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Case Ref
PRM-IOP-0352

IN Number
UK/61/2021/0001

11th February 2021

Contact: Matthew Gillen

Dear Doug

**THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED
TFW BOW STREET STATION PROJECT**

I refer to your application for authorisation received on 22nd January 2021. 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:

A new un-staffed station on the Cambrian mainline between the existing stations at Aberystwyth and Borth, to accommodate a 4-car train (with passive provision for a potential future extension to accommodate a 6-car train), comprising:

- A 100m (operational length) single faced, bidirectional platform, designed to accommodate Class 158 and CAF Civity rolling stock.
- Passenger Waiting Shelter, platform lighting, CIS, CCTV, Help Point and Ticket Vending Machine.
- A new interchange (including accessible parking and bus stops).

This authorisation is defined by the following limits:

Asset	ELR	From	To
Bow Street Station	SBA2	91m 592y	91m 718y

The restrictions or limitations of use on the structural subsystem are those listed on the UK Declaration of Verification (Reference TfW-ENG-FRM-ID00346, version 03, dated 05/02/2021), contained in your technical file assessment report (Reference E765999 RC-TL-000, version 02, dated 08/01/2021). The outstanding conditions identified within the assessment report have now been closed out and accepted by the Approved Body, as evidenced in the 'Addendum to Approved Body File' (Ricardo

reference 765999, Project reference TfW-ENG-REP-ID00364, issue 01, dated 25/01/2021) and the 'Approved Body Confirmation of PRM TSI' Compliance (Reference TfW-ENG-REP-ID00368, Issue 01, dated 05/02/2021).

The Safety Assessment Report (Reference 765999-UK-ASBO-086, issue 01, dated 10/11/2020) highlights several conditions from the Safety Justification Report (Reference TfW-SAS-REP-ID00480, version 2.0, dated 13/11/2020) that require to be met. The Declaration of Control of Risk (Reference TfW-ENG-FRM-ID00489, issue 3.0, dated 05/02/2021) demonstrates that there are three conditions still open, related to the commissioning of the station, that will require close-out prior to entry into service.

Conditions

- (1) Final confirmation that station has been built according to the accepted design, as evidenced by Engineering Completion Certificates signed by Network Rail.
- (2) Successful handback using the AMP process, as evidence by the AMP Form 16, signed by Network Rail.
- (3) Configuration of the automated PA system.

These conditions must be met by commissioning of the station.

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 of Commission Implementing Regulation (EU) 2019/777. This will include such further information as the registration entity may reasonably require set out in the relevant standard.

The person who applied for the authorisation to place in service may apply to the ORR for a determination of type. You will receive the type authorisation after providing the relevant data to the ORR.

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

A handwritten signature in black ink, appearing to read 'Steve Fletcher', written in a cursive style.

Steve Fletcher
Deputy Director, Engineering & Asset Management

Cc

Ian Jones	Head of Interoperability, Safety and Standards DfT
David Galloway	Head of System Compatibility, Network Rail
Daniela Phillips	Notified Body Lead & Ricardo Certification Signatory, Ricardo Certification
Joanne Griffiths	Chair of Wales and Western SRP, Network Rail
Dermot Kelly	ORR Head of Civil Engineering
Pete Gracey	ORR Head of Interoperability and Rail Vehicle Engineering
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