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Your Ref 175722 Castleford  
Reinstatement of Platform 2  
Project

Case Ref PRM-IOP-385

IN Number  
UK/61/2023/0014

21<sup>st</sup> November 2023  
**Contact: Matt Gillen**

Dear Graeme

## **THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED CASTLEFORD STATION – REINSTATEMENT OF PLATFORM 2 PROJECT**

I refer to your application for authorisation received on the 1<sup>st</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 the following:

### **Castleford Station**

- Construction of new platform (reinstating the previously out of use Platform 2),
- Footbridge installation, with passenger lifts,

The authorisation limits are defined as following:

<b>ELR</b>	<b>From</b>	<b>To</b>	<b>Description</b>
<b>NOC</b>	20m 1538yd	20m 1669yd	New Platform 2 at Castleford Station
<b>NOC</b>	20m 1653yd		New footbridge at Castleford Station

There are no restrictions or limitations of use on the structural subsystem as described in the UK Declaration of Verification (Reference 175722-TRA-00-0000-REP-W-S-000020, Version P01, dated 31/10/2023) and the ApBo/DeBo Technical File Reference Report (Reference 100028 | MMRA | APBO | 0007 | 01, Revision 01, dated 30/10/2023) contained within your technical file.

The authorisable change has been deemed non-significant. However, the CSM-RA risk management process has been applied and assessed via an independent review by the Eastern Region Technical Head of Discipline (System Safety), to assess the process of compliance with CSM-RA and provide a supportive statement confirming integration for APIS. This assessment has been completed and a written declaration (Reference 175722-TRA-00-0000-REP-W-SS-000015, Version P01, dated, 30/10/2023) has been made,



confirming that all identified hazards and associated risks are controlled to an acceptable level. A letter of support has been provided by the Network Rail Eastern System Review Panel, which endorses the declaration subject to the completion of three items to be completed prior to Entry into Service. The project has provided evidence that these items are closed or being actioned accordingly.

This project forms a part of the wider Transpennine Route Upgrade (TRU) programme. TRU is deemed a significant change at programme level and subject to independent assessment of the risk management process by an Assessment Body.

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, 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



infrastructure subsystem(s).

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

Yours sincerely

**Steve Fletcher**  
**Deputy Director, Engineering & Asset Management**

Cc

James Le Grice	Head of Interoperability, Safety and Standards DfT
David Galloway	Head of System Compatibility, Network Rail
Ranjit Davis	Head of MMRA, MMRA Ltd
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>
Matthew McNeal	ORR HM Inspector of Railways