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Contracts Project Manager
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Our Ref
PRM-IOP-0311

EIN Number
UK/61/2019/0015

Date - 12th
March 2021

**Contact: Luisa Freitas
Civil Engineer**

Dear Tom,

**THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED
WORCESTERSHIRE PARKWAY STATION**

I refer to your application for authorisation received on 11 December 2020. Following review of your application I can confirm that ORR grants an extension to the previous authorisation granted on the 30 January 2020 under Regulation 4(1)(a) of the Railways (Interoperability) Regulations 2011, as amended. This extension of authorisation is for the placing in service the

Worcestershire Parkway Station, now including the 28 meters of the end of Platform 2, defined by the following limits:

- Platforms 1, 2 and 3
- Tracks within the platforms
 - . ELR: BAG2 Mileage 67m 00ch to 67m 13ch (Platform 1)
 - . ELR: BAG2 Mileage 67m 00ch to 67m 12ch (Platform 2)
 - . ELR: OWW Mileage 116m 55ch to 116m 68ch (Platform 3)
- Station building and approaches
- One overbridge above the BAG2 line (OB 68-12)

The conditions of use of the structural subsystem are those listed on the following documents:

- Declaration of Verification reference WPK/DOV/NG/001, version A02, dated 23/01/2020
- Declaration of Verification Reference WPK–Declaration of Verification, dated 10/12/2020 –
- NoBo/DeBo Conformity Assessment Report 362610/MMRA/NoBo/004/01, issue 01
- NoBo/DeBo Addendum Conformity Report ref 362610/MMRA/NoBo/007/00, dated 20/11/2020.
- Addendum Safety Assessment Report reference 362610/MMRA/AsBo/0006/00, dated 19/11/2020.

Conditions – from Addendum NoBo/DeBo Conformity Assessment Reports

Platform offset

1299/2014/EU clause 7.7.17.7 UK network for GB: specific case for platform offset: 'As-built' values are outside of the permitted tolerance in the national technical rule GI RT 7020, clause 2.2. The project entity has received a temporary deviation from RSSB certificate number: 19-074-DEV valid until January 2021, which has been extended until June 2021.

Condition 1 (DeBo Condition 1): Before expiry of the RSSB temporary deviation authority (to which RSSB certificate number 19-074-DEV applies), the project entity shall reconcile the non-compliance of platform offsets and obtain unconditional certification from the designated body.

We acknowledge that the previous Condition 2 and 3 (copied below) have now been closed. Project has confirmed that the Lighting and STI-PA testing have been completed and are compliant. NoBo assessment of these requirements is incorporated in the addendum report ref 362610/MMRA/NoBo/007/00, dated 20/11/2020

Lighting

1300/2014/EU PRM TSI 4.2.1.9 Lighting: Functional illuminance levels for the main car park, disabled car park, the lift lobby on platform 1 and emergency lighting have not been demonstrated

Condition 2 (NoBo Condition 1): The functional illuminance levels need to be demonstrated to the satisfaction of the station facility owner, prior to putting the object of assessment into use.

Spoken Information

1300/2014/EU PRM TSI 4.2.1.11 Spoken Information: Final STI-PA testing is incomplete.

Condition 3 (NoBo Condition 2): Compliant whole system testing results for the public address system need to be provided to the satisfaction of the station facility owner within eight weeks of authorisation.

The Western & Wales System Review Panel have endorsed this project and are satisfied that any identified hazards, have been adequately closed and/or transferred to the appropriate body before placing in service in accordance with the Declaration of Control of Risk DoCoR (Reference: RA-WPS-DOC-10105 version 02 dated 20/01/2020).

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 their 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, Commission Implementing Decision 2011/633/EU. This will include such further information as the registration entity may reasonably require as set out in the relevant standard.

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

Yours sincerely



Steve Fletcher
Deputy Director,
Engineering & Asset Management

Cc

Ian Jones	Head of Interoperability, Safety and Standards DfT
Kathryn Gibb	HM Inspector of Railways – TOC South, ORR Railway Safety Directorate
Dermot Kelly	Head of Civil Engineering, ORR
Pete Gracey	Head of Interoperability and Rail Vehicle Engineering, ORR