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

Case Ref PRM-IOP-0510

IN number UK/61/2024/0003

9th February 2024

Contact: Matt Gillen

Dear Wayne

**THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED
TREHERBERT STATION – CONVERSION OF EXISTING PLATFORM TO ISLAND
PLATFORM**

I refer to your application for authorisation, received on the 9th February 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 Treherbert Station, which includes:

- Conversion of the existing platform to an island platform, with a new platform structure towards the rear of the existing platform to allow access to trains entering the new bay platform line
- Changes to existing platform to adjust coping stones to provide level access and platform-edge tactiles. Requirements related to the new platform position are not covered by this authorisation and have already been assessed and authorised as part of the Treherbert Branch track upgrades¹
- Changes to the station entrance
- New platform shelter, platform lighting, signage, PA system and passenger information systems

¹ [Amey Rail Transport for Wales TAM B Track \(RS2THT\) Treherbert Branch: ORR authorisation letter dated 31 January 2024](#)

The limits of authorisation are defined as following:

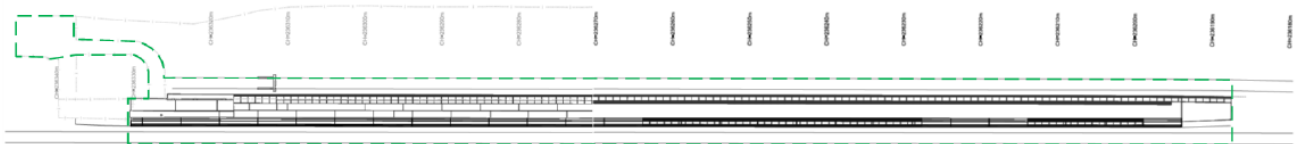


Figure 1: Authorisable extents and limits of Treherbert Station (from Project Technical File)

ELR	From	To
THT	23m 1033yds	23m 1187yds

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-000137, Version P02.0, dated 09/02/2024) and the ApBo/DeBo Technical File Reference Report (Reference 770857, Issue 1, dated 08/02/2024) 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 these clauses is achieved by 23 July 2024, dates that you have proposed.



Clause	Requirement	Summary
4.2.1.2.3	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. Required completion date 23 rd July 2024
4.2.1.9	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. Required completion date 23 rd July 2024
4.2.1.11	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. Required completion date 23 rd July 2024

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-000133, Version 2.0, dated 06/02/2024) 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. Your revised Safety Assessment Report (Reference 770857-500, Issue 3, dated 09/02/2024) is supportive and has closed all conditions / non-compliances associated to Treherbert Station.

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

Stephen 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)
Stephen Clarke	Ricardo Certification Lead Signatory, Ricardo Certification
Dermot Kelly	ORR Head of Civil Engineering
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