



## Highgate Society Transport Strategy

(A contribution to Camden's 2022 Transport Strategy review)

### Principles

1. Highgate is a cross-borough community with the boundary between Camden and Haringey running along Highgate High Street and Hampstead Lane, and between Camden and Islington along Dartmouth Park Hill. All traffic strategies and policies need to take this fact into account, in particular by the transport policies for Highgate of each Borough being made in consultation with the other Boroughs.
2. Highgate is hilly and has many narrow streets. This often results in competition for road space and makes Highgate comparatively unattractive for casual cyclists.
3. In general we agree with the priorities of road users set out in the existing Camden Transport Strategy, save that public transport is a higher priority than cycling, being used by so many more people: first pedestrians, then public transport, then cyclists, then goods (including tradespeople), then cars, then motorcyclists. However, the specifics and relative priorities for different roads and areas will vary.
4. All strategies should take disability into account, including the effects of age on the ability to use each means of transport.
5. The Transport Strategy should have links to separate walking, cycling, goods and car and motorcycle strategies.<sup>1</sup> If these separate strategies are not coordinated the effect can be congestion, and as the minimisation of congestion is a benefit to all it should be a principle of the Strategy.
6. We agree that a principal priority is healthy streets, and note that the GLA Healthy Streets strategy and the London Mayor's Air Quality Strategy do not refer to the principal source of unhealthy air for travellers in London, the London Underground.<sup>2</sup>
7. While not disagreeing with the Mayor's Transport Strategy for London, we recognise that it is too high level to be readily applicable to decisions for Highgate.<sup>3</sup>

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<sup>1</sup> Only the first three of these exist at present.

<sup>2</sup> 'PM<sub>2.5</sub> on the London Underground' Smith and others *Environment International* 134 (2020) 105188

<sup>3</sup> The Mayor's 6 goals are: Support economic development and population growth; Enhance the quality of life for all Londoners; Improve the safety and security of all Londoners; Improve transport opportunities for all Londoners; Reduce transport's contribution to climate change and improve its resilience; Support the legacy of the London 2012 Olympic and Paralympic Games. <https://www.london.gov.uk/sites/default/files/mayors-transport-strategy-2018.pdf>

8. Every transport initiative must have clearly stated and measurable objectives.
9. Every transport initiative which involves expenditure should include a cost/benefit analysis including considering externalities, such as impact on congestion, air pollution, travelling times, etc. The analysis should include those costs and benefits which are estimated will accrue according to the numbers and each type of user and other residents as a result of a proposed travel or road initiative.
10. Integral to the success of the Strategy will be the involvement of Transport for London and the Mayor's office. Involvement with central Government will also be necessary.

## Strategy

- A. Highgate village and Swains Lane should be recognised as shopping centres requiring integrated transport planning.<sup>4</sup>
- B. As shown in the GLA London-wide survey of possible Low Traffic Neighbourhoods (LTNs), Highgate is not suited to LTNs.<sup>5</sup>
- C. Air quality monitoring and improvement, in which Camden is a leader, is supported. Since the boundary between Camden and Haringey runs down the middle of Highgate High Street, and pollution from one side will equally affect the other side, this is an area where cross-borough coordination is essential. We also support monitoring and improvement of air quality on the Underground; as the levels of particulate pollution on the Northern Line are many times (typically 18 times<sup>6</sup>) the levels of pollution at street level and whole journey information is needed by travellers.
- D. The monitoring of small particulate air pollution should be made part of the Strategy.<sup>7</sup>
- E. The continued conversion of council and contractor vehicles to electric, phasing out of diesel buses and roll-out of electric vehicle charging points is endorsed.
- F. The schools safety programme should be extended to all schools including non-local authority schools.
- G. There should be maintenance, review and where appropriate updating of aspects of the public realm such as road and pavement surfaces, traffic and parking restrictions, signage and street lighting.
- H. Enforcement of speed limits and traffic rules must not be neglected.

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<sup>4</sup> Highgate is not recognised as a shopping centre in either Camden's 2019 or Haringey's 2018 Transport Strategy

<sup>5</sup> <https://content.tfl.gov.uk/lsp-app-six-a-supplementary-guidance-ltns-v1.pdf> at Fig 1. Highgate 'neighbourhoods' are too large.

<sup>6</sup> 'Spatial variability of fine particulate matter pollution (PM<sub>2.5</sub>) on the London Underground network' Saunders and others *Urban Climate Volume 30*, December 2019, 100535

<sup>7</sup> PM<sub>2.5</sub> particulates were omitted from Camden's existing Transport Strategy, but have seriously harmful health effects.

- I. A plan for car-free days in Highgate Village should be made the subject of consultation.
- J. The Highgate Society and the Highgate Neighbourhood Forum should be consulted on all proposed transport developments in Highgate.

#### Plans

This Strategy does not address the specific plans which are expected to be included in Camden's new Transport Strategy. The Highgate Society will respond to such plans when they are available in draft, and expects to see the Strategy in draft for that purpose.

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