London Borough of Camden

Local Implementation Plan (LIP) 2015/16 Annual Spending Submission and Programme of Investment Form

Annual Spending Submission / Programme of Investment

Borough officer contact details	
Name	
Contact Number	
Email	

Financial Summary Information

Year		Corridors Neighbourhoods and Supporting Measures	Major Schemes	Local Transport Funding	Total
2015/16	Allocation £k			100	100
	Submission £k	0	0	0	0
2016/17	Allocation £k	TBC		100	100
	Submission £k	128	0	0	128
2017/18	Allocation £k	TBC		100	100
	Submission £k	0	0	0	0

MTS GOAL	MTS Outcomes
Support Economic development and growth	O 01 - Balancing capacity and demand for travel through increasing public transport capacity and / or reducing the need to travel
	O 02 - Improving people's access to jobs
	O 03 - Improving access to commercial markets for freight movement & business travel, supporting the need for business to grow
	O 04 - Smoothing traffic flow
	O 05 - Improving public transport reliability
	O 06 - Reducing operating costs
	O 07 - Bringing and maintaining all assets to a state of good repair
	O 08 - Enhancing the use of the Thames for people and goods
Enhance the quality of life for Londoners	O 09 - Improving public transport customer satisfaction
	O 10 - Improving road user satisfaction (driver, pedestrians, cyclists etc)
	O 11 - Reducing public transport crowding
	O 12 - Enhancing streetscapes, improving perception of the urban realm and developing the better streets initiative
	O 13 - Protecting and enhancing the natural environment
	O 14 - Reducing air pollutant emissions from ground-based transport, contributing to EU air quality targets
	O 15 - Improving perceptions and reducing the impact of noise
	O 16a - Facilitating an increase in walking
	O 16b - Facilitating an increase in cycling
Improve the safety and security of all Londoners	O 17 - Reducing crime rates
	O 18 - Reducing the number of road traffic casualties
	O 19 - Reducing casualties on public transport networks
Improve transport opportunities for all Londoners	O 20 - Improving the physical accessibility of public transport networks
	O 21 - Improving access to services
	O 22 - Supporting the wider regeneration
Reduce transports contribution to	O 23 - Reducing CO2 emissions from ground-based transport
	O 24 - Maintaining the reliability of transport networks

	Programme	Scheme Title	Scheme Description	Funding Source (list multiple)	Portal ID of an on going scheme	Funding £000's FY 14/15	FY 15/16	FY 16/17	Sub-Total	Grand Total
Example	Corridors Neighbourhoods and Supporting Measures	Winston Road with Churchill Street junction improvement works.	Junction improvement works at Winston Road / Churchill Street are scheduled to commence on 10/02/14 and finish on 03/05/2014. Works includes traffic signal removal, kerb realignment, informal crossings, provision of accessible bus stops and guardrail removal.	LIP Allocation		200	100		300	600
				S106		50	100		150	
				Council Capital		75	75		150	
	Corridors Neighbourhoods and Supporting Measures	Holborn Area Feasibility (including Covent Garden and Bloomsbury)	Investigate short, medium and longer-term projects to transform the Holborn area, including a diagonal crossing at Kingsway/High Holborn junction, removing/reducing the gyratory, improving safety along the east-west corridor of Bloomsbury Way and Theobalds Road, particuarly for cyclists and reducing the dominance of traffic	LIP Allocation	23837		128	0	128	128
									0	
									0	
	Corridors Neighbourhoods and Supporting Measures	Gospel Oak Gyratory Feasibility	Develop a scheme to improve Gospel Oak regeneration area, with a specific focus on removing the gyratory on Fleet/Constantine/Agincourt road, and improving road safety.	LIP Allocation			50		50	50
									0	
									0	
	Corridors Neighbourhoods and Supporting Measures	Kings Cross Area and Wider Connectivity Feasibility	Building on TfL's gyratory study for King's Cross, and including streets to the north and south of Euston Road. Major focus is gyratory removal, improving safety for cyclists and much improved environment for pedestrians. Coordinated with current feasibility and design work for Goods Way/Pancras Road junction and Midland Road	LIP Allocation	23840		30		30	30
									0	
									0	
	Corridors Neighbourhoods and Supporting Measures	Farringdon Area Feasibility	Area-based scheme to support increased demand on the transport network associated with increased frequency of train services into Farringdon stations and support development associated with Crossrail and ensure local people benefit from growth. Also address road safety and permeability for cyclists. Work with TfL and Islington.	LIP Allocation	23838		20		20	20
									0	
									0	
	Corridors Neighbourhoods and Supporting Measures	Healthy Streets -Delivery	Develop a strategic approach to reduce vehicle dominance and encourage sustainable travel. Looking at potential options for restricting motor traffic on certain roads on a temporary basis (certain times of the day, days of the week, or seasonaly). By considering options across a wide area, potential knock on impacts and opportunities can be considered and long term possibility to ehlp guide future work of area-based schemes.	LIP Allocation	23834		20	10	30	30
									0	
									0	
	Corridors Neighbourhoods and Supporting Measures	Borough-wide Cycling Permeability	Borough-wide assessment of cycle routes and barriers which reduce access for cyclists, in particular one-way systems and gyratories. This will continue the current 3 year programme.	LIP Allocation			10	10	20	20
									0	
									0	
	Corridors Neighbourhoods and Supporting Measures	Road Safety Borough-Wide (monitoring borough-wide 20mph limit)	Develop a monitoring and evaluation framework to assess the changes to speed and casualties resulting from Camden's borough-wide 20mph limit, to identify an y additional measures needed to improve effectiveness.	LIP Allocation	23836		30	30	60	60
									0	
									0	
	Corridors Neighbourhoods and Supporting Measures	Annual Monitoring and Evaluation	Monitoring and evaluation of larger area-based schemes as well as progress towards Transport Strategy objectives and targets	LIP Allocation	23833		20	20	40	40
									0	
									0	
	Corridors Neighbourhoods and Supporting Measures	Feedback to Customers	There is currently a weakness in feeding back both the results of public consultations, and how this has influenced final design and delivery. This is a dedicated programme to address this in line with objectives in the new Camden Plan. The first year will include work to consider the best ways to provide this feedback and what funding might be required in future years. This could result in a proposed change to future budgets as part of next year's review of the programme of investment.	LIP Allocation	23833		10	10	20	20
									0	
									0	
	Corridors Neighbourhoods and Supporting Measures	Cantelowes and Camely Area Feasibility	Feasibility study to develop an area-based scheme for the Cantelowes and Camley area. The area is next on the ranked list of areas to be considered for area schemes. The Index of Multiple Deprivation is one of the highest in the borough; at the same time motorist and cyclist casualties are high.	LIP Allocation			20	60	80	80
									0	
									0	
	Corridors Neighbourhoods and Supporting Measures	Chalk Farm and Primrose Hill Area Feasibility	Feasibility study to develop an area-based scheme for the Chalk Farm and Primrose Hill area. Chalk Farm was highlighted as part of TfL's road safety priority locations, and the Council's own data shows high cyclist casualties in the wider area. Opportunities to redesign the junction of Chalk Farm and Haverstock Hill will be investigated to help address these issues.	LIP Allocation				80	80	80
									0	
									0	
	Corridors Neighbourhoods and Supporting Measures	Fortune Green Area Feasibility	Fortune Green is next on the list in the ward rankings to be considered for an area scheme. The area is bordered by some heavily trafficked streets including Shoot Up Hill (A5) and Mill Lane/West End Lane. There have been ongoing concerns in the area regarding rat running particularly very heavy vehicles using Westbere Road where there is a large secondary school (Hampstead High School), to avoid the parallel main A5 corridor. There is also concern about the potential impacts of the Brent Cross development, to the north of Fortune Green, particularly the increases in traffic through the area. Officers will investigate mitigation measures to restrict vehicle access through these very residential streets and investigate pedestrian and road safety improvements, particularly for the school. Fortune Green has the lowest mode share in the borough for walking, which presents an opportunity to encourage more walking trips and improve the walking environment along the main roads. A longer term intervention would be to improve east to west permeability through the area, which is currently low due to train lines.	LIP Allocation				20	20	20
									0	
									0	
	Corridors Neighbourhoods and Supporting Measures	Kilburn Area Improvements	Improvements to the A5 corridor, to improve road safety, pedestrian accessibility, and public realm in order to regenerate the High Street.	LIP Allocation	23872		300		300	300
									0	
									0	
	Corridors Neighbourhoods and Supporting Measures	Camden Town and Kentish Town Area and Wider Improvements	Implementation to focus on improving cycle permeability and unlocking the gyratory, with a focus on east-west routes, extension to Royal College Street.	LIP Allocation	23839		360	360	720	720
									0	
									0	
	Corridors Neighbourhoods and Supporting Measures	Holborn, Bloomsbury and Wider Area Improvements	Delivering elements of the feasibility study outlined in that scheme	LIP Allocation	23840		75	476	551	551
									0	
									0	
	Corridors Neighbourhoods and Supporting Measures	Kings Cross and Wider Area Improvements	In the first year a major focus will be delivery of improvements to the Goods Way Junction with Pancras Road and Midland Road which will include signals. Thereafter, focus will be delivery of measures which result from the feasibility study	LIP Allocation	23840		150		150	150
									0	
									0	
	Corridors Neighbourhoods and Supporting Measures	Farringdon Area Improvements	Implementation of measures identified in on-going feasibility work, coordinated with the Central London Cycle Grid	LIP Allocation	23838		150		150	150
									0	
									0	
	Corridors Neighbourhoods and Supporting Measures	Gospel Oak Area Improvements	Feasibility for this scheme is currently underway. This can be split into two parts; removing the Fleet Road Gyratory, and making improvements to the rest of the area. Details of these will be known as the feasibility progresses; parts of this scheme are being progressed whilst other aspects are awaiting completion of significant developments in the area.	LIP Allocation				240	240	240
									0	
									0	
	Corridors Neighbourhoods and Supporting Measures	Cantelowes and Camely Area Improvements	Camden Road is very busy and a barrier for north/south movement, but there may be opportunities to reduce speed on this TLRN road, working in conjunction with TfL. Details will be developed over the coming months, including engagement with the local community, to determine requirements and produce a broader vision for the areas before a detailed brief can be produced.	LIP Allocation				80	80	80
									0	
									0	
	Corridors Neighbourhoods and Supporting Measures	Chalk Farm and Primrose Hill Area Improvements	This scheme aims to address and improve the Chalk Farm and Primrose Hill Area. The complicated junction at Chalk Farm Road/Haverstock Hill/Adelaide road is a particular problem: currently eastbound vehicles travelling along Adelaide Road cannot turn left up Haverstock Hill; to avoid the junction vehicles cut through side streets in the Belsize area, and there have been long standing concerns of rat running through these very residential side streets. There is also a large college on the junction, with large numbers of young people crossing the road here.	LIP Allocation				50	50	50
									0	
									0	
	Corridors Neighbourhoods and Supporting Measures	Borough-wide Road Safety Schemes	A dedicated programme to install road safety improvements in high priority areas that are not included in the area-wide schemes. Road safety is a top priority for the Council and an integral element of all our schemes. This funding allows the Council to target areas outside the area-based schemes where safety continues to be a problem. It will also be used to target locations where speed continues to be a problem following monitoring of the borough-wide 20mph. It will also be integrated with and help to deliver the Central London Cycle Grid and target those cycle corridors which will not be on the Grid but support heavy cycle flows.	LIP Allocation	23836		500	500	1,000	1,000
									0	
									0	
	Corridors Neighbourhoods and Supporting Measures	Borough-wide Advanced Stop Lines (ASLs) for cyclists	ASLs at signals at locations around the borough that are not included in area-based schemes	LIP Allocation			20	20	40	40
									0	
									0	
	Corridors Neighbourhoods and Supporting Measures	Borough-wide cycle parking	Cycle parking in priority areas that are not captured in the area-based schemes	LIP Allocation	23835		50	50	100	100
									0	
									0	
	Corridors Neighbourhoods and Supporting Measures	Borough-wide travel information and way-finding	Pedestrian way-finding signage that conforms to Legible London standard.	LIP Allocation			11	11	22	22
									0	
									0	
	Corridors Neighbourhoods and Supporting Measures	Cycle Instruction	Cycle training for children and adults, including ongoing engagement with trained cyclists to encourage them to continue cycling through eg social media and bike rides.	LIP Allocation	23873		104	104	208	208
									0	
									0	
	Corridors Neighbourhoods and Supporting Measures	Sustainable School Travel Programme	Working with schools to develop travel plans with targets to include modal shift towards sustainable travel and to engage with campaigns	LIP Allocation	23873		60	60	120	120
									0	
									0	
	Corridors Neighbourhoods and Supporting Measures	Road Safety Workshops and Dramas	A programme of workshops and theatre in education targetted at children and young people who are most vulnerable to injury and fatality from traffic collisions	LIP Allocation	23873		45	45	90	90
									0	
									0	
	Corridors Neighbourhoods and Supporting Measures	Vulnerable Groups, Inequality and Social Inclusion	Workshops and education campaigns targeted at vulnerable transport user groups, eg elderly, women and BME children.	LIP Allocation	23873		30	30	60	60
									0	
									0	
	Corridors Neighbourhoods and Supporting Measures	Smarter Travel Borough Events	Community and business based events to promote active travel, road safety and borough initiatives such as Urban Cycling Skills	LIP Allocation	23873		12	12	24	24
									0	
									0	
	Corridors Neighbourhoods and Supporting Measures	Social Media promotion of active travel	A dedicated programme making use of social media to raise awareness and promote Smarter Travel campaigns (Pinterest, Twitter, Facebook and Youtube)	LIP Allocation	23873		6	6	12	12
									0	
									0	
	Corridors Neighbourhoods and Supporting Measures	Area Based Smarter Travel	Promoting active travel in areas where physical measures have been implemented to add value to area-based schemes. This includes targetted voluntary business travel planning, promotional events and literature, competitions including working with local businesses, showcasing new cycle routes with our interactive cycling experience pod (virtual cycling of routes within the area), cycle training promotion, linking events and initiatives to new infrastructural improvements.	LIP Allocation	23873		47	47	94	94
									0	
									0	
	Major Schemes	West End Project	Implementation of ongoing West End project, includes Tottenham Court Road, Gower Street, Euston Circus, St Giles Circus and Princes Circus.(Note - currently not funded under LIP)	LIP Allocation		0	0	0	0	15,500
				S106/GLA			6,000	7,500	13,500	
				Council Capital				2,000	2,000	
	Local Transport Funding	Local Transport Fund	Implement schemes on the Council's reserve scheme list which focuses on cycling and pedestrian improvements	LIP Allocation			100	100	200	200
									0	
									0	

Scheme Title	MTS Outcomes (Please enter relevant MTS Outcomes selecting from the table above) Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Outcome	Road Task Force Street Type: Borough Provisional	Borough Agreed	Does the scheme impact on TfL services or facilities?	Does the scheme involve new traffic signals, or changes to existing signals?	Is vertical deflection (e.g. road humps) proposed?	Would you like the following to be carried out by TfL? Casualty Data monitoring	Bus Journey Times monitoring	Road Safety Audit	
Winston Road with Churchill Street junction improvement works. (Example)	O 04	O 21	O 03	O 06	O 16 a Walking	O 16 b Cycling					High Roads	High Streets	No	Yes	No	Yes	Yes	Yes	
Holborn Area Feasibility (including Covent Garden and Bloomsbury)	O 02	O 09	O 10	O 12	O 14	O 16 a Walking	O 16 b Cycling	O 18	O 20	O 22	City Hubs		Neutral	No	No	No	No	No	
Gospel Oak Gyratory Feasibility	O 04	O 10	O 12	O 13	O 16 a Walking	O 16 b Cycling	O 18	O 20	O 21	O 22	Local Streets		Neutral	No	No	No	No	No	
Kings Cross Area and Wider Connectivity Feasibility	O 02	O 04	O 10	O 12	O 16 a Walking	O 16 b Cycling	O 18	O 20	O 21	O 23	City Hubs		Neutral	No	No	No	No	No	
Farringdon Area Feasibility	O 01	O 02	O 03	O 09	O 12	O 18	O 20	O 21	O 22	O 23	City Hubs		Neutral	No	No	No	No	No	
Healthy Streets -Delivery	O 01	O 04	O 14	O 15	O 16 a Walking	O 16 b Cycling	O 18	O 23			Local Streets		Neutral	No	No	No	No	No	
Borough-wide Cycling Permeability	O 10	O 14	O 16 b Cycling	O 18	O 23						Local Streets		Neutral	No	No	No	No	No	
Road Safety Borough-Wide (monitoring borough-wide 20mph limit)	O 04	O 09	O 12	O 16 a Walking	O 16 b Cycling	O 18	O 19	O 20	O 22	O 24			Neutral	No	Yes	No	No	No	
Annual Monitoring and Evaluation	O 01	O 02	O 10	O 14	O 16 a Walking	O 16 b Cycling	O 18	O 21	O 23	O 24			Neutral	No	No	No	No	No	
Feedback to Customers	O 09	O 10	O 12										Neutral	No	No	No	No	No	
Cantelowes and Camely Area Feasibility	O 10	O 18	O 21	O 22									Neutral	Yes	No	No	No	No	
Chalk Farm and Primrose Hill Area Feasibility	O 10	O 12	O 18										Neutral	Yes	No	No	No	No	
Fortune Green Area Feasibility	O 04	O 10	O 12	O 16 a Walking	O 18	O 21	O 23						Neutral	No	No	No	No	No	
Kilburn Area Improvements	O 02	O 03	O 04	O 05	O 10	O 12	O 14	O 18	O 20	O 22	High Roads		Neutral	Yes	No	No	Yes	No	
Camden Town and Kentish Town Area and Wider Improvements	O 01	O 04	O 10	O 14	O 16 b Cycling	O 18	O 20	O 21	O 23	O 24	High Roads		Neutral	Yes	Yes	No	No	No	
Holborn, Bloomsbury and Wider Area Improvements	O 02	O 09	O 10	O 12	O 14	O 16 a Walking	O 16 b Cycling	O 18	O 20	O 22	City Hubs		Positive	Yes	No	No	Yes	No	
Kings Cross and Wider Area Improvements	O 02	O 04	O 10	O 12	O 16 a Walking	O 16 b Cycling	O 18	O 20	O 21	O 23	City Hubs		Positive	Yes	Yes	Yes	Yes	No	
Farringdon Area Improvements	O 01	O 02	O 03	O 09	O 12	O 18	O 20	O 21	O 22	O 23	City Hubs		Neutral	No	No	Yes	No	No	
Gospel Oak Area Improvements	O 04	O 10	O 12	O 16 a Walking	O 16 b Cycling	O 22	O 24						Positive	Yes	No	No	No	No	
Cantelowes and Camely Area Improvements	O 04	O 10	O 12	O 16 a Walking	O 16 b Cycling	O 18	O 21	O 22	O 23	O 24			Positive	Yes	Yes	Yes	No	No	
Chalk Farm and Primrose Hill Area Improvements	O 04	O 10	O 12	O 14	O 15								Positive	Yes	No	Yes	No	No	
Borough-wide Road Safety Schemes	O 10	O 16 a Walking	O 16 b Cycling	O 18	O 21	O 22							Neutral	No	Yes	Yes	No	No	
Borough-wide Advanced Stop Lines (ASLs) for cyclists	O 16 b Cycling	O 18	O 23	O 24	O 22								Neutral	No	No	No	No	No	
Borough-wide cycle parking	O 10	O 14	O 16 b Cycling	O 17	O 21	O 22							Neutral	No	No	No	No	No	
Borough-wide travel information and way-finding	O 10	O 11	O 14	O 16 a Walking	O 21	O 23							Neutral	No	No	No	No	No	
Cycle Instruction	O 02	O 04	O 14	O 16 b Cycling	O 18	O 21	O 22	O 23	O 24				Neutral	No	No	No	No	No	
Sustainable School Travel Programme	O 11	O 14	O 16 a Walking	O 16 b Cycling	O 22	O 23	O 24						Neutral	No	No	No	No	No	
Road Safety Workshops and Dramas	O 10	O 08	O 22										Neutral	No	No	No	No	No	
Vulnerable Groups, Inequality and Social Inclusion	O 10	O 17	O 18	O 22									Neutral	No	Yes	No	No	No	
Smarter Travel Borough Events	O 01	O 02	O 04	O 05	O 11	O 14	O 16 a Walking	O 16 b Cycling	O 22	O 23			Neutral	No	No	No	No	No	
Social Media promotion of active travel	O 02	O 04	O 11	O 14	O 16 a Walking	O 16 b Cycling	O 18	O 22	O 23	O 24			Neutral	No	No	No	No	No	
Area Based Smarter Travel	O 02	O 04	O 11	O 14	O 16 a Walking	O 16 b Cycling	O 18	O 22	O 23	O 24			Neutral	No	No	No	No	No	
West End Project	O 03	O 04	O 07	O 10	O 12	O 14	O 16 a Walking	O 16 b Cycling	O 18	O 22	City Hubs		Positive	Yes	No	Yes	Yes	No	
Local Transport Fund	O 02	O 04	O 10	O 11	O 14	O 16 a Walking	O 16 b Cycling	O 18					Neutral	Neutral	No	No	No	No	No