# Public notice

## Fitzjohn's Avenue area - Safe and healthy streets (Heath Street section)

*The Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Amendment No. *) Order 202**

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Camden ('the Council') propose to make the above Order under sections 6, 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.

2. The general nature and effect of the Order would be, on the east side of Heath Street, to:

   (a) relocate the existing loading bay outside No. 28 Heath Street (The Horseshoe PH) northward by 20.3 metres (so that it would be located outside Nos. 34 and 36 Heath Street) and extend the bay from 6.9 metres to 10 metres in length;

   (b) introduce "at any time" waiting and loading restrictions between a point 0.5 metres north of the common boundary of Nos. 30 and 32 Heath Street and a point 0.7 metres north of the common boundary of Nos. 32 and 34 Heath Street; and

   (c) remove 23.3 metres of paid-for parking from outside Nos. 30 to 36 Heath Street.

3. NOTICE IS FURTHER GIVEN that the Council, under the provisions of section 23 of the Road Traffic Regulation Act 1984, intend to extend the central and eastern zig-zag markings (on which stopping by vehicles is prohibited at all times) on the north side of the "pelican" pedestrian crossing in Heath Street, adjacent to Oriel Place, by 4.6 metres northward.

4. Copies of the proposed Order, plans indicating the proposals, and other related documents may be obtained by contacting traffic.orders@camden.gov.uk or inspected either: online at camden.gov.uk/recently-advertised-proposals, or by prior appointment in person at 5 Pancras Square, London N1C 4AG - during normal office hours. Any person wishing to object or make representations in respect of the proposals should send comments in writing, quoting reference '**TMO2627-0015'** and giving reasons for any objection, to the e-mail address above or by post to 'FREEPOST LBC TRANSPORT STRATEGY', to be received by the end of 11 December 2026.

**Peter Mardell** – Head of Parking Operations

19 November 2026

## STATEMENT OF REASONS

### Fitzjohn's Avenue Area Safe and Healthy Streets (Heath Street) – Statement of Reasons

The Fitzjohn's Avenue Area Safe and Healthy Streets scheme on the section of Heath Street consists of proposals to improve bus journey times and reliability.

Transport for London (TfL) has identified Heath Street as a key location needing bus journey times and reliability improvements. In response to feedback and the full public consultation held during June and July 2025, the following changes in Heath Street are proposed:

(a) extend the central and eastern zig-zag markings (on which stopping by vehicles is prohibited at all times) on the north side of the pedestrian "pelican" crossing adjacent to adjacent to Oriel Place by 4.6 metres northwards;

(b) relocate the existing loading bay outside No. 28 Heath Street (The Horseshoe PH) northwards by 20.3 metres (so that it would be located outside Nos. 34 and 36 Heath Street) and extend the bay from 6.9 metres to 10 metres in length;

(c) introduce "at any time" waiting and loading restrictions between a point 0.5 metres north of the common boundary of Nos. 30 and 32 Heath Street and a point 0.7 metres north of the common boundary of Nos. 32 and 34 Heath Street; and

(d) remove 23.3 metres of paid-for parking from outside Nos. 30 to 36 Heath Street.

The proposals are intended to alleviate a significant traffic pinch point when large vehicles occupy the loading bay outside Tesco (west side) while vehicles are parked or stopped on the opposite side of the road. The remaining road width restricts traffic flow, often preventing vehicles including buses, from passing. The proposed measures 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.

The proposed changes have been developed in response to Council and Mayoral policies and consultation feedback.

As outlined in TfL's LB Camden Healthy Streets Data Pack Spring 2024, Health Street has 'very poor' bus speeds and variability.

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

**LONDON BOROUGH OF CAMDEN**

**TRAFFIC MANAGEMENT ORDER**

**202* No. *****

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The Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Amendment No. *) Order 202*

Made on ** **** 202*

Coming into force on ** **** 202*

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The Council of the London Borough of Camden, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6, 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984[1], and of all other powers thereunto enabling, hereby make the following Order:

## Citation and commencement

1. This Order may be cited as the Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Amendment No. *) Order 202* and shall come into force on ** **** 202*.

## Interpretation

2. (1) In this Order:

"Council" means the Council of the London Borough of Camden;

"map based schedule" means a map tile attached to this Order, to be read in conjunction with this Order and the Order of 2025, which depicts the parking places or loading places designated by this Order, and the waiting or loading or stopping restrictions imposed by this Order, and, in conjunction with the map schedule legend, identifies the type of each particular parking place or loading place or length of waiting or loading or stopping restrictions, and, if appropriate, certain of their governing provisions:

Provided that the Council does not accept responsibility for any inaccuracies contained in the Ordnance Survey data relied upon to create the map based schedule and where a parking place, loading place or waiting or loading or stopping restriction is depicted on the map based schedule, that parking place, loading place or waiting or loading or stopping restriction will continue to apply irrespective of any subsequent changes that have been made to the underlying Ordnance Survey data.

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[1] 1984 c.27

"map schedule legend" means the map schedule legend attached to the Order of 2025 which, when used in conjunction with a map tile, identifies the specific type of parking places or loading places designated by this Order, and the waiting or loading or stopping restrictions imposed by this Order, to which the provisions of this Order apply, and, where appropriate, certain of their governing provisions;

"map tile" means an individual map with a specific tile reference, being part of the map based schedule attached to this Order;

"the Order of 2025" means the Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) Consolidation Order 2025[2].

(2) Any reference in this Order to any other Order or enactment shall be construed as a reference to that Order or enactment as amended, applied, consolidated, re-enacted by, or as having effect by virtue of any subsequent Order or enactment.

(3) Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2025 shall have the same meaning as in that Order.

**Substitution of map tiles**

3. (1) Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this Order, the Order of 2025 shall have effect as though for the map tiles attached to that Order there were substituted the map tiles similarly referenced and attached to this Order.

(2) The substitution of any map tile referred to in paragraph (1) of this Article will have the effect of revoking or omitting any provision designated or imposed or applied by a previous version of that map tile and not incorporated into the latest version.

**Designation of parking places or loading places and application of the Order of 2025 thereto**

4. (1) Each area on a street identified in a map tile as a parking place or loading place and, where applicable, by way of the map schedule legend as an area marked out or signed for the use therein of specified classes of vehicles following the conditions specified in the Order of 2025 in relation to that type of parking place or loading place, as the case may be, is designated as a parking place or a loading place.

(2) Unless otherwise so identified, a parking place or loading place shall be bounded on one side of its length by the edge of the carriageway and be an area marked either by a traffic sign or by another method of indicating the extent of a parking place as specified in the Traffic Signs Regulations and General Directions 2016[3].

[2] LBC 2025/023
[3] SI 2016/362

(3) The provisions of the Order of 2025 shall apply to an area designated as a parking place or loading place by this Order as if in those provisions any reference to a parking place or loading place, as the case may be, included a reference to an area designated as a parking place or loading place by this Order.

**Waiting restrictions, loading restrictions and stopping restrictions and application of the Order of 2025 thereto**

5. Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this Order, the Order of 2025 shall have effect as though:-

(a) any waiting restriction or loading restriction identified in a map tile and, where applicable, by way of either a map tile label or the map schedule legend, or both, and marked out or signed as a waiting restriction or a loading restriction shall be construed as through it were a restricted street referred to in the Order of 2025; and

(b) any stopping restriction identified in a map tile and, where applicable, by way of either a map tile label or the map schedule legend, or both, and marked out or signed as a stopping restriction shall be construed as through it were a stopping restriction referred to in the Order of 2025.

**Placing of traffic signs, etc.**

6. The Council shall:

(a) place and maintain traffic signs or other appropriate markings on the surface of the street indicating the limits of each parking place or loading designated by, or each length of waiting or loading or stopping restrictions imposed by, this Order; and

(b) carry out such other work as is reasonably required for the purpose of the satisfactory operation of such parking place, loading place, or length of waiting or loading or stopping restrictions.

**Dated this ** **** 202***

**Peter Mardell**

**Head of Parking Operations**

## EXPLANATORY NOTE

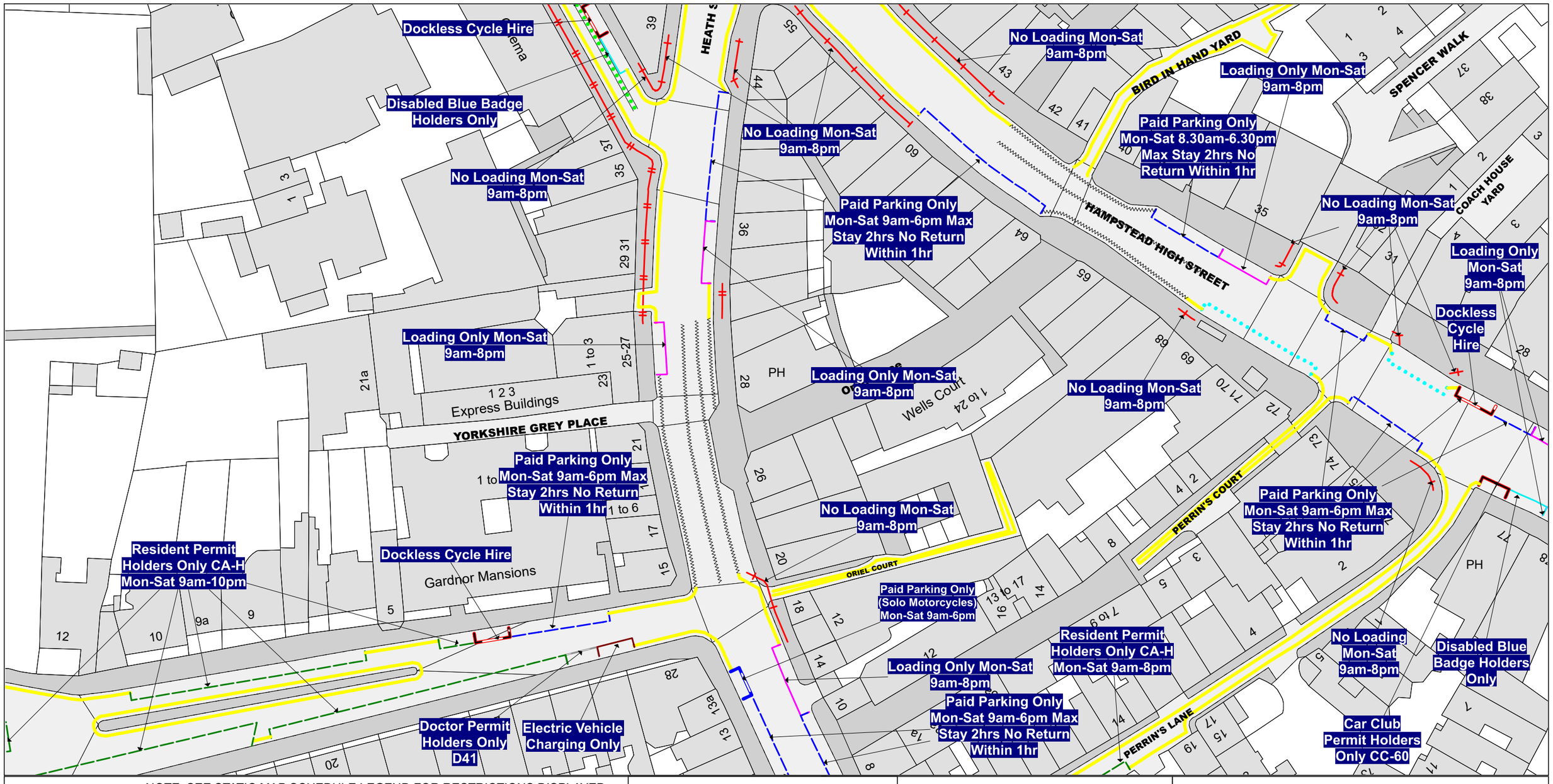
(This Note is not part of the Order)

This Order amends the Camden (Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) Consolidation Order 2025 to:

(a) relocate the existing loading bay outside No. 28 Heath Street (The Horseshoe PH) northwards by 20.3 metres (so that it would be located outside Nos. 34 and 36 Heath Street) and extend the bay from 6.9 metres to 10 metres in length;

(b) introduce "at any time" waiting and loading restrictions between a point 0.5 metres north of the common boundary of Nos. 30 and 32 Heath Street and a point 0.7 metres north of the common boundary of Nos. 32 and 34 Heath Street; and

(c) remove 23.3 metres of paid-for parking from outside Nos. 30 to 36 Heath Street.




NOTE: SEE STATIC MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

**SCALE -** 1 : 625 at A3 size

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LB Camden
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Camden

Key to Restriction Types Displayed

No stopping except local buses
Car Club Permit Holders Only CC-60
Disabled Blue Badge Holders Only
Dockless Cycle Hire
Doctor Permit Holders Only D41
Electric Vehicle Charging Only
Loading Only Mon-Sat 9am-8pm
No Loading Mon-Sat 9am-8pm
No Loading At Any Time
No Stopping on School Entrance Markings Mon-Fri 8.30am-9.30am and 3pm-4pm
Paid Parking Only
Paid Parking Only (Solo Motorcycles) Mon-Sat 9am-6pm
Pedestrian Crossing
Resident Permit Holders Parking Place
No Waiting At Any Time

Labels:
Confirmed Item

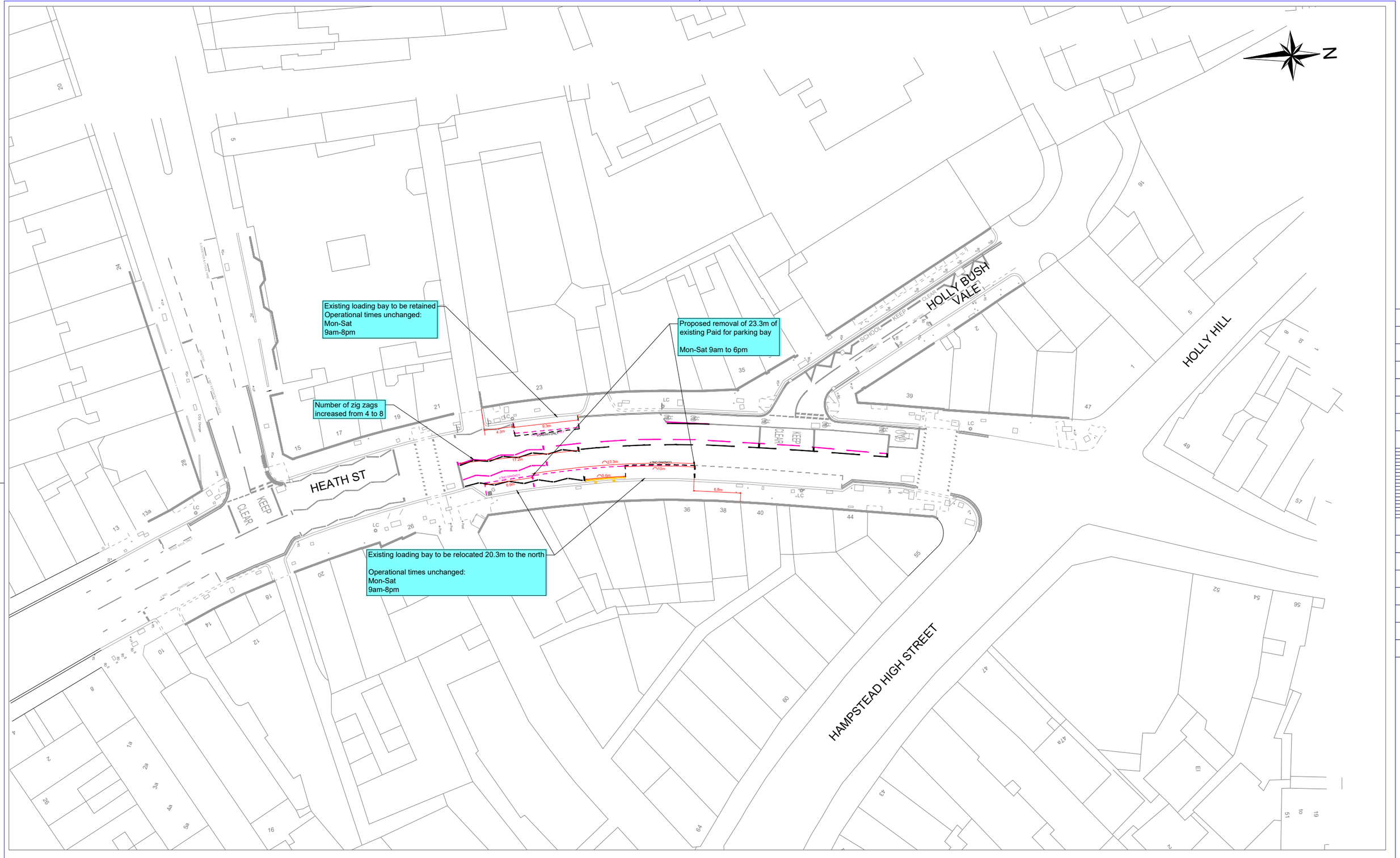
AT30
AU29 AU31
AV30

Status: PROPOSE

Map Tile Reference: Tile Ref: AU30

Sheet Revision Number:

Sheet Active From: 06/10/2026





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Project
Fitzjohn's Avenue Area Safe and Healthy Streets Bus Priority Measures

Drawing Title
Traffic Management Order

KEY

- Ex. marking
- Prop. white marking
- Prop. double yellow line with double kerb marking (no waiting & loading at any time)
- Marking to be removed

| Rev | By | Date | Amendments |
|---|---|---|---|
| A | RW | 08/07/2026 | Loading bay length outside 23 Heath St is now 9.3m. Double yellow line is now 5.6m. Setting out distance from number 38 Heath St is now 6.8m |

Scale: 1:500 @ A3
Date: 07 07 2026
Drawn By: RW
File Ref:
Checked By: HD
Dwg Name:
Drawing Location:
Drawing Number: TS/2026/FITZ/BUSPRIORTY/TMO
Rev.: A