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Your Ref **161778**

Case Ref **PRM-IOP-0296**

IN Number
UK/61/2022/0004

17th May 2022

Contact: Matt Gillen

Dear Kevin

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

I refer to your application for authorisation, received on 29th April 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 Reston Station, a new two-platform station on the East Coast Main Line, with a new park-and-ride station car park and footbridge. This is for placing into service under the Infrastructure (INF) and Passengers of Reduced Mobility (PRM) NTSN requirements.

This authorisation is defined by the following limits:

ELR	Track ID	INM Description	Start mileage / (Project chainage)	End mileage / (Project chainage)
ECM8	1100	Up Line (Platform 1)	46m 0767y (74732m)	46m 1058y (75002m)
ECM8	2100	Down Line (Platform 2)	46m 0767y (74732m)	46m 1058y (75002m)

The restrictions or limitations of use on the structural subsystem are those listed on the UK Declaration of Verification (Reference 161778-NWR-CRF-DEL-000001, version 02, dated 06/05/2022) and contained in your technical file assessment report (Reference NCB_N05395_CAR_4680, version 01, dated 29/04/2022).



Condition	Clause	Requirement
1	PRM NTSN 4.2.1.2 & 4.2.14	<p>The project shall confirm the realisation of the design or complete the construction phase checks via As-Built drawings or site inspection as detailed in PRM NTSN Table E1. Ref ApBo Certificate Condition 1.</p> <p>The installation confirmation of the design forms part of the EIS process for the station and is due to be completed on the 10th May 2022. This condition shall be closed by ApBo assessment and presentation to SRP by July 2022.</p> <p>Completion date: by 12th July 2022</p>
2	PRM NTSN 4.2.19	<p>Construction phase assessment of the lighting installation must be completed as detailed in PRM NTSN Table E.1. Ref ApBo Certificate Condition 2.</p> <p>Testing will be completed as part of the station EIS process and is currently scheduled to be completed by the 13th of May 2022 in the presence of the ApBo. Pre-witness testing evidence was supplied to the ApBo on the 15th of April 2022. This condition will be closed by ApBo assessment and presentation to SRP by July 2022.</p> <p>Completion date: by 12th July 2022</p>

Closure of the above conditions is to be completed by the date specified, confirmed by an appropriate Conformance Assessment Body and reported to ORR.

The Safety Assessment Report (Reference NCB_N05395_SAR_4475, issue 1.0, dated 02/02/2022) undertaken by the Assessment Body supports the project putting the change into use, subject to the following being addressed:

- Conclusion of the ApBo/DeBo conformity assessment to demonstrate fulfilment of those safety requirements which reference NTSN compliance;
- Demonstration of fulfilment of all other relevant safety requirements;
- Timeous close-out of those recommendations applicable to authorisation; and
- Completion of the EIS and AMP processes as appropriate for the current stage.

7 recommendations have been made. No non-conformances or non-compliances were identified.

Your Declaration of Control of Risk (Reference 161778-NWR-STM-MPM-000002, version 2.0, dated 17/05/2022) states that all hazards, associated risks, safety requirements and



safety measures resulting from the risk assessment have been controlled to an acceptable level. The 7 recommendations have been acknowledged and an update provided. The project deems that two of these have been closed and provided evidence. In addition, confirmation has been received from ScotRail that no issues were received following the VAP Panel and that a final site visit has been completed with ScotRail to confirm closure on 17th May 2022. The remaining recommendations are considered ongoing and will be captured as part of the project's final Entry into Service requirements. The project is required to satisfy themselves and Scotland System Review Panel (SRP) that all these recommendations have been sufficiently addressed before 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, 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
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