

Jonathon Hepton  
Project Sponsor  
Network Rail  
Transpennine Route Upgrade  
Square One  
4 Travis Street  
Manchester  
M1 2NY

Case Ref PRM-IOP-0487  
IN number UK/61/2024/0014

17 October 2024

**Contact: Matt Gillen**

Dear Jonathon

**THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED  
TRU WEST PROJECT W4 EIS F (MORLEY STATION)**

I refer to your application for authorisation, received on the 16 September 2024. 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 following:

- New twin track non-electrified railway
- Relocated Morley Station including two platforms, footbridge, lift and car park
- New footbridge (MDL1/32A) to replace the removed Lady Anne level crossing

The limits of authorisation are defined as following:

Description	Track ID	ELR	From	To
Area B Lady Anne footbridge MDL1/32A	2100 / 1100	MDL1 (Down & Up)	35m 1254yd	35m 1254yd
Area A-B design for linespeed increase	2100	MD1 (Down)	35m 0687yd	35m 0845yd
Area A-B design for linespeed increase	1100	MD1 (Up)	35m 0714yd	35m 0860yd
Area M design for linespeed increase	2100	MD1 (Down)	38m 0322yd	38m 1383yd
Area M design for linespeed increase	1100	MD1 (Up)	38m 0322yd	38m 1340yd
Morley Station	2100	MD1 (Down)	38m 0656yd	38m 0820yd
Morley Station	1100	MD1 (Up)	38m 0651yd	38m 0815yd

The restrictions or limitations of use on the structural subsystem are as described in the UK Declaration of Verification (Reference 151667-TSA-00-TRU-UAP-W-SS-



001028, version 2, dated 15/10/2024) and ApBo/DeBo Technical File (Reference NCB\_N05585\_CAR\_5635, version 2.0, dated 11/10/2024). All requirements have been demonstrated as compliant.

Your Safety Assessment Report (Reference NCB\_N05585\_SAR\_5705, Issue 1, dated 28/03/2024) states that there is sufficient evidence to demonstrate suitable application of CSM-RA for the scope of assessment. It highlights two open recommendations and one observation. Your Declaration of Control of Risk (Reference 151667-TSA-00-TRU-UAP-W-SS-000989, Version 2.0, dated 06/09/2024) states that the safety requirements and safety measures resulting from the risk assessment and all identified hazards and associated risks are controlled to an acceptable level. The declaration references the findings from the SAR and associated actions to close.

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 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 subsystem(s).

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
Giles Turner	ORR Head of Interoperability and Rail Vehicle Engineering
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Caroline Barter	ORR HM Principal Inspector of Railways