

Your Superloop. Your Say.

A new Superloop
express bus service SL15.



SL15 – proposed express bus service between Clapham Junction and Eltham

Consultation Report
March 2026

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1. Executive Summary

In January 2025 a proposed expansion of the Superloop express bus network was announced as part of the Mayor of London's commitment to further enhance public transport in outer London. Six public consultations were planned to take place during the year.

This included a proposal for new route SL15, a limited-stop bus service between Clapham Junction and Eltham rail station via Tulse Hill and Catford. A public consultation on the SL15 proposal was held between 20 October and 30 November 2025.

The SL15 proposal aimed to create interchanges between 77 other bus routes and eight train stations, including Northern line Tube services; London Overground Windrush line services at Forest Hill and Windrush and Mildmay services at Clapham Junction; and National Rail services on Southeastern, Southern, Thameslink and South Western Railways.

As set out in the consultation, we considered the SL15 route would:

- Provide quicker bus connections between key locations, with buses operating more frequently between Catford and Lee – Eltham; and Battersea and Clapham Junction – Clapham South
- Create new, direct bus journey opportunities through south London
- Reduce bus waiting times and crowding at bus stops, including for customers of routes P13, 160 and 185
- Encourage more sustainable journeys in south London

We explained that subject to the outcome of consultation, bus stop and stand arrangements would be reviewed to help accommodate new route SL15 at its proposed start and end points, and to manage bus driver facilities. This included a review of bus stop arrangements at Clapham Junction. The consultation also explained that due to a low railway bridge on the A205 South Circular Road, single-deck vehicles were proposed for the route.

There were 1,897 responses and one petition received in response to the consultation. Of the responses:

- 1,405 were from members of the public
- 28 were from other stakeholders representing the collective views of organisations, communities, and public transport users; and,
- 127 were from members of the public classified as being part of a suspected campaign advocating the use of New Routemaster buses on Transport for London (TfL) services

The proposed introduction of route SL15 was widely welcomed by respondents. Many felt it would significantly improve public transport connectivity east to west, across south London and were keen to see the service introduced as soon as possible.

A petition was received with 217 signatures in support of the SL15 proposal to serve Streatham Place and a request for an additional bus stop on the route at Christ Church on Christchurch Road.

Other route suggestions included extending the route beyond Eltham to Mottingham and Woolwich with connections with the Elizabeth line. It was suggested this may be achieved by reducing the number of bus stops proposed along other sections of the route.

A minority expressed scepticism, citing concerns about traffic impacts, redundancy with existing services or questioning whether rail investment would be more effective.

There was also some concern expressed that a single-deck bus was proposed for the route due to the low railway bridge at Thurlow Park Road. It was considered this would not provide enough space for customers wanting to use the service, and double-deck buses should be provided instead. Respondents added this could be achieved by changing the section of route between Tulse Hill and West Dulwich. A reroute via Norwood Road and Lancaster Avenue would avoid the low bridge and should be explored.

The following table shows the five most frequent comments made in consultation and a summary of our response. Comments not in scope are not included in this top five

Top five comments in order of frequency	Our response
General support	We thank everyone that took the time to respond in support of these proposals and the objectives we were seeking to achieve.
Support as route provides improved east-west connectivity in south London which is currently poor (e.g. indirect train options)	We do not intend to extend the SL15 route beyond Eltham to Woolwich.
Support improved connectivity/journey times	Extending the route to Woolwich without shortening it from Clapham Junction would make SL15 very long and difficult to operate reliably.
Suggest route extension to Woolwich to connect with Elizabeth line/DLR services	Direct connections between Eltham and Woolwich are already provided by bus routes 122 and 161. Whereas elsewhere on route SL15 there are
Support for improved journeys by bus (reliability/quicker/more options)	

Top five comments in order of frequency	Our response
	<p>missing direct links – for example, Clapham Junction to Clapham Park.</p> <p>Focussing on providing these missing connections offers more benefit as it creates new, more unique direct links that do not currently exist, improving journey times across south London.</p>

1.1 Next Steps

Following careful consideration of the feedback received, and a further review of what was proposed we have decided to proceed with the introduction of new Superloop route SL15 as proposed.

It is expected the new route will be introduced during 2027. The launch date will be communicated nearer to the time and be supported with comprehensive customer information.

The route will operate with single-deck vehicles, with buses every 12 minutes Monday to Saturday daytimes, and every 15 minutes on Sundays and at all other times.

The route will be introduced as proposed, with some bus stop changes in response to consultation. The changes take place along the route at Clapham Junction, Streatham, Tulse Hill and Hither Green, as follows:

Clapham Junction stop and stand location

We will no longer proceed with the proposal for SL15 to alight and stand under the railway bridge at Falcon Road .

- Towards Clapham Junction, the confirmed route will serve bus stops V and E, before standing at Grant Road
- Towards Eltham, the route will continue to serve bus stops G and T as originally proposed.

As a result of this change, the SL15 will no longer serve Eccles Road

Local stop arrangements around Clapham Junction

To accommodate the SL15 at Grant Road, bus stop arrangements for other local routes will be reviewed. This is to ensure buses are spread evenly across stops in the town centre to minimise congestion while maximising access for our customers. We

will continue to engage with stakeholders ahead of issuing further customer information.

Additional Superloop improvements

To further enhance access to the Superloop network and improve local connections, we will also:

- Add two new pairs of bus stops to the SL15 route. These are:
 - Christ Church, Streatham (stops BJ and BM)
 - Torridon Road, Hither Green (stops G and M)

- Change Superloop route SL6 to additionally stop at bus stops E and G around the Tulse Hill gyratory, providing more direct interchange opportunities with the SL15 and other local bus routes during peak hours.

2. About the respondents

This chapter provides more details about our respondents, and how they took part in the consultation. The percentage values shown in this section have been rounded to whole numbers, therefore the total sums may not reach 100.

2.1 Number of respondents

There were 1,897 responses to the consultation. This included 1,869 responses from the public and 28 responses received from stakeholders. As shown in Table 1 below, most respondents were individual members of the public, 127 of which responded as part of a campaign*.

Table 1: number of respondents

Respondents	Total	%
Public responses	1,742	92%
Public campaign responses	127	7%
Stakeholder responses	28	1%
Total	1,897	100%

* Section 2.7 provides more information about campaign responses

2.2 How respondents heard about the consultation

Table 2 on the next page shows the response to closed Question 10 in our survey: “How did you hear about this consultation? Please select the main way by which you heard”.

A total of 1,374 respondents (72 per cent of total consultation respondents) answered this optional question.

As shown, the main way people heard about the consultation was via an email received from TfL, with 402 respondents (29 per cent of respondents that answered the question) selecting this option. The second most popular option selected was via social media recorded by 280 respondents (20 per cent of those that answered the question).

Table 2: How respondents heard about the consultation

How respondents heard	Total	%
Received an email from TfL	402	29%
Social media	280	20%
Saw signage on street or at a bus stop	230	17%
Other	222	16%
Saw a publicity poster	101	7%
Read about it in the press	72	5%
Saw it on the TfL website	52	4%
Received a leaflet	15	1%
Total	1,374	100%

2.3 Methods of responding

Table 3 below is a record of the methods used to respond to the consultation. As shown, the most popular method of response was via the consultation website online survey where 1,417 responses were recorded - 75 per cent of total responses.

Table 3: Methods of responding

Methods of responding	Total	%
Website – full survey	1,417	75%
Website – quick response survey	154	8%
Email, paper surveys, letters, phone calls	326	17%
Total	1,897	100%

As part of detailed analysis, the number of respondents that took part in the consultation in more than one way was noted. This included 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 response methods	Total
Survey and quick response	39
Survey and email	13
More than one email	8
Total	60

2.4 Who responded

To help us understand more about the respondents taking part in our main survey, and their connection to the area proposed route SL15 would serve, we asked what encouraged them to complete the survey. Respondents were able to choose more than one option. The results are shown in Figure 1 below.

Question 1: What encouraged you to complete this questionnaire on the SL15 proposal?

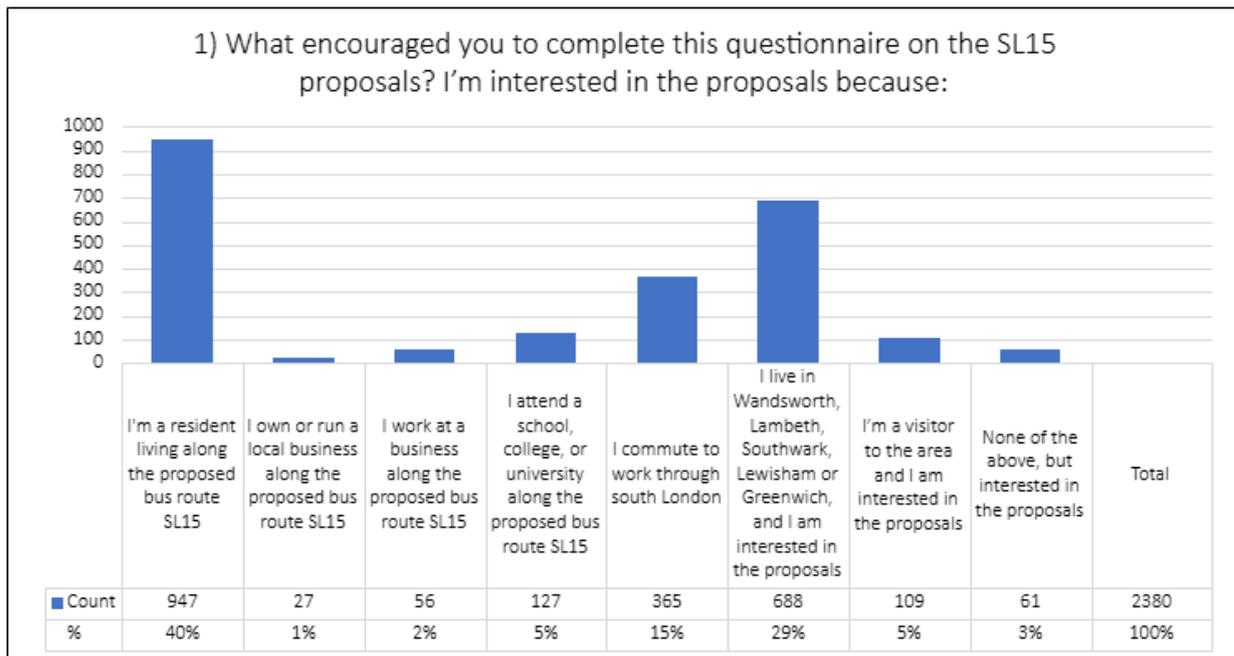


Figure 1: Respondents connection to the area

No of responses to Q1: 2,380 (multiple choice)

As shown, the most common connection in response was 'I'm a resident living along the proposed bus route SL15' with 947 people (40 per cent of those that answered the question) selecting this option. This was followed by 'I live in Wandsworth, Lambeth, Southwark, Lewisham or Greenwich and I am interested in the proposals' with 688 people (29 per cent of those that answered the question) selecting this option

When taking part in our online survey, respondents were also asked to register. Registration included several demographic questions to help us understand more about who was taking part. Categories included gender, age, ethnicity and disability. Age-range data was approximate.

The demographic data of respondents to the SL15 consultation is shown in Appendix G: Demographics.

2.5 Visits to our consultation website

Consultation materials were hosted on our online consultation website at the following address: haveyoursay.tfl.gov.uk/SL15-superloop

All content contained on the web page, such as maps, materials and Easy Read documents could be downloaded and/or printed via a 'Documents' section. This included a 'Print ready documents' section.

Documents were provided in Microsoft Word and PDF formats to enable easy adaption for people using screen readers.

The website saw approximately 35,700 visits, 18,400 document downloads, and generated 917 new registrations to our site.

2.6 Postcode analysis

Respondents were asked to provide their home postcode. Of the 1,897 responses to the consultation, 982 included a valid postcode. This represented 52 per cent of total responses.

Forest Hill (SE23) was the most frequently reported postcode among respondents, representing 123 out of 982 responses — 13 per cent of those who provided a postcode. This was followed by Eltham (SE9) with 83 responses, accounting for eight per cent. Next was SW2, covering Brixton, Tulse Hill, and parts of Streatham Hill, Clapham Park, and Balham, with 78 responses — also around eight per cent.

Table 5: Respondents by home postcode

Postcode	Total	% n~982
SE23	123	13%
SE9	83	8%
SW2	78	8%
SE6	75	8%
SE21	66	7%

Figure 2 on the next page maps respondents by postcode.

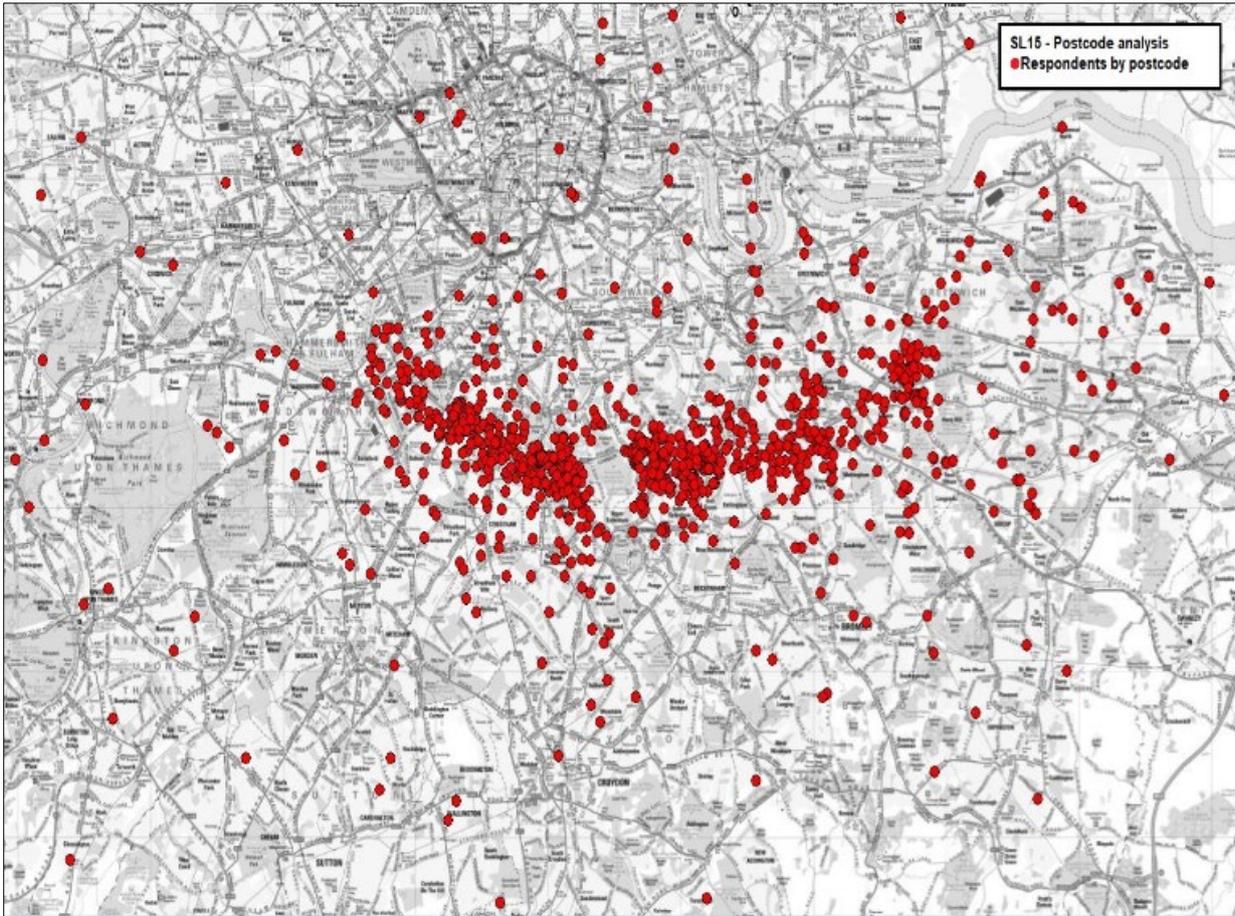


Figure 2: Respondents by postcode

2.7 Petitions and campaigns

2.7.1 Petitions

One petition was received in response to the consultation. This was organised by Councillors Verity McGivern and Martin Tiedemann, London Borough of Lambeth, Labour and Co-operative ward councillors for Clapham Park.

There were 217 digital signatures in support of the following statement:

“Back the proposed SL15 route along the South Circular and support an additional stop on Christchurch Road to connect the Superloop with more communities from Brixton and Streatham”

The number of signatures on the petition has not been included in the total of responses received. However, its contents have been included in the analysis of the consultation. We only include the number of completed questionnaires and email responses received in our final analysed figures.

The petition was acknowledged by email. The correspondence is shown in Appendix E: Petition correspondence

2.7.2 Campaigns

Of the 1,897 responses received, 127 responses (seven per cent of total responses) have been classified as being part of an organised campaign. This classification was applied due to their submission pattern and the similarity in their comments.

Each individual response has been read and analysed. While each response was slightly different, they shared a sentiment of suggestion related to bus vehicle types for use on the proposed routes, and for use as graphics on the consultation website.

In Chapter 3 of this report, where 'campaign respondents' answered closed questions in the main consultation survey, separate columns are used to demonstrate this in our presentation of the results. Additionally, any themes raised by 'campaign respondents' in open comments that were in scope have been responded to in Appendix A: Detailed Analysis of Comments & Our Response to Issues Raised.

3. Summary of all consultation responses

This chapter summarises the results of the remainder of the consultation survey, under the themes of:

- Current travel preferences
- How the introduction of route SL15 may affect people, positively and negatively
- The proposed SL15 bus stop locations and routeing

Results include issues that were raised by respondents in their written comments, as well as answers to closed questions. Figures shown in this section include all responses, including any stakeholders that responded via the online questionnaire.

All questions were optional, and the number of responses varied between questions.

It should also be noted that where percentage values are shown, these have been rounded to whole numbers. Therefore, the total sum does not always reach 100.

As detailed in earlier Section 2.7, some consultation respondents have been classified as part of a campaign. Where 'campaign respondents' have answered closed questions in the survey, a more detailed breakdown has been presented in a table. The tables show response figures in total, in general, and in campaign response.

A copy of the full consultation survey is shown in Appendix B: Consultation questions.

The more detailed stakeholder analysis can be found later in this report, in Section 3.9 and Appendix D: Summary of stakeholder replies.

3.1 Summary of responses to Question 4

Based on our proposals, do you think a new SL15 express bus route would be more or less convenient for you to use?

1,381 people responded to this question.

As shown in Figure 3 on the next page, most respondents (91 per cent) suggested proposed route SL15 would be more convenient to use. A smaller proportion, 67 respondents, suggested there would be no difference (five per cent). Two per cent of respondents indicated they did not know or were not sure, and a further two per cent said the route would be 'less convenient' to use.

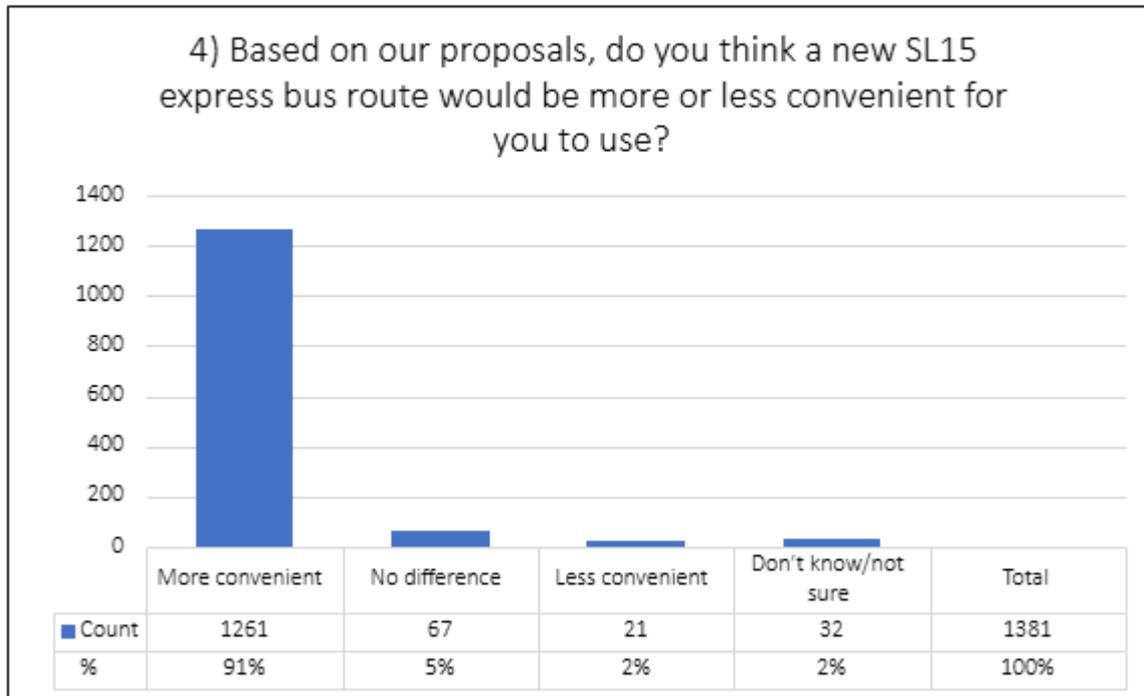


Figure 3: Opinions on whether the SL15 would be more or less convenient to use
 No. of responses to Q4: 1,381

In total, there were 94 responses to Question 4 that have been classified as part of a campaign. The majority of these selected the 'More convenient' option. Table 6 below shows the breakdown between responses with campaigns removed and campaign responses only.

Table 6: Opinions on whether the SL15 would be more or less convenient to use

Do you think a new SL15 express bus route would be more or less convenient	Total Responses		Responses with campaigns removed		Campaign responses only	
	Count	%	Count	% of total responses	Count	% of total responses
More convenient	1,261	91%	1,169	93%	92	7%
No difference	67	5%	67	100%	0	0%
Less convenient	21	2%	21	100%	0	0%
Don't know/not sure	32	2%	30	94%	2	6%
Total	1,381	100%	1,287	93%	94	7%

3.2 Summary of responses to Question 5

If you used a new SL15 express bus route, do you think your journey time on the bus would be?

1,366 people responded to this question.

As shown in Table 7 and Figure 4 below, most respondents to the question, 84 per cent, thought their journey by bus would be 'quicker' if route SL15 were to be introduced. The second highest response, from 120 respondents (nine per cent of those that answered the question) said they did not know or were not sure.

In total, there were 84 responses to Question 5 that have been classified as part of a campaign. The majority of these selected the 'Quicker' option. Table 6 below shows the breakdown between responses with campaigns removed and campaign responses only.

Table 7: Journey times

If you used a new SL15 express bus route, do you think your journey time on the bus would be?	Total Responses		Responses with campaigns removed		Campaign responses only	
	Count	%	Count	% of total responses	Count	% of total responses
Quicker	1,151	84%	1,069	93%	82	7%
No difference	71	5%	71	100%	0	0%
Longer	24	2%	24	100%	0	0%
Don't know/not sure	120	9%	118	98%	2	2%
Total	1,366	100%	1,282	94%	84	6%

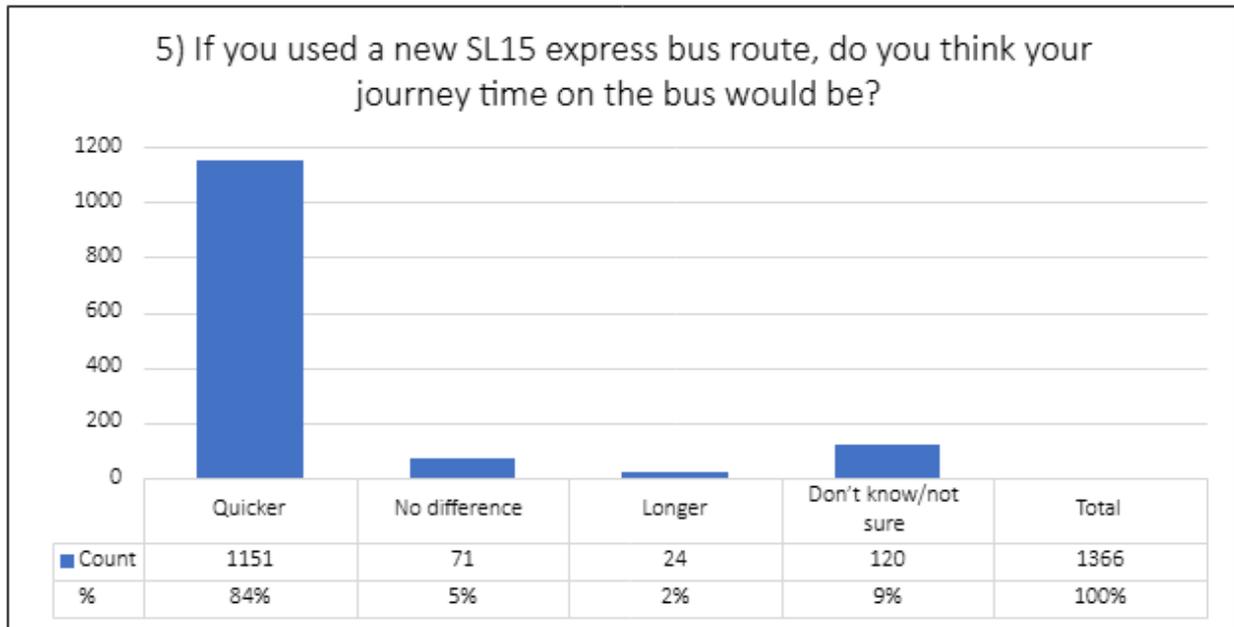


Figure 4: Opinions on how the SL15 may alter journey times by bus

No. of responses to Q5: 1,366

3.3 Summary of responses to Question 6

If we introduced new route SL15 how often would you use it?

1,369 people responded to this question.

As shown in Table 8 and Figure 5 on the next page, approaching half of respondents, 540 people (39 per cent of those that answered the question) said they may use new route SL15 'A few times each month'. A further 245 respondents (18 per cent) said they may use the route 'Everyday'.

In total, there were 84 responses to Question 6 that have been classified as part of a campaign. The majority of these selected the 'Everyday' option.

Table 8 shows the breakdown between responses with campaigns removed and campaign responses only.

Table 8: Potential bus use

If we introduced new route SL15 how often would you use it?	Total Responses		Responses with campaigns removed		Campaign responses only	
	Count	%	Count	% of total responses	Count	% of total responses
Everyday	245	18%	162	66%	83	34%
Monday to Friday only	105	8%	105	100%	0	0%
Weekends only	65	5%	65	100%	0	0%
A few times each week	350	26%	349	99%	1	<1%
A few times each month	540	39%	540	100%	0	0%
Not at all	64	5%	64	100%	0	0%
Total	1,369	100%	1,285	94%	84	6%

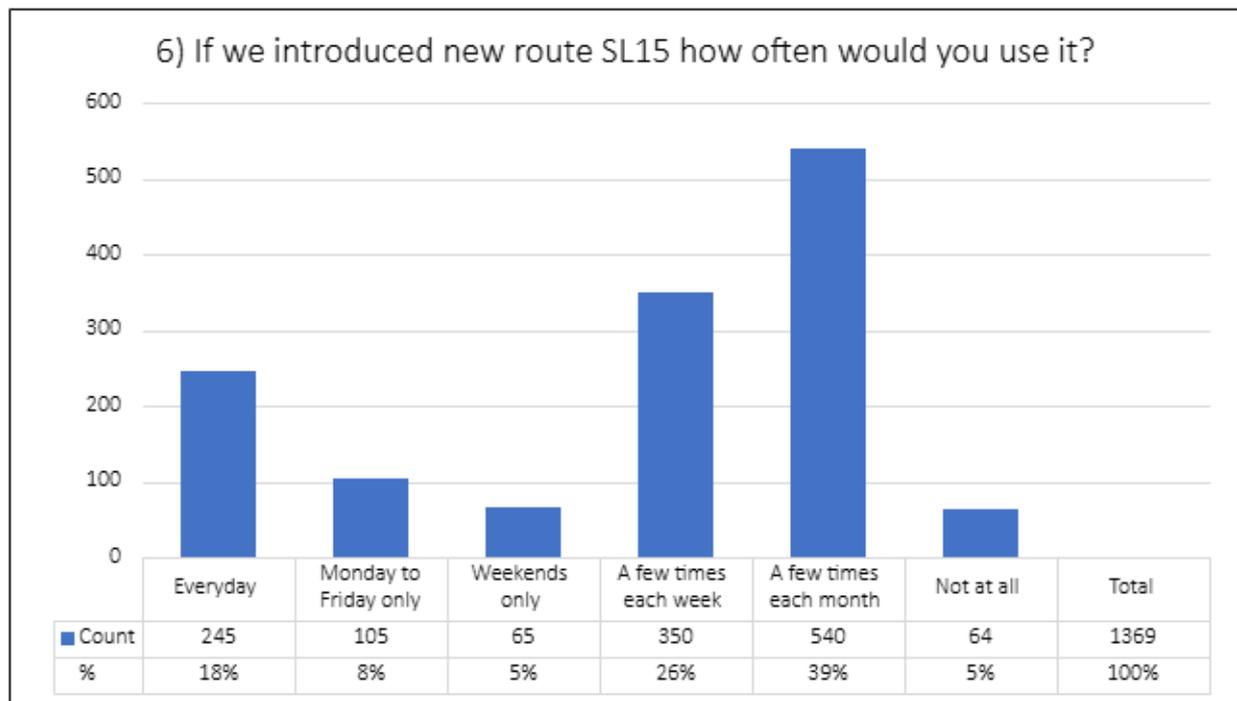


Figure 5: How often new route SL15 may be used

No. of responses to Q6: 1,369

3.4 Summary of responses to Question 7

Based on our proposals, how likely are you to use an express bus route to replace journeys you make by private car?

1,375 people responded to this question. As shown in Table 9 below and Figure 6 on the next page, 1,022 respondents (74 per cent of respondents that answered this question) said they were 'More likely' to use an express bus route instead of a private car for their journey. A further 258 people (19 per cent of respondents) said the introduction of an express bus route would make 'No difference' to private car use.

In total, there were 87 responses to Question 7 that have been classified as part of a campaign. The majority of these selected the 'More likely' option. Table 9 shows the breakdown between responses with campaigns removed and campaign responses only.

Table 9: Potential bus use instead of private car

How likely are you to use an express bus route to replace journeys you make by private car?	Total Responses		Responses with campaigns removed		Campaign responses only	
	Count	%	Count	% of total responses	Count	% of total responses
More likely	1,022	74%	937	92%	85	8%
No difference	258	19%	258	100%	0	0%
Less likely	20	1%	20	100%	0	0%
Don't know/not sure	75	5%	73	97%	2	3%
Total	1,375	100%	1,288	94%	87	6%

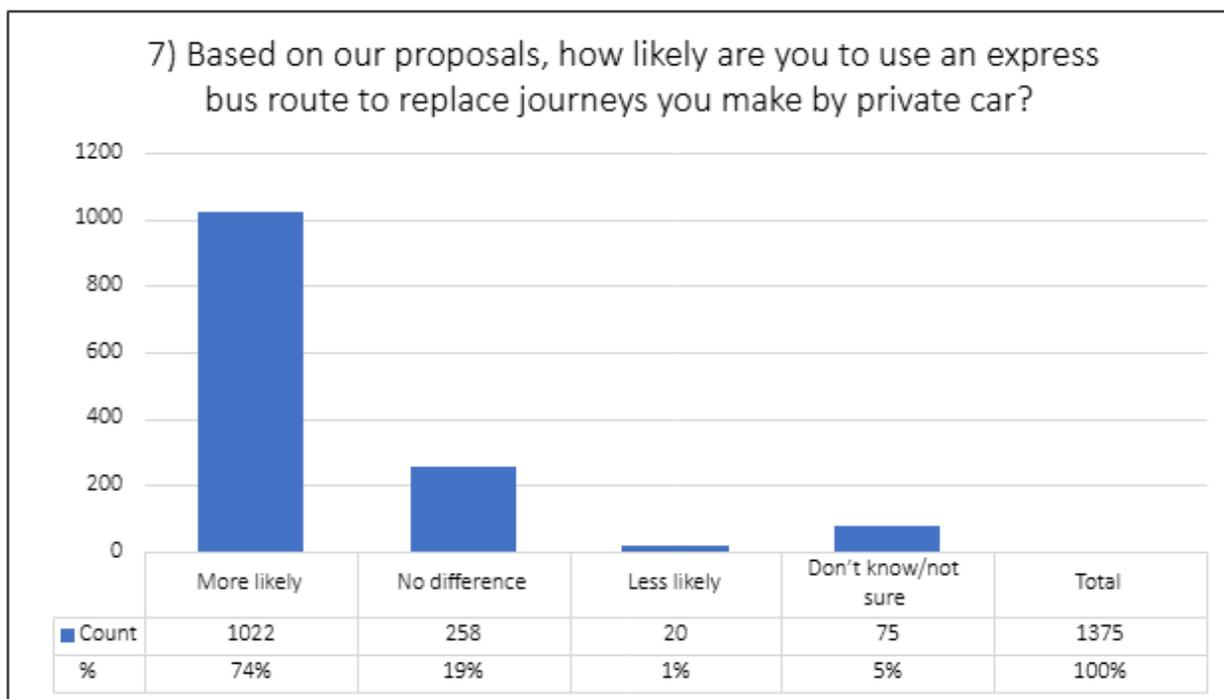


Figure 6: Likelihood of using express bus routes rather than private car journeys

No of responses to Q7: 1,375

3.5 Summary of responses to Question 8

Based on our proposals, do you think there should more or less bus stops on the proposed SL15 route?

1,368 people responded to this question.

As shown in Table 10 and Figure 7 on the next page, most respondents considered the number of proposed bus stops along route SL15 as 'It's just right' with 71 per cent of respondents selecting this option (representing 977 out of the 1,368 people that responded to the question). A further 205 people, 15 per cent said there should be 'More stops', and 103 respondents (eight per cent) said there should be 'Less stops'.

In total, there were 83 responses to Question 7 that have been classified as part of a campaign. The majority of these, 58 people (6 per cent of campaign respondents) described the number of proposed bus stops as 'It's just right'. Table 10 shows the breakdown between responses with campaigns removed and campaign responses only.

Table 10: Preference for more or less bus stops

Do you think there should more or less bus stops on the proposed SL13 route?	Total Responses		Responses with campaigns removed		Campaign responses only	
	Count	%	Count	% of total responses	Count	% of total responses
More stops	205	15%	195	95%	10	5%
It's just right	977	71%	919	94%	58	6%
Less stops	103	8%	102	99%	1	<1%
Don't know/not sure	83	6%	69	83%	14	17%
Total	1,368	100%	1,285	94%	83	6%

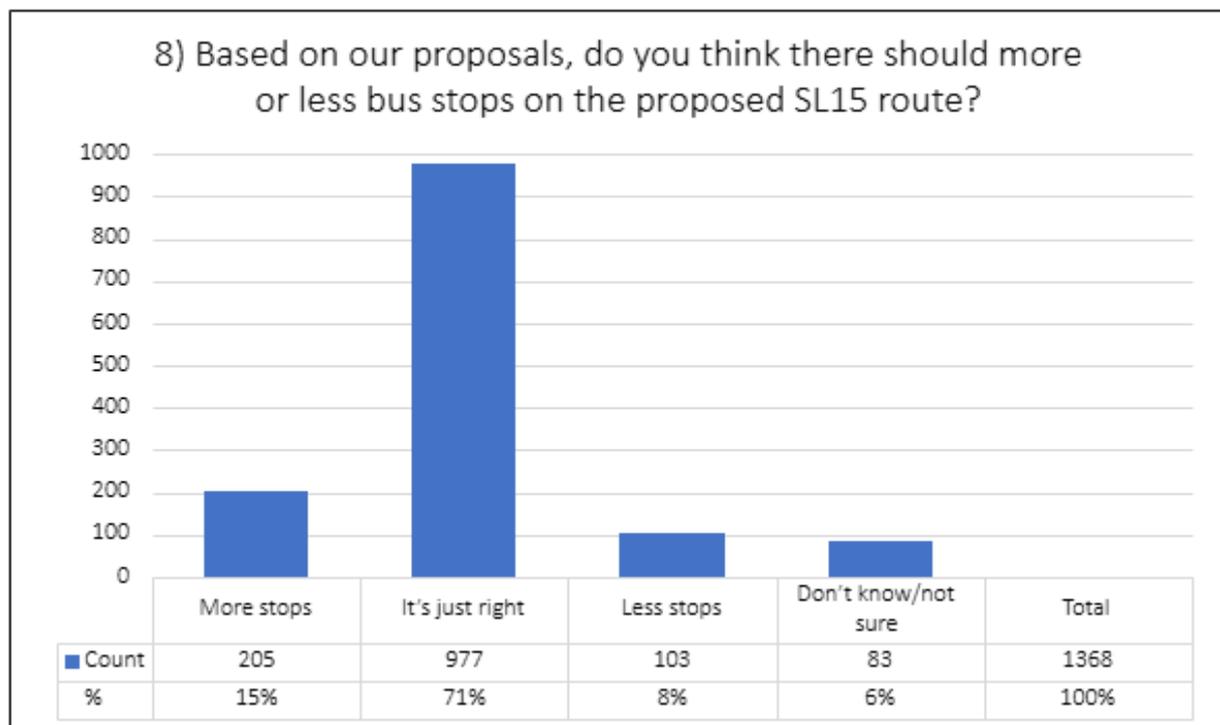


Figure 7: Preference for more or less bus stops along proposed route SL15

No of responses to Q8: 1,368

3.6 Summary of responses to Question 9

Please use the box below to tell us what you think about the proposed route SL15 and the potential bus stop changes around Clapham Junction. For example, where you think there should be more or less bus stops, with location details

1,471 people responded to this question.

A free text box gave space for respondents to tell us their thoughts about the proposed SL15 route and the potential bus stop changes around Clapham Junction. It was also possible to submit views via a quick response facility.

Table 11 presents the 10 most frequent comments made, including from the following categories:

- Individuals
- Individuals identified as part of a classified campaign that made additional in scope comments
- Stakeholders

A further 199 comments were made relating to matters not in the scope of the consultation. These include 127 comments made as part of a classified campaign. Comments that are out of scope have not been included in this top 10.

A full list of all comments made in response to Question 9 (presented as a code frame) can be found in Appendix A: Detailed analysis of comments & our response to issues raised.

Table 11: Thoughts about the proposals – 10 most frequent comments

Issue	All survey and quick responses
General support	668
Support as route provides improved east-west connectivity in south London which is currently poor (e.g. indirect train options)	191
Support improved connectivity/journey times	140
Suggest route extension to Woolwich to connect with Elizabeth line/DLR services	118
Support for improved journeys by bus (reliability/quicker/more options)	108
Support the number of stops on route SL15	99
Suggest route alteration to avoid low bridge at Tulse Hill to allow double decker buses (e.g. Lancaster Avenue)	82
Support route introduction as it will encourage modal shift (e.g. reducing car journeys)	72

Issue	All survey and quick responses
Suggest that route should be served by double deck buses instead	64
Concern about route reliability (e.g. congestion will affect reliability/cause longer journey times)	51

3.7 Summary of responses to Question 11

Improving how we consult - Having just completed this consultation, which of the following statements best reflects your experience of accessing the consultation information and sharing your feedback with us?

1,360 people responded to this question.

We asked respondents to select the statement which best reflected their experience of accessing consultation information. Options for selection were:

- Exceeded my expectations: It was very easy to find the information I needed, and it was very easy to respond
- Met my expectations: I was able to find the information I needed, and it was straightforward to respond
- Partially met my expectations: I struggled to find some of the information I needed, and I found it difficult to respond
- Did not meet my expectations: I couldn't find the information I needed, and it was very difficult to respond

As presented in Table 12 on the next page, 811 respondents (60 per cent of those that answered the question) said the consultation material met expectations. A further 441 people, 32 per cent said the material exceeded expectations. One per cent of respondents said the consultation experience did not meet their expectations.

Table 12: Consultation expectations

Which of the following statements best reflects your experience of the consultation	Total	%
Exceeded my expectations: It was very easy to find the information I needed, and it was very easy to respond.	441	32%
Met my expectations: I was able to find the information I needed, and it was straightforward to respond.	811	60%
Partially met my expectations: I struggled to find some of the information I needed, and I found it difficult to respond.	93	7%
Did not meet my expectations: I couldn't find the information I needed, and it was very difficult to respond.	15	1%
Total	1,360	100%

3.8 Summary of responses to Question 12

If we didn't meet your expectations, please tell us how you would like us to improve our consultation service in the future

32 people responded to this question.

With the provision of a free text box, respondents were asked to comment on how the consultation could have been improved if their expectations were not met. Responses were coded to identify common themes.

Analysis of Question 12 showed the most frequent comment, made by 24 respondents, noted concern about the perceived need to register to take part in the consultation.

The second most frequent comment was made by 23 respondents who considered the information provided about the proposals was insufficient. A further 10 respondents considered the information provided was inaccurate.

Other comments were raised less than 10 times.

The full code frame is presented Appendix A: Detailed analysis of comments & our response to issues raised.

3.9 Stakeholder responses

This section lists the 28 stakeholder replies to the consultation. All stakeholder replies have been read and the comments made have been used to inform our decision-making process.

A copy of the stakeholder replies is available in Appendix D: Summary of Stakeholder replies.

Local authorities & statutory bodies

London Borough of Lambeth

London Borough of Southwark

London Boroughs of Wandsworth and Richmond

Royal Borough of Greenwich

Government departments, parliamentary bodies & politicians

Councillors Ben Kind, Marcia Cameron, and Adrian Garden - Brixton Rush Common Ward; Councillors Rezina Chowdhury and Liz Atkins - Streatham Hill East Ward; Councillors Olga FitzRoy and Saleha Jaffer - St Martin's Ward, **London Borough of Lambeth**

Councillors Jackie Meldrum and Emma Nye – Knights Hill Ward, **London Borough of Lambeth**

Councillors Verity McGivern and Martin Tiedemann - Clapham Park Ward, **London Borough of Lambeth**

Councillor Charlie Davis, Eltham Town and Avery Hill Ward, **Royal Borough of Greenwich**

Councillor David Walker, Deptford Ward, **London Borough of Lewisham**

Councillor Hilary Moore, Grove Park Ward, **London Borough of Lewisham**

Councillor John Paschoud, Perry Vale Ward, **London Borough of Lewisham**

Conservative Group - **Royal Borough of Greenwich**

Healthcare / emergency services

Metropolitan Police Traffic Unit

Schools / education

Dulwich College

Community / representative / campaign groups

25th Camberwell Scouts

Belvedere Working Men's Club

Dalmore Road Residents Association

Forest Hill Society

Indian Cultural Society, Woolwich

Norwood Forum, Norwood Action Group, and Station to Station (West Norwood and Tulse Hill business improvement district) – joint response

Solve The School Run (Clean Air Rosendale)

South East London University of the Third Age

South Greenwich Forum

The Eltham Society

Transform Tulse Hill

Transport and road user groups

London TravelWatch

Clapham Transport Users Group

Future Transport London

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 proposals
- Understand any issues that might affect the proposals 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 introduce new Superloop route SL15.

The aim was to ensure that residents, bus users, commuters, businesses and employers along the proposed SL15 bus route were aware of the consultation and how to have their say.

We consulted with the London Boroughs of Lambeth, Lewisham, Southwark and Wandsworth and the Royal Borough of Greenwich including its 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, including the IN Streatham, Station to Station: West Norwood & Tulse Hill, This is Clapham, and Brixton BIDs. 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: List of stakeholders consulted with.

4.3 Dates and duration

The public consultation ran for a period of six weeks from Wednesday 20 October to Sunday 30 November 2025.

4.4 What we asked

The consultation survey contained two open questions and a series of closed questions.

The open questions allowed free text space for comments about what was proposed including proposed bus stop locations, and the consultation process.

The closed questions were designed to understand more about why people were responding, why they may be interested in the proposals, current travel preferences, and sentiment about the number of bus stops and the SL15 route itself.

Further closed questions were designed to understand more about who participated in the consultation, how they heard about it, and their relationship to the bus routes in scope. These included optional questions related to each respondents' demographic profile.

The survey concluded with quality control questions related to the consultation process and the materials provided. At this stage, where respondents felt we had not met their expectations, the free text box enabled people to tell us how they may like us to improve the consultation service offered.

The survey can be found in full in Appendix B: Consultation questions.

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 <https://haveyoursay.tfl.gov.uk/sl15-superloop>
- Comments could also be submitted by email to haveyoursay@tfl.gov.uk or in writing to FREEPOST TFL Have your say (SL15)
- 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

Awareness of the consultation was raised through a variety of channels. This included:

- The delivery of over 566,000 emails
- The distribution of approximately 2,000 leaflets
- Social media broadcasts via the Facebook, LinkedIn and X platforms.

Digital graphics were produced and offered to third parties in case they were able to help promote the consultation online.

Sections 4.6.1 to 4.6.4 of this report provide more detail about the methods used.

Copies of the consultation materials including the bus stop poster, and emails to customers and stakeholders, and media activity and examples of online publicity can be found in Appendix C: Consultation materials and publicity.

4.6.1 Accessible content

The consultation materials were provided in standard and easy read formats. Translated and large print materials were available on request. The consultation materials were also available as a British Sign Language video and in audio format.

Our aim was to ensure the consultation was accessible to anyone that wanted to take part. Our online web pages use software that meets, or wherever possible exceeds WCAG 2.1, the current global web content accessibility standard Needs.

4.6.2 Emails to customers and other stakeholders

To make people aware of the consultation, emails were sent to people from the following customer groups that had expressed a preference for customer updates of relevance. This included all concessionary pass holders:

- Customers of the following London bus routes: P4, P13, SL5, SL6, 2, 3, C3, 35, 39, 49, 54, 57, 59, 122, 124, 136, 137, 160, 162, 170, 171, 176, 196, 185, 199,

202, 208, 233, 295, 314, 319, 320, 322, 344, 356, 384, 417, 432, 468, N171, N199, N2, N68, N137

- Activity relevant to the: SW2, SW4, SW11, SW12, SE6, SE9, SE12, SE21, SE22, SE23 and SE24 London postal codes
- Customers of the London Underground stations at Clapham Common, Clapham South and Brixton
- Customers of Forest Hill and Clapham Junction London Overground stations

There were 565,256 customer email recipients. A further 780 emails were sent to stakeholder organisations.

On 25 November a reminder email was sent to stakeholder organisations to make them aware that one week remained to make comments.

4.6.3 Social media and press coverage

The intention to hold a public consultation for route SL15 was announced as part of a press event and accompanying press release. The press release was issued on 24 September 2025 and included details of the launch of new express bus route BL1 as part of the Superloop.

The press outlined details of further Superloop consultations taking place during the remainder of 2025, proposing new routes SL13, SL14 and SL15. The announcement was widely covered in the London press.

On Monday 20 October a social media broadcast was made across the Facebook and 'X' platforms to help raise awareness of the start of the SL15 consultation.

A further broadcast was made on the Facebook platform Thursday 20 November 2025 to remind people that consultation would close on Sunday 30 November.

The first broadcast was seen by approximately 35,300 people. The second broadcast was seen by approximately 4,700 people.

The Mayor of London's office also supported consultation publicity with social media posts about SL15.

A selection of coverage is shown in Appendix C: Consultation materials and publicity.

4.6.4 On-site advertising

Local bus routes already in place along the proposed SL15 bus route collectively served 132 bus stops. During the consultation period we placed bus stop posters in all local stops where space was available. Sometimes space is not available if it is required for operational messages.

Three-sided signage was also placed at the proposed SL15 bus stop locations between Clapham Junction and Eltham station and some local bus stops close by. A total of 40 publicity signs were on display during the consultation period.

Subject to the availability of space, when possible SL15 publicity posters were displayed at the following London Underground, London Overground and National Rail stations:

- Clapham Junction
- Clapham South
- Clapham Common
- Forest Hill

4.6.5 Face-to-face leafletting

To raise awareness of the consultation and encourage people with views to take part, four publicity sessions were held during the consultation period at busy interchange areas along the proposed SL15 route.

The sessions took place as follows:

- Tuesday 28 October 2025 between 08:00-13:00 around Clapham Junction station and High Street
- Saturday 1 November 2025 between 11:00-16:00 around Catford Bridge and town centre
- Thursday 6 November 2025 between 14:00-19:00 at Eltham station and the high street
- Tuesday 11 November 2025 between 08:00-13:00 at Forest Hill station and high street

During these sessions approximately 1,000 leaflets were handed out at busy on-street locations, and a variety of local establishments agreed to stock leaflets on our behalf. Across all the sessions, the following venues supported our literature:

Forest Hill:

- Forest Hill food and wine
- British Red Cross
- Sue Ryder

- Alex TLC charity shop
- Geddes Hairdressers

Eltham:

- The Post Office
- Barnados
- Marie Curie
- Cancer Research
- Eltham Centre and Library
- British Heart Foundation
- British Red Cross
- Greenwich and Bexley Hospice

Catford:

- The Salvation Army
- Sue Ryder
- Catford Post Office
- Catford Library
- British Heart Foundation

Clapham Junction:

- British Heart Foundation
- Scope
- Phone Exchange
- Candyland convenience
- Lola's Outfits
- Junction Hardware

4.6.6 Meetings with stakeholders

In advance of the consultation, briefings related to the consultation process and what the proposals took place with stakeholders from the London Boroughs of Lambeth, Lewisham, Southwark and Wandsworth, and the Royal Borough of Greenwich.

Briefings were also offered to all stakeholders contacted when the consultation launched.

A summary of the stakeholder responses received in response to consultation can be found in Appendix D: Summary of Stakeholder replies.

4.7 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.

The initial assessment found the proposed introduction of the SL15 route was expected to deliver positive benefits for existing and potential public transport users in south London, particularly along the A205 bus corridor and within the London Boroughs of Wandsworth, Lambeth, Southwark, Lewisham, and the Royal Borough of Greenwich. These benefits included the creation of new connections between:

- Battersea/Clapham Junction, Clapham Common west side and Brixton Hill, Clapham Park
- Battersea/Clapham Junction, Clapham South, Clapham Park, Brixton Hill, Tulse Hill, West Dulwich and Catford, Lee and Eltham
- Brixton Hill, Tulse Hill, West Dulwich and Forest Hill
- Lordship Lane, Forest Hill and Lee, Eltham
- Catford and Lee – Eltham

Although no negative impacts were anticipated from introducing the new bus route, consultees were advised that, depending on the consultation outcome, bus stop and stand arrangements may need to be reviewed to accommodate the start and end points of the SL15 route and to support bus driver facilities.

It was noted some customers may need to walk further to or from alternative bus stops at Clapham Junction or local amenities if their bus stop locations did change. The main impact was related to walking times, which may increase or decrease by up to two minutes depending on individual circumstances.

The EqIA document remains under review and will be updated to reflect any relevant new information received as part of the consultation process.

4.7.1 Significance testing by disability status

We assessed the distribution of views about the proposals from respondents that provided their disability status when answering our demographic question ‘Do you consider yourself to be disabled as defined by the Equality Act 2010?’.

The objective was to assess whether disabled respondents were more or less likely to express support for the proposals than the overall respondent base. This statistical significance testing was reviewed for closed Question 4 (convenience of use of the SL15) and with any comments included in the general ‘support’ and ‘oppose’ themes of the full code frame, in response to open Question 9, and as presented in Appendix A: Detailed analysis of comments & our response to issues raised.

In response to Question 4, the assessment identified that disabled people were slightly less likely to say that the SL15 would be more convenient for them (87%) than those who were not disabled (91%). Those who were disabled were also marginally more likely to say the SL15 would make ‘no difference’ than those who were not disabled (six per cent versus five per cent).

The results are shown in Figure 8 below.

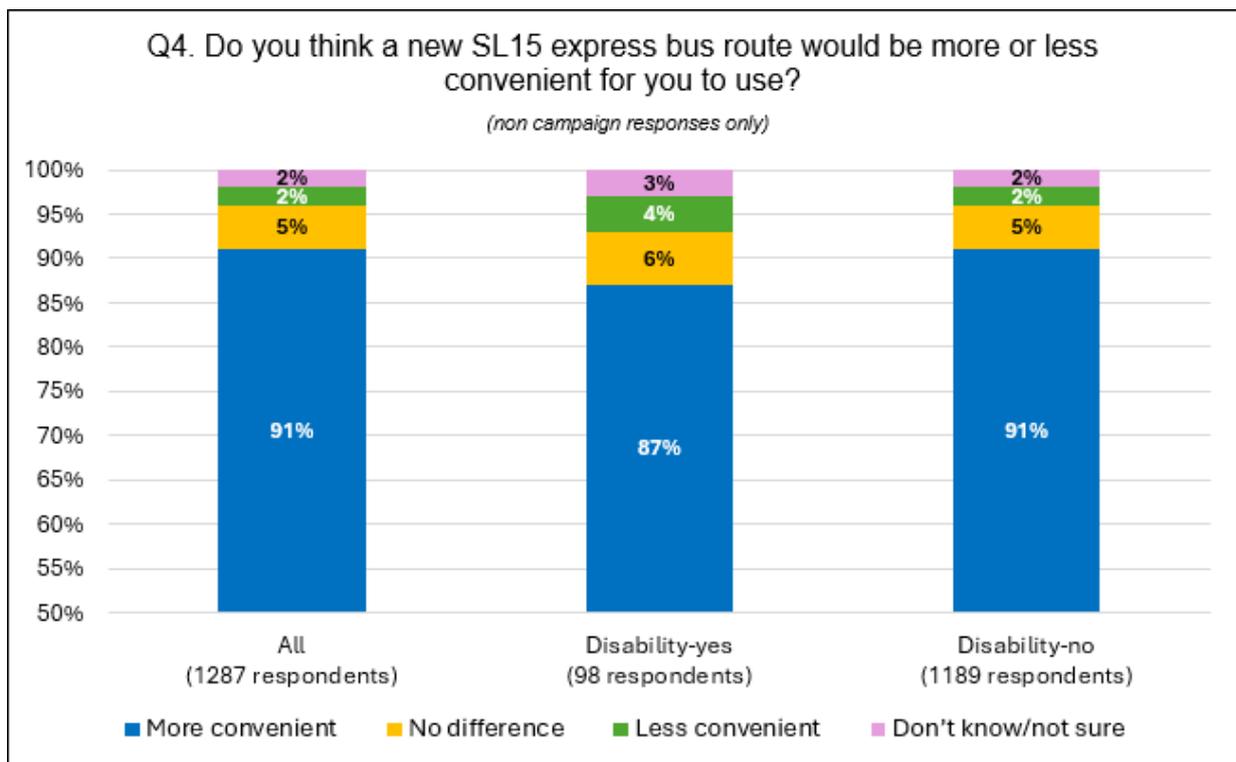


Figure 8: Convenience of route – statistical significance

No of responses to Q4: 1,287

In response to open Question 9, those who raised points under ‘Scheme support’ and ‘Scheme oppose’ themes were also assessed by the disability status provided in their response to sign up Question 19. As before, the objective was to assess whether

disabled respondents were more or less likely to express support for the SL15 than the overall respondent base.

These show that across supportive comments, disabled respondents were statistical slightly less likely to support the proposals in their comments (63 per cent of disabled respondents compared to 74 per cent of non-disabled respondents). Similarly, based on the comments made, disabled respondents were marginally less likely to oppose the proposals with one per cent opposed. Respondents that did not say they were disabled were noted as two per cent opposed

The results are shown in Figure 9 below.

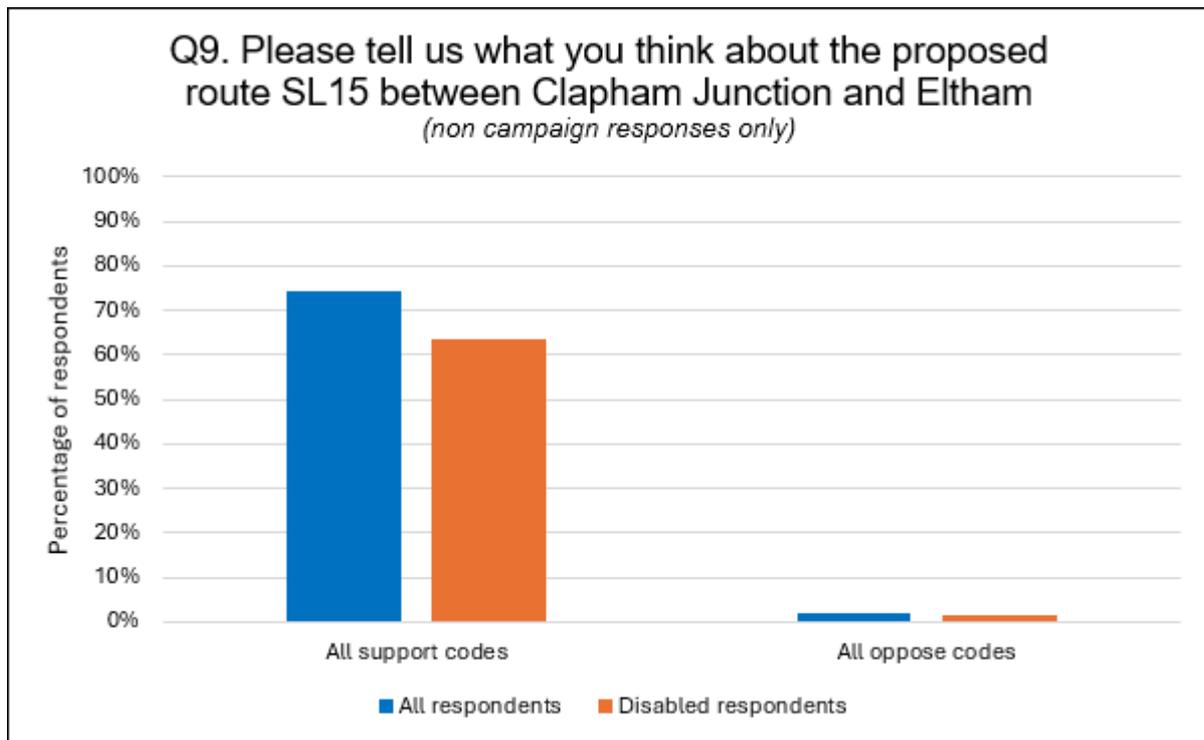


Figure 9: Support and oppose – statistical significance

No of responses to Q9: 1,742

4.7.2 Inclusive consultation

As part of the consultation, we were keen to hear from a range of community members more likely to use London buses, such as women, disabled people, older people, those on low incomes, and Black, Asian and minority ethnic people.

To encourage participation in the consultation from protected groups, we went to local high streets and leafleted.

The detailed stakeholder list produced for this consultation also helped ensure contact was made with representative groups from the community.

To help remove barriers to taking part in the consultation, as referenced in Section 4.5 of this report, the consultation was provided in a combination of paper based (letters), online (emails and web pages) and non-digital (by telephone and face to face) formats.

It was possible to translate the web page into other languages. We openly invited anyone that required more information to contact us, including via the consultation web page.

4.8 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

The following code frame was generated in response to open question 9:

“Please use the box below to tell us what you think about the proposed route SL15 and the potential bus stop changes around Clapham Junction. For example, where you think there should be more or less bus stops, with location details.

Please also use this box to provide any other feedback you might have on the proposal.”

	All survey and quick responses	General responses	Campaign responses only
Support			
General support	668	666	2
Support as route provides improved east-west connectivity in south London which is currently poor (e.g. indirect train options)	191	191	0
Support for improved journeys by bus (reliability/ quicker/ more options)	108	108	0
Support route introduction as it will encourage modal shift (e.g. reducing car journeys)	72	72	0
Support as will improve school travel and general commuting times	45	45	0
Support with caveats (e.g. not enough capacity or concern about congestion)	12	12	0
Oppose			
General opposition	16	16	0
Concern that route SL15 is not needed generally/waste of money	8	8	0
Concern about increased number of buses on local roads	5	5	0
Concern that route SL15 is not needed as there are already enough connections	1	1	0
Concern that the new route will negatively impact local residents	1	1	0
Bus stops			
Support the number of stops on route SL15	99	99	0
Concern that there are too many bus stops	46	46	0
Concern that there are not enough bus stops	9	9	0

	All survey and quick responses	General responses	Campaign responses only
Suggestions for additional SL15 bus stops			
Suggestions for additional stops (other locations not in code frame)	46	46	0
Suggest additional stop at Torridon Road/ Brownhill Road area (e.g. to serve Hither Green/ Corbett Estate)	37	37	0
Suggest additional stop between Wood Vale & West Dulwich (e.g. at Dulwich College/ Dulwich Park/ College Road)	32	32	0
Suggest additional stop at Horniman Museum	25	25	0
Suggest additional stop between Tulse Hill and Streatham Place (e.g. Christ Church Road stops BJ/BM)	23	23	0
Suggestion additional stop for Brixton Hill/ Streatham Hill	14	14	0
Suggest additional stop between Clapham South and Clapham Junction (e.g. Clapham Common Tube or a stop between Clapham South and Clapham Junction)	14	14	0
Suggestions for additional stops around Forest Hill (e.g. Blythe Vale, Hurstbourne Road, Forest Hill Fire Station)	13	13	0
Suggestions for relocating or removing proposed SL15 bus stops			
Suggest reducing number of bus stops at Clapham Junction	26	26	0
Suggest removing bus stop (other suggestions not in the code frame)	20	20	0
Suggest streamlining stops in Catford (e.g. the stops are too close together)	16	16	0
Suggest removing Eccles Road stop (e.g. because there is limited interchange value/ it's too close to other stops)	14	14	0
Suggest removing Kilmore Road stop (e.g. limited destination value)	14	14	0
Suggest removing Clarence Avenue (e.g. few interchange options)	11	11	0
Suggest removing Wood Vale	7	7	0
Suggest relocating bus stop (other suggestions not in the code frame)	7	7	0

	All survey and quick responses	General responses	Campaign responses only
Suggest relocating stops on the Clapham South corridor (e.g. moving the eastbound stop from Clarence Ave/ Poynders Rd to Poynders Rd/ Kings Ave (Stop Y or V) or to Poynders Rd/ Atkins Rd	7	7	0
Suggest relocate Baring Road stop to Parkcroft Road/ Burnt Ash Road/ Westthorne Road	4	4	0
Suggest relocating the Streatham Place stop closer to Streatham Hill to improve interchange with A23 corridor/ closer to station	3	3	0
Suggest relocating either Kilmorie Road or Wood Vale stops to the Horniman Museum	2	2	0
Other SL15 bus stop or bus stand comments			
Other bus stop comments (not in the code frame)	10	10	0
Concerns about potential review of bus stop arrangements at Clapham Junction (e.g. concerns about impacts on passengers of existing routes/ capacity at Stop P on Falcon Road/suggestion Stop E offers better capacity and town-centre access)	9	9	0
Suggestions for measures to improve safety and comfort at stops (e.g. lighting/ shelters/ Countdown/ CCTV/ more litter bins/ green shelter designs)	8	8	0
Suggestions for bus stops/ or on-bus information to have clearer wayfinding	7	7	0
Concerns about the suitability of suggested alighting point under Falcon Road railway bridge (e.g. safety, traffic flow, access to Clapham Junction station)	7	7	0
Suggestions for bus stops to be closer to key interchanges (e.g. closer to station entrances)	5	5	0
Other bus stand comments	4	4	0
SL15 bus route comments/suggestions/concerns			
Support improved bus route connectivity/ journey times	140	140	0
Suggest route extension to Woolwich to connect with Elizabeth line/ DLR services	118	118	0
Suggest route alteration to avoid low bridge at Tulse Hill to allow double decker buses (e.g. Lancaster Avenue)	82	82	0

	All survey and quick responses	General responses	Campaign responses only
Suggestions for other route extensions (frequently mentioned included Sidcup, Bexleyheath, Brixton and Battersea)	42	42	0
Suggest route alteration (others not in code frame)	17	17	0
Suggest route alteration to Brixton (via Herne Hill) to allow better connections with the London Underground	14	14	0
Suggest route alteration in Clapham to serve centre of Clapham or Wandsworth Common (e.g. Falcon Road/ Lavender Hill or Nightingale Lane/ Bollingbroke Grove)	12	12	0
Suggest route alteration to serve Lewisham town centre/ Station	10	10	0
Suggest route alteration to serve Mottingham or Grove Park	10	10	0
Other route comments	10	10	0
Suggest route alteration to avoid congestion in Catford/ allow better connections (e.g. Verdant Lane/ Whitefoot Lane)	9	9	0
Suggest route alteration to serve Streatham (Streatham Hill/ High Road)	8	8	0
Suggest route alterations around Forest Hill to serve Sydenham or Honor Oak	7	7	0
Concern about length of route/Suggestions it should be split in two	5	5	0
SL15 bus route frequency/ capacity/ reliability			
Suggest that route should be served by double deck buses instead	64	64	0
Concern about route reliability (e.g. congestion will affect reliability/ cause longer journey times)	51	51	0
Concern route capacity is insufficient	38	38	0
Suggest increased frequency due to route being single deck	20	20	0
Suggest increased frequency	16	16	0
Suggest increased frequency so route runs overnight	12	12	0
Other frequency comments	4	4	0
Other capacity comments	3	3	0
Concern about the impact of route SL15 on other traffic	2	2	0

	All survey and quick responses	General responses	Campaign responses only
Concern about the impact on the reliability of route SL15 on other bus routes - general	1	1	0
Other reliability comments	1	1	0
Accessibility			
Support new route as it will make travelling easier for older/ disabled people/ young families and/or those with mobility/ health issues	11	11	0
Concern about distances between bus stops	6	6	0
Concern about access for less mobile passengers	5	5	0
Support new route as it will make travelling easier for less mobile passengers	4	4	0
Other accessibility comment	3	3	0
Safety			
Concern about overcrowding at bus stops	6	6	0
Support new route as it will make journeys safer	5	5	0
Other safety comments	4	4	0
Concern about general safety at bus stops (e.g. insufficient lighting/ no shelter)	1	1	0
Concern about anti-social behaviour at bus stops	1	1	0
Bus priority			
Concern that there are not enough bus priority measures in place	20	20	0
Other bus priority comment	7	7	0
Concern that there are not enough bus priority measures in place	20	20	0
Effect new route SL15 may have on other bus routes			
Concern that new route will lead to reduced service on other routes - general	7	7	0
Other bus route comment	7	7	0
Concern that new route will lead to reduced service on route 185	3	3	0
Concern that new route will lead to reduced service on other routes	3	3	0
Superloop network			
Suggestions for future Superloop routes	21	21	0
Other Superloop comments	18	18	0

	All survey and quick responses	General responses	Campaign responses only
Suggested changes to existing Superloop routes	11	11	0
Other			
Do not use the routes/ not affected by the proposals	28	28	0
Unclear comment/ misunderstood proposals	22	22	0
Further information needed about the proposals (e.g. average journey times)	20	20	0
Other comment not in code frame	12	12	0
Questions about the proposals	8	8	0
General negative comment about Mayor/ TfL	7	7	0
Out of scope			
Suggestion about vehicle type (e.g. tram-style/ double decker electric/ New Routemasters/ zero-emission buses/ vehicle accessibility)	137	10	127
Comments unrelated to scheme	39	39	0
Other out of scope comment	13	13	0
Suggestion to change other existing bus routes	6	6	0
Other new bus route suggestions	4	4	0

Open question 16:

“If we didn’t meet your expectations, please tell us how you would like us to improve our consultation service in the future”

	All survey and quick responses
Quality of consultation	
Concern that information provided was insufficient/not detailed enough	23
Concern that information provided was inaccurate	10
Concern that consultation was not advertised/promoted adequately	7
Concern over website layout/structure	4
Concern that website was hard to navigate	3
Concern over quality of information on maps/images	3
Concern that consultation is a tick-box exercise	1
Consultation response methods	
Concern about registration and/or passwords	24
Concern that survey was hard to find	9

	All survey and quick responses
Concern that survey questions are biased/ leading	7
Suggest that response methods could/ should be more accessible (e.g. for older people or those with disability/ additional needs)	3
Concern that link to survey didn't work	1
Concern/criticism of question structure	1

Our Response to Issues Raised

General opposition	
Issue	Response
<p>A new bus route is not required:</p> <ul style="list-style-type: none"> • Not a good use of money • There are already enough public transport connections around the proposed route • Concentrate on improvements to current bus routes instead 	<p>We continuously review the bus network to check bus routes are meeting customer needs. This includes new Superloop routes.</p> <p>SL15 is proposed for sections of the South Circular where there is a lack of direct connections and where the most amount of customer benefit is expected.</p>
<p>Proposal increases the number of buses on the South Circular and impact on local roads, adding to congestion.</p>	<p>Currently, the South Circular has no single bus route following it. SL15 would provide an alternative to private car journeys that are the main cause of congestion, and in consultation, 74 per cent of respondents told us they would be more likely to use an express bus service than a private car.</p>
<p>Proposal would negatively impact residents living near to bus stops, such as less space to pass passengers waiting, busier roads, more litter.</p>	<p>No new physical bus stop installations are proposed for this route. SL15 would serve existing bus stops. Some increases in passengers around bus stops are expected as the route has been planned to benefit as many customers as possible. In lieu of this, some changes such as new shelters will be considered.</p>

General opposition	
Issue	Response
Concern Clapham Junction station is already at capacity and without space for new bus routes/ resultant increase in people using the facilities.	There are a variety of changes proposed at Clapham Junction to accommodate new SL15 route within existing infrastructure.

Bus stops – suggestions for removal from the proposed SL15 route	
Issue	Response
<p>There are too many bus stops proposed for the route. Some bus stops suggested for removal of bus as listed. Reasons include that bus stops are too close to each other such as in Catford and Clapham Junction, or stop locations offered limited interchange value.</p> <p><u>Wandsworth:</u></p> <ul style="list-style-type: none"> • Clapham Junction in general • Eccles Road <p><u>Lambeth:</u></p> <ul style="list-style-type: none"> • Clarence Avenue • All stops in Tulse Hill <p><u>Lewisham:</u></p> <ul style="list-style-type: none"> • Wood Vale • Kilmore Road • Catford in general 	<p>All stops along the SL15 route have been assessed for inclusion or not. The principle is to minimise stopping while maximising access and interchange.</p> <p>Based off customer feedback and our further review of the proposals, we have changed our plans at Clapham Junction and bus stops at Eccles Road are no longer included in the proposals.</p> <p>Due to changes to the proposal at Clapham Junction, alternative stops will now be available 375 metres away towards Clapham Junction, and 525 metres away towards Eltham.</p> <p>Gaps between bus stops in some locations are shorter than on other Superloop routes because, unlike those routes, there are no parallel all-stopping services providing the same connections as SL15.</p> <p>There is also a greater concentration of bus stops for important transport interchanges such as Catford and Clapham Junction stations along with town centres for bus interchange and access to amenities.</p>

Bus stops – suggestions for removal from the proposed SL15 route	
Issue	Response
<p>While cited less frequently, the following bus stops were also suggested for removal:</p> <p><u>Lambeth:</u></p> <ul style="list-style-type: none"> • Streatham Place <p><u>Lewisham:</u></p> <ul style="list-style-type: none"> • Baring Road <p><u>Greenwich:</u></p> <ul style="list-style-type: none"> • Eltham High Street to allow a faster service that includes Mottingham 	<p>These stops form important interchanges for town centres and interchange with other bus routes.</p>

Bus stops – suggested additions to the proposed SL15 route	
Issue	Response
<p>A counter view not enough bus stops are proposed. Suggested locations for additional bus stops are as listed. Locations were noted as popular destinations and where more residents would benefit from new transport connections:</p> <p><u>Lambeth:</u></p> <ul style="list-style-type: none"> • Clapham Park – Streatham Place • Between Clapham South and Clapham Junction such as Clapham Common Tube • Between Brixton Hill and Streatham Hill • Christchurch Road – to serve existing stops BJ and BM <p><u>Southwark:</u></p> <ul style="list-style-type: none"> • College Road for Dulwich College/ Dulwich Park <p><u>Lewisham:</u></p> <ul style="list-style-type: none"> • Forest Hill including: Horniman Museum & Gardens, Blythe Vale, 	<p>The proposed SL15 includes bus stops at all rail stations and town centres, with connections to other bus routes.</p> <p>After assessing feedback and undertaking modelling, we are also adding Christ Church bus stops to the route due to population density and the different connections SL15 would provide compared to route 201, providing many new unique links to this area such as Clapham, West Dulwich, Forest Hill, Catford and Eltham.</p> <p>Bus stops are also proposed on Torridon Road to provide access to southern Hither Green, as the nearest SL15 stops would otherwise be over 1,100 metres away and route 160 does not serve this stretch, operating instead via Sangley Road. These additional stops would offer new direct links from the area to destinations such as Eltham, Forest Hill, West Dulwich and Clapham.</p> <p>Bus stops named Clapham Park, Horniman Museum & Gardens, Forest</p>

Bus stops – suggested additions to the proposed SL15 route	
Issue	Response
<p>Hurstbourne Road, Forest Hill Fire Station and Devonshire Road</p> <ul style="list-style-type: none"> • Torridon/Brownhill Road area for Hither Green/Corbett Estate 	<p>Hill Fire Station, Hurstbourne Road, Devonshire Road stops are all within 100-350 metres of planned SL15 stops providing access to this route.</p> <p>College Road and Blythe Vale are within extended access distance at 500-650 metres of other SL15 stops.</p> <p>These have been carefully selected to maximise the routes catchment and interchange with other services while minimising stopping. All bus stops will continue to be served by other local bus routes, most providing same stop interchange with SL15 at other locations.</p>
<p>While cited less frequently, the following locations were also suggested:</p> <p><u>More bus stops between:</u></p> <ul style="list-style-type: none"> • Clapham South and Croxted Road in West Dulwich • Lee and Eltham • Eltham – Lewisham – Forest Hill <p><u>Wandsworth:</u></p> <ul style="list-style-type: none"> • St John’s Road for Northcote Road <p><u>Lambeth:</u></p> <ul style="list-style-type: none"> • Poynders Road/ Rudloe Road for access to new development at Clapham Park • Klea Avenue junction with Cavendish Road • Telford Avenue/ Brixton bus garage • Norwood Road to allow a reroute along Lancaster Avenue (and double deck vehicles) • Rosemead School/ Rosendale Road 	<p>As above, the proposed SL15 includes bus stops at all rail stations and town centres, with connections to other bus routes.</p> <p>This is part of our aim to minimise stopping while maximising interchange.</p> <p>Where there is more than one pair of bus stops available to serve an area, the best pair to maximise access, interchange and common destinations has been selected. Clapham Junction, Eltham, and Catford have two pairs of bus stops for both the rail stations and town centre.</p> <p>All bus stops in between unserved by SL15 continue to be served by other local routes, most of which will provide same stop interchange with SL15.</p> <p>The final route will include bus stops at St John’s Road for Northcote Road, Poynders Road for Clapham Park, Streatham Place / Christ Church near Brixton Bus Garage and Baring Road for interchange with SL4 at Lee.</p>

Bus stops – suggested additions to the proposed SL15 route

Issue	Response
<p><u>Southwark:</u></p> <ul style="list-style-type: none"> • West Dulwich Station by Belair Park eastbound <p><u>Lewisham:</u></p> <ul style="list-style-type: none"> • Stanstead Road for St Dunstons College • Plassy Road • Middle Park estate • Woodyates Road for Horn Park • Lee Station for interchange with SL4 • Westhorne Avenue <p><u>Greenwich:</u></p> <ul style="list-style-type: none"> • Eltham Hill • Eltham High Street itself • Bus stops at both directions at Eltham Church 	

Bus stops – suggested relocation of stops on the proposed SL15 route

Issue	Response												
<p>Respondents identified the following locations where they felt the proposed bus stops should be relocated:</p> <table border="1" data-bbox="229 1370 762 1984"> <thead> <tr> <th data-bbox="234 1377 440 1458"><i>Proposed stop</i></th> <th data-bbox="445 1377 758 1458"><i>Suggested alternatives</i></th> </tr> </thead> <tbody> <tr> <td data-bbox="234 1464 440 1619">Clarence Avenue/ Poynders Road</td> <td data-bbox="445 1464 758 1619">Poynders Road/ Kings Avenue or Atkins Road</td> </tr> <tr> <td data-bbox="234 1626 440 1706">Streatham Place</td> <td data-bbox="445 1626 758 1706">closer to Streatham Hill</td> </tr> <tr> <td data-bbox="234 1713 440 1845">Kilmorie Road</td> <td data-bbox="445 1713 758 1845">Blythe Vale Forest Hill Fire Station Hornimans Museum</td> </tr> <tr> <td data-bbox="234 1852 440 1892">Wood Vale</td> <td data-bbox="445 1852 758 1892">Hornimans Museum</td> </tr> <tr> <td data-bbox="234 1899 440 1980">Baring Road</td> <td data-bbox="445 1899 758 1980">Parkcroft, Burnt Ash or Westhorne Roads</td> </tr> </tbody> </table>	<i>Proposed stop</i>	<i>Suggested alternatives</i>	Clarence Avenue/ Poynders Road	Poynders Road/ Kings Avenue or Atkins Road	Streatham Place	closer to Streatham Hill	Kilmorie Road	Blythe Vale Forest Hill Fire Station Hornimans Museum	Wood Vale	Hornimans Museum	Baring Road	Parkcroft, Burnt Ash or Westhorne Roads	<p>Clarence Avenue / Poynders Road has been selected as it is geographically in the middle of Clapham South and Streatham Place stops. This maximises catchment for SL15 in an area where large apartment blocks line this road all the way along. It also provides interchange with other north-south bus routes.</p> <p>Kilmorie Road is selected as again it is geographically in the middle of Forest Hill and Catford Stations stops, maximising access. It also provides interchange with other bus routes heading towards Brockley Rise; plus, where all bus routes towards Catford depart from, including those turning off Brockley Rise.</p> <p>Wood Vale is geographically in the middle of Horniman Museum & Gardens to the</p>
<i>Proposed stop</i>	<i>Suggested alternatives</i>												
Clarence Avenue/ Poynders Road	Poynders Road/ Kings Avenue or Atkins Road												
Streatham Place	closer to Streatham Hill												
Kilmorie Road	Blythe Vale Forest Hill Fire Station Hornimans Museum												
Wood Vale	Hornimans Museum												
Baring Road	Parkcroft, Burnt Ash or Westhorne Roads												

Bus stops – suggested relocation of stops on the proposed SL15 route

Issue		Response
Clapham Junction	Strategic place away from St John's Hill or further up Falcon Road	<p>east that is 150-370 metres away, and Lordship Lane Estate 300-550 metres to the west. It also forms a unique interchange with bus route 363 among other routes.</p> <p>Serving the bus stops named Horniman Museum would result in two bus stops within 370 metres of the museum and would reduce the gap between bus stops to only 520 metres as Forest Hill station is served to the east. This closer spacing would lead to delays for passengers travelling through the area.</p> <p>Baring Road will be served by route SL15. This forms an important interchange with north-south routes including SL4. It is located 340 metres east of Parkcroft Road and 115 metres west of Burnt Ash Hill. The next stop to the east on SL15 along Westthorne Avenue will be Yorkshire Grey with route 160 providing a service to intermediate stops.</p> <p>At Clapham Junction, our original proposal included a new set down stop to improve access further up Falcon Road to the north. However, this was not supported by LB Wandsworth. St. John's Hill is not on the line of route as there is no viable place to stand and turnaround.</p> <p>Lewisham Hospital is located north of the SL15 routeing. It is served by many bus routes that will have interchange with SL15 at Catford.</p>
Lewisham Town Hall	Lewisham Hospital	

Bus stops – other comments, suggestions and concerns	
Issue	Response
<p>Concerns about bus stop plans in local centres included:</p> <p>Clapham Junction</p> <ul style="list-style-type: none"> Options for alternative bus stand space in Clapham Junction should be explored in partnership with the London Borough of Wandsworth, including potential use of nearby undeveloped Council-owned land The proposed bus alighting point beneath the railway bridge on Falcon Road was considered unsuitable due to the impact on traffic flow, limited visibility, constrained space for waiting passengers, and reduced safe access to the train station Expanding the Falcon Road stand was deemed unfeasible under current conditions, as it would require significant changes to the junction layout Concern bus stand capacity at Grant Road was already fully utilised, leaving no additional space to accommodate the SL15 Concern about capacity at Bus Stop P if it were also used by the SL15. A recommendation to relocate the stop to Bus Stop E, which offered more waiting space and better access to the local centre A review was requested to ensure that all bus services at Clapham Junction provided convenient interchange with rail services and access to local amenities A suggestion to relocate the C3 away from the station to free stand 	<p>To deliver SL15 and the multiple benefits identified during assessment work and in consultation feedback, we are looking to introduce this route as soon as feasible.</p> <p>We will continue to explore improvements to local, passenger and bus facilities beyond introduction of route SL15.</p> <p>Original proposals included a new set down stop underneath the rail bridge to improve bus access to the north of Clapham Junction station on the straight section of road. This would only have been used by alighting passengers meaning no passengers would be waiting. It would have also removed the need for some passengers to have to walk the full length of the rail bridge. This proposal was not supported. An alternative solution has been found through changes to out of service standing arrangements for route C3.</p> <p>These changes will not alter the bus stops served on C3 but will allow SL15 to stand at Grant Road, essential for introduction of the route.</p> <p>Route SL15 proposals have now been changed to set down at stop E and not serve stop P. It will also serve stop V nearer to Battersea Rise and Eccles Road stops.</p> <p>Route 170 will serve stop D instead of stops C and E.</p> <p>Bollingbroke Grove is not currently under consideration for further bus routes to stand due to lack of toilets for drivers to access.</p>

Bus stops – other comments, suggestions and concerns	
Issue	Response
<p>space at Grant Road for the SL15, with alternative refreshment facilities for C3 drivers explored to support this</p> <ul style="list-style-type: none"> • A suggestion to extend route 344 to Bolingbroke Grove to release stand capacity on St John’s Hill • Concern changes to route 170 could cause confusion for both drivers and passengers if the service were to call at Bus Stops C and D but not Stop E. 	
<p>Tulse Hill:</p> <ul style="list-style-type: none"> • Noting the Tulse Hill one-way system, the westbound bus stop would need to be relocated to the Christchurch Road / Probyn Road junction (‘Tulse Hill Station’). The ‘Tulse Hill Hotel’ stop would only be served in the eastbound direction for journeys towards Eltham. • Several bus stops in the area shared the name ‘Tulse Hill Station’, yet wayfinding to the rail station was unclear, as most stops did not signpost the station entrance effectively • As a result, a review of bus stop names and improved wayfinding was suggested. This would minimise confusion when interchanging, particularly as the station entrance was set back from the road and not immediately visible 	<p>At Tulse Hill, bus stops A and E will be served. All bus stops and wayfinding information will be considered as part of introduction the SL15 route.</p>

Bus stops – other comments, suggestions and concerns	
Issue	Response
<p>Forest Hill:</p> <ul style="list-style-type: none"> Concern the route may experience delays caused by congestion in Forest Hill at stops K and F when accessing stop D. Consider adjustments to bus stop placement and infrastructure in Forest Hill to enhance the operational efficiency of the SL15 Consider the SL15 serving bus stops on either side of the railway line 	<p>Only one pair of stops are proposed for Forest Hill to minimise stopping while maximising interchange. The stop pair selected provides the best interchange with both the rail station and High Street. However, Forest Hill bus stops will be kept under review as part of looking at all proposed stops for the route.</p>
<p>Lewisham:</p> <ul style="list-style-type: none"> There should be a holistic review of bus stops around Lewisham station including the DLR and rail interchanges to ensure SL15 is part of a joined-up plan 	<p>SL15 will not serve Lewisham.</p>
<p>Eltham:</p> <ul style="list-style-type: none"> A suggestion to rename the 'Well Hall Road' bus stop as 'Well Hall Road/Eltham High Street' 	<p>This will be considered as part of the stops review.</p>
<p>In general:</p> <ul style="list-style-type: none"> Bus stops for the SL15 should be located as close as possible to station entrances and major interchange points Where this is not feasible, provide clear wayfinding information so passengers can continue their journey easily The number of bus stops was considered about right however to test the balance of bus stops and journey time the number of stops should be reviewed once the service has been operating for six months. 	<p>We thank respondents for these general points raised, which have been taken in consideration as part of our planning of SL15.</p>

Suggestions for changes to the SL15 geographic route	
Issue	Response
The route should be extended after Eltham to Woolwich for connection to Elizabeth Line and Docklands Light Railway services.	<p>Extending to Woolwich would make SL15 very long and difficult to run a reliable service. It would also increase operating costs substantially.</p> <p>Eltham to Woolwich connections are provided by routes 122 and 161 whereas at the western end of SL15 there are missing direct links, for example Clapham Junction to Clapham Park. Providing these has more benefit.</p>
The route should be changed at Tulse Hill, to serve Norwood Road and Lancaster Avenue, avoiding the low bridge on Thurlow Park Road – to facilitate a double-deck service.	Superloop routes are designed to be as direct as possible. We aim to run a high capacity single-deck vehicle to mitigate not being able to use double-decks.
The route should divert via Herne Hill and Brixton, for connection to other services (Thameslink, London Underground)	SL15 will provide interchange at Tulse Hill, West Dulwich and Clapham South rail stations, while running along the A205 for quick, direct journeys.
Alter the route to serve Streatham High Road and Streatham Hill, again for easier connection rail services and to benefit more residents	We considered this while developing the scheme. However, we concluded running directly along the A205 to Clapham Junction provided greater benefits because it fills important missing links along this corridor.
<p>Other route alterations suggested less frequently, included:</p> <p><u>Wandsworth:</u></p> <p>Reroutes via:</p> <ul style="list-style-type: none"> • The centre of Clapham or Wandsworth Common (e.g. Falcon Road/ Lavender Hill or Nightingale Lane/ Bollingbroke Grove) • Battersea 	<p>SL15 is planned to run along the A205, providing a link across south London between southeast and southwest London. It will run into Clapham Junction terminating at the earliest opportunity to maintain reliability while providing access to the station and bus services for onward connections.</p> <p>The A205 while congested at times is typically the quickest east-west corridor across south London and most appropriate in this region for a Superloop service.</p>

Suggestions for changes to the SL15 geographic route

Issue	Response
<ul style="list-style-type: none"> • Elspeth Road instead of Eccles Road which is considered too narrow <p><u>Lambeth:</u></p> <ul style="list-style-type: none"> • Via route 432 to Crystal Palace, then via route 122 to Catford <p><u>Southwark:</u></p> <ul style="list-style-type: none"> • Via Barry Road • Via North Dulwich rail station • Via East Dulwich rail station <p><u>Lewisham:</u></p> <ul style="list-style-type: none"> • Via Verdant Lane/ Whitefoot Lane or Sidcup Road and Alwold Crescent – both suggestions aim to avoid congestion in Catford • Via Sydenham or Honor Oak instead of Forest Hill • Via Lewisham town centre and stations • Via the Grove Park border • Via Bromley to serve Bellingham and Downham <p><u>Greenwich:</u></p> <p>Reroutes via:</p> <ul style="list-style-type: none"> • North Greenwich • Rochester Way to support bus route B16 • Well Hall Road and roundabout for faster journeys, avoiding traffic lights • Kidbrooke rail station • Campfield Road • Colfe's School 	<p>Bus stops are located where other bus and rail routes cross to maximise access to SL15 on the A205, providing onward connectivity to locations cited.</p>

Suggestions for changes to the SL15 geographic route

Issue	Response
<p>Respondents suggested several alternative start/ end locations for the route, including:</p> <p><u>Wandsworth:</u> Extend from Clapham Junction to:</p> <ul style="list-style-type: none"> • Battersea – Chelsea – Victoria – South Kensington • Putney, Barnes or Richmond • Wandsworth town <p><u>Greenwich:</u> Extend from Eltham to:</p> <ul style="list-style-type: none"> • Woolwich Queen Elizabeth Hospital • Mottingham • Sidcup (Station to connect with the SL3, Queen Mary’s Hospital for improved access) • Thamesmead • Abbey Wood • Bexleyheath • New Eltham or Avery Hill • Shooters Hill 	<p>Running SL15 between Clapham Junction and Eltham stations reaches the practical limit of route length and journey time and driver hour limits, while maintaining a reliable service. This alignment has been designed to maximise the number of destinations served and number of onward connections available to locations cited.</p>

Frequency / capacity / reliability / bus priority

Issue	Response
<p>Concern the SL15 may operate too slowly, potentially failing to meet performance targets and becoming less useful to customers.</p> <p>Additional bus-priority measures (such as bus lanes) should be introduced along congested sections of the A205 as a mitigation.</p>	<p>SL15 is not proposed to run beyond Clapham Junction or Eltham stations for this reason.</p> <p>We continue to review performance along the A205 and will bring forward further bus priority where feasible.</p>

Frequency / capacity / reliability / bus priority	
Issue	Response
<p>Service frequency and timetables should be flexible with demand for the service monitored and adjusted accordingly.</p>	<p>The timetable for the SL15 has been designed to offer a high frequency turn up and go service.</p> <p>We expect this to help alleviate any overcrowding in initial stages. However, we will continually review all bus routes that serve the area to ensure buses are meeting passenger demand and to make any adjustments if these are required.</p>
<p>Concern due to its popularity combined with its single-deck vehicle size, the SL15 would be too busy, and customers would be unable to board. Therefore, could the route:</p> <ul style="list-style-type: none"> • Operate more frequently than proposed? • Be rerouted in West Norwood to facilitate use of a double-deck bus? 	<p>We plan on running a large 70-capacity single-deck bus to minimise crowding.</p> <p>To minimise journey times on Superloop, it is planned to follow and only deviate from the A205 to terminate at Eltham and Clapham Junction.</p> <p>Usage will be reviewed after implementation of the route.</p>
<p>Other timetable comments and suggestions included:</p> <ul style="list-style-type: none"> • Service to commence before 05:00 in support of early customers • The last bus should run slightly later • Consider operating the route through the night • A frequency increase during school pick-up and drop-off times to help reduce overcrowding on other local bus services – with a particular reference to Dulwich schools. 	<p>SL15 is planned to run between 05:00-00:30. Sometimes later depending on specific locations along the route. This is forecast to provide sufficient service. The route will be review after implementation once new travel patterns bed in.</p>

Frequency / capacity / reliability / bus priority	
Issue	Response
<p>A suggestion the SL15 service be split into two routes to maintain reliability and efficiency – as the current route was considered too long.</p> <p>Then consider operating the Clapham Junction-Tulse Hill section with double deck vehicles and the Tulse Hill-Eltham section with single deck.</p>	<p>Running between Clapham Junction, Tulse Hill and Eltham is considered a suitable length for an express route with limited stops, providing connections across these areas.</p>
<p>The right turn from the South Circular at Thurlow Park Road into Dalmore Road should be prohibited. Removing this turn would help reduce congestion, improve safety for people cycling, and support smoother operation of the SL15 through the area.</p>	<p>This will be investigated.</p> <p>Journey time reliability generally needs to be balanced with access for residents.</p>

Accessibility	
Issue	Response
<p>Concern about distance between bus stops and accessibility for less mobile passengers, with the following locations highlighted:</p> <ul style="list-style-type: none"> • Streatham Place: <p>In line with local support for relocating the proposed eastbound SL15 stop from Clarence Avenue to Poynders Road/Kings Avenue (Stops V and Y), the accessibility benefits of this change are highlighted, as it would better serve residents at the top of Brixton Hill, who currently had limited bus access</p> <ul style="list-style-type: none"> • Christchurch Road: <p>In line with the earlier suggestion for an additional pair of stops on Christchurch Road, respondents noted that older and disabled residents living</p>	<p>Bus stops are now proposed at Poynders Road, Streatham Place and Christ Church in the London Borough of Lambeth.</p> <p>A bus stop is also planned for Wood Vale that is within 150-370 metres of the Horniman Museum & Gardens providing access, while also providing same stop interchange with routes 176, 185, 197 and P4 stops. Also, route 363 that doesn't stop at Horniman Museum stops. The Wood Vale bus stops also provide access to dense areas of housing to the north such as Lordship Lane Estate.</p> <p>While route 356 also serves Horniman Museum bus stops unlike Wood Vale bus stops, route SL15 – 356 interchange will be available at Forest Hill station bus stops.</p>

Accessibility	
Issue	Response
<p>between Streatham Place and Tulse Hill felt too far from the proposed SL15 stops. They also faced the challenge of crossing the busy A23/A205. An additional stop on the route at Christchurch Road (Stops BJ and BM) would address this gap.</p> <ul style="list-style-type: none"> • Between Forest Hill and West Dulwich <p>Bus stops should be as close to rail stations as feasible to reduce the walking distance when interchanging.</p> <ul style="list-style-type: none"> • Horniman's Museum <p>A key reason for reducing the gap between SL15 bus stops by adding in one more stop, was the steep hill leading to the site. This posed challenges for wheelchair users and people with buggies or young children wishing to visit.</p>	
<p>A request for SL15 bus drivers be adequately trained to demonstrate patience when older people and others with accessibility barriers are boarding and alighting, or trying to hurry to get to the bus stop before the service departs.</p>	<p>All bus drivers undertake training to ensure that varying customer needs are covered.</p>

Safety	
Issue	Response
<p>Concern about personal safety while waiting at bus stops proposed for the SL15, in particular at bus stops on quieter roads. A review of facilities along the proposed route to improve safety ideally with CCTV and next bus information, also lighting and shelter.</p>	<p>Transport crime and antisocial behaviour are among our key priorities. There are local transport policing teams in every London borough covering the public transport system. These teams provide a visible and familiar presence on the network.</p>

Safety	
Issue	Response
A further concern anti-social behaviour may increase at bus stops, due to expected higher usage following the introduction of the new route.	Metropolitan Police Safer Transport Teams focus primarily on the bus and road networks. They engage with the public, staff and local communities to identify local concerns and take effective and appropriate action to deal with issues affecting the transport system. We keep our policing colleagues informed when consulting on and implementing bus service changes. Once bus route SL15 comes into operation, monitoring would include reports to the correct authorities for any illegal and or antisocial behaviour.
Falcon Road Bus Stop P under the railway bridge may not be safe for waiting passengers due to narrow pavements and pavement congestion. Some respondents suggested use of Falcon Road Bus stop E as an alternative.	There is no longer an alighting only bus stop proposed under the rail bridge. SL15 will use bus stop E instead.
The number of pedestrians crossing Lordship Lane was expected to increase as more people interchange or access the SL15. Pedestrian movements should be monitored to determine whether changes to crossing facilities are required, noting the nearest signalised crossing was currently not close to the bus stops.	There is a signalised crossing located within 50 metres of the planned Wood Vale bus stops. The crossing is as close to the bus stops as possible while ensuring stopped buses do not block lines of sight.

Effect of the SL15 on other local bus routes	
Issue	Response
While overall many respondents considered the SL15 route would take pressure off other busy services, such as the P13, 37 and 185 there was general concern its introduction may result in reductions to other bus routes that serve the route area.	We expect route SL15 to improve reliability and reduce overcrowding on existing bus routes by adding bus capacity along the A205 South Circular. Frequency changes are not within the scope of consultation. They form part of our continual review of the bus network

A particular concern about a frequency reduction for route 185 was noted.	which helps ensure services operate more efficiently where they are needed most.
<p>Other local bus routes cited less frequently where a concern about frequency reduction if the SL15 were to be introduced included:</p> <ul style="list-style-type: none"> • 37 between Clapham Junction – East Dulwich • 124 between Stanstead Road - Eltham High Street • 160 between Catford – Sidcup 	We will continue to keep all bus services in the area under review to see if any further changes may be required.

Superloop network suggestions	
Issue	Response
<p>A series of suggestions for further Superloop routes be added to the London bus network were suggested. The most frequent:</p> <ul style="list-style-type: none"> • Bromley → Lewisham / potential extension of route BL1 to create a connection with SL15 <p>Other routeings suggested less frequently included, in alphabetical order:</p> <ul style="list-style-type: none"> • Beckenham → Victoria • Biggin Hill Valley → Bromley • Clapham Common → Elephant & Castle → London Bridge → Bank → Liverpool Street → Moorgate → Shoreditch • Clapham Junction → Ealing • Enfield → Bush Hill Park → Winchmore Hill → Palmers Green → Wood Green • Mitcham → Streatham → Denmark Hill • Northwood / Eastbury → Potters Bar → Crews Hill → Bulls Cross (school) → Waltham Cross • Plumstead → Brixton 	<p>We will continue to work with the Mayor on proposals to further expand the Superloop network and provide additional express bus routes where viable.</p> <p>We would like to thank respondents for the ideas and suggestions submitted, which have been passed on to bus network planning colleagues. These will be considered as part of our continual review of the bus network.</p>

Superloop network suggestions	
Issue	Response
<ul style="list-style-type: none"> • Sidcup → Plumstead • Teddington → North Woolwich • Thamesmead → Kingston • Vauxhall → Camberwell New Road → New Cross • Victoria / Euston / Tottenham Hale → express to Heathrow Airport • Wandsworth Town → Trinity Road → Tooting Bec Road → Streatham → Crown Lane → Crystal Palace → Beckenham • Waterloo → Streatham → Tooting Broadway → Wimbledon → Kingston • Woolwich → Eltham → Richmond • Woolwich → Eltham → Thornton Heath → East Croydon • Woolwich → Shooters Hill → Blackheath → Peckham → Waterloo 	
<p>Other parts of London respondents would like to see connected to the Superloop included:</p> <ul style="list-style-type: none"> • Bexley Village • Kingsbury • Orpington • Barnet • Enfield 	<p>As above, we will continue to work with the Mayor on proposals to further expand the Superloop network and provide additional express bus routes where viable and thank respondents for the ideas and suggestions submitted.</p> <p>Kingsbury is already served by SL10.</p>
<p>The London Transport Speedbus proposals developed in the 1970s should be revisited to help identify further ideas for the Superloop, and routes that may benefit from additional bus priority measures. Consideration could also be given to establishing new cross boundary bus links from London to the Home Counties.</p>	<p>As above, we thank you for this comment and we continue to evolve the network.</p> <p>As part of this work traffic signal and physical bus priority is being reviewed and installed where feasible.</p>

Superloop suggestions – existing routes	
Issue	Response
<p>BL1</p> <ul style="list-style-type: none"> • Create a link between BL1 and SL15 in Catford • Extend to Sydenham and Penge • Extend from Lewisham to Bromley 	<p>There is already adequate capacity on buses between Lewisham and Catford, providing multiple options between these locations. There are no plans to extend BL1 at this time.</p>
<p>SL4</p> <ul style="list-style-type: none"> • Create an interchange with SL15 • Extend to Mottingham and Bromley North 	<p>Interchange will be available between route SL4 and SL15 at Baring Road junction with A205 in Lee.</p> <p>There is no business case to extend route SL4 and SL15 due to cost, and sufficient existing capacity on other bus services that can interchange with these Superloop routes.</p>
<p>SL6</p> <ul style="list-style-type: none"> • Operate this route all day, not just at peak times • Reroute to additionally serve Penge • Adjust the route to additionally serve: <ul style="list-style-type: none"> - bus stops F and G in Tulse Hill – creating a link in West Croydon to the SL7 and Heathrow airport - One more stop in West Norwood (Lancaster Avenue or Elmcourt Road) to make the route available to more residents 	<p>There are no current plans to run route SL6 throughout the day as it is too costly and sufficient demand exists on parallel routes.</p> <p>However, as part of the outcome of consultation, we will change Superloop route SL6 to additionally stop at bus stops E and G around the Tulse Hill gyratory, providing more direct interchange opportunities with the SL15 and other local bus routes during peak hours.</p>
<p>SL7</p> <ul style="list-style-type: none"> • Streamline the service as the route was considered too slow, serving too many local bus 	<p>This route continues to be under review. Stopping patterns are a careful balance between minimising stopping while maximising access.</p>

Superloop suggestions – existing routes	
Issue	Response
stops – a route to the airport should be more efficient.	

Questions and information requested	
Issue	Response
If the SL15 is introduced, how soon would the route start to operate using single-deck buses?	The route will start using single-decks on day one of service.
How have the SL15 proposals considered the planned major road layout changes in Catford town centre?	If proposals are delivered at Catford to realign the A205, route SL15 would follow the new alignment.
Can projected figures of how many people are likely to use the SL15 on weekdays and weekends be shared?	Around 10,000 passengers per weekday is estimated. Though demand will change over time as travel demand changes and the service beds in.
Can any planned bus priority, signal timing improvements, or operational adjustments that may support reliability on the route be shared?	A route review is being undertaken to identify opportunities to best support journey times on this route.
A request to ensure there are clear public communications before the SL15 route is introduced to ensure people are aware and can better plan their journey.	Customer information and updates will take place at each stage of scheme development including delivery.

Consultation process	
Issue	Response
Concern about having to register to take the survey.	We ask participants to register when they respond online to our consultations for the first time. This is to enable us to notify people of the outcome of the project of interest, or to provide an update; also, to allow us to notify people about other projects that may be of interest to them.

Consultation process	
Issue	Response
	<p>Registration also helps us to ensure people adhere to our community guidelines, designed to underpin a safe, constructive environment for everyone using 'Have your say'.</p> <p>While registration is required when someone is using the consultation portal to respond through the online questionnaire for the first time, it was also possible for responses to be submitted by email and post.</p> <p>A Freepost address was provided, and no postage charges applied. In addition, a telephone line was made available for people to talk to us in person.</p>
<p>Some information in the consultation was considered inaccurate affecting the quality of information on maps and images.</p> <ul style="list-style-type: none"> – The material incorrectly stated the SL15 would serve Streatham – The material led people to believe the SL15 would serve Lewisham town centre and station – Consultation linear map incorrectly named the westbound SL15 bus stop at Tulse Hill as 'Tulse Hill Hotel' instead of 'Tulse Hill Station' 	<p>We apologise if the use of bus stop names such as 'Streatham Place' and 'Lewisham Town Hall' caused any misunderstanding about the areas the proposed SL15 route will serve. These names refer to existing bus stops rather than town centre locations, and we regret any confusion this may have caused.</p> <p>If in future, respondents have any questions about proposals we are sharing, we would encourage them to contact us through the channels provided. We are happy to clarify any element of the material to help support people in understanding the proposals.</p> <p>We also acknowledge the incorrect naming of the Tulse Hill bus stop on our westbound route map and apologise for this error. We will ensure the name is corrected in any future iterations of the SL15 route map.</p>
<p>Concerns the website was hard to navigate with the following issues raised:</p>	<p>Our consultation maps, materials, and web page were designed to make clear the proposals being presented to respondents.</p>

Consultation process	
Issue	Response
<ul style="list-style-type: none"> • The survey was hard to find • The page layout was not clear • The survey link did not work • Not enough information was provided about the proposals 	<p>We are sorry if this was not the case for some respondents. Where there was difficulty using links to access the website we apologise for any inconvenience. However, this was not a widespread issue, and most respondents did not experience or report difficulty. In such instances, where respondents considered they did not have enough information about the proposals then we would have been happy to assist further via our online 'Questions' tool, or by email or telephone.</p>
<p>Concern about lack of publicity for the consultation</p>	<p>As described in Section 4.6 of this report, awareness of the consultation was raised in a variety of ways. With over 1,800 responses to the consultation recorded we are pleased with the volume of people that were aware of the consultation and how to take part.</p> <p>Publicity included:</p> <ul style="list-style-type: none"> • The delivery of over 566,000 emails • The distribution of approximately 2,000 leaflets • Social media broadcasts via the Facebook, LinkedIn and X platforms <p>Sections 4.6.1 to 4.6.5 of this report provide more detail about the methods used. Copies of the consultation materials including the bus stop poster, emails to customers and stakeholders and social media can be found in Appendix C: Consultation materials and publicity.</p>
<p>Concerned the survey questions were inadequate/ biased/ limited in scope – unstructured.</p>	<p>The consultation survey questions were designed to understand who was interested in taking part in the consultation and how they believed the proposals may impact them.</p> <p>In addition to the closed questions, there was also a facility for respondents to give</p>

Consultation process	
Issue	Response
	<p>their views about the proposals via a free text box, with no character limits.</p> <p>We do not consider there was any restriction as to how people commented, and this is reflected in the variety of feedback we have received.</p>
<p>Consultation response methods should have been more accessible in particular for older people, disabled people or those with additional needs.</p>	<p>As described in Section 4.6.1 of this report, consultation materials were provided in standard and easy read formats.</p> <p>Translated and large print materials were available on request.</p> <p>The consultation materials were also available as a British Sign Language video and in audio format.</p> <p>As is the case across all our consultations there was also a telephone call back service available to assist anyone wishing to take part. The telephone number for this was included across all our publicity.</p>
<p>Concern the feedback from consultation would not be listened to or would not affect the decision.</p>	<p>When developing consultations, we follow best practice guidelines to ensure our activities are legally compliant, open, and honest.</p> <p>We hold public consultations while our proposals are at a formative stage, and in advance of a final decision being made as to how we may proceed.</p> <p>Through consultation we seek to listen to respondents and to understand the reasons why they may view proposals positively or negatively.</p> <p>The feedback we receive through consultation is used as part of our decision-making process.</p>

Appendix B: Consultation questions

About you

To help us understand a bit more about you, please answer the following two questions:

Q.1 What encouraged you to complete this questionnaire on the SL15 proposals?

I'm interested in the proposals because (you can choose more than one option):

- I'm a resident living along the proposed bus route SL15
- I own or run a local business along the proposed bus route SL15
- I work at a business along the proposed bus route SL15
- I attend a school, college, or university along the proposed bus route SL15
- I commute to work through south London
- I live in Wandsworth, Lambeth, Southwark, Lewisham or Greenwich, and I am interested in the proposals
- I'm a visitor to the area and I am interested in the proposals
- None of the above, but interested in the proposals

Q.2 Can you please confirm if you are responding as an individual or as an official representative of an organisation (e.g. interest group, charity, or trade body). (Choose one option)

- As an individual
- As an official representative of an organisation

Q.3 If you are responding as an official representative of an organisation, then please provide your organisation name below

How would the SL15 proposals affect you

To help us understand how our proposals could change your travel habits around south London or beyond please answer the following questions.

Q.4 Based on our proposals; do you think a new SL15 express route would be more or less convenient for you to use?

- More convenient
- No difference
- Less convenient
- Don't know/not sure

Q.5 If you used a new SL15 express bus route, do you think your journey time by bus would be?

- Quicker
- No difference
- Longer
- Don't know/not sure

Q.6 If we introduced new route SL15 how often would you use it?

- Every day
- Monday to Friday only
- Weekends only
- A few times each week
- A few times each month
- Not at all

Q.7 Based on our proposals, how likely are you to use an express bus route to replace journeys you make by private car?

- More likely
- No difference
- Less likely
- Don't know/not sure

About the proposed SL15 route

To help us understand your thoughts and feelings about the SL15 proposal, please answer the following two questions:

Q.8 Based on our proposals; do you think there should more or less bus stops on the proposed SL15 route?

- More stops
- It's just right
- Less stops
- Don't know/not sure

Q.9 Please use the box below to tell us what you think about the proposed route SL15. For example, where you think there should be more or less bus stops, with location details.

Q.10 How did you hear about the consultation? Please select the main way you heard:

- Received an email from TfL
- Read about it in the press
- Social media
- Saw it on the TfL website
- Saw a publicity poster
- Saw signage on the street
- Received a leaflet
- Other (please specify)

Improving how we consult

When we consult, we want to provide you with accessible, useful, and easy to understand information. We also want to make it as easy as possible for you to share your thoughts, feelings, and feedback on our proposals. We like to think we do this well, but we recognise that there are always lessons we can learn to help us do this better.

To help us constantly improve our consultation service, we'd appreciate just 2 minutes of your time to tell us what you think about this service.

Q.11 Having just completed this consultation, which of the following statements best reflects your experience of accessing the consultation information and sharing your feedback with us.

- Exceeded my expectations: It was very easy to find the information I needed, and it was very easy to respond.
- Met my expectations: I was able to find the information I needed, and it was straightforward to respond.
- Partially met my expectations: I struggled to find some of the information I needed, and I found it difficult to respond.
- Did not meet my expectations: I could not find the information I needed, and it was very difficult to respond

Q.12 If we did not meet your expectations, please tell us how you would like us to improve our consultation service in the future.

Please only share your feedback on how we can improve our consultation service. If you want to leave further feedback on the proposals that we are consulting on, then please return to **Question 9** and leave your feedback there.

Appendix C: Consultation materials and publicity

Bus stop poster and leaflet

Your Superloop. Your Say.

A new Superloop express bus service.



Proposed express route SLI5

i Main bus stops only.
Full list online or on request.



We would like your views on proposals to expand the Superloop network in south London with new route SLI5 between Clapham Junction and Eltham. This limited-stop service would primarily follow the A205 South Circular Road between Clapham Junction and Eltham stations via Tulse Hill and Catford.

For more details and to have your say, please scan the QR code, or:

- Visit: haveyoursay.tfl.gov.uk/SLI5-superloop
- Email: haveyoursay@tfl.gov.uk
- Telephone: 020 3054 6037 (call back service)
- Write to: **FREEPOST TFL HAVE YOUR SAY (SLI5)**



The closing date for comments is **Sunday 30 November 2025.**

MAYOR OF LONDON



TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

Your Superloop. Your Say.

A new Superloop express bus service.

We would like your views on proposals to expand the Superloop network in south London with new route SLI5 between Clapham Junction and Eltham.

For more details and to have your say, please scan the QR code, or:

- Visit: haveyoursay.tfl.gov.uk/SLI5-superloop
- Email: haveyoursay@tfl.gov.uk
- Telephone: 020 3054 6037 (call back service)
- Write to: FREEPOST TFL HAVE YOUR SAY (SLI5)

The closing date for comments is Sunday 30 November 2025.



MAYOR OF LONDON



The SLI5 would operate a limited-stop, express bus service between Clapham Junction and Eltham stations. The route would primarily follow the A205 South Circular Road via Tulse Hill and Catford.

Proposed express route SLI5



i Main bus stops only.
Full list online or
on request.



Three-sided publicity



Customer emails and social media



TRANSPORT FOR LONDON

SUPERLOOP
EXPRESS BUS SERVICE

Hello

Here's an update from the Have Your Say team on our latest consultation activity.

We'd love to hear your thoughts on the following proposals:

- The second, more detailed phase of consultation on [Pedicab licensing](#) closes on 20 October 2025
- We have two new express Superloop routes being consulted on:
 - [SL13 - Hendon to Ealing Broadway \(and changes to route E7\)](#) closes on 22 October 2025
 - [SL14 - Stratford bus station to Chingford Hatch \(with changes to route D8\)](#) closes on 5 November 2025
- [Changes to buses in Barnes](#). This consultation will end on 22 October 2025
- We're still looking for your thoughts on proposals for [changes to bus priority in Carshalton](#). The consultation closes on 29 September 2025.

We've recently published updates on a number of bus schemes, including the [SL12 \(Superloop\)](#), [188](#), [419](#) and several school routes, including the [673](#), [695](#), [697](#) and [698](#).

And we've also closed out consultations on a pair of road schemes in [East Putney](#) and the [A21 Sevenoaks Road](#).

There's a [full list of open and closed projects](#) here.

As ever, thank you for sharing your views and helping us build better transport in London.



 Tfl 
@TfL

Have your say on the new Superloop SL15 service! 🗣️🚌

It would run along the A205 South Circular Road between Clapham Junction and Eltham.

Find out more and have your say now: haveyoursay.tfl.gov.uk/sl15-superloop



**Your Superloop.
Your Say.**

A new Superloop express bus service SL15



ALT

5:00 pm · 20 Oct 2025 · 25.5K Views

Stakeholder emails

Superloop expansion - proposed new route SL15

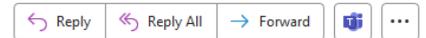


TfL Have Your Say
To: TfL Have Your Say

Retention Policy TfL Exchange Online Retention Policy (7 years)

Expires 18/10/2032

TfL Unclassified



Mon 20/10/2025 10:11

Good morning

Today we have launched a consultation proposing to expand the Superloop express bus network in south London with a new express service between Clapham Junction and Eltham stations via the A205 South Circular Road. The route would be numbered SL15.

Proposed new route SL15 would:

- Expand the Superloop express bus network and encourage more sustainable journeys in south London
- Reduce bus waiting times and crowding at bus stops, including for customers using routes P13, 160 and 185
- Provide quicker connections between key locations and create new, direct bus journey opportunities for customers
- Create interchanges between 77 other bus routes and eight train stations, including Tube, London Overground, and National Rail services

Find out more

Through consultation we invite you to have your say about what is proposed. [Click here](#) to read more about our proposals, view maps, and provide your feedback.

Alternatively, you can:

- Email: haveyoursay@tfl.gov.uk
- Telephone: 020 3054 6037 (call back service)
- Write to: Freepost TfL Have Your Say (SL15) (no stamp required)

Consultation ends on Sunday 30 November 2025

We are keen to hear what everybody thinks about this proposal and would be grateful for your help to raise awareness of the consultation.

Please feel free to share this email with your own contacts as you find appropriate. Our consultation team can also send digital images for use for newsletter entries or social media posts.

Please also let us know if you have any questions about the proposals, or if you would like us to brief you in more detail. We'd be happy to hear from you.

Yours sincerely

Geoff Hobbs

Director, Public Transport Service Planning
Transport for London

On Tue, 25 Nov 2025 at 11:32, TfL Have Your Say
<SMBHaveyoursay@tfl.gov.uk> wrote:

Good morning

Following our email last month, I'm writing to let you know this is the last week remaining to comment on our proposals for a new Superloop express bus route SL15 between Clapham Junction and Eltham.

Your feedback is important to us and we thank everyone that has contributed so far. If you would like to comment please do so by **midnight on Sunday 30 November 2025**.

Find out more

[Click here](#) to read more about these proposals, view maps, and provide your feedback. Alternatively, you can:

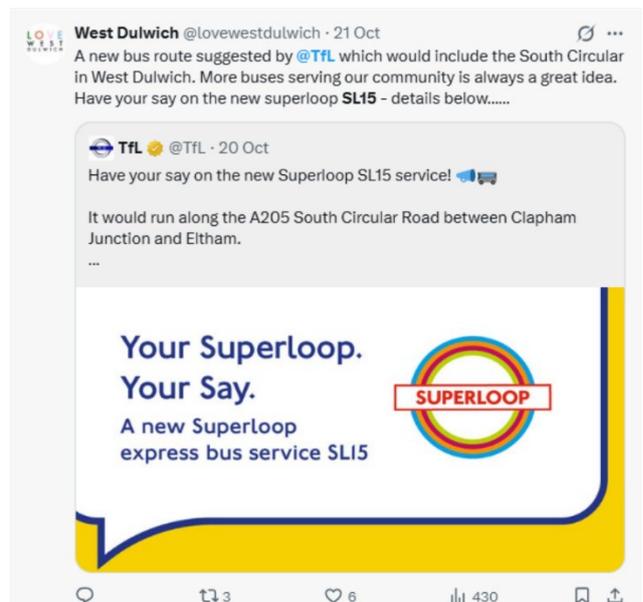
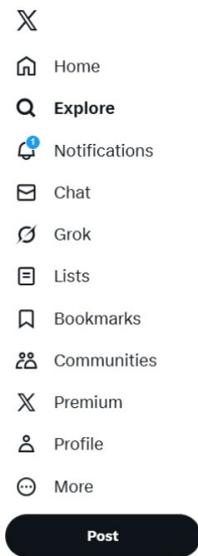
- Email: haveyoursay@tfl.gov.uk
- Telephone: 020 3054 6037 (call back service)
- Write to: Freepost TfL Have Your Say (SL15) (no stamp required)

We look forward to hearing from you.

Best wishes
Michelle Wildish
Consultation team



Selection of other publicity



The Norwood Forum
23 October at 10:10 · 🌐

Have your say! TfL is consulting on a brand-new Superloop express bus route – SL15, linking Clapham Junction and Eltham via Tulse Hill, Catford, and the A205 South Circ... [See more](#)

NORWOODFORUM.ORG

Superloop expansion - proposed new route SL15 | Norwood Forum

👍 5 1 share

👍 Like 💬 Comment ➦ Share

Instagram

Log in

Proposed Superloop route SL15

SL15 towards Eltham:

- Clapham Junction Falcon Road
- Clapham Junction The Falcon
- Eccles Road
- Clapham South Cavendish Road
- Clarence Avenue Poynders Road
- Streatham Place
- Tulse Hill Hotel for Tulse Hill
- Croxted Road Thurlow Park Road for West Dulwich
- Wood Vale Lordship Lane
- Forest Hill
- Kilmorie Road
- Catford and Catford Bridge
- Lewisham Town Hall Catford Road
- Baring Road
- Eltham Road Westhome Avenue
- Well Hall Road Eltham Church
- Eltham

SL15 towards Clapham Junction:

- Eltham
- High Street Eltham
- Eltham Road Westhome Avenue
- Baring Road
- Lewisham Town Hall Catford Road
- Catford and Catford Bridge
- Kilmorie Road
- Forest Hill
- Wood Vale Lordship Lane
- West Dulwich
- Tulse Hill Hotel for Tulse Hill
- Streatham Place
- Clarence Avenue Poynders Road
- Clapham South Cavendish Road
- Eccles Road
- Clapham Junction The Falcon
- Clapham Junction Falcon Road

lambethlabour · Follow

lambethlabour · 2 w

🚌 A new bus to support Lambeth residents

After years of campaigning by Lambeth Labour councillors, TfL is proposing to launch a new bus route along the South Circular - connecting Clapham Junction, Clapham South, Streatham, Tulse Hill and West Dulwich to Catford, Lewisham and Eltham.

Great to see the @mayorofldn backing our call.

The #bus would run every 12-15 minutes.

Fill in the consultation here - <https://haveyoursay.tfl.gov.uk/sl15-superloop>

👍 19 likes
28 October

[Log in](#) to like or comment.

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.

Artificial Intelligence (AI) was used to help in the production of some summaries. All responses were read in full by the project team and the AI summaries checked to ensure all key points had been included.

Local authorities & statutory bodies

London Borough of Lambeth

Supported the proposals with some suggestions for improvement noted.

Welcomed investment in expanding the Superloop network with an east to west route, something the Council had been campaigning for. Acknowledged the route had potential to support new orbital journeys via the A205 South Circular and offer an alternative to private car use.

Offered several suggestions and in some instances requested further information related to timetables, bus stops, alternative routes, vehicle types, capacity, infrastructure, and future Superloop routes; as follows:

Timetables:

- Consider a 24-hour service for the SL15
- Said SL15 differed from other Superloop routes as there was not a parallel or nearby alternative night bus service, with customers only able to travel this route by bus at night via interchange between six other night bus services
- A 24-hour SL15 would therefore support the nighttime economy and shift/nighttime workers

Bus stops:

- A request to review Tulse Hill bus stop locations and additionally serve bus stops BM and BJ / Christchurch Road near Roupell Road
- Said this would make affordable public transport more accessible for nearby social housing and its communities such as St Martin's Estate
- Added current proposed bus stops on the SL15 route were not close, with access via a 10 to 13-minute walk

Alternative routes:

- Noted discussion with TfL related to alternative routes via:
 - Streatham Hill station and LTN to link with National Rail and serve part of the A23 at Streatham town centre;

- Norwood Road and Lancaster Avenue to enable the SL15 to operate as a double deck vehicle, increasing its capacity

The Council acknowledged these suggestions may result in longer journey times and may involve re-directing the express service through residential roads. However, it would be important if the route is introduced, that usage is kept under review and that frequency increases be considered to ensure the met customer demand.

Infrastructure:

- Request a review of bus shelters along the proposed route to improve accessibility and safety, including with next bus (Countdown) boards, improved lighting, pavements, and greenery. Streatham Place and Tulse Hill were cited as locations / key interchange points where improvements should be prioritised
- Sought more clarity on what other bus priority investment may be planned along the South Circular such as traffic light single priority and lanes for buses

The Council also sought confirmation as to whether the Clapham Park development was contributing towards delivery of the new bus route.

Superloop network:

- In support of improvements to public transport accessibility and considering the Councils target to reduce motor traffic by 27 per cent by 2030 it would like to see more Superloop express bus routes in the borough of Lambeth
- These should include new routes providing orbital connections to key interchanges such as stations and popular destinations
- Suggested routes included:
 - Wandsworth Town - Streatham - Trinity Road - Tooting Bec Road – Crown Lane – Crystal Palace – Beckenham
 - Vauxhall – New Cross via Camberwell
 - Mitcham – Streatham – Denmark Hill

London Borough of Southwark

Supported the proposals with some suggestions for improvement noted.

Considered the proposed new route would improve connectivity across south London by with faster journeys and new sustainable travel options for communities and routes that currently lacked public transport. Said the route also intersected with its own area of focus as part of its successful Better Bus Partnership (BPP) bid and added that together both these measures would bring significant improvements to public transport in historically under-served areas.

Highlighted several points to make that it considered would enhance the customer experience and support the potential to encourage changes in travel behaviour. These included vehicle type, bus stops and improvements, travel information, and monitoring, with comments summarised as follows:

Vehicle type:

- Recognise the need for single deck buses given low bridges and the impact that route deviation would have on journey times
- Support the use of electric buses operating on the route to minimise any impact on air pollution created by the additional vehicles

Bus stop improvements and suggestions:

- Noted that accessibility, comfort and safety as important for bus passengers, particularly new users. Suggested installing bus shelters at stops where they may currently be missing to make the SL15 route more welcoming and to improve comfort when changing buses
- Noted Dulwich College as a major destination on the proposed route, also a major generator of motor vehicle traffic in the area – therefore suggested an additional bus stop for Dulwich College or additional information at the nearest bus stop such as adding “for Dulwich College”

Travel information:

- Said local network maps with clear interchange options should be added to all SL15 bus stops to support new bus users
- Wayfinding information would support multi-bus journeys, with the Croxted Road/Thurlow Park Road bus stop at West Dulwich cited as one where the interchange route may not be obvious
- In addition, onward travel information should be provided for West Dulwich rail station to help connect bus with National Rail
- Real-time bus information should be installed at all bus shelters

Monitoring:

- SL15 should be subject to ongoing monitoring if it is introduced, including of suggestions made above to help inform future decision making about the route. Ongoing monitoring should also include:
 - Bus stop capacity – extension or relocation of bus stop road markings (cages) may be required. Noted adding buses to bus stops, especially when paired with the enhancements delivered by its BBP interventions, could lead to increased congestion at the stops, slowing services and creating accessibility issues
 - Describing the SL15 as a flagship route, added level boarding access from the pavement to the bus should be easy and reliable. Noted historic bus stop layouts and stop congestion can prevent buses from aligning

with the kerb, so upgrades may be required where this proves problematic.

- Noted that the SL15 is likely to become a popular new transport option, so timetables and frequencies should remain flexible to meet demand. Suggested increasing frequency where beneficial, including for school-related travel such as journeys to Dulwich College
- Noted access to the SL15 was likely to increase the number of people wanting to informally cross Lordship Lane to change buses, as the nearest signalised crossing was not as close to the bus stops. Pedestrian behaviour should be monitored to identify whether a redesigned crossing may be required to ensure a safe and convenient pedestrian environment

London Boroughs of Wandsworth and Richmond – officer comments

Supported the proposals, however, did not support plans for bus stops and stands in Clapham Junction.

Noted the comments in response represented those of officers and did not represent the final position of the administrative Council, which would be formed once the outcome of consultation was known.

The benefits of the proposed route were recognised, including faster, more direct bus connections between Clapham Junction and other parts of the local region, including Clapham South. Officers added however, that while many comments about the need to improve, extend or introduce bus services were received by them, they were unaware of requests for this proposal.

However, the Council noted its concern related to the proposed bus alighting and standing space proposals at Clapham Junction. It considers a more alighting solution is required.

The proposed SL15 alighting location under the railway bridge over Falcon Road was not supported due to the potential impact on pedestrian and cyclist amenities at this traffic sensitive location. There was also concern buses may dwell at the alighting point prolonging reduced lines of sight for other road users at the Falcon Road / Grant Road junction. The bridge itself was also currently the subject of a multi-million pound improvement.

Similarly, the Council stated its concern about additional buses using the Grant Road bus stand. Described the bus stand as one that can be over-bussed. Said this

contributed to a poor environment for pedestrians – including people using the Grant Road entrance and exit to Clapham Junction Station.

In conclusion the Council considered the SL15 proposal was closely linked to the need for long-term bus standing solutions at Clapham Junction. It added it had suggested using nearby undeveloped land to ease pressure on the bus stand. While TfL recognised the issue, it and the Council had not received consensus.

Royal Borough of Greenwich

Supported the proposals with some suggestions for improvement noted.

Supported the principal and wider benefits of the Superloop express bus network, however considered the SL15 proposals as presented as a missed opportunity for its borough.

Based on a significant amount of correspondence and campaigning from Councillors and Officers, the Council strongly believed there was a major need for a direct, express bus link between Eltham High Street and Woolwich town centre, which the current SL15 proposal had not provided. Added that ending the route at Eltham was a 'significant missed opportunity' that left the Eltham to Woolwich bus corridor under-served.

Woolwich was highlighted as a significant transport hub with Elizabeth Line, DLR, National Rail service connections and multiple bus routes. The Council argued it would benefit substantially from an express bus connection to Eltham and beyond.

The Council recognised TfL had indicated extending the SL15 to Woolwich would affect bus driver break times. To address this, it proposed reducing the number of bus stops on route which may save time with minimal passenger impact; while allowing the route to be extended, specifically:

- Combining the two proposed stops at Clapham Junction into one
- Combining the two proposed stops between Catford Bridge and Lewisham Town Hall into one

The Council noted the planned single-deck operation on SL15 due to the low bridge on Thurlow Park Road and suggested, while challenging, exploring the feasibility and timescales for increasing bridge clearance which could allow double-deck operation in the long term, supporting customer demand and sustainable travel goals. They expected TfL to be engaging with Network Rail on this.

Concluded that if TfL chose not to extend the SL15 to Woolwich, then they would like to collaborate with a view to improving connectivity between Eltham High Street and Woolwich through other measures.

Government departments, parliamentary bodies & politicians

Councillors Ben Kind, Marcia Cameron, and Adrian Garden - Brixton Rush Common Ward; Councillors Rezina Chowdhury and Liz Atkins - Streatham Hill East Ward; Councillors Olga FitzRoy and Saleha Jaffer - St Martin's Ward, London Borough of Lambeth

Supported the proposals with some suggestions for improvement noted.

Urged the inclusion of two additional bus stops on the proposed SL15 route at Christchurch Road – specifically Christ Church Stop BJ eastbound and Christ Church Stop BM westbound.

Argued the current SL15 proposal would run along Christchurch Road without providing an accessible bus stop for the surrounding neighbourhoods. Said the nearest planned bus stops at Streatham Place and Tulse Hill Station required lengthy walks that exceeded TfL's 400-metre guideline and forced people to cross the A23 or A205. Both roads it added, carried heavy traffic and presented significant safety barriers. Added that for older and disabled residents, families, and those travelling after dark, these distances and dangerous crossings effectively restricted the ability to use the service.

Considered the existing Christ Church stops (BJ eastbound and BM westbound) were logical and necessary mid-point locations. Said they already serve large residential estates such as Palace Road, St Martin's, and Roupell Park, required no new infrastructure, and offered safer pedestrian access due to nearby controlled crossings. Added that including these stops would also align with TfL's own planning guidance, which recommended shorter bus stop spacing in dense residential areas where major roads acted as a barrier.

Also considered there was a strong local need for improved bus access in this part of Lambeth, which experienced high deprivation, low car ownership and a heavy reliance on public transport. Said the addition of the Christ Church bus stops would improve interchange with route 201 and create a convenient connection between a local service and the orbital SL15. Added this would better match how residents travelled, and avoided forced interchanges at Tulse Hill Station or on the South Circular.

Noted TfL had previously adjusted Superloop routes in response to community accessibility concerns, and considered adding the Christ Church stops was feasible and consistent with established precedent.

Councillors Jackie Meldrum and Emma Nye – Knights Hill Ward, London Borough of Lambeth

Supported the proposals with some suggestions for improvement noted.

Said the section of route between Christchurch Road and Thurlow Park Road would be particularly welcome for east to west movements between Tulse Hill, West Norwood and Streatham.

Offered several observations about the proposed routing and questioned some details as follows:

- Noted the South Circular Road, including Tulse Hill gyratory, and Christchurch Road (the boundary of two low traffic neighbourhoods) often had traffic congestion and asked how bus frequency was expected to be impacted?
- Would the single deck SL15 vehicle would have two entrances/exits and space for wheelchair and buggy users, also for bicycles and scooters?
- Would bus drivers would drive the whole route or would they share parts of the route, where would drivers access welfare facilities, including car-parking space
- If using cars for their own commute, how may bus drivers required car-parking facilities?

Focussing on Tulse Hill itself the Councillors made several suggestions. These included:

- The SL15 bus stops were better named 'Tulse Hill station' rather than 'Tulse Hill Hotel' to better clarify their location, noting the station itself was hidden from the main bus route
- TfL may wish to review the number of bus stops in the area named as 'Tulse Hill station' on general as this can cause confusion
- Noted the walking distance between some bus stops at the Tulse Hill interchange took minutes and suggested the area would benefit from its own local bus spider map
- Suggested all bus stops in the area offered real-time bus information (Countdown) facilities and be well-lit

Councillors Verity McGivern and Martin Tiedemann - Clapham Park Ward, London Borough of Lambeth

Supported the proposals with some suggestions for improvement noted.

Provided additional analysis commissioned by them from Lambeth's Spatial Information team and undertaken to strengthen the case for the introduction of the route including through Clapham Park with a bus stop at Streatham Place. This

included spatial analysis that showed a clear gap in Lambeth where residents across the Clapham Park Estate and at the top of Brixton Hill lived beyond reasonable walking distance (960 metres) from National Rail or Tube stations. This, they said, further demonstrated the need for the route to stop at Streatham Place.

Noted an alternative suggestion for the SL15 to reroute via Kings Avenue to Streatham Hill. This raised concern as it would remove much needed Streatham Place and Brixton Hill from the route. There was additional concern a route via Streatham Hill would add unnecessary delay to the express nature of the route, and area also already served by local route 50.

To further argue the case for the SL15 to serve Streatham Place, the Councillors noted how the area of Lambeth included areas of high deprivation with low car ownership and a high reliance on buses. Clapham Park itself was undergoing a major estate regeneration programme with thousands of new homes. The proposed route would therefore bring the necessary investment for the many residents in the area.

In support of the SL15 proposal, it was also suggested the proposed eastbound stop at Clarence Avenue/Poynders Road was less suitable as it was within walking distance of Clapham South Underground Station and offered limited bus interchange.

Suggested TfL considered relocating the eastbound stop from Clarence Avenue to Poynders Road/Kings Avenue, to provide better bus connections, offer amenities for drivers, and deliver greater social value due to higher deprivation and poorer access to rail and Tube services in that area. It was stressed the westbound stop should be kept as proposed as it was considered moving it may place the bus stop too close to Streatham Place, which remained the highest-priority location.

The Councillors also wrote in support of requests and agreement with comments submitted from colleagues in neighbouring wards for the inclusion of east and westbound bus stops at Christchurch Road.

To evidence local backing and support for the SL15 to serve Streatham Place, and for additional bus stops at Christchurch Road, the Councillors submitted a petition with 217 signatures. The petition is recorded in Section 2.7.1 and Appendix E of this report.

Councillor Charlie Davis, Eltham Town and Avery Hill Ward, and deputy leader of the opposition, Royal Borough of Greenwich

Supported the proposals with some suggestions for improvement noted. Said the proposals would significantly enhance cross borough connectivity and offer much needed orbital links across south London.

To maximise the benefits of new route SL15 and help meet the borough's transport needs, Councillor Davis offered the following suggestions:

- Strong support for an extension of the SL15 route beyond Eltham, to Woolwich town centre. This would offer a fast direct connection from Eltham town centre to the Elizabeth line. The current bus option, route 122, was described as slow and indirect. Additionally, it did not serve Eltham Station or town centre
- The feasibility of an additional bus stop for Mottingham, via a route from the Yorkshire Grey roundabout to Mottingham Station via Middle Park Avenue. It was considered this could offer a valuable improvement in north to south links and support communities currently underserved by higher-frequency bus routes.

Councillor David Walker, Deptford Ward, London Borough of Lewisham

Supported the proposals.

Welcomed improvements to bus connectivity across southeast and southwest London. Suggested the SL15 service operated further into the early hours, until 01:00; or ideally, for the route to operate 24 hours a day.

Councillor Hilary Moore, Grove Park Ward, London Borough of Lewisham

Supported the proposals.

Noted in talks with residents of the Grove Park ward many were pleased the route may be introduced, and no negative views were expressed. The route was therefore welcomed, as was nearby Superloop route SL4, with the benefits of easier access from Lewisham across south London recognised. It was noted this may be particularly beneficial to young people attending education who often had complex journeys.

Councillor John Paschoud, Perry Vale Ward, London Borough of Lewisham

Supported the proposals.

Said the SL15 route would be a particularly useful link to Clapham Junction and rail services beyond London.

**Royal Borough of Greenwich Conservative Group – Councillor Matt Hartley,
Leader of the Conservative Opposition**

Supported the proposals with some suggestions for improvement noted.

Welcomed faster and more reliable travel for residents in the area and improved orbital connectivity between Eltham and south/southeast London. Expected the extension of the Superloop network would have a positive impact on other local routes, with reduced congestion, more space to board, and increased frequency.

Offered the following suggested changes that the group described as crucial to maximising the benefits of the new route for local people:

1. Extension from Eltham to Woolwich via Well Hall Road and Academy Road

Said extending the SL15 would create a fast express link to the Elizabeth Line at Woolwich, significantly improving travel options for residents in the south of the borough and helping overcome poor connectivity between Woolwich and Eltham. This would support economic access and local amenity by linking two nearby but poorly connected town centres.

2. Inclusion of a bus stop for Mottingham, near or at the National Rail station.

Noted Superloop routes were intended to serve major transport interchanges and that Mottingham was a busy commuter station comparable to Eltham. Suggested the route could be adjusted via Middle Park Avenue and Court Road, or alternatively by using the A20, with minimal impact on journey times. Further added that a bus stop in Mottingham would provide a much-needed north to south link for communities in the south of Greenwich.

It was considered this could help address a gap in fast north to south public transport. The Group expressed disappointment for example that calls for a bus route between Eltham and Beckton via Silvertown Tunnel had not transpired, and also of TfL's rejection of calls for an express version of route 161.

Healthcare / emergency services

Metropolitan Police Traffic Unit

Confirmed the proposed SL 15 bus route raised no concerns for the Metropolitan Police.

Schools / education

Dulwich College

Supported the proposals.

Supportive comments focussed on impacts for pupils, on its facilities operations and some indirect benefits it felt a new bus route may help achieve. These included:

For pupils:

- Improved Public Transport options
- Pupils travelling from Clapham, Balham, Streatham, Catford, or Eltham would gain a faster, single-route public transport link to West Dulwich
- Older pupils (Years 12–13) who already use public transport, could shorten commute times and improve reliability
- Minimal Impact on peak traffic –the SL15 would use existing roads (South Circular and Lordship Lane), which would not affect coach routes or drop-off/pick-up zones at the College

For facilities and coach services:

- No conflict on existing College operations, as the route would not use the same coach stops or routes as SL15
- Marginal reduction in demand for coaches as older pupils living near the Superloop corridor (Clapham, Streatham, Catford) may opt for more affordable public-bus options
- The SL15 may complement the College coach service by offering backup travel for pupils staying late or missing a coach

Community / representative / campaign groups

25th Camberwell Scouts

Supported the proposals.

Considered the number of bus stops on the route was suitable and was pleased to note the route would serve a location within walking distance to its Scouts meeting location.

Belvedere Working Men's Club

Commented on the proposal for a single-deck vehicle on the SL15 route due to the low bridge on the South Circular at Thurlow Park Road. Suggested a reroute via Norwood Road and Lancaster Avenue to allow a double-deck vehicle and to avoid the

low bridge. Added this was a simple solution used by the Club when commissioning buses in the past.

Dalmore Road Residents Association

Supported the proposals.

Added that Dalmore Road was affected by high levels of rat-running, something the Association had been campaigning for many years to be addressed. Therefore it was supportive of improvements to public transport.

Added one way to ensure smooth operation for the SL15 would be to prevent the right turn from the A205 South Circular at Thurlow Park Road into Dalmore Road to prevent congestion and unsafe cycling facilities.

Forest Hill Society

Commenting on the SL15 route in general, the Society considered that while the overall number of stops on the SL15 seemed appropriate for an express service, the western section of the route (particularly between West Dulwich and Clapham) did not meaningfully connect local centres.

Said many stops in this area primarily served commuters heading to Clapham Junction, which it considered was already well served by other routes. This raised concern this part of the SL15 may be underused outside peak hours, especially with single-deck buses.

Expressed concern there was a lack of bus lanes along much of the proposed route. With only short stretches of the route having bus priority between Forest Hill and Catford, and some limited bus priority on Battersea Rise. As a result, the SL15 would be affected by traffic congestion. This would reduce reliability and therefore the routes ability to offer an alternative to private car use.

Focussing on Forest Hill, noted it already had a direct rail link to Clapham Junction via the Victoria line loop, and considered this offered better connectivity to intermediate destinations that the SL15 would bypass. Therefore the Society questioned why the SL15 did not instead extend eastwards to Woolwich, to connect with more services, support local businesses, and link to other Superloop routes.

Added that a more transformative option could be to reroute the SL15 to terminate at Brixton instead of Clapham Junction, creating an east to west express route linking Woolwich, Eltham, Catford, Forest Hill, Dulwich, Herne Hill, and Brixton. Considered this alignment would serve major destinations, improve local connectivity, support shoppers as well as commuters, and enhance interchange opportunities.

Added that turning off the South Circular at Croxted Road would also avoid the low bridge at Thurlow Park Road/Tulse Hill, enabling the service to operate with double-deck buses and therefore more capacity.

The Society concluded that while the current SL15 proposal had benefits, a revised route could deliver far greater value and would welcome further discussion with TfL.

Indian Cultural Society, Woolwich

Said Superloop routes were helping address a lack of Trams in London and were good for making faster journeys in London. However, the routes should look to serve customers who needed them more, and cited Eltham, Falconwood, Welling to Abbeywood and Thamesmead, with the statement “think peoplewise and not partywise”.

Norwood Forum, Norwood Action Group, and Station to Station (West Norwood and Tulse Hill business improvement district) – joint response

Supported the proposals with some suggestions for improvement noted.

Said the proposed SL15 route would benefit many residents, employees, businesses and visitors and added they had, with local politicians, lobbied on behalf of the community for many years for better east to west bus services. An orbital bus service had been a consistent key outcome from their own local engagement, therefore the groups said they were delighted with the proposal.

The stakeholders did note this corridor had some of the highest traffic volumes on the South Circular but comparatively poor bus provision. They emphasised a significant local transport gap, where east to west travel currently required multiple interchanges, extended detours, or reliance on cars.

The stakeholders therefore welcomed the SL15’s potential to connect town centres, rail stations, schools, parks and local services, and to provide faster, more reliable travel than existing radial bus routes or indirect rail journeys. The service was also viewed as particularly beneficial for users with mobility needs, given the lack of step-free access at Tulse Hill and West Dulwich stations.

Commenting on bus stop provision, the stakeholders considered the SL15 could reduce school-related car journeys across the wider Dulwich area (with over 15,000 school places and high levels of long-distance school travel). However, additional bus stop pairings were suggested in order to fully support school travel. These included:

- Near College Road, which would serve multiple schools and cultural attractions and improve visitor access to Dulwich Village

- Christchurch Road, between Roupell Road and Hillside Avenue where there was currently no bus service for several schools, council estates, and areas of high deprivation.

Further suggestions aimed at maximising the effectiveness of the route included to:

- Improve walking, wheeling and cycling links between Tulse Hill gyratory and Croxted Road, noting this would help reduce congestion and improve bus speeds, though they recognise previous funding constraints
- Improved interchange with the SL6, recommending its first and last stops be moved to Tulse Hill and that it operated full TfL service hours instead of peak-only
- Longer term, they requested the introduction of an orbital night bus service to support shift workers and the night-time economy, as the area currently relied solely on radial night buses

To ensure the SL15 reached its full potential, the community groups would like:

- Improved bus stop facilities, including shelters, Countdown displays
- Safe pedestrian crossing access to bus stops in support wider safety improvements at the Tulse Hill gyratory that aligned with the aims of the Transform Tulse Hill campaign.

The stakeholders also highlighted complementary proposals such as extending bus route 201 to Dulwich Village as part of the 'Dulwich Bus Campaign' and benefiting from Southwark's Better Bus Partnership. While enthusiastically endorsing the SL15, they stress that these enhancements would further strengthen inclusion, reliability, and interchange across the network.

Solve the School Run (Clean Air Rosendale)

Supported the proposals.

Believed the new route could encourage wider adoption of sustainable school travel along the A205. This shift would help reduce private car use during peak hours, delivering direct benefits for business journey times.

Noted the A205 as a major transport corridor and designated strategic route, but with no dedicated bus service. Said the proposed introduction of an express bus service linked several transport hubs and would benefit parents and carers travelling longer distances accompanying children to and from school.

Shared its transport data for school runs to and from independent schools in Dulwich and some core statistics. It demonstrated seven per cent of primary school journeys under one mile and 65 per cent of journeys over one mile were driven by car. Diagrams submitted showed current school bus coverage for Dulwich foundations and

preparatory schools. With the Dulwich foundation school service as an example, there were few bus stops within a one-to-three-mile radius of the schools - the distances with the highest driving rates.

Research on the impact of school travel on air pollution was also cited. It showed school travel to 30 per cent of Dulwich schools resulted in a 27 per cent increase in NO₂ levels and a 47 per cent increase during school term-time. In addition, bus journeys were shown to take 50 per cent longer during school term times.

The stakeholder explained how its data led approach showed shorter school journeys in London (under one mile) were best supported by prioritising safe walking, wheeling and cycling routes, while longer distances were where primary school driving rates were highest. To address these longer-distance trips, efforts included promoting cargo bikes and lobbying non-catchment schools to introduce school bus services. Although some chaperoned minibus schemes worked well for younger pupils who were more often driven, school transport was still commonly designed to expand catchment areas rather than reduce car use.

Said the SL15, with its links to other routes, therefore offered a strong sustainable transport option for families. To meet expected demand during school hours, the stakeholder suggested the service frequency be increased between 8am and 9am. An additional priority for the stakeholder was improvements to walking, wheeling and cycling conditions along the A205 between bus stops and major school areas, such as around Dulwich.

Added that walking to school supported children's physical and mental health, citing the May 2023 Sport England article "Want your kids (and you and the planet) to feel better?". Yet parents reported to them the A205 felt too busy and unsafe. To improve safety on this strategic route, the stakeholder additionally recommends segregated cycle lanes, additional planting, wider pavements, and safer crossings with consistent green-man times, in places such as Tulse Hill gyratory. These measures would help reduce school-run car trips, which made up around a quarter of peak-time motor vehicle traffic.

South East London University of the Third Age

Suggested the SL15 route be extended to Woolwich from Eltham for connection to the Elizabeth Line. Said this would help many residents in the Eltham, Lee and Catford areas. It would also benefit the organisations 700 members and make a big difference to their everyday travel lives.

South Greenwich Forum

Noted two main points about what was proposed, related to vehicle type and frequency, and the proposed route itself, as follows:

- Concern a single-deck bus would meet demand for the service. The rationale due to low bridge at Thurlow Park Road/Tulse Hill was noted however an alternative route should be investigated. If a revised route was not feasible then a frequency increase in particular at peak times, should instead be considered
- A request for the SL15 to be extended to Woolwich. Adding that a north to south route was long called for locally over many years.

The Eltham Society

Supported the proposals.

The Society welcomed the proposed SL15 route, noting it would improve bus connections from Eltham to parts of south London that were currently hard to reach, especially with the service proposed to operate seven days a week. Agreed the proposed bus stop locations supported good accessibility and interchange but asked that TfL considered adding an additional bus stop at the Horniman Museum, given its importance as a major attraction for both children and adults.

Transform Tulse Hill

Supported the proposals in principle, with some issues raised, and suggestions made.

Noted the SL15 would provide new connections to the Northern Line at Clapham South, improved access to green spaces such as Clapham Common, and strengthen public transport links eastwards towards Lewisham. The group highlighted that older people, disabled people, and low-income residents would particularly benefit from more affordable and accessible travel options in areas with high deprivation such as Tulse Hill.

It considered an express bus route along the South Circular would fill a major gap in local bus provision, reducing pressure on existing services, and improving connections to key train stations. The service was also seen as helping reduce car-based school travel in Dulwich, which had high levels of non-catchment school places. Overall, the proposal was viewed as supporting modal shift and contributing to the Mayor of London's wider transport goals.

However, some practical issues and suggested positive solutions were offered in the spirit of refining and improving the proposals. These included:

1. Integration with possible longer-term gyratory improvements

Said the proposed SL15 and its expected increase in passenger numbers required a holistic redesign of the Tulse Hill gyratory. Urged TfL to integrate the route fully into the ongoing Tulse Hill Long Term Change Project. It highlighted that planned design work, such as testing pavement buildouts and bus-priority, offered an important opportunity to improve bus facilities, enhance safety for pedestrians accessing bus stops, and support greater uptake of the new service, including potential provision for electric bus charging. The group warned the benefits of the route may not be realised if buses were delayed by gyratory congestion or if pedestrian access felt unsafe. They suggested a comprehensive, long-term approach could transform the area into a “Superloop Hub” and potentially accommodate stops for the SL6, which currently passed through without stopping.

2. The benefits of an integrated and collaborative approach involving the local community

Said that faster, safer and more accessible walking links between Tulse Hill Railway Station and all bus stops on the Tulse Hill gyratory, including those proposed SL15, would make the service more attractive and better used. Emphasised that an integrated approach to improving pedestrian access and public transport could substantially increase bus usage, reduce dependence on private cars, and support the wider ambition to improve Tulse Hill. It also called for a firm commitment to continued engagement with local groups, including Transform Tulse Hill, the Station-to-Station BID, the Norwood Forum and local elected representatives.

3. Inadequate passenger facilities and the local impact

Expressed concern of inadequate passenger facilities at the proposed bus stops, noting that small shelters and poorly placed, insufficient litter bins were contributing to littering, increased cleanup costs for Lambeth Council, and a negative impact on the area’s appearance and local businesses. It called for a coordinated review of these arrangements with Lambeth Council and Veolia, supported by local ward councillors who had also raised the issue. The stakeholder also highlighted reports of bus drivers not using the designated TfL toilet on Christchurch Road and instead using nearby private spaces, and recommended bus operators be formally reminded to ensure drivers used the proper facility.

4. Green infrastructure and air quality

Significant concerns about air quality were highlighted and confirmation the new single-deck buses planned for the SL15 service would be fully electric was requested. It was noted TfL’s consultation materials had not specified vehicle type despite a commitment that all new vehicles entering service would be zero-emission. Concern was also raised about ongoing issues with diesel buses idling at Bus Stop E. The group therefore called for a firm commitment to prevent this practice due to the already high levels of pollution in the area.

Expressed disappointment at a TfL decision not to expand green-roofed bus stops following a trial in Lewisham. The group encouraged TfL to see Tulse Hill as a strong candidate for innovative green infrastructure which would be supported with the presence of active local volunteer gardening groups. It cited examples of successful TfL and council-led green infrastructure projects, such as ivy screens near schools and green walls at transport hubs, and proposed similar options be considered for SL15 bus stops and adjacent streets as part of a longer-term enhancement strategy.

5. Safety and security

Described a high prevalence of crime in Tulse Hill and suggested TfL installed CCTV at local bus shelters to help deter offending and support police investigations. Noted TfL was doing this elsewhere in London and that measurable benefits had been seen, with 80 per cent of women surveyed reporting feeling safer at stops with cameras and 73 per cent saying they would be more likely to use buses if CCTV were expanded. Given CCTV provided 31 days of recording and had been described as having a “very positive impact” the introduction of this technology at Tulse Hill bus stops was strongly encouraged.

6. Inaccuracy in consultation materials

Flagged an error in the ‘Proposed Superloop route SL15’ diagram on the consultation page, which incorrectly showed both directions of the service using Tulse Hill Hotel (Stop A). It noted due to the one-way gyratory, services towards Clapham Junction must instead use Tulse Hill Station (Stop E), as shown correctly on the geographic consultation map. Said this inconsistency may confuse passengers and asked that it be clarified when consultation results were published.

7. Proposal for better use of existing Superloop services for people in Tulse Hill

A future suggested improvement recommended adjusting the SL6 service between West Croydon and Russell Square so that, during peak hours, it stopped at existing Tulse Hill stops F and G rather than passing through non-stop. It considered this would offer residents valuable new travel options, including easier interchange with the SL7 between Croydon and Heathrow. It also noted some residents had requested additional SL15 stops on Christchurch Road (bus stops BJ and BM); while the group took no position due to its focus on the gyratory, it added that it generally supported measures that would widen access to bus services.

Transport and road user groups

London TravelWatch

Supported the proposals with some suggestions and concerns noted related to reliability, capacity, and bus stop changes at Clapham Junction

Stated it had called for more orbital and limited stop bus routes for some years. It noted people valued being able to travel across boroughs, often for important appointments including healthcare appointments, for school, work, and shopping.

Said it welcomed the connectivity of the proposed route and the creation of new interchange opportunities and speedier connections with less need to change bus. Added it was positive no changes to existing bus routes that partially overlapped with the SL15 were proposed as this would maintain capacity and frequency for those bus users.

Commented on the operation of Superloop services in the wider bus network where it noted average bus speeds in London continued to fall year on year. Therefore, while it supported the Superloop, it noted concern services would be affected by traffic congestion. Said TfL needed to redouble efforts to give all buses priority on London's roads to help ensure Superloop services were an enduring success.

Said this was particularly the case for the SL15 as most of the route would follow the A205 South Circular Road, which it noted suffered frequent congestion. Noted concern the SL15's relatively long 75-minute journey time may lead to issues with reliability or short-running as this would disproportionately impact passengers at the Clapham Junction and Eltham ends of the route.

Additionally noted that given that much of the bus route consisted of single carriageway roads, TfL may need to consider innovative measures to prevent buses becoming delayed in traffic and to maintain dependable journey times.

In terms of bus capacity, the stakeholder questioned whether single deck buses would provide adequate capacity. It would therefore support further exploration of double deck options, including investigating necessary bridge clearance works. If double deck vehicles proved unviable, it suggested consideration is given for an alternative route that avoided the low bridge on Thurlow Park Road, such as via Lancaster Avenue. Should single deck ultimately be used, demand should be monitored with an increased service frequency considered if required.

Stated it recognised there would be a need to adjust bus stops at Clapham Junction to accommodate the SL15 terminal and ensure drivers had access to toilet facilities, especially given the long route length. While acknowledging relocating eight routes would have mixed effects on passengers by changing walking distances, it highlighted that over 7,000 weekday users may be affected. It therefore called for clear, proactive communication from TfL both before and during implementation so passengers could plan their journeys. The stakeholder added that, to mitigate negative impacts highlighted in the EqIA, in particular for older people, disabled people and other passengers with accessibility issues, TfL should ensure the following measures are in place:

- High quality pavements
- Clear signage
- Easy interchange routes between bus stops.

In final comments, steps taken to make the consultation more accessible to the public were welcomed. This included providing consultation material in alternative formats such as British Sign Language (BSL). Added it was also positive that posters were on display at relevant bus stops with digital and non-digital ways to find out more information and respond to the consultation.

Clapham Transport Users Group

The stakeholder highlighted its concerns related to 'longstanding transport issues' in Clapham, where it considered limited bus links had contributed to severe Northern Line overcrowding and heavy car use, particularly for orbital journeys such as school runs to major education hubs in Dulwich.

Noted Clapham sat on the boundary of the expanded ULEZ zone, however said TfL had not previously strengthened public transport in the area to support a shift away from car travel. The proposal for the SL15 was therefore welcomed in principle, as it offered renewed attention to Clapham's transport needs. However, some concerns were raised and suggested options offered.

It was considered the SL15 missed a major opportunity by not serving the centre of Clapham around Clapham Common and Old Town. Without this, the stakeholder said the services was unlikely to attract current car-based orbital commuters, as buses between Clapham Common and Clapham South were already heavily crowded.

To address this, a route modification was suggested: extending the SL15 from Clapham South via Clapham Common Southside, Clapham Park Road and King's Avenue, before rejoining the existing alignment. This would retain key orbital links for Clapham Park while delivering a useful, fast connection for central Clapham residents.

The stakeholder also encouraged further development of the Superloop network in Clapham with a suggestion for an express version of current route 35, a limited-stop service from Clapham Common to Shoreditch via Elephant & Castle, London Bridge (for Guy's Hospital), Bank, Liverpool Street, Moorgate and Shoreditch.

Concluded by stating TfL now needed to demonstrate that revenue from ULEZ was being reinvested into passenger public transport.

Future Transport London

Supported the proposals.

Added the new SL15 route would be welcomed and hoped it would serve bus stops as close as possible to National Rail platforms at Clapham Junction to support convenient bus and rail interchange.

The stakeholder also noted the route would need to operate with single-deck vehicles due to the low bridge on Thurlow Park Road

Appendix E: Petition correspondence



Home

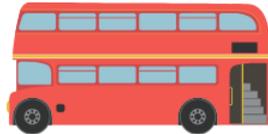
Achievements

Events

News

Campaigns

New Superloop Bus Proposed for Lambeth: Support our Campaign to Secure the SL15



NEW BUS SECURED FOR LAMBETH RESIDENTS



TfL is proposing a new express bus route between Clapham Junction and Eltham in south London.

The proposed route follows the South Circular and will include stops connecting Clapham South, Clapham Park, Brixton Hill, Tulse Hill Station, and West Dulwich.

We back this route and want to add a stop on Christchurch Road to connect the Superloop with more communities from Brixton and Streatham. This will make the existing route more accessible, eliminate long walks and dangerous crossings of the A23/A205, and encourage more people to use the service.

We know better transport links are important to residents, especially east-west routes, and those connecting with train and tube stations.

Lambeth Labour have been working for years to secure more buses for our area, so we're extremely pleased the Mayor of London has listened to our calls.

Help us send a strong message of support to TfL, to make sure the proposals go ahead and sign the petition!

The TfL consultation ends on Sunday and can be found [here](https://haveyoursay.tfl.gov.uk/sl15-superloop) – <https://haveyoursay.tfl.gov.uk/sl15-superloop>

Sign Our Petition

Get involved in the campaign

Sign Our Petition

By signing this petition you agree to the processing of your data in accordance with our [privacy policy](#).

Share the petition now



From: TfL Have Your Say

Sent: 08 December 2025 19:15

To:

Cc:

Subject: RE: SL15 - consultation response

Dear Councillor McGivern and Councillor Tiedemann

I am writing to formally acknowledge receipt of the petition you submitted in response to the SL15 Superloop consultation to: "Back the proposed SL15 route along the South Circular and support an additional stop on Christchurch Road to connect the Superloop with more communities from Brixton and Streatham."

Thank you for taking the time to engage with your community to collate the 217 signatures sent to us. The petition will be taken into consideration as we work towards reaching a decision about the proposals.

We are currently reviewing the feedback received in response to the consultation and are preparing a consultation report. Your petition will be referenced within the report. We will contact you again once the report is ready for publication, to ensure you receive a copy.

Yours sincerely

Michelle Wildish
Consultation Manager



TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

Appendix F: List of stakeholders consulted with

Local authorities & statutory bodies

London TravelWatch
Greater London Authority
Greater London Authority Strategy Access Panel members
Greater London Authority Transport Committee
London Councils
London Borough of Lambeth
London Borough of Lewisham
London Borough of Southwark
London Borough of Wandsworth
Royal Borough of Greenwich
Southwark Family Information Service
Southwark Resource Centre

Government departments, parliamentary bodies & politicians

Ms Marsha De Cordova MP– Member of Parliament for Battersea
Ms Bell Ribeiro-Addy MP – Member of Parliament for Clapham and Brixton Hill
Mrs Helen Hayes MP – Member of Parliament for Dulwich and West Norwood
Mr Clive Efford MP – Member of Parliament for Eltham and Chislehurst
Ms Janet Daby MP – Member of Parliament for Lewisham East
Rt Hon. Ms Ellie Reeves MP– Member of Parliament for Lewisham West and East Dulwich
Rt Hon. Mr Steve Reed OBE MP– Member of Parliament for Streatham and Croydon North
Mr Len Duvall OBE AM – London Assembly Member for Greenwich and Lewisham
Ms Marina Ahmad AM – London Assembly Member for Lambeth and Southwark
Ms Leonie Cooper AM– London Assembly Member for Merton and Wandsworth
Lord Shaun Bailey of Paddington AM – London Assembly Member - Londonwide
Ms Elly Baker AM – London Assembly Member - Londonwide
Ms Emma Best AM – London Assembly Member - Londonwide
Mr Andrew Boff AM – London Assembly Member - Londonwide
Ms Hina Bokhari OBE AM – London Assembly Member - Londonwide
Ms Zoë Garbett AM – London Assembly Member - Londonwide
Mr Alessandro Georgiou AM – London Assembly Member - Londonwide
Ms Susan Hall AM – London Assembly Member - Londonwide
Mr Zack Polanski AM – London Assembly Member - Londonwide
Ms Caroline Russell AM – London Assembly Member - Londonwide
Mr Alex Wilson AM – London Assembly Member - Londonwide

Royal Borough of Greenwich:
Eltham Page ward councillors
Eltham Park & Progress ward councillors
Eltham Town & Avery Hill ward councillors
Middle Park & Horn Park ward councillors
Chair/Vice Chair Portfolio holders: Local Planning Committee; Children and Young People; Climate Action, Sustainability and Transport; Community Safety and Enforcement
London Borough of Lambeth:
Brixton Rush Common ward councillors
Clapham Common & Abbeville ward councillors
Clapham Park ward councillors
St Martin's ward councillors
Streatham Hill East ward councillors
West Dulwich ward councillors
Chair/Vice Chair Portfolio holders: Sustainable Lambeth and Clean Air; Safer Communities; Children, Young People and Families; Planning Applications Committee
London Borough of Lewisham:
Crofton Park ward councillors
Forest Hill ward councillors
Grove Park ward councillors
Hither Green ward councillors
Lee Green ward councillors
Perry Vale ward councillors
Rushey Green ward councillors
Chair/Vice Chair portfolio holders: Planning Committees A & B; Children's Services, Education, Social Services Children and Young People; Policy and Resources; Community Safety
London Borough of Southwark:
Dulwich Village ward councillors
Dulwich Wood ward councillors
Chair/Vice Chair portfolio holders: Children, Education and refugees; Climate Emergency, Jobs and Business, Community Safety and Neighbourhoods, Planning Committee major/smaller applications; Clean Air, Streets and Waste
London Borough of Wandsworth:
Balham ward councillors
Falconbrook ward councillors
Lavender ward councillors
Northcote ward councillors
Chair/Vice Chair portfolio holders: Planning Applications; Policy and Resources; Highways

Accessibility / environmental groups

Access in London
AccessAble
Action on Disability and Work UK
Action on Hearing Loss
Action Vision Zero
Age UK
Age UK London
Asian People's Disability Alliance
Aspire
Attitude is Everything
BlindAid
British Blind Sport
Business Disability Forum
Carers First
Centre for accessible environments
Clean Air London
DABD (UK)
DeafBlind UK
Disability Alliance
Disability Horizons
Disability Rights UK
Disabled Go
Disabled Motoring
Disabled Persons Transport Advisory Committee
Dogs for Good
European Dysmelia Reference Information Centre
Friends of the Earth
Greater London Forum for Older People
Guide Dogs
Guide Dogs for the Blind Association
HCT plus
Health Poverty Action
HealthWatch Southwark
Historic England
Inclusion London
Independent Disability Advisory Group
JAMI (Jewish Association for Mental Health)
Joint Mobility Unit
Leonard Cheshire
London Senior Social
Living Streets
London Older People's Strategy Group
London Wetland Centre (South)

London Wildlife Trust
Mumderground
Mumsnet
Muscular Distrophy UK
National Federation of the Blind UK
NCT
No Panic
President National Federation of the Blind of the UK
Prince's Trust
PrioritEyes Ltd
RNIB
Royal London Society for Blind People
Scope
Sense
Southwark Disablement Association
Stay Safe
Suzy Lamplugh
Team Margot
Terrence Higgins Trust
The Association of Guide Dogs for the Blind
The Bike Project Southwark
The British Dyslexia Association
The Royal Association of Deaf People (RAD)
The Royal Parks
Thomas Pocklington Trust
Trailblazers, Muscular Dystrophy UK
Wheels for Wellbeing
Whizz Kidz

Transport and road user groups, research groups

London Travel Watch
Abellio
Abellio London Limited/ Abellio West London Limited
Arriva London
ASLEF
Campaign for Better Transport
Citymapper
Confederation of Passenger transport
Cross River Partnership
Epsom Coaches / Quality Line
Galop
Gendered Intelligence
GIRES

Golden Tours (Transport) Ltd,
Living Streets Southwark
Logistics UK
London Cycling Campaign
London Cycling Campaign Southwark
London Cycling Campaign Wandsworth
London First
London General
London Living Streets
London Omnibus Traction Society
London Road Safety Council
National Express
OnCue Transport
Ortegalink
PCS
Portaramp UK Limited
RMT Union
Road Danger Reduction Forum
Road Safety Markings Association
Roadpeace
Southwark Cyclists
Stagecoach
The Big Bus Company Ltd
Transport Associates Network
Transport Focus
Transport for All
Unicycle Network
Unions Together
Unite the Union
Walk London
Women in Transport

Business, employers, employees

Association of Town Centre Management
Better Bankside Business Improvement District (BID)
Brixton BID
Federation of Small Businesses
IN Streatham BID
Remploy Southwark
Station-to-Station (West Norwood and Tulse Hill BID)
This is Clapham

Healthcare and emergency services

City of London Police
City of London Police (TMO for City of London)
Great Ormond Street Hospital for Children NHS Foundation Trust
King's College Hospital NHS Foundation Trust
London Ambulance Service and NHS Trust
London Fire Brigade
London Fire and Emergency Planning Authority
Metropolitan Police Traffic Management Officers for Wandsworth/ Greenwich/ Lewisham/ Southwark/ Lambeth)
Metropolitan Police Service
NHS Property Services
Royal College of Nursing

Community / other representative groups

Abacus Nursery School
About Me Care & Support
Action for hearing loss
Afghan Islamic Cultural Centre
Age UK Bromley and Greenwich
Al-Khoei Islamic Centre
All Saints West Dulwich
Angling Trust
Asian Peoples Disabilities Alliance
Bankside Residents Forum
Battersea Arts Centre
Battersea Library
Belair House
Bob Hope Theatre
Bonneville Primary School
British Blind Sport
Brownhill Road Baptist Church
Carers Lewisham, Forest Hill
Catford and Bromley Synagogue
Catford Library
Chinese Mental Health Association (CMHA)
City Heights E-ACT Academy
Colfe's School
Community Southwark
Corbett Community Library
Culverley Green Residents Association
Dulwich College

Dulwich Picture Gallery
Dulwich Riding School
Elders Voice
Eltham Centre and Library
Eltham Church of England Primary School
Eltham Hill School
Eltham Parish Church St Hone The Baptist
Eltham Spiritualist Church
Faith Nursery
Friend in Need (FIN)
Happywoods nursery, Lee
Harris Academy Greenwich, Eltham
Hither Green Baptist Church
Hitherfield Primary School
HM Prison Brixton
Holmewood Nursery School and Tree House
Horniman Museum
Insight School of Art
Knights Youth Centre, Clapham Park
Lavender Grove Montessori
Lewisham Islamic Centre
Lewisham Local (voluntary service)
Lewisham Polish Centre
Lewisham Speaking Up (adult learning additional needs)
Lewisham Young Women's Hub
Lionel Road Community Hall
Little Pumpkins Nursery, Lee
London Faiths Forum
London Gypsies & Travellers
Lotty Potty Pots nursery
MS Society
Muslim Youth Helpline
Nursery on the Green, Eltham
Oaklands Estate Community Association
Parkgate House school
Poynders Gardens Community Flat
Rathfern Primary School
Rockbourne Youth Club
Rosemead Preparatory School
Rosendale School
Roupell Park Estate RA
Sandhurst Primary School
Sinclair Estate residents association
Social Care Consortium

Society of London Theatre
South London Botanical Institute
Southwark (Dulwich) Sports Ground
Sri Vel Muruhan Aalayam
St Dunstons College
St Francis Xavier College
St Mildred's Church. Lee
St Peter's Church Dulwich
St. Martin's Community Centre
Stanstead Lodge Senior Club
The Clapham Grand
The Dulwich Estate
The Elmgreen School
The Weir Link Community Centre
Thomas's Clapham school
Tourism for All UK
Woodentops Abbeville Village
Yoga in Daily Life Association UK
Yogi Divine Society (YDS UK)

Appendix G: Demographics

When taking part in our online survey, respondents are asked to register. Registration includes several demographic questions to help us understand more about who is taking part. Categories include age, disability, ethnicity and gender.

The demographic data of respondents to the SL15 consultation is shown in the following tables.

Where data was presented by respondents also classified as being part of a campaign, each table shows the breakdown between general and campaign responses.

AGE	Total Responses		Responses with campaigns removed		Campaign responses only	
	Count	%	Count	%	Count	%
Under 16	17	1%	16	94%	1	6%
16-20	167	13%	68	41%	99	59%
21-25	79	6%	56	71%	23	29%
26-30	99	8%	97	98%	2	2%
31-35	133	10%	132	99%	1	<1%
36-40	100	8%	100	100%	0	0%
41-45	119	9%	119	100%	0	0%
46-50	119	9%	119	100%	0	0%
51-55	99	8%	99	100%	0	0%
56-60	66	5%	66	100%	0	0%
61-65	98	8%	98	100%	0	0%
66-70	78	6%	78	100%	0	0%
71+	103	8%	103	100%	0	0%
Total	1,277	100%	1,151	90%	126	10%

DISABILITY	Total Responses		Responses with campaigns removed		Campaign responses only	
	Count	%	Count	%	Count	%
Disability*						
Yes	141	9%	116	82%	25	18%
No	1,057	64%	1,032	98%	25	2%
Prefer not to say	457	28%	401	88%	56	12%
Total	1,655	100%	1,549	94%	106	6%

*A disability is any long-term physical or mental impairment that has a negative and long-term substantial negative impact on the ability to carry out day to day activity. This definition includes many non-visible impairments and long-term health conditions.

ETHNICITY	Total Responses		Responses with campaigns removed		Campaign responses only	
	Count	%	Count	%	Count	%
Ethnic group						
Asian or Asian British – Bangladeshi	6	<1%	6	100%	0	0%
Asian or Asian British – Chinese	21	1%	15	71%	6	29%
Asian or Asian British – Indian	31	2%	31	100%	0	0%
Asian or Asian British – Other	21	1%	14	67%	7	33%
Asian or Asian British – Pakistani	6	<1%	5	83%	1	17%
Black or Black British – African	43	3%	41	95%	2	5%
Black or Black British – Caribbean	41	3%	41	100%	0	0%
Black or Black British – Other	6	<1%	4	67%	2	33%
Mixed/Dual Heritage – Mixed Other	25	2%	12	48%	13	52%
Mixed/Dual Heritage – White and Asian	28	2%	20	71%	8	29%
Mixed/Dual Heritage – White and Black African	5	<1%	5	100%	0	0%
Mixed/Dual Heritage – White and Black Caribbean	9	1%	9	100%	0	0%
Other Ethnic Group	47	3%	13	28%	34	72%
Other Ethnic Group – Arab	6	<1%	4	67%	2	33%

Other Ethnic Group – Kurdish	3	<1%	1	33%	2	67%
Other Ethnic Group – Latin American	12	1%	8	67%	4	33%
Other Ethnic Group – Turkish	8	<1%	5	63%	3	38%
White – British	702	43%	692	99%	10	1%
White – Irish	35	2%	32	91%	3	9%
White – Other	179	11%	160	89%	19	11%
Prefer not to say	367	22%	359	98%	8	2%
Gypsy, Roma or Irish Traveller	2	<1%	0	0%	2	100%
Do not wish to disclose	34	2%	34	100%	0	0%
Total	1,637	100%	1,511	92%	126	8%

GENDER	Total Responses		Responses with campaigns removed		Campaign responses only	
	Count	%	Count	%	Count	%
Gender neutral/ Agender	13	1%	2	15%	11	85%
Man	576	34%	573	99%	3	1%
Non-binary	32	2%	14	44%	18	56%
Trans man	12	1%	1	8%	11	92%
Trans woman	64	4%	2	3%	62	97%
Woman	615	36%	598	97%	17	3%
I use a different term	9	1%	4	44%	5	56%
Prefer not to say	365	22%	365	100%	0	0%
Total	1,686	100%	1,559	92%	127	8%