



OFFICE OF RAIL AND ROAD

Alan Desport
Project Sponsor
Network Rail Eastern Region
George Stephenson House
Toft Green
York
YO1 6JT

Your Ref
157479-NWR-LTR-MPM-000027

Our Ref
PRM-IOP-0351

EIN Number
UK/61/2020/0006

Date 01/07/2020

**Contact: Luisa Freitas
Civil Engineer**

Dear Alan

**THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED
STEVENAGE TURNBACK PROJECT (INFRASTRUCTURE TSI ONLY)**

I refer to your application for authorisation received on the 23 June 2020. Following review of your application, I can confirm that ORR grants authorisation under regulation 4(1)(a) of the Railways (Interoperability) Regulations 2011, as amended. This authorisation is for the placing in service of the Stevenage Turnback Project for the Infrastructure TSI elements **only**, defined by the following limits;

Element	ELR	Mileage
New S&C turnout	HDB	28miles 207yards to 28miles 295 yards
New plain line track	HDB	28miles 295yards to 29miles 51yards
Platform 5 limits (for platform heights and offsets only)	HDB	28miles 1666yards to 29miles 52yards

The limitations and conditions of use on the structural subsystem are those listed on the Declaration of Verification (Reference: 157479-NWR-FRM-SSD-000007, version 3, dated 30/06/2020), contained in your technical file & the addendum assessment report (Reference: NCB_N04726_NoBo-DeBo AR_3891, version 1.0, dated 17/06/2020) and Pre-commissioning Safety Assessment Report (Reference: NCB_N04726_CSM SAR_3890, version 1.0, dated 17/06/2020)

Any conditions must be met within the met within the timescales noted within the Declaration of Verification, unless highlighted otherwise.

Limitations

- (1) Passenger vehicles with opening windows allowing passengers to lean out (such as coaches Mark 1, 2 and 3) are prohibited on the new Down Hertford line.

Conditions

- (1) The project will ensure the sectional appendix is updated to show the prohibition of passenger vehicles with opening windows that allow passengers to lean out on the Down Hertford line.

Completion Date: 28th July 2020

The London North Eastern & East Midlands System Review Panel (LNE&EM SRP) have endorsed this project and are satisfied that any identified hazards, both legacy and residual, have been adequately closed and/or transferred to the appropriate body before placing in service in accordance with the Declaration of Control of Risk (Reference: 157479-NWR-FRM-SSD-000003, version 6.0, dated 22/06/2020).

The infrastructure subsystem(s) authorised by this letter must be operated and maintained in accordance with Regulation 20.

You should be aware that any future modifications to the authorised subsystem may constitute a 'renewal' or an 'upgrade' as defined in Regulation 2. If a project entity, in relation to the project, considers that the modification meets either of these definitions they may apply, in accordance with the provisions of Regulation 13, to the Department for Transport (DfT) for a decision on whether a new authorisation will be required. Should DfT decide that an authorisation is not required they must consult with ORR whether authorisation is required on safety grounds.

As the project entity you are responsible for retaining the technical file, keeping it up to date and making it available to the ORR in accordance with Regulations 18 and 19.

If you are not the owner of the authorised subsystem you shall within 60 days, in accordance with Regulation 19(3), transfer the technical file, certificate of verification and verification declaration to the owner of the subsystem and the owner shall then be regarded as the project entity. If the owner, in accordance with Regulation 19(4), disposes of his interest in the authorised subsystem, he shall within 60 days of the disposal transfer the technical file, certificate of verification and verification declaration to the person acquiring that interest and that person shall be regarded as the project entity.

Please note that the person who applied for the authorisation shall send particulars to the owner of the infrastructure to enable the owner of the infrastructure to enter the items on the Register of Infrastructure in accordance with Table 1 Commission Implementing Decision 2011/633/EU. This will include such further information as the registration entity may reasonably require set out in the relevant standard.

If you are the operator, may I remind you of the need to have adequate arrangements within your Safety Management System to control the risks associated with this infrastructure subsystem(s).

This decision letter will be published on ORR's website.

Yours sincerely

Steve Fletcher
Deputy Director, Engineering & Asset Management

A handwritten signature in black ink, appearing to read 'S. Fletcher', with a large, stylized initial 'S'.

Cc

David Galloway	Head of System Compatibility, Network Rail
Ian Jones	Head of Interoperability, Safety and Standards DfT
Dermot Kelly	ORR Head of Civil Engineering
Darren Anderson	ORR HM Principal Inspector of Railways, Eastern Region
Pete Gracey	ORR Head of Interoperability and Rail Vehicles