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Your Ref 149283-NWR-COA-MPM-000002

Our Ref PRM-IOP-0367-20220317-01

Case Ref PRM-IOP-0367

IN Number
UK/61/2022/0002

Date 17 March 2022

Contact: Cherry Lam

Dear Hakan

**THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED
COVENTRY STATION MASTER PLAN PHASE 1 AND PHASE 2**

I refer to your application for authorisation received on 7 March 2022 and technical file reference 374240-MMRA-ApBo-007-01, revision 01, dated 23 February 2022. 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 building including the new Warwick Road pedestrian access tunnel
- A new station forecourt including a taxi rank
- A new multi-storey car park excluding the two upper levels which are not station car park
- A new footbridge above the RBS1 line, which includes three lifts and stepped access to all platforms
- New canopies above four existing platforms

This authorisation is defined by the following limits:

Location	ELR	Mileage
Coventry Station	RBS1	93M 79Ch

There are no restrictions or limitations of use on the structural subsystem as described in the UK Declaration of Verification (Reference C144764-NWR-STM-MPM-000001, version 2.0, dated 7 March 2022), contained in your technical file submission.

As per recommendations listed in Safety Assessment Report (Reference 374240-MMRA-ASBO-0004-00, revision 00, dated 16 November 2021) and the Proposer's responses outlined in the Declaration of Control of Risk (Reference 144764-NWR-STM-MPM-000002,



version 2.1, dated 14 March 2022), the following condition will require close-out prior to entry into service.

Condition:

- (1) Completion of the Entry into Service (EIS) process and checklists

This condition 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 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

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
Dermot Kelly	ORR Head of Civil Engineering
Pete Gracey	ORR Head of Interoperability and Rail Vehicle Engineering
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Natalie Widdrington-May	ORR HM Inspector of Railways