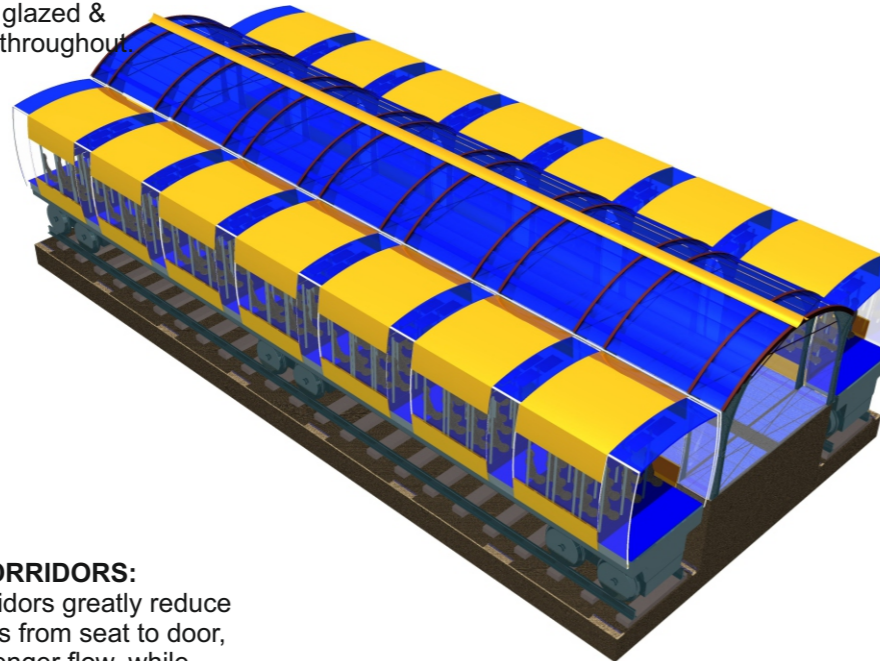


Entry in an open competition to look at the design of train interiors for the near future.

With rail travel expected to double by 2040, it was a premiss of these proposals that the efficient use of space not only within carriages but also within the stations they service.

# NEXT GENERATION TRAIN INTERIORS CHALLENGE

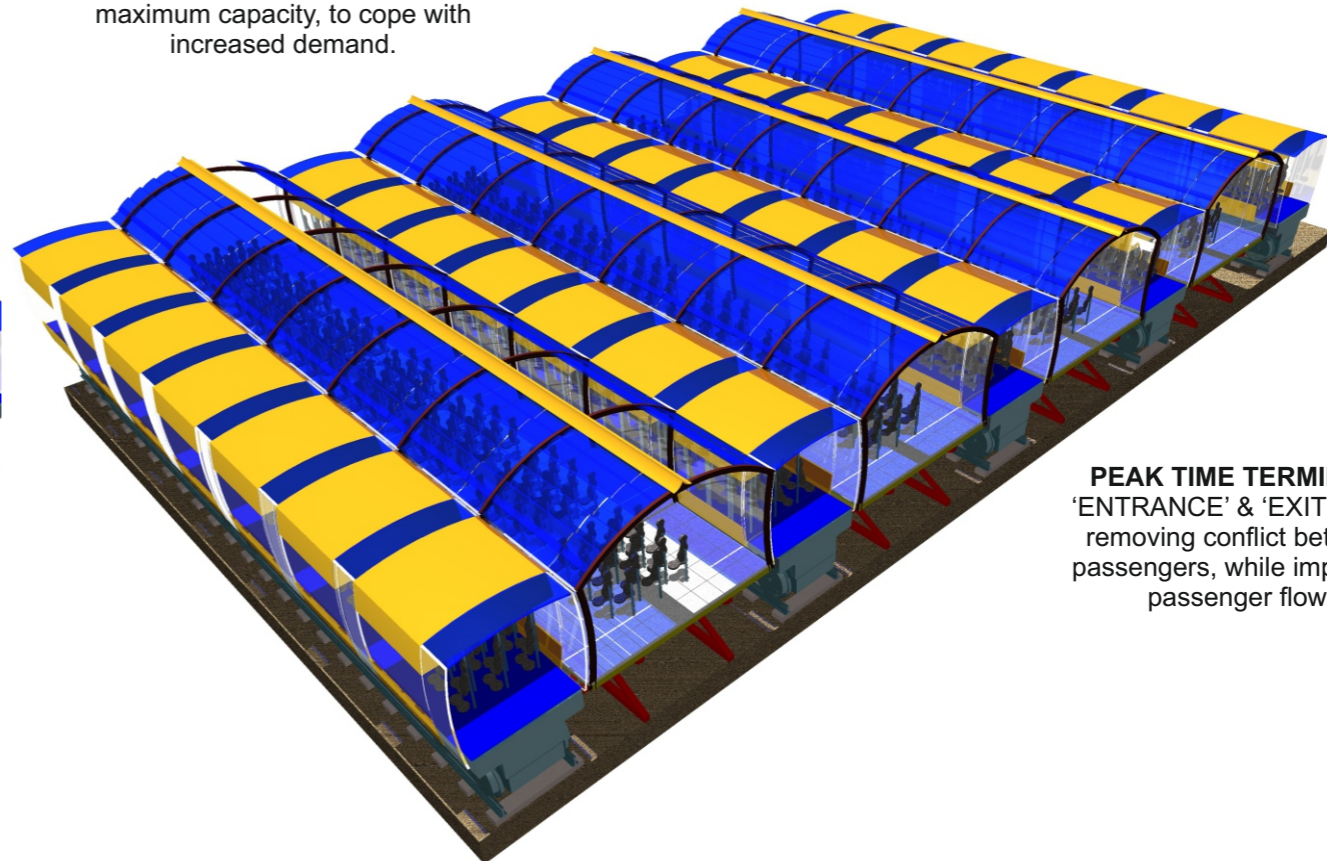
**SHELTER:**  
Circulation/ waiting spaces glazed & sheltered throughout.



**DAYLIGHT:**  
Rooflights above cross corridors greatly improve natural lighting.

**SHORT CORRIDORS:**  
Cross carriage corridors greatly reduce maximum distances from seat to door, improving passenger flow, while improving ratio between seating & circulation space.

**High Density:**  
Available space used to it's absolute maximum capacity, to cope with increased demand.

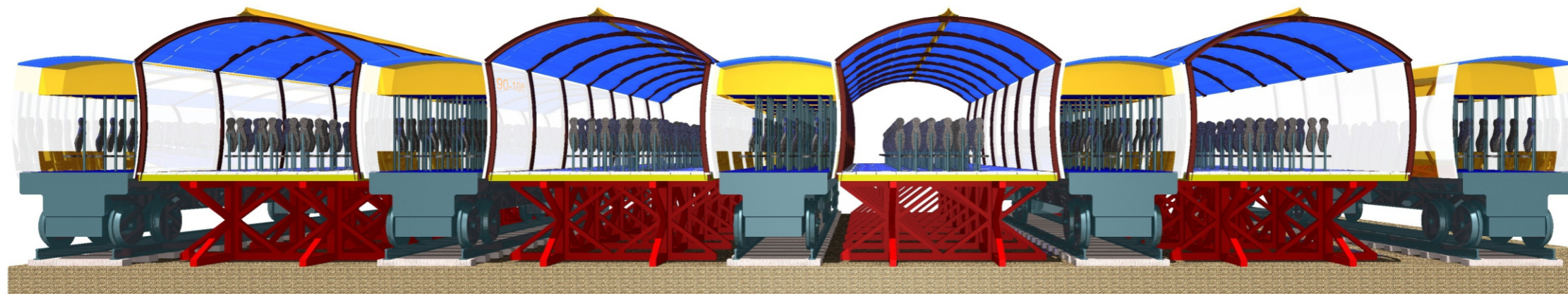


**PEAK TIME TERMINUS:**  
'ENTRANCE' & 'EXIT' sides, removing conflict between passengers, while improving passenger flow.

TWO 23M CARRIAGES DOCKED ON SINGLE PLATFORM

MULTIPLE PLATFORMS, CENTRAL CARRIAGES SERVICED FROM BOTH SIDES

**Managed Loading:**  
Waiting space with seating adjacent allocated seats



**Rapid Installation:**  
Prefabricated standardised base, extendible.

## CROSS SECTION

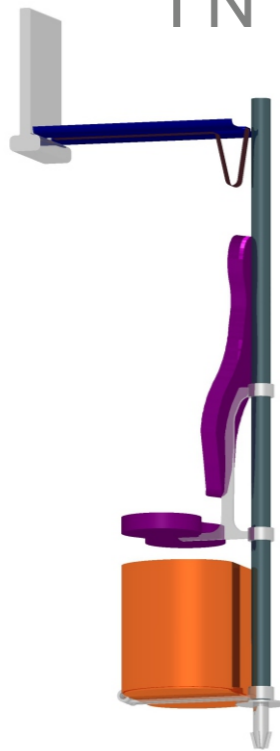




# INTERNAL COMPONENTS

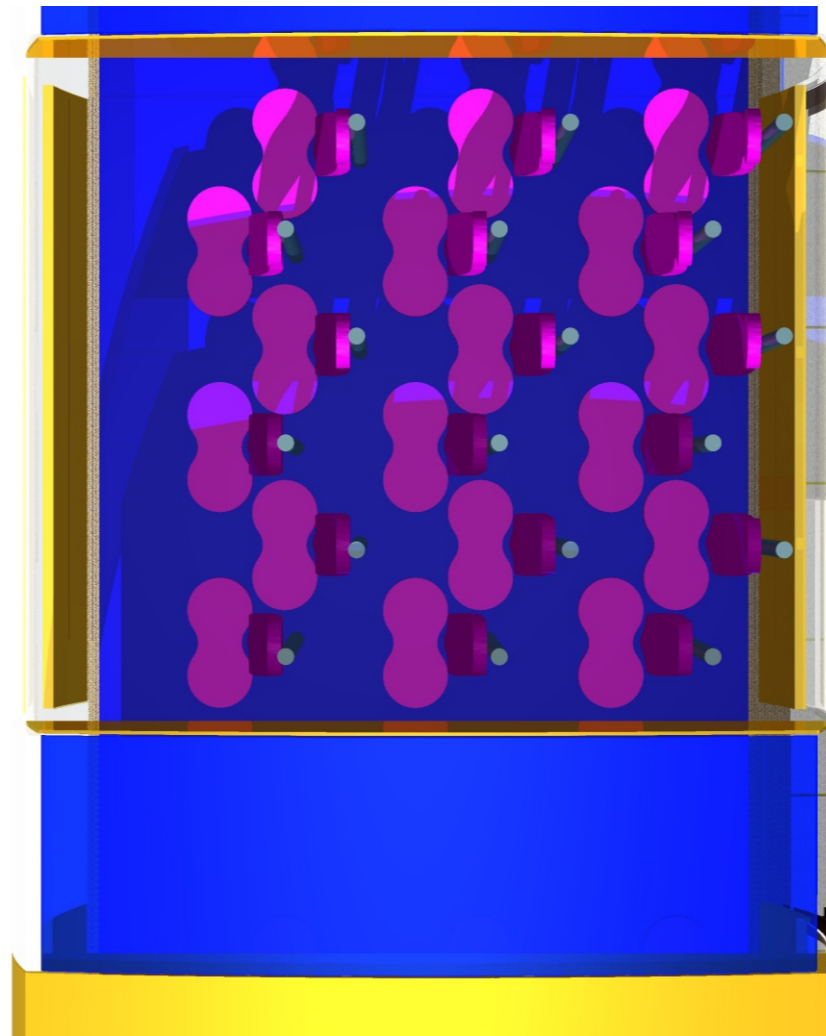
## MORE SEATS

Seats more upright & staggered for extra seats.



## RAPID ALTERATIONS

Bayonet floor fixings allow seats to be pre-arranged or removed for repair/cleaning.



## PEAK CAPACITY

Hand-holds for nine additional standing passengers during on peak travel.

## EFFICIENT PACKAGING

Cross corridors take up less overall circulation space, while ensuring no passenger is further than two metres from a door, speeding turnround.

## DAYLIGHT

Tinted glazing for additional daylight.

Overhead storage on pull-down strap.

Optional pull down screen with power/data points.

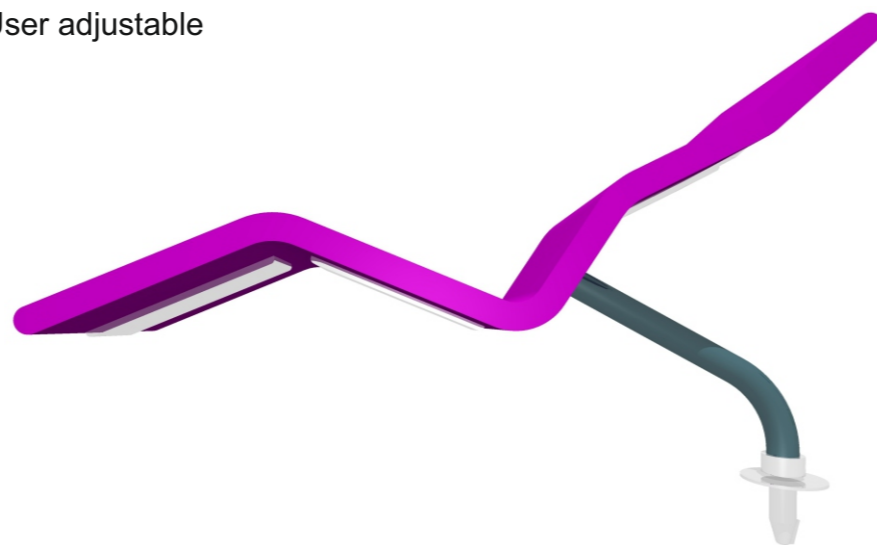


Forward tilting luggage bin.

User adjustable

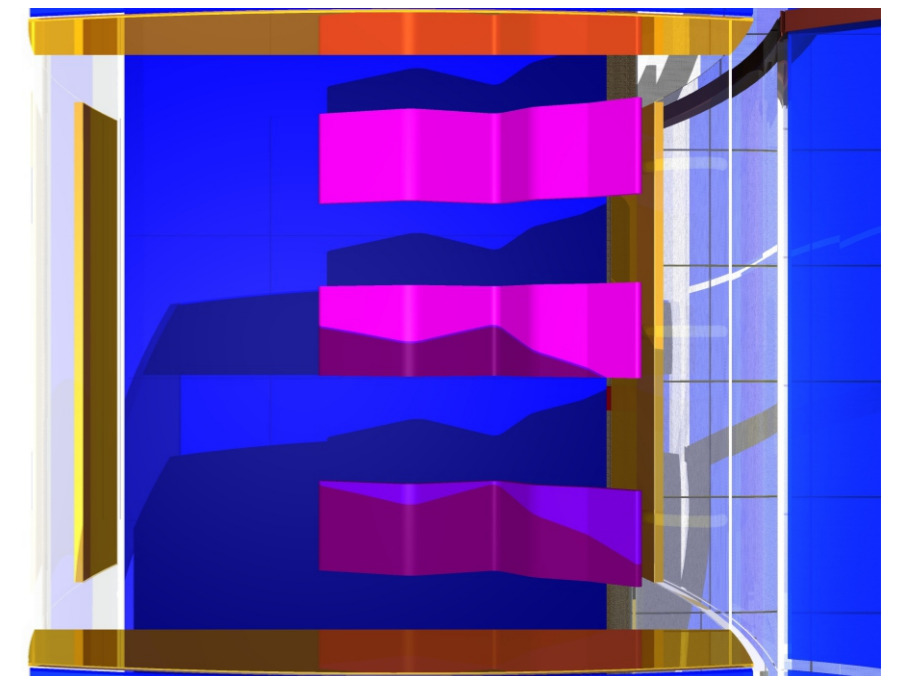
## FIRST CLASS SEATING

These recliners use the same floor fixings as standard class.



## FLEXIBILITY

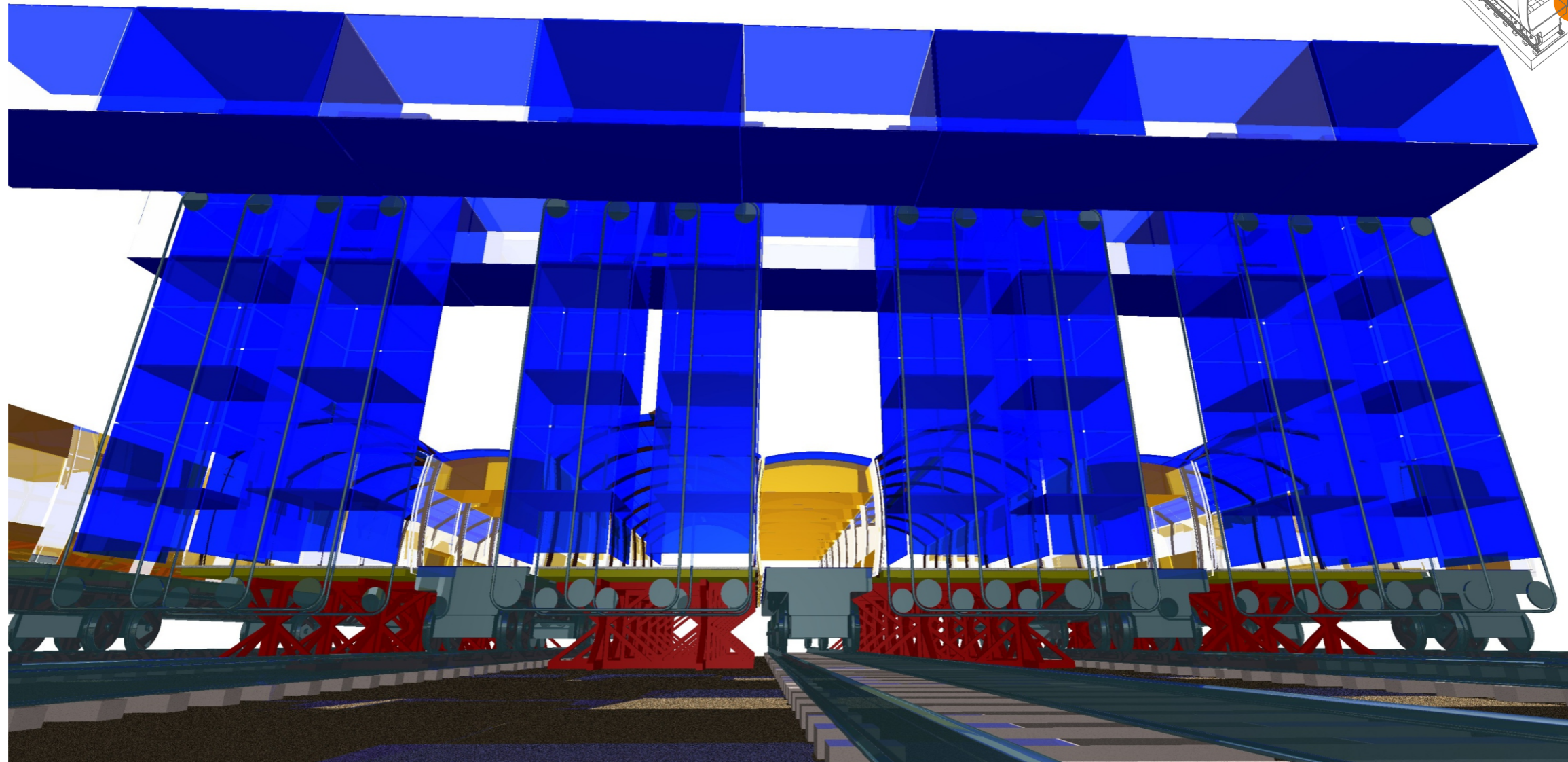
The same floor fixing points may be used for a variety of layouts- here first class seating is reclining at much lower densities. Allowing carriages to be quickly reconfigured for anticipated use is to greatly decrease the amount of unused seating.



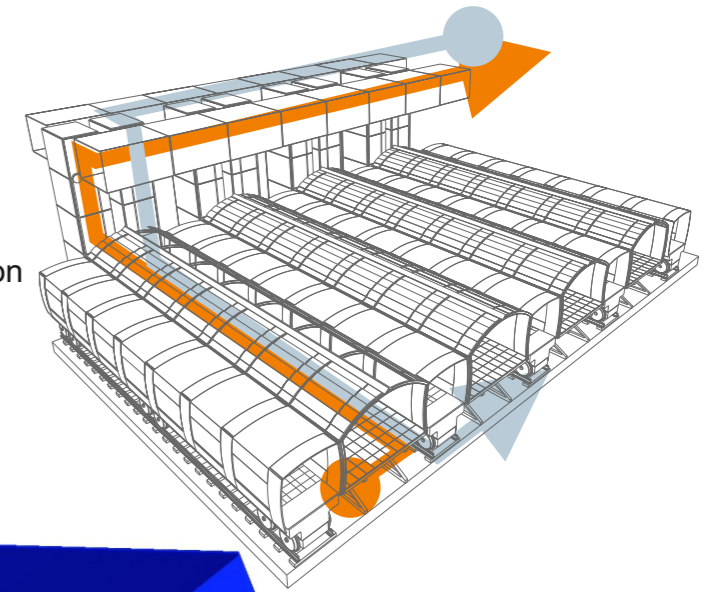


Overhead exit & entrance gantries.

Paired 'conveyor' lifts, with 'up' & 'down' sides



Separated circulation to improve passenger flow.



The ruthless use of useable space within the limited footprint of existing railway stations is extended to the use of directional lifts (as opposed to traditional stairways). Within stations passengers arriving & departing move in a comon direction, improving flow.