

Fitzjohn's Avenue Area Safe and Healthy Streets Consultation

Overview

We want to transform our streets, so they have more safe space for everyone to walk and cycle, for children to get to and from school safely, for you to breathe cleaner air, to reduce carbon emissions from road transport, and for businesses to flourish. We want to ensure that our streets provide a lasting legacy of greener, safer, healthier travel, helping us to deliver our wider Transport Strategy objectives.

In line with our **Camden Transport Strategy**

https://www.camden.gov.uk/documents/20142/18708392/1925.7+Camden+Transport+Strategy_Main+Document_FV.pdf/d7b19f62-b88e-31d4-0606-5a78ea47ff30 , **Climate Action Plan** <https://www.camden.gov.uk/documents/20142/344816220/Camden+Climate+Action+Plan.pdf/1518b741-3a82-b442-7d71-9d43c158f3aa?t=1636039744726> , and **Clean Air Action Plan** https://www.camden.gov.uk/documents/20142/0/Camden+Clean+Air+Action+Plan+2023-2026_Final_2022.12.19+%282%29.pdf/ad618e94-0113-696d-5fc6-104d8969ab5a?t=1671619123044 , and to continue supporting safe, healthy, and active travel, we have been making changes across Camden as part of our **Safe and Healthy Streets Programme** <https://safetravelcamden.commonplace.is/> . In addition, the **2025-2028 CTS Delivery Plan** <https://democracy.camden.gov.uk/documents/s121613/CTS%20Delivery%20Plan%202025-28%20and%20Local%20Implementation%20Plan%20report.pdf> outlines the Council's commitment to continue to deliver Healthy School Streets with the vast majority of projects aimed to be delivered by 2026.

The Fitzjohn's Avenue corridor is a busy route in the north of the borough, linking Swiss Cottage to Hampstead Village. 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 (CTS) Road Safety Action Plan** https://www.camden.gov.uk/documents/20142/18708392/1925.7+Camden+Transport+Strategy_Road+Safety_FV.pdf/1baa1e24-bd8c-af8b-349c-882c7bdba8bf and **Cycling Action Plan** https://www.camden.gov.uk/documents/20142/18708392/1925.7+Camden+Transport+Strategy_Cycling_FV.pdf/4df17299-7a77-60b9-99da-0a896cbbbed89 , as a priority for road safety changes and improving and adding cycling facilities. The southernmost section of these proposals includes College Crescent, which links Fitzjohn's Avenue to Swiss Cottage, and the northernmost section includes a part of Heath Street.

Over the past 12 months (May 24 to May 25), Fitzjohn's Avenue has had a weekday average of 279 cyclists per day, with 102 cyclists travelling north. Cycle counts collected over the last ten years show a consistent number of cyclists using Fitzjohn's Avenue with a daily average of 200 cyclists using the route between 7am and 7pm, with 2024 having the highest counts for this same time period at 309. There were 19 recorded collisions involving pedestrians (8 collisions) and cyclists (11 collisions) on Fitzjohn's Avenue between 1st January 2017 and 30th September 2024 (most recent data), with 4 of these collisions being classified as serious.

The provision of the proposed walking and wheeling, and cycling and improvements aims to increase the mode share of trips done on foot and by bike, in line with Camden's Walking and Cycling Action plans. The proposed measures also support the Mayor's London-wide ambition to reach 'Vision Zero', by having no Killed or Seriously Injured (KSI) casualties on Camden's roads by 2041, as well as our own ambition to reduce all casualty types (KSIs and 'slight' injuries).

Fitzjohn's Avenue, College Crescent and Heath Street are covered by two Controlled Parking Zones (CPZs), CA-B (Monday to Friday 9:00am – 6:30pm and Saturday 9:30am – 1:30pm) and CA-H(b) (Monday to Friday 9:00am – 8:00pm and Saturday 9:00am – 8:00pm). The scheme area is also within three wards: Belsize, Frognal and Hampstead Town.

Additionally, Fitzjohn's Avenue and the northern extent, at Heath Street, have been identified by Transport for London (TfL) and the Council as having very poor and variable bus speeds and are therefore key locations for bus journey time and reliability improvements.

Based on the above, we are proposing changes to make it safer and easier to walk and cycle and improve bus journey time and reliability for bus numbers 46 and 603.

The proposed changes would introduce around 900m of new segregated cycle infrastructure (cycle lanes separated from traffic) contributing to the Council's target of 45km of segregated cycle infrastructure by 2028, as part of our primary cycle network in the Borough. The proposed cycling facilities would link with existing secondary cycle routes to the west of Fitzjohn's Avenue on Maresfield Gardens, Nutley Terrace, Netherhall Gardens and Frognal, as well as the future proposed secondary cycle route on Belsize Lane to the east of Fitzjohn's Avenue. We are also continuing to work with TfL to seek improvements to the Swiss Cottage gyratory at the southern end of the scheme.

Proposals for changes to the junction of Fitzjohn's Avenue and Arkwright Road, and the section of Fitzjohn's Avenue between Arkwright Road and Prince Arthur Road, will be proposed and consulted on separately as part of a later phase of the project.

We are also proposing a trial Healthy School Street (HSS), which is timed motor vehicle restriction, on College Crescent outside University College Pre-Prep School as part of our programme of rolling out such measures at all feasible schools by 2026.

To view the plans and to find out more about what the proposal would achieve, click on the links in the **Related** section at the bottom of this page.

Below are two visualisations of what the proposals could look like, if approved following consultation.



Fitzjohn's Avenue south of the junction with Nutley Terrace, looking northbound. Image shows the segregated northbound cycle track, improved raised "parallel" zebra crossing and continuous pavements.



Outside no.23 Fitzjohn's Avenue, looking northbound showing floating parking bays and the segregated northbound cycle track.

We are now consulting on the following proposed permanent changes:

1. 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, helping to tackle the climate crisis.

Walking and wheeling proposals

- Adding new continuous pavements/crossings (see photo guide for example) 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 – a raised area of road (see photo guide for example) across Buckland Crescent to reduce vehicle speeds and make it safer and easier for pedestrians to cross.

- Installing new raised "parallel" zebra crossings south of Nutley Terrace and outside St Mary's School, and creating a short section of pedestrian and cycles shared use area on either side, to provide improved crossings for pedestrians and cyclists.
- 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, and creating a pedestrian and cycles shared use area on either side, to provide improved crossings for pedestrians and cyclists.
- Relocating the zebra crossing north of Akenside Road approximately 27 metres north and upgrading to a raised parallel crossing, to provide improved crossings for pedestrians and cyclists.

Cycling proposals

- Introducing segregated cycle lanes (1.5-2m wide) on the west side of Fitzjohn's Avenue (north bound, uphill) between Belsize Park and Arkwright Road. The cycle lane is proposed to be segregated from moving traffic by a mix of floating parking, 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 on Belsize Park, Nutley Terrace, Netherhall Gardens, and Akenside Road. This is to provide local residents with safe and secure cycle storage.

The following photo shows an example of cycle hangars that provide covered, secure and lockable cycle parking on streets.



Bus Priority proposals

The existing and proposed bus stop locations are detailed on the Bus Stop plan in the **Related** section at the bottom of this page. Having multiple bus stops in close proximity can slow down bus services and reduce reliability. While the proposed changes would result in an increase in distances between some of the stops, the proposals are aimed at reaching a balance between bus stop accessibility and improving bus journey times and reliability in the area. The proposed changes include:

- 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 (see photo guide for example). This would protect bus journey times and provide safe 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 will stop within the traffic lane, and avoid delays associated with merging back into traffic. The proposals will also ensure the bus stops are equally spaced apart and as well as providing safe continuous cycling 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 on 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.

The proposed distances between each stop are approximately:

- 450m between northbound Bus Stop K (Lyndhurst Road / Akenside Road) outside no.65 and Bus Stop R (Belsize Lane) proposed to be outside no.27 Fitzjohn's Avenue.
- 450m between northbound Bus Stop R (proposed to be outside no.27) and existing Bus Stop F (College Crescent).
- 295m between southbound Bus Stop G (Lyndhurst Road / Akenside Road) near Spring Walk and Bus Stop H (St Mary's School) outside no.54 Fitzjohn's Avenue.
- 390m between southbound Bus Stop H (St Mary's School) and existing Bus Stop T (Belsize Lane).

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. These changes are detailed in the table below, showing the total net loss/gain of parking spaces, cycle hangars and dockless hire bays within the scheme area. The CA-B and CA-H CPZs currently have a parking stress ratio (number of active residents permits to the number of residents permit spaces) of 96% and 97% respectively. The proposed changes would result in a slight increase to this ratio, of less than 1% for each CPZ.

Table 1- the net gain/loss of parking bays, dockless hire bays and cycle hangars within the scheme area

Location	Residents' permit spaces	Paid for Parking spaces	Car Clubs Bays	Cycle Hangars	Dockless Hire Bays	Loading Bay
Belsize Park (CA-B)	-1	--	--	2	--	--
Fitzjohn's Avenue - between Maresfield Gardens and Akenside Road (CA-B)	-18	-2	--	--	1	--
Nutley Terrace (CA-B)	--	--	-2	4	--	--
Lyndhurst Road & Akenside Road (CA-H(b))	-7	--	--	2	1	--
Netherhall Gardens (CA-B)	-1	--	--	2	--	--
Fitzjohn's Avenue – between Akenside Road and Arkwright Road - CA-H(b)	-8	-2	--	--	--	--
Heath Street (CA- H(b))	--	-3	--	--	--	1
Totals	CA-B	-20				
	CA-H(b)	-15	-2	10	2	1

2. Heath Street Walking and Bus Priority Improvement

We are proposing the following measures to make it safer and easier for pedestrians to move around Heath Street and to help improve bus journey times.

Walking proposals

- Adding new continuous pavements/crossings (see photo guide for example) 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, we 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.

In addition to the above permanent Safe and Healthy Streets proposals, we are also proposing the following trial changes:

3. College Crescent Healthy School Street Proposals

We propose to introduce a trial Healthy School Street (HSS) timed motor vehicle restriction on College Crescent, outside of University College Pre-Prep School. HSSs create a safer and healthier environment by temporarily closing roads to motor traffic outside schools during drop-off and pick-up times. This enables more children to walk, cycle or scoot to school, with less air pollution, road danger, congestion, and more space for people to stop and chat. HSS help to discourage car trips, particularly amongst parents and carers, by providing a safe and inviting space for more walking, cycling, and scooting.

There are now 32 HSSs covering 36 schools in the borough, including 5 schools in the vicinity of College Crescent, covered by the Neighbourhoods of the Future HSS scheme. The data that we have collected on HSS schemes throughout Camden can be accessed on our website and has shown that they can have a positive impact on reducing traffic levels outside schools, contribute to improved air quality and are often supported by pupils who want us to do more to improve their journey to school.

About the proposed University College Pre-Prep School Healthy School Street

The section of College Crescent between Finchley Road and Fitzjohn's Avenue, where the entrance to University College Pre-Prep School is located, is a one-way street with vehicles able to enter from Finchley Road to the west and exit onto Fitzjohn's Avenue. We have collected traffic count data on this section of College Crescent across an average week during school term time, which shows that traffic levels are at their peak around school run times on some days. Figure 1 below outlines data collected on College Crescent.

Figure 1 –College Crescent average Weekday Daily Traffic Levels, week commencing 10/09/2024



Traffic data for the one way section of College Crescent where UCS pre-prep school is located (in Figure 1) shows that traffic volumes increase during school drop off times in the morning and at school pick up times in the afternoon.

Having carried out the above monitoring, and in line with our ambition to roll out HSS to all feasible schools by 2026, we are proposing a trial timed HSS scheme 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 – 8:45am** and **2:45pm – 4:15pm**, Monday to Friday during school term times only.

The drawings showing the HSS restrictions can be found in the **Related** section of this page.

The proposed trial scheme would include relevant signage alerting all road users to the restrictions and ANPR (automatic number plate recognition) cameras for traffic enforcement at the start of restricted section of the street. The trial HSS signage would state the times of the road closures and would be closed during school holidays.

We propose to trial the changes using an Experimental Traffic Order (ETO) for a period of up to 18 months, at which point a decision would be made whether to make the scheme permanent, remove it entirely, or keep it with some changes.

To enable the proposed HSS we are also proposing 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. Reversing the direction of traffic flow on the one-way section of College Crescent, between Finchley Road and Fitzjohn's Avenue, and the proposed cycle contraflow would also be introduced as a trial.

If the trial proposals are approved for implementation following this consultation, we would carefully monitor the impacts of the scheme through traffic volume monitoring on the restricted road and nearby. We would also monitor road traffic incidents and air quality in the vicinity.

The following vehicles would be exempt from the timed HSS restrictions by applying for an exemption.

- Vehicles registered to properties and businesses on the sections of the street 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 Pre-Prep School, or parents/carers of pupils of the school that have a disability that prevents them from walking, cycling, or scooting to school (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 and refuse collection vehicles and other statutory services will be automatically exempt.

School staff and visitors to the schools would not be exempt. 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 during the restricted hours. All the requests for exemptions can be applied for by contacting the HSS team over the phone or via email. If the project goes ahead, details of how to apply for an exemption will be posted to residents and businesses in the consultation area.

The following photo shows an example of an existing HSS showing how the proposal could look. Similar signage is proposed to be installed as a part of this scheme.

Photo of a Healthy School Street:



Why your views matter

Your views matter in helping us shape streets around Fitzjohn's Avenue, College Crescent, Heath Street and the surrounding area to help people to walk, wheel, cycle or scoot safely while also improving bus journey times and reliability and the attractiveness of the local area, helping reduce and mitigate the impacts of climate change, poor air quality and road danger.

To view the plans and to find out more about what the proposal would achieve, click on the links in the Related Section at the bottom of this page.

How would these changes be made?

After the consultation, we will carefully consider the responses, alongside other information including relevant data, safety audits and policy context, to help us in deciding on whether or not to progress the scheme.

A decision report will be produced and published online via our website. Local residents and stakeholders will be notified of the outcome. Should a decision be made to proceed, we would implement the trial changes under an Experimental Traffic Order (ETO) and the permanent changes under a Traffic Management Order (TMO).

This is your opportunity to comment.

For information on how we will use data collected from this consultation read our privacy statement: [Data protection, privacy and cookies - Camden Council](https://www.camden.gov.uk/data-protection-privacy-and-cookies#Transport_Strategy) <https://www.camden.gov.uk/data-protection-privacy-and-cookies#Transport_Strategy>

Fitzjohns Avenue Area Safe and Healthy Streets Consultation

First we need a few details about you to understand how you are connected to this location.

1 What is your name?

(Required)

2 What is your postcode?

(Required)

3 What is your email address? If you add your email we will let you know when we make a decision and send you a link to further information.

4 Who are you responding on behalf of?*(Required)**Please select only one item*

- Myself, as an individual
- On behalf of a group or organisation

Name of group or organisation

5 How do you usually travel in and around the Fitzjohns's Avenue area?
(You can choose more than one)*Please select all that apply*

- Walk
- Cycle / Scoot
- Moped / Motorbike
- Wheelchair / Mobility aid
- Bus
- Tube or Train
- Car
- Taxi or private hire vehicle
- Delivery vehicle
- Other

Other

6 Does your household have access to a car or van that is owned, or available for use, by members of this household?*(Required)**Please select only one item*

- Yes
- No
- Not applicable as responding for an organisation

7 How did you hear about this consultation? (You can choose more than one).

(Required)

Please select all that apply

- Camden Safe Travel Commonplace website
- Camden Council Website
- Email from Camden
- Poster on the street
- Information through the post
- Leaflet given out locally
- Social media
- Word of mouth
- Other

How did you hear about this consultation

Share your views - Fitzjohn's Avenue Area Safe and Healthy Streets

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We're proposing permanent changes on Fitzjohn's Avenue and Heath Street to make streets safer and healthier for walking and cycling, and to improve bus journey times and reliability. Our proposals include:

- Creating new rain gardens along sections of Fitzjohn's Avenue. These are areas of planting which help reduce flood risk and improve biodiversity.
 - Introducing continuous pavements across several side streets (where the pavement material continues over the road) and raised sections of road to reduce vehicle speeds and provide pedestrian priority.
 - Upgrading existing crossings and adding new raised crossings along Fitzjohn's Avenue and Lyndhurst Road to enhance safety for pedestrians and cyclists.
 - Introducing a northbound uphill segregated cycle lane on the west side of Fitzjohn's Avenue between Belsize Park and Arkwright Road. This would create a safer environment by protecting people cycling from motor vehicles.
 - Adding new cycle hangers and dockless bike hire facilities for residents and visitors.
 - Consolidating bus stops and making other changes to improve bus journey times and reliability. Adding bus stops with "bus bypasses" would allow safe and continuous cycling. There are photo examples of these on the consultation website.
 - Parking and loading changes to support the above proposals.
- We are also proposing trial changes on College Crescent between Finchley Road and Fitzjohn's Avenue including:
- A Healthy School Street timed motor vehicle restriction, Mondays to Fridays, during school term time only, 7:45am – 8:45am and 2:45pm – 4:15pm, to help more children to walk, cycle or scoot to school, with less air pollution, road danger, congestion, and more space for people to stop and chat.
 - Reversing the direction of traffic flow and introducing two-way cycling, to reduce traffic and improve connectivity for cyclists.
- For full information on the proposals click on the link below.

Related information

[Consultation Plan](#) <user_uploads/fitzjohn-s-avenue-area---consultation-plan.pdf>

[Photo Guide](#) <user_uploads/photo-guide.pdf>

[Bus Stop proposal](#) <user_uploads/fitzjohn-s-avenue-area---bus-stop-locations.pdf>

The Fitzjohn's Avenue corridor is a busy route in the north of the borough, linking Swiss Cottage to Hampstead Village. 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 \(CTS\) Road Safety Action Plan](#) <https://www.camden.gov.uk/documents/20142/18708392/1925.7+Camden+Transport+Strategy_Road+Safety_FV.pdf/1baa1e24-bd8c-af8b-349c-882c7bdba8bf> and [Cycling Action Plan](#) <https://www.camden.gov.uk/documents/20142/18708392/1925.7+Camden+Transport+Strategy_Cycling_FV.pdf/4df17299-7a77-60b9-99da-0a896cbbbed89> , as a priority for road safety changes and improving and adding cycling facilities. The southernmost section of these proposals includes College Crescent, which links Fitzjohn's Avenue to Swiss Cottage, and the northernmost section includes a part of Heath Street.

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Fitzjohn's Avenue south of the junction with Nutley Terrace, looking northbound. Image shows the segregated northbound cycle track, improved raised "parallel" zebra crossing and continuous pavements.



Outside no.23 Fitzjohn's Avenue, looking northbound showing floating parking bays and the segregated northbound cycle track.

We are now consulting on the following proposed permanent changes:

Fitzjohn's Avenue corridor Planting and Greening, Walking, Cycling and Bus Priority Improvements

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Walking and wheeling proposals

Adding new continuous pavements/crossings (see photo guide for example) 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 – a raised area of road (see photo guide for example) across Buckland Crescent to reduce vehicle speeds and make it safer and easier for pedestrians to cross.

Installing new raised "parallel" zebra crossings south of Nutley Terrace and outside St Mary's School, and creating a short section of pedestrian and cycles shared use area on either side, to provide improved crossings for pedestrians and cyclists.

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, and creating a pedestrian and cycles shared use area on either side, to provide improved crossings for pedestrians and cyclists.

Relocating the zebra crossing north of Akenside Road approximately 27 metres north and upgrading to a raised parallel crossing, to provide improved crossings for pedestrians and cyclists.

Cycling proposals

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The existing and proposed bus stop locations are detailed on the Bus Stop Proposals plan at the top of this page. Having multiple bus stops in close proximity can slow down bus services and reduce reliability. While the proposed changes would result in an increase in distances between some of the stops, the proposals are aimed at reaching a balance between bus stop accessibility and improving bus journey times and reliability in the area. The proposed changes include:

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 (see photo guide for example). This would protect bus journey times and provide safe 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 will stop within the traffic lane, and avoid delays associated with merging back into traffic. The proposals will also ensure the bus stops are equally spaced apart and as well as providing safe continuous cycling 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 on 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.

The proposed distances between each stop are approximately:

- 450m between northbound Bus Stop K (Lyndhurst Road / Akenside Road) outside no.65 and Bus Stop R (Belsize Lane) proposed to be outside no.27 Fitzjohn’s Avenue.
- 450m between northbound Bus Stop R (proposed to be outside no.27) and existing Bus Stop F (College Crescent).
- 295m between southbound Bus Stop G (Lyndhurst Road / Akenside Road) near Spring Walk and Bus Stop H (St Mary’s School) outside no.54 Fitzjohn’s Avenue.
- 390m between southbound Bus Stop H (St Mary’s School) and existing Bus Stop T (Belsize Lane).

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. These changes are detailed in the table below, showing the total net loss/gain of parking spaces, cycle hangars and dockless hire bays within the scheme area. The CA-B and CA-H CPZs currently have a parking stress ratio (number of active residents permits to the number of residents permit spaces) of 96% and 97% respectively. The proposed changes would result in a slight increase to this ratio, of less than 1% for each CPZ.

Table 1- the net gain/loss of parking bays, dockless hire bays and cycle hangars within the scheme area

Location	Residents’ permit spaces	Paid for Parking spaces	Car Clubs Bays	Cycle Hangars	Dockless Hire Bays	Loading Bay
Belsize Park (CA-B)	-1	--	--	2	--	--
Fitzjohn’s Avenue - between Maresfield Gardens and Akenside Road (CA-B)	-18	-2	--	--	1	--
Nutley Terrace (CA-B)	--	--	-2	4	--	--
Lyndhurst Road & Akenside Road (CA-H(b))	-7	--	--	2	1	--

Netherhall Gardens (CA-B)	-1	--	--	2	--	--
Fitzjohn's Avenue – between Akenside Road and Arkwright Road - CA-H(b)	-8	-2	--	--	--	--
Heath Street (CA- H(b))	--	-3	--	--	--	1
	CA-B	-20				
Totals		-7	-2	10	2	1
	CA-H(b)	-15				

Heath Street Walking and Bus Priority Improvement

We are proposing the following measures to make it safer and easier for pedestrians to move around Heath Street and to help improve bus journey times.

Walking proposals

Adding new continuous pavements/crossings (see photo guide for example) 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, we 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.

In addition to the above permanent Safe and Healthy Streets proposals, we are also proposing the following trial changes:

College Crescent Healthy School Street Proposals

We propose to introduce a trial Healthy School Street (HSS) timed motor vehicle restriction on College Crescent, outside of University College Pre-Prep School. HSSs create a safer and healthier environment by temporarily closing roads to motor traffic outside schools during drop-off and pick-up times. This enables more children to walk, cycle or scoot to school, with less air pollution, road danger, congestion, and more space for people to stop and chat. HSS help to discourage car trips, particularly amongst parents and carers, by providing a safe and inviting space for more walking, cycling, and scooting.

There are now 32 HSSs covering 36 schools in the borough, including 5 schools in the vicinity of College Crescent, covered by the Neighbourhoods of the Future HSS scheme. The data that we have collected on HSS schemes throughout Camden can be accessed on our website and has shown that they can have a positive impact on reducing traffic levels outside schools, contribute to improved air quality and are often supported by pupils who want us to do more to improve their journey to school.

About the proposed University College Pre-Prep School Healthy School Street

The section of College Crescent between Finchley Road and Fitzjohn's Avenue, where the entrance to University College Pre-Prep School is located, is a one-way street with vehicles able to enter from Finchley Road to the west and exit onto Fitzjohn's Avenue. We have collected traffic count data on this section of College Crescent across an average week during school term time, which shows that traffic levels are at their peak around school run times on some days. Figure 1 below outlines data collected on College Crescent.

Figure 1 –College Crescent average Weekday Daily Traffic Levels, week commencing 10/09/2024



Traffic data for the one way section of College Crescent where UCS pre-prep school is located (in Figure 1) shows that traffic volumes increase during school drop off times in the morning and at school pick up times in the afternoon.

Having carried out the above monitoring, and in line with our ambition to roll out HSS to all feasible schools by 2026, we are proposing a trial timed HSS scheme 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 – 8:45am** and **2:45pm – 4:15pm**, Monday to Friday during school term times only.

The proposed trial scheme would include relevant signage alerting all road users to the restrictions and ANPR (automatic number plate recognition) cameras for traffic enforcement at the start of restricted section of the street. The trial HSS signage would state the times of the road closures and would be closed during school holidays.

We propose to trial the changes using an Experimental Traffic Order (ETO) for a period of up to 18 months, at which point a decision would be made whether to make the scheme permanent, remove it entirely, or keep it with some changes.

To enable the proposed HSS we are also proposing 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. Reversing the direction of traffic flow on the one-way section of College Crescent, between Finchley Road and Fitzjohn's Avenue, and the proposed cycle contraflow would also be introduced as a trial.

If the trial proposals are approved for implementation following this consultation, we would carefully monitor the impacts of the scheme through traffic volume monitoring on the restricted road and nearby. We would also monitor road traffic incidents and air quality in the vicinity.

The following vehicles would be exempt from the timed HSS restrictions by applying for an exemption.

Vehicles registered to properties and businesses on the sections of the street 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 Pre-Prep School, or parents/carers of pupils of the school that have a disability that prevents them from walking, cycling, or scooting to school (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 and refuse collection vehicles and other statutory services will be automatically exempt.

School staff and visitors to the schools would not be exempt. 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 during the restricted hours. All the requests for exemptions can be applied for by contacting the HSS team over the phone or via email. If the project goes ahead, details of how to apply for an exemption will be posted to residents and businesses in the consultation area.

The following photo shows an example of an existing HSS showing how the proposal could look. Similar signage is proposed to be installed as a part of this scheme.

Photo of a Healthy School Street:



8 Overall, to what extent do you agree or disagree with the changes proposed as part of the Fitzjohn's Avenue Area Safe and Healthy Streets scheme?

Please select only one item

- Strongly Agree
- Agree
- Neutral
- Disagree
- Strongly Disagree
- Unsure

Fitzjohn's Avenue, Akenside Road, Lyndhurst Road and Heath Street proposals

We're proposing permanent changes on Fitzjohn's Avenue, Akenside Road, Lyndhurst Road and Heath Street to make streets safer and healthier for walking and cycling, and to improve bus journey times and reliability. Our proposals include:

Creating new rain gardens along sections of Fitzjohn's Avenue. These are areas of planting which help reduce flood risk and improve biodiversity.

Introducing continuous pavements across several side streets (where the pavement material continues over the road) and raised sections of road to reduce vehicle speeds and provide pedestrian priority.

Upgrading existing crossings and adding new raised crossings along Fitzjohn's Avenue and Lyndhurst Road to enhance safety for pedestrians and cyclists.

Introducing a northbound uphill segregated cycle lane on the west side of Fitzjohn's Avenue between Belsize Park and Arkwright Road. This would create a safer environment by protecting people cycling from motor vehicles.

Adding new cycle hangers and dockless bike hire facilities for residents and visitors.

Consolidating bus stops and making other changes to improve bus journey times and reliability. Adding bus stops with "bus bypasses" would allow safe and continuous cycling. There are photo examples of these on the consultation website.

Parking and loading changes to support the above proposals.

Below is a visualisation of what the proposals could look like, if approved following consultation.



Fitzjohn's Avenue south of the junction with Nutley Terrace, looking northbound. Image shows the segregated northbound cycle track, improved raised "parallel" zebra crossing and continuous pavements.

For full information on the proposals click on the link below.

Related information

[Consultation Plan](#) <user_uploads/fitzjohn-s-avenue-area---consultation-plan.pdf>

[Photo Guide](#) <user_uploads/photo-guide.pdf>

[Bus Stop proposals](#) <user_uploads/fitzjohn-s-avenue-area---bus-stop-locations.pdf>

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, helping to tackle the climate crisis.

Walking and wheeling proposals

Adding new continuous pavements/crossings (see photo guide for example) 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 – a raised area of road (see photo guide for example) across Buckland Crescent to reduce vehicle speeds and make it safer and easier for pedestrians to cross.

Installing new raised "parallel" zebra crossings south of Nutley Terrace and outside St Mary's School, and creating a short section of pedestrian and cycles shared use area on either side, to provide improved crossings for pedestrians and cyclists.

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, and creating a pedestrian and cycles shared use area on either side, to provide improved crossings for pedestrians and cyclists.

Relocating the zebra crossing north of Akenside Road approximately 27 metres north and upgrading to a raised parallel crossing, to provide improved crossings for pedestrians and cyclists.

Cycling proposals

Introducing segregated cycle lanes (1.5-2m wide) on the west side of Fitzjohn's Avenue (north bound, uphill) between Belsize Park and Arkwright Road. The cycle lane is proposed to be segregated from moving traffic by a mix of floating parking, 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 on Belsize Park, Nutley Terrace, Netherhall Gardens, and Akenside Road. This is to provide local residents with safe and secure cycle storage.

The following photo shows an example of cycle hangars that provide covered, secure and lockable cycle parking on streets.



Bus Priority proposals

The existing and proposed bus stop locations are detailed on the Bus Stop Proposals plan at the top of this page. Having multiple bus stops in close proximity can slow down bus services and reduce reliability. While the proposed changes would result in an increase in distances between some of the stops, the proposals are aimed at reaching a balance between bus stop accessibility and improving bus journey times and reliability in the area. The proposed changes include:

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 (see photo guide for example). This would protect bus journey times and provide safe 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 will stop within the traffic lane, and avoid delays associated with merging back into traffic. The proposals will also ensure the bus

stops are equally spaced apart and as well as providing safe continuous cycling 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 on 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.

The proposed distances between each stop are approximately:

450m between northbound Bus Stop K (Lyndhurst Road / Akenside Road) outside no.65 and Bus Stop R (Belsize Lane) proposed to be outside no.27 Fitzjohn's Avenue.

450m between northbound Bus Stop R (proposed to be outside no.27) and existing Bus Stop F (College Crescent).

295m between southbound Bus Stop G (Lyndhurst Road / Akenside Road) near Spring Walk and Bus Stop H (St Mary's School) outside no.54 Fitzjohn's Avenue.

390m between southbound Bus Stop H (St Mary's School) and existing Bus Stop T (Belsize Lane).

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. These changes are detailed in the table below, showing the total net loss/gain of parking spaces, cycle hangars and dockless hire bays within the scheme area. The CA-B and CA-H CPZs currently have a parking stress ratio (number of active residents permits to the number of residents permit spaces) of 96% and 97% respectively. The proposed changes would result in a slight increase to this ratio, of less than 1% for each CPZ.

Table 1- the net gain/loss of parking bays, dockless hire bays and cycle hangars within the scheme area

Location	Residents' permit spaces	Paid for Parking spaces	Car Clubs Bays	Cycle Hangars	Dockless Hire Bays	Loading Bay
Belsize Park (CA-B)	-1	--	--	2	--	--
Fitzjohn's Avenue - between Maresfield Gardens and Akenside Road (CA-B)	-18	-2	--	--	1	--
Nutley Terrace (CA-B)	--	--	-2	4	--	--
Lyndhurst Road & Akenside Road (CA-H(b))	-7	--	--	2	1	--
Netherhall Gardens (CA-B)	-1	--	--	2	--	--
Fitzjohn's Avenue – between Akenside Road and Arkwright Road - CA-H(b)	-8	-2	--	--	--	--
Heath Street (CA- H(b))	--	-3	--	--	--	1
Totals	CA-B	-20				
	CA-H(b)	-15	-2	10	2	1

Heath Street Walking and Bus Priority Improvement

We are proposing the following measures to make it safer and easier for pedestrians to move around Heath Street and to help improve bus journey times.

Walking proposals

Adding new continuous pavements/crossings (see photo guide for example) 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, we 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.

9 To what extent do you agree or disagree with the proposed greening and planting, walking, cycling and bus priority changes for Fitzjohn's Avenue?

Please select only one item

- Strongly Agree
- Agree
- Neutral
- Disagree
- Strongly Disagree
- Unsure

10 To what extent do you agree or disagree with the proposed walking and cycling changes for Akenside Road and Lyndhurst Road?

Please select only one item

- Strongly Agree
- Agree
- Neutral
- Disagree
- Strongly Disagree
- Unsure

11 To what extent do you agree or disagree with the proposed walking and bus priority changes for Heath Street?

Please select only one item

- Strongly Agree
- Agree
- Neutral
- Disagree
- Strongly Disagree
- Unsure

12 Please give any reasons for why you agree/disagree with the proposals above?

College Crescent Healthy School Street proposals

Healthy School Streets create a safer and healthier environment by temporarily closing roads to motor traffic outside schools during drop-off and pick-up times. This enables more children to walk, cycle or scoot to school, with less air pollution, road danger, congestion, and more space for people to interact. Healthy School Streets (HSS) help to discourage car trips, particularly amongst parents and carers, by providing a safe and inviting space for more walking, cycling, and scooting.

More information on this proposal can be found in the link below.

Information on the proposals

[Consultation proposal plan](#) <user_uploads/fitzjohn-s-avenue-area---consultation-plan.pdf>

[Photo Guide](#) <user_uploads/photo-guide.pdf>

College Crescent Healthy School Street Proposals

We propose to introduce a trial Healthy School Street (HSS) timed motor vehicle restriction on College Crescent, outside of University College Pre-Prep School. HSSs create a safer and healthier environment by temporarily closing roads to motor traffic outside schools during drop-off and pick-up times. This enables more children to walk, cycle or scoot to school, with less air pollution, road danger, congestion, and more space for people to stop and chat. HSS help to discourage car trips, particularly amongst parents and carers, by providing a safe and inviting space for more walking, cycling, and scooting.

There are now 32 HSSs covering 36 schools in the borough, including 5 schools in the vicinity of College Crescent, covered by the Neighbourhoods of the Future HSS scheme. The data that we have collected on HSS schemes throughout Camden can be accessed on our website and has shown that they can have a positive impact on reducing traffic levels outside schools, contribute to improved air quality and are often supported by pupils who want us to do more to improve their journey to school.

About the proposed University College Pre-Prep School Healthy School Street

The section of College Crescent between Finchley Road and Fitzjohn's Avenue, where the entrance to University College Pre-Prep School is located, is a one-way street with vehicles able to enter from Finchley Road to the west and exit onto Fitzjohn's Avenue. We have collected traffic count data on this section of College Crescent across an average week during school term time, which shows that traffic levels are at their peak around school run times on some days. Figure 1 below outlines data collected on College Crescent.

Figure 1 –College Crescent average Weekday Daily Traffic Levels, week commencing 10/09/2024



Traffic data for the one way section of College Crescent where UCS pre-prep school is located (in Figure 1) shows that traffic volumes increase during school drop off times in the morning and at school pick up times in the afternoon.

Having carried out the above monitoring, and in line with our ambition to roll out HSS to all feasible schools by 2026, we are proposing a trial timed HSS scheme 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 – 8:45am** and **2:45pm – 4:15pm**, Monday to Friday during school term times only.

The proposed trial scheme would include relevant signage alerting all road users to the restrictions and ANPR (automatic number plate recognition) cameras for traffic enforcement at the start of restricted section of the street. The trial HSS signage would state the times of the road closures and would be closed during school holidays.

We propose to trial the changes using an Experimental Traffic Order (ETO) for a period of up to 18 months, at which point a decision would be made whether to make the scheme permanent, remove it entirely, or keep it with some changes.

To enable the proposed HSS we are also proposing 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. Reversing the direction of traffic flow on the one-way section of College Crescent, between Finchley Road and Fitzjohn's Avenue, and the proposed cycle contraflow would also be introduced as a trial.

If the trial proposals are approved for implementation following this consultation, we would carefully monitor the impacts of the scheme through traffic volume monitoring on the restricted road and nearby. We would also monitor road traffic incidents and air quality in the vicinity.

The following vehicles would be exempt from the timed HSS restrictions by applying for an exemption.

Vehicles registered to properties and businesses on the sections of the street 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 Pre-Prep School, or parents/carers of pupils of the school that have a disability that prevents them from walking, cycling, or scooting to school (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 and refuse collection vehicles and other statutory services will be automatically exempt.

School staff and visitors to the schools would not be exempt. 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 during the restricted hours. All the requests for exemptions can be applied for by contacting the HSS team over the phone or via email. If the project goes ahead, details of how to apply for an exemption will be posted to residents and businesses in the consultation area.

The following photo shows an example of an existing HSS showing how the proposal could look. Similar signage is proposed to be installed as a part of this scheme.

Photo of a Healthy School Street:



13 How are you connected to the proposed Healthy School Street on College Crescent?

Please select only one item

- I live in the area
- I don't live in the area, but live in Camden
- I work in the area
- I am a staff member at a school in this area
- I don't work in the area, but work in Camden
- I travel through the area, but don't stop
- I visit businesses in this area (shops etc)
- I visit friends/family in this area
- I'm a parent/carer of a child at school here
- I own/manage a business in this area
- I represent a local group or organisation
- Other

14 To what extent do you agree or disagree with the proposals to implement a trial Healthy School Street restriction on College Crescent outside University College Pre-Prep School?

Please select only one item

- Strongly Agree
- Agree
- Neutral
- Disagree
- Strongly Disagree
- Unsure

15 Please give any reasons for why you agree / disagree with the Healthy School Street proposals below

Please give any reasons for why you agree/disagree with the proposals

Parent / Carer questions

16 How does/do your child/ren usually travel to/from school?

(Required)

Please select only one item

- Walk
- Scoot
- Cycle
- Bus, underground or train
- By car
- By motorbike
- Park & Stride
- Car share
- Taxi

17 If you drive your child/ren to school, on which street(s) do you normally park?

Parking locations

Tell us why

We would like to know a bit more about what you feel about these proposals. If you would like a reminder of the proposals click the link below.

18 If implemented, what do you think you might like about the changes proposed? (you can choose more than one)

Please select all that apply

- Visiting the school will be easier and safer
- Walking will be easier and safer
- Crossing the road will be easier and safer
- Cycling will be easier and safer
- Driving will be easier and safer
- Traffic dominance will be reduced
- Air quality will be better
- Using a wheelchair / mobility aid will be easier and safer
- Noise and disturbance will be reduced
- There will be benefits for my business
- Visiting the area will be easier and safer
- Catching public transport will be easier and safer
- Accessing residences in the area will be easier and safer
- Finding parking in the area will be easier
- Other (tell us more below)

19 If implemented, what do you think you might not like about the changes proposed? (you can choose more than one)

Please select all that apply

- Visiting the school will be harder
- Walking here will still be unsafe or less safe
- Crossing the road will still be unsafe or less safe
- Cycling will be harder and less safe
- Driving will be harder and less safe
- Traffic levels will still be bad or worse
- Air pollution will still be bad or worse
- Using a mobility aid or wheelchair will be harder
- Noise and disturbance will still be bad or worse
- There will be negative impacts on my business
- Visiting the area will be harder and less safe
- Cycling through junctions will still be unsafe or less safe
- Journey times by motor vehicles will be longer
- Catching public transport will still be unsafe or less safe
- It will be harder to visit local businesses
- It will be less pleasant to spend time here
- Other (please tell us more below)

20 Do you think the proposals may have an impact on you (or others) with reference to any one or more of the following protected characteristics? (Protected characteristics are: Gender and gender reassignment, Age, Ethnicity, Religion or belief, Disability, Sexual orientation, Marriage and Civil partnerships, Pregnancy and maternity.)

Please select all that apply

- No - I can't think of any right now
- Yes - I can think of some positive impacts (tell us more below)
- Yes, I can think of some negative impacts (tell us more below)

Positive impacts

Negative impacts

- 21** If you have any other general comments about this scheme, please tell us more below.

- 22** Would you like to answer some more general questions on your local area?

Please select only one item

- Yes
 No

Good Life Camden

We are asking these questions as part of collecting information for **Good Life Camden** <<https://www.wemakecamden.org.uk/good-life-camden/>> . We want to support everyone in Camden to live a good life. That's why we set out to understand what is important for people living and working in Camden today, what is central to their wellbeing, and to living a good life.

- 23** Overall how satisfied are you with your local area as a place to live?

Please select only one item

- Very satisfied
 Satisfied
 Neither satisfied or dissatisfied
 Dissatisfied
 Very dissatisfied
 Unsure

- 24** To what extent do you agree or disagree that you personally can influence decisions affecting your local area?

Please select only one item

- Definitely agree
 Tend to agree
 Tend to disagree
 Definitely disagree
 Unsure

25 Overall how satisfied are you with the green and open spaces in your local area?

Please select only one item

- Very satisfied
 Satisfied
 Neither satisfied or dissatisfied
 Dissatisfied
 Very dissatisfied
 Unsure

26 How safe or unsafe do you feel when outside in your local area?

	Very safe	Fairly safe	Fairly unsafe	Very unsafe	Unsure
When it is light <i>Please select only one item</i>	<input type="radio"/>				
When it is dark <i>Please select only one item</i>	<input type="radio"/>				

About you

27 To help us improve our service, could you spare 3 more minutes to answer some more questions on your protected characteristics (e.g. sex, disability)?

(Required)

Please select only one item

- Yes, no problem. I am happy to answer a few more questions. I understand that the questions are all optional. (Please click 'continue' to move on to the next questions)
 No, thank you. I'd like to exit the survey now. (Please click 'continue' to exit and save).

Protected characteristics

Thank you for allowing us to ask you some questions about your protected characteristics. All these questions are optional, but any information you can give us will help us improve our service, and improve equality for all.

Further Information

You do not have to answer the questions in this section of the consultation; however, any information you provide will help us in making an informed decision on the options. The information provided may be used in our reports; however, your personal details will remain confidential.

Under the Equality Act 2010 the public is protected from unlawful discrimination if they have the following protected characteristics; age, marriage and civil partnerships, race, religion and belief, sex, gender reassignment, sexual orientation, disability and pregnancy and maternity.

Under that Act the Council also has a duty to have due regard to the need to take steps to eliminate discrimination against, and promote equality of opportunity for, persons who share a relevant protected characteristic as compared with those who do not share it.

28 What is your sex?*Please select only one item*

- Male
- Female
- Other
- Prefer not to say

Sex

29 What is your gender identity?*Please select only one item*

- Man / Boy
- Woman / Girl
- Non-Binary
- Other, please write in gender identity
- Prefer not to say

30 Is your gender identity different to the sex you were assumed to be at birth?*Please select only one item*

- No
- Yes
- Prefer not to say

31 How would you describe your sexual orientation?*Please select only one item*

- Heterosexual or Straight
- Gay
- Lesbian
- Bisexual
- Asexual
- Other (please write in your sexual orientation)
- Prefer not to say

32 What is your age?

Please select only one item

- Under 16
- 16 – 24
- 25 – 34
- 35 – 44
- 45 – 54
- 55 – 64
- 65 – 74
- 75 – 84
- 85+

33 What is your religion or belief?

Please select only one item

- No religion
- Buddhist
- Christian
- Hindu
- Jewish
- Muslim
- Sikh
- Other (please state)
- Prefer not to say

Other religion or belief

34 What is your legal marital or civil partnership status?

Please select only one item

- Never married and never registered a civil partnership
- Married
- Separated, but still legally married
- Divorced
- Widowed
- In a registered civil partnership
- Separated, but still legally in a civil partnership
- Formerly in a civil partnership which is now legally dissolved
- Surviving partner from a civil partnership

35 Do you have dependant(s) aged 16 and under?

Please select only one item

- Yes
- No

36 Are you pregnant?*Please select only one item*

- Not applicable
- Pregnant
- Not pregnant

37 Have you given birth within the past 26 weeks?*Please select only one item*

- Not applicable
- Have given birth within the past 26 weeks
- Have not given birth within the past 26 past weeks

38 Do you consider yourself to have a disability? In other words, a physical or mental impairment which has a substantial and long-term adverse effect on your ability to carry out day-to-day activities?*Please select only one item*

- No
- Yes (please state below)

Please select all that apply

- Sensory impairment
- Mobility impairment
- Deaf or Hard of hearing
- Blind or visual impairment
- Substance misuse?
- Learning disability or difficulty
- Mental health condition (including dementia)
- Other disability condition (please state below)

Other disability

39 How would you describe your ethnicity?*Please select only one item*

- English/Welsh/Scottish/Northern Irish/ British
- Irish
- Gypsy or Irish Traveller
- White Other background (please state below)
- Indian
- Pakistani
- Bangladeshi
- Chinese
- Any other Asian background (please state below)
- Caribbean
- African
- Any other Black/African/Caribbean background (please state below)
- White and Caribbean
- White and Black African
- White and Asian
- Any other mixed ethnic background (please statebelow)
- Arab
- Any other ethnic group (please state below)

Other ethnic background

40 How would you describe your employment status?*Please select only one item*

- Working for an employer full time
- Working for an employer part time
- I have been furloughed
- Asked to take leave (include paid and unpaid leave)
- Recently made redundant
- Self-employed full time
- Self-employed part time
- Temporary closure of own business
- Permanent closure of own business
- Full-time/ part time education at school, college or university
- Seeking paid work
- Not in paid work, e.g. volunteering
- Retired
- Prefer not to say
- Other, please specify:

Other

41 Does your household own or rent its accommodation?

Please select only one item

- Owned outright
- Owned with a mortgage or a loan
- Rented (private landlord)
- Living rent free (living with relative or friend)
- Part owned and part rented (shared ownership)
- Rented (local authority)
- Rented (housing association, registered social landlord, charitable trust)
- Prefer not to say
- Other (e.g. hotel, hostel, student halls), please specify:

Other please state

42 What is your households annual income?

Please select only one item

- Under £10,000 per year
- £10,000 to £19,999 per year
- £20,000 to £29,999 per year
- £30,000 to £39,999 per year
- £40,000 to £49,999 per year
- £50,000 to 59,999 per year
- More than £60,000
- Prefer not to say



Have your say on our proposals for the Fitzjohn's Avenue Area



We want our streets to have **more safe space** for everyone to walk and cycle, for children to get to and from school **safely and healthily**, for you to be **breathing cleaner air**, to **reduce carbon emissions** from vehicles and for businesses to **flourish**.

We want to ensure that our streets provide a lasting legacy of **greener, safer and healthier travel**.



Fitzjohn's Avenue Area Safe and Healthy Streets consultation

We're proposing permanent changes on Fitzjohn's Avenue and Heath Street to make streets safer and healthier for walking and cycling, and to improve bus journey times and reliability. Our proposals include:

- Creating new rain gardens along sections of Fitzjohn's Avenue. These are areas of planting which help reduce flood risk and improve biodiversity.
- Introducing continuous pavements across several side streets (where the pavement material continues over the road) and raised sections of road to reduce vehicle speeds and provide pedestrian priority.
- Upgrading existing crossings and adding new raised crossings along Fitzjohn's Avenue and Lyndhurst Road to enhance safety for pedestrians and cyclists.
- Introducing a northbound uphill segregated cycle lane on the west side of Fitzjohn's Avenue between Belsize Park and Arkwright Road. This would create a safer environment by protecting people cycling from motor vehicles.
- Adding new cycle hangars and dockless bike hire facilities for residents and visitors.
- Consolidating bus stops and making other changes to improve bus journey times and reliability. Adding bus stops with "bus bypasses" would allow safe and continuous cycling. There are photo examples of these on the consultation website.
- Parking and loading changes to support the above proposals.

We are also proposing trial changes on College Crescent between Finchley Road and Fitzjohn's Avenue including:

- A Healthy School Street timed motor vehicle restriction, Mondays to Fridays, during school term time only, 7:45am – 8:45am and 2:45pm – 4:15pm, to help more children to walk, cycle or scoot to school, with less air pollution, road danger, congestion, and more space for people to stop and chat.
- Reversing the direction of traffic flow and introducing two-way cycling, to reduce traffic and improve connectivity for cyclists.

The final decision on whether to go ahead with the proposals will be made based on evidence including the consultation responses, relevant policies, officer observations, and other data/information.

Have your say in the consultation

To find out more including full details on the plans – and to share your views, visit our website to answer a few quick questions. Use the QR code or visit:

[Camden.gov.uk/consultation](https://www.camden.gov.uk/consultation)

The consultation finishes on 6 July 2025

If you'd prefer a paper form or information in another format (like large print or another language) just get in touch on 020 7974 4444. Thank you for sharing your thoughts with us.



SAFE AND HEALTHY STREETS

Fitzjohn's Avenue Area consultation

Have your say!

Consultation now
open until
6 July
2025

We are proposing changes around Fitzjohn's Avenue and Heath Street to make the area safer and healthier for walking and cycling.

Our proposals include a Healthy School Street timed motor restriction on College Crescent and on Fitzjohn's Avenue, a new cycle lane, planting and improvements for pedestrians and bus passengers.

We want to hear what you think of these ideas!



To find out more including full details on what we're proposing and to share your views, visit our website to answer a few questions. You can use the QR code to access the site from your phone.

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camden.gov.uk/Consultation





**Consultation
deadline
extended!**

Have your say on our proposals for the Fitzjohn's Avenue area



Thank you to everyone who has already shared their views on our proposals.

We've extended the deadline to give you a bit more time to tell us what you think.

The consultation is now open until Sunday 13 July 2025



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