

**From:** [REDACTED]  
**Sent:** 15 September 2026 08:18  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Re: GTS Rail Operations Limited 46th Supplemental Agreement - Industry Consultation (20/08/2026 - 17/09/2026) - s22AI will be on leave the 7th & 8th September. Therefore, please ensure that any responses are copied to [REDACTED] (cc'd).

This is good thank you [REDACTED]

we will see how it progresses before we are able to consider giving full support.

Many thanks.

[REDACTED]

[REDACTED] | **Network Access Manager | Great Western Railway**  
1 Milford Street | Swindon | SN1 1HL  
[REDACTED]

First Greater Western Limited | Registered in England and Wales number 05113733  
Registered office: Milford House, 1 Milford Street, Swindon SN1 1HL.

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**From:** [REDACTED]  
**Sent:** 14 September 2026 17:29  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: GTS Rail Operations Limited 46th Supplemental Agreement - Industry Consultation (20/08/2026 - 17/09/2026) - s22AI will be on leave the 7th & 8th September. Therefore, please ensure that any responses are copied to [REDACTED] (cc'd).

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OFFICIAL

Hi [REDACTED]

Please see the response from GTS below:

Thank you for your comments.

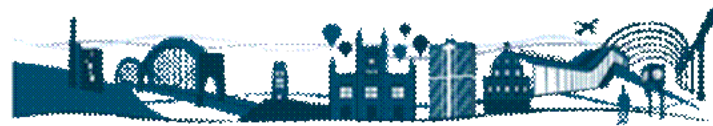
We are working with all stakeholders and industry partners to devise a high performing timetable that meets all parties' requirements" for the additional services proposed and will continue to consider the points raised through the timetable development process and wider industry discussions. Our aim is to work closely with industry partners to develop a passenger and freight timetable that makes efficient and sustainable use of available network capacity, while taking account of the requirements and objectives of operators and infrastructure managers. We appreciate your feedback and look forward to continuing these discussions as the proposal develops.

Kind regards



[REDACTED]  
Customer Relationships Executive – GTS – Elizabeth line

[REDACTED]  
[REDACTED]



---

**From:** [REDACTED]

**Sent:** 11 September 2026 13:57

**To:** [REDACTED]

**Cc:** [REDACTED]

**Subject:** Re: GTS Rail Operations Limited 46th Supplemental Agreement - Industry Consultation (20/08/2026 - 17/09/2026) - s22AI will be on leave the 7th & 8th September. Therefore, please ensure that any responses are copied to [REDACTED] (cc'd).

Hello [REDACTED] and [REDACTED]

thank you for this.

We have some concern as it is our understanding that robust paths have yet to be found and that significant work remains to be undertaken by Network Rail.

Heathrow is already tight such that paths emanating from and heading to have few options en route. In addition any perturbation at Heathrow has a significant knock-on effect on the main line through the interaction with Heathrow Express. GWR of course relies on the Main Line to be operating robustly. Equally the Relief Line used by Elizabeth line and freight needs to be operating robustly so that it does not affect adversely operation at Heathrow.

Many thanks.

[REDACTED]

[REDACTED] | **Network Access Manager** | **Great Western Railway**  
1 Milford Street | Swindon | SN1 1HL

[REDACTED]

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---

**From:** [REDACTED]

**Sent:** 20 August 2026 11:03

**To:** [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**Cc:** [REDACTED]

**Subject:** GTS Rail Operations Limited 46th Supplemental Agreement - Industry Consultation (20/08/2026 - 17/09/2026) - s22AI will be on leave the 7th & 8th September. Therefore, please ensure that any responses are copied to [REDACTED] (cc'd).

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---

OFFICIAL

Good morning,

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**Proposed Application under section 22A of the Railways Act 1993 between Network Rail Infrastructure Ltd and GTS Rail Operations Limited**

Network Rail is not yet in a position to provide its support for the requested access rights due to capacity constraints hence its section 22A status, and the parties continue to engage. In line with the ORR's Industry code of practice for passenger track access consultations, we are consulting you on the proposed agreement. Please find attached Supplemental Agreement with marked up tables, Form P and Appendices.

**Summary of application:**

The application requests additional access rights to enable an increase of 2 trains per hour (tph) between the Crossrail Central Operating Section and Heathrow Airport Terminal 5 on all days during the week. Please see the Form P for full details of the application.

**This consultation ends on 17th September 2026 at 16:00hrs.**

You do not need to respond if you do not have any comments. Any reply received from you in response to this consultation will be copied to GTS Rail Operations Limited and Transport for London. Thank you for taking the time to review this application.

**I will be on leave the w/c 7<sup>th</sup> September. Therefore, please ensure that any responses are copied to [REDACTED] (cc'd).**

Kind regards

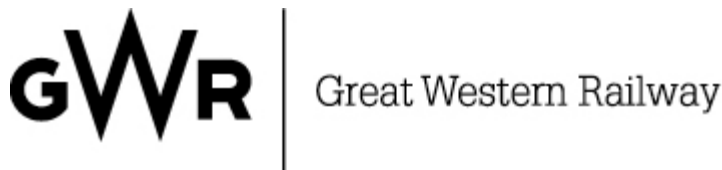


Customer Manager – GTS - Elizabeth line



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Connect with us on [linkedin.com/company/Great-Western-Railway](https://www.linkedin.com/company/Great-Western-Railway)



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quality of life by connecting people and communities

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[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 21 September 2026 17:15  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: GTS Rail Operations Limited 46th Supplemental Agreement - Industry Consultation (20/08/2026 - 17/09/2026) - s22AI will be on leave the 7th & 8th September. Therefore, please ensure that any responses are copied to [REDACTED] (cc'd).

Heathrow Confidential – External

Hello [REDACTED]

Thanks for this. We have said at a separate meeting with GTS and TfL we need the passenger forecasts as part of the PEDFLOW modelling work that we are undertaking.

Thanks,

[REDACTED]

[REDACTED]  
Rail Regulation Manager  
Tel: [REDACTED]

*At Heathrow we respect agile working so, whilst it works for me to send this now, I do not expect a response or action outside of your own working hours.*

# Heathrow

Heathrow Airport  
w: [heathrow.com](https://www.heathrow.com) t: [twitter.com/heathrowairport](https://twitter.com/heathrowairport)

**Advance notice of A\L: Mon 26/10/26 to Fri 30/10/26 and Mon 26/07/27 to Fri 06/08/27**

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**From:** [REDACTED]  
**Sent:** 21 September 2026 13:36  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
**Subject:** RE: GTS Rail Operations Limited 46th Supplemental Agreement - Industry Consultation (20/08/2026 - 17/09/2026) - s22AI will be on leave the 7th & 8th September. Therefore, please ensure that any responses are copied to [REDACTED] (cc'd).

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Hi [REDACTED]

Please see the response below from GTS:

Thank you for your comments. We are working with all stakeholders and industry partners to devise a high performing timetable that meets all parties' requirements" for the additional services proposed and will continue to consider the points raised through the timetable development process and wider industry discussions. Our aim is to work closely with industry partners to develop a passenger and freight timetable that makes efficient and sustainable use of available network capacity, while taking account of the requirements and objectives of operators and infrastructure managers.

We note that you have asked for sight of passenger demand forecasts from the proposed additional trains to the airport which we are discussing with HAL in our development group and wider conversations, and will share these figures once available.

We appreciate your feedback and look forward to continuing these discussions as the proposal develops.

Kind regards



[REDACTED]  
Customer Relationships Executive – GTS – Elizabeth line

[REDACTED]  
[REDACTED]



---

**From:** [REDACTED]

**Sent:** 09 September 2026 09:48

**To:** [REDACTED]

**Cc:** [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**Subject:** RE: GTS Rail Operations Limited 46th Supplemental Agreement - Industry Consultation (20/08/2026 - 17/09/2026) - s22AI will be on leave the 7th & 8th September. Therefore, please ensure that any responses are copied to [REDACTED] (cc'd).

Heathrow Confidential – External

Hi [REDACTED]

Thank you for including Heathrow Airport Limited in the consultation on the 46th Supplemental Agreement.

As the proposed services would operate to and from Heathrow Terminal 5 and utilise Heathrow Airport Limited's infrastructure between the Tunnel Portals and Heathrow Terminal 5, Heathrow wishes to provide the following comments. Please note that this response is on behalf of Heathrow Airport Limited only. Heathrow Express may provide a separate response to this consultation.

The introduction of additional Elizabeth line services would provide benefits for airport passengers travelling to and from Heathrow Airport, including those using Heathrow Terminals 2 & 3 and Terminal 5 stations, as well as airport workers. However, any additional services must be capable of operating reliably on Heathrow's infrastructure, as well as on the wider railway network, and must not adversely affect train performance or operational resilience.

Heathrow notes that the Form P acknowledges that detailed timetable development, capacity analysis and performance modelling remain ongoing, that a fully de-conflicted timetable is not yet available, and that Network Rail does not currently support the application pending further development of the supporting evidence. Heathrow also notes that GTS has stated that detailed performance modelling has not yet been completed and that a jointly agreed modelling remit should be developed with relevant stakeholders. Heathrow has previously stated that the scope and remit of the performance modelling should be agreed and signed off by Heathrow and the relevant train operators before modelling work is undertaken. This work has not yet been completed.

In addition, Heathrow must assess several technical, operational and performance considerations on its railway to determine whether the proposed additional services can be accommodated on HAL Rail infrastructure. Heathrow notes the statement in the Form P that discussions regarding amendments to the HAL Track Access Contract remain ongoing and that this application relates only to access rights on Network Rail infrastructure. Accordingly, Heathrow's assessment of the impacts on its own infrastructure remains outstanding and no conclusion should be drawn at this stage regarding the ability of HAL infrastructure to accommodate the proposed service enhancement.

Heathrow also notes that the Form P identifies potential capacity conflicts, particularly during weekday off-peak periods, and that further timetable development is required. Heathrow therefore considers it important that the outcomes of timetable development, capacity analysis and performance modelling are available and reviewed before any decisions are taken regarding the operation of additional services over Heathrow infrastructure.

Finally, Heathrow requests sight of the passenger demand forecasts from the proposed additional trains to the airport.

Whilst Heathrow Airport expansion is not dependent upon the proposed service enhancement, Heathrow notes the statement within the application that certain rail service concepts currently being considered for an expanded airport assume an 8 tph Elizabeth line service to Heathrow. Heathrow considers that any future expansion-related service assumptions should not prejudice Heathrow's assessment of this proposal, which will be considered on its own merits, operational feasibility and infrastructure impacts. Expansion and non-expansion scenarios remain subject to separate planning, operational and commercial assessments.

To note I've cc'd GTS, as well as our other two operators Heathrow Express and DBC for information.

Thanks,

■

■

Rail Regulation Manager

Tel: ■

*At Heathrow we respect agile working so, whilst it works for me to send this now, I do not expect a response or action outside of your own working hours.*

## Heathrow

## Heathrow Airport

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**Advance notice of A\L: Mon 26/10/26 to Fri 30/10/26 and Mon 26/07/27 to Fri 06/08/27**

**From:** [REDACTED]

**Sent:** 20 August 2026 11:04

To: [REDACTED]



[REDACTED]

Cc: [REDACTED]

**Subject:** GTS Rail Operations Limited 46th Supplemental Agreement - Industry Consultation (20/08/2026 - 17/09/2026) - s22AI will be on leave the 7th & 8th September. Therefore, please ensure that any responses are copied to [REDACTED] (cc'd).

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**This consultation ends on 17th September 2026 at 16:00hrs.**

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**I will be on leave the w/c 7<sup>th</sup> September. Therefore, please ensure that any responses are copied to [REDACTED] (cc'd).**

Kind regards



[REDACTED]  
Customer Manager – GTS - Elizabeth line  
[REDACTED]



\*\*\*\*\*  
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**From:** [REDACTED]  
**Sent:** 09 September 2026 10:28  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: GTS Rail Operations Limited 46th Supplemental Agreement - Industry Consultation (20/08/2026 - 17/09/2026) - s22AI will be on leave the 7th & 8th September. Therefore, please ensure that any responses are copied to [REDACTED] (cc'd).

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Good morning [REDACTED]

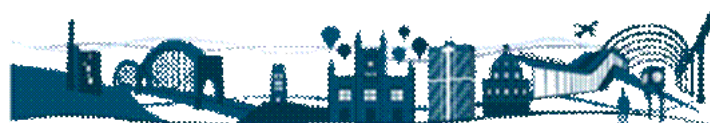
Please see the following response from GTS:

Thank you for your comments. We are working with all stakeholders and industry partners to devise a high performing timetable that meets all parties' requirements" for the additional services proposed and will continue to consider the points raised through the timetable development process and wider industry discussions. Our aim is to work closely with industry partners to develop a passenger and freight timetable that makes efficient and sustainable use of available network capacity, while taking account of the requirements and objectives of operators and infrastructure managers. We appreciate your feedback and look forward to continuing these discussions as the proposal develops.

Kind regards



[REDACTED]  
Customer Relationships Executive – GTS – Elizabeth line



 Western  
Route

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**From:** [REDACTED]  
**Sent:** 03 September 2026 12:36  
**To:** [REDACTED]

**Cc:** [REDACTED]

**Subject:** RE: GTS Rail Operations Limited 46th Supplemental Agreement - Industry Consultation (20/08/2026 - 17/09/2026) - s22AI will be on leave the 7th & 8th September. Therefore, please ensure that any responses are copied to [REDACTED] (cc'd).

Heathrow - Restricted

Good afternoon,

Thank you for the opportunity to comment on the proposed 46th Supplemental Agreement.

HEOC recognises that the application is more developed than the previous proposal and welcomes GTS's acknowledgement that further timetable development, performance modelling and stakeholder engagement remain necessary before a full assessment can be completed. We also note the proposed phased approach to development and implementation.

Nevertheless, having reviewed the consultation documents, Heathrow Express Operating Company (HEOC) is unable to support the application in its current form. Our principal concerns are set out below.

#### **Timetable Validation**

The application does not yet provide a sufficiently mature and fully deconflicted timetable to enable HEOC to assess the operational feasibility of the proposed service increase with confidence. The consultation acknowledges that further timetable development is required before conclusions can be reached regarding capacity availability, with conflicts and areas of non-compliance still to be resolved.

HEOC considers that additional access rights should not be approved until the timetable proposal has been developed sufficiently to demonstrate that the proposed services can be accommodated alongside existing operators and established access rights without unacceptable operational consequences. At present, insufficient evidence has been provided to demonstrate that the proposed increase in services can be accommodated without adversely affecting the performance, resilience and service delivery of existing operators on the Heathrow Airport rail network.

#### **Performance Modelling**

The application confirms that detailed performance modelling has not yet been completed and is expected later in 2026. This represents a significant gap in the supporting evidence. The Heathrow Airport rail network and its interfaces with the Great Western Main Line operate within a complex and highly constrained environment, where additional train movements have the potential to impact punctuality, operational resilience and service recovery across multiple operators.

Whilst HEOC welcomes GTS's commitment to a collaborative performance assurance process, the outputs of that work should be available, scrutinised and understood before any decision is taken regarding additional access rights.

Without robust performance modelling and supporting evidence, HEOC is unable to assess the full implications of the proposal on railway performance, resilience and operational recovery during both normal and degraded operating conditions.

### **Engagement with Heathrow Airport Rail Stakeholders**

HEOC notes that discussions between GTS and Heathrow Airport Limited (HAL) regarding the consequential changes required to Heathrow Airport rail access arrangements remain ongoing.

Given that the proposed services would operate across both Network Rail and Heathrow Airport infrastructure, the application cannot be considered in isolation from the corresponding operational impacts on Heathrow Airport Rail. HEOC therefore considers that any assessment should demonstrate that the complete service proposition can be accommodated sustainably across the whole route and that the implications for existing Heathrow Express operations and wider airport rail services are fully understood.

Until the necessary engagement, operational assessment and contractual discussions have been concluded, HEOC believes it is premature to reach definitive conclusions regarding the deliverability of the proposal.

### **Capacity and Operational Resilience**

Heathrow Airport Rail is a constrained railway with finite capacity and limited operational flexibility. HEOC does not seek to protect existing capacity from efficient use; however, increased capacity utilisation must be balanced against the need to maintain operational resilience, performance and recovery capability.

The consultation has not yet demonstrated that sufficient operational headroom would remain following the introduction of the proposed additional services. HEOC considers that the relevant assessment should address not only whether compliant train paths can be constructed, but whether the resulting timetable supports a robust and resilient railway during both normal operation and periods of disruption.

Good railway planning practice requires an appropriate balance between capacity utilisation and operational flexibility. On the evidence currently available, HEOC is not satisfied that this balance has yet been demonstrated.

### **Operational Resilience and Degraded Working**

While the application contains additional consideration of performance risk mitigation, there remains insufficient evidence demonstrating how the proposed 8 tph Elizabeth line service would operate during perturbation, degraded working and service recovery scenarios. In particular, the consultation does not provide sufficient detail regarding the management of additional services during infrastructure failures, signalling incidents, rolling stock failures, platform restrictions or other operational contingencies within the constrained Heathrow Airport rail environment.

HEOC would expect a comprehensive assessment of service recovery arrangements, platform and turnback flexibility, interactions between Heathrow Express and Elizabeth line services and the operational decision-making framework that would apply during disruption. Such evidence is necessary to demonstrate that acceptable levels of performance and operational resilience can be maintained for all operators.

### **Phased Implementation**

HEOC notes GTS's proposal to prioritise weekday peak and Saturday services, with weekday off-peak and Sunday services subject to further development. While we recognise the rationale for concentrating initially on those elements for which GTS considers the capacity

position to be stronger, the proposed phasing does not remove the need for the corresponding timetable, capacity and performance evidence to be available before access rights for any element of the proposal are approved.

## Conclusion

HEOC is not opposed in principle to measures that improve rail connectivity and capacity at Heathrow Airport. Our concerns relate primarily to the current level of evidence supporting the proposal rather than the strategic objective itself.

Decisions affecting a constrained and operationally interdependent railway should be supported by sufficiently mature timetable development, robust performance modelling, comprehensive capacity analysis and a clear understanding of the impacts on Heathrow Airport Rail infrastructure and existing operators.

On the evidence currently available, HEOC does not consider that this threshold has yet been met and is therefore unable to support the application in its current form. We welcome continued engagement with GTS, Network Rail and HAL as the remaining timetable development, performance modelling and operational assessments are completed, at which point we would be pleased to review the proposal based on the fuller evidence available.

Kind regards

[Redacted signature block]



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From: [Redacted]

Sent: 20 August 2026 11:04

To: [Redacted]

[Redacted email body content]

[illegible]

[REDACTED]

**Cc:** [REDACTED]

**Subject:** GTS Rail Operations Limited 46th Supplemental Agreement - Industry Consultation (20/08/2026 - 17/09/2026) - s22AI will be on leave the 7th & 8th September. Therefore, please ensure that any responses are copied to [REDACTED] (cc'd).

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**I will be on leave the w/c 7<sup>th</sup> September. Therefore, please ensure that any responses are copied to [REDACTED] (cc'd).**

Kind regards



[REDACTED]  
Customer Manager – GTS - Elizabeth line

[REDACTED]  
[REDACTED]



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[REDACTED]

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**From:** [REDACTED]  
**Sent:** 02 September 2026 14:25  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: EXTERNALGTS Rail Operations Limited 46th Supplemental Agreement - Industry Consultation (20/08/2026 - 17/09/2026) - s22A

OFFICIAL

Good afternoon [REDACTED]

Please see response below from GTS:

Thank you for your comments. We are working with Network Rail and Heathrow Airport to identify capacity for the additional services proposed and will continue to consider the points raised through the timetable development process and wider industry discussions. Our aim is to work closely with industry partners to develop a passenger and freight timetable that makes efficient and sustainable use of available network capacity, while taking account of the requirements and objectives of operators and infrastructure managers. We appreciate your feedback and look forward to continuing these discussions as the proposal develops.

Kind regards



[REDACTED]  
Customer Manager – GTS - Elizabeth line

[REDACTED]  
[REDACTED]



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**From:** [REDACTED]  
**Sent:** 01 September 2026 10:53  
**To:** [REDACTED]  
**Cc:** [REDACTED]

**Subject:** RE: EXTERNALGTS Rail Operations Limited 46th Supplemental Agreement - Industry Consultation (20/08/2026 - 17/09/2026) - s22A  
[REDACTED] will be on leave the 7th & 8th September. Therefore, please ensure that any responses are copied to [REDACTED] (cc'd).

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Thank you for your email and attached documents.

I acknowledge the application recognises that introducing additional services on an already intensively used mixed-traffic railway requires careful consideration of the impacts on network capacity and performance and detailed timetable development and performance modelling is currently being undertaken.

Considering the outputs of the timetable development and performance modelling will not be shared until later this year and therefore the impact on the operation of Heavy Haul Rail traffic on an intensively used core route to its business means that I am unable to support the application at this time.

I look forward to continuing to work with all interested parties and when the outputs of the timetable development and performance modelling are available being able to review the current position and provide a fully informed decision regarding the proposal to introduce additional services on this route.

Regards,

Network Capability and Access Manager  
Heavy Haul Rail Ltd

Tel: [REDACTED]

Web: [www.heavyhaulrail.co.uk](http://www.heavyhaulrail.co.uk)



Heavy Haul Rail® is a registered trademark

**From:** [REDACTED]

**Sent:** 20 August 2026 11:04

[illegible]

[REDACTED]

Cc: [REDACTED]

**Subject:** EXTERNALGTS Rail Operations Limited 46th Supplemental Agreement - Industry Consultation (20/08/2026 - 17/09/2026) - s22AI will be on leave the 7th & 8th September. Therefore, please ensure that any responses are copied to [REDACTED] (cc'd).

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Good morning,

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**This consultation ends on 17th September 2026 at 16:00hrs.**

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**I will be on leave the w/c 7<sup>th</sup> September. Therefore, please ensure that any responses are copied to [REDACTED] (cc'd).**

Kind regards



[REDACTED]  
Customer Manager – GTS - Elizabeth line

[REDACTED]  
[REDACTED]



\*\*\*\*\*  
\*\*\*\*\*

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\*\*\*\*\*  
\*\*\*\*\*

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 29 September 2026 16:19  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: GTS Rail Operations Limited 46th Supplemental Agreement - Industry Consultation (20/08/2026 - 17/09/2026) - s22AI will be on leave the 7th & 8th September. Therefore, please ensure that any responses are copied to [REDACTED] (cc'd).

Hi [REDACTED]

Thank you for providing the response from GTS, it's very helpful.

Kind regards

[REDACTED]

[REDACTED]  
Policy and Advocacy Officer

London TravelWatch, Europoint, 5-11 Lavington Street, London, SE1 0NZ

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London TravelWatch is the operating name for the London Transport Users Committee  
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**From:** [REDACTED]  
**Sent:** 28 September 2026 17:11  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
[REDACTED]  
**Subject:** RE: GTS Rail Operations Limited 46th Supplemental Agreement - Industry Consultation (20/08/2026 - 17/09/2026) - s22AI will be on leave the 7th & 8th September. Therefore, please ensure that any responses are copied to [REDACTED] (cc'd).

OFFICIAL

Hi [REDACTED]

Please see the response to your query from GTS:

*Thank you for your email.*

*Both GTS and NR are engaging with Heathrow Airport Limited. Heathrow Airport Limited is assessing the additional services on its infrastructure and has requested passenger forecasts for the additional proposed train services from GTS as part of the PEDFLOW modelling work that is being undertaken.*

*GTS are discussing with HAL & NR in their development group and wider conversations, and will share these figures once available*

Kind regards



[REDACTED]  
Customer Relationships Executive – GTS – Elizabeth line

[REDACTED]  
[REDACTED]



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**From:** [REDACTED]

**Sent:** 21 September 2026 09:47

**To:** [REDACTED]

**Cc:** [REDACTED]

**Subject:** RE: GTS Rail Operations Limited 46th Supplemental Agreement - Industry Consultation (20/08/2026 - 17/09/2026) - s22AI will be on leave the 7th & 8th September. Therefore, please ensure that any responses are copied to [REDACTED] (cc'd).

Good morning [REDACTED]

Thanks for your e-mail. I'm happy for our response to be passed onto Heathrow Airport Ltd.

Kind regards

[REDACTED]

[REDACTED]  
Policy and Advocacy Officer

London TravelWatch, Europoint, 5-11 Lavington Street, London, SE1 0NZ

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**From:** [REDACTED]

**Sent:** 18 September 2026 14:06

**To:** [REDACTED]

**Cc:** [REDACTED]

**Subject:** RE: GTS Rail Operations Limited 46th Supplemental Agreement - Industry Consultation (20/08/2026 - 17/09/2026) - s22AI will be on leave the 7th & 8th September. Therefore, please ensure that any responses are copied to [REDACTED] (cc'd).

OFFICIAL

Good afternoon [REDACTED]

Please can you confirm if you are happy for me to pass your response onto Heathrow Airport Ltd?

Kind regards



[REDACTED]  
Customer Relationships Executive – GTS – Elizabeth line

[REDACTED]  
[REDACTED]



---

**From:** [REDACTED]

**Sent:** 10 September 2026 14:18

**To:** [REDACTED]

**Cc:** [REDACTED]

**Subject:** RE: GTS Rail Operations Limited 46th Supplemental Agreement - Industry Consultation (20/08/2026 - 17/09/2026) - s22AI will be on leave the 7th & 8th September. Therefore, please ensure that any responses are copied to [REDACTED] (cc'd).

Good afternoon

Thank you for the e-mail about this consultation, which London TravelWatch has now reviewed.

Whilst we would welcome more services, we believe that Network Rail need to properly engage with Heathrow Airport, who may already be making assumptions about increased Elizabeth line services when forecasting for increased airport passenger numbers. This increase in airport passenger numbers is not part of the proposed third runway plans.

In principle, we welcome more services on the Elizabeth line, balanced against maintaining at least the existing levels of performance. And so, I can confirm that London TravelWatch has no objections, provided that Network Rail go on to support this application.

Kind regards

[Redacted]

[Redacted]

Policy and Advocacy Officer

London TravelWatch, Europoint, 5-11 Lavington Street, London, SE1 ONZ

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**From:** [Redacted]

**Sent:** 20 August 2026 11:04

**To:** [Redacted]  
[Redacted]  
[Redacted]  
[Redacted]  
[Redacted]  
[Redacted]  
[Redacted]  
[Redacted]  
[Redacted]  
[Redacted]  
[Redacted]  
[Redacted]  
[Redacted]

[REDACTED]

Cc: [REDACTED]

[REDACTED]

**Subject:** GTS Rail Operations Limited 46th Supplemental Agreement - Industry Consultation (20/08/2026 - 17/09/2026) - s22AI will be on leave the 7th & 8th September. Therefore, please ensure that any responses are copied to [REDACTED] (cc'd).

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Kind regards



[REDACTED]  
Customer Manager – GTS - Elizabeth line

[REDACTED]  
[REDACTED]



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\*\*\*\*\*  
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**From:** [REDACTED]  
**Sent:** 24 August 2026 14:51  
**To:** [REDACTED]  
**Subject:** Re: GTS Rail Operations Limited 46th Supplemental Agreement - Industry Consultation (20/08/2026 - 17/09/2026) - s22AI will be on leave the 7th & 8th September. Therefore, please ensure that any responses are copied to [REDACTED] (cc'd).

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Hi [REDACTED]

Thanks, no comments from us.

Best regards

[REDACTED]

[REDACTED]

**Rail technical advisor**

[REDACTED]

Transport Focus

The independent transport user watchdog

Follow us on X, formerly known as Twitter [@transportfocus](#) – our chief executive tweets

[REDACTED] You can also call our contact centre on 0300 123 2350 (open 8am - 8pm Monday - Friday and 8am - 4pm at weekends) or via [www.transportfocus.org.uk/contact](http://www.transportfocus.org.uk/contact).

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**From:** [REDACTED]  
**Sent:** 20 August 2026 11:03  
**To:** [REDACTED]

[REDACTED]

[illegible]

[REDACTED]

Cc: [REDACTED]

**Subject:** GTS Rail Operations Limited 46th Supplemental Agreement - Industry Consultation (20/08/2026 - 17/09/2026) - s22AI will be on leave the 7th & 8th September. Therefore, please ensure that any responses are copied to [REDACTED] (cc'd).

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**I will be on leave the w/c 7<sup>th</sup> September. Therefore, please ensure that any responses are copied to [REDACTED] (cc'd).**

Kind regards



[REDACTED]  
Customer Manager – GTS - Elizabeth line

[REDACTED]  
[REDACTED]



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\*\*\*\*\*  
\*\*\*\*\*

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** 28 September 2026 17:06  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: GBRf Response to GTS Rail Operations Limited 46th Supplemental Agreement

Good afternoon [REDACTED]

Please see the following response to your query from GTS:

*We are working with Network Rail and Heathrow Airport to identify capacity for the additional services proposed and will continue to consider the points raised through the timetable development process and wider industry discussions. Our aim is to work closely with industry partners to develop a passenger and freight timetable that makes efficient and sustainable use of available network capacity, while taking account of the requirements and objectives of operators and infrastructure managers.*

*GTS's understanding is that legislation deriving from the Crossrail Act requires that Elizabeth line services do not result in a reduction of freight capacity below the levels seen prior to the completion of the Crossrail project. Since the development of the original Staged Opening Plan timetables, this requirement has been interpreted informally as provision for four freight paths per hour on the Relief Lines between Acton West and Airport Jn. GTS's proposed timetable retains this provision, with capacity protected for common freight moves as well as the ability to flex around less common moves.*

*If there are some hours where current freight capacity exceeds four paths per hour, GTS anticipates working with Network Rail and freight operators to explore opportunities by which freight capacity could be distributed more evenly across the day without compromising any existing access rights. This is in the interests both of accommodating this application and of improving overall network performance.*

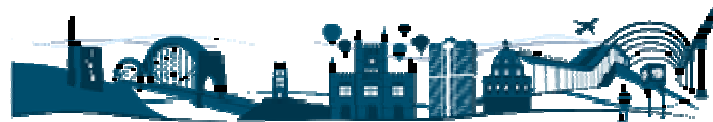
*We appreciate your feedback and look forward to continuing discussions as the proposal develops.*

Kind regards



[REDACTED]  
Customer Relationships Executive – GTS – Elizabeth line

[REDACTED]  
[REDACTED]



---

**From:** [REDACTED]  
**Sent:** 17 September 2026 15:34  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Re: GBRf Response to GTS Rail Operations Limited 46th Supplemental Agreement

Dear [REDACTED]

Thank you for the opportunity for GB Railfreight to respond to this Section 22A application.

As is rightly pointed out in the Form P, the Great Western Main Line is a busy mixed-traffic railway and it would appear that the addition of another 2 GTS services/hour, on the Relief Lines, will likely affect freight running on the route, both current and future aspirations. It appears that the proposed additional trains are not all currently accommodated compliantly (with freight services) in the timetable. At the very least, any train slot being exercised from the rights need to be compliant.

It is worth re-stating that the Crossrail Act specifies the accommodation of 4 freight services/hour over the section of route partially covered by this application, so there can be no reduction in the quantum of freight services/hour along the route between Acton Main Line and Heathrow Airport Junction. This, in itself, might be enough to not accommodate an additional two GTS services each hour, in both directions.

Already, with the current level of Relief Line services, FOCs are having big issues with running services around key junctions, such as at West Ealing (with trains to/from Greenford & The Chilterns). Additional freight services (e.g. from a new up-coming HS2 terminal west of West Ruislip) have little chance of being able to be adequately accommodated with an increase in Relief Line occupation.

It is also the case that, as stated in the Form P, the results of the performance modelling work will need to be assessed, also alongside other capacity considerations, before a considered view is taken. This is especially the case for such a large increase in the services throughout a given day on a vital piece of mixed-traffic railway.

Decisions on access rights applications need to be taken with the current Freight Growth Target very much in mind. In GBRf's view, an increase in Relief Line services will absolutely stunt any sort of growth in freight services along the Great Western Main Line towards Reading, or to/from Greenford and The Chilterns, from where there is planned new freight from the new HS2 West Ruislip terminal and a new Intermodal facility on the Chilterns.

For all the above reasons, GB Railfreight cannot support this application.

Regards,

---

**GB Railfreight**

[REDACTED] | Head of Strategic Access Planning

5<sup>th</sup> Floor, 62-64 Cornhill | London | EC3V 3NH

T: [REDACTED] [REDACTED]

E-mail: [REDACTED]

GB Railfreight Limited | Registered in England number 03707899

Registered Office: 5<sup>th</sup> Floor, 62-64 Cornhill, London, EC3V 3NH

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**From:** [REDACTED]

**Sent:** 20 August 2026 11:04

**To:** [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]

Cc: [REDACTED]  
[REDACTED]  
[REDACTED]

**Subject:** GTS Rail Operations Limited 46th Supplemental Agreement - Industry Consultation (20/08/2026 - 17/09/2026) - s22AI will be on leave the 7th & 8th September. Therefore, please ensure that any responses are copied to [REDACTED] (cc'd).

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Kind regards



[REDACTED]  
Customer Manager – GTS - Elizabeth line

[REDACTED]  
[REDACTED]



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