Sanjay Patel
Sponsor
Network Rail Eastern Region
One Stratford Place
Montfichet Road
London
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Your Ref 158454

Case Ref PRM-IOP-00498

IN Number
UK/61/2026/0012

Date 18/06/2026

Contact: Robin Jenkins

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Dear Sanjay

THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED CAMBRIDGE SOUTH INFRASTRUCTURE ENHANCEMENT (CSIE)

I refer to your application for authorisation received on the 05/06/2026 and technical file dated 05/06/2026. 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:

- A new station (Cambridge South) comprising four platforms, east and west station buildings and concourses
- A new AfA footbridge with lifts and second step only passenger footbridge
- Provision of 1000 cycle parking spaces
- Taxi rank and pick-up/drop off area

Excluded from this Stage 1 APIS application are the PRM accessible parking bays and staff parking bays on the east side of the station. A Stage 2 APIS application will follow for this area.

Located within the following limits:

INF Subsystem Areas	Engineers Line Reference (ELR)	Line (TID)	Extent Miles (Miles Yards)
Area 01 - Shepreth Branch Junction	BGK	Up Cambridge	(1100) 53m 63y to 53m 627y
	BGK	Down Cambridge	(2100) 52m 1723y to 53m 784y
	SBR	Up Royston	(1100) 54m 1505y to 55m 152y
	SBR	Down Royston	(2100) 54m 1505y to 55m 719y
Area 02 – Cambridge South Station	BGK	Up Addenbrooke's Loop	(1500) 53m 1435y to 54m 547y
	BGK	Up Cambridge	(1100) 53m 1372y to 54m 783y
	BGK	Down Cambridge	(2100) 53m 1372y to 54m 967y
	BGK	Down Addenbrooke's Loop	(2500) 53m 1435y to 54m 789y
Area 03 – Hills Road Shunt Spur	BGK	BGK Up Cambridge	(1100) 55m 435y to 55m 555y
	BGK	BGK Up Shunt Spur	(3508) 55m 520y to 55m 770y

There are no restrictions or limitations of use on the structural subsystem as described in the UK Declaration of Verification (Reference: 158454-NRS-00-ZZZ-STA-ESS-000012 NR_L2_RSE_100_03_F02 - DoV_APIS Stage 1 Version 2.0, dated 05 June 2026), the ApBo/DeBo Conformity Assessment Report and Technical File (Reference NCB_N05645_CAR_6284, dated 04th June 2026) contained in your technical file.

The Safety Assessment Report (SAR) (Reference: NCB_N05645_SAR_6272, Issue 01 dated 11th May 2026) undertaken by the Assessment Body concludes that the project has applied a risk management process as defined in CSM RA regulation up to the end of GRIP 6 stage. The project is recommended to satisfactorily fulfil 3 recommendations in The SAR before commissioning and putting the station into entry into service.

The Declaration of Control of Risk (DoCoR) (Reference: 158454-NRS-00-ZZZ-STA-ESS-000011, Version 2.0 dated 15th May 2026) states that all hazards and associated risks, safety requirements and safety measures resulting from the risk assessment have been controlled to an acceptable level. Your DoCoR acknowledges and states that the SAR's recommendations are addressed in accordance with the timescale as required by the SAR.

The Eastern System Review Panel (Eastern SRP) has endorsed this project with a letter dated 15th May 2026. The project and the Proposer under CSM RA regulation are required to satisfy themselves and Eastern SRP that all the outstanding recommendations in the SAR are managed and closed in accordance with the DoCoR, and the requirements in SRP's endorsement letter have been sufficiently addressed before and after entry into passenger service.

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, they 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 infrastructure subsystem(s).

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

Yours sincerely

Steve 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
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