

Louise Beilby
Senior Access Executive



25 April 2025

Devon Wall
Franchise and Access Support Manager
Network Rail Infrastructure Ltd
Square One
4 Travis Street
Manchester
M1 2NY

Bevis Thomas
Head of Train Planning
The Chiltern Railway Company Ltd
Banbury Integrated Control Centre
Higham Way
Banbury
OX16 4RN

Dear Devon and Bevis

Approval of the 14th supplemental agreement to the track access contract between Network Rail Infrastructure Limited (Network Rail) and The Chiltern Railway Company Limited (trading as Chiltern Railways (Chiltern)) dated 7 October 2022

We have today approved the above supplemental agreement submitted to us formally on 23 April 2025 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 Chiltern the rights necessary to operate its proposed December 2025 timetable. This entails the conversion of the three contingent access rights between Banbury and London Marylebone for Saturday services in Service Group HO02 into firm access rights.

Chiltern is also seeking to convert three 'additional' calling pattern stations in service group HO02 into regular calling points (Beaconsfield, Princes Risborough, and Haddenham and Thames Parkway).

These amendments were supported by Network Rail on a contingent basis for one timetable period as part of Chiltern's 12th Supplemental Agreement whilst additional analysis was done by Network Rail's Capacity Planning team to ensure that these amendments could be supported on a firm basis until Chiltern's contract end date. Network Rail is now in a position to support these access rights on a firm basis.



The amendments will become effective on the Principal Change Date (PCD) in December 2025 and will expire on the Expiry Date or earlier termination of Chiltern's track access contract.

Industry consultation

Network Rail undertook the usual industry consultation for one month from 25 February. Responses stating no objection were received from Great Western Railway and West Midlands Trains.

CrossCountry queried whether any of the locations affected by the amendments fell within the area which is subject to the Competing and Complex Applications workstream, and Network Rail confirmed that they do not.

ORR review

Our review of the application raised no operational, performance or economic concerns.

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

Louise Beilby