

Appendix B3: Three-year TfL Local Implementation Plan (LIP) Programme of Investment 2025/26 to 2027/28

1. Introduction and summary of available funding sources

1.1. As outlined in Appendix A, an important funding source for the delivery of the proposed 3yr plan is from TfL through the “Local Implementation Plan” (LIP) programme. The [LIP guidance](#), produced by TfL for Boroughs, sets out the various funding streams available and conditions to ensure alignment (as statutorily required) of individual Borough schemes and policies with the overarching Mayor’s Transport Strategy and supporting action plans/targets.

1.2. The various funding streams are summarised in Table 1, below:

Table 1: LIP funding streams for 2025/26 to 2027/28

Funding Stream	Description/notes	Further details of Camden’s proposed bid
Safer Corridors and Neighbourhoods (see p8 of TfL guidance)	Allocated to Boroughs using a formula approach. Programmes should be mainly infrastructure-based (traffic/speed reduction, improved junctions, high streets and pedestrian safety upgrades etc) with up to 20% available for “behaviour change” schemes (for example, school travel planning)	See section 2 below
Borough Safer Streets (see p11 of TfL guidance)	Bidding process with funds targeted at schemes delivering the greatest road safety benefit at the highest priority locations for road danger and which require more significant funds than available via formula funding. Expected cost of schemes in £0.5m to £5m range	See section 3 below
Bus Priority Funding (see p13 of TfL guidance)	Bidding process with funding available to deliver ambitious bus priority schemes at locations where buses are identified as underperforming.	See section 4 below
Better Bus Partnerships (see p15 of TfL guidance)	TfL are looking to partner with three Boroughs on this new programme with up to £10m available to each successful Borough (via a bidding process) – schemes will deliver transformational bus infrastructure and bus user experience measures	See section 5 below
Cycleway Network Development (see p18 of TfL guidance)	Funding available to Boroughs via a bidding process to progress Cycleway schemes identified using (amongst other tools) the Strategic	See section 6 below

Funding Stream	Description/notes	Further details of Camden's proposed bid
	Cycling Analysis prioritisation methodology.	
Cycle/Micro-mobility parking and cycle training (see p18 of TfL guidance)	Variety of funding streams either directly allocated to Boroughs or available through bids	See section 7 below

1.3. The proposals outlined in section 2 to 7 are based on considerations and priorities identified in Appendix A and Appendix B of this report. Nevertheless, it is recognised that (i) circumstances may change and (ii) funding levels are subject to TfL Business Planning processes. Therefore whilst Officers are seeking approval for proposed bids under the various funding streams for 2025/26, any proposals for 2026/27 and 2027/28 are at this stage indicative. Any proposed changes to the allocations for those two years would be subject to further consideration and approval by the Cabinet Member for Planning and a Sustainable Camden. Alongside publishing any such further decision reports as required, any changes to the programme would also be highlighted in the annual update reports to Culture & Environment Scrutiny Committee.

1.4. In addition to the above, TfL make funding available to Boroughs under the “Road renewals and bridge strengthening” programme, working with local authorities in London to identify how these allocations can be targeted to the highest priority sections of roads and assets. We will continue to work closely with TfL to ensure that Camden’s roads and assets are funded through this programme.

1.5. Finally, in line with prior year allocations, it is expected that – subject to compliance and completion of “Gateways” as part of the Liveable Neighbourhood (LN) guidance, that TfL will continue to fund next stages of the **Holborn Liveable Neighbourhood** project as part of their commitment to investing, through the LIP, in existing LN schemes. In 2025/26 we are currently forecasting a bid to the LN fund of circa £500k for Holborn; the final bid details will be submitted to TfL via “Form A” along with the other funding streams/proposals set out below.

2. Safer Corridors & Neighbourhoods

2.1. As noted above this is the “main”, formula-funding programme for Boroughs to invest in corridors, neighbourhoods and supporting measures. The TfL guidance notes that Boroughs should use, for planning purposes, the same level of allocation that was previously provided for 2024/25, whilst also noting that the funding levels are subject to confirmation of the TfL Business Plan. For Camden, the annual Safer Corridors & Neighbourhoods allocation is £1,015,000 and the proposed schemes in Table 2, overleaf, are therefore based on that assumed funding level.

2.2. At the current time, the proposed allocations for 2025/26 are shown as “defined” based on reasonable levels of certainty of each scheme within the programme. The allocations for 2026/27 and 2027/28 are shown as “indicative” at this stage and subject to further confirmation/amendments in separate reports for the Cabinet Member for Planning and a Sustainable Camden as noted in section 1 above. The categories set out in the “Programme/Scheme” column align with the “core measures” categories set out in Table 3 of the TfL LIP Guidance, as per column 2 below.

- 2.3. Proposals to allocate funding for particular schemes through Safer Corridors & Neighbourhoods (SC&N) allocations are made based on (i) the TfL LIP guidance/criteria (as noted above), (ii) the prioritisation methodologies that have led to the identification of priority schemes in Camden (Appendix A and B) and (iii) an assessment of schemes which would benefit from SC&N formula funding, including (for example) areas of the Borough where alternative funding sources (such as s106 or local CIL) are not necessarily available to deliver the project. Allocations in each year for each project are reflective of the stage of the respective stage of the project (e.g feasibility/consultation/implementation etc).
- 2.4. It is recognised that many of the scheme allocations are insufficient to deliver the totality of the proposed scheme. This reflects the circa 50% cut in LIP allocations that Camden (and all Boroughs) have experienced compared to pre-pandemic levels (70% in real terms when factoring in inflation). Officers will investigate multiple funding sources, as set out in Appendix A, to top up these allocations to the required levels, through for example, Section 106 contributions, local CIL, third party funds, as well as other discretionary and ring-fenced TfL funding pots.
- 2.5. It is also recognised that some schemes are not included in the proposed LIP SC&N three year programme of investment, which some stakeholders may have expected/wished to see. This includes, for example, the lack of proposed funding for electric vehicle charge points (EVCPs) through this source: TfL’s Guidance explicitly states that LIP allocations cannot be used to fund EVCPs. As noted above, other funding sources will be investigated to support these programmes.
- 2.6. Other mode-specific schemes, including those with significant funding requirements that would be beyond the limited scope of the formula-funded SC&N are proposed to be funded through other TfL sources as per sections 3-6, below. This includes measures to enhance Camden’s strategic cycle network, bus priority programmes and major schemes including significant high-street road safety improvements.
- 2.7. Details/descriptions of the schemes proposed to be funded in Table 2, below, can be found in Appendix B1 and B2.

Table 2: Camden Safer Corridors & Neighbourhoods proposed allocations 25/26 to 27/28

Camden Programme/Scheme	TfL “core” measure	2025/26 (£ - Defined)	2026/27 (£ - Indicative)	2027/28 (£ - Indicative)	Total (£)
1. Healthy Neighbourhoods & Healthy High Streets					
Holmes Road Area	Traffic reduction	£40,000	£0	£0	£40,000
King Henry’s Road Area	Crossings	£40,000	£0	£0	£40,000
Dartmouth Park Healthy Neighbourhood	Traffic reduction	£70,000	£90,000	£100,000	£260,000
Parkhill Road Area	Traffic reduction	£70,000	£90,000	£0	£160,000
Kingsgate Rd Area	Traffic reduction	£35,000	£70,000	£100,000	£205,000
West Hampstead Location	Traffic reduction	£35,000	£70,000	£100,000	£205,000
Regents Park Road	Safer Town Centres	£40,000	£75,000	£100,000	£215,000

Camden Programme/Scheme	TfL "core" measure	2025/26 (£ - Defined)	2026/27 (£ - Indicative)	2027/28 (£ - Indicative)	Total (£)
South End Green	Safer Town Centres	£70,000	£15,000	£0	£85,000
2 Borough-wide schemes					
<i>Better Buses in Camden</i>					
Kerbside Management – smoother bus journeys	Safer Town Centres	£35,000	£35,000	£35,000	£105,000
<i>Healthy School Streets</i>					
Healthy School Streets "Timed" Restrictions	Safer Town Centres	£45,000	£45,000	£25,000	£115,000
Main Road Healthy School Streets	Safer Town Centres	£45,000	£45,000	£45,000	£135,000
<i>Cycle Action Plan measures</i>					
Cycle Permeability programme	Mini programmes	£25,000	£25,000	£25,000	£75,000
Cycle Hangar programme	Mini programmes	£20,000	£20,000	£20,000	£60,000
<i>Walking and Accessibility Action Plan measures</i>					
Pedestrian improvement measures (Borough-wide)	Crossings (pedestrians)	£70,000	£70,000	£70,000	£210,000
Euston to King's Cross Walking Route	Crossings (pedestrians)	£40,000	£50,000	£70,000	£160,000
<i>Road Safety Action Plan measures</i>					
Healthy Junctions	Safer Borough Junctions	£100,000	£90,000	£100,000	£290,000
<i>Other borough-wide programmes</i>					
Smarter Travel and complementary measures	Supporting measures	£140,000	£130,000	£130,000	£400,000
Parking management – Controlled Parking Zones	Other	£45,000	£45,000	£45,000	£135,000
Freight & Servicing Action Plan measures	Supporting measures	£50,000	£50,000	£50,000	£150,000
Total LIP programme	All	£1,015,000	£1,015,000	£1,015,000	£3,045,000

* Other secondary and primary cycle routes to be funded through Cycleway Network Development (see section 6)

3. Borough Safer Streets

3.1. For the 2025/26 to 2027/28 period, TfL have made a new funding pot available to Boroughs called "Borough Safer Streets". This funding, as per the TfL guidance, is "targeted at delivering schemes that will have the greatest road safety benefit at the highest priority locations for road danger and would be likely be constrained by SC&N funding" – accordingly, proposals put forward under this programme are expected to have outturn costs in the region of £0.5m to £5m. TfL further note that "funding will be prioritised for ambitious schemes that will significantly reduce casualties".

3.2. In alignment with the above, and the full TfL guidance document [here](#), Officers propose to submit the following two schemes as bids to TfL under this funding stream:

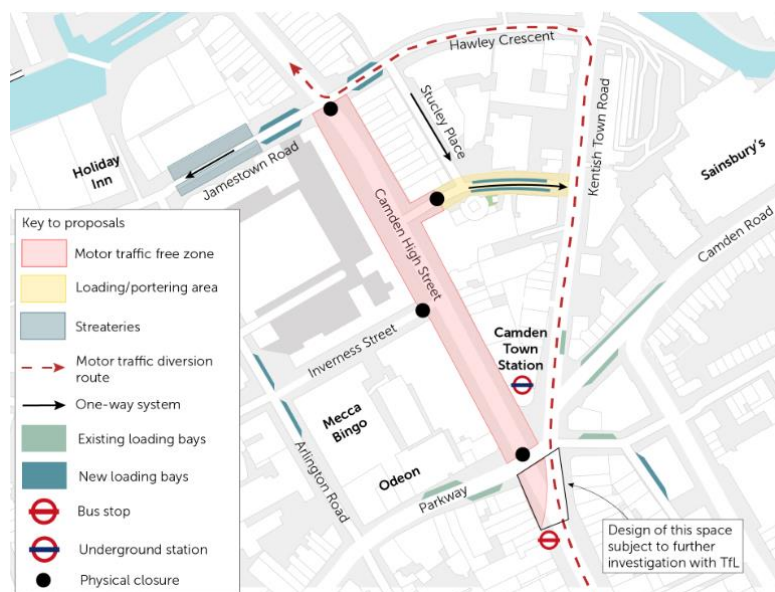
(i) Camden High Street

3.3. Camden High Street is at the heart of Camden as a shopping and transport hub for locals and a world-famous destination for tourists. At peak times, as many as 40,000 people visit Camden High Street at the same time, meaning it can get overcrowded. High levels of motor vehicle traffic can lead to conflict with pedestrians overspilling from the pavement, worsen air quality, and negatively affect visitors' experience on Camden High Street. The junction of Camden High Street and Parkway (adjacent to Camden Town underground station) ranks as the 3rd top priority "node" (junction) across all of Camden when analysing road traffic casualties, and is of a particular concern with respect of vulnerable road user (pedestrian, cycling) collisions.

3.4. In summer 2024 we [consulted on a proposal](#) to introduce a trial pedestrianisation scheme on the section of Camden High Street between the Underground station and Hawley Crescent/Jamestown Road. The aim of this proposal was to:

- Create a safer and more enjoyable environment for pedestrians
- Make it safer to travel and encouraging more active and sustainable travel, like walking, wheeling or cycling
- Encourage people to spend more time on the High Street and support local businesses
- Make the High Street healthier by improving local air quality and reducing danger from motor vehicles

Figure 1: Camden High Street Phase 1 trial pedestrianisation scheme



3.5. Subject to the outcome of that consultation and decision-making process, a trial pedestrianisation scheme on Camden High Street (north) could begin in autumn/winter 24/25. As shown in Appendix B2, the above scheme is a "phase 1" proposal and, subject to the outcome of the proposed trial, could be extended further north as a "phase 2" to include pedestrianisation of the section of Camden High Street between Hawley Crescent and Chalk Farm Road (before 2028 – ie within the three-year Delivery Plan period). As well as providing enhanced road safety on that section of the High Street, there would also be opportunities for significant public realm improvements and upgrades to Hawley Road.

3.6. In line with the above, Officers propose to include the Camden High Street proposals within the Borough Safer Streets component of the LIP submission to TfL, under the “Safer High Streets” typology within that programme.

(ii) Better, Safer Kilburn

3.7. Kilburn High Road is a busy high street with shops, restaurants, local services and public transport links. Camden, in conjunction with the London Borough of Brent and City of Westminster, have held long-standing ambitions to make Kilburn High Road an easier and safer place to walk and cycle in, to provide more space for people stop and sit, and create a more pleasant experience when visiting and shopping. Our aspirations include the ambition to improve road safety and local air quality, maintain bus journey times and make it easier to catch public transport.

3.8. There has been a significant road safety concern on Kilburn High Road for many years. Before the Covid-19 pandemic (March 2017 to February 2020), there were 129 slight road traffic accidents, and 20 serious accidents. There was also one fatal accident. In the three years from July 2020 to June 2023, there were 147 slight accidents, and 17 serious accidents. A section in the middle of Kilburn High Road ranks as the highest priority “link” across all of Camden (sections of roads between junctions) in terms of road safety based on road traffic accident data.

3.9. In line with the above, in summer 2024, the three Councils [launched a joint consultation](#) to help achieve the above objectives, which included the following proposals:

- Widening pavements, adding new paving and lighting
- Adding more seating and cycle parking
- Planting new trees and installing pocket parks (small areas with seating and planting)
- Adding more pedestrian crossings and continuous crossings over side roads
- Longer bus stops and bus lane hours
- New protected cycle crossings and cycle lanes
- Improvements to junctions
- Traffic restrictions on some side roads
- Changes to loading and parking on Kilburn High Road and side road

Figure 2: Section of Kilburn High Road: before and after images



3.10. The current expected cost of the Better, Safer Kilburn scheme is circa £12m. Given the size and complexity of the project, and the significant road safety benefits that the scheme would bring in helping achieve Vision Zero goals, it is proposed that a joint bid (with LB Brent and WCC) is made to the Borough Safer Streets fund to help fund the project in full, under the “Safer High Streets” typology within that programme. It is noted that the TfL guidance explicitly states that they “*will welcome joint bids from multiple Boroughs for cross-boundary schemes*”.

4. Bus Priority Funding

4.1. TfL’s bus priority funding part of the LIP is a discretionary (bidding) process with a total fund of circa £12.7m available per annum (subject to TfL Business Plan confirmation). Each year Camden submits bids to that fund in order to continue to develop and enhance the bus priority network in the Borough.

4.2. The following schemes in Table 3 are proposed to be submitted to TfL under this programme for 2025/26, in alignment with section D of Appendix B1 and B2 (Healthy Routes – Bus Priority & Programmes). Whilst indicative allocations for the following two years of the programme are required by TfL via the “Form A” LIP reporting process, further detailed submissions for allocations under this programme for 2026/27 and 2027/28 would be subject to recommendations made to, and considerations by, the Cabinet Member for Planning and a Sustainable Camden on an annual basis.

Table 3: Camden Bus Priority proposed funding submissions 2025/26

Scheme name	Brief Scheme description	Proposed 25/26 submission to TfL (£)	Notes
West End Lane	Signal optimisation at junctions for bus priority, kerbside management to improve bus journey times	£50,000	Funding in 25/26 mainly for further design/ modelling
Upper Woburn Place	Extension of bus lanes and/or bus lane hours of control on this key north-south (and vice versa) bus corridor with multiple routes that would benefit from bus journey time enhancements	£125,000	Funding in 25/26 mainly for further design and construction subject to timeframes
Parkway and Kentish Town Road	Implementation of both trial and permanent elements of new bus lanes and associated measures	£100,000	Funding to support delivery and potentially making permanent of trial bus lane schemes in 25/26
Brecknock Road/ York Way	Improvements for buses, cycles and pedestrians from Leighton Road to Cliff Road, including new bus lanes where feasible	£50,000	Feasibility design and consultation stage in 25/26

Scheme name	Brief Scheme description	Proposed 25/26 submission to TfL (£)	Notes
Pancras Road	Investigating potential for buses to run southbound on Pancras Road between Goods Way and Euston Road	£75,000	Feasibility design, modelling and consultation stage in 25/26
Smoother bus journeys – including parking rationalisation	Improved management of the kerbside to limit interference with bus progression - including removal of motor vehicle parking, extending bus lane hours of control and removal of parking within bus lanes etc	£75,000	Feasibility, design and implementation of various schemes in 25/26
Total		£475,000	Further bids for 26/27 & 27/28 will take place to ensure delivery of the above schemes

5. Better Bus Partnership

5.1. In addition to the Bus Priority programme, in 2025/26 to 2027/28 TfL are looking to partner with three Boroughs on a “Better Bus Partnerships” programme. TfL note in the LIP guidance that *“up to £10m [is] on offer for each of the successful Boroughs to deliver transformational bus infrastructure including bus priority, improvements to public transport interchange including improved walking environments, as well as behaviour change measures”*.

5.2. TfL note that the main outcomes of the programme are to *“improve bus journey times, reduce journey time variability, increase bus ridership, support Vision Zero and Net Zero including by reducing traffic”*. Schemes are expected to include a range of “Borough-led” and “TfL-led” components (see summary in Table 4) and bids can address either one/multiple locations within a Borough, or Borough-wide interventions.

Table 4: Better Bus Partnership example components

Example Borough-led components	Example TfL-led components
Ambitious bus priority	Bus operations partnership forum to share insights
Demand management (parking policy)	Marketing and promotional activity
Measures to improve bus journey experience	Bus customer experience enhancements e.g. customer information at stops
Potential re-routings to improve bus journey efficiency	Expertise regarding operational initiatives that Boroughs could implement
Freight and servicing measures to reduce traffic impacts on bus performance	

5.3. As shown in Appendix C, throughout 2024 Camden has undertaken a deep dive assessment of bus performance and operations in the Borough, in conjunction with TfL as part of our “Better Buses in Camden” project. Despite good work to promote bus journey time reliability (including 15km of bus lanes, a series of bus priority “gates” on Tottenham Court Road, and parking removal to free up bus movements), bus speeds in the Borough are still too slow (average of 7.2mph), and bus patronage has not recovered sufficiently quickly since the pandemic.

5.4. The insights provided in Appendix C will form the backbone of Camden’s Borough-wide bid to the Better Bus Partnership programme. A range of measures will be included within the bid, broken down into “infrastructure” and “supporting measures” as per Appendix C. These will include:

- a comprehensive package of bus priority interventions in multiple locations across the Borough, including new bus lanes/gates and kerbside management, focussing on routes in Camden currently experiencing high “excess wait times”;
- continuing to implement the “Bus Sense” programme to streamline bus operations and improve reliability.
- identifying and implementing sensible locations where historical placement of bus stops has been too close, consolidating those stops to achieve bus journey time benefits whilst ensuring high levels of bus stop access are retained;
- upgrades to bus stop/shelter, including Countdown provision, better bus passenger information,
- enhanced interchange via Healthy Streets measures to connect bus passengers to/from other public and shared transport services in local areas.
- using funding to work with TfL to enhance the hours of operation of the 603 service, linking Swiss Cottage with Muswell Hill, providing an important orbital east-west link in the north of the Borough;
- working with TfL to undertake a feasibility study into unravelling the Swiss Cottage gyratory to improve conditions for buses and all other road users;
- junction improvements at specific Borough-wide locations where bus journey times are being impacted to deliver performance improvements and;
- use the planning process in Camden to secure better contributions for bus network and performance upgrades in the Borough either through financial contributions and/or “on site” improvements in opportunity areas

5.5. The above proposals, and others, are recommended to be submitted to TfL in line with the other LIP submissions by 15th November 2024 as an “Expression of Interest” (EoI). TfL will review all EoIs and select a shortlist of Boroughs to develop a more detailed bid by April 2025.

6. Cycleway Network Development funding

6.1. TfL’s safer Cycle Network Development funding part of the LIP is a discretionary (bidding) process with a total fund of circa £19.9m available per annum (subject to TfL Business Plan confirmation). Each year Camden submits bids to that fund in order to continue to develop and enhance the “primary” (main roads) and “secondary” (quieter streets) cycle network in the Borough.

6.2. The following schemes in Table 4 are proposed to be submitted to TfL under this programme for 2025/26, in alignment with section A of Appendix B1 and B2 (Healthy Routes – Strategic Cycle corridors & Cycleways). Whilst indicative allocations for the

following two years of the programme are required by TfL via the “Form A” LIP reporting process, further detailed submissions for allocations under this programme for 2026/27 and 2027/28 would be subject to recommendations made to, and considerations by, the Cabinet Member for Planning and a Sustainable Camden on an annual basis.

Table 4: Camden safer Cycle Network Development proposed funding submissions 2025/26

Scheme name	Brief Scheme description	Proposed 25/26 submissions to TfL (£)	Notes
Haverstock Hill	Making trial scheme permanent: 3km of cycle lanes on Haverstock Hill and Rosslyn Hill with upgrades following trial	£1,500,000	Cycleway priority link. Funding required to support implementation of final scheme in 25/26 (public consultation/ approval complete) subject to outcome of statutory consultation
Clerkenwell Road	Upgrading intermitted, advisory lanes to segregated lanes, new urban greening and traffic management measures, and major junction upgrade	£1,500,000	Strategic Cycling Analysis (2022) “top” potential connection. Funding required to support implementation in 25/26 of scheme (public consultation/ approval complete) subject to outcome of statutory consultation
Goods Way	Making trial scheme permanent. With-flow segregated cycle lanes, junction improvements, raised pavements at crossings, urban greening	£250,000	Funding required to support implementation of final scheme (public consultation complete). Existing signed Cycleway but uses temporary materials which need upgrading in 25/26
Kilburn High Road to South Hampstead	Link between LB Brent border and South Hampstead/onward connections using mainly residential streets, alongside traffic reduction measures	£150,000	Funding required to support implementation of scheme which would potentially form part of TfL’s signed Cycleway network in 25/26
Kentish Town Road Phase 1	(Mainly) segregated cycle route along Kentish Town Road between Hawley Crescent/Camden Street and Prince of Wales Road (Phase 1 of longer scheme)	£100,000	Form an upgrade to Cycleway 6 including improvements to Castle Road/Kentish Town Road/Royal College Street junction. Funding for design, modelling, consultation in 25/26

Scheme name	Brief Scheme description	Proposed 25/26 submissions to TfL (£)	Notes
Fortess Road & Highgate Road	Segregated cycle lanes, upgraded bus lanes and pedestrian/urban realm improvements along the full length of both of these corridors	£100,000	Detailed Design and modelling, consultation phases in 25/26 plus early works if feasible
Cross Camden Cycleway	East-west cycle corridors linking multiple trip attractors through Camden Town. Incorporates multiple junctions	£250,000	Detailed design and modelling, consultation, plus construction of phase 1 (Pratt St east) in 25/26. Links to existing TfL signed Cycleway 50
Shaftesbury Avenue	Extension of separated cycle lanes on Bloomsbury Street to borough border with Westminster	£400,000	Detailed design, construction phases in 25/26 subject to outcome of consultation in 24/25. Extends existing signed TfL Cycleway on Gower Street/Bloomsbury Street
Roslyn Hill	Extension of Haverstock Hill scheme between Pond Street and Greenhill/Willoughy Road, with segregated cycle lanes	£50,000	Feasibility and design phase and consultation preparation in 25/26
Cycleway 6 upgrade	Improvements to Cycleway 6 in the Mount Pleasant area including traffic reduction and upgraded crossing of Calthorpe Street	£50,000	Feasibility and design phase and consultation preparation in 25/26
Total		£4,350,000	Further bids for 26/27 & 27/28 will take place ahead of those respective years to ensure delivery of relevant above schemes

7. Cycle/Micro-mobility parking and cycle training

7.1. Within this programme the following funding streams are available either on a direct allocation basis to Boroughs, or via bids. Details are below:

(i) Cycle Parking

7.2. Through the LIP process, TfL provide Boroughs with an equal allocation of funding for cycle parking on an annual basis, with additional funding available in-year linked to delivery, demand and cycling potential. The total fund available per year (currently) to be allocated amongst Boroughs is £2.1m. Typically Camden has received circa £72,000 per annum

under this programme, principally for “cycle hangars” on our streets and Estates, and will continue to request the same (or, ideally, more) moving forwards.

(ii) Micro-mobility parking

7.3. This programme funds mandatory, non-docked parking bays for rental e-bikes and e-scooters. This is the system we have in Camden, with 208 bays currently and ambitions to reach around 300 bays in the next 18 months. Circa £600,000 is available per year under a bidding process; in 2024/25 Camden received around £70,000 from this fund. Further, similar bids are proposed in each year of the 25/26 to 27/28 period.

(iii) Cycle training

7.4. Through the LIP process, TfL provide Boroughs with an equal allocation of funding for cycle training on an annual basis, with additional funding available in-year linked to delivery, demand and cycling potential. The total fund available per year (currently) to be allocated amongst Boroughs is £2.7m. Typically Camden has received circa £77,000 per annum under this programme, for both adults and children cycle training sessions, and will continue to request the same (or, ideally, more) moving forwards.