

Highgate Neighbourhood Forum

Minutes of Committee Meeting

8 October 2025 at Highgate School

1. **Present:** Alicia Pivaro (AP Chair), Maggy Meade-King (MMK Deputy Chair), Don Grubin (DG), Peter Jacobs (PJ), Louise Shelley (LS), Katherine Ives, (KI) Councillor Cameron Aref-Adib (CAA), Councillor Anna Wright(AW), Francis Wilkinson (FW Minutes).
2. **Apologies:** Gaelle Chopre, Louise Lewis, Dan Stranescu, Jennifer Kung, Siri Zanelli, Maria Kramer, Cllr Scott Emery
3. **Minutes:** the minutes had been circulated and no issue had been raised. Minutes approved – MMK to send to website
4. **Matters arising:** It remained the case that no Secretary or Treasurer had been appointed for HNF Committee.
5. **Chair's report:**
 - a. The Chair was pushing for an initial meeting with officers about what next since the Dartmouth Park Healthy Neighbourhood ('DPHN') proposals had been withdrawn – see 5h below.
 - b. A letter of support for the revised Highgate Cemetery plans had been sent.
 - c. Highgate School had established Environment and Transport Groups jointly with community representatives, which had had their initial meetings, and Louise Shelley confirmed that the minutes of those meetings could be provided to this Committee.

6. Reports from Councillors:

Councillor Cameron Aref-Adib:

- a. Camden was instituting a one-off grant of £500 for pregnant women in receipt of universal credit or council tax support, estimating that 800 women will qualify in the next year.
- b. Additional community patrols had been requested to reduce shoplifting in Swain's Lane.
- c. It was believed that the longstanding heating and hot water problems in the Holly Lodge flats had been resolved with the installation of a new boiler.

Councillor Anna Wright:

- d. There was a petition to renew the designation of the Star Public House as an Asset of Community Value.



- e. Camden's Green Corridor had been included in the Local Plan.
- f. Holes had been made in new fences on the Holly Lodge Estate to permit hedgehog access.
- g. Publicity was wanted for Camden's current 'Who Cares about Care?' consultation exercise, funded by Google (using AI) and working with Demos. MMK reported that it had already been included in the HNF newsletter.
- h. HNF will be invited to host and manage a consultation exercise on the revival of DPHN. DG asked whether this would be as a broker or as an advocate, and FW said he would not be able to support HNF's involvement unless it was neutral. The Chair confirmed that the process had yet to be agreed with Camden officers and Cllr AW said that Camden will not want to return to a large scheme. FW commented on the need to involve Haringey if there would be an effect on boundary roads.

Cllr Scott Emery sent a written report in his absence:

In terms of Highgate issues:

- Northwood road plans. Last week, a meeting took place between a small number of residents and Cllr Hakata about changing the layout at the bridge underpass on Northwood road. Highgate councillors have a briefing booked in the next week but, at the moment, it looks as though the council is considering closing the pass to cars. We will push for release of traffic data and a full consultation.
- [505-511 Archway road development](#) (Petrol station). You can see our comments on the portal but its set to come to committee soon and myself and residents will be against. Main issue for me is that there's no safe route to walk onto location.
- With the highways request going in we are making another push to try and get them to sort out Southwood lane. The junction with Jackson's is horrendous.
- On a positive note, The Veolia Orchard is where Veolia provide organisations with fruit trees or strawberry plants (if lack of space). The trees are 1.2 - 1.5 meters in size and will need planting by the group/organisation. Let me know if you know any group that wants one!

7. Updates from Committee members:

- a. There had been a Breakfast meeting on 17 September at Holly Lodge attended by 25 people (KI)
- b. ARAG had held two meetings since that last HNF Committee meeting. Several issues arose:
 - i. whether there was to be a Wembury Mews garden (no-one was able to assist).
 - ii. whether there should be an eco-site under the large Archway Road advertising hoarding. Such a site was supported in principle, although the owners of the land were not certain.
 - iii. There was concern about shops being converted to dwellings on Archway Road.

- iv. The possible closure to traffic of the underpass of the Northwood Road bridge had generated strong feelings (see Cllr Emery's report above).
- v. Payments to Veolia for rubbish collection were a concern for businesses, and ARAG would discuss that further with them. (DG)

c. CIL:

- i. The Donington Triangle had been allocated £30,000 of CIL money for tidying it up, and the remaining £12,000 of CIL money had been allocated.
- ii. Although not CIL money, out of £20,000 made available by Camden for community initiatives, £5,000 had been allocated to walking groups.
- iii. While no CIL money was available for the 271 bus space, applications for trading permits there would be welcomed by Camden. Camden would like to see a bigger scheme for the whole junction. (AW)

d. HS Sustainable Living Group had instituted a new series of lectures. Jeska Harrington Gould (Growing Green) had done mapping work extending similar work done by HNF. HNF and HS had met on 7.10.25 to co-ordinate their approaches. (MMK)

e. Holly Lodge tree mapping had been completed. There was concern about the fire risks of unauthorised bonfires on the Estate. (PJ)

8. Highgate Hogwatch: the ZSL survey had been completed: 13 cameras were installed in gardens between the Heath and Highgate Woods (inc 5 on Highgate Allotments) + two more in Highgate School Grounds and the results are awaited (MMK)

9. Traffic and Transport:

- a. AP had tabled a paper listing the variety of current traffic-related initiatives and suggesting a meeting to co-ordinate (*Appendix A below*). AP will progress.
- b. A paper had been circulated by FW on Telraam (*Appendix B below*) a traffic-counting device which the Highgate Society is about to introduce on a trial basis. Its purpose is to provide baseline information for any future traffic scheme. The results of the trial will be reported.

10. Response to Haringey Draft Local Plan: The Plan was due to be published on 10 October when the Public Consultation will begin. AP and MMK to meet Haringey Planning Policy team to discuss and formulate a response (in collaboration with HS)

11. Date of next meeting: 21 January 2026 at 6.30pm at Channing School.

FW
9.10.25

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Appendix A: Discussion on Traffic and Transport in Highgate (paper by AP tabled + Telraam paper by FW)

Key thinking around these issues from GLA

<https://content.tfl.gov.uk/healthy-streets-for-london.pdf>

and many others;

<https://www.tcpa.org.uk/areas-of-work/healthy-place-making/>

<https://www.cprelondon.org.uk/we-care-about/green-streets/>

<https://www.healthystreets.com/>

Alongside new local plans for our two boroughs and local initiatives;

<https://www.livingstreets.org.uk/get-involved/local-groups/haringey-local-group/>

- School Streets, Play Streets

There seems to be a flurry of meetings, emails, and activities about traffic in wider Highgate. We have;

- Archway Road activity with newly invigorated ARAG working with Haringey
- Post DPHN activity - early stages of wider strategy to include meetings with Camden officers, alongside targeted projects eg. Highgate West Hill working with Camden
- Pro green and active travel locals building a campaign to support positive change
- Highgate School convening Traffic Group with community reps to address wider ambitions/issues beyond impact of H School developments
- Work from other Neighbourhood Forums eg. Hampstead (would be great to liaise with all NFs locally on this at some point)
- Ongoing concerns around key danger points including the roundabouts on North Hill
- Popular proposals including the circular villages bus route

Proposal

Would it be useful to try and map/capture this activity in a session between us all? (and then also have a community day on the issue)

HNF would be happy to organise with HS on this. Might need someone to document and write up outcomes?

Appendix B: Telraam

Telraam is a system for measuring traffic flows. See <https://telraam.net/#9/50.7167-1.8833> It involves a device being placed to overlook a road, often attached inside a window. It counts passing traffic and can distinguish between buses, heavy goods vehicles, cars, two-wheeled vehicles and pedestrians. The data is transmitted to a computer where it can be accessed to provide graphical data showing traffic flows through the day. The data includes statistical information on traffic speeds and so can be used to show data on speeds at specific places on a road, and thus provide evidence of excessive speeds, and by combining traffic volume and speed data it also measures congestion. If a road is to be closed, made one-way, narrowed, etc then it is necessary to estimate what effect that will have on the traffic that uses it, including on the surrounding roads to which the traffic is likely to be diverted. Traffic flow information is essential baseline data for such traffic schemes. If residents and businesses are either proposing a traffic scheme or objecting to one, then traffic flow information is extremely important information when making the case. We are aware of schemes which have been introduced without proper baseline data and this was a criticism made by our transport consultants of Camden's Dartmouth Park Healthy Neighbourhood scheme.

A Telraam device costs £165 (including VAT). This is a one-off cost and the device is then owned by the purchaser. We have not found any affordable alternative device or other method of measuring traffic flows.

There is then an ongoing charge (a running cost) in order to have access to the data from the devices, of £25.80 per month per device (incl VAT). There is no commitment to continue to use a device or pay the annual running costs. The annual running cost of a device is thus £310.

The devices are essentially very low resolution cameras which are connected by the mobile phone network to a central hub. The data / privacy aspect is handled by the very low resolution. Vehicles and people are distinguished by the size of the "blobs" that pass through the field of view. The identity of individual people is therefore not captured by the cameras.

Devices are only worth using at sites which have an unobstructed view of a road, without trees or parked vehicles in the way. First floor windows can be good locations. They can be placed, with the agreement of the relevant householders or businesses, in suitable premises to monitor traffic flow and speeds.

The purpose of the Highgate Society's trial is to:

- Assess whether the data appears to be both reliable and useful;
- Form the basis for publicity to members, other organisations, residents and businesses to encourage them to provide financial support for the scheme;
- Publicise the scheme to local councils, ward councillors, and their transport officers, to demonstrate our seriousness of intent.
- Use the data to inform positions on future traffic schemes.

