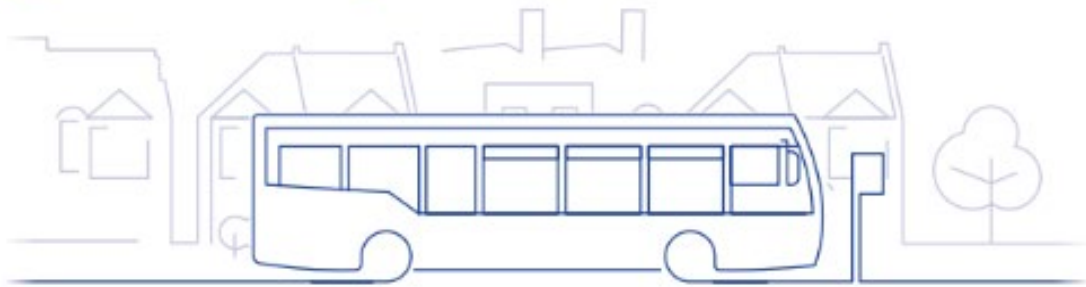


Your new 310 bus route. Your say.

We're proposing a minor reroute via Holloway Nags Head to improve connections.



Have
your
say

310 Holloway Nags Head

Consultation Report
May 2026

Contents

1. Executive Summary	1
1.1 Next Steps	4
2. About the respondents.....	5
2.1 Number of respondents	5
2.2 How respondents heard about the consultation.....	5
2.3 Methods of responding	6
2.4 Who responded.....	6
2.5 Visits to our consultation website	7
2.6 Postcodes analysis	7
3. Summary of all consultation responses	9
3.1 Summary of responses to Question 1	9
3.2 Summary of Question 2	10
3.3 Summary of Question 2	11
3.4 Stakeholder responses	12
3.4 Petitions and campaigns.....	12
4. About the consultation	13
4.1 Purpose.....	13
4.2 Who we consulted.....	13
4.3 Dates and duration.....	13
4.4 What we asked	14
4.5 Methods of responding	14
4.6 Consultation materials and publicity.....	14
4.8 Equalities Assessment.....	15
4.9 Analysis of consultation responses	15
Appendix A: Detailed Analysis of Comments & Our Response to Issues Raised	17
Code Frame	17
Our Response to Issues Raised	19
Appendix B: Consultation questions.....	30
Appendix C: Consultation letter/leaflet	31
Appendix D: Summary of Stakeholder replies.....	33
Appendix E: List of stakeholders consulted with	35
Appendix F: Demographics	38

1. Executive Summary

We consulted on a proposal to reroute the new 310 bus service via Holloway Nags Head, the consultation was open between 23 January and 6 March 2026

There were 367 responses to the consultation. This included 302 responses from members of the public, four from respondents identified as stakeholders and 61 which were classed as part of a campaign

Some respondents supported the proposed route via Holloway Nags Head as they felt it would create new direct connections between Nags Head, Upper Holloway, Hampstead Heath and Golders Green or potentially allow double-deck operation.

There was also concern that the proposed re-routing of the 310 away from the Stroud Green Road, Hanley Road, St John's Way and Hornsey Road area would remove a unique and highly valued connection. Respondents noted that the 310 was the only bus able to pass under the Stroud Green railway bridges, avoiding what some described as an unsafe and unpleasant interchange at Finsbury Park, especially at night or for those travelling with children, with disabilities or mobility difficulties. Many felt the current route had provided vital links to schools, the Whittington Hospital, green spaces such as Hampstead Heath, and family or community hubs, and that removing it would significantly lengthen journeys or force passengers to make multiple interchanges.

Another strong theme was that Holloway Road and Seven Sisters Road were felt to be already well served or oversupplied with buses, whereas the Stroud Green/Hornsey Road corridor had very limited provision, often relying solely on the 210, which many described as unreliable, infrequent or overcrowded. People argued that redirecting the 310 to Holloway would simply duplicate other routes, while simultaneously removing vital coverage from quieter residential streets.

Even among supporters, several respondents asked TfL to mitigate negative impacts by improving interchange arrangements at Finsbury Park, increasing the frequency of route 210, running the 310 later in the evening, or extending it to areas such as Brent Cross, Hendon or deeper into Stamford Hill. A number of detailed alternative proposals were also put forward, including re-routing the 310 via Hornsey Road instead of Holloway, or restructuring other routes to maintain coverage.

The following table outlines the top five key issues raised and our response to them

Issue	Response
Concern about losing direct link to/from Stroud Green/Crouch Hill/Hornsey	We aim to provide a comprehensive bus network with key connections and interchange opportunities. While route 310

	<p>would no longer run on its trial routeing, route 210 would continue to serve bus stops served by route 310 during the trial period between Finsbury Park and Golders Green, including stops in the Stroud Green, Crouch Hill and Hornsey Road areas.</p> <p>Passengers who are unable to make a direct bus journey on route 210 would be able to interchange with route 310 and other services at Finsbury Park for trips to and from the Seven Sisters Road, Amhurst Park and Stamford Hill areas.</p>
<p>Concern that Holloway Rd/Seven Sisters Rd routeing is already served by many other routes</p>	<p>We acknowledge that there are a number of existing bus routes serving Holloway Road and Seven Sisters Road. However, there are no routes that provide a direct link between Holloway Road and Spaniards Road, Golders Green, Amhurst Park or Stamford Hill.</p> <p>Similarly, there are no routes that provide a direct link between Seven Sisters Road (between Finsbury Park Station and Holloway Road) and Upper Holloway, Highgate Village, Spaniards Road or Golders Green.</p> <p>Routeing the 310 via Holloway would provide direct connections between these locations, helping to improve access for passengers.</p>
<p>Support for creating direct links between Holloway and Hampstead/Golders Green</p>	<p>The proposal would create of new links between Holloway and Golders Green and areas close to Hampstead Heath. The proposed routeing would benefit people travelling between these areas.</p>
<p>Concern about children losing safe direct access to schools (eg near Tollington Park/Highgate)</p>	<p>We appreciate the importance of the bus network for journeys to and from places of education, including schools, colleges and universities, and we understand concerns raised about the effect the proposal might have on access to schools etc.</p> <p>While the proposal would benefit some people by creating new direct journey opportunities and reducing journey times for others, we acknowledge that the 310</p>

	<p>would no longer run on its trial routeing between Finsbury Park and Archway.</p> <p>Route 210 would continue to run on this section, retaining access to local schools and places of education. Some passengers may need to change between buses to reach their destination in the same way they would have before the trial period.</p> <p>Interchange would be possible between route 210 and route 310 and other services at Finsbury Park. As such, the local bus network would continue to provide access to places of education across the day.</p>
<p>Concern that route 210 is unreliable/will be overcrowded without the 310 to support it</p>	<p>If we proceed with the proposal to route the 310 via Holloway, route 210 would not change and would continue to run on its current routeing between Finsbury Park and Brent Cross via Archway and Golders Green. As such, the level of bus service provided between Finsbury Park and Archway in the Stroud Green and Hanley Road area would be the same as before the introduction of route 310 on its trial period.</p> <p>We aim to ensure that the bus network has the right level of service across all routes. Route 210 would continue to provide sufficient capacity for all passengers who wish to travel if the 310 is routed via Holloway.</p> <p>We also aim to ensure that the network operates reliably with sufficient resource so that buses arrive on time wherever possible.</p> <p>If we proceed with the proposal, route 210 would be monitored to ensure that it continues to provide sufficient capacity and runs as reliably as possible.</p>

1.1 Next Steps

Following analysis of the responses we received to the recent consultation, we have decided to go ahead with rerouting the 310 via Holloway, Nag's Head. We can also now confirm that route 310 will be retained on a permanent basis and we are going to extend operating hours to midnight on all days and extend the service to Stamford Hill, Rookwood Road. We expect these changes to be introduced as part of the new contract on 5 September 2026.

We would like to thank everyone who took part in this and previous consultations. We recognise that some people are not supportive of this rerouting and we will keep the route under review. Our analysis shows that routing the 310 via Holloway Nags Head will generate more new trips (approximately 470 new daily trips on weekdays, including approximately 365 new links). Also, journey times for through- customers are expected to decrease by an average of 2 minutes, resulting in quicker journey times between Stamford Hill and Golders Green.

The new routing via Holloway Nags Head also allows us to serve bus stops R and S on Seven Sisters Road, improving access to Finsbury Park station.

2. About the respondents

2.1 Number of respondents

Respondents	Count	%
Public responses	302	82%
Campaign responses	61	17%
Stakeholder responses	4	1%
Total	367	100%

Note: percentages are rounded and may not total 100%

2.2 How respondents heard about the consultation

How did you hear about this consultation?	Count	%
Email from TfL	109	49%
Letter from TfL	1	0%
Saw it on the TfL website	16	7%
Read about it in the press	4	2%
Read about it in a newsletter	2	1%
Poster	16	7%
Social media	20	9%
On-street signage	39	18%
Other (please specify)	15	7%
Total	222	100%

Other (please specify)	Count	%
Word of mouth	11	73%
Neighbourhood/Community Group	3	20%
Local Councillor	1	7%
Total	15	100%

Note: percentages are rounded and may not total 100%

2.3 Methods of responding

Method of responding	
Online survey	280
Quick response tool	17
Offline feedback (e.g. email, letters etc)	70
Total	367

As part of detailed analysis, the number of respondents that took part in the consultation in more than one way were noted. This includes respondents that used a single method, but more than once.

Table 4 below shows the number of multiple responses that were made, and the different methods used.

Table 4: Number of multiple responses

Multiple responses: method of responding	Count
Survey and quick response	5
Email(s) and survey	4
More than one email	1
Total	10

2.4 Who responded

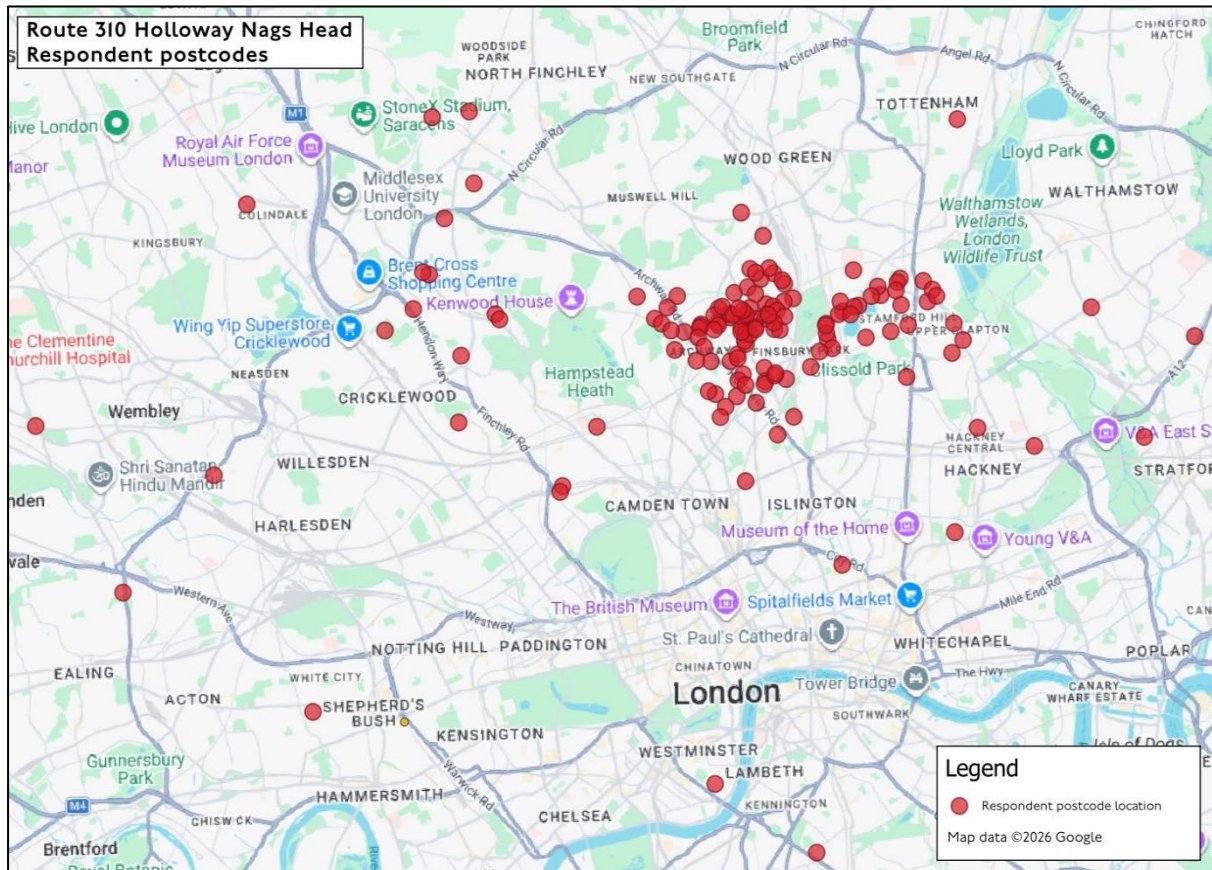
Are you responding as? Choose all that apply	Count	%
A local resident	183	68%
A local business owner	3	1%
Someone employed locally	17	6%
A commuter to the area	28	10%
A visitor to the area	24	9%
Not local, but interested in the proposals	12	4%
Other (please specify)	1	0%
Total	268	100%

Note: percentages are rounded and may not total 100%

2.5 Visits to our consultation website

We had seven thousand three hundred visits to our web page during the consultation

2.6 Postcodes analysis

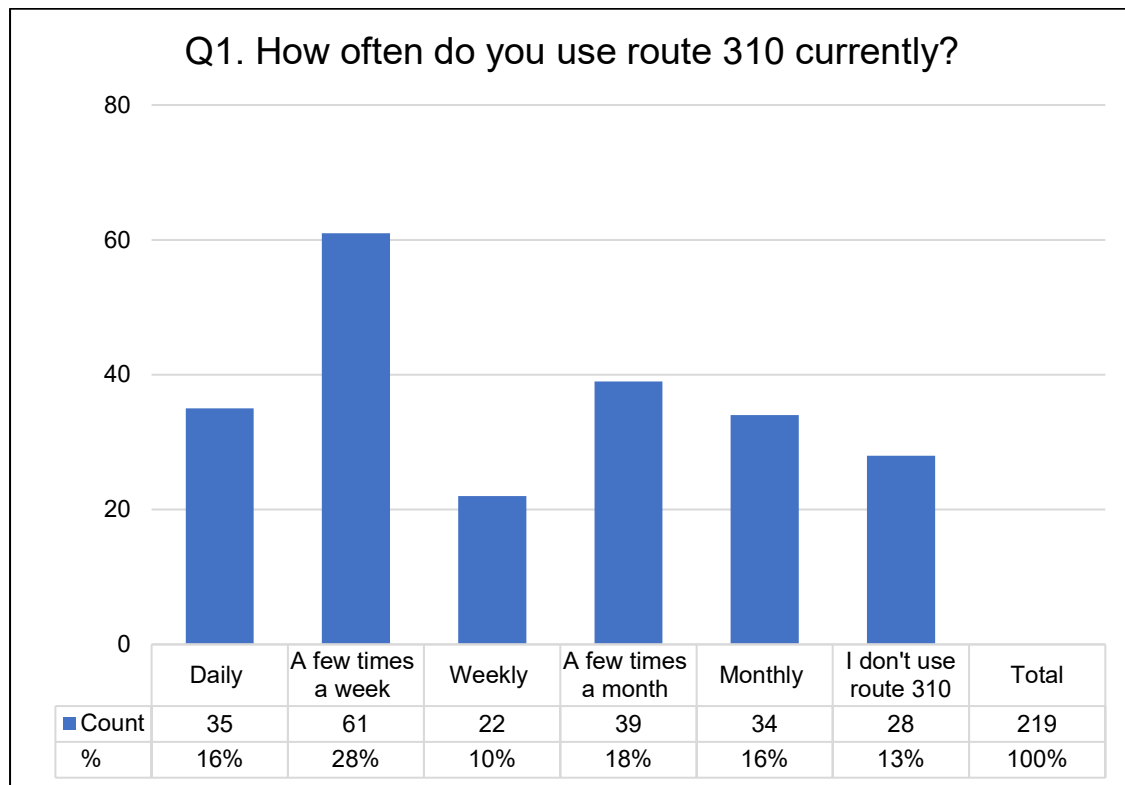


Responses were received from a wide geographic area, with the highest concentrations coming from postcodes along and close to the existing and proposed Route 310 corridors, particularly around Finsbury Park, Holloway, Stroud Green, Stamford Hill and Golders Green.

3. Summary of all consultation responses

3.1 Summary of responses to Question 1

Most respondents reported using route 310 at least occasionally, with over half using the service weekly or more frequently. A smaller proportion stated that they did not currently use the route.

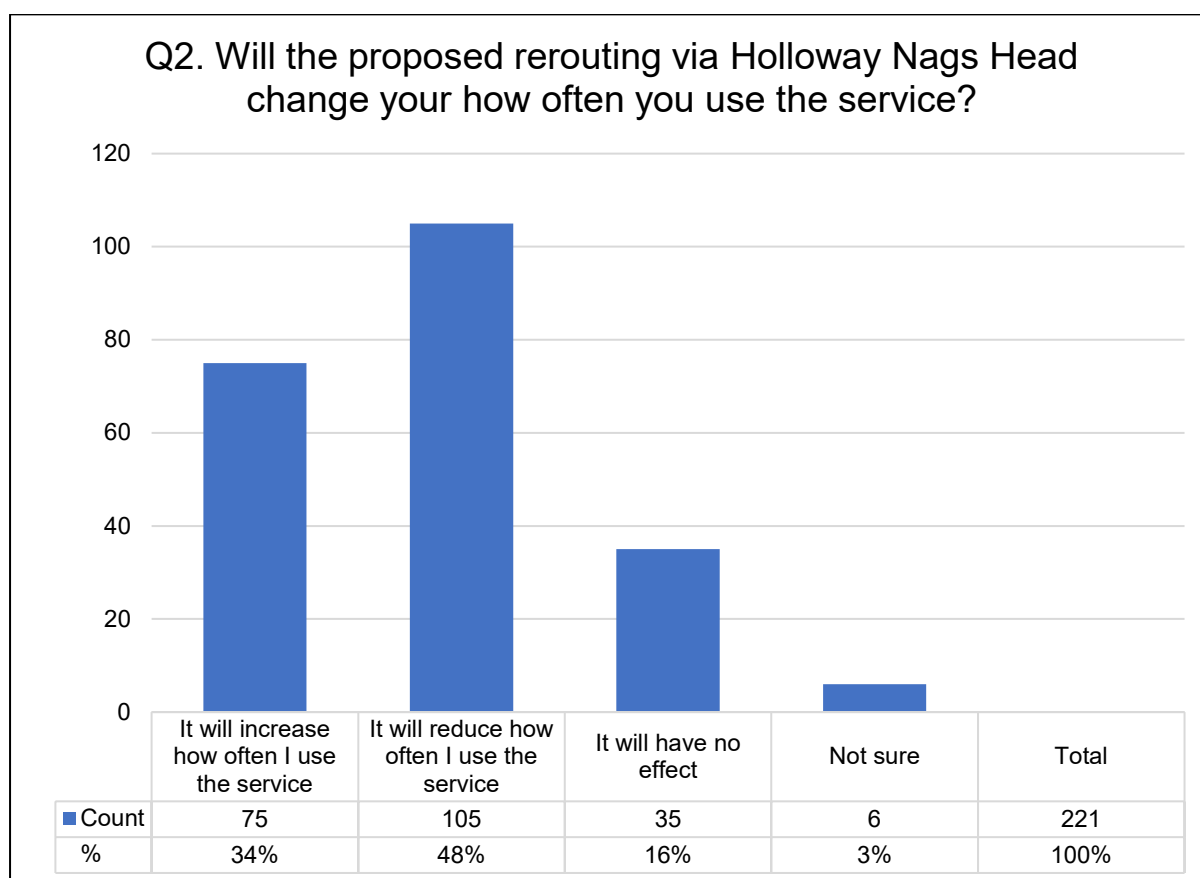


How often do you use route 310 currently?	Count	%
Daily	35	16%
A few times a week	61	28%
Weekly	22	10%
A few times a month	39	18%
Monthly	34	16%
I don't use route 310	28	13%
Total	219	100%

Note: percentages are rounded and may not total 100%

3.2 Summary of Question 2

Almost half of respondents felt the proposed rerouting would reduce how often they use route 310, while around a third said it would increase their usage. The remainder expected no change or were unsure.

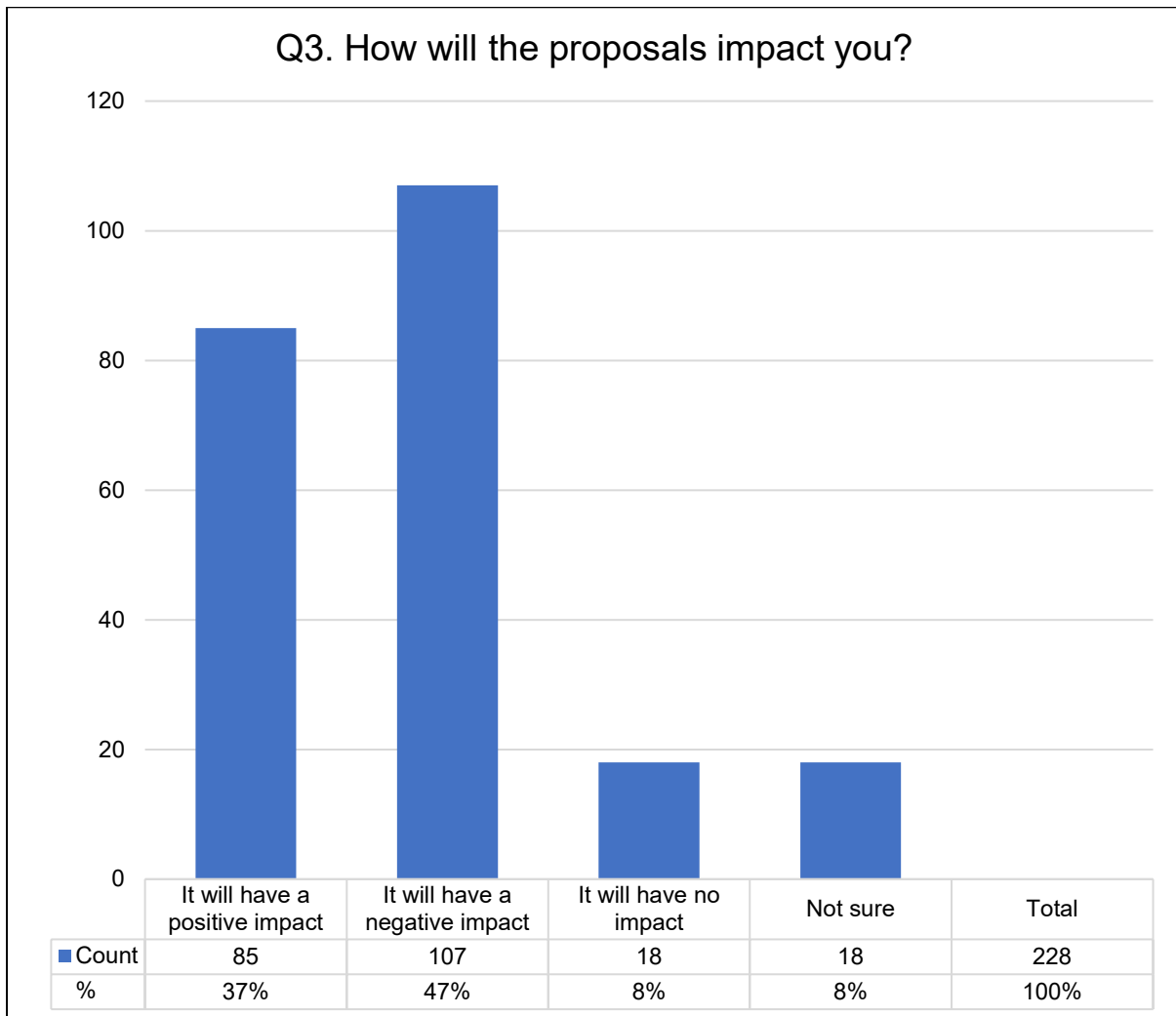


Will the proposed rerouting via Holloway Nags Head change your how often you use the service?	Count	%
It will increase how often I use the service	75	34%
It will reduce how often I use the service	105	48%
It will have no effect	35	16%
Not sure	6	3%
Total	221	100%

Note: percentages are rounded and may not total 100%

3.3 Summary of Question 2

More respondents anticipated a negative impact from the proposals than a positive one, although a substantial minority expected a positive impact. A smaller proportion felt the proposals would have no impact or were uncertain.



How will the proposals impact you?	Count	%
It will have a positive impact	85	37%
It will have a negative impact	107	47%
It will have no impact	18	8%
Not sure	18	8%
Total	228	100%

Note: percentages are rounded and may not total 100%

3.4 Stakeholder responses

These are the stakeholders who responded to the consultation, a summary of the stakeholder replies is available in Appendix D

Future Transport London

London TravelWatch

Councillor Alan Schneiderman, Cabinet Member for Environment and Climate Change, LB Barnet

Rowena Champion Executive Member for Environment, Air Quality & Transport
Labour councillor for Barnsbury Ward Islington CouncilKeep

All stakeholder replies have been read and the comments made have been used to form our decision making process.

3.4 Petitions and campaigns

A campaign not directly relating to the proposals suggesting that we use New Routemaster or tram style buses on our services made up 17 per cent of the responses (61 respondents).

These respondents did not answer the survey closed questions about the proposals

4. About the consultation

4.1 Purpose

The objectives of the consultation were to:

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

4.2 Who we consulted

The consultation was held to listen to what the public and other stakeholders thought about our proposal to reroute the 310 via Holloway Nags Head.

The aim was to ensure that residents, bus users, commuters, businesses and employers along the proposed and existing route were aware of the consultation and how to have their say.

We consulted with the London Boroughs of Barnet, Camden, Islington Hackney and Haringey, including their elected local ward councillors. We also consulted with constituency Members of Parliament, London Assembly members, and other locally elected representatives.

We consulted with London TravelWatch and other organisations interested in transport in London. We also consulted with schools, healthcare settings, community groups and business groups. We also raised awareness of the consultation with other local employers, community, faith, accessibility and resident association groups.

A full stakeholder list is shown in Appendix F:

4.3 Dates and duration

The consultation was open from the 23 January until 6 March, this gave respondents six weeks to let us have their views.

4.4 What we asked

We asked 3 closed questions about how people used the service and what they thought the impacts on them would be. We also had an open text box for people to list any other issues they wanted to make us aware of. We asked a further three closed questions about how people heard about the consultation and about the quality of the consultation.

The questions are reproduced in full in appendix xxx.

4.5 Methods of responding

We made several channels available through which could respond to the consultation.

- It was possible for respondents to complete a consultation questionnaire by visiting our website *insert link*
- Comments could also be submitted by email to haveyoursay@tfl.gov.uk or in writing to FREEPOST TFL Have your say (*insert reference*).
- Respondents could complete an Easy Read Version of the consultation survey. This survey was also available to download from our webpage as a fillable PDF for completion and return by email or our Freepost service.
- We provided a telephone call back service (Tel: 020 3054 6037) for respondents to get in touch with any questions and as a further method of response.
- The 'Questions' tool on our consultation website was available during the consultation to enable people to submit queries and obtain further information to help them respond

4.6 Consultation materials and publicity

We sent out 62,556 emails to people either who have registered for TfL updates, these were sent to users of the 310 and 210 buses and to those in relevant postcodes along the route.

We had posters at 74 affected bus stops along the route and 3 sided (Toblerone0 signage attached to posts at the following locations: - Golders Green - GJ/GK, Jackstraws Castle - M/N, Channing School - D/B, Whittington Hospital - A/B, Holloway Nags Head - B, Crouch Hill – CR. Tollington Park – U, Finsbury Park Stn – L/M, Manor House STn – D, Stamford Hill Stn – CQ and Stamford Hill Rookwood Road.

We also handed out 1230 flyers at 4 locations over different days whilst the consultation was open. These locations were as follows: Finsbury Park and Stroud Green Road, Finsbury Park station up to Manor House, Nags Head bus stop and Holloway Road area and Isledon Road & Tollington Road. The flyer was printed over two sides and one side contained a Yiddish translation.

The consultation information was also available in easy read formats, large print, Braille and audio. There was also a BSL video outlining the proposal.

4.8 Equalities Assessment

An initial Equalities Impact Assessments (EqIA) was undertaken for the proposals, and this document was placed on the consultation page.

The EqIA sought to identify:

- any effect the proposal could have on people
- how we would propose to minimise any negative impacts

The EqIA was used to help decide if, and how, we might proceed with the proposals.

We were keen to hear from people with protected characteristics as defined by the Equality Act 2010 and who were more likely to be impacted by proposal, in particular older people, disabled people, pregnant women, and those travelling with small children. Summarise the findings of the Equalities Assessment that was carried out before the consultation (on the consultation rather than the scheme, but refer to the scheme EqIA too))

4.9 Analysis of consultation responses

The consultation outcomes were analysed in house.

A code frame was developed to categorise comments received in response to each open question to identify the most common issues raised. The code frame and the approach to analysis was peer reviewed within the team before detailed analysis of every comment received could commence.

Where comments were sent to us by email, post or during telephone calls, and not within the structure of our survey, these were read in full and coded in the same way as comments made in response to our open questions.

It should be noted that all questions were optional, and participants could choose whether to skip or answer questions. Therefore, as shown in the presentation of the results in Chapter 3, the total of number of respondents differs for each question.

Once detailed analysis was complete, a list of the issues being raised was generated, and these issues were considered as part of our decision-making process.

Our response to the issues raised can be found in Appendix A: Detailed Analysis of Comments & Our Response to Issues Raised.

Appendix A: Detailed Analysis of Comments & Our Response to Issues Raised

Code Frame

	Support
A01	<i>General support</i>
A02	<i>Support changes with caveats</i>
	Oppose
B01	<i>General opposition</i>
B02	<i>Concern that these changes are unnecessary</i>
	Network access and connectivity
C01	<i>Support for creating direct links between Holloway and Hampstead/Golders Green</i>
C02	<i>Support for reducing duplication with the 210</i>
C03	<i>Support for opening new links to Upper Holloway/Nags Head shops/Whittington Hospital</i>
C04	<i>Concern about losing direct link to/from Stroud Green/Crouch Hill/Hornsey</i>
C05	<i>Concern that Holloway Rd/Seven Sisters Rd routeing is already served by many other routes</i>
C06	<i>Concern about children losing safe direct access to schools (eg near Tollington Park/Highgate)</i>
C07	<i>Concern about losing direct access to Whittington Hospital from Stroud Green/Hornsey Rise</i>
C08	<i>Concern about increased journey times caused by needing to change buses</i>
C09	<i>General concern about broken journey links/having to change buses</i>
C10	<i>Concern that the proposals overall will have a negative impact on essential journeys (e g work/ medical appointments/shopping/ leisure)</i>
C11	<i>Concern that 310 is the only bus providing a direct link under railway bridges on Stroud Green Rd</i>
C12	<i>Support extension to Rookwood Rd</i>
C99	<i>Other Network access & connectivity comment</i>
	Frequency, Capacity & Reliability

D01	<i>Concern about traffic congestion on Seven Sisters Road/Holloway Road slowing journeys</i>
D02	<i>Concern that route 210 is unreliable/will be overcrowded without the 310 to support it</i>
D04	<i>Suggest increasing frequency of 310</i>
D05	<i>Support extending operating hours later into evenings</i>
D06	<i>Suggest increasing frequency of 210 if change goes ahead</i>
D07	<i>Suggest using double deck buses if change goes ahead</i>
D99	<i>Other Frequency/Capacity/Reliability comment</i>
	Accessibility & safety
E01	<i>Concern about impact on disabled/elderly/expectant mothers/those with young children/prams and/or luggage</i>
E02	<i>Concern about personal safety while interchanging at Finsbury Park especially at night</i>
E03	<i>Concern about longer walks when interchanging</i>
E04	<i>Concern about loss of step-free direct connections making journeys harder</i>
E05	<i>Suggestion about improving lighting signage or crossings at interchange points</i>
E99	<i>Other Accessibility & safety comment</i>
	Alternative suggestions
F01	<i>Suggestion about adding a stop closer to Finsbury Park Station without removing the Stroud Green alignment</i>
F02	<i>Suggestion about maintaining Stroud Green access via alternative alignment (eg. Harringay → Upper Tollington → Stroud Green)</i>
F03	<i>Suggestion about routing via Highbury/Hornsey Road instead of Holloway Road</i>
F04	<i>Suggestion about alternative Holloway alignments (eg. Camden Road → Parkhurst Road loop)</i>
F05	<i>Other suggestion about bus stop/stand locations</i>
F06	<i>Suggest extending route 310 beyond current Golders Green terminus (eg. Brent Cross/Hendon/Edgware)</i>
F99	<i>Other alternative re-routing suggestion</i>
	Other comment/suggestion
G01	<i>Unclear comment/misunderstood proposals</i>

G02	<i>Do not use the routes/not affected by the proposals</i>
G03	<i>Suggestion to change other existing bus routes</i>
G04	<i>Other new bus route suggestions</i>
G05	<i>General anti-Mayor/TfL comment</i>
G99	<i>Other comment not in code frame</i>
	Out of scope
H01	<i>Suggestion about vehicle type e.g tram-style/double decker electric/new routemasters/zero-emission buses/vehicle accessibility</i>
H99	<i>Other out of scope comment</i>
	Consultation
X01	<i>Concerned that the survey questions are inadequate/biased/limited</i>
X02	<i>Concern that consultation is a tick box exercise</i>
X03	<i>Concerns about issues with log-in/need for registration</i>
X04	<i>Concerns Consultation not publicised widely enough</i>
X05	<i>Concerns Website not user friendly/difficult to find the consultation page</i>
X06	<i>Suggestion about using new routemaster bus on consultation materials/webpage banners</i>
X07	<i>Concern that information provided was insufficient/not detailed enough</i>
X99	<i>Other Quality of consultation comment not in code frame</i>

Our Response to Issues Raised

Below are our responses to the most common issues raised by respondents to the consultation

Issues Raised	Our Response
<i>General support</i>	The proposals have been developed to create new connections to areas such as Holloway

	<p>Road and Seven Sisters, helping to increase access to the local area. The proposed change is also expected to improve journey times for passengers already using the service between Stamford Hill and Golders Green.</p>
Oppose	
<i>General opposition</i>	<p>We understand that people are familiar with the trial routeing of the 310 and that the proposed routeing via Holloway might result in a change to journeys with some people needing to use different routes or change between services in future.</p> <p>The proposals have been developed so that new connections are created to Holloway Road, Seven Sisters Road, Tollington Road and Isledon Road. This is expected to increase the number of people who could benefit from new links. It's also expected that journey times would be improved for passengers already using the service between Stamford Hill and Golders Green.</p> <p>Route 210 would continue to run between Finsbury Park and Brent Cross via Archway and Golders Green, serving stops served by route 310 during the trial period between Finsbury Park and Golders Green. Route 310 and other services would retain the link between Finsbury Park and Stamford Hill. As such, many passengers would be able to make their journey without changing between buses. Interchange would be available at Finsbury Park to change between routes 210 and 310 and other services.</p>
<i>Concern that these changes are unnecessary</i>	<p>Route 310 was introduced on a trial basis to provide a direct bus service between Stamford Hill and Golders Green. During the trial period it ran on the same alignment as route 210 between Finsbury Park and Golders Green. By routeing the service via Holloway it would no longer run on the same routeing as the 210 between Finsbury Park and Archway.</p> <p>TfL has a responsibility to ensure that bus network resources are appropriately distributed so that the right level of service is provided. The proposed routeing would reduce duplication with route 210 and provide new connections into the Holloway areas. The proposal is also expected to reduce journey times between Stamford Hill and Golders Green.</p>
Network access and connectivity	

<p><i>Support for creating direct links between Holloway and Hampstead/Golders Green</i></p>	<p>The proposal would create of new links between Holloway and Golders Green and areas close to Hampstead Heath. The proposed routeing would benefit people travelling between these areas.</p>
<p><i>Support for reducing duplication with the 210</i></p>	<p>Routeing the 310 via Holloway, Nag's Head would help to reduce duplication with route 210. Route 210 would not change as part of these proposals and would continue to run between Finsbury Park and Brent Cross via Stroud Green Road, Hanley Road, Hornsey Road and St. John's Way.</p>
<p><i>Support for opening new links to Upper Holloway/Nags Head shops/Whittington Hospital</i></p>	<p>The proposed change would create new links to Upper Holloway, Nag's Head and Whittington Hospital. The proposed routeing would benefit people travelling to these areas.</p>
<p><i>Concern about losing direct link to/from Stroud Green/Crouch Hill/Hornsey</i></p>	<p>We aim to provide a comprehensive bus network with key connections and interchange opportunities. While route 310 would no longer run on its trial routeing, route 210 would continue to serve bus stops served by route 310 during the trial period between Finsbury Park and Golders Green, including stops in the Stroud Green, Crouch Hill and Hornsey Road areas.</p> <p>Passengers who are unable to make a direct bus journey on route 210 would be able to interchange with route 310 and other services at Finsbury Park for trips to and from the Seven Sisters Road, Amhurst Park and Stamford Hill areas.</p>
<p><i>Concern that Holloway Rd/Seven Sisters Rd routeing is already served by many other routes</i></p>	<p>We acknowledge that there are a number of existing bus routes serving Holloway Road and Seven Sisters Road. However, there are no routes that provide a direct link between Holloway Road and Spaniards Road, Golders Green, Amhurst Park or Stamford Hill. Similarly, there are no routes that provide a direct link between Seven Sisters Road (between Finsbury Park Station and Holloway Road) and Upper Holloway, Highgate Village, Spaniards Road or Golders Green.</p> <p>Routeing the 310 via Holloway would provide direct connections between these locations, helping to improve access for passengers.</p>
<p><i>Concern about children losing safe direct access to schools (eg near Tollington Park/Highgate)</i></p>	<p>We appreciate the importance of the bus network for journeys to and from places of education, including schools, colleges and universities, and we understand concerns raised about the effect the proposal might have on access to schools etc.</p> <p>While the proposal would benefit some people by creating new direct journey opportunities and reducing journey times for others, we</p>

	<p>acknowledge that the 310 would no longer run on its trial routeing between Finsbury Park and Archway. Route 210 would continue to run on this section, retaining access to local schools and places of education. Some passengers may need to change between buses to reach their destination in the same way they would have before the trial period. Interchange would be possible between route 210 and route 310 and other services at Finsbury Park. As such, the local bus network would continue to provide access to places of education across the day.</p>
<p><i>Concern about losing direct access to Whittington Hospital from Stroud Green/Hornsey Rise</i></p>	<p>We understand that access to hospitals and other medical facilities is important for many people.</p> <p>If route 310 runs via Holloway it would no longer run on Stroud Green Road and Hornsey Road/Hornsey Rise. However, there are no plans to change route 210 as part of these proposals and it would continue to run on its current routeing. This means that route 210 would continue to provide the direct link between bus stops on Stroud Green Road and Hornsey Road/Hornsey Rise and bus stops close to Whittington Hospital.</p>
<p><i>Concern about increased journey times caused by needing to change buses</i></p>	<p>We understand that a change to the trial routeing of the 310 might raise concerns, including how it might affect journey times.</p> <p>If the planned change goes ahead, route 210 would continue to provide a high frequency of service on roads between Finsbury Park and Archway (and to Brent Cross via Golders Green). Similarly, route 310 and other services would continue to provide a high frequency of service between Stamford Hill and Finsbury Park. While passengers may need to undertake a pedestrian route between interchange bus stops to change between these routes, the high frequency of service would help to limit waiting times and overall journey times.</p>
<p><i>General concern about broken journey links/having to change buses</i></p>	<p>We aim to provide a comprehensive bus network with key connections and interchange opportunities. While route 310 would no longer run on its trial routeing, route 210 would continue to serve the route 310 trial bus stops between Finsbury Park and Golders Green.</p> <p>Passengers who are unable to make a direct bus journey on route 210 would be able to interchange with route 310 and other services at Finsbury Park for trips to and from the Seven Sisters Road, Amhurst Park and Stamford Hill areas. This would replicate the local bus network prior to the trial operation of route 310. High frequency services running between Finsbury Park and Archway via Stroud Green Road and</p>

	<p>between Finsbury Park and Stamford Hill would help to limit overall journey times for people who interchange.</p>
<p><i>Concern that the proposals overall will have a negative impact on essential journeys (e.g. work/ medical appointments/shopping/ leisure)</i></p>	<p>We understand that many people rely on the bus network for essential journeys. We aim to provide a comprehensive network with direct links to key destinations alongside opportunities to change to other routes or different modes of public transport.</p> <p>If we proceed with the proposal, the local network would continue to provide an excellent level of coverage, with access to high frequency bus routes and corridors. Many passengers would be able to make their journey without changing buses. For those who may need to change, high frequency interchange would be available via bus stops at and close to Finsbury Park Station.</p> <p>As such, the network would continue to provide coverage and access to key destinations across the local area.</p>
<p><i>Concern that 310 is the only bus providing a direct link under railway bridges on Stroud Green Rd</i></p>	<p>Route 310 is the only bus route that operates under railway bridges on Stroud Green Road on its trial routeing. If the proposed change goes ahead, it would no longer run on Stroud Green Road. However, route 210 (and routes W3 and W7) would still serve the Finsbury Park Station area off Stroud Green Road, continuing to provide connectivity from the north. Route 310 and other services would provide connectivity between Finsbury Park and Stamford Hill. Passengers would be able to undertake a pedestrian route between bus stops at Finsbury Park to interchange between these routes in future. The high frequency of services would help to limit overall journey times.</p>
<p><i>Support extension to Rookwood Rd</i></p>	<p>While the purpose of the consultation is to seek views on the proposal to route the 310 via Holloway, Nag's Head, we are also planning to extend the route in-service to Rookwood Road in Stamford Hill. We believe this will help to improve access to the local area.</p>
<p>Frequency, Capacity & Reliability</p>	
<p><i>Concern about traffic congestion on Seven Sisters Road/Holloway Road slowing journeys</i></p>	<p>TfL aims to provide an extensive bus network which operates efficiently, delivering good journey times for passengers wherever possible. Bus schedules are developed to take traffic conditions into account to help ensure that the network runs to schedule.</p> <p>If we proceed with the proposal to route the 310 via Holloway, the service would benefit from the use of bus lanes in place on Seven Sisters Road, Isledon Road, Tollington Road and Holloway</p>

	<p>Road. This means that buses would have protection from the impact of congestion caused by general traffic by being able to run in bus lanes for long sections of the proposed routing.</p> <p>Operation of the route would continue to be monitored to help ensure that a reliable service is provided with efficient journey times wherever possible.</p>
<p><i>Concern that route 210 is unreliable/will be overcrowded without the 310 to support it</i></p>	<p>If we proceed with the proposal to route the 310 via Holloway, route 210 would not change and would continue to run on its current routing between Finsbury Park and Brent Cross via Archway and Golders Green. As such, the level of bus service provided between Finsbury Park and Archway in the Stroud Green and Hanley Road area would be the same as before the introduction of route 310 on its trial period.</p> <p>We aim to ensure that the bus network has the right level of service across all routes. Route 210 would continue to provide sufficient capacity for all passengers who wish to travel if the 310 is routed via Holloway.</p> <p>We also aim to ensure that the network operates reliably with sufficient resource so that buses arrive on time wherever possible.</p> <p>If we proceed with the proposal, route 210 would be monitored to ensure that it continues to provide sufficient capacity and runs as reliably as possible.</p>
<p><i>Suggest increasing frequency of 310</i></p>	<p>We aim to ensure that the bus network has the right level of service across all routes. There are no current plans to increase the frequency of route 310 as the existing service provides sufficient capacity for all passengers who wish to travel.</p> <p>Route 310 would remain under ongoing review to help ensure that the right level of service continues to be provided.</p>
<p><i>Support extending operating hours later into evenings</i></p>	<p>While the purpose of the consultation is to seek views on the proposal to route the 310 via Holloway, Nag's Head, we are also planning to extend hours of operation later into the evening on all days of the week. We believe this will help to improve access to public transport in the evening.</p>
<p><i>Suggest increasing frequency of 210 if change goes ahead</i></p>	<p>If we proceed with the proposal to route the 310 via Holloway, route 210 would not change and would continue to run on its current routing between Finsbury Park and Brent Cross via Archway and Golders Green. As such, the level of bus service provided between Finsbury Park</p>

	<p>and Archway in the Stroud Green and Hanley Road area would be the same as before the introduction of route 310 on its trial period.</p> <p>We aim to ensure that the bus network has the right level of service across all routes and the 210 would continue to provide sufficient capacity for all passengers who wish to travel if the 310 is routed via Holloway.</p> <p>If we proceed with the proposal, route 210 would be monitored to ensure that it continues to provide sufficient capacity.</p>
<p><i>Suggest using double deck buses if change goes ahead</i></p>	<p>Route 310 runs under a low bridge on Stroud Green Road on its trial routeing. This means that double-deck buses can't be used during the trial period. If we proceed with the proposal to route the service via Holloway, it would be possible to use double-deck buses as it would no longer run on Stroud Green Road.</p> <p>If the proposal is progressed, operation using different types of buses would be considered.</p>
<p>Accessibility & safety</p>	
<p><i>Concern about impact on disabled/elderly/expectant mothers/those with young children/prams and/or luggage</i></p>	<p>We aim to provide a bus network that is accessible to all London residents with extensive coverage, direct links and opportunities to interchange where possible.</p> <p>While route 310 would no longer run on its trial routeing, route 210 would continue to serve the route 310 trial bus stops between Finsbury Park and Golders Green. Similarly route 310 would continue to provide the connection between Finsbury Park and Stamford Hill.</p> <p>Passengers who are unable to make a direct bus journey on route 210 would be able to interchange with route 310 and other services at Finsbury Park for trips to and from the Seven Sisters Road, Amhurst Park and Stamford Hill areas. This would replicate the local bus network prior to the trial operation of route 310. The high frequency network would help to limit overall journey times and the impact of needing to change between buses.</p> <p>Stop C on Wells Terrace is the boarding bus stop for route 210 at Finsbury Park. In the opposite direction, passengers would be able to board route 310 and other services at Stop R on Seven Sisters Road. Both bus stops have shelters with seating and nearby lighting to help provide a comfortable waiting and interchange environment.</p>

	<p>The London bus fleet is fully accessible with buses fitted with a kneeling facility to aid passengers when boarding and alighting, as well as accessible bus stops where drivers are able to pull-in close to the kerb. Having accessible buses serving accessible bus stops at interchange locations would help to mitigate the impact on older, disabled and more vulnerable passengers who might need to change between buses in the future.</p> <p>The proposals would also make it easier for some older, disabled and more vulnerable passengers to travel in the future, with new direct links created between areas such as Golders Green/Highgate Village and Seven Sisters Road; and between Holloway Road and Golders Green/Seven Sisters Road.</p>
<p><i>Concern about personal safety while interchanging at Finsbury Park especially at night</i></p>	<p>The safety and security of passengers is important to TfL. If we proceed with the proposal to route the 310 via Holloway, passengers may need to change between buses at Finsbury Park to make their journey. This would replicate the local interchange option prior to the trial operation of route 310. The pedestrian route between interchange bus stops has street lighting and pedestrian crossings to help provide safe access.</p>
<p><i>Concern about longer walks when interchanging</i></p>	<p>We aim to provide an extensive bus network with key connections and opportunities to interchange. If we proceed with the proposal to route the 310 via Holloway, some passengers may need to change between buses at Finsbury Park to make their journey. This would replicate the local interchange option prior to the trial operation of route 310 with a pedestrian route of less than 400 metres between interchange bus stops.</p>
<p><i>Concern about loss of step-free direct connections making journeys harder</i></p>	<p>We aim to provide a bus network that is accessible to all London residents with extensive coverage, direct links and opportunities to interchange wherever possible.</p> <p>While route 310 would no longer run on its trial routeing, route 210 would continue to serve the route 310 trial bus stops between Finsbury Park and Golders Green. Similarly route 310 and other services would continue to provide the connection between Finsbury Park and Stamford Hill.</p> <p>Passengers who are unable to make a direct bus journey on route 210 would be able to interchange with route 310 and other services at Finsbury Park for trips to and from the Seven Sisters Road, Amhurst Park and Stamford Hill areas. This would replicate the local bus network prior to the trial operation of route 310.</p>

	<p>The London bus fleet is fully accessible with buses fitted with a kneeling facility to aid passengers when boarding and alighting, as well as accessible bus stops where drivers are able to pull-in close to the kerb. Having accessible buses serving accessible bus stops at interchange locations would help to mitigate the impact on older, disabled and more vulnerable passengers who might need to change between buses in the future.</p> <p>The proposals would also make it easier for some older, disabled and more vulnerable passengers to travel in the future, with new direct links created between areas such as Golders Green/Highgate Village and Seven Sisters Road; and between Holloway Road and Golders Green/Seven Sisters Road.</p>
<p><i>Suggestion about improving lighting signage or crossings at interchange points</i></p>	<p>TfL aims to provide a bus network that is accessible to all London residents. If the proposal to route the 310 bus service via Holloway is introduced, some passengers may need to change between buses at Finsbury Park to complete their journey.</p> <p>For journeys in the direction of Golders Green, passengers could alight from route 310 at Stop S on Seven Sisters Road and change to route 210 at Stop C on Wells Terrace. The pedestrian route between stops S and C is approximately 390 metres. There is a signalised pedestrian crossing in place on Seven Sisters Road to reach Stroud Green Road. At Wells Terrace, a zebra crossing is in place to reach the north side of the bus stop area, with a further informal crossing point at the rear of the bus stops to reach Stop C. All three crossing points have tactile paving on each kerbside with street lighting in place along the route.</p> <p>For journeys in the direction of Stamford Hill, passengers could alight from route 210 at its final stop on Clifton Terrace and change to route 310 at Stop R on Seven Sisters Road. The pedestrian route between the last stop on route 210 and Stop R is approximately 380 metres. Wells Terrace is the only road that would need to be crossed. A zebra crossing is situated with tactile paving on each kerbside. Street lighting is in place along the route.</p> <p>TfL provides maps of bus stops in the Finsbury Park area to show where routes run to and from. Bus route information is continually reviewed so that it is up to date to reflect any changes to the bus network.</p>
<p>Alternative suggestions</p>	

<p><i>Suggestion about adding a stop closer to Finsbury Park Station without removing the Stroud Green alignment</i></p>	<p>TfL aims to site bus stops in safe and convenient locations wherever possible. During the trial of route 310, there were no new bus stops sited on Stroud Green Road. We recognise that the installation of new bus stops on Stroud Green Road close to Finsbury Park Station would improve interchange for the station. However, safe and suitable locations were not identified for the siting of new stops. As such, if the route were to continue to run via Stroud Green Road, access to the station would not improve. If the proposal to run via Holloway is introduced, the route would serve bus stops R and S on Seven Sisters Road, improving access to Finsbury Park Station.</p>
<p><i>Suggestion about maintaining Stroud Green access via alternative alignment (eg. Harringay → Upper Tollington → Stroud Green)</i></p>	<p>The proposal to run route 310 via Holloway has been developed to remove duplication with route 210 between Finsbury Park and Archway; to create new links to the Seven Sisters Road and Holloway Road areas; and is expected to reduce journey times between Stamford Hill and Golders Green.</p> <p>If the 310 were routed via Upper Tollington Park and Harringay, it would continue to duplicate route 210 between Stroud Green Road and Archway, limiting the new connections provided by the route and continuing an over-provision of service between Stroud Green Road and Archway.</p>
<p><i>Suggestion about routeing via Highbury/Hornsey Road instead of Holloway Road</i></p>	<p>The proposal to route the 310 via Holloway has been developed to reduce duplication with route 210, while creating new direct links and quicker end-to-end journey times. The proposed routeing via Holloway would provide connections to destinations such as shopping and retail areas at Nag's Head and interchange with the Suffragette Line at Upper Holloway Station.</p> <p>Routeing the 310 via Hornsey Road would mean that these locations would not be served. It's also likely that a routeing via Hornsey Road would not remove duplication with route 210 between Hornsey Road and Archway.</p>
<p><i>Suggest extending route 310 beyond current Golders Green terminus (eg. Brent Cross/Hendon/Edgware)</i></p>	<p>We recognise the importance of providing a comprehensive bus network that provides connections to key destinations and interchange locations. Extending route 310 to Brent Cross, Hendon on Barnet would replicate links provided by route 83, 183, 210 or 240. Extending route 310 beyond Golders Green would also be costly with extra buses and drivers required to facilitate the extension, and in some cases, the routeing would be too long to operate reliably.</p> <p>Given the limited benefit of extending route 310 alongside the operational cost of the extending the route and reliability concerns, we do not plan</p>

	to extend it further at this stage. Passengers can currently change between route 310 and routes 83, 183, 210 and 240 at Golders Green Station to make their journey.
Out of scope	
<i>Suggestion about vehicle type e.g tram-style/double decker electric/new routemasters/zero-emission buses/vehicle accessibility</i>	We did not consult on vehicle type, so these comments have been classed as out of scope for this consultation – where additional comments have been made in these responses around the structure and routeing, these have been addressed in the preceding relevant response
Consultation	
<i>Concerned that the survey questions are inadequate/biased/limited</i>	The questions were designed to enable a response to the relevant elements of the consultation such as whether the proposals would make the service more or less convenient. A free text box was offered so that people were able to provide any other feedback that they wanted
<i>Concern that consultation is a tick box exercise</i>	The consultation enables us to make a better informed decision about what we should do with the service. They enable us to understand if there were any issues that we did not take account of when planning the proposals. All responses are used as part of our decision-making process
<i>Concerns about issues with log-in/need for registration</i>	We accept responses to the consultation by letter or email alongside those through the online portal. You are not required to log on to view the proposals
<i>Concerns Consultation not publicised widely enough</i>	We had posters and three-sided Toblerone signage at as many affected bus stops as possible. We also sent out emails to everyone registered through TfL across the 310 and 210 bus routes and relevant postcode areas. We also carried out flyering at key locations across a number of days whilst the consultation was open
<i>Concerns Website not user friendly/difficult to find the consultation page</i>	The website address was available on the posters and flyers via a QR code. Our emails also contained a link direct to the webpage
<i>Concern that information provided was insufficient/not detailed enough</i>	We provided maps both geographic and linear and full text explanation of the proposals. We also provided a call back service for anyone who needed further details or assistance

Appendix B: Consultation questions

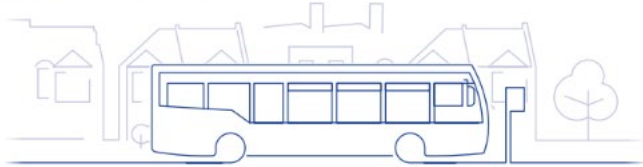
310 Holloway Nags Head reroute Survey questions

1. How often do you use the 310 currently
 - Daily
 - Few times a week
 - Weekly
 - Few times a month
 - Monthly
2. Will the proposed rerouteing via Holloway nags head change your how often you use the service
 - Increase
 - Decrease
 - No change
 - Unsure
3. How will the proposals impact you
 - Positive impact
 - Negative impact
 - No change
4. Please tell us anything else you would like us to know about how this proposal might affect you
 - Free text

Appendix C: Consultation letter/leaflet

Your new 310 bus route. Your say.

We're proposing a minor reroute via Holloway Nags Head to improve connections.



Have
your
say

When the new route 310 contract begins in August, we propose a minor reroute via Holloway Nags Head to improve connections to Holloway Road, Seven Sisters Road, Tollington Road, and Isledon Road.

For more information, to view maps and have your say, please scan the QR code or:

Visit: haveyoursay.tfl.gov.uk/310-holloway-nags-head

Email: haveyoursay@tfl.gov.uk

Telephone: 020 3054 6037 (call back service)

Write to: **Freepost TfL Have Your Say (310)**

Consultation ends Friday 6 March 2026.

MAYOR OF LONDON



Your new 310 bus route. Your say.

When the new route 310 contract begins in August, we propose a minor reroute via Holloway Nags Head to improve connections to Holloway Road, Seven Sisters Road, Tollington Road, and Isledon Road.

For more information, to view maps and have your say, please scan the QR code or:

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Email: haveyoursay@tfl.gov.uk

Telephone: 020 3054 6037 (call back service)

Write to: **Freepost TfL Have Your Say (310)**

Consultation ends **Friday 6 March 2026**.



Have
your
say

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1 / 2



דיין נייע 310 אויטאבוס ראָוט. דיין זאָג.

ווען דער נייער קאָנטראַקט פאַר ראָוט 310 הייבט זיך אָן אין אויגוסט, שלאָגן מיר פאַר אַ קליינע ענדערונג אינעם ראָוט דורך האַלאָוועי נעגס העד (Holloway Nags Head), כדי צו פאַרבעסערן די פאַרבינדונגען צו האַלאָוועי ראָוד (Holloway Road), סעווען סיסטערס ראָוד (Seven Sisters Road), טאָלינגטאָן ראָוד (Tollington Road) און איזלדאָן ראָוד (Isledon Road).

פאַר מער אינפֿארמאַציע, צו זען מאַפעס און זאָגן אייער מיינונג, ביטע סקאַנירט דעם QR קאָד אָדער:

באַזוכט: tfl.gov.uk/310-holloway-nags-head

אימעיל: haveyoursay@tfl.gov.uk

טעלעפֿאָן: 020 3054 6037 (רופֿ צוריק דינסט)

שרייב צו: **Freepost TfL Have Your Say (310)**

די קאָנסולטאַציע ענדיגט זיך פֿרייטאָג, דעם 6טן מאָרץ 2026.



האַב
דיין
זאָג

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2 / 2



Appendix D: Summary of Stakeholder replies

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.

Future Transport London

They note the change of routeing to take in Nags Head seems a logical change to this route. They explain that the present route duplicates the 210 and provides little new journey opportunities. Routeing it via Nags Head would open up new journey possibilities between there and Hampstead Heath and Golders Green. It would also make it possible to service it with double deckers.

London TravelWatch

London TravelWatch noted they have long campaigned for a direct bus link between Stamford Hill and Golders Green, welcoming both the original trial of the route and TfL's decision to keep it permanent. It also previously argued for later operating hours beyond the current 19:00 finish and therefore supports TfL's decision to extend evening services, enabling more direct journeys later at night. This is seen as particularly important for passenger safety, as it reduces the need to change buses in darkness when concerns about crime and personal security are greater.

London TravelWatch supports the proposed rerouting via Holloway, Nag's Head, noting that it will reduce duplication with route 210 west of Finsbury Park, create new direct links, shorten journey times, and is expected by TfL to reduce end-to-end travel times between Stamford Hill and Golders Green. However, it highlights concerns for passengers who currently use the 310 between Archway and Finsbury Park and would need to interchange with route 210 in future. There is no same-stop interchange at Finsbury Park, meaning significant walking or wheeling distances and road crossings. London TravelWatch is concerned that these impacts are not addressed in the Equality Impact Assessment and urges TfL and local councils to ensure appropriate mitigations, including safe, accessible, well-lit walking routes, pelican crossings with tactile paving, and bus stops with shelters, seating and clear passenger information.

Councillor Alan Schneiderman, Cabinet Member for Environment and Climate Change, LB Barnet

The proposals are welcomed, particularly the extension of operating hours beyond 7pm, which the organisation previously advocated for to enable people to participate fully in community life without anxiety about getting home. The intention to run the service later into the evening is therefore strongly supported. The proposed re-routing via Holloway, Nag's Head is also supported, as it is expected to reduce journey times for through passengers travelling between Golders Green and Stamford Hill.

However, while accepting TfL's view that onward links to Brent Cross and Hendon Central are already served by other routes, the organisation reiterates its earlier suggestion that the route should be extended beyond Golders Green. A key benefit

of the service is the ability to travel without changing buses, which helps address community safety concerns, particularly at times of heightened sensitivity, and this would be lost if additional interchanges are required. It is therefore urged that this issue is reconsidered, including the option of extending the route to Brent Cross West Station, which would create a currently missing direct link from Golders Green and avoid the need for a bus change or a potentially unsafe walk from Claremont Road.

Rowena Champion Executive Member for Environment, Air Quality & Transport Labour councillor for Barnsbury Ward Islington Council

LB Islington supports TfL's proposal to make trial route 310 permanent and stresses the wider importance of public transport in North London, particularly in Islington, where nearly a third of all journeys are made by public transport. Despite its importance for tackling the climate emergency, reducing pollution and supporting sustainable travel, public transport usage has fallen by 14.6% compared with pre-pandemic levels. The Council commits to working with TfL to improve bus reliability and journey times through bus priority measures and coordination of roadworks. The decision to retain route 310 is welcomed, alongside the approved changes from August 2026 to operate later in the day every day, extend the route to Rookwood Road, and maintain a 20-minute frequency.

The proposed re-routing via Nag's Head and Holloway Road is also positively received, as it is expected to reduce journey times between Stamford Hill and Golders Green, create new direct links, remove the need for some interchanges, and provide a more direct interchange at Finsbury Park on Seven Sisters Road. However, concerns are raised about negative impacts on some existing users in Islington, particularly between Finsbury Park and Archway, where the removal of the 310 would reduce bus frequencies and require reliance on route 210 alone. To offset this, an increase in the 210's frequency is requested to match current service levels. There are also concerns about accessibility for passengers needing to interchange between routes, involving a walk of five minutes or more between bus stops, which may be inconvenient for some users. TfL is urged to take these points into account and make adjustments that benefit all passengers.

Appendix E: List of stakeholders consulted with

Barnet Borough Council

Camden Borough Council

Hackney Borough Council

Haringey Borough Council

Hatzola

Islington Borough Council

Beacon High School

St Mary Magdalene Academy

City of London Academy

Arts and Media School

Disability Action in Islington (DAII)

AgeUK Islington

Transport for All

Wheels for Wellbeing

Bikeworks

Learning Disability Partnership

RNIB

Centre for Ageing Better

Islington Parents Carers Forum

Keeping Safe Sub Group / Power and Control Group (Learning disabilities)

Richard Cloudesley school - for children with physical and learning disabilities

Pedal Power Cycling Club

Sense

ALAG on behalf of Autism Hub

Talking News Islington

Independent Disability Advisory Group

London Ambulance Service NHS Trust

National Federation of the Blind UK

Transport for All

The Association of Guide Dogs for the Blind

London Fire Brigade

Metropolitan Police (TMO for Enfield/Hackney/Haringey/Tower Hamlets)

Metropolitan Police (TMO for Barnet/Camden/Islington/Waltham Forest)

Metropolitan Police (TMO for Brent/Ealing/Harrow/Hillingdon)

NHS Property Services

Royal College of Nursing

Campaign for Better Transport

Greater London Authority - Officers

Greater London Authority - Transport Committee

London Councils

London Travelwatch

Ortegalink

Board of Deputies

London Jewish Forum

Interlink Foundation

CST

Jewish Leadership Council

Union of Jewish Students

Kehillas Foundation

Anne Clarke AM for Barnet and Camden

Joanne McCartney AM for Enfield and Haringey and LATC member

Sem Moema AM for North East

Elly Baker LATC

Caroline Russell LATC
Hina Bokhari LATC
Unmesh Desai LATC
Neil Garratt LATC
Bassam Mahfouz LATC
Keith Prince LATC
Thomas Turrell LATC
Sarah Sackman MP for Finchley and Golders Green
Tulip Siddiq MP for Hampstead and Highgate
Jeremy Corbyn MP for Islington North
Diane Abbott MP for Hackney North and Stoke Newington
David Lammy MP for Tottenham
Catherine West MP for Hornsey and Friern Barnet

Appendix F: Demographics

Demographics

Note: percentages are rounded and may not total 100%

Gender	Total Responses	%	Responses with campaigns removed		Campaign responses only	
			count	% of total responses	count	% of total responses
Gender neutral/Agender	5	2%	0	0%	5	100%
Man	81	36%	81	100%	0	0%
Non-binary	15	7%	4	27%	11	73%
Trans man	6	3%	0	0%	6	100%
Trans woman	34	15%	0	0%	34	100%
Woman	83	37%	78	94%	5	6%
I use a different term	0	0%	0	0%	0	0%
Grand Total	224	100%	16	73%	61	27%

Ethnic group	Total Responses	%	Responses with campaigns removed		Campaign responses only	
			count	% of total responses	count	% of total responses
Asian or Asian British – Bangladeshi	1	0%	1	100%	0	0%
Asian or Asian British – Chinese	7	3%	3	43%	4	57%
Asian or Asian British – Indian	4	2%	4	100%	0	0%
Asian or Asian British – Other	6	3%	3	50%	3	50%
Asian or Asian British – Pakistani	2	1%	1	50%	1	50%
Black or Black British – African	8	4%	8	100%	0	0%
Black or Black British – Caribbean	4	2%	4	100%	0	0%
Black or Black British – Other	2	1%	0	0%	2	100%
Mixed/Dual Heritage – Mixed Other	8	4%	3	38%	5	63%

Mixed/Dual Heritage – White and Asian	5	2%	2	40%	3	60%
Mixed/Dual Heritage – White and Black African	2	1%	2	100%	0	0%
Mixed/Dual Heritage – White and Black Caribbean	2	1%	2	100%	0	0%
Other Ethnic Group	26	12%	6	23%	20	77%
Other Ethnic Group – Arab	6	3%	2	33%	4	67%
Other Ethnic Group – Kurdish	1	0%	0	0%	1	100%
Other Ethnic Group – Latin American	5	2%	1	20%	4	80%
Other Ethnic Group – Turkish	5	2%	3	60%	2	40%
White – British	75	35%	72	96%	3	4%
White – Irish	5	2%	4	80%	1	20%
White – Other	40	19%	32	80%	8	20%
Gypsy, Roma or Irish Traveller	0	0%	0	0%	0	0%
Grand Total	214	100%	153	71%	61	29%

Age group <i>(age data is approximate)</i>	Total Responses	%	Responses with campaigns removed		Campaign responses only	
			count	% of total responses	count	% of total responses
under 16	4	2%	4	100%	0	0%
16-20	57	26%	7	12%	50	88%
21-25	17	8%	8	47%	9	53%
26-30	23	11%	21	91%	2	9%
31-35	14	6%	14	100%	0	0%
36-40	10	5%	10	100%	0	0%
41-45	11	5%	11	100%	0	0%
46-50	13	6%	13	100%	0	0%
51-55	11	5%	11	100%	0	0%
56-60	14	6%	14	100%	0	0%
61-65	14	6%	14	100%	0	0%
66-70	6	3%	6	100%	0	0%
71+	24	11%	24	100%	0	0%

Grand Total	218	100%	157	72%	61	28%
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Disability	Total Responses	%	Responses with campaigns removed		Campaign responses only	
			count	% of total responses	count	% of total responses
Yes	37	21%	24	65%	13	35%
No	136	79%	132	97%	4	3%
Grand Total	173	100%	156	90%	17	10%

age-range data is approximate.