

30.11.25 TfL

Response to the SL15 proposed express bus service between Clapham Junction and Eltham

Please accept this joint submission from [Norwood Forum](#) and [Norwood Action Group](#). We are local voluntary organisations and cover and have an interest in the West Norwood, West Dulwich and Tulse Hill area through which the SL15 would operate. This joint submission also comes from our local Business Improvement District: [Station to Station](#) which covers West Norwood and Tulse Hill.

We strongly support the proposal for a new Superloop bus service passing through our area with proposed stops at Tulse Hill and West Dulwich stations. It will benefit many local residents, employees, businesses and visitors. We and local politicians have been lobbying on behalf of the community for better east / west bus services for many years and such an orbital service has consistently been a key outcome of local engagement. We are therefore delighted that at last there is a proposal to deliver such a service. It is noteworthy that the South Circular in this area has by far the highest vehicle count of all roads, yet a much poorer bus service when compared to other main and indeed some residential roads.

The proposed SL15 will link town centres, stations, schools and other community facilities and parks and leisure spaces within our area and those to the east and west. It will enable much faster and easier orbital travel than is currently offered by existing bus and rail routes to local residents, employees, students and visitors. It will also hopefully be more reliable than existing services which are delayed due to routing through congested areas and narrow streets. We would expect that such a service would enable more people to use public transport; both the SL15 itself but also through supporting better interchange with local rail and other bus services. Such a mode shift from private car, taxi and private hire would support the Mayor's objective for more sustainable travel.

Whilst the rail lines in this area provide good north south links, the connections to the east and west are convoluted often requiring travel into central London and back out again. Similarly, existing bus routes are mainly radial and the two orbital services (P13 and 201) go only for a short distance along the South Circular. Therefore even to get to Forest Hill or Clapham South requires interchange between two services. Longer distances require three or more buses with the resulting inconvenience, cost, delay and unreliability.

Furthermore, neither Tulse Hill nor West Dulwich station have step free access and thus buses are important for those people who need such provision, including those in wheelchairs, using buggies/pushchairs or transporting bulky items such as sports equipment. An express service along the South Circular would help meet their needs to travel in contrast to the current situation where the alternative is two or more buses or detour to a station which is step free by bus.

There are over 15,000 school places in the wider Dulwich area in Lambeth and Southwark and there is the highest concentration of non-catchment schools in the country. Journey choice is linked to distance travelled to school, with far higher driving rates for those travelling further. This is shown in data modelled for primary school journeys across London by locally based charity, [Solve the School Run](#), showing school journeys under a mile have a 7% driving rate, but this increases to 65% over a mile. The absence of good alternatives to the car exacerbates this position. Whilst many pupils do use the existing rail and bus services including dedicated school bus provision, the absence of longer distance orbital public transport routes results in

many unsustainable car trips. Of note, the Dulwich foundation school bus services has the most number of routes along the south circular from the west, but the last stops are as far away as the junction of Clarence Ave with Poyners Rd, at least two and a half miles away.

The proposed SL15 will provide a cost effective and flexible transport option for independent and state school pupils helping to reduce car trips within and through our area in line with the Mayor's aims. However, to realise the full benefits of the SL15 for school travel, another pair of stops should be provided on the route around the College Road junction with the South Circular. These would be within walking distance or a short bus ride (P4) of many other schools in this part of Southwark. Such stops would also be close to Dulwich Village itself and the various visitor attractions there.

As per our community views [reflected to you by our local MP Helen Hayes](#), we hope better walking, wheeling and cycling facilities can be introduced between Tulse Hill Gyratory and Croydon Rd. thereby reducing congestion and improving bus speeds between Tulse Hill and West Dulwich. Helen reflected your support, in line with TfL's goals, but that funding was not available. We hope that funding might be considered given the benefit to this important service.

Whilst strongly supporting the proposed SL15, we would urge TfL to enable better interchange with the existing SL6 by having the latter's last bus stop going into town and first out at Tulse Hill rather than a mile or so down the road in West Norwood. The SL6 should also operate the same hours as other TfL services, including as proposed for the SL15 rather than just in the peaks and in the peak direction. This would enable interchange throughout the operational day with SL15 as well as improve this express radial bus service for other local passengers..

Longer term we would also suggest an orbital night time service is introduced catering for shift workers and the night time economy. This area has three radial night bus services but nothing else, be it by bus or rail.

In addition to the aforementioned suggested extra pair of bus stops around College Road, we would also ask that TfL consider another extra pair on Christchurch Road between Roupell Road and Hillside Avenue. This stretch of the South Circular is currently not served by any buses, yet has a large secondary school, a primary school and Council estates and other housing with low car ownership and high deprivation.

The [Dulwich Bus Campaign](#) is seeking the extension of the 201 into Dulwich Village. Such an extension would also complement the express SL15. In addition the SL15 would benefit from the Southwark Better Bus Partnership project which will deliver improvements for buses on Lordship Lane.

Lastly, we would urge that to deliver the full benefits of the new service that bus stops are improved, including countdowns and shelters alongside safe and convenient pedestrian access to/from these such as zebra and light controlled crossings and general improvements in road safety. This accords with the objectives of the local Transform Tulse Hill campaign which we support. They are also writing to you in support of the SL15 alongside seeking improvements at the gyratory through which it would run.

We have signed the submission from campaign group Transform Tulse Hill and support the specific requests being made for that location which is part of our area of interest. We very much look forward to the SL15 coming into operation and hope that this can be soon.

Norwood Forum, Norwood Action Group, Station to Station West Norwood and Tulse Hill