



HIGHGATE SOCIETY

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London N6 6BS

20 October 2026

Tulip Siddiq MP – by e mail

Copied by e mail to:

Will Norman, Transport for London (TfL)

Cllr Mark Blake, Leader of the Council, London Borough of Haringey (Haringey Council)

Alicia Pivaro, Chair, Highgate Neighbourhood Forum

Dear Tulip,

Road safety in Highgate, particularly in relation to schools

Thank you for organising the stakeholders meeting on this important matter on 9 October and for your office's summary of that meeting. This letter is responding to the updates given at that meeting.

Summary

- We fully support the work proposed on North Road, including at the zebra crossing where the tragic fatality took place. It must go ahead urgently, and nothing in this letter is intended to detract from it.
- However, pupils face significant risk at many other roads, junctions and crossings in Highgate. Nearly 5,000 pupils attend schools in the central Highgate area, and many of them cross busy roads every day, including when moving between school sites.
- We ask that the safety review proposed by Haringey Council is broadened and deepened so that, as well as North Road/North Hill, it covers Highgate High Street,

Highgate Hill and the sections we identify of Hampstead Lane and Hornsey Lane. Together, these roads include the main collision hotspots in the area.

- Highgate High Street and Highgate Hill lie on the boundary between Camden and Haringey. We ask TfL to help the two boroughs work together so that these roads are included in the review.
- We ask for clarity on how the signage, speed survey and safety review work will be co-ordinated.
- We ask for TfL's support in reducing the overall volume of traffic through the area.

We write to reinforce our support for the actions being taken following the tragic death of a Highgate School pupil on North Road, Highgate, on 24 September. Those actions, in particular the work on North Road and at the zebra crossing where the fatality took place, must go ahead urgently. However, we believe that the actions listed in the summary your office provided of the 9 October meeting should also look more widely and deeply at the safety of roads, junctions and crossings, covering all relevant roads in the central Highgate area, because pupils face significant risk at many other locations. Road safety is a concern for everyone, but in view of the recent fatality we focus on the particular risks for school pupils.

We support the Mayor's Healthy Streets objective; healthy streets are, above all, safe streets. We also support the Mayor's Vision Zero objectives, and we support increased walking, safe cycling and better public transport.

The summary of the meeting on 9 October

Your summary of the stakeholder meeting held on 9 October, attended by representatives of Haringey Council and TfL and others, sets out the following commitments:

- **Haringey Council:** a review of signage, including an illuminated school sign and more school signs (by mid to end October); a review of whether the zebra crossings can be moved further from the roundabout, subject to a safety audit (November); a speed and volume survey, extended to the end of half term (November); and a safety assessment for school crossing guards (2 to 3 weeks).
- Haringey Council will also commission a large-scale safety review of North Road/North Hill, from Bakers Lane to Highgate High Street, to assess medium- to long-term options such as traffic lights and traffic calming. This will include looking at widening the pavement opposite St Michael's so that the crossing distance is shorter.
- **TfL:** mobile speed enforcement with the Metropolitan Police over two weeks from the week commencing 12 October; options to re-route the 214 bus so that it does not turn at the mini-roundabout by Castle Yard; support for the council's safety review and its implementation; and a review of the frequency of the 603 bus.

- **Tulip Siddiq MP and Cllr Mark Blake:** an in-person meeting with parents and residents in the coming weeks.

Our comments below respond to these proposals, and in particular to the scope of the proposed safety review.

Broadening and deepening the review

We believe that the review of road safety needs to cover at least the following roads:

- North Road/North Hill;
- Hampstead Lane as far as Bishopswood Road;
- Highgate High Street;
- Highgate Hill, including the junction with Cholmeley Park; and
- Hornsey Lane as far as the Archway Road bridge.

The review should identify where roads, junctions and crossings fall below best practice, and where there are opportunities to improve the layout of roads, pavements, parking and crossings. We believe that broadening and deepening the review in this way would be an effective response to the location of the schools described below. We are aware of, and have supported, safety improvements at other local sites, but recognise that safety directly related to Highgate's schools needs to be the priority for the present work.

Highgate as a school zone

The central Highgate area is small but has a high concentration of schools and pupils. In effect, it is a school zone.

- There are nearly 5,000 pupils at schools in the central Highgate area.
- The two largest schools, Highgate School and Channing School, operate across six sites in total, and pupils walk between these sites during the day. Pupils may also visit sports facilities and playing fields, and many go to local shops at lunchtime. All roads and crossings in the central Highgate area are used by pupils and are relevant to the review.
- Both are private schools that have no catchment area and attract pupils from a wide area. As a result, more of their pupils travel to school by car or coach, which unfortunately adds to vehicle traffic.

	Sites	Pupils
Central Highgate area		
Highgate School	4	1,940
Channing School	2	1,015
St Michael's	1	441
Harington	1	54
N Family (nursery)	1	74
Highgate Primary	1	472
St Aloysius' College	1	397
St Joseph's	1	523
Total	12	4,916

Data shows latest data available and is sourced from a Google Gemini AI search.

Road safety at Highgate School and Channing School has been a concern for many years, and was already under discussion between the schools and Haringey Council before this fatal accident. Both schools are on very busy roads. Channing School straddles Highgate Hill, which carries some 12,500 vehicles a day. Highgate School straddles North Road, which is used and crossed by hundreds of schoolchildren daily and is even busier, with 18,000 vehicles a day. With so many pupils of all ages crossing such busy roads, road safety at these sites is unusually important, as well as challenging.

Highgate's roads

Highgate is an old settlement that grew up at a crossroads of several routes, and its road layout developed before motorised transport. Many of the roads are medieval in origin. Roads and pavements vary in width, often narrowing but occasionally widening for no apparent reason.

Traffic flows are very high for the roads that carry them. North Road carries 18,000 vehicles a day, and North Hill near Highgate Primary School about 15,000 to 16,000. Both are only slightly below Archway Road, which carries 20,000 a day. Highgate High Street and Highgate Hill carry about 12,500 vehicles a day. This information on traffic flows is sourced from the Highgate Society's Telraam traffic monitors (on these, see the table on page 9 below).

There is little traffic calming, and none at all on Hampstead Lane, Highgate High Street, Highgate Hill, The Grove or the section of West Hill in the central Highgate area. Speeding is common on several roads that are particularly unsuited to higher speeds.

In many places, and especially near schools, there is a significant amount of illegal and often dangerous parking at pick-up times. The same happens at drop-off, although by its nature vehicles stop for less time.

There are also very few traffic lights to regulate the flow of traffic. By contrast, on nearby Archway Road, the junctions with Muswell Hill Road/Southwood Lane and with Jacksons

Lane/Shepherds Hill are both controlled by traffic lights, with pedestrian phases that limit traffic flow.

There are only four signal-controlled crossings in total: on Highgate High Street, Highgate Hill, North Road and North Hill. Apart from these pedestrian crossings, there are no traffic lights between the Church Road/View Road junction on North Hill and:

- Gordon House Road (towards Kentish Town), or
- Hornsey Lane / Dartmouth Park Hill (towards Archway), or
- Bishops Avenue/Hampstead Lane (towards Hampstead).

Therefore, through the central Highgate area, traffic is unregulated, and the High Street cannot be crossed by pedestrians between the series of three roundabouts at its north end. Vehicles dominate.

As a result, substantial traffic flows are not regulated by traffic lights. TfL is responsible for all traffic lights in London, including their timings. We do not judge what the review should recommend, but we ask that TfL considers whether better use of traffic lights could help to control flows through the central Highgate area and nearby, given its concentration of schools and pupils.

Reducing traffic volumes and speeds on the main roads in and around the central Highgate area would address many of these issues; these are the two most effective ways to reduce road safety risk. However, because this is a district-wide issue, tackling it requires the involvement of TfL and of both Haringey and Camden councils.

High numbers of collisions resulting in injuries

Within this broad school zone there are a large number of collisions resulting in injury, and there is public and parental awareness that the roads are dangerous, which goes beyond the need to take sensible precautions. Cycling is generally seen as too dangerous, and some parents are concerned that walking, which involves crossing roads, is dangerous too. The result is often more car journeys on the school run.

The available data covers everyone, not only school pupils. The maps below show all road injuries in the Highgate area over the 10 years to 2025. For a mainly residential area with a small shopping centre and a high concentration of schools, the number and severity of these accidents is simply appalling.

Over that 10-year period, the mini-roundabout and crossings near St Michael's, where the recent tragic fatality occurred, would not have stood out. They were by no means the worst hotspot for accidents, and this fatality could we believe have occurred at any one of several crossings and junctions in the area.

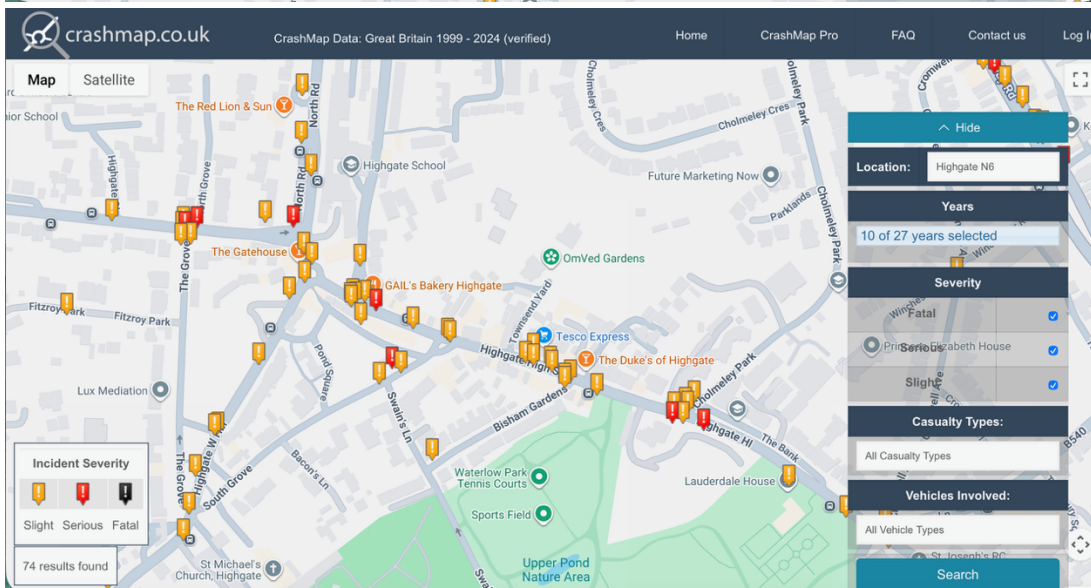
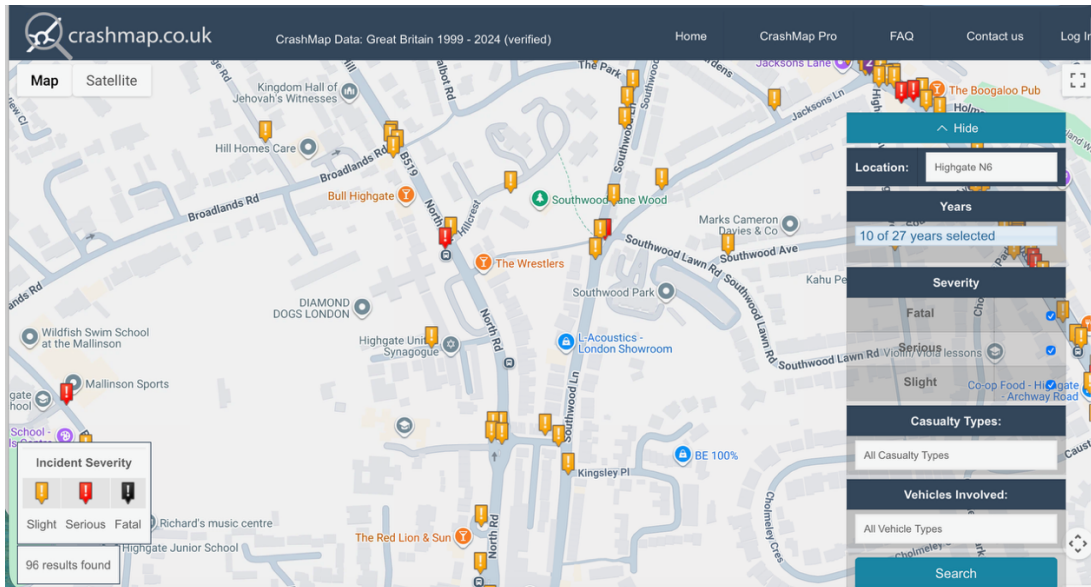
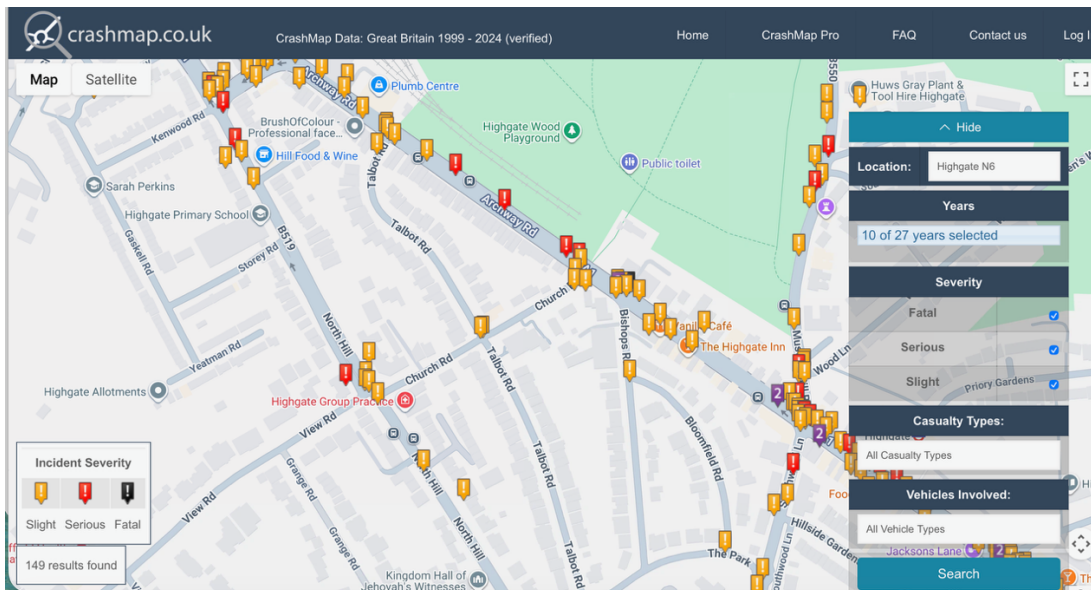
Our review of the collision map shows the following hotspots.

Road injuries by “hotspot” location

Location	Serious injuries	Minor injuries
North Hill from Bakers Lane up to and including Highgate Primary School	3	8
North Hill around the junction with View Road and Church Road	1	5
North Hill crossing near Broadlands Road		4
North Hill near junction with Hillcrest	1	1
North Hill crossing near St Michael's		4
North Road south of St Michael's as far as the High Street	1	3
Southwood Lane junction with Jacksons Lane	1	2
Hampstead Lane junction with The Grove	2	4
In vicinity of the Gatehouse		4
Crossing and roundabout near Gail's Bakery	1	5
High Street between Bisham Gardens and Townsend Yard		8
Highgate Hill crossing and junction near Cholmeley Park	2	5

Source: Crashmap.co.uk, using Department for Transport (DfT) road collision data for the 10 years to 2025. Isolated injuries are not listed; the table shows hotspots only.

Prior to the recent tragedy, fatalities have been mercifully rare, but in 10 years there were 12 serious injuries on these roads, junctions and crossings. These are the routes that school pupils use to travel to and from school and to move between sites during the day. Because the road network is intricate and roads have to be crossed so often, pupils may need to cross several roads on even a short walk to school.



Maps provided by Crashmap.co.uk, using source data from the Department for Transport (DfT), on a Google Maps base map.

Scope of Review

As noted above, road safety at Highgate School and Channing School has been under discussion with Haringey Council for years. Highgate School holds regular termly meetings on road safety, and the most recent was attended by Haringey Council. Channing School has, at its own cost, engaged a professional consultant to draw up a scheme for safety improvements for the junction of Cholmeley Park and Highgate Hill, but was unable to persuade Haringey Council to include the scheme in any programme of work.

We fully support the proposed work on North Road, which must go ahead urgently. However, we are in no doubt that the safety of all these stretches of road must be addressed. It would be unforgivable if the focus on North Road following this accident led to the identified safety risks elsewhere, particularly outside Channing School and other schools being ignored, and a similar accident happening there.

Road improvements on Highgate Hill have been neglected, perhaps partly because it is here a boundary road between the London Boroughs of Haringey and Camden, with Hornsey Lane forming the boundary with Islington. Proposals going back years include: road realignment of the junction of Cholmeley Park with Highgate Hill to improve visibility and crossing of Cholmeley Park for school pupils; pavement buildouts to create a shorter crossing of Highgate Hill for pedestrians outside the entrance to Channing Junior School; and a wider pavement on the north side of this crossing. These improvements need to be made before there is another serious accident.

It follows that the *current* work urgently needs to be extended into a review of safety across the central Highgate and nearby areas which, with their concentration of schools, are in effect a school zone.

The current review proposals

At the meeting on 9 October, Haringey Council made three separate commitments:

- A plan of all new signage proposed for North Road and surrounding areas to be published to interested groups by mid to end October
- An independent safety review of North Hill/North Road will be commissioned, with results by the end of October (Leader's letter of 9 October)
- Speed surveys will be undertaken, with the results available by November.

These actions each have a bearing on one another, and we ask for clarity about how they are to be co-ordinated. It would seem premature to carry out a safety review before speed data is available, or to decide on signage before the safety review.

To be clear, we understand the need for each of these actions and support them, as we support the other actions proposed. Our query is about co-ordination.

We also draw your attention to the traffic volume and speed data for these and other local streets that is publicly available on the Telraam website, sourced from devices funded by the Highgate Society. A table showing the location of these devices is below.

North Hill, near Highgate Primary School	New location from 6 th October
North Road, between petrol station and St St Michaels	In place for over three months from January 2026
Highgate High Street	In place from late 2025
Archway Road	In place from late 2025
Swains Lane	In place from mid 2026
Chetwynd Road	In place from early 2026

See www.telraam.net and <https://highgatesociety.com/traffic-in-highgate-2/>

As these records go back some time (depending on each location), they show traffic speeds and volumes in school holidays as well as in term time.

We support improved signage to draw the attention of drivers more clearly to the safety requirements related to speed, parking/stopping and the presence of school pupils.

We support enforcement both by camera and by personnel, including, but not limited to, school crossing patrols. In our view, electronic measures alone are not sufficient.

In this context, other proposals, such as increasing the frequency of the 603 bus service, also deserve consideration.

Governance and administrative framework

The Mayor of London sets London's transport strategy, known as the Mayor's Transport Strategy (MTS). On local borough roads, the strategy is implemented by the boroughs, which remain the highway authority for those roads. Each borough prepares a Local Implementation Plan in line with the MTS, and TfL funds much of the work on the boroughs' local roads. Unfortunately, this framework breaks down where the boundary between two boroughs runs along the middle of a road: any change must be made to the whole road, so both boroughs need to discuss and agree it, including how the cost is shared.

Highgate is one neighbourhood, which sits across the Camden and Haringey border, with a part also falling into Islington. There is one Neighbourhood Plan and one Neighbourhood Forum approved by both Camden and Haringey Councils.

Yet Highgate High Street and Highgate Hill are in exactly this position: the borough boundary runs along them, with the northbound lane in Camden and the southbound lane in Haringey. The two boroughs have made practical arrangements to co-operate on maintenance, but, crucially, not on improvements, and in particular not on safety and crossing improvements.

Freedom of Information requests we have made show that, as at the date of the requests in early 2026, the two boroughs had not spoken to each other about road safety issues for over three years, possibly longer. As a result, the roads and pavements have not changed in 30 years and are visibly outdated in their approach to road and traffic management. They are unsuited to walking and cycling, and are simply chaotic.

This is disastrous for Highgate because Highgate High Street and Highgate Hill are two of the busiest roads in the area, and we cannot afford for them and the sections identified of Hampstead Lane and Hornsey Lane to be left out of a safety review.

Conclusion

We ask that the safety review is extended to cover the roads listed above, which include all the collision hotspots. We also ask that TfL helps to bring Camden and Haringey councils together to discuss travel and transport issues for the Highgate neighbourhood, so that the review includes the roads on the borough boundary, and the cross border implications of changes in one borough for traffic in the other.

We also most importantly ask for TfL's support in reducing the volume of traffic flowing through the central Highgate school zone area and nearby area

We look forward to a considered reply to the points about scope and co-ordination above. The matter is clearly urgent.

Yours sincerely,

Andrew Sulston

Chair, Highgate Society