

Great Western Railway Limited, Industry Consultation

Respondent	Page
XCT Response	2
Heavy Hall Rail Response	3
DB Cargo Response	11
Chiltern Response	15
Transport Focus Response	19



CrossCountry
5th floor, Multistory
18 Priory Queensway
Birmingham, B4 6BS
crosscountrytrains.co.uk

12th June 2026

Dear [REDACTED]

XCTL's response to First Greater Western Ltd (GWR) Proposed Application under Section 22A 128th Supplemental Agreement

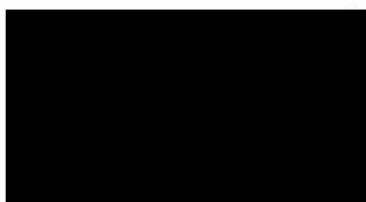
This letter constitutes XCTL's formal response. Unfortunately, XCTL is unable to support this Section 22A Track Access Application due to performance and capacity concerns.

XCTL strongly believe there are performance concerns and lack of capacity at Oxford. The main risk for us is at Oxford, where the train from Bristol has to use platform 4 and shunt to the sidings before the arrival of our Bournemouth – Manchester service. Furthermore, the use of platform 4 (because the new platform 5 is not expected to open until 2029). There are also ongoing capacity issues at Bristol Temple Meads.

As mentioned in Section 3.4 of the Form P, Network Rail's position seems to be that it wants to see how the current service performs before committing to either firm rights or an hourly service. We would require performance assessment of the current services and successful modelling outcomes for Bristol Temple Meads for us to analyse further.

XCTL would like Network Rail/GWR to resolve the above points before XCTL will be able to support this application.

Yours Sincerely



Track Access Manager

**Our
Values**



We care
passionately



We make the
difference



We do the
right thing

crosscountry



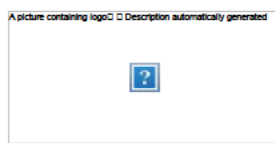
From: [REDACTED]
To: [REDACTED]
Subject: FW: GWR 128th Hourly Bristol Temple Meads <> Oxford May 2027 - Industry Consultation 15/05/2026 -15/06/2026
Date: 12 June 2026 14:18:09
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

OFFICIAL

FYI

Many Thanks

[REDACTED]



[REDACTED]
Customer Assistant

Email: [REDACTED]
[REDACTED]



We promote flexible working at Network Rail – so I may send occasional emails outside of standard working hours however I do not expect or want any responses outside of yours.

From: [REDACTED]@tfwrail.wales>
Sent: 12 June 2026 14:14
To: [REDACTED]@networkrail.co.uk>
Cc: [REDACTED]@gwr.com>
Subject: RE: GWR 128th Hourly Bristol Temple Meads <> Oxford May 2027 - Industry Consultation 15/05/2026 -15/06/2026

You don't often get email from [REDACTED]@tfwrail.wales. [Learn why this is important](#)

Hi [REDACTED],

We do not believe that increasing the existing 2-hourly Bristol-Oxford via Bath service to hourly is likely to interact with TfW Rail's planned services between West Wales and Bristol. However we would expect the outcomes of performance modelling to be shared in due course.

Regards,

[REDACTED]

From: [REDACTED]@networkrail.co.uk>
Sent: 15 May 2026 14:57

From: [REDACTED]
To: [REDACTED]
Subject: RE: EXTERNAL RE: EXTERNALRE: GWR 128th Hourly Bristol Temple Meads <> Oxford May 2027 - Industry Consultation 15/05/2026 -15/06/2026
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)

Hi [REDACTED]

Thank you for the reply – your comments are noted and will be passed to ORR for consideration.

It is worth noting that GWR has decided to postpone the start of the 1TPH Bristol <> Oxford service from May '27 to December '27; I thought I should mention this in the context of your contingent support below.

With respect to the ongoing TPR works, I am happy to escalate any unresolved queries that you have going forward.

Kind Regards,



From: [REDACTED]@heavyhaulrail.co.uk>
Sent: 02 October 2026 08:57
To: [REDACTED]@networkrail.co.uk>; [REDACTED]@heavyhaulrail.co.uk>
Cc: [REDACTED]@gwr.com>; [REDACTED]@networkrail.co.uk>; HHR Customer Team <HHRCustomerTeam@networkrail.co.uk>; [REDACTED]
[REDACTED]@networkrail.co.uk>
Subject: Re: EXTERNAL RE: EXTERNALRE: GWR 128th Hourly Bristol Temple Meads <> Oxford May 2027 - Industry Consultation 15/05/2026 -15/06/2026

Hi [REDACTED]

Thanks for confirming regarding Milton Junction - that is different to what we got told in the TPR working group so not sure what is going on there.

On the basis there is no clear understanding of how these TPR changes will impact crossing moves in the Foxhal/Milton Junction area, or how they will impact capacity, HHR cannot support these Rights

on a firm basis.

Our objection is primarily driven by Network Rail's continued failure to support firm access rights for HHR train services running today on this route, due to a failure to undertake a proper capacity assessment over how multiple new service aspirations interact with existing freight services.

Were firm rights to be granted to GWR for these services, as is being consulted, HHR would be materially disadvantaged at the point any priority for inclusion decisions had to be made by Network Rail following implementation of new TPR's, potentially resulting in removal of key freight trains from the timetable that are running today.

We have been advised by Network Rail not to progress a Section 22A at this point for our services. While recognising this is ultimately our choice, we are keen to work collaboratively with Network Rail to resolve these issues mutually. This does however mean we cannot support other competing applications at the same time.

Based on current timetable development work for May 27, we would be prepared to support Rights for these services on a one timetable contingent basis only, for the duration of the May 27 timetable. This would be on the grounds of no expectation of continuation, pending the completion of the TPR exercise to a satisfactory standard.

Hopefully this may assist with progressing?

Thanks

[REDACTED]

[REDACTED]
Head of Service Delivery - South
Heavy Haul Rail

Tel: [REDACTED]

signatureImage



From: [REDACTED] [REDACTED] [REDACTED] <[REDACTED]@networkrail.co.uk>

Sent: Thursday, October 1, 2026 3:14 pm

To: [REDACTED] <[REDACTED]@heavyhaulrail.co.uk>; John Sadler

<[REDACTED]@heavyhaulrail.co.uk>

Cc: [REDACTED] <[REDACTED]@gwr.com>; [REDACTED] <[REDACTED]@networkrail.co.uk>; HHR

Customer Team <HHRCustomerTeam@networkrail.co.uk>; [REDACTED]

[REDACTED] <[REDACTED]@networkrail.co.uk>

Subject: EXTERNAL RE: EXTERNALRE: GWR 128th Hourly Bristol Temple Meads <> Oxford May 2027 - Industry Consultation 15/05/2026 -15/06/2026

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

OFFICIAL

Hi [REDACTED]

I hope all is well with you – I wondered if you have had a chance to consider the below responses?

I would be grateful if you could let me know, and more than happy to clarify anything further or provide additional information on anything.

Kind Regards,



From: [REDACTED]
Sent: 17 September 2026 15:22
To: [REDACTED] <[\[REDACTED\]@heavyhaulrail.co.uk](mailto:[REDACTED]@heavyhaulrail.co.uk)>; [REDACTED] <[\[REDACTED\]@heavyhaulrail.co.uk](mailto:[REDACTED]@heavyhaulrail.co.uk)>
Cc: [REDACTED] <[\[REDACTED\]@gwr.com](mailto:[REDACTED]@gwr.com)>; [REDACTED] <[\[REDACTED\]@networkrail.co.uk](mailto:[REDACTED]@networkrail.co.uk)>; HHR Customer Team <HHRCustomerTeam@networkrail.co.uk>
Subject: RE: EXTERNALRE: GWR 128th Hourly Bristol Temple Meads <> Oxford May 2027 - Industry Consultation 15/05/2026 -15/06/2026

Hi [REDACTED]

I hope all is well.

Further to the below, I wanted to confirm that Milton Jn is being included as part of the Dec 27 works as an output of the TPR forum.

I hope this is helpful; more than happy to speak further or clarify anything over email.

Kind Regards,



From: [REDACTED]
Sent: 15 September 2026 16:25
To: [REDACTED]@co.uk; [REDACTED]
[REDACTED]@heavyhaulrail.co.uk
Cc: [REDACTED]@gwr.com; [REDACTED]@networkrail.co.uk; HHR
Customer Team <HHRCustomerTeam@networkrail.co.uk>
Subject: RE: EXTERNALRE: GWR 128th Hourly Bristol Temple Meads <> Oxford May 2027 - Industry
Consultation 15/05/2026 -15/06/2026

Hi [REDACTED]

Thanks for the reply and hope all is well. I'll come back to you on the specific TPR query but thought it worth clarifying on your final point:

We have communicated to ORR in our initial representations a position of non-support for the hourly application at this time and have outlined that the ongoing trial must first demonstrate that there is no material detriment to performance at Oxford and Bristol Temple Meads before we can support a permanent increase.

We are satisfied that the approach we are taking is sound, recognising that the ongoing trial must first demonstrate that there is no material detriment to performance at Oxford as a whole and Bristol Temple Meads equally. Whilst NR recognises the strategic value of the Bristol-Oxford link and does not rule it out in future, we are reserving our position until the performance trial and wider capacity, freight and operational assessments are complete.

Kind Regards,



From: [REDACTED]@heavyhaulrail.co.uk
Sent: 15 September 2026 15:54
To: [REDACTED]@networkrail.co.uk; [REDACTED]@heavyhaulrail.co.uk
Cc: [REDACTED]@gwr.com; [REDACTED]@networkrail.co.uk; HHR
Customer Team <HHRCustomerTeam@networkrail.co.uk>
Subject: Re: EXTERNALRE: GWR 128th Hourly Bristol Temple Meads <> Oxford May 2027 - Industry

Consultation 15/05/2026 -15/06/2026

Hi [REDACTED],

Thanks for the response - and pleasing to see GWR have rerouted some of the proposed paths to avoid existing freight paths.

While we acknowledge that GWR have not objected to any HHR rights applications, that is primarily because Network Rail have objected and refused to support on the basis of conflicts with other applications. We will be submitting a 22A for these in due course, but there are potentially conflicting rights applications in the background here that are not being properly considered due to NR internal SOAR processes.

I'd appreciate some further clarity on the TPR query - a colleague of mine has been on the Western TPR forum today where he was informed that Milton Junction was not being included in the Didcot area work proposed for delivery in December 27, but that it will be something that is considered for future.

Our concerns therefore remain - how can Network Rail support the sale of access rights when they don't have any accurate method of understanding performance or capacity at one of the key crossing points on the journey?

Thanks

[REDACTED]

[REDACTED]
Head of Service Delivery - South
Heavy Haul Rail

Tel: [REDACTED]

signatureImage



From: [REDACTED] <[REDACTED]@networkrail.co.uk>

Sent: Thursday, 10 September 2026 16:35:18

To: [REDACTED] <[REDACTED]@heavyhaulrail.co.uk>; [REDACTED] <[REDACTED]@heavyhaulrail.co.uk>

Cc: [REDACTED] <[REDACTED]@gwr.com>

Subject: EXTERNALRE: GWR 128th Hourly Bristol Temple Meads <> Oxford May 2027 - Industry Consultation 15/05/2026 -15/06/2026

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

OFFICIAL

[REDACTED]

With huge apologies, I am reconciling responses to the GWR 128th SA and have overlooked yours.

By way of a response to your email, below, I can confirm that there are paths in the current and Dec 26 timetables which could support the introduction of hourly Bristol - Oxford SX and SO trains, and which do not conflict with freight paths or rights.

Specifically, we have one 1NxxQJ SX path BTM > Oxford that will go via Bristol Parkway to remove any conflict with HHR paths via Box; this example can be solved from a contractual perspective through a reduction in firm right to call at Chippenham and Bath Spa by one quantum and a contingent right to call instead by one quantum; GWR is happy with this potential solution. Additionally, GWR are not aware of any outstanding application for HHR rights on this route that they have not supported.

Regarding the TPR over the junctions in the area, I am liaising with the lead for the Didcot area working group and am happy to provide you regular updates on outputs. I understand that we intend for Milton Jn to go in as mandatory TIPLOC for V1/2 of the rule so from Dec 27 we'll plan to this and there may be updated margins or values being worked at Steventon and Foxhall.

I hope that this information is helpful and wholeheartedly apologise for the delay in getting it to you.

Kind Regards,



From: [REDACTED]@heavyhaulrail.co.uk
Sent: 20 May 2026 09:47
To: [REDACTED]@networkrail.co.uk
Cc: [REDACTED]@heavyhaulrail.co.uk
Subject: RE: GWR 128th Hourly Bristol Temple Meads <> Oxford May 2027 - Industry Consultation 15/05/2026 -15/06/2026

You don't often get email from [REDACTED]@heavyhaulrail.co.uk. [Learn why this is important](#)
Good Morning Ray,

Unfortunately, at the present time, Heavy Haul Rail are unable to support this application. This is due to a number of reasons:

-We understand, from conversations with Network Rail's Route Freight Team, that these additional services contain a number of conflicts with existing HHR services between Didcot and Thingley Junction. HHR's services on this corridor are all supported by Firm Access Rights and as such the progression of this

- These additional services would run between Didcot and Swindon on a section of route we understand Network Rail are looking to declare as Congested Infrastructure. We already have concerns over the availability of capacity in this section, and the impact on freight journey time created by extended dwells at Milton Jn/Challow/Wantage Road/Swindon.

Obviously, if clarity can be provided on the above concerns, and full visibility of compliant paths provided, we will review our position in relation to this application.

Tel: [REDACTED]
[REDACTED]@heavyhaulrail.co.uk
Web: www.heavyhaulrail.co.uk



Sent: 15 May 2026 14:57

A horizontal bar chart consisting of 20 black bars of varying lengths. The bars are arranged vertically, with the longest bar at the top and the shortest bar at the bottom. The lengths of the bars vary significantly, with some being nearly full-width and others being much shorter. The bars are arranged in a single column, with the longest bar at the top and the shortest bar at the bottom. The lengths of the bars vary significantly, with some being nearly full-width and others being much shorter.

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: GWR 128th Hourly Bristol Temple Meads <> Oxford May 2027 - Industry Consultation 15/05/2026 -15/06/2026
Date: 01 July 2026 10:45:43
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[image.png](#)

You don't often get email from quentin.hedderly@dbcargouk.com. [Learn why this is important](#)

Hi [REDACTED]

Many thanks for following up and for the confirmation from your planning colleagues. That's appreciated.

Best regards

[REDACTED]
Regulatory Specialist

DB Cargo (UK) Limited
Lakeside Business Park, Carolina Way, Doncaster
DN4 5PN
Tel: [REDACTED]
Email: [REDACTED]
www.uk.dbcargo.com



Confidentiality - This email and any attachments may contain confidential and/or legally privileged information and are intended solely for the use of the named recipient(s). If received in error, please inform the sender and delete the message.

Please note my e-mail address has now changed to [REDACTED] [dbcargouk.com](mailto:[REDACTED]@dbcargouk.com). Please kindly update your records.

From: [REDACTED]@networkrail.co.uk>
Sent: 01 July 2026 09:39
To: [REDACTED]@dbcargouk.com>; [REDACTED]
[REDACTED]@networkrail.co.uk>
Cc: [REDACTED]
Subject: RE: GWR 128th Hourly Bristol Temple Meads <> Oxford May 2027 - Industry Consultation 15/05/2026 -15/06/2026

You don't often get email from robin.basu@networkrail.co.uk. [Learn why this is important](#)

OFFICIAL

Good Morning [REDACTED]

I hope you are well, and apologies for the delay in getting back to you.

I have asked our planning team to look at the queries you have raised below – I can confirm that:

1. 1V80DD/5C80DD SX in both May '26 and Dec '26 has a 6-minute dwell at Bath Spa, with 1V80DD arriving at 13:01 in May 26 and 13:02 in Dec 26 and departing as 5C80DD at 13:07 in May 26 and 13:08 in Dec 26, placing it compliantly in between the paths of 1N61QJ and 2V63DA.
2. 5O92DB/1O92DF MSX has 7 minutes dwell at Bath Spa in both May 26 and Dec 26(15:48-15:55)

I hope that this is helpful, please let me know if you have further queries.

Kind Regards,



From: [REDACTED]@dbcargouk.com>

Sent: 16 June 2026 10:42

To: [REDACTED]@networkrail.co.uk>

Cc: [REDACTED]
[REDACTED]

Subject: Fw: GWR 128th Hourly Bristol Temple Meads <> Oxford May 2027 - Industry Consultation 15/05/2026 -15/06/2026

You don't often get email from [REDACTED] [Learn why this is important](#)

Good Morning [REDACTED]

Thank you for the opportunity to comment on this Supplemental.

I note from the Form P accompanying this application that "These services are part of the timetable developed compliant with the Timetable Planning Rules in conjunction with Network Rail."

We wish GWR well with this initiative, but do have a timetabling and performance concern. The application does not set out pathing details, however some detail was previously shared based on a 2-hourly provision . The SX 1N61 12:03 Oxford – Bristol TM shown in a BROX Stage 2 overlay spreadsheet raised concern. DB

Cargo (UK) Ltd. regularly operates a Belmond Pullman service in WTT path SX 1V80 09:47 Victoria – Bath Spa which forms 5C80 13:09 Bath Spa – Bristol ED.

It would appear that finding a margin for SX 1N61 had resulted in flexing of SX 1V80 with arrival in Bath a minute later than in the Dec 2025 timetable. Furthermore, the station dwell at Bath appeared to have been further reduced with GWR replacing the previous 2V93 12:12 Salisbury – Bristol TM with a SX 2V63 12:07 Salisbury – Bristol TM. This was not in line with dialogue with James Rosling (NR Operational Planning Specialist) where a minimum 6 mins dwell was specified viz. 1V80 / 5C80. More than 200 guests need to alight from the terminating 1V80 and the Guard confirm that all passengers have de-trained before 5C80 can be despatched.

DB Cargo (UK) Ltd. is concerned that the proposed SX 1N61 would result in performance delays to SX 1V80. Furthermore, a sub 6 min dwell at Bath between SX 1V80 and SX 5C80 would likely result in performance delays to SX 2V63.

Are you able to share detail demonstrating that the timetable developed accommodates SX 1C80 and 5C80 compliantly with a minimum 6 minute dwell at Bath, please?

As we are now contemplating an hourly provision, as opposed to 2-hourly previously, it would also be helpful if details could be shared relating to the hour between 15:30 - 16:30 @ Bath Spa for the return SX 5O92 / 1092 to provide some assurance that these are accommodated compliantly along with your proposals.

Best regards


Regulatory Specialist

DB Cargo (UK) Limited
Lakeside Business Park, Carolina Way, Doncaster
DN4 5PN
Tel: 
Email: @dbcargouk.com
www.uk.dbcargo.com



Confidentiality - This email and any attachments may contain confidential and/or legally privileged information and are intended solely for the use of the named recipient(s). If received in error, please inform the sender and delete the message.

Please note my e-mail address has now changed to @dbcargouk.com. Please kindly update your records.

Dear All

I write to advise that GWR intends to postpone introduction from SCD 2027 to PCD 2027. This change to the commencement date doesn't impacts on this consultation, in that the aspiration within the timeframe consulted.

This decision has been taken considering current revised availability projections of Class 175 stock, introduction of which in the West Of England is intended to release 80x units for Bristol - Oxford enhancement.

Please let me know if you require any further clarification on this and I will do my best to help.

Kind Regards,

	Customer Relationships Executive
	networkrail.co.uk
	
	

From: [REDACTED] <[REDACTED]@networkrail.co.uk>

Sent: 15 May 2026 14:57

[illegible]

From:

Subject:

Attachments:

RE: GWR 128th Hourly Bristol Temple Meads <> Oxford May 2027 - Industry Consultation 15/05/2026 -15/06/2026

[image001.png](#)
[image002.png](#)
[image003.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)

Hi

Hope all is well in this heat!

Apologies for the delay in getting back to you – I hope this reply is helpful but I'm more than happy to speak further on this.

I can confirm that the modelling undertaken as part of the Dec 26 work did include the uplift to the hourly Oxfords, including ECS moves, concluding that the addition of GWR Bristol Temple Meads–Oxford paths increases pressure around Didcot North Junction and Oxford, with Oxford platform 4 becoming a significant constraint, especially in the absence of platform 5 for terminating and turnaround moves.

We've identified unresolved network constraints, including congestion and platforming issues at Oxford, capacity pressure between Didcot and Swindon, interactions with freight growth and other competing applications, and the need for further assessment of how the service would operate alongside wider committed schemes, such as East West Rail.

The EWR services that may be run by Chiltern are included in the model and run from the platforms on the other side of Oxford most of the time so there is minimal interaction between the services. With respect to new Chiltern services at Oxford for Dec 26, please note that that we have communicated to ORR in our initial representations a position of non-support for the hourly application at this time and have outlined that the ongoing trial must first demonstrate that there is no material detriment to performance at Oxford and Bristol Temple Meads before we can support a permanent increase.

We are satisfied that the approach we are taking is sound, recognising that the ongoing trial must first demonstrate that there is no material detriment to performance at Oxford as a whole and Bristol Temple Meads equally. While NR recognises the strategic value of the Bristol–Oxford link and does not rule it out in future, we are reserving our position until the performance trial and wider capacity, freight and operational assessments are complete.

Kind Regards,

	 Customer Relationships Executive
	 @networkrail.co.uk
	

From: [REDACTED].co.uk>

Sent: 12 June 2026 09:17

To: [REDACTED]
[REDACTED]

Cc: Track Access <TrackAccess@chilternrailways.co.uk>; [REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: GWR 128th Hourly Bristol Temple Meads <> Oxford May 2027 - Industry Consultation
15/05/2026 -15/06/2026

Good morning [REDACTED]

Thank you for the below. I recall reading in the direction letter for the 301st SA the following:

Network Rail said that, overall, its analysis underscores that the increased volume and complexity of GWR operations at Oxford, combined with infrastructure constraints and tight scheduling, present significant challenges to maintaining reliable performance.

Whilst I accept that monitoring the performance of the current 2-hourly services will present useful data to understand any areas of risk and opportunity, I don't believe that it provides sufficient mitigation for the step-up to an hourly service, including the impact of shunts at Oxford.

Has any performance modelling been conducted on an hourly service, including ECS workings at Oxford, please?

If not, how does Network Rail propose to provide adequate performance assessments to enable support of an hourly service, particularly in light of the level of performance assurance that Chiltern required to introduce a small handful of additional trains into Oxford at Dec 26, please?

Many thanks all.

Kind regards,

[REDACTED]

Network Development Manager, Chiltern Railways

Banbury Integrated Control Centre, Higham Way (off Merton Street), Banbury, Oxon, OX16 4RN

[REDACTED]

[REDACTED]@chilternrailways.co.uk

www.chilternrailways.co.uk

Chiltern Railways Logo



Please consider the environment before printing this email

From: [REDACTED]@networkrail.co.uk>

Sent: 09 June 2026 16:40

To: [REDACTED]

Subject: RE: GWR 128th Hourly Bristol Temple Meads <> Oxford May 2027 - Industry Consultation
15/05/2026 -15/06/2026

This email is from outside of the organisation and should be read carefully before replying. You should not open attachments if you are unsure of the source.

OFFICIAL

Hi [REDACTED]

Thank you for your e-mail, and sorry for the delay in responding to you; still playing catch up following annual leave w/c 24th May!

To understand the performance impact of the two hourly Bristol Temple Meads <> Oxford services, introduced in the May '26 timetable, we will be monitoring Time to 3 (T3) performance by direction, and overall, at Bristol Temple Meads, Bath Spa, Chippenham, Swindon, and Oxford.

We will monitor T3 performance of the Bristol Temple Meads <> Oxford services listed below and - to understand any knock-on impacts, we will also monitor the T3 performance of the x2 services immediately following the new services:

Bristol Temple Meads to Oxford (and ECS)			
Head code	Oxford timing	Next service	Next service
1N52/5N55	0832 - 0835	1M26 Bournemouth - Manchester	1W15 London Paddington – Great Malvern
1N56/5N59	1025 – 1028	2L22 Didcot Parkway – Oxford/5L23	1M34 Bournemouth - Manchester
1N60/5N63	1229 - 1234	1M42 Bournemouth - Manchester	1W02 London Paddington – Hereford
1N64/5N67	1429 - 1434	1M50 Bournemouth - Manchester	1W27 London Paddington – Great Malvern
1N68/5N71	1630 - 1634	1M58 Bournemouth – Manchester	1W31 London Paddington – Great Malvern
1N72/5N75	1829 – 1834	1M66 Bournemouth - Manchester	
1N76/5N79	2032 - 2035	1M74 Bournemouth - Manchester	1W05 London Paddington - Hereford
1N80/5N80	2227 - 2234	1W43 London Paddington – Worcester Shrub Hill	

Once we have meaningful outputs from this, then more than happy to share this with you – and equally happy to discuss further if you need to further explain your requirements.

Look forward to catching up at a convenient time for you.

Kind Regards,



From: [REDACTED] <[\[REDACTED\]@chilternrailways.co.uk](mailto:[REDACTED]@chilternrailways.co.uk)>

Sent: 02 June 2026 11:44

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

Subject: RE: GWR 128th Hourly Bristol Temple Meads <> Oxford May 2027 - Industry Consultation 15/05/2026 -15/06/2026

Good morning all,

Chiltern Railways are currently unable to support this application for hourly Oxford<>Bristol services without a performance assessment of Oxford station to understand the impact on interacting services. This requirement is in line with previous correspondence on these services.

Can GWR provide some performance modelling to include arriving/departing services and associated shunts, please?

Many thanks,

Kind regards,

[REDACTED]

Network Development Manager, Chiltern Railways

Banbury Integrated Control Centre, Higham Way (off Merton Street), Banbury, Oxon, OX16 4RN

[REDACTED]

[REDACTED] <[\[REDACTED\]@chilternrailways.co.uk](mailto:[REDACTED]@chilternrailways.co.uk)>

Re: GWR 128th Hourly Bristol Temple Meads <> Oxford May 2027 - Industry Consultation 15/05/2026 -15/06/2026
19 May 2026 19:06:27
[image001.png](#)
[image002.png](#)
[image003.png](#)