

**From:** [REDACTED]  
**To:** [RailProspectus](#)  
**Subject:** London & South East's Railways  
**Date:** 15 February 2016 14:34:10

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The main ethic of improving the services of the TOCs which run into London is to increase the capacity into London. While this is a subject that cannot be ignored, it is at the total cost of any alternatives. While many passengers change trains at stations like Clapham Junction, London Bridge and Stratford to reach an alternative London destination, many are travelling out again. An alternative that allows peripheral flows would allow many to change route freeing up capacity into London.

Using existing infrastructure, [REDACTED]. Assuming the Gospel Oak to Barking electrification (which is soon to be under way) and Reigate to Guildford (plus a short stretch at Kew Bridge), such a route is available today. We accept that there are likely to be problems with pathings and speed but if the initial proposal proves a success, it can be built on.

Note that once there were direct trains from Redhill to Strood, from Tonbridge to Reading and from Romford to Grays. All of these have been abandoned either to promote London bound traffic or at the whim of the operators. The attitude to peripheral railways shows as much intent as Brownian Motion.

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