



Marcus Barnes
NR Senior Sponsor
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Case Ref PRM-IOP-0460

IN number
UK/61/2023/0010

Date 22nd September 2023

Contact: Adam Green
ORR, 3rd Floor, Mallard House,
Kings Pool
1-2 Peasholme Green
York.
YO1 7PX

Dear Marcus Barnes,

THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED
Headbolt Lane (INF NTSN AND PRM NTSN)

I refer to your application for authorisation, received on the 8th September 2023. 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.

Headbolt Lane station is located on the Walton to Kirby branch (ELR WJK and WKL2) and connects to Wigan to Kirkby branch (ELR WKL2). The new station is between Kirkby station and Rainford station. This authorisation is for the placing in service of the Headbolt Lane Station 28m 1037y to 28m 1407y (WKL2) and associated infrastructure located as follows:



ELR/ LOR	Track ID	Description	Start mileage/ Project chainage	End mileage/ Project chainage
WKL2/ NW6015	3603 Single	Pemberton to Headbolt Lane (Northern)	28m 1019y (2601 m)	28m 1227y (2410 m)
WKL2/ NW8009	3400 Single 3601 Down 3602 Up	Kirkby to Headbolt Lane (Merseyrail)	28m 1227y (2410 m)	29m 0902y (1098 m)
WJK/ NW8009	3400 Single	Headbolt Single (INF)	29m 0902y (1098 m)	29m 0921y (1081 m)

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

The restrictions or limitations of use on the structural subsystem are those contained on the declaration of verification (DoV) 170248-NWR-CRF-EMG-000006 version 1.1 dated 19/09/2023 and contained in your ApBo/DeBo technical file. Technical File Reference; NCB_N05625_CAR_ 5338 version 2.0 19/09/23.

Your application was incomplete. You have not installed lighting that meets the requirements mandated under clause 4.2.1.9 (1) of the PRM NTSN. These are legally binding accessibility requirements for new railway stations such as Headbolt Lane. During engagement with ORR it was explained to you that your application is required to demonstrate compliance with all applicable clauses, and that ORR is not empowered to permit you to disregard any applicable requirement. You were expected to manage your project such that all certification and any necessary exemptions would be in place at the time that you made your application, and you have not done this.

An incomplete application would normally be grounds for rejecting an application. However we have consulted with DfT about the implications of the non-compliance for users of the rail system if allowed for a brief period after entry into service. We agreed that any impacts are sufficiently minor to be managed for a brief period and concluded that in this case it is appropriate to conditionally authorise the subsystem despite the shortcomings in your application. This does not permit you to bypass the requirements of standards mandated by UK law for the design of new railway stations and the authorisation is granted on the condition that compliance with the outstanding clause is achieved by 17 November 2023, a date that you have proposed.

There is no provision in the regulations for amending the scope or deadline of this condition. If the condition has not been addressed by the defined date it may be necessary to take enforcement action against the operator of the station, in accordance with our enforcement policy.



Your application sets out the way you and the station operator will manage the effects of the non-compliance until it has been addressed. This does not override your respective duties under health and safety legislation to manage risks to health and safety, or your responsibilities arising from the Equality Act 2010.

The conditions / requirements which must be met by the time specified below are:

Clause	Requirement	ApBo PRM Condition summary
PRM 4.2.1.9 (1) The illuminance level of the external areas of the station.	Provision of supplementary lighting	Supplementary lighting requires to be modelled, constructed and resulting output proven (through a repeat of the previous test measurement regime) at the east concourse area of Headbolt Lane station to demonstrate construction phase compliance in accordance with the requirements of clause 4.2.1.9 (1) of the PRM NTSN, within 8 weeks following authorisation. During this interim period, the project (with the station facilities operator) are to consider and document any associated hazards through CSM, agree (and put in place) suitable and sufficient control measures to manage and provide demonstrating evidence in the proposers article 16 declaration. Completion date: Friday 17th November 2023

The NW&C System Review Panel has endorsed this project (SRP endorsement letter dated 08/09/2023). SRP is satisfied that the recommendations listed in the Safety Assessment Report reference: NCB_N05625_SAR_5339 version 1.0 dated 02/06/2023, are considered closed and managed in accordance with the Declaration of Control Risk reference: 170248-NWR-REP-ESS-000002, version 2.0 dated 08/09/2023.

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.

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



James Le Grice	Head of Interoperability, Safety and Standards DfT
David Galloway	Head of System Compatibility, Network Rail
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