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Your Ref **158989-ARP-RG-
ST-AP-Z-000003**

Case Ref **PRM-IOP-0358**

IN Number
UK/61/2023/0003

11th May 2023
Contact: Matt Gillen

Dear James

**THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED
 READING GREEN PARK STATION**

I refer to your application for authorisation, received on 3rd May 2023. 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 Reading Green Park Station, which covers:

- A new station building with ticket office, ticket vending machines and toilet facilities;
- Car park and obstacle free routes;
- Two single sided platforms, 150 metres (m) in length to accommodate 6-car trains;
- Footbridge, stairs and lifts to access the platforms from the station building;
- Platform canopies;
- Waiting shelters, customer information screens, closed circuit television, lighting, public announcement system, passenger help points, signage and furniture, and
- Platform gauging and structure gauge at platforms.

This is for placing into service under Infrastructure (INF) and Passengers of Reduced Mobility (PRM) NTSN requirements.

This authorisation is defined by the following limits:

ELR	TID	INM Description	Start mileage	
BKE	1100	Platform 1, including station building and PRM car parking	38m 1540yds	38m 1704yds
BKE	2100	Platform 2, including station building and PRM car parking	38m 1540yds	38m 1704yds



The restrictions or limitations of use on the structural subsystem are those listed on the UK Declaration of Verification (Reference 158989-ARP-RG-ST-AP-Z-000002, version A02, dated 03/05/2023) and contained in your technical file Conformance Assessment Report (Reference NCB_N04554_CAR_5406, version 02, dated 02/05/2023). There are no associated conditions.

The Safety Assessment Report (Reference NCB_N04554_SAR_5060, issue 1.0, dated 31/01/2023) undertaken by the Assessment Body supports the project putting the change into use, subject to the following being addressed:

- Broadly acceptable hazard RGP-HAZ-001 is discussed and agreed with the freight operating company.
- The recommendations raised in the pedestrian flow analysis are discussed and appropriately agreed with the train operator.
- The safety conditions noted in the safety justification report are satisfactorily closed.
- The proposer satisfies themselves that further safety requirement fulfilment is appropriately completed.

No non-compliances have been identified. 9 observations have been made.

The Declaration of Control of Risk (Reference 158989-ARP-RG-ST-AP-Z-000001, version A03, dated 03/05/2023) states that all hazards, associated risks, safety requirements and safety measures resulting from the risk assessment have been controlled to an acceptable level. The 5 recommendations from the SAR have been acknowledged and a response provided. The remaining Safety Conditions from the Pre-commissioning Safety Justification Report (Reference 158989-ARP-RG-XX-RP-Z-000105, version A02, dated 12/01/2023) have all been closed. A response has been provided for each observation and evidence provided where necessary.

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.

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

Steve 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
Giles Turner	ORR Head of Interoperability and Rail Vehicle Engineering
Martin Wakefield	Senior Conformance Engineer, Network Certification Body
Dermot Kelly	ORR Head of Civil Engineering
Donald Wilson	ORR HM Principal Inspector of Railways