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 WAML CI Programme
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Our Ref PRM-IOP-0310

EIN Number
 UK/61/2019/0002

Date 29 May 2019

**Contact: Luisa Freitas
 Civil Engineer**

1 Kemble Street
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Dear Steve,

**THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED
 WEST ANGLIA MAINLINE CAPACITY IMPROVEMENT**

I refer to your application for authorisation, received on the 24 May 2019. 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 West Anglia Mainline Capacity Improvement defined by the following limits:

The scope of the track assessment in terms of start and finish mileages is as follows:

ELR Track ID	Location	Start mileage (Miles, yards) and project chainage (metres)	End mileage (Miles, yards) and project chainage (metres)
SDC 2100	Down Temple Mills (2523A points including crossover)	6m 0856y / 06710m	6m 0968y / 06822m
SDC 1100	Up Temple Mills (2523A points including crossover and 2524 points)	6m 0887y / 06728m	6m 1050y / 06887m
SDC 3400	Up Temple Mills (2524 points) to Coppermill Junction (to be known as Lea Valley Reversible)	6m 0887y / 06728m	7m 0345y / 07924m
BGK 3400	Coppermill Junction to buffer stop at Meridian Water station (to be known as Lea Valley Reversible)	4m 1620y / 07924m	7m 1103y / 12272m

The scope of the existing underbridges with new bridge superstructure assessment is as follows:

- UB SDC/666B – New River Underbridge – 6m 1584y
- UB BGK/1391 – Coppermill River – 4m 1694y
- UB BGK/1391S – Cattle Creep and Stream – 4m 1694y
- UB BGK/1393 – Subway and River Lea – 5m 0836y
- UB BGK/1395A – 36 Inch Water Pipe – 5m 1628y
- UB BGK/1400 – Carbunkle Ditch – 6m 0990y
- UB BGK/61256 – 700 mm Culvert – 6m 1256y

The scope of the existing underbridges and existing culverts assessment is as follows:

- UB SDC/664B – River (Low Hall) – 6m 1276y
- Culvert SDC/665 – No name – 6m 1496y
- UB BGK/1392 – Met Water Board Subway – 5m 0748y
- UB BGK/1396A – Lower Moselle Brook (New Cut) – 6m 0198y
- UB BGK/1398S – Park Bridge Road Subway – 6m 0683y
- UB BGK/1400 – Stream (Carbuncle Ditch) South – 6m 0990y
- UB BGK/1401A – Pipe Subway – 7m 0880y

The scope of the new footbridges assessment is as follows:

- FB BGK/1396B – Tottenham Hale station Footbridge – 5m 1672y
- FB BGK/1400B – Northumberland Park station Footbridge – 6m 1628y
- FB BGK/1401B – Meridian Water station Footbridge – 7m 0880y

The scope of the upgrade and renewals at Tottenham Hale station assessment is as follows:

- ELR BGK, 5m 1714y to 6m 0145y - includes paid station concourse area, link corridor, stairs from link corridor to platform 2/3, new escalator and new lift to/from link footbridge (inclusive) to platform 2/3 and new platform 2. See also exemptions below.

The scope of the upgrade and renewals at Northumberland Park station assessment is as follows:

- ELR BGK, 6m 1492y to 6m 1724y - includes the new ramped 24hr footbridge on western and eastern sides of the station, new staircases to footbridge, new lift from footbridge to platforms 2/3 and new platform 2. See also exemptions below.

The scope of the new station called Meridian Water station assessment as follows:

- ELR BGK, 7m 0892y to 7m 1083y - includes the east and west entrance stairs, public concourse area including two lifts, paid concourse area, platforms 2, 3 and 4 and stairs to/from these platforms.

The Anglia System Review Panel (Anglia SRP) have endorsed this project and are satisfied that any identified hazards both legacy and residual 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 -128008-NRS-RAR-MPM-000058, Version 3.

The conditions of use of the structural subsystem are those listed on the Declaration of Verification reference 128008-NRS-REP-MPM-500065, version 1.0, dated 24/05/2019 and described in the NoBo/DeBo Verification Report reference NCB_128008_NoBo-DeBo AR_3111, version 2.0, dated 24/05/2019.

These conditions, as discussed in daily tele-conferences from 7 May until 24 May between L.Freitas,S.Fletcher/SVidler/A.Caddy/K.Sullivan/B.Bamrah/R.Packer and R.Turner , must be met within the timescales specified that are reproduced below for convenience.

Conditions – from NoBo/DeBo Conformity Assessment Report

NoBo Condition 1 - INF TSI points 4.2.4.1(Nominal Track Gauge) and 4.2.4.2 (Cant)

The as-built 'assembly before putting into service' evidence is to be assessed for compliance with the INF TSI, Appendix B, table 37. This is to be completed by 29 November 2019.

NoBo Condition 2 - PRM TSI points 4.2.1.9 (Lighting) and 4.2.1.11 (Spoken Information)

The as-built witness inspection and validation of illuminance levels and the STI-PA level are to be undertaken at Tottenham Hale, Northumberland Park and Meridian Water stations. This is to be completed by 29 November 2019.

Note – The as-built witness inspection for Tottenham Hale and Northumberland Park stations will only be completed once the design compliance has been fully demonstrated.

NoBo Condition 3 - PRM TSI Appendix E, Table E.1 (Constructed subsystem)

The as-built drawings or a site inspection are to be assessed where they differ from the design rules or drawings used in the design review for compliance with the PRM TSI. This is to be completed by 29 November 2019.

NoBo Condition 4 - PRM TSI Appendix D, Table D.1, point 5.3.1.1 (Displays)

Meridian Water display screens do not have an interoperability constituent declaration of conformity. This is to be resolved by 29 November 2019.

DeBo Condition 1- INF TSI Points 4.2.3.1 (Gauge), 4.2.3.2 (Distance between track centres), 4.3.9.2 (Platform height) and 4.2.9.3 (Platform offset)

The as-built 'assembly before putting into service' evidence is to be assessed for compliance with the INF TSI, Appendix B, table 37 with the applicable NNTRs. This is to be completed by 29 November 2019.

ORR noted the letter from Network Rail reference 128008-NRS-LET-MPM-000117, dated 23 May 2019. The letter confirms full PRM TSI design compliance achievement by 26 July 2019 and testing and certification by 6 September 2019.

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

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

Yours sincerely

A handwritten signature in black ink, appearing to read 'S Fletcher', written in a cursive style.

Steve Fletcher
Deputy Director,
Engineering & Asset Management

Cc

Ian Jones Head of Interoperability, Safety and Standards DfT

Paul Hooper Interoperability Manager ORR

David Metson HM Principal Inspector of Railways Anglia Route

Kevin Sullivan Senior Programme Manager, IP Anglia

Andrew Caddy Project Manager, IP Anglia

Simon Thick Anglia SRP