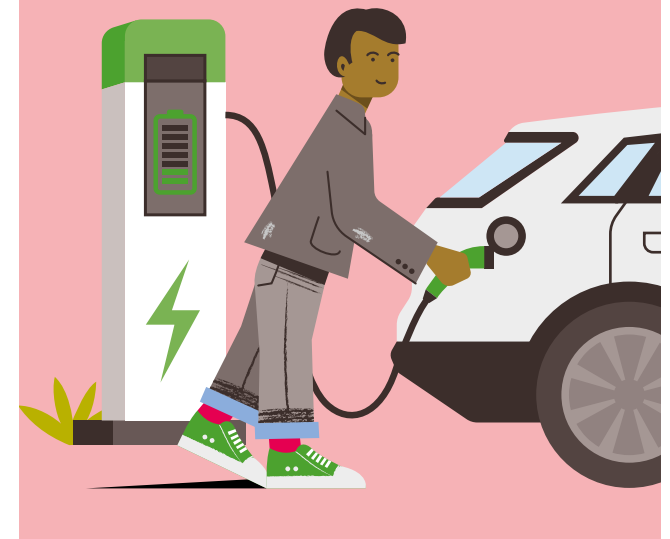


### Rental E-scooters

Rental e-scooters take up very little space on our streets, and like hire bikes can be a great way of making trips across London. Scooters also have zero exhaust emissions and so we see them as part of Lambeth's low-carbon transport offer. However, rental E-scooters are relatively new to London's streets, and like any new type of transport there have been some challenges in operating them. One of the main issues has been scooters blocking pavements which goes against our Inclusive Design Principle. We expect riders to use the road for both riding and parking scooters, and the only way we can do this is by making sure parking bays are in the kerbside.

### One parking space can provide space for:

- one car club shared between local people
- Twelve e-scooters or e-bikes
- One electric vehicle charge point with dedicated parking ensuring access





## LAMBETH KERBSIDE BASICS - REDUCE TRAFFIC AND EMISSIONS FROM TRANSPORT

All Lambeth Kerbside Basics will conform with the Kerbside Inclusive Design Principle

Kerbside priority	Reference	Lambeth Kerbside Basics
<b>PRIORITY 4 -</b> Support a reduction in traffic and emissions	4.1	Full electric car club vehicles on every street in Lambeth
	4.2	A dense borough wide charging network supports the electrification of motor vehicle trips in line with wider Climate Action Plan goals. Charge points are implemented in line with the Inclusive Design Principle (Kerbside Basic 1.1) and Local Plan Q6 10.20. The number and type of chargepoints is set through the Electric Vehicle Strategy.
	4.3	Shared cargo bikes available on the kerbside within every neighbourhood across Lambeth, and no more than 5 minutes' walk of all households
	4.4	All local high streets have a shared cargo bike hire service
	4.5	All local high streets have access to a shared electric van
	4.6	Continue to prioritise buses within the kerbside



## SUSTAINABILITY OUTSIDE OF THE KERBSIDE PRIORITIES – OUR PARKING STRATEGY

**Our approach to parking needs to work with, not against, our vision for the kerbside**

**Climate Action Plan Goal –  
27% reduction in motor traffic**

**Did you know? On average, cars in London are parked 95% of the time, yet still contribute almost half of borough transport emissions.**

This strategy focuses on the changes that will be made to the kerbside that work towards creating streets which are greener, healthier, and more sustainable. However, even with the transformation that this strategy sets out, the majority of Lambeth's kerbside will still be used for car parking related uses. This means it is equally important that we think proactively about how we use this space and ensure that it works toward the same end goal.

Historically, Controlled Parking Zones were introduced to help car owners, by ensuring access to the public kerbside for convenient places to park. They also have the impact of protecting parking spaces for existing residents. New developments in Lambeth are

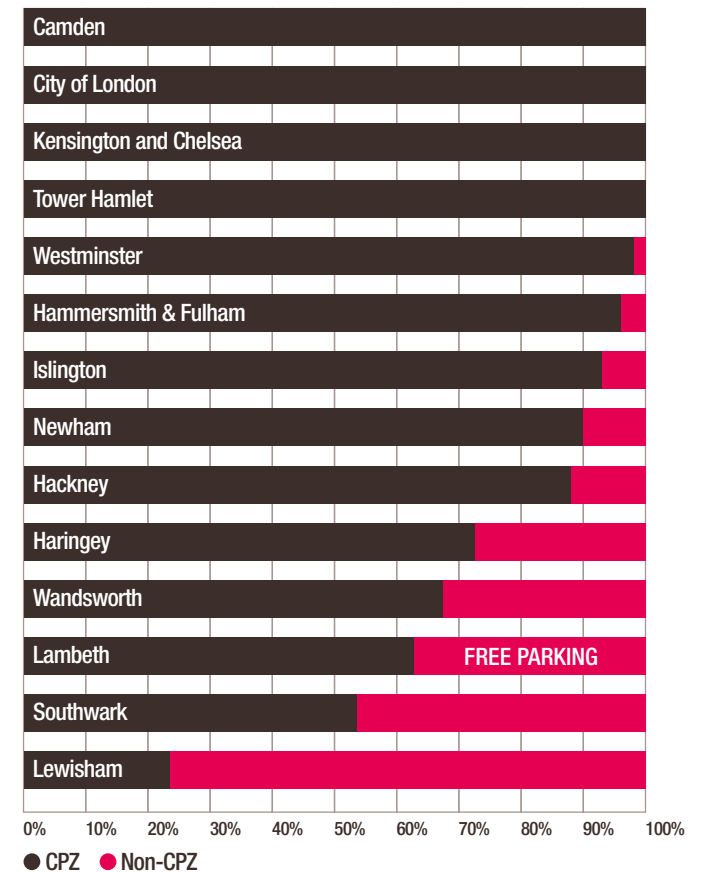
generally car free, and the more people that live in new developments, the greater the disparity between who has and doesn't have access to the public kerbside.

### Who pays for free parking?

Parking controls allow us to regulate the use of the kerbside, ensuring reasonable access, but also to incentivise cleaner vehicles that result in fewer harmful emissions. However, on nearly a third of Lambeth streets, there are few controls, little regulation of access and no difference whether you drive a 'gas guzzler' or a zero emissions vehicle. 'Free parking' comes at a cost to everyone; carbon emissions, dangerous pollution and road collisions can all be exacerbated by driving that is incentivised by free parking. Even where parking is free, other uses come with a cost - be it charging an electric vehicle, locking a bike in a bike hangar, or placing a skip on the kerbside – if you want dedicated use of the shared kerbside then there is a cost associated with it.

**Did you know? In 2022, the cost of a resident permit was as little as 11p per day - 99% cheaper than the average parking place on private land**

### Controlled parking in inner London



Inner London boroughs and proportion of street covered by controlled parking zones (sources: Centre for London, 2019)



## Rethinking the Purpose of Controlled Parking Zones

Parking controls are often the first step in thinking about what the purpose of the kerbside is in our streets. Many London boroughs have already rolled out controlled parking zones boroughwide – and Lambeth will be doing the same. Through the kerbside strategy - CPZs will play a key part in helping us to deliver our four kerbside priorities, not just maintain the status quo that prioritises car ownership. CPZs with fees and charges informed by a range of outcomes, are one of the most significant tools we have to influence how people move around in Lambeth. They sit alongside Low Traffic Neighbourhoods and Healthy Routes and together will help create safer, more liveable streets.



## Parking controls to reduce traffic and emissions

Controlled Parking Zones are important in helping to create a borough with less traffic, and less polluting vehicles. The charges paid for a permit in a Controlled Parking Zone are dependent on the type of vehicle being parked, with those that produce the most carbon emissions having to pay the most. We know that low emissions car ownership is higher in the areas that have Controlled Parking Zones, and lowest in those that don't. By providing an incentive to own a greener vehicle, the presence of Controlled Parking Zones across the borough should help encourage all residents to switch to low emission vehicles when choosing a new car.

There is a direct link between how many cars people own, and how often they drive. Controlled Parking Zones help us influence the number and type of cars that people in Lambeth own.

As it stands, carbon emissions and the number of vehicles owned are the only factor considered in our parking charges. Vehicles that take up more space on our streets, or ones which worsen air quality are not charged more. There is an urgent need to encourage vehicle ownership that is compatible with our vision for the kerbside, and for Lambeth as a whole.

## Parking controls for safety

Controlled Parking Zones include the introduction of double yellow lines at junctions, this helps prevent parking on junctions and protect clear visibility and make sure road users can see each other, particularly when moving at speed. More collisions happen at junctions than at any other place on our roads, so ensuring everyone's vision, particularly those walking and cycling, is unobstructed by cars is an important part of making our roads less dangerous.





## Kerbside Pricing Principles

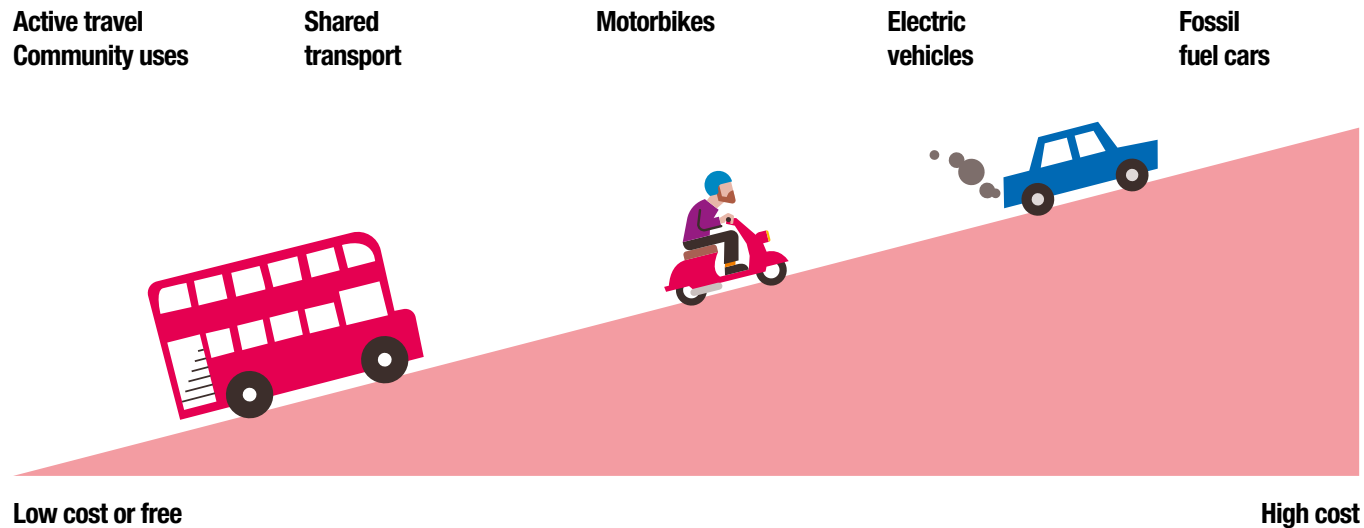
Motor vehicles impact on everyone's health and restrict who can access the shared kerbside – parking prices will reflect this

Our future fees and charges for storing vehicles on the kerbside will follow four guiding principles. Some principles are already embedded into our pricing structure, but some will require new data to be made available before they can be considered.

- 1). If your vehicle produces more greenhouse gases, you should pay more
- 2). If your vehicle produces more exhaust or non-exhaust pollutants, you should pay more
- 3). If your vehicle takes up more space and increases congestion, you should pay more

### What does this mean in practice?

- A bike hangar space will always be cheaper than a resident parking permit
- A permit for a large and heavily polluting vehicle will be significantly more expensive than a small, zero emission vehicle



## LAMBETH KERBSIDE BASICS – OUR STRATEGY FOR PARKING

	Reference	Lambeth Kerbside Basics
<b>OUR PARKING STRATEGY</b>	<b>5.1</b>	Controlled parking zones operate across the whole of Lambeth
	<b>5.3</b>	Parking restrictions are used to ensure sight lines are maintained at all junctions
	<b>5.4</b>	Parking fees and charges are linked to the volume of greenhouse gases a vehicle emits. This applies to residential permits and visitor parking.
	<b>5.5</b>	Subject to the availability of suitable data, parking fees and charges are linked to a vehicles exhaust and non-exhaust pollutant emissions. This applies to residential permits and visitor parking.
	<b>5.6</b>	Subject to the availability of suitable data, parking fees and charges are linked to the area a vehicle occupies in the kerbside. This applies to residential permits and visitor parking.



# THE WAYS WE WILL DELIVER THIS STRATEGY

This strategy sets out a vision for the kerbside that intersects with teams across the council, residents, and businesses across Lambeth. The change in kerbside use that we are proposing is unprecedented and the Lambeth Kerbside Basics will not become a reality overnight. Just like the Climate Action Plan, we know that the Kerbside Strategy cannot be delivered by Lambeth Council alone – we will need to work together to achieve this. We've identified 3 delivery models that show how this can happen.

## Lambeth Council led

Some parts of this strategy, to start with, will be led by the council and often be driven by data. For example, strategic oversight is required to ensure suitable sites for flood risk management are chosen, or that cycle hire forms a coherent and easy to use network. To realise the Lambeth Kerbside Basics by 2030, many of our existing processes will need to be fast-tracked and we will be seeking opportunities to work with partner organisations along the way.

## Community delivery enabled by the Council

Some of our priorities will only be successful if the need for a use is identified by local people. We will only "Create Places for People" by empowering local people to shape that change. In this context, the Council's role will be to facilitate their delivery and ensure they are safe, accessible and that relevant legal and regulatory requirements are met.

## Commercial partnership

There are a number of uses within this strategy that, for the most part, require private sector involvement. Within the framework we have set out in this strategy, we want to work closely with businesses that share our objectives. Electric vehicle charging, car clubs, dockless bikes – these all require partnership working

## How we will monitor our progress

This strategy is a key mechanism through which we will deliver the Climate Action Plan and will accelerate progress against many of the CAP goals, not just relating to transport. We will embed the Kerbside Strategy into our wider Net Zero 2030 monitoring framework. Through this process, progress in delivering the Lambeth Kerbside Basics will be reported annually. We know that the first year of delivery will present opportunities for learning, and we commit to updating the Lambeth Kerbside Basics in years to come if required and to respond to new challenges.



