

**Network Rail Infrastructure Limited**  
**Reference Number: 20044102**

**Response to the Examining Authority's written questions and requests for information (ExQ1)**

***TT1.31 Paragraph 12.5.15 states that it is assumed that air passengers place their luggage in overhead luggage racks. Is it realistic on trains serving an airport that all luggage will fit in overhead racks or luggage storage areas and not on the floor. Has this assumption been checked against actual surveys?***

Network Rail has raised the issue of the Applicant's assumed standing densities in page 5 of our Principal Areas of Disagreement Summary Statement, attached to our Written Representations submitted at Deadline 1. We noted concerns relating to "*assumed train capacities, including train lengths, formation and seated and standing densities. The requirements for airport passengers, particularly those with luggage, have a material impact on passenger experience and reduce effective available capacity.*"

Luggage is not always placed in overhead racks or end of carriage racks for a variety of reasons, including size, volume and passenger preference. Whilst large suitcases are a particular concern, it should be noted that the size of hand luggage which is allowed in the cabin on airlines is generally larger than that which can be accommodated in the overhead luggage racks on board trains. Inevitably, this means luggage of all sizes is regularly stored in the general floor space of the train as well as on, or beside seats. For these reasons Network Rail does not think that the assumption that all luggage will be placed on overhead luggage racks or in luggage storage areas is realistic.

Airport passengers travel with more luggage than commuters or leisure customers, and so as Gatwick expands the volume of luggage on board trains will also increase. GTR agree with Network Rail in that this will inevitably lead to a reduction in available floor space for passengers to stand, reducing the possible standing density, and therefore capacity of each train service. There is a risk that passenger experience and customer comfort will deteriorate as luggage volumes increase.

Network Rail notes that there are no standard assumptions regarding the impact of luggage space on available standing room for passengers in either the Transport Appraisal Guidance or the Passenger Demand Forecasting Handbook. Any assumption would need to be developed and applied to a modelling exercise in a bespoke way, which reflects observed impacts. We note that the Applicant has not applied any reductions to capacity from the theoretical maximum – the consequence of this is that the capacity is likely to be overstated given the way that we understand passengers to store luggage on trains. Applying an appropriate reduction to the theoretical standing and seated capacity maximum, would be one way of sense checking that there will be sufficient space on trains for passengers and their luggage.