

LONDON BOROUGH OF CAMDEN	WARDS: Belsize, Frognal, Hampstead Town
REPORT TITLE Call-in – Fitzjohn’s Avenue Area Safe and Healthy Streets (SC/2026/08)	
REPORT OF Director of Environment and Sustainability	
FOR SUBMISSION TO Culture and Environment Scrutiny Committee	DATE 23 rd March 2026
SUMMARY OF REPORT <p>On 26 February 2026 the Cabinet Member for Planning and a Sustainable Camden considered and approved a report (SC/2026/06) proposing to implement permanent Healthy Streets changes on Fitzjohn’s Avenue and Heath Street, and to introduce a trial Healthy School Street in the vicinity of University College School Pre-Prep on College Crescent.</p> <p>On 5 March 2026, Councillors Tom Simon, Nancy Jirira, Judy Dixey, Janet Grauberg called in the decision to implement the Fitzjohn’s Avenue Area Safe and Healthy Streets scheme. The decision has not been implemented to allow consideration of the call-in. A copy of the call-in notice is attached as Appendix 1.</p> <p>This report sets out the grounds for the call-in and officers’ advice to the Committee.</p> <p>Local Government Act 1972 – Access to Information No documents that require listing were used in the preparation of this report.</p> <p>Contact Officer: Sam Margolis, Head of Transport Strategy & Projects, sam.margolis@camden.gov.uk Telephone: 020 7974 6934</p>	
RECOMMENDATIONS That the Culture and Environment Scrutiny Committee consider the call-in, and officers’ responses to this in section 4, and approve the original decision made on the 26 th February 2026 by the Cabinet Member for Planning and a Sustainable Camden relating to permanent Healthy Streets changes on Fitzjohn’s Avenue and Heath Street, and a trial Healthy School Street in the vicinity of University College School Pre-Prep on College Crescent and enable implementation of the measures stated in the report accordingly.	

Signed:



Richard Bradbury, Director of Environment and Sustainability

Date: 12th March 2026

1. Purpose of report

- 1.1. On 10 February 2026, in line with the Forward Plan, a [Decision Report for the Fitzjohn's Avenue Area Safe and Healthy Streets was published online](#). This Decision Report asked the Cabinet Member for Planning a Sustainable Camden to consider implementing permanent Healthy Streets changes on Fitzjohn's Avenue and also introducing a trial Healthy School Street in the vicinity of University College School on College Crescent.
- 1.2. On 16 February 2026 representations were received from the Fitzjohns's Neighborhood Action Group on the published decision report. These representations were put before the Cabinet Member for Planning and a Sustainable Camden who took these representations into consideration before making a decision.
- 1.3. On the 26 February 2026 the Cabinet Member for Planning and a Sustainable Camden made a decision in relation to the permanent Healthy Street changes and a trial Healthy School Street, which are the subjects of this call-in. The Cabinet Member for Planning and a Sustainable Camden resolved, having considered the Equality Impact Assessment (Appendix B) and having due regard to the needs set out in section 149 of the Equality Act 2010 and subject to compliance with relevant statutory requirements and detailed design, to:
 - a. approve the proposal to implement permanent changes in the Fitzjohn's Avenue area, and the design amendments that were made in response to feedback received in the public consultation;
 - b. approve the proposal to implement the trial measures, including Healthy School Street changes on College Crescent;
 - c. delegate to the Chief Engineer the authority to take any further decisions required for the implementation of the recommended proposals; and
 - d. delegate authority to the Director of Environment and Sustainability, following consultation with the Cabinet Member for Planning and a Sustainable Camden, to take any further decisions, subject to any further relevant consultations as required, for any further changes to the scheme beyond the proposals approved in the report, including whether or not to retain, amend or remove the proposed measures on College Crescent at the end of the trial period.
- 1.4. On 5 March 2026, Councillors Tom Simon, Nancy Jirira, Judy Dixey, Janet Grauberg "called in" the decision. The decision has not been implemented to allow consideration of the call-in by the Culture and Environment Scrutiny Committee. A copy of the call-in notice is attached at Appendix 1. In line with the Council's call-in processes, the reasons for the call-in and Officer responses to them are now to be considered by the Scrutiny Committee.

2. The actions available to Culture and Environment Scrutiny Committee

- 2.1. The actions available to the Committee are as follows:
- a) to approve the original decision of the Cabinet Member for Planning and a Sustainable Camden in which case the decision shall take effect on the date of the meeting;
 - b) to recommend to the Cabinet Member a different decision, which does not accord with its original decision;
 - c) to refer the decision to the Council for debate; or
 - d) to decide to look at the decision in more depth.
- 2.2. Any of the above decisions will be decided by a simple majority of those Members present and voting, if a vote is called for. Where a scrutiny committee decides to look at the decision in more depth, the committee must complete this exercise within a period to be set by the committee when it takes that decision. The period shall be no longer than 10 working days, unless a longer period is agreed with the Chair of the committee and the Cabinet. If the scrutiny committee does not meet by the set date or meets but does not look at the decision and decide what to do, the called-in decision shall come into effect on that date. When the Scrutiny Committee does meet, it may decide to do one of a) to c) above, but not d).
- 2.3. Where the scrutiny committee refers the decision to Council, the decision shall be considered at the next available meeting of the Council, with the consent of the Cabinet and the Chair of the Committee. Where the decision has become urgent and cannot wait until the next available Council meeting, then an extraordinary meeting of the Council shall be called within 10 working days of the decision of the Scrutiny Committee meeting.

3. The Call-in Notice

- 3.1. The full call-in notice is attached at Appendix 1. There are four main reasons stated for the call-in (as specified in the call-in notice) as below, along with some more detailed points (full details in Appendix 1). It is also noted that the call-in notice does not *“oppose having a northbound cycle lane”* and *“welcomes the decision to retain the northbound St Mary’s bus stop”*. The four main reasons for the call-in are summarised below.

- **Reason 1:** The loss of the southbound St Mary’s bus stop.

Within this reason, a summary of further points made include:

- That many older and less mobile residents would be unable to use the bus network due to increased walking distances on a steep hill.
- That Fitzjohn’s Avenue is a prolonged incline and that stop spacing should therefore be less than on flat terrain.
- That the removal of the stop would reduce bus use by school pupils and families.

- That improving bus journey times is cited as justification in the decision report, but the call-in argues the removal would have “no material impact” on journey times.
- **Reason 2:** Bus stop bypass design and safety.

Within this reason, a summary of further points made include:

- That detailed design should reflect the most up-to-date thinking at the point of implementation.
- That the Council should engage closely with the local community and ward councillors in developing the final bus stop design.
- **Reason 3:** Shared cycle and pedestrian pavements.

Within this reason, a summary of further points made include:

- That the length of shared-use pavements has been increased in the decision report following consultation, despite public concern about such spaces.
- That while shared use areas may assist cyclist flow and connectivity to side roads, the functionality and value of some of the proposed shared sections is unclear.
- That this aspect of the design should be reviewed again before proceeding.
- **Reason 4:** Narrowing pavement outside 88 Fitzjohn’s Avenue.
 - That the pavement in this location is already fairly narrow and runs alongside a busy road, outside two schools.
 - That DfT guidance recommends a minimum of 2m of “clear” footway, and that there are two lamp posts on this stretch.
 - That guidance from Active Travel England recommends a minimum of 3m footway width outside schools.
 - That although the constrained nature of the location is acknowledged, the decision report is said not to give sufficient consideration to the safety risks posed to children in this specific context.
 - That this issue requires closer consideration, including analysis of alternative design options and mitigation measures to address risks to all users of this space.

3.2. The call-in notice proposes alternative courses of action set out in full in section 5 of this report.

4. Officers' response to the call-in notice reasons and challenges

4.1. The officer response to the call-in is set out below under a summary of the reasons for the call-in.

Reason 1: The loss of the southbound St Mary's bus stop.

Officers' responses to this reason are as follows:

- (i) Bus stop consolidation was carefully considered in both the consultation and post-consultation stages;
- (ii) In response to consultation feedback, the consolidation of two northbound bus stops into one stop was withdrawn and therefore all northbound bus stops are proposed to be retained. As the existing northbound bus stops are being retained, in that direction (northbound) there is no change to bus stop arrangements/access for passengers (including, for example school children in the area as noted in the call-in) compared to current (although some of the improved/new pedestrian crossings will help improve access from the east of Fitzjohn's Avenue to these northbound bus stops).
- (iii) TfL guidance sets a general spacing range of up to 400 metres between bus stops. While it requires local context and accessibility impacts to be considered, it does not prescribe different numerical spacing thresholds specifically for streets with gradients;
- (iv) The EqIA specifically considered the impact of consolidation on older people, young children, disabled people and parents. The assessment acknowledged that some passengers would experience a longer walking distance, but concluded that this must be balanced against improvements to bus reliability. The retention of the northbound stop following consultation helped reduce cumulative accessibility impacts across the corridor;
- (v) The Decision Report does propose to reduce the total number of south bound bus stops along a 1700m stretch (from Stop B on Hampstead High Street to Bus Stop G on Fitzjohn's Avenue) from seven stops to six stops. Reducing the stops from seven stops to six stops would mean the largest distance between the south bound bus stops would be circa 350 metres. This 350 metre distance between stops is less than the maximum distance, of 400 metres between stops, outlined in TfL's guidance, see section (iii) above.
- (vi) The Decision Report proposes to relocate the southbound bus stop Lyndhurst Road / Akenside Road (Stop G) south by circa 10 metres. The nearest schools to Stop G are Fitzjohn's Primary School, Devonshire House School - Pre-Prep School and Devonshire House Nursery & Prep School. This proposal would result in the walking distance from Fitzjohn's Primary School increasing from 50 metres to 60 metres, Devonshire House School - Pre-Prep School increasing from 180 metres to 190 metres and Devonshire House Nursery & Prep School walking distance increasing from 170 metres to 180 metres. These increases in distance are negligible in terms of walking time.

(vii) The Decision Report proposes to consolidate the existing southbound Bus Stops, Stop H (St Mary's School) outside no.66 Fitzjohn's Avenue and Bus Stop S (Nutley Terrace) outside no.32 Fitzjohn's Avenue, into a single southbound Bus Stop H. This proposed Bus Stop H would be located outside no.50 Fitzjohn's Avenue and constructed with a bus boarder build-out. Bus boarders are areas of widened pavement which provide an accessible platform for passengers, and also allow buses to stop within the traffic lane, protecting bus journey times by eliminating delays caused by pulling in and out of a stop and merging back into traffic.

This proposed location of the consolidated Bus Stop H, outside no.50 Fitzjohn's Avenue, would be:

- Approximately 100 metres south of the current location of Bus Stop H, outside 66 Fitzjohn's Avenue.
- Approximately 170 metres north of the current location of Bus Stop S, outside 32 Fitzjohn's Avenue.

The distance between the proposed location of Stop H, outside 50 Fitzjohn's Avenue, and the stops immediately north and south are provided below:

- Distance from the next southbound bus stop to the north of proposed relocated Bus Stop H is 300m
- Distance from the next southbound bus stop to the south of proposed relocated Bus Stop H is 350m

In relation to concerns noted in the call-in regarding bus patronage and the location of the bus stops from the nearest schools, it is noted that the current location of Stop H is circa 65 metres to the north east, in a direct line, from St Marys School. However under the current highway layout Stop H is a roughly 230 metres walk using the nearest safe crossing point from St Marys School Hampstead. This is because those walking from the school to the southbound bus stop, would have to walk to the zebra crossing, north of Lyndhurst Road, to cross Fitzjohn's Avenue to access Stop H outside no.66 Fitzjohn's Avenue.

The proposed relocation of the south bound 'Stop H', to outside 50 Fitzjohn's Avenue, would be 50m in a straight line, south east, of St Mary's School Hampstead. The proposed distance by walking utilising the proposed new parallel zebra crossing outside access St Marys School Hampstead would, however, be reduced to 145m. Therefore St Marys School Hampstead would be closer, in terms of a safe walking route (using safe crossing points), to the relocated Bus Stop H under the proposals than it is under the existing highway layout.

The current location of Stop S is circa 65 metres to the south east, in a direct line, of North Bridge House Nursery. However under the current highway layout Stop S is a, roughly, 260 metre walk using the nearest safe crossing point from North Bridge House Nursery. This is because those walking, from the nursery, to the bus stop, would have to walk to the zebra crossing, north of Nutley Terrace, to cross Fitzjohn's Avenue to access the Stop S outside no.32 Fitzjohn's Avenue.

The proposed relocation of the south bound 'Stop H', to outside 50 Fitzjohn's Avenue, would be 110 metres in a straight line, north east, of North Bridge House Nursey. The proposed distance by walking, utilising a safe walking route, via the existing zebra crossing of Nutley Terrace (which is proposed to be upgraded) would be approximately 130 metres. Therefore North Bridge House Nursey would be closer, in terms of a safe walking route using safe crossing points of Fitzjohn's Avenue, to the relocated Bus Stop H under the proposals than it is to the current location of Bus Stop S.

The South Hampstead High School and Holy Trinity C of E Primary School, both located on Maresfield Gardens, would retain their existing access to the south bound Bus Stop T; which is not proposed for relocation or removal.

- (viii) The call-in states that removal of the stop would have no material impact on bus journey times and that delay arises primarily at other locations. The decision report recognises that bus delay has multiple causes, including the pinch point further north on Heath Street, and includes measures addressing that location. Bus stop consolidation was considered as one component of a broader package aimed at improving bus journey times and reliability.
- (ix) The call-in also states that the removal of the stop would reduce bus use by school pupils and families. For the above reasons, Officers do not believe that will be the case, but would carefully monitor impacts of the scheme if it is approved for implementation. It is also noted that there is [TfL evidence](#) which estimates that every 10% reduction in bus speeds causes a 6% decrease in patronage, which underscores the importance of a package of bus journey time reliability measures as proposed in the report to help enable and encourage bus use on the school run.

Reason 2: Bus stop bypass design and safety.

4.2. Officers' responses to this reason are as follows:

- (i) The bus stop bypasses are designed in accordance with national and TfL design guidance and have been subject to a Stage 1 Road Safety Audit. No significant safety concerns were identified at that stage.
- (ii) The scheme includes measures to reinforce pedestrian priority at bus stop bypasses, including raised crossing points, tactile paving and road markings requiring cyclists to give way. These measures were described in Section 3.8.5.2 of the consultation summary appendix.
- (iii) The EqIA and consultation report acknowledge concerns raised by some disability groups and others regarding perceptions of safety, and these were taken into account by the Cabinet Member as part of the decision-making process.
- (iv) Cycle facilities including bus stop bypasses are designed to provide comfort and safety for all road users, including disabled people; those disabilities may or may not be visible. Active Travel England have developed their

guidance in collaboration with disability groups and a disability oversight panel.

- (v) Active Travel England's recent revised guidance on Bus Stop bypasses recommends that Highways Authorities undertake monitoring of infrastructure, and Camden will continue to do this.
- (vi) If the scheme is approved, it would proceed to detailed design and further Road Safety Audit stages, during which compliance with the most current DfT and TfL guidance will be ensured. Design refinements, including features to manage cyclist approach speeds where appropriate, can be considered at that stage. Any further necessary changes/decisions as required on the detailed design would be delegated in accordance with the decision report to the Director of Environment and Sustainability/Chief Engineer. If approved, a post-construction Road Safety Audit "Stage 3" would also be carried out to identify any further amendments required.
- (vii) The call-in requests close engagement with the local community and ward councillors regarding the final design. Should the scheme proceed, there would be a statutory Traffic Management Order consultation, any objections to which would be carefully considered and responded to by Officers, and (if approved for implementation) post-scheme monitoring stages, including any further feedback from users of the street and the local community.

Reason 3: Shared cycle and pedestrian pavements.

4.3. Officers' responses to this reason are as follows:

- (i) The shared use pedestrian and cycle areas proposed are limited to locations associated with parallel crossings and junction interfaces. Their purpose is to provide safe and legible connections between the northbound cycle track and side roads, and to formalise movements that might otherwise occur informally within the pavement. The shared use facilities proposed are designed with children and less confident cyclists in mind (noting the high density of schools in this area). Whilst confident cyclists may opt to cross the road within the carriageway, the cycle crossings are intended to provide a safe choice for those who choose to use them.
- (ii) The decision report explains that some shared-use areas were refined following consultation to improve usability and connectivity. These amendments were made in response to operational considerations and to improve clarity of movement for all users.
- (iii) The potential impact on older people, young children, disabled people and parents was considered carefully through the EqIA.
- (iv) The detailed design stage and subsequent Road Safety Audits would allow further refinement of layout, markings and materials to ensure that pedestrian priority is clear and that the design remains accessible and legible to all users. Any further necessary changes/decisions as required on the detailed design

would be delegated in accordance with the decision report to the Director of Environment and Sustainability/Chief Engineer.

- (v) Consultations are intended to gather views and feedback, which can be responded to (e.g. via design amends) by Officers as appropriate. Whilst some stakeholder feedback told us they did not agree with providing safe crossing points or shared use areas for those cycling, some told us the proposals did not go far enough to support safe cycling in the area. The Officer decision report aims to strike a balance between those competing judgements and in line with relevant policies and guidance.

Reason 4: Narrowing pavement outside 88 Fitzjohn's Avenue

Officers' responses to these reasons are as follows:

- (i) Following consultation feedback, the minimum footway width outside 88 Fitzjohn's Avenue was increased from the originally proposed 1.9m to 2m at its narrowest point, widening further to approximately 2.3m towards Arkwright Road.
- (ii) The call-in notes that DfT guidance refers to 2m of "clear" footway and that there are lamp posts on this stretch. The decision report acknowledged the constrained nature of the location and the need to balance carriageway space, cycle provision and pedestrian accessibility. DfT "Inclusive Mobility" guidance identifies 2m as the desirable minimum width under normal circumstances, and further notes that where physical constraints exist, widths down to 1.5m may be acceptable in limited locations. The proposed layout maintains a 2m minimum width at the narrowest section, and any localised pinch points created by fixed street furniture, such as lamp columns, would be assessed at detailed design stage to ensure compliance with accessibility guidance.
- (iii) The call-in also references Active Travel England guidance recommending a 3m footway width outside schools. In constrained locations such as Fitzjohn's Avenue, the guidance must be applied proportionately. At this location, achieving 3m width would require the removal of the proposed segregated cycle lane and reducing carriageway width, which would undermine other safety and policy objectives.
- (iv) The presence of multiple schools along Fitzjohn's Avenue, including in the vicinity of 88 Fitzjohn's Avenue, was recognised in the consultation materials and considered within the EqlA as part of the assessment of impacts on children and young pupils.
- (v) The proposal reflects a balancing of competing space demands in a constrained corridor rather than an omission of safety considerations. As part of that balanced approach, the benefits of a protected cycle lane, including for some young pupils/children, is also considered.
- (vi) Should the scheme proceed, detailed design and subsequent Road Safety Audits would provide further opportunity to refine layout, materials and mitigation measures to ensure the space functions safely for all users. Any further detailed design amendments (including following ground condition, utility surveys etc)

would be delegated (in terms of a decision) in accordance with the decision report to the Director of Environment and Sustainability/Chief Engineer.

(vii) Officers also note that, whilst concerns have been raised in the call-in about the relatively modest reduction in pavement width in this specific location, the following pedestrian improvements are also proposed as part of the scheme, if approved for implementation:

- Adding new continuous pavements/crossings across Prince Arthur Road, Ellerdale Road, Perrins Walk, Church Row, and Holly Bush Vale to reduce vehicle speeds and provide pedestrian priority;
- New continuous pavements/crossings across the junctions of Fitzjohn's Avenue with Belsize Park, College Crescent, Belsize Lane, Maresfield Gardens, Nutley Terrace, Akenside Road and Netherhall Gardens, and the junction of Akenside Road and Lyndhurst Road to reduce vehicle speeds and provide pedestrian priority;.
- Adding a new raised table across Buckland Crescent to reduce vehicle speeds and make it safer and easier for pedestrians to cross;.
- Installing a new raised "parallel" zebra crossing south of Nutley Terrace and outside St Mary's School;
- Installing a new raised zebra crossing on Lyndhurst Road east of the junction with Akenside Road, to reduce vehicle speeds and make it safer and easier for pedestrians to cross;.
- Converting the existing zebra crossings on Fitzjohn's Avenue, south of Belsize Park, south of Maresfield Gardens, and north of Nutley Terrace into raised parallel (walking and cycling) zebra crossings, helping reduce vehicle speeds and making it safer and easier to cross the road;
- Relocating the zebra crossing north of Akenside Road approximately 27 metres north and upgrading to a raised parallel crossing, to provide improved and safer crossings for pedestrians and cyclists.

5. Officer responses to the call-in notice Proposed Alternative Courses of Action

5.1. Under the proposed alternative course of action, the call in notice states that:

'Instead of going ahead with the decision that has been made, we ask that instead Option 4 is chosen (proceed with the HSS trial but reject the Healthy Streets measures). This would allow the Healthy Streets proposals to be modified to reflect the requests and concerns raised in this call in and brought back later this year. Although the delay would be regrettable, we think it is necessary to ensure that the scheme is done right.'

5.2. Officers' responses to the alternative proposals are as follows:

- (i) Officers do not recommend this alternative proposal for the reasons made in the Fitzjohn's Avenue decision report and in response to specific points noted above.
- (ii) The proposed improvement measures contribute towards meeting Camden's transport, air quality, public health and climate change policy objectives and relevant regional (eg Mayor's Transport Strategy) policy/guidance.
- (iii) The proposed walking, cycling, bus priority and public realm improvements on Fitzjohn's Avenue and Heath Street form an integrated corridor scheme. The measures are interrelated, including bus stop consolidation, crossing improvements and segregated cycle provision. Proceeding only with the Healthy School Street (HSS) trial on College Crescent would not address the wider corridor road safety, active travel upgrades and bus journey time/reliability issues identified in the decision report.
- (iv) The corridor forms part of Camden's designated primary cycle network and has been identified in adopted policy documents as a priority location for a segregated cycle route. Delivering only the HSS element would delay delivery of infrastructure that aligns with the Camden Transport Strategy, Cycling Action Plan, Walking & Accessibility Action Plan, Climate Action Plan, TfL Bus Action Plan and the Mayor's Transport Strategy.
- (v) Further refinement of the designs would be carefully considered at detailed design stage. Should the scheme proceed, further design development, consideration of responses to statutory Traffic Management Order consultation, and ongoing monitoring would provide opportunities to adjust specific elements where appropriate. However, these mechanisms do not in Officers view necessitate deferral of the corridor improvements in their entirety.

5.3. For these reasons, Officers do not support the proposed alternative course of action and continue to recommend that the original decision (Option 1) be upheld.

6. Finance Comments of the Executive Director Corporate Services

6.1 Finance have been consulted and their comments incorporated in the SMD report of 18 February 2026 and the original report.

7. Legal Comments of the Borough Solicitor

7.1 Please see Appendix H of the original decision report – Legal Comments of the Borough Solicitor.

8. APPENDICES

Appendix 1 Call-in Notice

Appendix 2 Fitzjohn's Avenue Safe and Healthy Streets decision report (SC/2026/08)

Appendix 3 Annexes to the decision report

[Issue details - Fitzjohn's Avenue Area Safe and Healthy Streets - Camden Council](#)

REPORT ENDS