Cutting road congestion

The City and West End ring roads, the North and South Circular roads, and the M25 all experience severe congestion at different times of the day. The M25 is unable to cope with present traffic levels, let alone any future growth.

Some plans remain for widening schemes with a detrimental impact on both urban areas and green belt land. These will only generate yet more traffic and pollution.

An Integrated system

London needs to get more people travelling by train. Services must be convenient and connect local centres around London with each other.

The new government is searching for alternatives. Here is a viable plan for an important part of London's integrated transport system of the future.

Write to your MP now and say that you want the Outer Circle **Network started quickly**

Join RDS and the rail campaign today

Cut out and post to membership secretary: c/o 22 Memory Close, Maldon, Essex, CM9 6XT (If you don't want to cut this leaflet send a photocopy)

Name	
Address	
Po	stcode
Annual Rates: £15 ordinary	£7.50 unwaged

Family and corporate membership details on request Please make cheques payable to RDS October 1997

ref orbital/1097/7m

The Outer Circle Network

- Hundreds of new journey opportunities with good connections between services
- Opens up many areas like Dalston, Peckham and Wandsworth which are starved of good transport links to jobs and leisure
- Provides for cross-town travel which is growing rapidly. Existing networks are mainly for travel into and out of the centre
- Extremely cost effective and quick to build most of it is there already!
- An integrated transport network co-ordinated with local bus routes and times
- Real-time information system telling passengers when the next train arrives and where it goes to
- A fully accessible network is feasible because the cost of building lifts or ramps at surface stations is far lower than for underground
- A cycle-friendly network with quality cycle parking at stations and space for bikes on trains
- Recent upgrades on the North and West London Lines means that many of the improvements are already done. Also the East London Line tunnel repairs will soon be complete

About the campaigns

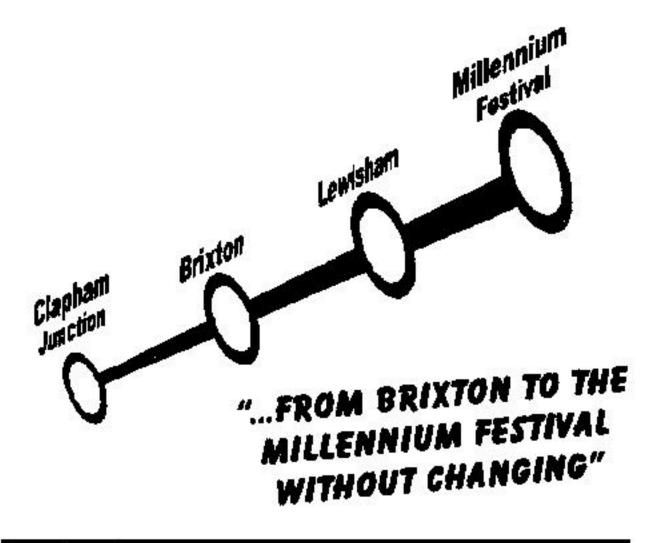
Published jointly by London Railway Development Society 0171-727-8872 and Transport 2000 London & SE 0181-348-5064. Supported by South London Link Travellers' Association 0171-737-6641, Lambeth Public Transport Group 0171-737-6641, Barking and Gospel Oak Line Committee 0181-556-5573. Railway Development Society is the national campaign which exists to promote rail as a sensible economic and ecological alternative to ever-increasing use of cars and lorries. Transport 2000 is the national environmental transport campaign.

TRANSPORT



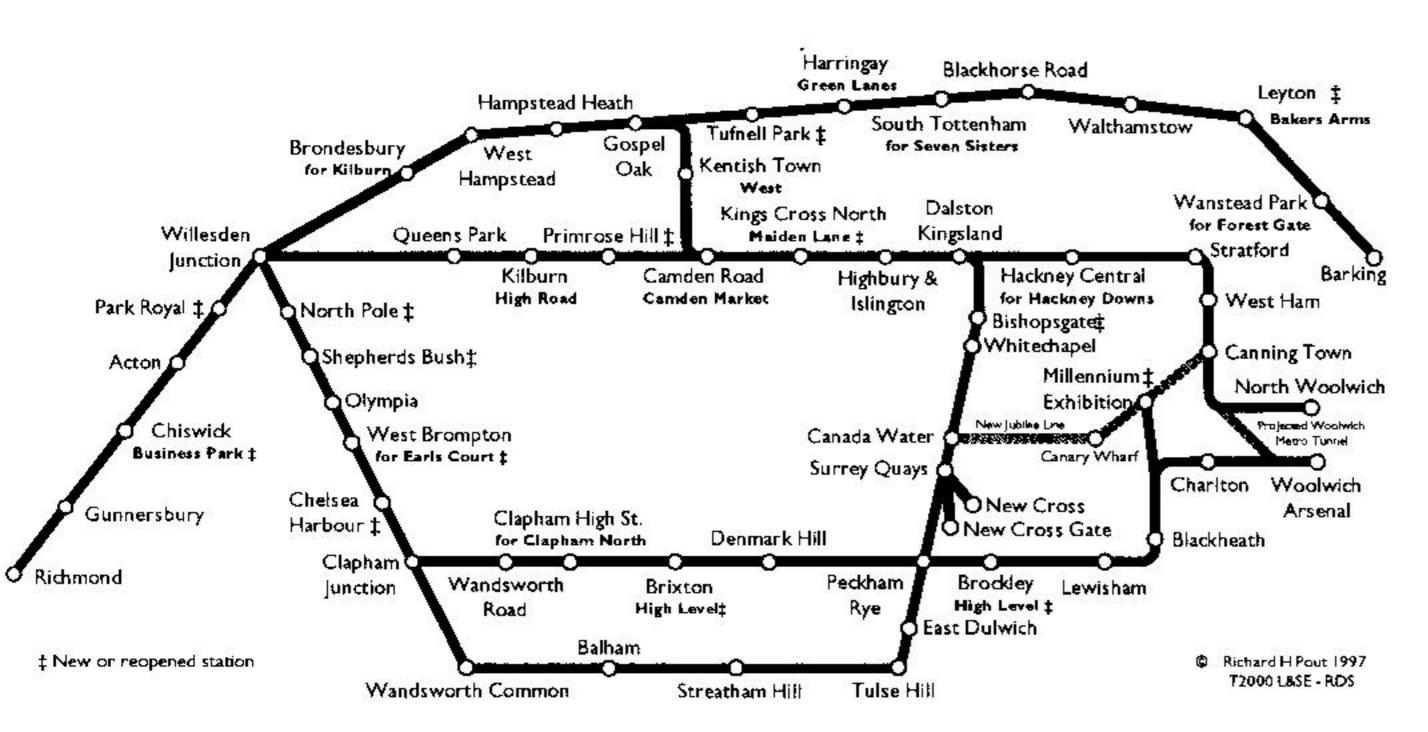
a new rail Network for London

- Travel round rather than through London - avoid the crush
- Could be ready for the Millennium
- The track is there now the will is needed!



The Outer Circle Network

The Outer Circle Network



London's rail legacy

London's railways were built in the 19th century, each serving different districts to bring people into central London. It's usually quite easy to get by train from a local station to the main London terminus.

But if you want to travel to a local town centre which your line doesn't pass through or go further across London, it can be very difficult to get there by train. Usually it is necessary to change to the Underground or a bus and cross central London to another terminus, then take another train to complete your journey.

Avoiding Central London

Rail lines in Central London are becoming more congested and cannot cope satisfactorily with the

present passenger levels, let alone any increases as our economy grows.

London already has many under-used orbital lines where freight moves round rather than through the centre. Existing passenger services are infrequent and sometimes unreliable. These routes could be linked so you do not have to change trains at congested City and West End stations.

Putting the network together

The map shows the principal routes and interchange stations linking the inner-city regeneration zones with the main radial rail routes and the Millennium Festival site. Trains would stop at all existing stations as well as several new ones.

For clarity some existing stations are not shown on the map.

The benefits

- Passenger trains connecting London's suburbs by an outer circle network
- Frequent Underground-style services
- Regenerates local centres by providing access to jobs leisure and shopping
- Uses mostly existing tracks so start-up cost is realistic
- The East London Line northern extension is a major element. The project has been approved and awaits funding
- A new rail river crossing at Woolwich is already part of the Thames Gateway strategy
- Major improvements to services are possible within 3 years

Typical services

- The existing North London Line from North Woolwich via City Airport, Stratford, Highbury and Islington, West Hampstead to Willesden Junction and Richmond forms the main route across North London
- Another route across North London runs from Barking, Leyton and Walthamstow to Harringay, Gospel Oak and Willesden, joining with the West London line to Olympia and Clapham Junction
- Millennium Line from Clapham Junction to Brixton, Peckham Rye, Brockley, Lewisham, Millennium Festival or Woolwich Arsenal
- Clapham Junction to Streatham, Tulse Hill, and Peckham Rye, continuing to Surrey Quays, Whitechapel and Dalston