

Local councillor walkabout and meeting 1.15pm, 26 February 2026

Purpose: Highgate High Street and Highgate Hill are on the boundary between two boroughs. We believe both roads have fallen significantly behind current standards and this is because there is no framework for cooperation and agreed responsibility. There seems to be only the occasional *ad hoc* agreement on a maintenance issue.

Points you may wish to consider as we walk down the High Street

We can add or delete from these as we walk the route.

This is not a definitive list of requests but is for discussion. It should be considered as illustrative of the many areas of potential improvement, some of which are quite easy to achieve. It has huge unfulfilled potential.

Start at Hampstead Lane junction

- Hampstead Lane – the road and pavement are Haringey, but the buildings are Camden. These premises have often been difficult to let. Parking for deliveries would need sorting and borough cooperation.
- Poor pavement quality here. Compare York stone on the opposite side. Passing the Gatehouse into the High Street, note the poor quality pavement repairs.
- As we walk down consider the traffic dominance and noise. It is impossible to cross anywhere between the school crossing at North Road and the Gails crossing.
- Note the absence of any traffic island leaving the top roundabout. At peak times in the morning, there are two informal traffic lanes entering the short stretch leading to the middle roundabout.
- Worn out zebra crossing markings at the junction with West Hill.
- Damage to street furniture regularly occurs at this corner as vehicles fail to make the turn into West Hill.

As we continue, please notice there are few shops where shoppers might “browse. There are few places to stop and rest – compare with the Swains Lane shops as an example.

- Continuing down the High Street, there is a continuous stream of traffic. This is not a welcoming environment.
- The pavement is in places quite narrow and uneven. Comparatively a lot of space is given over to the road.

Passing the zebra crossing opposite Gails

- The crossing by Gails is very heavily used.
- Staying on the Camden side, but looking across, observe the bus stop which has no bus cage markings. When parking controls are not in operation buses cannot approach close enough to the pavement. The double height pavement makes it impossible for wheelchairs to use this bus stop. (As we’ll see the next bus stop is also not usable by wheelchair users.) This does not encourage the use of public transport.
- On the Haringey side the paving is poor quality and not appropriate for a conservation area.

- At the bus stop near The Prince of Wales there is limited waiting space. At school times, it can be hard to pass.
- The former Mary's Living and Giving shop next to the old bus stand is empty but we are hopeful it will be let soon.
- The former 271 space is still an eyesore in the middle of the area. There is a Saturday farmers market but we understand there is no funding available. The space has potential as a public space with some seating.

The zebra crossing towards The Angel

- The crossing is in two parts with an island. The section of road near to The Angel is very wide and was needed like this for buses turning into the 271 space. This could now be significantly narrowed possibly without a traffic island, creating additional community space outside The Angel. Note the centrality of this area in the High Street, and the absence of much other seating, either public or provided by cafes / restaurants. Crossing from outside the Angel, the zebra is hard to use because of the need to look almost over one's right shoulder.
- The pavements continue to be quite narrow as we descend the High Street.
- The street has massive potential for improvement due to its unexploited open space and the attractive historic buildings. It could attract many more tourists, boosting the local economy.

Crossing Bisham Gardens

- Soon after crossing Bisham Gardens there is an old bus build out in poor quality concrete block paving.
- Continuing further there is a pelican crossing near Channing Junior School. On the Camden side the pavement is good quality but on the Haringey side it is too narrow especially on the downhill stretch to Cholmeley Park. The crossing itself is unnecessarily wide, with poor car visibility.
- Lussmans restaurant is now vacant, and deliveries will be a challenge for businesses looking to move here. There is no rear access and these are large premises.
- The vehicle exit from Cholmeley Park could be extended forward to improve visibility and create more pedestrian space.

Highgate Hill

- This road is enormously wide and there is no traffic calming. Speeding is a regular complaint.
- Note that there is no build out for buses near The Bank and wheelchair users are unable to board or alight. This has been a subject of letters to the H&H and CNJ and is also highlighted on the Highgate Society website
- The width of road is not needed and could be used for many better purposes: a wider pavement below The Bank? Rain garden? Bus lane? etc
- Another crossing near the bus stop would be useful. People taking their life in their hands to get across the road to get a bus or to get to the Park. It would help slow down traffic too.

Return to Highgate Society Hall and discussion