

Kerbside Strategy



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Introduction

As outlined in our borough plan, we are seeking to create neighbourhoods fit for the future in which residents can live happier and healthier lives. As part of this, we adopted our award-winning Kerbside Strategy and have committed to using 25% of our kerbside space sustainably by 2030.

Our Kerbside Strategy challenges the historically accepted idea that streets lined with parked vehicles is the norm. With the climate distorting and far too many people suffering from poor air quality, we cannot afford to leave this unchallenged. We must transform our streets to be safe and accessible for everyone to travel sustainably.

We are delivering this transformation by reallocating our kerbside space from vehicle storage to uses such as cycle parking, trees and greenery, community parklets and more.

We are designing streets which are centred around improving public health, increasing climate resilience and creating neighbourhoods that are fit for the future.

As of April 2025, we have 10.2% sustainable kerbside, equating to 64.5km. This report details our achievements in delivering the Kerbside Strategy in the years 2023-25, and is the first of a series of status reports"



Councillor Rezina Chowdhury
Deputy Leader of Lambeth Council
& Cabinet Member for Sustainability
and Clean Air



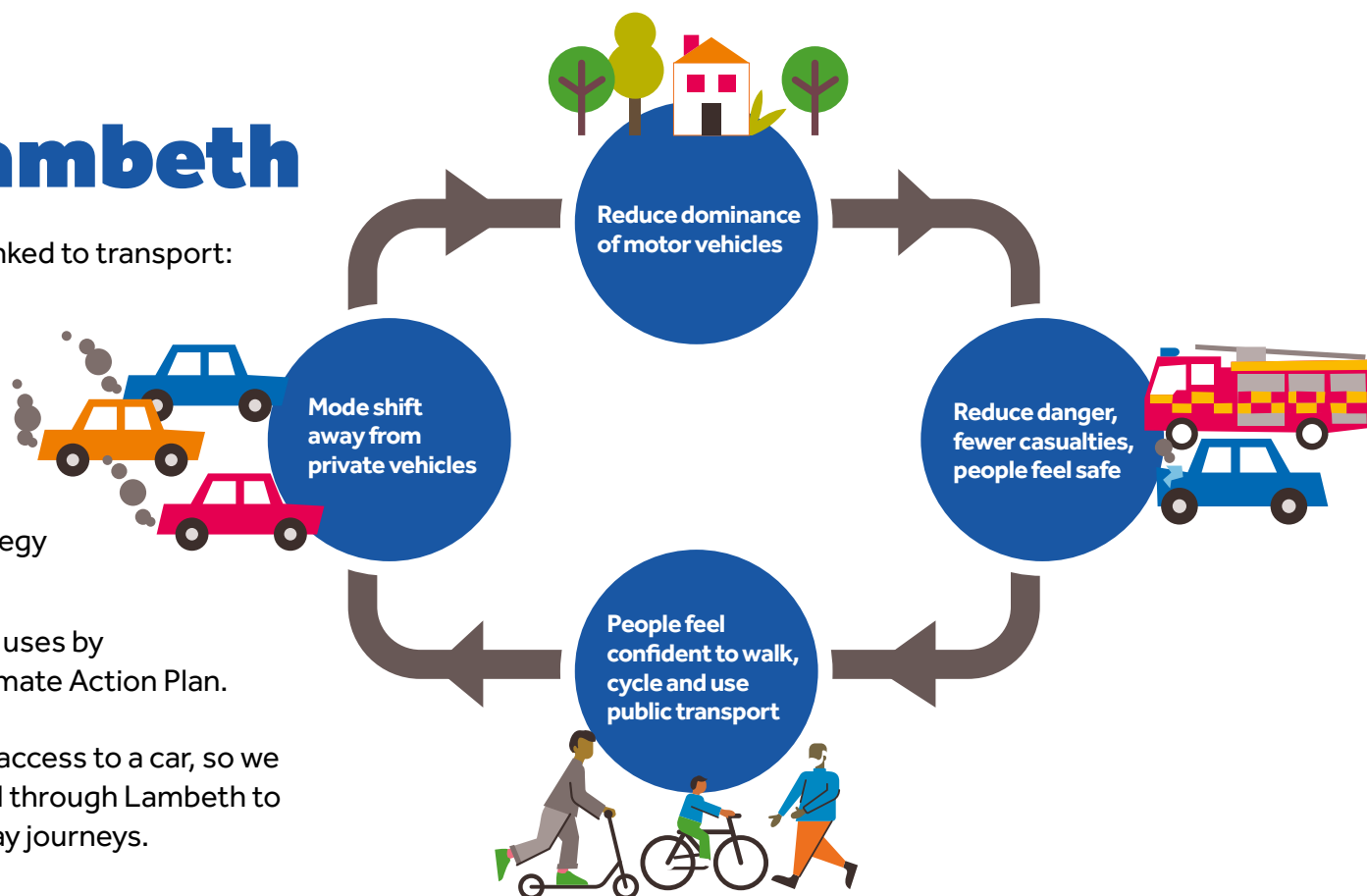
Transport in Lambeth

In Lambeth, we have several overarching goals linked to transport:

- 85% of journeys in Lambeth to be made by walking, wheeling or public transport by 2041 in line with the Mayor of London's Transport Strategy
- 27% reduction in traffic by 2030 to help us reach Net Zero in line with our Transport Strategy and Climate Action Plan.
- 25% of our kerbside to be used for sustainable uses by 2023 in line with our Kerbside Strategy and Climate Action Plan.

In Lambeth, 60% of our households do not have access to a car, so we support our residents and those travelling to and through Lambeth to choose walking, cycling and wheeling for everyday journeys.

Since 2020, we've delivered 98km of streets that enable active travel as part of our transport strategy. This includes a range of outcomes, including 10.2% sustainable kerbside, 7 Healthy Neighbourhoods and 14 healthy routes, all of which support people to travel actively, prioritising people over cars. In this way, we are supporting the reduction in the number of cars in Lambeth, which also opens up more kerbside space for sustainable uses.



Average % of daily trips in Lambeth made by walking, cycling and public transport							Target
2012/13 to 2014/15	2013/14 to 2015/16	2014/15 to 2016/17	2015/16 to 2017/18	2016/17 to 2018/19	2017/18 to 2019/20	2022/23 to 2023/24	2041
77	78	77	77	77	78	81	85

Kerbside Strategy background

In January 2023, Lambeth Council adopted its award-winning Kerbside Strategy. The kerbside is the space at the side of the road commonly used for car parking and is one of the largest public spaces we have ownership over. Our kerbside is the equivalent of the distance from London to Edinburgh.

How we use this space can both support, and work against, our objectives. Our Climate Action Plan (CAP) and Kerbside Strategy state that we will allocate 25% of Lambeth's kerbside to support resilience to climate change and help us to reach Net Zero by 2030.

In Lambeth, 60% of our households do not have access to a car, and we must further reduce traffic by 27% by 2030 in order to achieve Net Zero. Our Kerbside Strategy will help us to achieve this through making active, sustainable travel easier and more appealing for our residents.

Our Kerbside Strategy centres around our Inclusive Design Principle. This is the idea the street furniture should go in the kerbside, leaving our pavements free for people to walk and wheel.

The key priorities of the Kerbside Strategy are to:

- Enable Accessible and Active Travel
- Create Places for People
- Increase Climate Resilience and;
- Reduce Traffic and Transport Emissions.

This is Lambeth Council's first Kerbside Progress Report, with information from the 2023-25 financial years on:

- How much sustainable kerbside we have
- What was delivered within our Kerbside Strategy
- Information on our parking controls

**Enable Accessible
and Active Travel**

**Create Places
for People**

**Increase Climate
Resilience**

**Reduce Traffic
and Emissions
from Transport**



Kerbside Strategy progress and overview

When we first launched the Kerbside Strategy in January 2023, only 6.0% of Lambeth's kerbside was used for sustainable purposes. As of April 2025, 10.2% of our kerbside is used for sustainable uses.

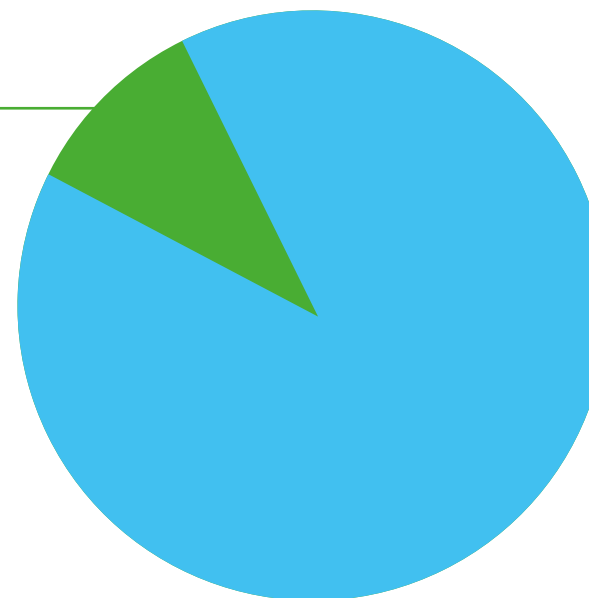
In the two years since launching the Kerbside Strategy, we've made huge changes to the kerbside in Lambeth. These changes have been delivered by multiple teams across the Council, and include things like:

- An additional 189 dedicated parking bays for e-bikes and e-scooters so they don't clutter our pavements.
- A further 2.3km of our kerbside used for protected cycle tracks.
- Community parklets in 6 wards in Lambeth.
- An additional 1.8km of our kerbside used to install dedicated Electric Vehicle charging bays.

As of April 2025, we have 64.5km of sustainable kerbside in Lambeth. We've provided further detail throughout this report, against each of the Kerbside Strategy priorities.

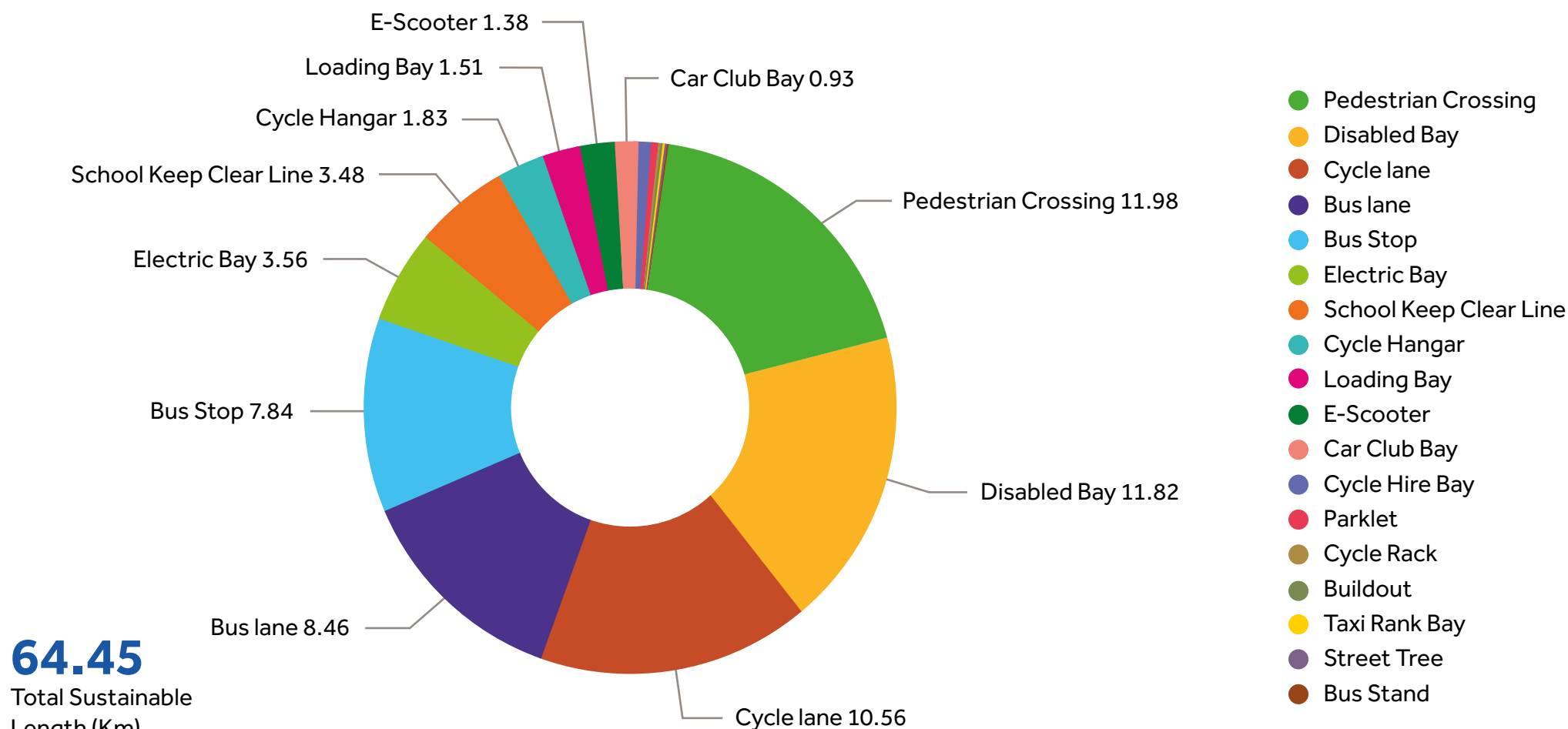
Non-Sustainable kerbside:
565.95 KM (89.8%)
23157 bays

Sustainable kerbside:
64.5KM (10.2%)
4805 bays



Sustainable kerbside 2025 overview

This pie chart shows a breakdown of the different sustainable kerbside uses in Lambeth as of April 2025.



Kerbside Strategy progress 2023-25

A summary of what we've delivered as part of the Kerbside Strategy between April 2023 and April 2025



- 1851 trees planted on our streets
- 38 new trees in the kerbside
- Developed a new kerbside tree pit design
- 13 SuDS schemes implemented

- 266 new cycle hangars with 1596 individual spaces
- 12 new bays of kerbside cycle stands
- 2.8km new protected cycle tracks
- 3 business cycle hangars



- Community parklets programme launched
- 6 community parklets installed
- 3 business parklets installed

- Launched our new Electric Vehicle Strategy
- Installed 348 new EV charge points spanning 1.8km kerbside
- Reduced the cost of a cycle hangar space from £42 per year to £30 per year
- Introduced emissions-based pricing for nearly all our on-street parking permits
- Extended our diesel surcharge to include Euro 6 compliant vehicles
- Introduced a surcharge for second and subsequent parking permits held by a single household
- Added 3 new shared cargo bikes on our streets



Kerbside Priority 1:

Enable Accessible and Active Travel

Between 2023 and 2025, we installed **266 residential cycle hangars** and 3 business cycle hangars in the kerbside, containing **space for 1614 cycles**. This contributes towards our commitment to providing secure cycle parking every 100m on our streets. As of April 2025, we have **654 total cycle hangars** on the ground in Lambeth, providing secure parking space for a **total of 3924 cycles**.



We have also installed **12 new bays of cycle racks** in the kerbside, contributing to our target of providing free cycle parking every 50m on our streets. We currently have 19 bays of cycle racks in the kerbside, with plans to roll out more across the borough, prioritizing Healthy Neighbourhood areas.

Between 2023 and 2025, we built **2.8km of new protected cycle tracks** in the kerbside:

- 1.8km of protected cycle tracks on Loughborough Road as part of the Brixton to Camberwell healthy route.
- 500m of two-way protected cycle tracks on Rosendale Road as part of the Brockwell Park to Gipsy Hill healthy route (1km cycle tracks in total).

As of April 2025, we have 9.5km of protected cycle tracks on Lambeth's roads. This excludes cycle tracks on TfL roads within the borough of Lambeth.



Rosendale Road on the Brockwell Park to Gipsy Hill healthy route

269 new cycle hangars with space for 1614 cycles

12 new kerbside cycle parking bays

Kerbside Priority 1:

Enable Accessible and Active Travel

Between 2023 and 2025, we installed **189 new parking bays for dockless e-scooters and e-bikes** in the kerbside and made 31 of our existing bays larger. This has brought our total number of dockless bays in Lambeth to 235. In line with our Inclusive Design Principle, we install our dockless bays in the kerbside, to keep our pavements as free from clutter as possible.

Since launching our Kerbside Strategy, we have worked with our Accessibility Working Group to support the design and delivery of various kerbside interventions. Our **Accessibility Working Group (AWG)** is a group of Disabled residents from Lambeth who act as consultants for many of our transport projects. Each month they review proposed projects and provide feedback to help us make our work more inclusive.

Since launching our Kerbside Strategy, the AWG have reviewed and proposed accessibility improvements for many of our design typologies for things such as kerbside

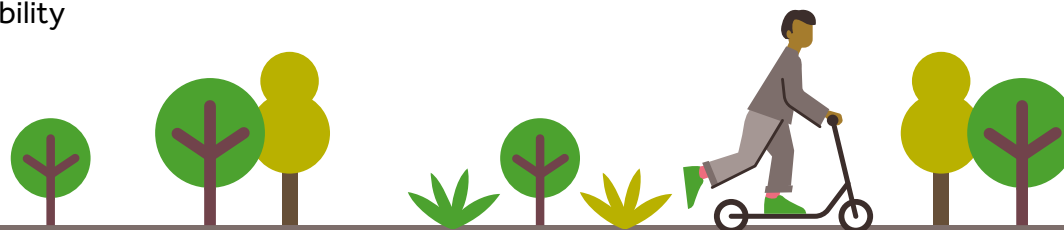


Instead of shared bikes blocking pavements, they will be given space in the kerbside to ensure pavement are accessible

189 new e-cycle & e-scooter bays

cycle parking, side road crossings, parklets and more. Their recommendations have included things like improved visibility through signage and colour contrast,

provision of accessible seating and pavements, and providing a clear contrast between spaces for people and spaces for cars.



Kerbside Case Study:

Business Cycle Hangars

In our Kerbside Strategy, we have committed to having secure cycle parking every 100m. We have an established residential cycle hangar programme, and have recently started a trial programme of delivering cycle hangars for business use.

We received requests from businesses for more secure, safe cycle parking for members of staff. Waterloo was selected as a trial area as we know that there is a concentration of SMEs without off-street space for secure cycle storage on site for their employees.

The business cycle hangar trial started in 2024 and will run for at least a year. We currently have 3 hangars installed in the Waterloo area, allowing businesses to rent hangars with secure cycle parking, to be used by their employees. Each hangar can fit a maximum of

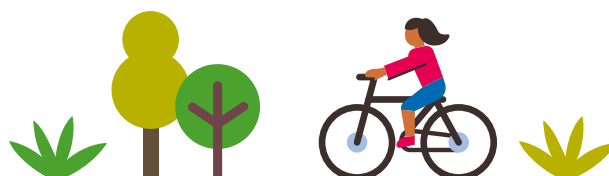
6 bicycles and in total 4 businesses are using the spaces.

As of April 2025, the business cycle hangar trial is live, providing secure cycle parking for businesses and their employees. This is a UK-first scheme, and removes one of the main barriers to cycling, namely of lack of secure parking at the destination.

Over the coming months, we will be monitoring the efficacy of the trial, and the user experience. This new innovative scheme to Waterloo was delivered as part of our Sustains Us Partnership.



Business Cycle Hangar on Roupell Street, Waterloo



Kerbside Priority 2:

Create Places for People

Lambeth Council have launched a **Community Parklets scheme** as part of our Big Shift programme, supporting more people to walk and wheel for everyday journeys.

Parklets are parking space-sized parks placed in the kerbside. They are a space for community growing, a place to get to know your neighbours, an opportunity to take ownership over your streets, or just a spot to rest on your journey.

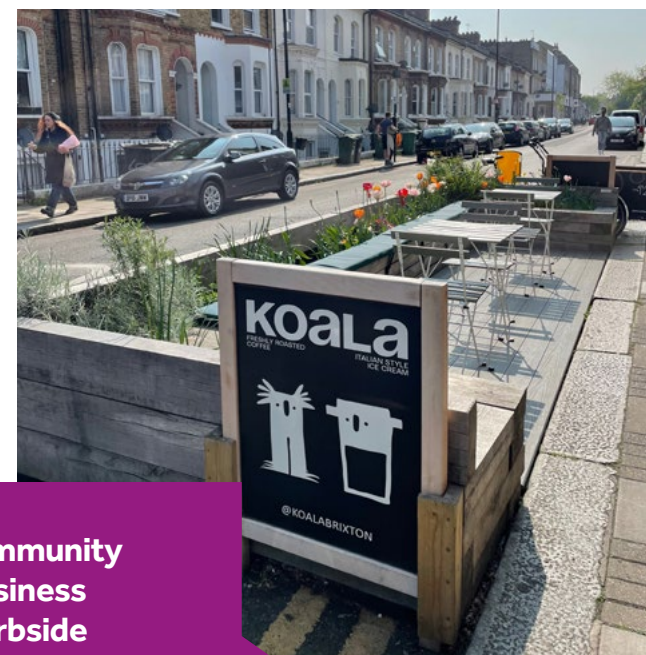
The programme will fund 25 parklets, one in each borough ward, created and maintained by residents and community groups in partnership with the council. Successful applicants can choose from a catalogue of modular items to fill their parklet.

Between 2023 and 2025, we completed installation of phase 1 of the Community

Parklets programme, **installing 6 parklets across the borough**. We also completed the applications process for phase 2-4. Further community parklet installation is planned from May 2025 onwards.

We've also installed **3 business parklets** outside independent businesses, 2 in Clapham and 1 in Brixton, including an ice cream shop, an espresso bar and a restaurant.

Business parklets provide extra space for customers, providing additional economic opportunity for Lambeth businesses, whilst also contributing to greening and placemaking in the local area.



We installed 6 community parklets and 3 business parklets in the kerbside



Kerbside Case Study:

Kennington Oval Reimagined

In June 2024, we launched a new experimental healthy streets project called Kennington Oval Reimagined, creating vibrant and sustainable streets.

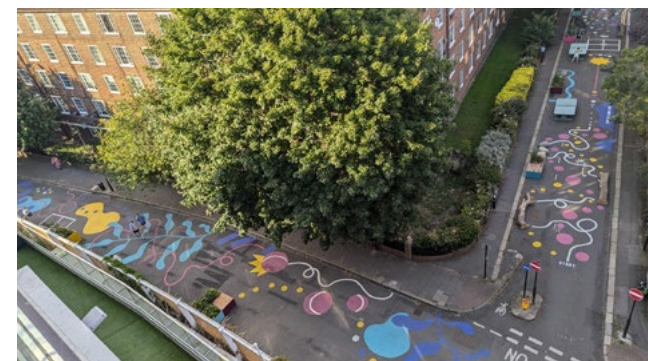
This project reallocated nearly 500m of kerbside space to sustainable uses, including:

- Over 2000 grasses, shrubs, herbs and flowers
- 166 colourful steel planters
- 33 benches
- 146m² of parklets and decking
- 17 new trees
- 11 logs
- 14 boulders

Before the trial, there was 4.8% sustainable kerbside in the project area. Following implementation, the percentage of sustainable kerbside to 19.4%.

This project built on the success of two existing School Streets, creating a

transformed child-friendly public space. This supports our ambitions to be a UNICEF UK Child Friendly borough. The trial underwent a 6-month statutory consultation in 2024. The impact of the trial is being monitored. Lambeth Council will publish a monitoring report in due course as well as a decision report on the future of the scheme.



Kerbside Priority 3:

Increase Climate Resilience

In our Kerbside Strategy, we have committed to using 10% of our kerbside for depaving, greening and planting, as well as having street trees every 25m on our streets.

Between 2023 and 2025, **we planted 1851 trees** on Lambeth's streets as part of Lambeth's Urban Forest Strategy. Of these, 38 trees were planted in the kerbside:

- 26 as part of the Railton and Oval Low Traffic Neighbourhood permanent upgrades
- 2 as part of Elm Park parade street improvements in the Tulse Hill Low Traffic Neighbourhood
- 5 on Brixton Station Road
- 5 in newly designed kerbside tree pits across Waterloo and Streatham.

Between 2023 and 2025, we delivered **13 SuDS (Sustainable Drainage Systems) schemes**. SuDS are planting beds in the kerbside which are designed to take up excess rainwater and help manage flooding in our streets:

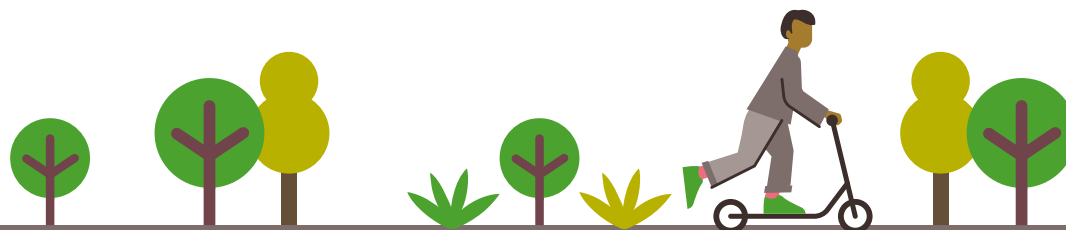
- 8 new SuDS schemes were delivered as part of the permanent upgrades to the Railton and Oval Low Traffic Neighbourhoods and have a total water catchment area of 1802m²
- 2 rain gardens were delivered outside Jessop Primary on Lowden Road, with a total water catchment area of 992m²
- 3 rain gardens were delivered outside Archbishop Sumner Primary school on Wincott Street, Reedworth Street and Gilbert Road, with a total water catchment area of 1081m²

1,851 new street trees planted

13 new SUDS schemes



Photo Credit: Meristem



Kerbside Case Study:

New kerbside tree pit design

Lambeth Council have ambitious targets to plant 5,000 new street trees by 2026 and work towards having a tree every 25 metres on streets across our borough. We also take the approach that street furniture and tree planting should not come at the expense of accessibility for people walking and wheeling on our pavements.

To support this, we initially aimed to plant trees both in our pavements and also in the kerbside wherever we couldn't maintain a 2m pavement width, to maximise pavement accessibility. We began surveying potential kerbside tree sites across the borough, and it became clear that a large proportion of kerbside space have utilities underground including gas pipes and high voltage cables.

To keep our planting targets on track, we adapted our strategy. For tree planting only, we now allow a 1.5m clear pavement width in line with Transport for All's Equal Pavements Pledge (reduced from our standard 2m requirement) while all other street furniture

must still comply with the original standard,. This carefully considered adjustment has enabled the Council to plant **1851 new street trees in 2 years as part of our Urban Forest Strategy**, making a significant contribution to our climate goals.

At the same time, we continued working on a longer-term solution. Recognising that some streets are in need of trees and due to narrow pavements widths these will need to be planted in the kerbside, we developed and tested a new **kerbside tree pit** design. This innovative design has now been trialed in five locations, proving its viability.

Key features of our new kerbside tree pit:

- Placed in the kerbside, retaining more pavement space
- A drainage channel behind the pit for water to run along the kerb

We developed and implemented a new kerbside tree pit design



- A larger, trapezoidal shape to provide more space for the tree roots and reduce likelihood of vehicle damage
- Root protection barriers to prevent roots growing towards utilities or causing road surface damage
- Biochar-enriched soil to support healthy tree growth

By prioritising both accessibility and sustainability, we are creating greener, healthier streets for all. Our approach ensures that we can meet our climate targets while maintaining inclusive public spaces for everyone.

Kerbside Priority 4:

Reduce Traffic and Emissions from Transport

As part of our efforts to reduce traffic and emissions from transport, we are supporting businesses and local people to travel without using motor vehicles. We know that the number of deliveries being made is increasing and therefore want businesses to be empowered to make low carbon deliveries through easy access to shared cargo bikes. As of April 2025, we had 33 Lambeth businesses signed up to use our shared cargo bike service.

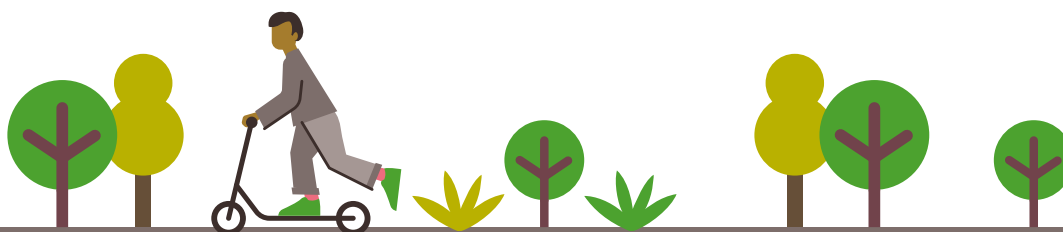
Within our Kerbside Strategy we have the aims of:

- Having shared cargo bikes available on the kerbside within every neighbourhood across Lambeth, and no more than 5 minutes' walk of all households
- All local high streets have a shared cargo bike hire service

Between 2023 and 2025, we delivered 3 additional shared cargo bikes, bringing our total number of shared cargo bikes to 10 across the borough. Our shared cargo bike scheme, OurBike, allows residents and local businesses to hire electric cargo bikes for shopping trips, taking their kids to the park, or making deliveries to nearby customers. For people who don't have experience with cargo bikes, free training is offered and can be tailored to specific routes.

Between 2023 and 2025, our collective OurBike cargo bike fleet was used for:

- 3784 hours of journeys
- 8259 kilometres of journeys



Kerbside Priority 4:

Reduce Traffic and Emissions from Transport

In 2023, we **launched our Electric Vehicle Strategy** which sets out how electric vehicles can help us reach Net Zero in Lambeth by 2030.

Our EV Strategy aligns with our Inclusive Design Principles, committing to keeping our pavements free of obstruction from charging pillars and cables, aligning with our Kerbside Strategy commitment to maintain 2m wide pavements.

In the last two years, we installed an additional 1.8km worth of dedicated electric vehicle bays in our kerbside. That's **348 new EV chargers**. To the right is a table showing how many of each type of EV charge points we've installed since launching the Kerbside Strategy. This excludes charge points that are on our estates.

We plan to install more charge points of all types in our streets in 2025-26 and beyond, with a particular focus on fast and rapid charging with fully accessible charging infrastructure.



EV charging provision in Lambeth

Charger type	Total in April 2023	Total in April 2025
Slow (lamp column) chargers	237	520 (+283)
Fast (standard) chargers	27	83 (+56)
Rapid chargers	9	18 (+9)



Kerbside Case Study:

Lambeth's Electric Vehicle charging network – Own and Operate model

In the last 2 years we've delivered 1.8km worth of Electric Vehicle charging bays in the kerbside. We ensure our EV charging bays are accessible by:

- Ensuring the height of the charge socket is not too high for wheelchair users
- Installing a dropped kerb by the bays for ease of wheeling from the vehicle to the pavement
- Making the EV bays physically larger than a standard parking bay, providing extra space for those who need it

To ensure a sustainable and efficient EV charging network, Lambeth Council has adopted an Own and Operate model. Under this approach, the council directly owns and manages the EV charging infrastructure, rather than relying on third-party operators.

This model allows Lambeth to maintain control over pricing, reliability, and accessibility while ensuring that revenue is reinvested into improving and expanding our EV network. All of Lambeth's charge points are powered by 100% green, renewable energy—driving our borough towards a cleaner, greener future with every charge!

For residents and businesses, the Own and Operate model creates a more seamless, and user-friendly charging experience. The model will also help Lambeth accelerate the rollout of additional charge points, ensuring that EV ownership remains a practical and attractive choice for everyone.



Kerbside Pricing Principles

Our Kerbside Pricing Principles work to incentivise greener, more sustainable travel, and to discourage the most polluting types of travel. Between 2023 and 2025, we:

- Reduced the cost of a cycle hangar space from £42 per year to £30 per year
- Introduced emissions-based pricing for nearly all on-street parking permits
- Extended our diesel surcharge to include all diesel vehicles
- Introduced a surcharge for second and subsequent permits held by a single household

In this way, we're encouraging people to use greener, cleaner ways of getting around. A family of four should not have to pay more to park their cycles than to park a car in the kerbside.

Active travel
Community uses

Shared
transport

Motorbikes

Electric
vehicles

Fossil
fuel cars

Low cost or free

High cost

In the coming years, we'll also be reviewing our pricing based the amount of non-exhaust pollutants produced by vehicles, as well as the amount of space a vehicle takes up in the kerbside.

More information about our emissions-based pricing, including the costs of different permits and on-street parking can be found on our website.

We've reduced the cost of a cycle hangar space from £42 to £30 per year



Controlled Parking Provision

As part of our Kerbside Strategy, we've committed to consulting on rolling out Controlled Parking Zones across the whole of Lambeth.

This is because "free parking" comes at a cost to everyone. Carbon emissions, dangerous pollution and traffic collisions can all be exacerbated by driving that is incentivised by free parking. Our CPZs with emission-based parking charges are important tools towards meeting our climate ambitions.

When we launched our Kerbside Strategy, around 60% of the Borough has parking controls, which has now increased to 66%.

Since April 2023, we've delivered new CPZs in Streatham Wells (Zone SW), Tulse Hill (Zone H) and expanded the Streatham Hill East CPZ (Zone M).

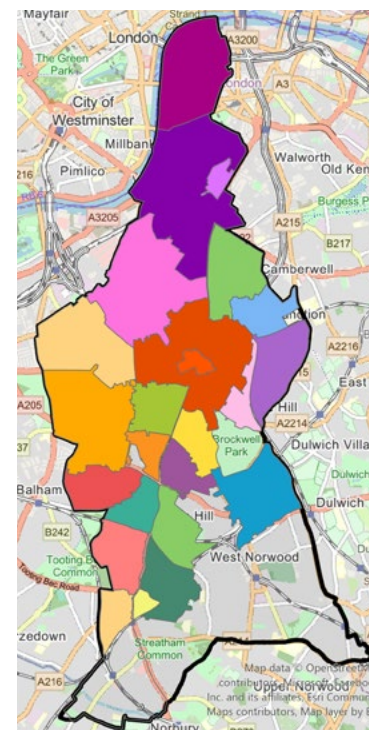
We've carried out statutory consultation for the West Dulwich CPZ (Zone WD), Streatham Vale North CPZ (Zone X) and Streatham Vale

South CPZ (Zone Y). A decision has not yet been made regarding the implementation of these schemes.

We've completed the first stage of public engagement and will later go onto additional statutory consultation for the following schemes:

- Tulse Hill West CPZ (Zone J)
- Brixton Hill CPZ Extension (Zone F)
Part of Palace Road
- Tulse Hill CPZ Extension (Zone H) High Trees
- West Norwood CPZ (Zone WN)

We will soon begin public engagement on the Brixton Hill CPZ Extension (Zone D) to include Tilson Gardens and Forster Gardens.



CPZs in Lambeth (April 2025):

- Brixton (zone B)
- Brixton Inner (zone BI)
- Brixton Hill (zone E)
- Brixton Hill East (zone F)
- Brixton Hill West (zone D)
- Brixton (zone Q)
- Camberwell (zone A)
- Clapham (zone C)
- Clapham (zone L)
- Herne Hill (zone N)
- Kennington (zone K)
- Kennington Sub Zone (zone KS)
- Poets' Corner (zone P)
- St Leonard's North (zone I)
- St Leonard's Central (zone O)
- Stanthorpe Triangle (zone U)
- Stockwell (zone S)
- Streatham Hill East (zone M)
- Streatham Hill West (zone G)
- Streatham Wells (zone SW)
- Thornton (zone R)
- Tulse Hill (zone H)
- Vassall (zone V)
- Waterloo (zone W)
- Non-CPZ areas

