

<b>LONDON BOROUGH OF CAMDEN</b>	<b>WARDS:</b> Belsize, Frognal, Hampstead Town
<b>REPORT TITLE</b> Fitzjohn's Avenue Area Safe and Healthy Streets (SC/2026/08)	
<b>REPORT OF</b> Director of Environment and Sustainability	
<b>FOR SUBMISSION TO</b> Cabinet Member for Planning and a Sustainable Camden	<b>DATE</b> 18 February 2026
<p><b>STRATEGIC CONTEXT</b></p> <p>We Make Camden is our joint vision for the borough, developed in partnership with our community. The proposals for the Fitzjohn's Avenue area, outlined in this report, help meet key objectives of We Make Camden by helping create clean, vibrant, and sustainable places and making it easier for people to travel by active and sustainable modes of transport, such as walking, wheeling, scooting, cycling and using public transport. This would in turn contribute to improving air quality and lowering carbon emissions in the borough.</p> <p>The Way We Work is the Council's response to We Make Camden. The proposals in this report help meet a key ambition that Camden should be a green, clean, vibrant, accessible and sustainable place with everyone empowered to contribute to tackling the Climate Emergency.</p> <p>The Fitzjohn's Avenue Area Safe and Healthy Streets scheme contributes to key objectives in the Camden Transport Strategy, Clean Air Action Plan, Climate Action Plan, Mayor's Transport Strategy, Transport for London's Bus Action Plan and the objectives of the Healthy School Streets programme.</p>	
<p><b>SUMMARY OF REPORT</b></p> <p>This report seeks approval from the Cabinet Member for Planning and a Sustainable Camden 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. The scheme has been developed to improve safety and amenity for pedestrians and cyclists, improve bus journey times and reliability, and, through the trial, to reduce traffic volumes, improve road safety and air quality around the school, and encourage pupils and parents/carers to walk, cycle or scoot to school.</p> <p>The proposals within this report consider relevant policies, data collected during the development of the scheme, the results of the Equality Impact Assessment, and the public consultation on all the proposals, which was undertaken between 9<sup>th</sup> June and 13<sup>th</sup> July 2025.</p> <p><b>Local Government Act 1972 – Access to Information</b> No documents that require listing were used in the preparation of this report.</p>	

**Contact Officers:**

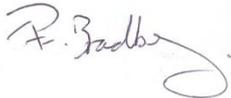
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**RECOMMENDATIONS**

That the Cabinet Member for Planning and a Sustainable Camden, 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:

- (i) approves 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;
- (ii) approves the proposal to implement the trial measures, including Healthy School Street changes on College Crescent;
- (iii) delegates to the Chief Engineer the authority to take any further decisions required for the implementation of the recommended proposals; and
- (iv) delegates 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 this report, including whether or not to retain, amend or remove the proposed measures on College Crescent at the end of the trial period.

Signed:



Richard Bradbury, Director of Environment and Sustainability

Date: 13<sup>th</sup> Jan 2026

## 1. CONTEXT AND BACKGROUND

- 1.1 This report seeks approval from the Cabinet Member for Planning and a Sustainable Camden for implementing the permanent proposed pedestrian, cycling and bus priority improvements, and trial Healthy School Street (HSS) proposals (on College Crescent), as outlined in Section 2 of this report. The Cabinet Member for Planning and a Sustainable Camden is asked to make a decision on the proposals due to the large size/complexity of the proposals in accordance with the decision-making processes approved by [Cabinet on 10<sup>th</sup> November 2021](#).
- 1.2 This report follows the approved [Camden Transport Strategy \(CTS\): Three Year Delivery Programme for 2022/23 to 2024/25](#) and the [Camden Transport Strategy Delivery Plan 2025-28 and Local Implementation Plan](#). The CTS seeks to deliver the outcomes set in the Mayor's Transport Strategy to create Healthy Streets – streets where more people walk, cycle and use public transport. The proposals in this report align with key strategies and plans, including We Make Camden, the CTS, the Climate Action Plan and Clean Air Action Plan.
- 1.3 Enabling walking and cycling, and improving public transport in the borough, are key strategic outcomes for the Council, as set out in multiple strategy documents. The [Camden Transport Strategy](#) (CTS), adopted in 2019, has 7 objectives, 5 of which are directly aligned with the proposals for this scheme (objectives 1, 2, 3, 4 & 7). The proposed scheme is a project within the CTS delivery plan for 2025 to 2028. The Delivery Plan identifies the Fitzjohn's Avenue scheme as a very high priority 'Healthy Routes' corridor for delivery in 2025/26 to 2027/28, subject to consultation and decision-making processes.
- 1.4 Measures outlined in Objective 1 of the CTS, which aims to transform Camden's streets to enable an increase in walking and cycling, includes policies to remove barriers to walking and cycling and improve conditions for pedestrians and cyclists (Policy 1b), and to change how road space is allocated, including reducing kerbside space for parking/loading provision and reallocate carriageway space to active and sustainable travel modes (Policy 1c).
- 1.5 Objective 3 of the CTS, which aims to deliver a sustainable transport system and streets that are accessible and inclusive for all, includes a policy (Policy 3e) to deliver bus priority improvements across the Borough.
- 1.6 Objective 6 of the CTS, which aims to deliver an efficient, well-maintained highways network and kerb side space that prioritises the sustainable movement of goods and people, includes a policy (Policy 6b) to improve provision and priority for buses to minimise delays to bus journey times and encourage a shift to public transport.
- 1.7 The [Mayor's Transport Strategy](#) (MTS) 2018 (revised 2022) sets out plans to transform London's streets, improve public transport and create opportunities for new homes and jobs. The strategy uses the Healthy Streets Approach to improve air quality, reduce congestion and help make London's diverse communities greener, healthier and more attractive places to live, work, play

and do business. A key focus of this approach is on enabling more, safer and easier walking and cycling, and reducing dependency on cars in favour of active, efficient and sustainable modes. Policies 1, 2 and 3 of the MTS support this approach and directly align with the proposals for this scheme. Also, Policy 10 in the MTS discusses a whole journey approach and integrating walking and cycling improvements with public transport. It also states that the Healthy Streets Approach will be used to deliver coordinated improvements to public transport, facilitating a mode shift away from the car.

- 1.8 Fitzjohn's Avenue/Heath Street is a key north-south corridor in the Borough, connecting Hampstead in the north and Swiss Cottage to the south. It is used by a high number of people travelling to and from the local area, including Hampstead Heath and to the many schools in the area. The road has long been dominated by motor traffic, which can make the street challenging to travel through and across for many road users. The Fitzjohn's Avenue corridor has been identified in the Camden Transport Strategy [Road Safety Action Plan](#) and [Cycling Action Plan](#), as a priority for road safety changes and improving and adding cycling facilities.
- 1.9 Traffic surveys undertaken between August 2024 and August 2025 recorded an average of 295 weekday cyclists per day on Fitzjohn's Avenue, with northbound flows averaging 112. Between January 2017 and September 2024, 19 collisions involving pedestrians (8) and cyclists (11) were recorded on Fitzjohn's Avenue, of which four were classified as serious. This scheme supports Camden's Cycling Action Plan, [Walking and Accessibility Action Plan](#), and the Mayor's Vision Zero ambition to eliminate killed and seriously injured casualties by 2041, alongside Camden's wider commitment to reduce all collision types across the borough.
- 1.10 [Local Transport Note 1/24: Bus User Priority](#) provides guidance on enhancing bus services. It focuses on improving speed and reliability, strategic bus lane prioritisation, and providing safe and accessible bus stops. The guidance details how to plan and deliver schemes successfully, and suggests measures to improve bus user priority. It is based on six principles: enabling passenger access, providing a safe and accessible bus stop, minimising route delays, giving buses priority, supporting reliability, and providing accessible information. The proposed scheme aligns with these principles, specifically minimising route delays and supporting reliability.
- 1.11 [TfL's Bus Action Plan](#) sets out the long-term aspiration for a modern network capable of attracting more customers and helping London to become net zero by 2030. The Action Plan also includes a target to deliver 25km of new bus lanes by 2025 to prioritise bus journeys and improve journey times. TfL's Bus Priority Programme provides targeted investment within Greater London to address pinch points and known reliability issues that affect the performance of the bus network. Through the delivery of individual or corridor-based schemes, the programme aims to improve bus reliability, reduce journey times, and ultimately enhance customer experience and patronage.

- 1.12 In London, approximately 5 million bus journeys were made daily in 2024/25<sup>1</sup>. Bus patronage continues to recover following the pandemic, although growth has been slower in central and inner London compared with outer boroughs. In Camden, bus use remains below pre-pandemic levels, underlining the importance of protecting and improving journey times and reliability to encourage more people to travel by bus. The Fitzjohn's Avenue Area scheme includes bus priority measures that contribute to these aims by improving reliability and accessibility for passengers, in alignment with the CTS, MTS and TfL's Bus Action Plan. Protecting and/or improving bus journey times would also support the ambitions set out in our ["Better Buses" Focus Area](#) programme which formed part of the aforementioned CTS Delivery Plan for 2025/26 to 2027/28.
- 1.13 Fitzjohn's Avenue and Heath Street have been identified by TfL and the Council, outlined in the LB Camden Healthy Streets Data Pack Spring 2024, with 'very poor' bus speeds and variability. These streets would benefit from measures to help protect and improve bus journey time and reliability.
- 1.14 The Council's HSS programme has been in operation in Camden since 2016 and 31 schemes have been delivered to date covering 36 schools<sup>2</sup>. The aim of the programme is to provide children, parents, and school staff with the opportunity to travel to and from school in a safer environment and to encourage those journeys to be made on foot, by bike or scooting (sustainable, active, healthy travel) by restricting motor vehicles during school opening and closing times. The programme aligns with the CTS Delivery Plan 2025-28 and the Council's commitment to roll out feasible schemes to all schools by 2026, supporting both the Climate Action Plan and Clean Air Action Plan.
- 1.15 Figure 1 shows traffic count data collected in September 2024 on College Crescent on an average week during school term time. It indicates that traffic levels are at some of the highest levels during school run times (indicated by the red dashed vertical lines).

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<sup>1</sup> [Travel in London 2025](#)

<sup>2</sup> [Camden's Healthy School Streets](#)

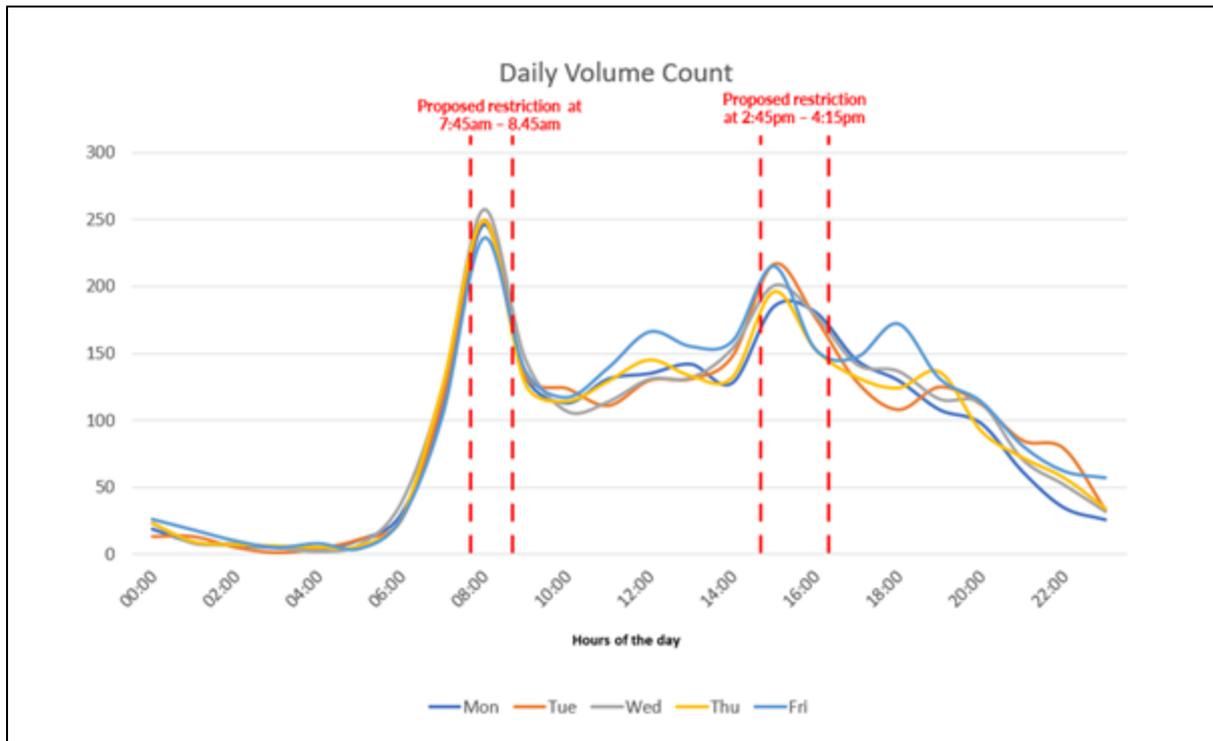


Figure 1 College Crescent average weekday daily traffic levels, September 2024.

- 1.16 The presence of motor traffic on our streets creates an inherent danger to other road users and a potential for conflict in particular with pedestrians and cyclists, who are most at risk. Reducing this danger and risk is fundamental to the Mayor of [London's Vision Zero](#) approach (aiming for no killed or seriously injured road traffic casualties by 2041) to road safety, which the Council fully supports as reflected in the CTS. Reducing road risk by restricting motorised traffic as part of the HSS programme is therefore an important part of the Council's approach to improving road safety and making it safer to walk, wheel or cycle to school. By restricting and reducing the dominance of motorised traffic, the Council's HSS schemes also help to reduce the perception of danger and overcome a key barrier to more children walking, scooting and cycling and undertaking independent journeys to school.
- 1.17 Air pollution presents the highest environmental risk to health, with motorised traffic a significant contributing factor<sup>3</sup>. While pollution levels have improved in Camden in recent years, and many streets meet the legal limit for Nitrogen Dioxide NO<sub>2</sub>, they are all still higher than the World Health Organisation annual mean guideline limit that Camden has committed to achieving borough-wide by 2034 at the latest. Encouraging the use of active modes of transport and a reduction in motor traffic could improve air quality in the area. [Monitoring reports](#) show that other HSS schemes in the borough have helped to reduce air pollution around schools.
- 1.18 The proposals, as outlined in Section 2 of this report, include circa 900m of new (northbound, uphill) segregated cycle infrastructure on Fitzjohn's Avenue,

<sup>3</sup> [Camden public health profiles](#)

contributing to the Council's target of 45km of segregated cycle infrastructure by 2028, as part of our primary cycle network in the Borough.

- 1.19 The proposals have been developed, in line with the policies and evidence outlined above, to provide infrastructure enhancements, therefore improving pedestrian and cyclists' safety, help protect bus journey times and reliability and create healthier, safer environments around schools through the Healthy Streets programme. These sustainable modes of travel are at the top of Camden's 'road user hierarchy,' recognising their benefits in terms of improving personal health, reducing motor vehicle traffic and congestion, improving air quality and reducing road traffic collisions. This report provides details of the proposals, summary of officers' responses to feedback from the public consultations and analysis on the impacts of these proposals might have on the nine protected groups as defined in the Equality Act 2010.

## **2. PROPOSAL AND REASONS**

- 2.1 The proposals brought forward as part of this report are based on the policy context set out above, as well as data collected and feedback received from public consultation. This scheme comprises College Crescent, Fitzjohn's Avenue, Heath Street, Lyndhurst Road, Akenside Road and adjoining side streets. Sections 2.2 to 2.7 below set out the measures that were consulted on, and Section 2.8 outlines the proposed amendments to those measures following consideration of consultation feedback. Details of the proposals and reasons for them are provided below.

### **2.2 Fitzjohn's Avenue Corridor Planting and Greening, Walking, Cycling and Bus Priority Improvements**

#### *Planting and greening proposals*

- Creating rain gardens on sections along Fitzjohn's Avenue (subject to ground condition surveys). Adding new plants would create more areas which could soak up water during heavy rainfall, improve local biodiversity by adding new habitats for nature and improve how the area looks and feels. Rain gardens also help to soften hard landscapes and help to make walking more enjoyable. This would also support key objectives and measures set out in the Council's Flood Risk Management Strategy 2022-2027 and Climate Adaptation and Resilience Plan (and emerging Climate Action Plan 2025-2030), helping to tackle the climate crisis.

#### *Walking and wheeling proposals*

- Adding new continuous pavements/crossings across the junctions of Fitzjohn's Avenue with 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 at the junction with Fitzjohn's Avenue to reduce vehicle speeds and make it safer and easier for pedestrians to cross.
- Installing new raised zebra crossings on Fitzjohn's Avenue outside St Mary's School (no. 47) and south of Nutley Terrace outside no. 33 to make it safer and easier for pedestrians to cross.
- 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 pedestrian and cycle crossings, and creating a pedestrian and cycle shared use area on either side, to provide improved crossings for pedestrians and cyclists.
- Relocating the zebra crossing north of Akenside Road on Fitzjohn's Avenue approximately 27 metres north and upgrading to a raised parallel pedestrian and cycle crossing, to provide improved crossings for pedestrians and cyclists.

#### *Cycling proposals*

- Introducing segregated cycle lanes (1.5 to 2 metres wide) on the west side of Fitzjohn's Avenue (northbound, uphill) between Belsize Park and Arkwright Road. The cycle lane is proposed to be segregated from moving traffic by a mix of floating parking bays, kerbs and raised cycle tracks. This is to create a safer environment by physically separating cyclists from motor vehicles.
- Installing new dockless bike hire bays on Fitzjohn's Avenue near Bus Stop T (north of Belsize Lane) and Akenside Road. This is to create a designated parking area to accommodate the growing demand for dockless bike usage.
- Installing a total of 10 new cycle hangars (60 spaces) on Belsize Park, Nutley Terrace, Netherhall Gardens, and Akenside Road. This is to provide local residents with safe and secure cycle storage.

#### *Bus priority proposals (note that the bus stop proposals outlined below are proposed to be amended following consultation; see Section 2.8 for details)*

- Consolidating the existing northbound Bus Stops J (St Mary's School) and K (Lyndhurst Road / Akenside Road) outside no.65 on Fitzjohn's Avenue, into a single northbound Bus Stop K (outside no.65) and upgrading it to a bus stop bypass. This would protect bus journey times and provide safe and continuous cycling.
- Relocating the existing northbound Bus Stop R (Belsize Lane) from outside no.11 Fitzjohn's Avenue to no.27 Fitzjohn's Avenue and upgrading it to a bus stop bypass. This would protect bus journey times as buses would stop within the traffic lane, and avoid delays associated with merging back into traffic. The proposals would also ensure that the bus stops are equally spaced apart, as well as providing a safe, continuous cycling route past the bus stop.

- Consolidating the existing southbound Bus Stops H (St Mary's School) outside no.66 and S (Nutley Terrace) outside no.32 Fitzjohn's Avenue, into a single southbound Bus Stop H. This consolidated Bus Stop H would be relocated to 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.
- Relocating the existing southbound Bus Stop G (Lyndhurst Road / Akenside Road) south of Spring Walk on Fitzjohn's Avenue approximately 10 metres south. This would enable buses to align better with the kerb, thereby enhancing accessibility for passengers.

*Parking and loading changes to facilitate the above proposals*

- Converting some of the parking bays on the west side (northbound) of Fitzjohn's Avenue into 'floating' bays. 'Floating' bays are parking bays located between the cycle lane and the vehicle traffic lane. This is to provide safe, continuous cycling.
- To enable the above changes, several adjustments to parking, waiting and loading on Fitzjohn's Avenue and side streets are proposed. Details of parking and loading changes can be found in **Appendix D**.

### 2.3 Heath Street Walking and Bus Priority Improvement

*Walking proposals*

- 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.

*Bus priority and associated parking and loading proposals*

- Heath Street outside of Tesco currently suffers from a significant traffic pinch point, particularly impacting buses. When large vehicles occupy the loading bay outside Tesco (west side) while vehicles are parked or stopped on the opposite side, the remaining road width restricts traffic flow, often preventing vehicles, including buses, from passing. To alleviate this issue, Officers are proposing to relocate the existing loading bay outside 28 Heath Street (east side) approximately 13 metres north. Additionally, the loading bay outside Tesco (west side) would be extended to 10 metres in length and 2.5 metres in width. This would protect bus journey times as there would be sufficient space for buses to pass by the loading bay safely, even when it is occupied.

### 2.4 College Crescent Healthy School Street (HSS)

- Proposing a trial timed HSS with motor vehicle restrictions on the one-way section of College Crescent, between Finchley Road and Fitzjohn's

Avenue, which would operate between 7:45am to 8:45am and 2:45pm to 4:15pm, Monday to Friday during school term times only.

- To enable the proposed HSS, it is proposed to reverse the direction of traffic flow on the one-way section of College Crescent, so that vehicles enter from Fitzjohn's Avenue and exit onto Finchley Road. It is envisaged that reversing the direction of traffic flow on the one-way section of College Crescent would reduce traffic volumes at all times with benefits for air quality and road safety throughout the day.
- Two-way cycling on the one-way section of College Crescent is proposed to improve cycle connectivity.
- All measures proposed on College Crescent would be introduced as a trial.

2.5 The trial HSS restrictions would be enforced by Automatic Number Plate Recognition (ANPR) cameras and relevant signage. The signage would state the restriction times and the HSS signs would be closed during the school holidays when the scheme would not be operating. The following vehicles would be exempt from the timed trial HSS restrictions by applying for an exemption.

- Vehicles registered to properties and businesses on the sections of the streets within the timed restriction area (exemptions would need to be applied for and agreed with the Council).
- Vehicles belonging to parents with a Blue Badge who have a pupil attending University College School Pre-Prep or parents/carers of pupils who have a disability that prevents them from walking, cycling, or scooting (exemptions would need to be agreed with the Council).
- Emergency services such as ambulance, fire brigade or police, door to door services such as Plus Bus and Dial A Ride, home to school transport, and refuse collection vehicles and other statutory services will automatically be exempt.

2.6 School staff and visitors to University College School Pre-Prep would not be exempt. General taxis and delivery vehicles would not be exempt, and such trips would need to be scheduled outside of the restricted times or the vehicles would need to be parked outside of the restricted area. However, exemptions can be applied for in exceptional circumstances, such as when elderly or disabled people may need essential taxi journeys (for example, for hospital appointments) during the restricted hours. All the requests for exemptions can be applied for by contacting the Healthy School Streets team over the phone or via email. If the scheme goes ahead, details of how to apply for an exemption would be posted to residents and businesses in the consultation area. Details of the Healthy School Street exemption policy can be viewed [here](#).

2.7 In line with our Cabinet-approved Healthy Streets consultation and decision-making approach, the proposed HSS timed motor vehicle restriction would be introduced as a trial under an Experimental Traffic Order (ETO) for a period of up to 18 months. This is to assess whether the scheme reduces traffic volumes and improves road safety and air quality in the vicinity of the schools, as well

as encourages pupils and parents/carers to walk, cycle or scoot to school (sustainable, active, healthy travel) without causing undue adverse effects. Monitoring data would be collected during the trial to understand the impacts of the scheme on traffic levels and speeds, air quality, road traffic collisions, and other relevant data. If the scheme is approved and implemented under an ETO, Officers would seek further feedback from residents and stakeholders during the trial period (and consideration of any statutory objections during the first 6 months of that trial). A further full public consultation would only be held if significant amendments to the trial scheme were proposed as part of any permanent measures.

## 2.8 Proposed changes to the designs following consultation

In response to the public consultation, Officers have explored the feasibility of making changes to the consulted design. A summary of the proposals that were consulted on and the updated/amended proposals following consultation are presented in the table below.

Location	Consulted proposal	Proposed changes after consultation and rationale
Outside 88 Fitzjohn's Avenue (northeast side)	1.9 metres of footway width at the narrowest point to accommodate the new cycle lane.	Increase the footway width to 2 metres at the narrowest point (widening to around 2.3 metres towards Arkwright Road) to improve pedestrian comfort and accessibility. The cycle lane width would remain as proposed, and this amendment maintains appropriate lane widths for buses and general traffic.
Outside Tesco, 23 Heath Street (west side)	Extend the loading bay to 10 metres in length and 2.5 metres in width.	Reduce the loading bay to 9 metres in length and 2.0 metres in width. This would improve bus tracking and lane alignment while maintaining sufficient space for loading activities.

Location	Consulted proposal	Proposed changes after consultation and rationale
<p>Outside St Mary's School, 47 Fitzjohn's Avenue (west side)</p>	<p>Consolidate the existing northbound Bus Stops J (St Mary's School) and K (Lyndhurst Road / Akenside Road) outside no.65 on Fitzjohn's Avenue, into a single northbound Bus Stop K (outside no.65) and upgrade it to a bus stop bypass.</p>	<p>Retain both Bus Stops J (St Mary's School) and K (Lyndhurst Road / Akenside Road) outside no.65 on Fitzjohn's Avenue, and upgrade them into bus stop bypasses. This change responds to feedback from the public consultation, where respondents raised concerns about the additional distance pupils and other passengers would need to walk if bus stops were consolidated. In the revised arrangement, the distances between the two northbound bus stops would be approximately 230 metres, which remains within TfL's guidance. This arrangement would still improve bus journey times as buses would stop within the traffic lane, avoiding delays associated with merging back into traffic.</p> <p>3 residents' parking bays (CPZ CA-B) would be removed to accommodate this change.</p> <p>The consultation also included a proposal to remove one southbound bus stop on Fitzjohn's Avenue. Following review of consultation feedback and operational considerations, no change is proposed to this element, and the removal would proceed as consulted upon. The resulting distance between the remaining southbound bus stops would remain within TfL's guidance of 400 metres.</p>

Location	Consulted proposal	Proposed changes after consultation and rationale
<p>Fitzjohn's Avenue, Maresfield Gardens, Nutley Terrace (CPZ CA-B)</p>	<p>Remove 20 residents' permit parking bays in CPZ CA-B to accommodate the proposed changes.</p>	<p>In addition to the proposal to remove 20 residents' permit parking bays in CPZ CA-B as consulted upon, and the removal of 3 further residents' permit parking bays required to retain both northbound Bus Stop J and K as set out above, Officers are proposing to convert 20 paid for bays in the nearby area into shared use bays, which permit both residents parking and paid for parking.</p> <p>This would help address concerns raised by some residents during the consultation regarding the loss of residents' permit parking spaces.</p> <p>The 20 paid for bays proposed to be converted to shared use bays are located at:</p> <ul style="list-style-type: none"> <li>• 3 spaces on Maresfield Gardens at the side of 3-7 Fitzjohn's Avenue (north side)</li> <li>• 3 spaces on Maresfield Gardens outside South Hampstead High School (south side)</li> <li>• 6 spaces on Nutley Terrace at the side of 37c Fitzjohn's Avenue (south side)</li> <li>• 6 spaces on Maresfield Gardens opposite Netherhall House (east side)</li> <li>• 2 spaces outside 46 Maresfield Gardens (east side)</li> </ul>
<p>Fitzjohn's Avenue (CPZ CA-H(b))</p>	<p>Remove 15 residents' permit parking bays in CPZ CA-H(b) to accommodate the proposed changes.</p>	<p>In addition to the proposal to remove 15 residents' permit parking bays in CPZ CA-H(b) as consulted upon, Officers are proposing to convert 9 paid for bays on Fitzjohn's Avenue (east side) south of Spring Walk into shared residents'/paid for parking bays. This would help address concerns raised by residents regarding the loss of residents' permit parking spaces.</p>

Location	Consulted proposal	Proposed changes after consultation and rationale
Fitzjohn's Avenue north of Bus Stop T (east side)	Install a 10 metre dockless bike hire bay	<p>Relocate the proposed 10 metre dockless bike hire bay to Maresfield Gardens outside St Thomas More Church (north side). Following further design review, this location is considered more suitable as it is on a flatter surface, reducing the likelihood of bikes tipping over, making it safer and easier for users to park.</p> <p>No changes are proposed at the original location on Fitzjohn's Avenue north of Bus Stop T. The existing paid for parking bays would remain.</p>
33 and 47 Fitzjohn's Avenue	Install a raised parallel pedestrian and cycle crossing outside no. 33 and 47 Fitzjohn's Avenue	Amend these two proposed parallel crossings to zebra crossings (pedestrians only) as they are not located near side roads or cycle routes. For the remaining proposed parallel crossings on Fitzjohn's Avenue, the shared use areas would be extended to provide clearer and more direct connections to adjoining side roads and cycle routes. These changes would improve usability and legibility for all users, while maintaining safe and efficient movement along the corridor.

- 2.9 Feedback received during the consultation also highlighted the need for improvements to cycle and pedestrian safety at the Fitzjohn's Avenue/Arkwright Road junction. The current proposals do not include changes at this junction or along the section of Fitzjohn's Avenue between Arkwright Road and Prince Arthur Road. Any future improvements in this area would be developed and consulted on separately as part of a later phase of the project.
- 2.10 The proposed changes to the final design would be subject to detailed design and Road Safety Audits (RSAs). If any concerns are highlighted in these stages of the audit process, Officers would investigate further and respond to these accordingly.
- 2.11 Data would continue to be collected and monitored in the area to assess the impact of various measures on pedestrians, cycle and vehicle traffic levels and speeds, air quality, and road traffic collisions, along with other relevant factors.

- 2.12 A [‘Healthy Streets Check for Designers’](#) (HSCD) assessment was conducted to provide an indicative ‘score’ for comparing the existing and proposed layouts across the entire scheme area. The assessment, devised by Transport for London, evaluates a wide range of design criteria relating to safety, accessibility, pedestrian comfort and the overall street environment, and produces a summary score out of 100. Because the tool draws on many detailed sub-metrics, the overall score tends to move incrementally even where a scheme delivers improvements across several indicators.
- 2.13 The score point for the existing layout is 63 and the permanent scheme proposals, if implemented, would achieve a score of 66. It also identifies an 11% improvement across the design criteria applicable to this scheme. While this may appear to be a relatively modest overall score improvement, seven of the ten Healthy Streets indicators have improved as a result of the proposed scheme. The key drivers of the score increase are pedestrian and cycle improvements, such as improved crossings and segregation of cycle lane on Fitzjohn’s Avenue, as well as the implementation of a Healthy School Street along College Crescent which prohibits motor vehicles travelling along the road during school drop off/pick up hours. These changes would help people feel safer and more relaxed, increasing the accessibility of the area and making it easier to use active modes of travel. Results are shown in Figure 2 below.
- 2.14 The HSCD was undertaken on the consultation design, which at that stage included the removal of a northbound and southbound bus stop. This affected the ‘places to stop and rest’ indicator in the assessment. As the updated proposals now retain the northbound bus stop, this indicator would be expected to improve. The assessors also provided additional recommendations on how to further improve the Healthy Streets Score of the proposals. These included specific locations where the width of the footway could be improved, as well as enhancing the accessibility of a bus stop on Fitzjohn's Avenue. If the proposals are approved, Officers would explore how these recommendations could be incorporated into the detailed design. The assessors also recommended new benches in the scheme area, to ensure that there are places to stop and rest every 150m. This would be included in the final design and would also be expected to improve the score for ‘places to stop and rest’.

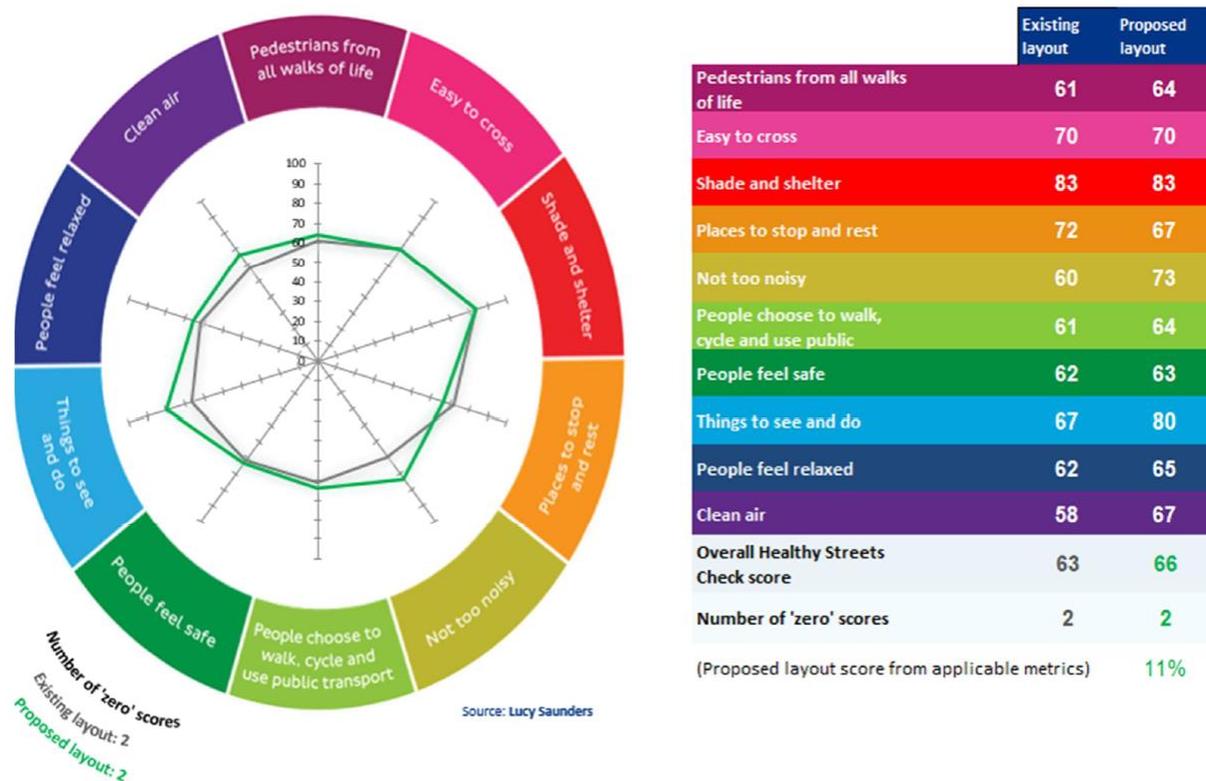


Figure 2. Fitzjohn's Avenue Area Safe and Healthy Streets Score, Existing and Proposed Layout.

- 2.15 The Council commissioned an independent Benefit Cost Ratio (BCR) assessment of the proposed scheme to evaluate the value for money of the proposed infrastructure. The benefits of the scheme have been appraised using Department for Transport's (DfT) Active Mode Appraisal Toolkit (AMAT). This tool monetises the impacts of a scheme and reports the benefits across mode shift, health, and journey quality metrics. It has been estimated that for every £1 invested in the scheme, the estimated benefit return is £2.08, representing 'high' value for money according to DfT. Sensitivity testing was conducted to evaluate different demand assumptions. With an additional 10% growth in pedestrian trips, for example, the BCR rises to 2.99, representing 'high' value for money. The benefits come from health, mode shift and journey quality.
- 2.16 An Accessibility Audit was carried out in the scheme area by a National Register of Access Consultant from a leading consultancy in July 2025. The audit assessed the existing condition and identified opportunities to improve accessibility for pedestrians and cyclists, particularly disabled people. The findings have informed the Council's review of the scheme following consultation and have contributed to the proposed amendments and recommendations in this report.
- 2.17 The existing Shared Transport Accessibility Level (STAL) score ranges from 1A to 4 in the scheme area. STAL is a Camden devised metric, as mentioned in the [3 Year Delivery Plan for 2025-26 to 2027-28](#), for measuring access to shared transport modes such as hire scooters and bikes, as well as car clubs. Introducing additional shared mobility options to the area would help contribute

to increase the STAL rating towards the target score (for this area) of (a range from) 3 to 6B.

- 2.18 Proceeding with the above proposals would work towards meeting the ambition outlined in the Council Cabinet [approved proposals](#) (November 2024) for the provision of the strategic cycling network within the borough. The cycle route along Fitzjohn's Avenue within the scheme area contributes to the above network by providing a segregated cycle route on a primary network.
- 2.19 If the scheme is approved, the proposals outlined in Sections 2.2-2.7 along with the amendments in Section 2.8 above, would be implemented under a Traffic Management Order (TMO). Section 2.4 (Healthy School Street) would be introduced as a trial under an Experimental Traffic Order (ETO) for a period of up to 18 months.
- 2.20 Strategic and policy alignments for the above proposals can be found in **Appendix G**.

### **3. OPTIONS APPRAISAL**

- 3.1 This report presents four options to the decision maker. These are:
- **Option 1** is to approve the permanent Healthy Streets measures and the trial HSS measures and to progress with implementing the proposals, as set out in Section 2 of this report (recommended).
  - **Option 2** is to do nothing and not proceed with the proposals.
  - **Option 3** is to approve the permanent Healthy Streets measures and reject the trial HSS measures.
  - **Option 4** is to reject the permanent Healthy Streets measures and approve the trial HSS measures.
- 3.2 **Option 1** is the recommended option for the reasons set out in Section 2, Council policy, data, consultation responses, and in consideration of the Equality Impact Assessment (EqIA) in **Appendix B**. It is acknowledged that, as described in Section 6 and Consultation Summary Report, **Appendix A**, a majority of consultation respondents objected to the proposals of the scheme. Officers have considered the comments raised during the consultation process and provided responses where possible in **Appendix A**. Officers have proposed amendments to the consultation proposals and design as outlined in Section 2.8 in response to the consultation feedback.
- 3.3 The public consultation process, both overall views and the detailed comments provided by respondents, is an important component and consideration helping to inform the Council's decision-making process. However, it is not the only consideration. Consultation feedback, in line with our aforementioned consultation and decision-making process, [approved by Cabinet in November 2021](#), is considered alongside policy, data and other relevant information in formulating recommendations for the relevant decision-maker. In this case, Officers are recommending the implementation of the scheme due to (i) the potential contribution towards relevant policy aims as outlined below and

Section 2, and (ii) the mitigations in respect of some of the concerns raised by respondents to the consultation, who did not support the scheme, as set out in Section 4 of this report and **Appendix A**, as well as further considerations set out throughout these reports including those in 3.4, below.

3.4 Proceeding with this option will contribute to delivering Council policy, the Healthy Streets programme and the Healthy School Streets programme in the following ways:

- Meet the Camden Transport Strategy and wider policy objectives to prioritise active, healthy, and sustainable modes of travel.
- Contribute towards meeting the objectives of We Make Camden.
- Contribute to meeting Camden's Climate Action Plan, Clean Air Action Plan and Mayor's Transport Strategy.
- Help deliver the Cabinet-approved Healthy Streets Delivery Plans for 2025/26 to 2027/28, which aim to establish the primary cycle network in the Borough and implement public realm/greening measures, as endorsed by the Cabinet in those strategic plans.
- Help reduce the dominance of motor vehicles and contribute towards improved road safety.
- Deliver improvements to the look and feel of the area, increasing greenery and planting and making the area a more attractive place to visit, stop and rest, or pass through.
- Respond to the feedback received to the public consultation.
- Align with the Strategic and Policy Alignment document in **Appendix G**.

3.5 **Option 2, 3 and 4** are not recommended as these options do not, or do not sufficiently, contribute towards meeting the objectives of, the Mayor's Transport Strategy and Healthy Streets approach, We Make Camden, Camden's Transport Strategy, Climate Action Plan and Clean Air Action Plan.

#### 4. **WHAT ARE THE KEY IMPACTS AND RISKS? HOW WILL THEY BE ADDRESSED?**

4.1 This section seeks to illustrate the positive benefits of the proposed design, the key concerns and potential negative impacts identified by some stakeholders, and how, if considered necessary, these will be mitigated.

4.2 The Consultation Summary Report (**Appendix A**) should be read in full for a more detailed discussion of the concerns raised in the consultation and the proposed mitigations to the concerns raised.

4.3 A full assessment of the proposals' impacts on the nine groups protected by the Equality Act 2010 was carried out and is included in **Appendix B**. The assessment has highlighted that there are many potential positive benefits for protected groups associated with the proposed improvements in this scheme. Where potential negative impacts on individuals within the protected groups

have been highlighted, officers have explored these issues and provided comments/mitigations.

4.4 An independent Road Safety Audit (RSA) Stage 1 has been undertaken on the scheme. The report did not highlight any significant road safety concerns relating to the proposed designs in the Fitzjohn's Avenue area. A Stage 2 RSA would be carried out on completion of the final detailed design (prior to implementation) and a Stage 3 RSA would be carried out once the scheme has been implemented, if approval is given to proceed to that stage.

4.5 The scheme, if approved, would deliver a number of positive impacts including:

- Contribute to making the area a safer place to travel for people walking, wheeling and/or cycling by improving crossings and providing an uphill segregated cycle lane.
- Reducing traffic dominance in the area by improving pedestrian and cycling facilities and bus infrastructure, thereby over time helping reduce pollution and congestion.
- Reducing motor vehicle levels on College Crescent outside University College School Pre-Prep during the restricted (school drop off/pick up) hours. The anticipated reduction in traffic is expected to improve road safety and the conditions for walking, cycling, and scooting, benefiting pupils, staff, and visitors. It would also help improve air quality, contributing to a healthier environment for the wider community.
- Changing the direction of College Crescent is anticipated to reduce traffic levels at all times on this street, helping to improve air quality in the vicinity and create a quieter and more pedestrian and cycle friendly environment.
- Help improve/protect bus journey times and reliability on Fitzjohn's Avenue and Heath Street.
- Encouraging improved health and well-being through enabling more people, particularly the young, older people and other groups to travel actively and sustainably, by making it safer and easier to do so.
- Increasing shared transport accessibility.
- Contribute to increasing climate resilience in the area.

4.6 The potential negative impacts, key risks and proposed mitigation strategies are set out below:

Risks	Mitigation
Some respondents were concerned about the loading bay outside of Tesco on Heath Street still being a pinch point for buses and other vehicles.	The proposal aims to alleviate the pinch point issue by relocating the existing loading bay on the opposite side (east side) and extending the loading bay outside Tesco (west side) to ensure sufficient space for buses to pass safely when it is in use. Following the feedback from the consultation, officers have reviewed the design and now propose to reduce the loading bay outside Tesco to 9 metres in length and 2 metres in width. This would improve bus tracking and lane

Risks	Mitigation
	<p>alignment while maintaining adequate space for loading activities to serve nearby businesses.</p> <p>An independent Road Safety Audit (RSA) Stage 1 has been undertaken on the Fitzjohn's Avenue Area scheme. The report did not highlight any significant road safety concerns relating to the loading bay outside Tesco. A Stage 2 RSA would be carried out on completion of the final detailed design (prior to implementation) and a Stage 3 RSA would be carried out once the scheme has been implemented, if approval is given to proceed to that stage.</p>
<p>Some respondents felt the proposals would negatively impact the character of the area.</p>	<p>The scheme runs through the Fitzjohn's/Netherhall and Hampstead Conservation Areas, and the design has been developed in consultation with the Council's Conservation Officer. The proposals, including the cycle lanes, rain gardens, and cycle hangars, are not considered to unduly alter the character or appearance of Fitzjohn's Avenue, which is a wide, tree-lined street of historic buildings. The rain gardens and planting would complement the verdant, leafy character of the area, while the cycle hangars, located within existing on street parking bays, and their green finish help them blend into the streetscape. Officers would continue to refine details such as surface colours and crossing design to ensure that materials and finishes remain sympathetic to the surrounding conservation areas.</p>
<p>Some respondents were concerned about the proposed pedestrian and cycle shared use area at the parallel crossings.</p>	<p>The design complies with DfT's LTN 1/20 guidance, ensuring safety and accessibility for all users. The shared use area at parallel crossings would improve the connection to the other side of the road or onto side roads for cyclists. Additionally, Officers would incorporate clear signage and markings to clearly indicate the extent of the shared use area, which would enhance safety for all users.</p> <p>An independent Road Safety Audit (RSA) Stage 1 has been undertaken on the Fitzjohn's Avenue Area scheme. The report did not highlight any significant road safety concerns relating to the proposed pedestrian and cycles shared use areas. A Stage 2 RSA would be carried out on completion of the final detailed design (prior to implementation) and a Stage 3 RSA would be carried out once the scheme has been implemented, if approval is given to proceed to that stage.</p>

Risks	Mitigation
<p>Some respondents were concerned about the proposed narrowing of the pavement outside 88 Fitzjohn's Avenue.</p>	<p>In response to consultation feedback, officers have amended the design to increase the footway width to 2 metres at the narrowest point, widening to approximately 2.3 metres towards Arkwright Road, to improve pedestrian comfort and accessibility. The cycle lane width would remain as proposed, and the revised layout maintains appropriate lane widths for buses and general traffic, ensuring the design continues to balance the needs of all road users.</p>
<p>Some respondents were concerned that the shared use areas at parallel crossings do not connect to side roads or cycle facilities.</p>	<p>In response to consultation feedback, officers have reviewed all proposed parallel pedestrian and cycle crossings on Fitzjohn's Avenue and now propose to amend the two crossings outside 33 and 47 Fitzjohn's Avenue, which are not located near side roads, to zebra crossings (pedestrian only). For the remaining parallel crossings on Fitzjohn's Avenue, the shared use areas would be extended to provide clearer and more direct connections to adjoining side roads and cycle routes. These changes would improve usability and legibility for all users, while maintaining safe and efficient movement along the corridor.</p>
<p>Some respondents were concerned about the consolidation of bus stops, particularly the removal of Bus Stop J outside St Mary's School.</p>	<p>In response to consultation feedback, the design has been amended to retain both northbound Bus Stops J (St Mary's School) and K (Lyndhurst Road / Akenside Road), with both stops to be upgraded to bus stop bypasses. This change responds to accessibility concerns raised by local residents, parents, and St Mary's School, while still delivering journey time and safety benefits. Buses would stop within the traffic lane, avoiding delays caused by pulling in and out of stops, and the bus stop bypass design would provide safe and continuous provision for people cycling.</p> <p>The proposal to consolidate the southbound Bus Stops H (St Mary's School) and S (Nutley Terrace) would be retained. The distances between these bus stops would remain within TfL's recommended spacing of up to 400 metres. This rationalisation would help to reduce bus delays in the southbound direction and improve service reliability, while maintaining access for bus passengers, including those with limited mobility.</p>
<p>Some respondents were concerned about the</p>	<p>The bus stop bypasses have been designed in accordance with the DfT's LTN 1/20 and latest TfL guidance. Should any change in guidance emerge</p>

Risks	Mitigation
safety of bus stop bypasses.	relating to safety, the Council would either amend the design if this were prior to implementation or would make plans to retrofit bus stop bypasses where necessary. See Section 3.8.5.2 in Appendix A for a detailed response.
Some respondents were concerned about the loss of residents' parking spaces.	<p>The removal of parking bays on Fitzjohn's Avenue provides the space necessary for a segregated cycle lane and in doing so help to remove some of the barriers, such as safety, that prevent more residents from making local journeys on foot or by cycle. As set out in the CTS, the Council will remove parking provision where necessary to deliver improvements that prioritise walking, cycling and public transport. A residents' parking permit does not guarantee a parking space but enables a permit holder to park within their CPZ.</p> <p>While some parking spaces would be removed to accommodate the northbound segregated cycle lane, a proportion of the resident parking bay loss results from improvements to parallel/zebra crossings and bus stops. These measures form an important part of the overall scheme and would enhance safety, accessibility, and comfort for all road users.</p> <p>In response to consultation feedback, officers have amended the design to help address concerns about the loss of residents' parking spaces. Paid for parking bays would be converted into shared residents'/paid for parking bays. See Section 2.8 for the locations and details.</p>
Some respondents considered that the scheme would delay emergency vehicles travelling in the area.	Emergency services, including London Ambulance Service, London Fire Brigade and the Met Police, have been consulted as part of this scheme (as statutory consultees) and they have not raised concerns on response times.
Some respondents were concerned that introducing the HSS restriction and reversing the direction of College Crescent would displace traffic onto neighbouring streets, cause congestion at the Swiss Cottage gyratory, and increase	<p>Traffic data gathered on existing HSS restrictions in the Borough have shown that traffic volumes have often decreased not just on restricted streets but also on surrounding roads, as families switch to sustainable modes of transport such as walking, cycling and public transport.</p> <p>Finchley Road is a Red Route and major A Road, which is designed to accommodate higher traffic volumes. Officers consider it appropriate that through</p>

Risks	Mitigation
<p>journey times for local residents.</p>	<p>traffic use this route rather than residential streets such as College Crescent.</p> <p>If approved, both the HSS restriction and the reversal of traffic direction on College Crescent would be implemented as a trial, with traffic volumes and network performance monitored on College Crescent and surrounding streets, including in conjunction with TfL to monitor any impacts in the Swiss Cottage gyratory area/Finchley Road (which is part of TfL’s “TLRN” road network).</p>
<p>Some respondents were concerned that the HSS restriction on College Crescent would make it more difficult for residents, businesses and visitors to receive deliveries, accommodate tradespeople, and access the area by taxi during the restricted hours.</p>	<p>The restriction would operate for short periods during school start and finish times, Monday to Friday, during term time only. This means that the street would remain unrestricted for approximately 95% of the year. Deliveries and non-emergency visits by tradespeople could be arranged outside these hours, and temporary exemptions would be available for essential works or emergencies. Exemptions would also apply for Blue Badge holders, carers and other essential journeys in line with Camden’s borough-wide HSS exemption policy.</p>

## 5. CONSULTATION/ENGAGEMENT

- 5.1 A [public consultation](#) was carried out between 9<sup>th</sup> June and 13<sup>th</sup> July 2025 on the proposed scheme. Flyers containing a link and QR code to the online consultations were hand-delivered to all properties, including residents, businesses and organisations in the consultation area (**Appendix A**, Figure 1). Street notices which provided information on the consultation were put up in the area. An email containing a link to the online consultation was sent to Local and Statutory Groups, Borough-wide stakeholder groups, Emergency Services and Ward Councillors in the Belsize, Frognal, and Hampstead Town Wards. The consultation materials can be found in **Appendix E**.
- 5.2 University College School Pre-Prep was engaged prior to the public consultation, with officers visiting the school and meeting the head teacher to discuss the potential for a healthy school street on College Crescent. Concerns were raised by the school with regard to the healthy school street both at this stage and in the subsequent public consultation. The points made by the school have been addressed in Section 3.12.3 of **Appendix A**.
- 5.3 Officers met with Ward Councillors in Belsize, Frognal and Hampstead Town Wards in person and online shortly before the launch of the consultation and during the consultation period. As the consultation designs had been finalised ahead of the launch, comments received from Ward Councillors were

considered alongside all other consultation feedback and informed the post consultation design amendments, as set out in Section 2.8 of this report.

- 5.4 Officers received requests from Ward Councillors to extend the consultation. In response to the requests, the closing date of the consultation was extended by one week, to the end of Sunday 13<sup>th</sup> July 2025 (having previously been due to expire on 6<sup>th</sup> July 2025).
- 5.5 Overall, 971 responses to the consultation were received via We Are Camden, and 16 responses were received via Safetravel email. Only one response per respondent was accepted. 18 duplicated responses were received. The first response received from each duplicated pair was processed, and the other was removed. A detailed overview of the consultation is provided in **Appendix A**.
- 5.6 Consultees were asked for their relative level of agreement or disagreement (ranging from 'strongly agree' to 'strongly disagree') on various aspects of the proposals, as well as their opinion on the scheme overall. A summary of the responses is set out below:
- Overall, of the 953 respondents, 31% (300) provided a postcode within the consultation area, 45% (432) provided a postcode within Camden but outside the consultation area, 22% (211) provided a postcode outside of Camden, and 1% (10) provided a postcode outside of Greater London.
  - 43% of the respondents (410), strongly agreed or agreed with the overall proposal of the Fitzjohn's Avenue Area Safe and Healthy Streets scheme, and 54% of the respondents (512) disagreed or strongly disagreed. Of those respondents who gave a postcode within the consultation area, 23% (70) strongly agreed or agreed, and 71% (214) disagreed or strongly disagreed.
  - 44% of the respondents (420), strongly agreed or agreed with the proposed greening and planting, walking, cycling and bus priority changes for Fitzjohn's Avenue, and 52% of the respondents (492) disagreed or strongly disagreed. Of those respondents who gave a postcode within the consultation area, 26% (78) strongly agreed or agreed with the proposal, and 69% (206) disagreed or strongly disagreed.
  - 45% of the respondents (427) strongly agreed or agreed with the proposed walking and cycling changes for Akenside Road and Lyndhurst Road, and 48% of the respondents (453) disagreed or strongly disagreed. Of those respondents who gave a postcode within the consultation area, 26% (78) strongly agreed or agreed with the proposal, and 62% (186) disagreed or strongly disagreed.
  - 45% of the respondents (432) strongly agreed or agreed with the proposed walking and bus priority changes for Heath Street, and 46% of the respondents (435) disagreed or strongly disagreed. Of those respondents who gave a postcode within the consultation area, 26% (78) strongly agreed or agreed with the proposal, and 60% (180) disagreed or strongly disagreed.
  - 44% of the respondents (416) strongly agreed or agreed with the proposal to implement a trial Healthy School Street restriction on College Crescent outside University College School Pre-Prep, and 42% of the respondents (401) disagreed or strongly disagreed. Of those respondents who gave a

postcode within the consultation area, 26% (76) strongly agreed or agreed with the proposal, and 54% (158) disagreed or strongly disagreed.

- 5.7 Further analysis of all responses received, and officers' responses are provided in **Appendix A**. Following the consultation, several changes have been made to the design of the scheme, which reflect some of the key aspects of consultation feedback.

## 6. LEGAL IMPLICATIONS

- 6.1 The recommendations in this report are being considered in the Council's capacity as the Local Highway/Traffic Authority for the Borough. The comments from the Borough Solicitor are provided in **Appendix H** of this report.

## 7. RESOURCE IMPLICATIONS

- 7.1 This report seeks approval from the Cabinet Member for Planning and a Sustainable Camden to implement the Fitzjohn's Avenue Safe and Healthy Streets scheme as set out in Section 2 of the report.

- 7.2 The estimated cost of implementation, including contingency, is £1,700,000. It is estimated that £1,345,000 will be funded from project code 1060042 (Fitzjohn Road Safety and Schools scheme) and £355,000 from section 106. There is scope for additional S106 contributions.

- 7.3 Project expenditure profile over 3 years is as follows:

2025/26	2026/27	2027/28	Total
£122,500	£1,152,500	£425,000	£1,700,000

- 7.4 Proposed funding sources are as follows:

Source	2025/26	2026/27	2027/28
TfL Local Implementation Plan (LIP)	£0	£200,000	£125,000
Section 106 developer contributions	£0	£355,000	£0
<a href="#">Camden's Healthy Streets Council Capital</a>	£122,500	£597,500	£300,000
<b>Total</b>	<b>£122,500</b>	<b>£1,152,500</b>	<b>£425,000</b>

- 7.5 Funding requests will be made to TfL in advance of the expenditure being incurred. For example, 2027/28 planned expenditure will be requested in 2026/27. This amount may reduce subject to the agreement of additional S106 contributions.

- 7.6 In the event that all required funding is not received as above, there are two options. The project would either undergo phased implementation over additional years with additional funding requests submitted, or a value engineering exercise may be undertaken to reduce the overall cost.
- 7.7 There are no Medium-Term Financial Strategy (MTFS) savings allocated to this project.

**8. ENVIRONMENTAL IMPLICATIONS**

- 8.1 In Camden, transport accounts for 18% of direct CO2 emissions and is responsible for 22% of nitrogen oxides and 21% of particulate matter PM2.5. The proposals detailed within this report are expected to have positive environmental implications by encouraging reduced traffic movements and supporting sustainable modes of transport, such as walking and cycling, which improve air quality and reduce greenhouse gas emissions. These proposals respond to two of the 17 actions agreed upon by the Camden Citizens’ Assembly on the Climate Crisis: creating more green spaces on residential streets, installing more segregated cycle lanes, and planting trees and retaining public spaces. Specifically, they contribute to achieving a zero-carbon Camden and promote healthier travel options, goals outlined in the Camden Climate Action Plan. Furthermore, they aim to meet the World Health Organisation (WHO) limits for nitrogen dioxide and particulate matter by reducing pollution from transport, as set out in the Camden Clean Air Action Plan.
- 8.2 The proposals detailed within this report would have potentially positive implications for the environment, encouraging reduced general traffic movements and supporting sustainable modes of transport such as walking, cycling and using public transport, which help to improve air quality and reduce greenhouse gas emissions.
- 8.3 The proposals include providing new areas of planting which have important benefits in terms of rainwater retention/management, increasing urban biodiversity and improving air quality. Plants can also offer a significant cooling effect due to reduced area of hard surfaces, which means that increasing urban planting is an important mitigation to the effects of climate change.
- 8.4 The proposals align with the objectives of the [Clean Air Strategy and Clean Air Action Plan](#), and the [Climate Action Plan](#).

**9. TIMETABLE FOR IMPLEMENTATION**

- 9.1 Subject to approval by the Cabinet Member for Planning and a Sustainable Camden, implementation of the scheme and construction would follow the timeline below.

Date	Stage
January 2026	Decision report considered for approval.

June/July 2026	ETO advertised for the HSS. Trial scheme installed subject to the delivery programme.
June/July 2026	TMO consultation on the permanent proposals and consideration of any objections to that TMO.
September (school autumn term) 2026	Trial HSS scheme goes live.
Winter 2026 to Summer 2027	Implementation of permanent measures subject to TMO consultation.
Spring 2028	Decision made whether to make trial HSS scheme permanent, subject to monitoring data and feedback collected during trial period.

- 9.2 If objections to the TMO consultation are received, they would be considered and set out in a TMO objection report, and the final decision would be delegated to the Director of Environment and Sustainability following consultation with the Cabinet Member for Planning and a Sustainable Camden.
- 9.3 In addition, authority to take any further decisions required to deliver the trial measures, and on whether to retain, amend or remove the trial Healthy School Street at the end of its trial period, would be delegated to the Director of Environment and Sustainability following consultation with the Cabinet Member for Planning and a Sustainable Camden.
- 9.4 If approved, the measures would be progressed to Detailed Design, and any future decisions relating to this, and the implementation of the approved scheme would be delegated to the Chief Engineer.

## 10. APPENDICES

Appendix A – Consultation Summary Report  
Appendix B – Equality Impact Assessment (EqIA)  
Appendix C – Consultation Drawings  
Appendix D – Parking and Loading Changes  
Appendix E – Consultation Materials  
Appendix F – Statement of Reasons  
Appendix G – Strategic and Policy Alignments  
Appendix H – Legal Comments of the Borough Solicitor

**REPORT ENDS**