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Business Director  
Seilwaith Amey Cymru / Amey Infrastructure Wales  
Amey Infrastructure Wales Limited  
C/O Amey Rail Transport for Wales  
CVL Infrastructure Depot / Ty Trafnidiaeth  
Trefforest Industrial Estate  
Pontypridd  
CF37 5UT

Case Ref PRM-IOP-0503  
IN number UK/61/2023/0017

1<sup>st</sup> December 2023

**Contact: Matt Gillen**

Dear Wayne

**THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED  
QUAKERS YARD STATION – NEW PLATFORM, FOOTBRIDGE AND  
MODIFICATIONS TO EXISTING PLATFORM**

I refer to your application for authorisation, initially received on 7<sup>th</sup> November 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 Quakers Yard Station, which includes:

- New Up platform,
- New footbridge,
- Modifications to the existing platform.
  - Platform extension to the west
  - Platform cut-back to the east with pedestrian barrier
  - Track alignment alongside platform
  - New waiting shelter and bicycle storage area
  - New lighting on the platform extension
  - New Passenger Information Display
  - Station signage: wayfinding and safety
  - PA / VA system

The limits of authorisation are defined as following:

ELR	Track ID	From	To
<b>CAM</b>	3100	17m 65ch	17m 73ch

The restrictions or limitations of use on the structural subsystem are as described in the UK Declaration of Verification (Reference TRAN01-KAW-ZZ-CVL-UPF-Z-MF-000122, Version P03.0, dated 30/11/2023) and the ApBo/DeBo Technical File



Reference Report (Reference ACS3167R25, Issue 3, dated 17/11/2023) contained within your technical file.

Your application was incomplete. You have not complied with requirements for lighting, route identification and spoken information mandated under clauses 4.2.1.9, 4.2.1.2.3 and 4.2.1.11 of the PRM NTSN. These are legally binding accessibility requirements when stations are upgraded. 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. Where cases for exemption were identified, you were expected to apply for them at the earliest possible stage so that a negative decision would not impact readiness for entry into service.

An incomplete application would normally be grounds for rejecting an application. However, we have consulted with DfT about the implications of the non-compliances 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 clause 4.2.1.9 is achieved by 1 March 2024, clause 4.2.1.2.3 is achieved by 31 March 2024, and clause 4.2.1.11 by 31 May 2024, dates that you have proposed.

**Conditions:**

Clause	Requirement	Summary
4.2.1.2.3.R4	If there are handrails or walls within reach along the obstacle-free route to the platform, they shall have brief information (for example platform-number or direction information) in Braille or in prismatic-letters or numbers on the handrail, or on the wall at a height between 145 cm and 165 cm.	Compliant design to be produced, installed, and verified.  <b>Required completion date</b> 31 March 2024
4.2.1.9.R2	The illuminance level along obstacle-free routes shall be adapted to the visual task of the passenger. Particular attention shall be paid to the changes of levels, ticket vending offices and machines, information desks and information displays.	Compliant design to be produced, installed, and verified.  <b>Required completion date</b> 1 March 2024



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<b>4.2.1.11.R1</b>	The spoken information shall have a minimum STI-PA level of 0,45, in accordance with the specification referenced in Appendix A, index 5.	Compliant design to be produced, installed, and verified.
		<b>Required completion date</b> 31 May 2024

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

Your Declaration of Control of Risk (DoCoR) (Reference TRAN01-KAW-ZZ-CVL-UPF-Z-MF-000121, Version 2.0, dated 07/11/2023) states that the safety requirements and safety measures resulting from the risk assessment have been fulfilled and that all identified hazards and associated risks are controlled to an acceptable level, in line with your Safety Assessment Report (Reference ACS/3167/R24, Issue 1, dated 14/09/2023).

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
James Andrews	Chair of Amey Infrastructure Wales Assurance Panel (AIWAP)
Phil Bebbington	Head of Infrastructure Certification, AEGIS Certification
Dermot Kelly	ORR Head of Civil Engineering
Giles Turner	ORR Head of Interoperability and Rail Vehicle Engineering
ORR Interoperability	<a href="mailto:interoperability@orr.gov.uk">interoperability@orr.gov.uk</a>
Kathryn Gibb	ORR HM Principal Inspector of Railways