

Kafui Agbodo
Network Rail
Capital Delivery Eastern
George Stephenson House
Toft Green
York
YO1 6JT

Case Ref; PRM-IOP-0491

IN number; UK/61/2024/0008

Date; 30th May 2024

Your Ref; 176570

Contact; Adam Green
Office of Rail and Road
3rd Floor,
Mallard House,
Kings Pool 1-2
Peasholme Green
York YO1 7PX

Dear Kafui Agbodo,

**THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED
Hartlepool Station Upgrade (PRM and INF NTSN)**

I refer to your application for authorisation, received on the 2nd May 2024. Following review of your application, I can confirm that ORR grants an authorisation under regulation 4(1)(a) of the Railways (Interoperability) Regulations 2011, as amended.

The scope of the project comprises of a single work package which covers all associated works to Hartlepool station, footbridge, and reinstatement of Platform 3.

The extents of this authorisation is limited to; ELR: LEN3 (71 miles 48 chains to 71 miles 56 chains).

The structural subsystem is Infrastructure and authorisation is sought for the station. Authorisation has been independently verified against the Infrastructure NSTN and Persons of Reduced Mobility (PRM) in compliance with the Railway (Interoperability) (Amendment) Regulations 2019.



There are no restrictions or limitations of use on the structural subsystem as described in the declaration of verification (DoV) 176570-NWR-CRF-ESE-000001 v2 dated 30th April 2024 and contained in your ApBo/DeBo technical file. Technical File Reference is 100107368_001_MMRA_APBO_0004_MMRA, version 2.0, dated 22 April 2024 for both ApBo and DeBo.

The Eastern Region System Review Panel have endorsed this project as per letter reference EAS – NE - 0154 , dated 25/04/2024 and sent an email dated 28th May 2024 confirming all conditions stated on their letter have been closed out. The Hazard closure, provision evidence and actions to close them as part of the entry into service process have been acknowledge in the DoCoR 176570-NWR, version 2.0 dated 24/04/2024. The project is required to satisfy themselves and Eastern Region System Review Panel that these have been sufficiently addressed and the recommendations are closed before entry into passenger service.

The upgraded 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 subsystems.

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
David Galloway	Head of System Compatibility, Network Rail
Dermot Kelly	ORR Head of Civil Engineering
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