

Jonathan Hepton
Project Sponsor
Network Rail
Transpennine Route Upgrade
Square One
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M1 2NY

Your Ref 151667-TSA-00-
TRU-UAP-W-SS-000831

Case Ref PRM-IOP-0484

IN number UK/61/2023/0015

18th December 2023

Contact: Adam Green

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York
YO1 7PX

Dear Jonathan

THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED TRU WEST PROJECT W1/2A EIS A AND EIS B

I refer to your application for authorisation, received on the 23rd October 2023. 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 following:

- EIS A Miles Platting Curve Realignment
- EIS B Signalling Construction and commissioning and line speed increase between Manchester Victoria East Junction and west of Stalybridge Station.

The Infrastructure Subsystem components of this work are as follows:

- Plain line renewal and realignment
- Embankment widening
- Switches and Crossings renewal
- Strengthening works to structures

The limits of authorisation are defined as following:

ELR	Track ID	From	To
MVM	1200 (Up)	0m 41ch	1m 25ch
MVL1	1100 (Up)	1m 25ch	2m 54ch
MVM	2200 (Down)	0m 26ch	1m 30ch
MVL1	2100 (Down)	1m 30ch	2m 56ch



There are no restrictions or limitations of use on the structural subsystem as described in the UK Declaration of Verification (Reference 151667-TSA-00-TRU-W-SS-000717, Version P03, dated 16/11/2023 received on 08/12/23) and the ApBo/DeBo Technical File Reference Report (Reference 397396 | MMRA | ApBo | 0051 | 00, Revision 00, dated 03/02/2023) contained within your technical file.

Your Declaration of Control of Risk (DoCoR) (Reference 151667-TSA-00-TRU-UAP-W-SS-000472, Version 2.0, dated 22/09/2023) states that the safety requirements and safety measures resulting from the risk assessment have been fulfilled and that all identified hazards and associated risks are controlled to an acceptable level. Recommendations raised by the Assessment body have been acknowledged and addressed. Network Rail Eastern region System Review Panel have endorsed this declaration.

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 further '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 Decision 2019/777 as amended by Regulations 21 to 30 of The Railways (Interoperability) (Miscellaneous Amendments and Revocations) (EU Exit)



Regulations 2020. 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 upgraded infrastructure subsystem(s).

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

Yours sincerely

Steven Fletcher
Deputy Director, Engineering & Asset Management

Cc

James Le Grice	Head of Interoperability, Safety and Standards DfT
David Galloway	Head of System Compatibility, Network Rail
Ranjit Davis	Head of MMRA, MMRA Ltd
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