



# Proposed changes to bus routes 88 and C2

Consultation Report  
December 2018

MAYOR OF LONDON



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# Contents

Executive summary .....	3
Summary of issues raised during consultation .....	3
Next steps .....	3
1. About the proposals .....	4
1.1 Introduction .....	4
1.2 Purpose .....	4
1.3 Detailed description .....	5
2. About the consultation .....	7
2.1 Purpose .....	7
2.2 Potential outcomes .....	7
2.3 Dates and duration .....	7
2.4 What we asked .....	8
2.5 Methods of responding .....	8
2.6 Consultation materials and publicity .....	8
2.7 Analysis of consultation responses .....	8
3. About the respondents .....	9
3.1 Number of respondents .....	9
3.2 How respondents heard about the consultation .....	9
3.3 Methods of responding .....	9
4. Summary of all consultation responses .....	10
4.1 Summary of responses to question 1 .....	10
4.2 Summary of responses to question 2 .....	10
4.3 Summary of responses to question 3 .....	11
4.4 Summary of stakeholder responses .....	12
4.5 Comments on the consultation .....	16
5. Next steps .....	17
Appendix A: Consultation questions .....	18
Appendix B: Consultation materials .....	19
Appendix D: Stakeholder lists .....	23

## Executive summary

Between 8 August and 26 September 2018, we consulted on proposals to extend route 88 so that it would run between Clapham Common and Parliament Hill Fields and withdraw route C2. To cover the loss of routes C2, route 88 would be rerouted to run via the current C2 route between Great Portland Street and Parliament Hill Fields. It would no longer serve Mornington Crescent Tube station, Hampstead Road, Warren Street Tube station or Euston Road.

We received 1167 responses to the consultation (including eight responses from stakeholders). Of the 1159 public responses, 15 per cent supported or strongly supported the proposed changes, six per cent neither supported nor opposed them, 66 per cent opposed or strongly opposed them and one per cent didn't know. 13 per cent did not answer.

The main themes are highlighted below, with detailed analysis in section 4.

### Summary of issues raised during consultation

- Concern about reduced reliability from extending the already long route 88 further
- Concern about the possibility of increased crowding and gaps in service as a result of replacing two bus routes with one
- Concern that the changes to route 88 will remove links from Mornington Crescent and Warren Street

### Next steps

Following our analysis and consideration of all the consultation responses, we have decided to proceed with the proposed changes to route C2 and 88. Changes to the routes will be implemented in Spring 2019.

While we recognise the concerns of service frequency, reliability and capacity, we are assured that we have taken appropriate steps to ensure that they will not be an issue when changes are implemented in Spring 2019.

We will continue to monitor this route and should we determine that further action needs to be taken to address these concerns then steps will be taken.

# 1. About the proposals

## 1.1 Introduction

We are constantly reviewing our bus network to ensure services are running as efficiently as possible and match customer demand. However our recent analysis has shown that bus ridership is falling in central London as more people walk, cycle and use our new upgraded rail network.

As a result of changes in customer demand we are proposing to simplify our bus network to better match demand and make the network easier to understand and navigate. These changes will ensure we are providing value for money and services where they are needed most.

With an ever-growing population set to put increasing pressure on London's public transport in the coming years, it is important we start transforming our services now to support the Capital's growth.

## 1.2 Purpose

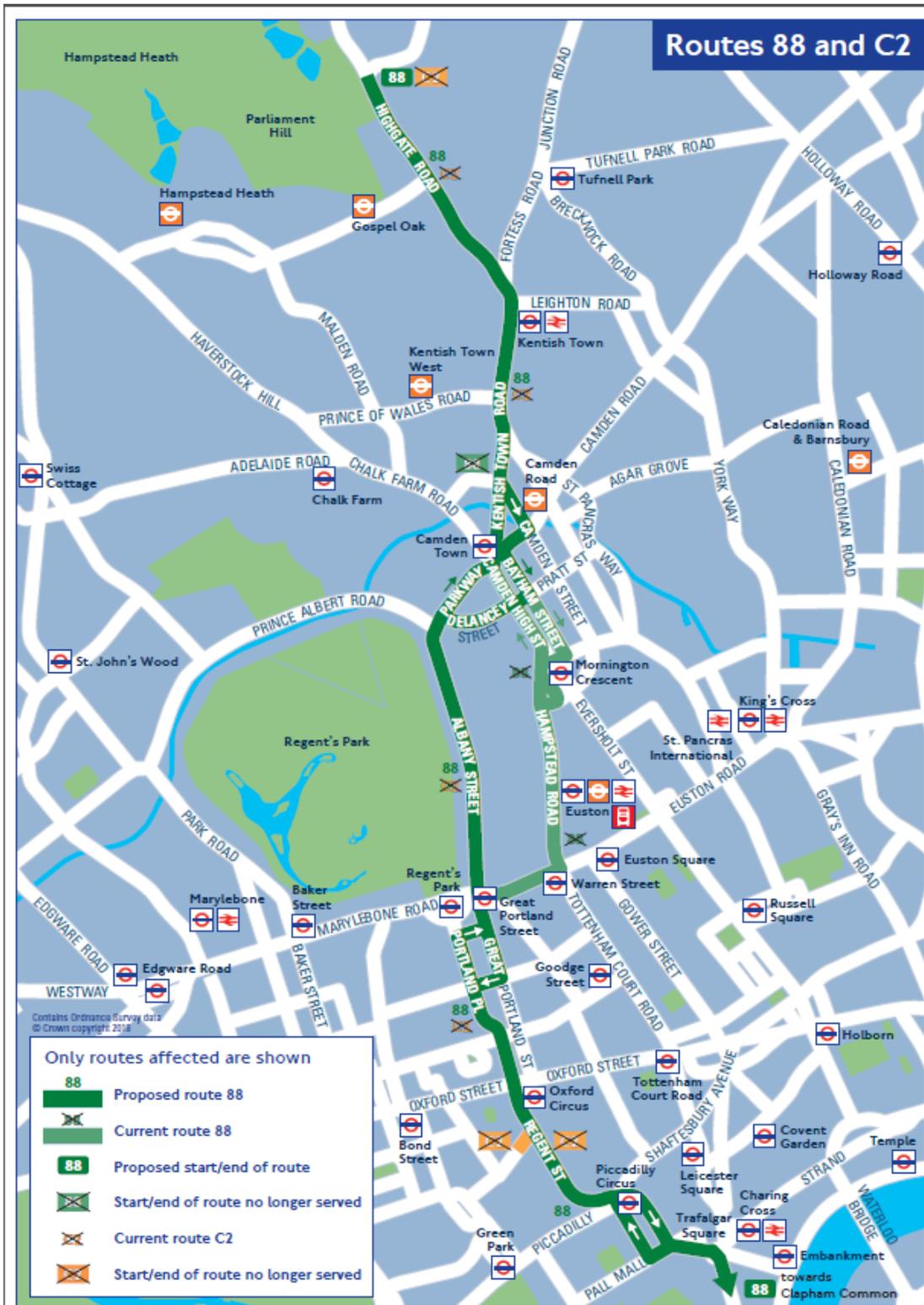
Currently there are many buses with spare capacity between Camden Town and Portland Place. Routes 88 and C2 currently both serve Camden Town, Portland Place and Oxford Circus, 24 hours a day.

Our analysis has also shown that demand on both these routes has decreased significantly between Camden Town and Oxford Circus. It shows that a maximum of five buses are needed to meet demand at Camden Town. Currently 15.5 buses per hour are scheduled.

Our proposals will better match the service to customer demand, simplify the network and create a new direct link between Piccadilly Circus and Albany Street, Kentish Town and Parliament Hill Fields.

### 1.3 Detailed description

Replacing route C2 with an extension to route 88 would provide a new direct link between Piccadilly Circus and Albany Street, Kentish Town and Parliament Hill Fields. However, it would break the existing direct link between the Mornington Crescent area and Oxford Circus, Piccadilly Circus and stops between Westminster and Clapham Common, although these areas would still be accessible with one change of bus.



Many other routes would continue to serve Mornington Crescent Tube station, Hampstead Road, Warren Street Tube station and Euston Road.

Our Hopper fare means there is no longer a financial penalty for changing onto additional buses within one hour.

### **1.3.1 Bus stands**

Bus stands are used at the start and finish points of bus routes for buses to wait between journeys.

- Route 88 currently uses the bus stand in Camden Gardens (north side of road, between Kentish Town Road and Camden Street)
- Route C2 currently uses the bus stand in Conduit Street (south side of road, between numbers 56 and 62)

These stands would no longer be used at all times, but we would retain them for use by buses which do not run their full route (for example during times of disruption).

There would be no significant changes to the bus stands at:

- Clapham Common (Old Town) – this would continue to be used by route 88 as now
- Parliament Hill Fields – this would be used by route 88 instead of route C2.

## **2. About the consultation**

### **2.1 Purpose**

The objectives of the consultation were:

- To give stakeholders and the public easily-understandable information about the proposals and allow them to respond
- To understand the level of support or opposition for the change/s for the proposals
- To understand any issues that might affect the proposal of which we were not previously aware
- To understand concerns and objections
- To allow respondents to make suggestions

### **2.2 Potential outcomes**

The potential outcomes of the consultation were:

- Following careful consideration of the consultation responses, we decide to proceed with the scheme as set out in the consultation
- Following careful consideration of the consultation responses, we modify the proposals in response to issues raised and proceed with a revised scheme
- Following careful consideration of the consultation responses, we decide not to proceed with the scheme

Our conclusion and next steps are set out in Chapter 4.

### **2.3 Dates and duration**

We launched the consultation on Wednesday 8 August, it ran for seven weeks, closing on 26 September 2018. Six weeks is the typical length for a bus consultation of this size and scope, however as the consultation ran during the summer holiday period we extended the consultation by a week.

## **2.4 What we asked**

After supplying information about the changes, we asked respondents:

1. Which of these buses do you use and how often do you use them?
2. What do you think of our proposals to change route C2 and 88?
3. Do you have any other comments?
4. Information about themselves.

## **2.5 Methods of responding**

Customers were directed to our website to fill out a survey. Alternatively they could:

- email us at [consultations@tfl.gov.uk](mailto:consultations@tfl.gov.uk)
- write to us at FREEPOST TFL CONSULTATIONS
- call us via our consultations line on 0343 222 1155

## **2.6 Consultation materials and publicity**

In order to advertise the consultation, we displayed 73 posters in bus stops at key points along route 88 and at every available stop on route C2, as we are proposing to withdraw it. We also sent 18,361 emails to registered Oyster Card customers who use these routes. We sent 140 emails to stakeholders. You can find copies of the consultation materials such as emails and poster in appendix B.

## **2.7 Analysis of consultation responses**

Responses were reviewed by our in-house Consultation Analysts. The online questionnaire contained two 'closed' questions, where respondents could indicate how often they used routes C2 and 88 and their level of support for the proposals, and one "open" question, where respondents could provide any additional comments on the proposal overall. There was also a further question where respondents could comment on the quality of the consultation.

A draft coding framework was developed for responses to these questions, which was finalised following review by an internal expert, allowing the responses to be reviewed and coded into themes. Responses received by letter or email were coded using the same framework.

There were 27 duplicate responses which were merged and deleted.

### 3. About the respondents

#### 3.1 Number of respondents

Respondents	Total	%
Public responses	1159	99%
Stakeholder responses	8	1%
<b>Total</b>	<b>1167</b>	<b>100%</b>

#### 3.2 How respondents heard about the consultation

Out of the 1167 responses received, 841 respondents answered this question. The following table breaks down how those who answered heard about the consultation:

How respondents heard	Total	%
Received an email from TfL	277	33%
Received a letter from TfL	4	0%
Read about it in the press	160	19%
Saw it on the TfL website	54	6%
Social media	126	15%
Other (please specify)	220	26%
<b>Total</b>	<b>841</b>	<b>100%</b>

#### 3.3 Methods of responding

Methods of responding	Total	%
Website	933	80%
Letter/email	234	20%
<b>Total</b>	<b>1167</b>	<b>100%</b>

## 4. Summary of all consultation responses

We received 1167 responses to the consultation. 1159 were from members of the public and eight were from stakeholders. A summary of the responses is set out in sections 4.1 to 4.3. The stakeholder responses are shown section 4.4.

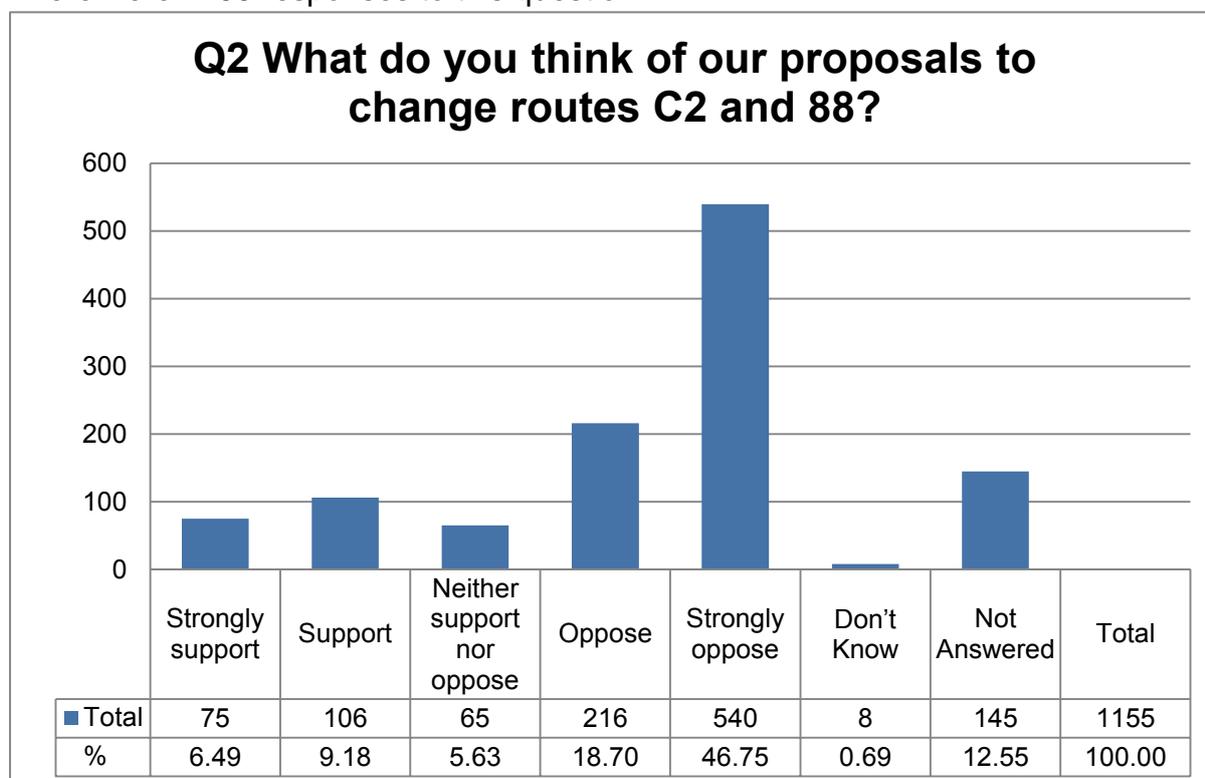
### 4.1 Summary of responses to question 1

We asked respondents how often they used these bus routes

Route	Daily/nightly		2-3 times a week		Once a week		1-2 times a month		Rarely		Never		Not answered	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
C2	485	42%	342	30%	101	9%	82	7%	46	4%	25	2%	74	6%
88	137	12%	137	12%	74	6%	113	6%	137	12%	103	9%	454	39%

### 4.2 Summary of responses to question 2

We asked respondents what they thought of our proposals for routes C2 and 88  
There were 1155 responses to this question.



### 4.3 Summary of responses to question 3

Question 3 asked respondents if they had any further comments or suggestions about our proposals for routes C2 and 88. The main comments and suggestions are listed in the table below.

<b>Supportive comments</b>	
Generally support the proposals	59
Support rationalisation of the two routes	32
Support extending the 88 to Parliament Hill	14
Support new through route to Parliament Square	3
<b>General opposition</b>	
General opposition to the loss of route C2	417
General opposition to the proposals	54
<b>Frequency/reliability concerns</b>	
Concern that extending route 88 will negatively impact on reliability	177
Concern that the frequency of route 88 will not be sufficient and will impact on crowding/capacity	153
Concern that the frequency of route 88 will not be sufficient generally	128
Concern that the frequency of route 88 will not be sufficient and will impact on waiting time between services	47
Concern that the frequency of the route 88 night service will not be sufficient	10
<b>Concern about broken journeys</b>	
Concern about the loss of a direct route from the Mornington Crescent/Hampstead Road area to Oxford Street/Piccadilly	53
Concern about the requirement to change buses, particularly for those with disabilities and young children	31
Concern that using the tube to complete journeys is not always an option (accessibility/cost/crowding)	31
Concern about the loss of direct access to Warren Street and onward connections to Euston via foot or tube	25
Concern about the reduced options (two routes being replaced by one, with the loss of the option to go via Albany Street or Hampstead Road)	19
Concern that changing buses to complete journeys is not always straight forward (waiting times and capacity issues on other route)	13
<b>New Routing of the 88</b>	
Concern about longer walks for existing passengers to access the new 88 route (especially for those with accessibility issues)	15
Oppose re-routing of route 88 as no other routes can replace it	5
Concern that more people wish to access buses from Hampstead Road than Albany Street so more passengers will be inconvenienced	4
Concern that re-routing the 88 via Albany Street will make journeys longer as it is a slower route	3
<b>Alternative routeing suggestion</b>	
Request to keep route C2 and extend it to its former terminus at Victoria, or to introduce an alternative direct link from the Camden and Oxford Street areas to Victoria	41

Other alternative routeing suggestions*	33
Suggest keeping route C2 as it is now and shortening route 88 to run between Clapham Common and the West End	18
Keep both routes running at a lower frequency instead	14
<b>Vehicle Type</b>	
Unhappy that the current buses used on route C2 will be replaced with the new Routemasters on route 88 (because of eg. concerns about poor ventilation, cramped, fare evasion, lack of disabled seating)	51
Concern about increased air pollution from route 88 buses	6
Concern that the new Routemasters on the 88 will not be able get around the roundabout at Parliament Hill Fields	5
Suggest introducing electric buses	2
<b>Out of scope</b>	
Out of scope general	8
<b>Other</b>	
Misunderstood proposals	247
Other	31
<b>Consultation concerns</b>	
Consultation not publicised sufficiently	9
Concern that the consultation was a tick box exercise and concerns will not be listened to	8
Consultation map difficult to understand	4
Individual stops should have been more clearly presented in the material	3

A number of respondents (approximately 19 per cent) were concerned that there would no longer be any bus service running along the current C2 route. From these responses it would appear that these respondents had not appreciated that the proposals included extending route 88 between Great Portland Street and Parliament Hill Fields, to cover the C2 route.

\* Alternative routeing suggestions included increasing the frequency or using double deck buses on route 214, extending route 88 to Parliament Hill Fields but keeping it on its current routeing through Camden, and keeping the route 88 terminus at Camden Town and extending route 27 to Parliament Hill Fields instead.

#### **4.4 Summary of stakeholder responses**

This section provides summaries of the feedback we received from stakeholders. We sometimes have to condense detailed responses into brief summaries. The full stakeholder responses are always used for analysis purposes.

## London Borough of Camden

Accepts in principle that the bus network needs to better match supply with demand.

Comment that route 88 is already a long route, which could be more susceptible to delays and unreliable journey times. This may be aggravated if the route is lengthened further and could lead to curtailments and loss of service. Camden stated that further information is needed to assess the implications of proposals on journey time reliability.

They asked that we consider the views of some Camden residents' concerns about less frequency and more overcrowding of route 88, which may be because of scheduling or journey length. Route 88 was also deemed less comfortable, which may be as a result of these issues or that the bus is a New Routemaster is a different model of bus to the current C2 (Alexander Dennis Enviro 400).

Camden were also concerned about the loss of a route on Camden High Street and Hampstead Road, which are served by other routes.

They state that in general terms, interchange is inconvenient, especially for older and disabled customers and those on lower incomes, who are most dependent on bus travel and will be disproportionately affected by these proposals. They also mentioned customers who work at night whose only option is bus travel when the Underground is closed.

## London TravelWatch

Wanted to know how many passengers would be inconvenienced by the proposals.

Stated that customers who would now have to change buses at Great Portland Street to travel to Warren Street/Mornington Crescent would have to cross two roads to reach the bus stop. Asked if there would be sufficient capacity on routes 88 and 453 southbound at Great Portland Street in the morning peak.

Mentioned that the off-peak journey of route 88 between Camden Town and Clapham Common is already 70 minutes. Extending the route to Parliament Hill Fields will increase the journey time to around 84 minutes. Expressed concern that this may make the service too long to be reliable with the risk of some buses being curtailed before the Parliament Hill Fields terminus.

Commented that the consultation says a maximum of five buses per hour are needed to meet demand at Camden Town. Given that the current service level for route 88 is higher than this, asked for confirmation that the current level would be maintained.

Councillor Sian Berry, Highgate Ward, Camden

Regularly uses route C2 as it is reliable, quick and pleasant when travelling between Kentish Town and Oxford Circus.

Commented that for many people in the Dartmouth Road area, the C2 is the only bus towards the West End within easy reach, and that it also provides a link to Kentish Town and Camden Town Tube stations for many constituents.

Believed therefore that the proposed changes would be detrimental for a number of reasons:

**Reliability:** Mentioned that the reason given for cutting back route C2 from Victoria to Conduit Street in 2017 was to improve reliability, and that this had been the case. Suggested that replacing the C2 with route 88 which travels from Clapham Common through the centre of London could only worsen reliability. Highlighted that there was no indication in the consultation material that reliability issues had even been considered and felt that this was at odds at what had been said in the previous consultation.

**Accessibility:** Commented that a number of constituents with disabilities had been in contact with concerns over the new Routemaster buses in service on route 88 as they felt they were less accessible to disabled or older people due to the spiral stairway and smaller seating capacity. Mentioned that there was no accessibility or equalities information included in the consultation.

Concerns had also been raised about the inadequate ventilation/air conditioning on these buses, and security and crowding issues as a result of the three door configuration. Suggested that there would need to be a conductor during school hours as it will serve several secondary schools.

Suggested therefore that the proposals be scrapped with route C2 retained in its current form or that, at least, the consultation should be rerun to include additional information addressing the concerns raised, so that customers could make a fully informed response.

Tor House Residents Association

Understood why we had proposed the changes as fewer buses are needed due to fewer passengers using them. However, commented that both routes 88 and C2 are needed in Central London, particularly at night. Suggested that buses are largely empty by the time they reach Kentish Town station.

Suggested also rationalising the bus routes which serve Highgate Village (namely routes C11, 143, 210, 211, 214 and 271).

Highgate Road Estate Residents Association

Suggested that although the proposed changes may provide sufficient capacity, it may not be the right type of accommodation. Concerned that there would be insufficient priority seating and wheelchair/buggy space on the section of the route between Camden Town and Oxford Circus.

Were also concerned that the longer route may result in inconsistent intervals between buses.

Gordon House Road Residents Association.

Suggested that route C2 was one of the most important buses in the area and opposed its withdrawal.

Felt the consultation was not adequate – residents had not received letters – and suggested a fuller consultation be carried out before any decisions were made.

Camden Civic Society (submitted two responses which have been merged)

Thought this was a good idea.

Suggested that the vacant route 88 bus stop at Mornington Crescent could be used by routes 24, 29 and 134 to provide more convenient access to the Tube station entrance.

Clapham Transport Users Group

Thought the proposals were very good, preserving the Clapham to zone one link, while increasing direct bus access to North London centres such as Kentish Town and Parliament Hill Fields. Felt the loss of direct connectivity to Warren Street/Mornington Crescent was minor compared to the overall advantages.

Suggested that frequency needed to increase to ensure that reliability does not suffer, but otherwise strongly support the proposals.

Potters Bar and St. Albans Transport User Group

Commented that simplifying the bus network makes sense and avoids duplication/jams.

## **4.5 Comments on the consultation**

Of those that responded, 883 indicated what they thought about the quality of the consultation and associated materials. Of those, 390 respondents (44 per cent) felt the quality of the consultation was good or very good, 288 (33 per cent) thought it was acceptable, and 205 (23 per cent) felt it was poor or very poor.

Additionally, 231 respondents left a further comment about the quality of the consultation. Of the further issues raised about the quality of the consultation, the main issue was concern that the consultation not publicised well enough and that residents were not adequately consulted. This was raised by 99 respondents. Other issues raised included comments that more information was required on the background behind the proposals, that the consultation material/maps were not clear, confusing or inaccurate, concern that the consultation was just a 'tick-box' exercise, and concern that the consultation took place during the summer holidays.

## 5. Next steps

With the conclusion of the consultation and the analysis of the responses, we have reached the following conclusion:

1. To proceed with the proposed changes to route C2 and 88; and
2. To address concerns regarding the reliability and frequency of route 88, we will increase the amount of time in the bus schedule at each end of the route. This will allow more recovery time during times of disruption, to help maintain the reliability of the service without impacting its frequency.

The frequency of route 88 will be:

- Monday to Saturday daytimes every 8 minutes;
- Sunday daytime and each evening every 12 minutes; and
- Each night every 30 minutes.

These changes will be implemented in Spring 2019.

# Appendix A: Consultation questions

## Questions about our proposals

- Which of these buses do you use and how often do you use them?
- What do you think of our proposals to change routes C2 and 88?
- Do you have any other comments?

## Questions about the respondent

- All questions were optional:
- What is your name?
- What is your email address?
- What is your postcode?
- Are you: *a local resident, a business owner, employed locally, a visitor to the area, a commuter to the area, not local but interested in the scheme, a taxi/private hire driver, other*
- If responding on behalf of an organisation, business or campaign group, please provide us with the name:
- How did you find out about this consultation? *Received an email from TfL, received a letter from TfL, read about it in the press, saw it on the TfL website, social media, other*
- What do you think about the quality of this consultation (for example, the information we have provided, any printed material you have received, any maps or plans, the website and questionnaire etc.)? *Very good, good, acceptable, poor, very poor*
- Equality Monitoring

# Appendix B: Consultation materials

## An email to customers

Are our emails displaying well on your device? If not, allow images or [view online](#)

Home	Plan journey	Status update	Bus information
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Dear Test email recipient,

We would like your views on proposed changes to bus route 88 and route C2.

The proposed changes to route 88 and route C2 would:

- Re-route route 88 via Albany Street and extend it to Parliament Hill Fields, 24 hours a day. It would no longer serve Mornington Crescent Tube station, Hampstead Road, Warren Street Tube station or Euston Road
- No longer run route C2. The route would be covered by the changes to route 88
- Provide a new direct link between Piccadilly Circus and Albany Street, Kentish Town and Parliament Hill Fields

[Find out more and share your views here](#) on the proposed changes to routes 88 and C2.

This consultation will run until **Wednesday 26 September**.

Yours sincerely,



Claire Mann  
Director of Bus Operations



Email sign up	Social Media	Fares & Payments	Maps
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A stakeholder email

## **Subject: Proposed changes to bus routes 88 and C2**

Good morning,

We are proposing to make changes to bus route 88 and route C2.

Our proposals would re-route the 88 via Albany Street and extend it to Parliament Hill Fields, 24 hours a day. We would withdraw the C2, as the route would be covered by the changes to route 88. This would better match the demand from our customers.

These changes would also create a new link between Piccadilly Circus and Albany Street, Kentish Town and Parliament Hill Fields.

However, it would break the existing direct link between the Mornington Crescent area and Oxford Circus, Piccadilly Circus and stops between Westminster and Clapham Common, although these areas would still be accessible with one change of bus.

More details of the above proposals are published here [tfl.gov.uk/bus-c2-88-consultation](https://www.tfl.gov.uk/bus-c2-88-consultation)

If you have any comments on our proposals, you can:

- Visit our website using the individual links above and respond to the questionnaires
- Email us at [consultations@tfl.gov.uk](mailto:consultations@tfl.gov.uk)
- Write to us at FREEPOST TFL CONSULTATIONS

We are inviting anyone who is interested in the proposals to ask questions or provide comments by Wednesday 26th September.

Subject to the feedback we receive, we plan to implement these changes in early 2019.

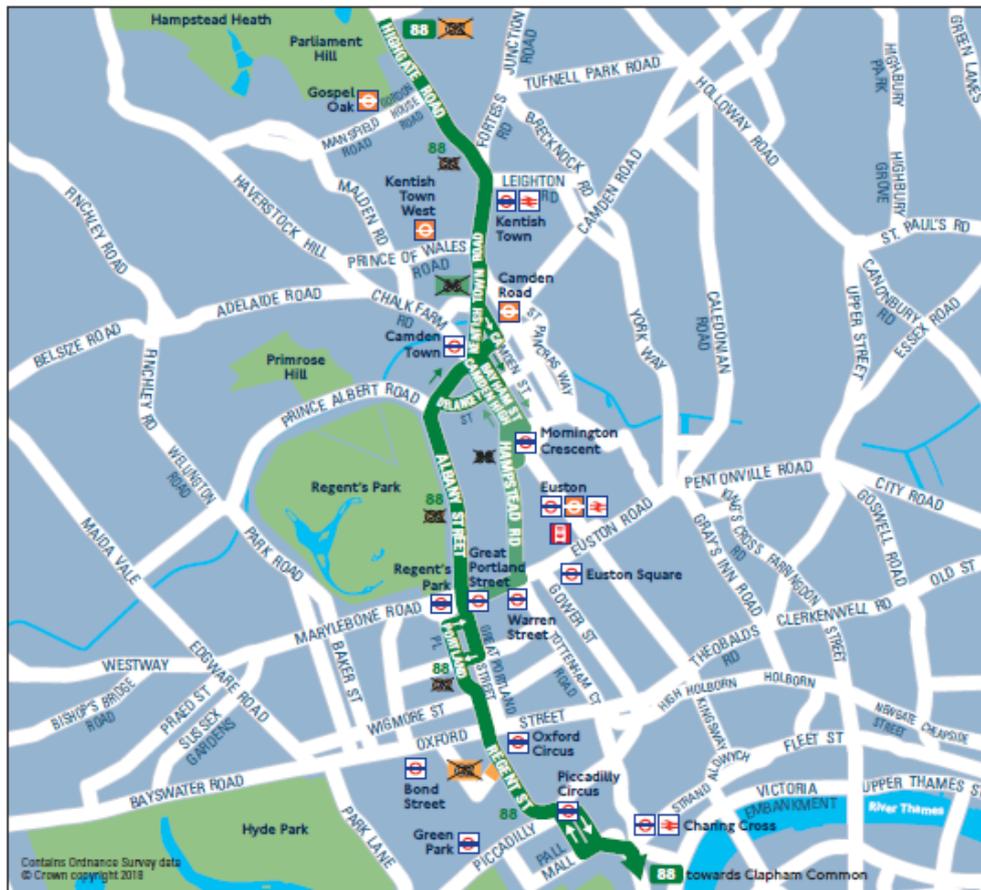
Yours sincerely,

Claire Mann  
Director of Bus Operations  
Transport for London

# Have your say

## Proposed changes to routes 88 and C2

We are proposing to withdraw route C2 and reroute the 88 via Albany Street and extend it to Parliament Hill Fields, 24 hours a day. Route 88 would no longer serve Hampstead Road including Mornington Crescent and Warren Street stations.



You can find out more route specific details and have your say by visiting; [tfl.gov.uk/consultations](https://tfl.gov.uk/consultations), alternatively email us at [consultations@tfl.gov.uk](mailto:consultations@tfl.gov.uk), write to us at **FREEPOST TFL CONSULTATIONS**

To have your say, please contact us by **21 September 2018**

# Proposed changes to bus routes 88 and C2

## Overview

The way people travel around London is constantly changing and it is important that we have a public transport system that reflects that, as well as supporting the social and economic growth of the Capital.

We review the bus network regularly to ensure services remain efficient, safe, reliable, and provide good value for money to our customers.

We have developed a set of proposals for routes 88 and C2 that would:

- Extend route 88 to run from Clapham Common to Parliament Hill Fields, 24 hours a day
- Re-route route 88 at Camden Town via Albany Street, providing a new direct link between Clapham Common, Piccadilly Circus and Albany Street, Kentish Town and Parliament Hill Fields
- Route 88 would no longer serve Mornington Crescent Tube station, Hampstead Road, Warren Street Tube station or Euston Road
- Withdraw route C2. The route would be covered by the changes to route 88.

(Information updated 13/08/18)

### Why are we proposing this?

We constantly review our bus network to ensure that we have the right number of buses to meet demand. Currently there are many buses with spare capacity between Camden Town and Portland Place. Routes 88 and C2 currently both serve Camden Town, Portland Place and Oxford Circus, 24 hours a day.

**Closes 26 Sep 2018**

Opened 8 Aug 2018

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#### Contact

[consultations@tfl.gov.uk](mailto:consultations@tfl.gov.uk)

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## Appendix D: Stakeholder lists

Stakeholders we consulted included:

### Local Authorities, statutory and advisory bodies

Greater London Authority
London Borough of Camden
London Borough of Lambeth
London Borough of Westminster
London TravelWatch

### Accessibility groups, community groups and charities

Nordoff Robbins
Jewish Museum London
British Heart Foundation
Royal College of Physicians
Camden Age UK
Camden Disability Action
Highgate Road Chapel
St Katharine's Church
Camden Cutting

### Education and health

La Sainte Union Catholic School
William Ellis School
Maria Fidelis
Parliament Hill Medical Centre
University College London Hospital

### Transportation, local business and user groups

Euston Town BID
Camden Town Unlimited
Hatton Garden BID
Fitzrovia Partnership
New West End Company
Bee Midtown
Vauxhall One
London Farmer's Markets
The Bull & Last
Rossella
The Vine

East Pizza Kentish Town
O2 Forum Kentish Town
The Bull & Gate
Clapton Craft
The Oxford Tavern
Owl Bookshop
London Walks
Camden Cyclists

Government departments, parliamentary bodies and politicians

<b>Members of Parliament</b>
Kate Hoey MP
Tulip Siddiq MP
Karen Buck MP
Mark Field MP
Chuka Umunna MP
Kier Starmer MP
<b>Assembly Members</b>
Caroline Pidgeon AM
<b>Camden</b>
Cllr Georgia Gould, Leader, Camden
Cllr Adam Harrison, Cabinet Member for Transport, Camden
Cllr Sabrina Francis
Cllr Rishi Madlani
Cllr Patricia Callaghan
Cllr Richard Cotton
Cllr Lazzaro Pietragnoli
Cllr Danny Beales
Cllr Angela Mason
Cllr Ranjit Singh
Cllr Sian Berry
Cllr Oliver Lewis
Cllr Anna Wright
Cllr Julian Fulbrook
Cllr Awale Olad
Cllr Sue Vincent
Cllr Merci Apak
Cllr Jenny Headlam-Wells
Cllr Nasim Ali
Cllr Heather Johnson
Cllr Nadia Shah
<b>Westminster</b>
Cllr Gotz Mohindra
Cllr Robert Rigby
Cllr Paul Swaddle
Cllr Ian Bott

Cllr Ian Rowley
Cllr Karen Scarborough
Cllr Timothy Barnes
Cllr Jonathan Glanz
Cllr Pancho Lewis
<b>Lambeth</b>
Cllr Andy Wilson
Cllr David Amos
Cllr Joanne Simpson
Cllr Jon Davies
Cllr Tina Valcarcel
Cllr Mahamed Hashi
Cllr Lucy Caldicott
Cllr Timothy Windle
Cllr Mohamed Jaser