

From: [REDACTED]
Sent: 13 June 2024 07:41
To: NI Enquiries; Gatwick Airport
Subject: RE: TR020005 – Gatwick Airport Northern Runway

Hi Project Team

I responded to attend on Teams not speaking. However, I'd like to reinforce what I said at the previous meeting that the Brighton Mainline will be full by the time the Gatwick Northern Runway is completed and the additional Airport passengers cannot be accommodated without unacceptable standing, and therefore it is critical that capacity is increased, to accommodate the increased passengers, and prevent the train service from collapsing due to running too many trains for the track capacity.

I did not specify the detail of how to increase track capacity, but as a minimum, Gatwick Airport Limited as part of this project needs to fund grade separation of Windmill Bridge Junction north of East Croydon to enable additional fast line trains to run, and prevent minor delays caused by e.g. passengers taking longer than average to load their luggage, from setting off a chain reaction of delays that is impossible to recover from.

This is critical!

Now and Future

- Population expected to continue to increase
- Rail use expected to continue to grow faster than population
 - Covid reduced rail use, but growing back very fast, especially leisure
 - Autumn 2023 Victoria and London Bridge passenger census passengers weren't expecting until 2029
 - Typical day with no disruption Autumn 2023 passenger census
 - Midweek bounced back from tiny to 9% down on pre-covid
 - Weekends 13% higher than pre-covid Saturdays 23% higher
- Subject to funding
 - Off peak trains not already 12 car could be increased to 12 car if additional rail vehicles and operational costs are funded
 - Off peak 2 paths per hour south of Purley (GatX) can be reinstated if funded
 - Further theoretical peak paths per hour cannot be used
 - Victoria additional peak paths not on BML south of Purley
 - Capacity hungry freight paths
 - No opportunity to recover from minor delays that quickly escalate into widespread delays
 - e.g. Pre-Covid the extra peak Thameslink train squeezed in was worst performing train from the Sussex Coast, and the last remaining theoretical path on the opposite half hour would have been extremely high risk
 - High peak hour 5 paths to get back to 2020, in theory 6 paths to take last opportunity in hour for recovery

Accommodating additional airport passengers

- With expected growth it is very clear by mid 2030's
 - Every train path will be required peak and off peak
 - Attempts to squeeze more trains in will result in small delays quickly escalating into major network wide delays and collapse of the service
 - Airport passengers will have an appalling first experience of arriving in the UK
 - Struggling to get on trains with their luggage that are already full
 - Then, tired from long journey, having to stand in discomfort
 - Air passengers with a poor experience are likely to choose a different way to make their journey
 - Travel by car or taxi
 - Use another airport

Is this what Gatwick Airport wants for their customers?

- Gatwick Airport putting funding into road network but not rail network
 - Targets for sustainable surface access unattainable if road capacity increased while trains severely crowded and unreliable
 - Gatwick Airport pledge to achieve Carbon Net Zero for direct emissions is undermined road capacity increased and rail access unpleasant and unreliable.
- What good a world class airport with an integral railway station if passengers crushed in overcrowded unpleasant trains?

I shall be available to answer the Inspectors questions

Best Wishes

Nigel

Nigel Searle MBE MILT ACIRO

Strategic Planning

GoVia Thameslink Railway



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