

Robbie McNaugher and John McRory
Haringey Planning Dept.
By email only

Dear Robbie and John,
Highgate School planning applications HGY/2023/0313, /0315, /0316, /0317, /0328 and /0338

Nicky Gavron telephoned James Argles recently to ask if any additional documents had been lodged by Highgate School since June 2023. James told her that the School's Travel Plan had been loaded on 6 October 2023 of which she, the Highgate Society and ourselves were unaware.

Initially we were not able to understand what the bold and faint bars in the Surveys related to however, having looked at the documents more carefully, it seems that the bold bar may represent pupils' means of getting to school and the faint bar how staff members got to school. I am not sure this is correct and would appreciate clarification on this point especially as June 2022 seems to be an anomaly.

We note these are the dates of the surveys:

2007/08 : 12.1.08 (winter)
2013/14 : 1.9.13 (summer)
2014/15: 12.2.15 (winter)
2017/18 : Summer term 13.6.17 (summer)
2016/17 Whole school 20.6.17 (subsequently revised) (summer)
2016/17 Whole school Revised : 20.6.17 (summer)
2018 Pupils & Staff Summer 2018: 1.6.18 (summer)
2019 Travel Survey: 14.5.19 (summer)
2021 Whole School: 1.7.21 (summer)
2022 Highgate School Pupil Survey 21.6.22 (summer)

It is probably reasonable to assume more pupils and staff opt for active travel of some sort during the summer months.

Looking at car use specifically, including car share and Park & Stride, note totals in bold:

2007/08: **51%** Pupils only
2013/14: **35%** Pupils only of which 5% Park and stride
2014/15: **46%** Pupils and staff but the staff to pupil ratio seems odd
2017/18: (Staff only): **21%**
2016/17: Whole school 20.6.17 (subsequently revised): **50%**
Summer 2017: **50%** of which Staff was only 18%
Summer 2018: Pupils and staff **39%**
2019: **39%** Car share had dropped from previous year but the weather must have been good because Park & Stride had gone up to 8%
July 2021: Whole School - pupils and staff: **39%**. 2042 responses. Response rate 81%
June 2022: 950 responses from pupils only, response rate 86%. Confusingly there seem to be figures for staff as well as pupils in this report. Car use was **45%**.
Overall change in the 14 years from 2007/08 to 2022 car use decreased by around 6% in the summer months.

However we note that the School's buses are listed under 'Public Transport' but they collect pupils from most boroughs north of the Thames to the North Circular and possibly beyond.

The School's Travel Plan states:

"The School have a wide catchment area, with pupils travelling to school from across all of London."

Attracting pupils from such a huge area to enhance the school's level of achievement should, we consider, be included under 'Car' in the surveys. The average number of pupils per journey should be calculated. Also it is not clear if the category School bus/taxi covers taxis provided by the School or pupils using private taxi services but, either way, the buses and taxis to an extent produce carbon emissions, clog up the road network as well as local roads and should also be included under 'Cars'.

Covid closures will have had an impact on car use. By 20 March 2020 all schools in England had closed. Some years returned on 15 June 2020 but after the 2020 Christmas break schools had to remain closed until 8 March 2021. Therefore these closures do not affect the survey results provided by Highgate School.

We note from the travel plan submissions that:

"Following resurfacing it was noted that our bus stands were not compliant and so the council ha(v)e worked with us to install bespoke bus stands to allow our bus service to bring our students to school, reducing further the reliance on parents/carers driving individual pupils to school. This will make a huge difference and compounds the message that the school buses are working for the school effectively. 1.6.22 - 30.9.22".

North Road and North Hill tend to be blocked for up to an hour every day. For the local people who attended the Highgate Society's Open Meeting on 8 June 2023, chaired by Catherine West MP, this influx of traffic twice a day was one of the major concerns. Notes of the meeting can be found on all the application websites. Note the dishevelled parking but also the School's Buses causing difficulties for a TfL bus. That position is also the terminus for the 214 bus with the bus stop for the 214, 263 and 143 next to it. The Transport Survey states:

"Drop off activities and staff movements will not be affected by the proposals as movement through the different School sites already occurs either off-street (via the internal footpath) or a short walk on Bishopswood Road, where safe controlled crossings are provided. Drop offs are therefore expected to take place as per existing arrangements on North Road."

The following photographs were taken on Wednesday 6 March 2024 at end of the school day:





The following photos were taken at approximately 11am on Tuesday 19 March:



TfL bus driver complaining she cannot get her bus out of the 214 terminus





School bus appears to be parked on yellow line during CPZ controlled hours

Bidwells, in their covering letter, state that the number of pupils stands at 1,880. The most recent 'Whole School' survey in July 2021 states the total number of responses was 2,042 and the response rate was only 81% across staff and pupils. The total school plus staff population is therefore 2,521, of which 641 are staff.

Therefore, again taking the 'Whole School July 2021' figures:

Journeys to school by car: $45\% \times 2,521 = 1,135$ daily arrivals in Highgate, morning and afternoon.

If you add in the School buses and taxis this adds another $6\% \times 2,521 = 151$ making a grand **total of around 1300 journeys to and from Highgate from a wide area of central, east, west and north London twice a day.**

Highgate Conservation Area Advisory Committee must therefore conclude that Highgate School's Transport Strategy document as loaded into all the School's planning applications does not begin to reflect the true daily picture of traffic chaos in Highgate.

Kind regards,

Gail Waldman

Gail Waldman
Chair, Highgate Conservation Area Advisory Committee

cc. Catherine West MP,
Kim Hitch, The Kings Foundation
William Britain, Highgate Society
Alicia Pivaro and Richard Webber, Highgate Neighbourhood Forum
Nicky Gavron, Broadlands Road Residents' Association
Liz Morris, Southwood Lane Residents' Association
Delva Patman, Kingsley Place Residents' Association
Adrian Betham, Wollaston and Pauncefort Almshouses