

# APPENDIX F – TRAFFIC MANAGEMENT ORDER (TMO) STATEMENT OF REASONS (DRAFT)

## 1 Project background

- 1.1 The Fitzjohn's Avenue Area Safe and Healthy Streets scheme consists of proposals to improve safety and amenity for cyclists and pedestrians using the area, and to enhance bus priority and public realm spaces in the area.
- 1.2 This Statement of Reasons sets out the reasons for a number of proposed measures and associated reasons for these changes.

## 2 Summary of changes and reasoning

- 2.1 This scheme comprises College Crescent, Fitzjohn's Avenue, Heath Street, Lyndhurst Road, Akenside Road and adjoining side streets. Details of the proposals and reasons for them are provided below. In response to feedback and the full public consultation held during June and July 2025, the following changes are proposed. Further details of the reasons for the proposals are outlined in Section 2 of the main Decision Report.
- 2.2 The following permanent changes are proposed on Fitzjohn's Avenue, Heath Street, Lyndhurst Road, Akenside Road and adjoining side streets. If the scheme is approved, the following proposals will be implemented under a Traffic Management Order (TMO):
- 2.3 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 Akenside Road and Maresfield Gardens outside St Thomas More Church (north side). 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*

- Retaining both Bus Stops J (St Mary's School) and K (Lyndhurst Road / Akenside Road) outside no.65 on Fitzjohn's Avenue and upgrading them into bus stop bypasses. This would still improve bus journey times as buses would stop within the traffic lane, avoiding delays associated with merging back into traffic. 3 resident parking bays would be removed to accommodate this change.
- 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**.

## 2.4 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 9 metres in length and 2.0 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.

## 2.5 The following trial changes are proposed on College Crescent, under an 18-month Experimental Traffic Order (ETO):

### 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.
- 2.6 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.
- 2.7 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](#).
- 2.8 These proposals, if approved, would:
- (i) Create circa 900 metres of new segregated cycle infrastructure, on Fitzjohn's Avenue, which would improve cyclist accessibility, safety and amenity.
  - (ii) Support safer and healthier streets in the area, especially for pedestrians and cyclists.
  - (iii) Improve access to shared mobility modes.
  - (iv) Maintain loading and unloading facilities for businesses on Heath Street.

- (v) Help protect bus journey times and reliability on Fitzjohn's Avenue and Heath Street.
- (vi) Reduce motor vehicle levels on College Crescent outside University College School Pre-Prep during the restricted hours, which would 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.
- (vii) Contribute to increasing climate resilience in the area.

### **3 Reasons for Proposing to Make the Orders**

- 3.1 The proposed changes have been developed in response to policies and consultation feedback. Fitzjohn's Avenue Area 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.
- 3.2 As outlined in Transport for London's (TfL) LB Camden Healthy Streets Data Pack Spring 2024, Fitzjohn's Avenue and Heath Street have 'very poor' bus speeds and variability.
- 3.3 Furthermore, these proposals contribute to and align with the Mayoral and Council policy vision set out in:
  - We Make Camden
  - Camden's Transport Strategy, supporting action plans and 3-year Delivery Plans
  - Mayor's Transport Strategy
  - Camden's Climate Action Plan
  - Camden's Clean Air Action Plan

### **4 Reasons for Introducing the walking, cycling, bus priority and public realm proposals permanently**

- 4.1 The proposed changes in Section 2.2-2.3 of the Decision Report would be implemented permanently, as these are harder to introduce as temporary measures and require more permanent infrastructure changes and materials.

### **5 Reasons for introducing the Healthy School Street on College Crescent as an experiment**

- 5.1 It is proposed to implement the changes in Section 2.4 of the Decision Report as a trial for a period of 18 months. This would allow stakeholders to provide feedback on the changes and to monitor how the scheme is operating. Monitoring data would be collected during the trial to understand the impact of the scheme.
- 5.2 The trial period would also allow the Council to collect feedback on how the scheme is operating in practice and to make any necessary adjustments to the design both during the trial and before making it permanent, should the decision be taken to make the scheme permanent at the end of the trial period.