

Lucy Grogan
Project Sponsor
Network Rail Eastern Region
George Stephenson House
Toft Green
York
YO1 6JT

Your Ref:
TRU Project E1 - INF Subsystem
Technical File and UK DoV APiS
Request

Our Ref:
PRM-IOP-00572

IN Number:
UK/61/2025/0003

Date:21/03/2025

Robin Jenkins
On-Track Machine Engineer
Office of Rail and Road
23 Stephenson Street
Birmingham
B2 4BH

Dear Lucy

**THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED
TRANSPENNINE ROUTE UPGRADE PROJECT E1, CHURCH FENTON TO YORK**

I refer to your application for authorisation received on the 21st February 2025. 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 TransPennine Route Upgrade (TRU) - Project E1, located on Engineer's Line Reference (ELR) ECM4 188m 0132yds (south of York station) to NOC10m 0968yds (north of Church Fenton station).

The scope of the authorisation comprises of:

- Plain line track renewals on the Up and Down Leeds lines with minimal realignment to improve track quality, resilience and to enable line speeds to be increased.
 - Authorisation limits on the Down Leeds are ELR ECM4 186m 0966yds to ELR NOC 10m 0587yds
 - Authorisation limits on the Up Leeds line are ELR ECM4 186m 0944yds to ELR



NOC 10m 0421yds

- Reconstruction of culverts NOC/12A and NOC/23.
- Geotechnical work, including the installation of embedded retaining structures (sheet piles and king post walls), has been completed along the Down Leeds Line to provide lateral track support and widen the embankment crest and cess, creating a Continuous Position of Safety (CPOS).

There are no restrictions or limitations of use on the structural subsystem as described in the Declaration of Verification, reference: 151666-TRA-00-TRU-CRF-W-SE-000006 - TRU Project E1 DoV version P01 dated 19/02/2025 and described in the Approved Body and Designated Body Technical File Reference Report, reference: 397396 MMRA APBO 0076 00 - TRU E1 INF TF Reference Report version 00 dated 31/01/25.

The Eastern System Review Panel has endorsed this project (SRP endorsement letter dated 18/02/2025). The project is required to satisfy themselves and Eastern SRP that the remaining recommendations in the TRU E1 GRIP 6 Infrastructure Safety Assessment Report, reference: 397396 MMRA ASBO 0075 00 dated 30/01/25, and requirements in SRP's endorsement letter have been sufficiently addressed and managed in accordance with the Declaration of Control Risk, reference: 151666-TRA-00-TRU-HSF-W-SS-400014, P03, dated 12/02/2025, before entry into passenger service.

Elements of Underbridge NOC 17/L are currently being monitored with the objective of undertaking rectification works. This is identified in the Safety Assessment Report as hazard E1-S-BRI-0051. The underbridge has been assessed as meeting the requirements of the NTSN. The project has provided assurance that a robust monitoring plan will remain in place until the works have taken place, and that this has been agreed with the asset owner.

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

Richard Hines
HM Chief Inspector of Railways and
Director, Railway Safety.

Cc

James Le Grice	Head of Interoperability, Safety and Standards DfT
David Galloway	Head of System Compatibility, Network Rail
Steve Fletcher	ORR Deputy Director Engineering & Asset Management
Dermot Kelly	ORR Head of Civil Engineering
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