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Senior Sponsor
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151 St Vincent Street
Glasgow
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Case Ref PRM-IOP-00612

IN number UK/61/2026/0013

2nd September 2026
Contact: Matt Gillen

Dear Joanna

THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED
BALGRAY STATION

I refer to your application for authorisation, received on the 17th August 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 Balgray Station, which includes:

- Introduction of two 125m platforms to service current and future rolling stock
- Provision of an 80 space station car park, with 16no. EV charging points
- Provision of waiting shelters, wayfinding and associated signage
- Platform to platform access in the form of a footbridge and lifts
- Introduction of new passenger station systems

The limits of authorisation are defined as following:

Location	ELR	Track ID	From	To
Balgray Station Platform 2 (Up Neilston)	**NNH**	1100	106m 1063yds	106m 1200yds
Balgray Station Platform 1 (Down Neilston)	**NNH**	2100	106m 1063yds	106m 1200yds

The restrictions or limitations of use on the structural subsystem are as described in the UK Declaration of Verification (Reference 178736-NWR-RSA-MPM-000002, Version 1.0, dated 12/08/2028) and ApBo/DeBo Files (Reference 772134-5307, Issue 01, dated 07/08/2026). There are no conditions or restrictions.

Your Safety Assessment Report (Reference 772134-5230, Issue 01, dated 08/08/2026) has identified two conditions to be satisfied before commissioning of the proposed changes. These relate to updates to the Hazard Record and completion of activities related to the operator and maintainer's procedures and arrangements.

Your Declaration of Control of Risk (DoCoR) (Reference 178736-NWR-RCD-MPM-000005, Version 1.0, dated 12/08/2026) states that the safety requirements and safety measures resulting from the risk assessment and all identified hazards and associated risks are controlled to an acceptable level. The DoCoR references the findings from the SAR and has addressed these items, noting that they are ongoing. The closure of these items will be managed through the associated Entry into Service processes. The project is required to satisfy themselves and Scotland's Railway System Review Panel that these have been sufficiently addressed before 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 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
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