Martin Hedley
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Your Ref: 159135-TfWM-XXX-WIL-LTR-EMF-000001

Our Ref: PRM-IOP-00450-20260318-01

Case Ref: PRM-IOP-00450

IN Number UK/61/2026/0003

Date 18 March 2026

Contact: Cherry Lam

Dear Martin

THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED
WILLENHALL STATION – WALSALL LINES PACKAGE 1

I refer to your application for authorisation received on the 2nd of March 2026 and the subsequent revision of technical file documentation received on the 17th of March 2026. 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 changes at Willenhall Station, which includes:

- Two 105m platforms with canopies
- New platform canopies and furniture
- A footbridge with lifts and covered access stairs
- The second entrance with stair and lift between Platform 1 and Bilston Street Bridge
- Lighting, signages and station information including customer information systems, public address systems.

The authorisation is defined by the following limits.

Location	ELR	Mileage
Willenhall Station	PBJ	11M 010Ch

There are no restrictions or limitations of use on the structural subsystem as described in the UK Declaration of Verification (Reference: 159135-TfWM-XXX-WIL-REP-EMF-000002, Version 2.0, dated 9th March 2026), the ApBo/DeBo File (Reference 773243-5454, Issue 01, dated 2nd March 2026) and the ApBo DeBo Assessment Report (Reference 773243-4616, Issue 01, dated 27th February 2026) contained in your technical file.

The Safety Assessment Report (SAR) (Reference: 773243-4839, Issue 01 dated 2nd February 2026) undertaken by the Assessment Body concludes that the project has applied

a risk management process as defined in CSM RA regulation up to the end of GRIP 6 stage. The SAR is conditional upon the project satisfactorily fulfilling the conditions before commissioning and putting the station into entry into service. 6 conditions have been raised in the SAR.

Your Declaration of Control of Risk (DoCoR) (Reference: 159135-TfWM-XXX-WIL-REP-EMF-000001, Version 2.0 dated 16th March 2026) states that all hazards and associated risks, safety requirements and safety measures resulting from the risk assessment have been controlled to an acceptable level. Your DoCoR acknowledges and states that the SAR's conditions are addressed in accordance with the timescale as required by the SAR.

The North West & Central System Review Panel (NW&C SRP) has conditionally endorsed this project with a letter dated 17 March 2026. The project and the Proposer under CSM RA regulation are required to satisfy themselves and NW&C SRP that the conditions in the SAR are managed in accordance with your DoCoR, and the requirements in SRP's endorsement letter have been sufficiently addressed before and after entry into passenger service.

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, they 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 infrastructure subsystem(s).

This decision letter will be published on ORR's website.

Yours sincerely

Steve Fletcher

Deputy Director, Engineering & Asset Management

Cc

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David Galloway	Head of System Compatibility, Network Rail
Dermot Kelly	ORR Head of Civil Engineering
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