

**Claire Brooks**  
Access Executive



31 October 2024

Rebecca Mordey  
Franchise and Access Manager  
Network Rail Infrastructure Limited  
1 Puddle Dock  
London  
EC4V 3DS

Darren Gay  
Track Access Contract Manager  
Govia Thameslink Railway Limited  
1st Floor, 24 Monument Place  
London  
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Dear Rebecca and Darren,

**Approval of the 61st supplemental agreement to the track access contract between Network Rail Infrastructure Limited (Network Rail) and Govia Thameslink Railway Limited (GTR) dated 2 March 2016.**

We have today approved the above supplemental agreement submitted to us formally on 23 October 2024 under section 22 of the Railways Act 1993 (the Act). This follows an earlier informal submission of a draft agreement for our consideration. This letter explains the reasons for our decision.

**Purpose**

The purpose of this agreement is to grant GTR firm rights for additional services on the Sussex Route. The proposed amendments are reinstatement of some services, that were removed in response to COVID, to address overcrowding issues on these lines, providing a more comfortable service for passengers.

These rights will commence on Principal Change date 2024 and will cease Principal Change Date 2026. The new services are as below:

**London Victoria – East Croydon via Norbury**

Increase of 1 SX OP right (from 2 to 3)  
Increase of 1 SO right (from 0 to 1)  
Increase of 1 SU right (from 0 to 1)



**New contract line - East Croydon to London Victoria via Norbury**  
2 new SX P rights required

**New contract line - Norwood Junction to London Bridge via Norbury**  
4 new SX P rights required

In addition, calling patterns will be amended as below:

**London Bridge to Sutton via Sydenham**

Current: Norwood Junction, New Cross Gate, West Croydon, Watlington

Replacement: New Cross Gate, Brockley, Honor Oak Park, Forest Hill, Sydenham, Penge West, Anerley, Norwood Junction, West Croydon

**Sutton to London Bridge via Wallington and Peckham Rye**  
Streatham Hill to be added to the calling pattern

**East Croydon to London Victoria via Norbury**

The following calling pattern is to be added for this new contract line:

Battersea Park, Clapham Junction, Wandsworth Common, Balham, Streatham Common, Norbury, Thornton Heath, Selhurst,

**Norwood Junction to London Bridge via Sydenham**

The following calling pattern is to be added for this new contract line:

Anerley, Penge West, Sydenham, Forest Hill, Honor Oak Park, Brockley, New Cross Gate

The other area being amended is driver route knowledge and allow for additional stops at Three Bridges to facilitate ROC staff travel home. These changes are shown below:

**Brighton to Southampton Central**

Reduction of 1 SX right (from 32 to 31)

**Southampton Central to Brighton**

Reduction of 1 SX right (from 31 to 30)

**New Contract Line - Brighton to Southampton Central via Eastleigh**

1 SX right required

**New Contract Line - Southampton Central to Brighton via Eastleigh**

1 SX right required

Calling patterns will be amended as below:

**London Bridge - Eastbourne**

Three Bridges to be added to Regular Calling pattern



### **London Victoria - Littlehampton**

Three Bridges to be added to Additional Stations

### **Brighton - Southampton Central via Eastleigh**

The following calling pattern is to be added:

Hove, Portslade, Southwick, Shoreham-by-Sea, Lancing, Worthing, Angmering, Ford, Barnham, Chichester, Southbourne, Emsworth, Havant, Cosham, Fareham, Eastleigh, Southampton Airport Parkway

### **Industry consultation**

Network Rail undertook the usual industry consultation. Comments were received from Greater Western Railway – no objection, London Travelwatch – welcomed the services, London Underground – no objection and Transport Focus – happy to accept.

### **ORR review**

Our review of the submission raised some queries, a misspelling of a station, performance issues relating to the Norwood Junction to London Bridge services, concerns on the London Overground East London Services (performance and capacity and the introduction of a new class of rolling stock). Network Rail responded to these with detailed responses and amended documentation.

### **Our duties under section 4 of the Act and our decision**

We have concluded that approval of this supplemental agreement strikes the appropriate balance in discharging our statutory duties under section 4 of the Act; in particular, those relating to protecting the interests of users of railway services (section 4(1)(a)), promoting the use of the railway network for the carriage of passengers (section 4(1)(b)) and enabling persons providing railway services to plan their businesses with a reasonable degree of assurance (section 4(1)(g)).

### **Conformed copy of the track access agreement**

Under clause 18.2.4 of the track access contract, Network Rail is required to produce a conformed copy, within 28 days of any amendment being made, and send copies to ORR and the Train Operator. Please send the conformed copy to me at ORR.

### **Public register and administration**

Electronic copies of this letter, the approval notice and the agreement will be sent to the Department for Transport and Network Rail's Policy and Access Team. Copies of the



approval notice and the agreement will be placed on ORR's public register (website), and copies of this letter and the agreement will be placed on the ORR website.

Yours sincerely

*C Brooks*

**Claire Brooks**