

Graeme Whitehead
Sponsor
Network Rail Eastern Region
George Stephenson House
Toft Green
York
YO1 6JT

Case Ref PRM-IOP-0480
IN number UK/61/2024/0006

22nd March 2024

Contact: Matt Gillen

Dear Graeme

**THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED
HOPE VALLEY CAPACITY PROJECT – DORE STATION AREA**

I refer to your application for authorisation, received on the 21st March 2024. 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 works completed in the Dore Station area, which includes:

- New platform at Dore & Topley Station, with benches, waiting shelters, customer information, help points, lighting and public address.
- New Down Hope Valley line track from points DE4034 connecting to Chesterfield and Sheffield down main at Dore Station junction to points DE4033, connecting to down main Manchester at Dore West junction.
- New footbridge providing lift and stair access between the platforms.

The limits of authorisation are defined as following:

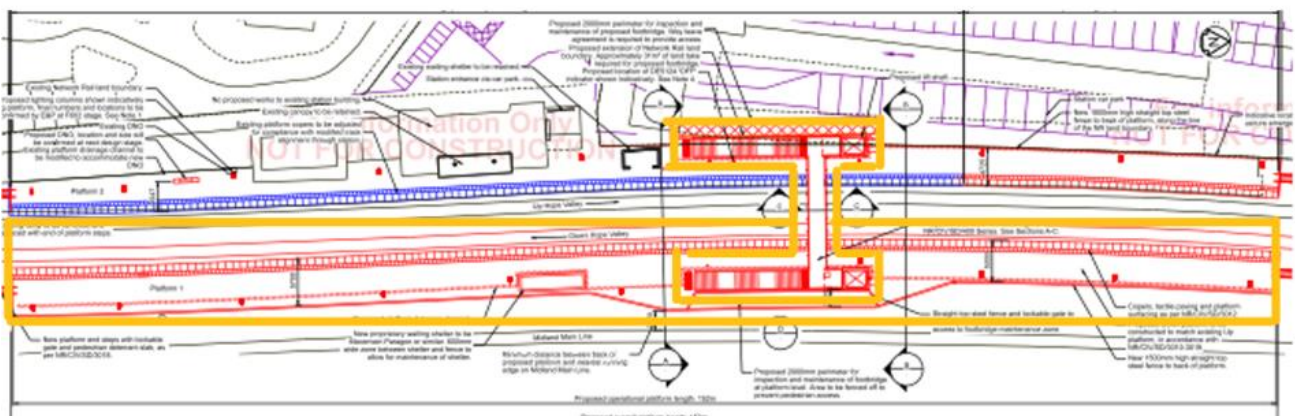


Figure 1: Limits of authorisation for Dore & Topley Station within yellow border (from Project technical file)

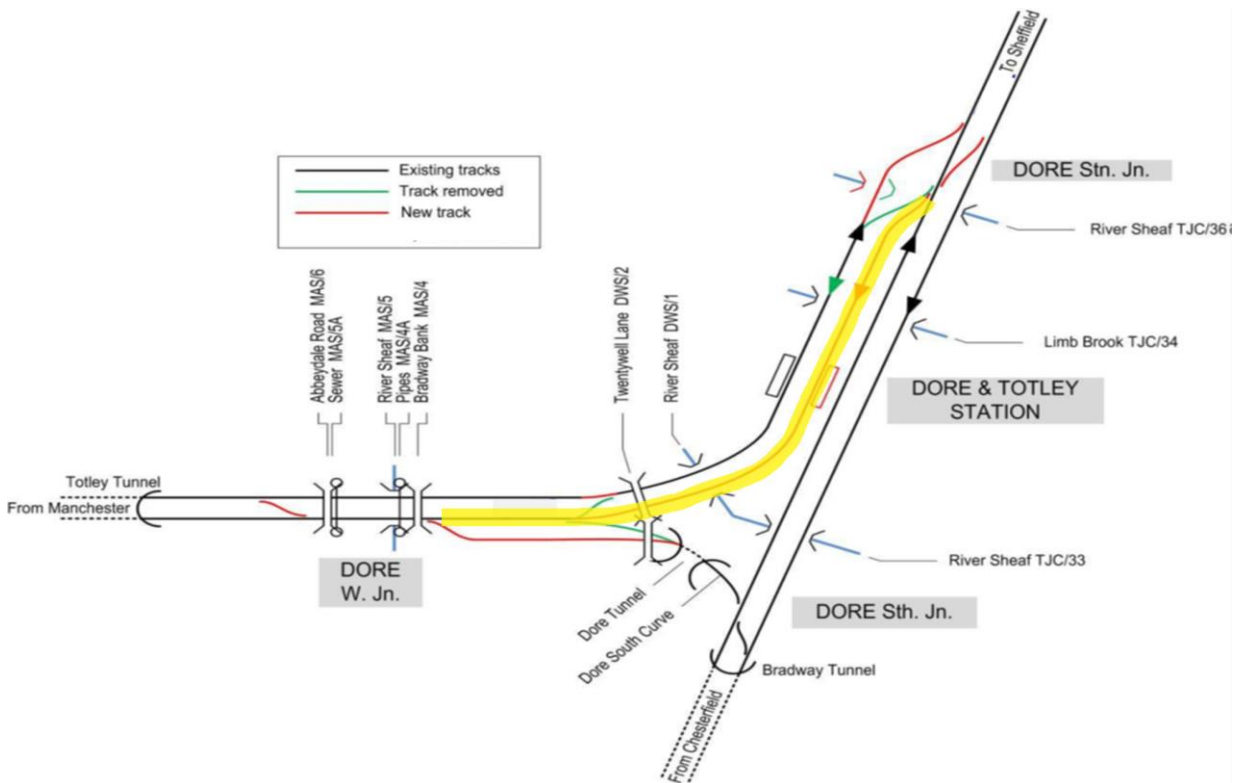


Figure 2: New Down Hope Valley line between Dore station and Dore West Junction highlighted in yellow (from Project technical file)

Item	ELR	From	To
Dore & Trolley Station - Platform 1 and footbridge	DWS	0m 23ch	0m 31ch
	DWS	0m 54ch	0m 0ch
Down Hope Valley Line	MAS	154m 16ch	154m 31ch

The restrictions or limitations of use on the structural subsystem are as described in the UK Declaration of Verification (Reference 136126-NWR-00-0000-HSF-W-PM-000045, Version P01, dated 22/03/2024) and the ApBo/DeBo Technical File Reference Report (Reference NCB_N05533_CAR_5696, Issue 1, dated 2/03/2024) contained within your technical file.

Your application was incomplete. You have not complied with requirements for providing a compliant step-free alternative route, mandated under clauses 4.2.1.2.1 and 4.2.1.2.2 of the PRM NTSN. These are legally binding accessibility requirements when stations are upgraded. During engagement with ORR, it was explained to you that your application is required to demonstrate compliance with all applicable clauses, and that ORR is not empowered to permit you to disregard any applicable requirement. You were expected to manage your project such that all certification and



any necessary exemptions would be in place at the time that you made your application, and you have not done this. Where cases for exemption were identified, you were expected to apply for them at the earliest possible stage so that a negative decision would not impact readiness for entry into service.

An incomplete application would normally be grounds for rejecting an application. However, we have consulted with DfT about the implications of the non-compliances for users of the rail system if allowed for a brief period after entry into service. We agreed that any impacts will be managed and sufficiently mitigated for a brief period and concluded that in this case it is appropriate to conditionally authorise the subsystem despite the shortcomings in your application. This does not permit you to bypass the requirements of standards mandated by UK law for the design of new railway stations and the authorisation is granted on the condition that compliance with these clauses is achieved by 12 April 2024, dates that you have proposed.

Clause	Requirement	Summary
4.2.1.2.1 (2)	Where thresholds are installed on a horizontal route, they shall contrast with the surrounding floor and shall not be higher than 2,5 cm.	Thresholds to be verified compliant once lifts commissioned. Required completion date 12 th April 2024
4.2.1.2.2 (1)	Where an obstacle-free route includes a change in level, there shall be a step-free route providing an alternative to stairs for mobility impaired people	Lifts to be certified and provision of step-free alternative route to be verified. Required completion date 12 th April 2024

There is no provision in the regulations for amending the scope or deadline of this condition. If these conditions have not been addressed by the defined dates it may be necessary to take enforcement action against the operator of the station, in accordance with our enforcement policy.

Your Declaration of Control of Risk (DoCoR) (Reference 136126-NWR-00-0000-HSF-W-PM-000044, Version P01, dated 18/03/2024) 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. Your Safety Assessment Report (Reference NCB_N05533_SAR_5730, Version 1.0, dated 23/02/2024) is supportive and one recommendation and four observations have been



raised. These have been sufficiently addressed and deemed closed within your DoCoR.

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
Michelle Cole	Head of Rail Standards, Rail Safety and Standards, DfT
David Galloway	Head of System Compatibility, Network Rail
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