

Chris Binns  
Chief Engineer  
Crossrail Limited  
5 Endeavour Square  
London  
E20 1JN

Case Ref  
**PRM-IOP-0408**

IN Number  
**UK/60/2022/0005**

14<sup>th</sup> March 2022  
**Contact: Matt Gillen**

Dear Chris

## **THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED WHITECHAPEL STATION (SRT)**

I refer to your application for authorisation, received on 14<sup>th</sup> February 2022. 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 Whitechapel Station, which is a tunnelled station providing platforms for the new Elizabeth Line and interconnecting with the existing London Underground Station.

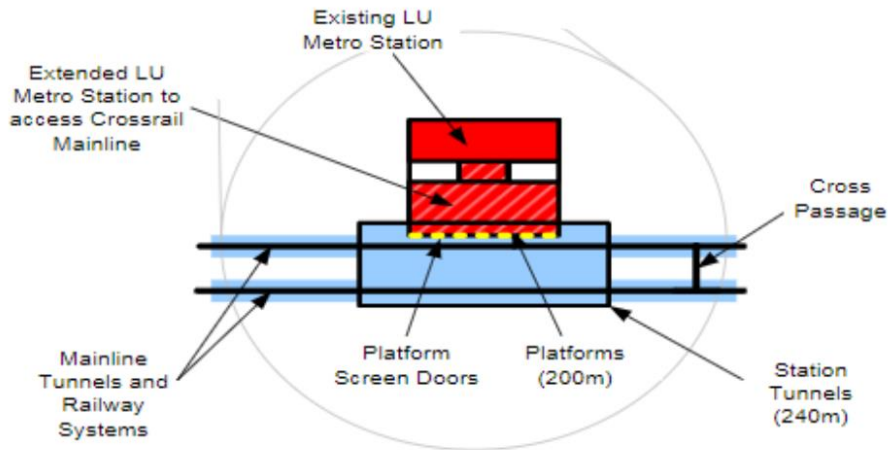
The station itself will be operated by London Underground and is therefore excluded from interoperability requirements, with the exception of the running tunnels and some supporting systems.

This authorisation is for placing into service the Safety in Railway Tunnels (SRT) requirements associated with the station. The Infrastructure (INF) elements relating to the platform will be captured as part of the overall routeway assessment, which will be submitted at a later stage.

Crossrail, under Regulation 14 of RIR, was granted advanced stage exemptions against the latest NTSN requirements by the Department for Transport on 10<sup>th</sup> March 2021. The project has adopted requirements from the 2014 TSIs, as well as retaining some elements from the 2008 TSIs, where design was already in an advanced stage.

**This authorisation is defined by the following limits:**

Platform screen doors – platform side (See Figure 1)  
Eastbound 10189.630m - 10429.630m  
Westbound 10284.150m - 10524.150m



**Figure 1: Boundary between interoperable mainline and non-interoperable Metro for London Underground managed stations (taken from Project Technical File)**

The restrictions or limitations of use on the structural subsystem are those listed on the UK Declaration of Verification (Reference CRL1-XRL-O7-LRC-CR001-50143, version 01, dated 14/02/2022) and contained in your technical file assessment report (Reference X2228-LLO-O-RGN-CR001-50143, version 02, dated 29/01/2022). There is one item of assessment outstanding.

**Condition 1**

Additional caged areas for staff protection require installation at the interfaces between the station platforms and walkways. These will require assessment against the applicable SRT TSI requirements, once installed. In the interim, this interface will be managed through the Crossrail 'Execution Plan for Access to Non-Caged areas at Whitechapel in Revenue Service' (C512-XRL-STPD061-50001).

Completion date: **by entry into passenger service**

The Whitechapel Station Safety Assessment Report (Reference X2228-LLO-O-RGN-CR001-50168, issue 02, dated 14/01/2022) undertaken by the Assessment Body supports Authorisation for Placing into Service, subject to Crossrail issuing an updated Safety Justification report prior to authorisation. The general Safety Assessment Report for the London Underground stations (Reference X2228-LLO-O-RGN-CR001-

50158, issue 01, dated 12/11/2021) has three open observations. These are captured on the Declaration of Control of Risk (Reference CRL1-XRL-O7-LRC-CR001-50123, issue 1.0, dated 31/01/2022) states that these will be closed by correspondence with the Assessment Body. The requirement for an updated Safety Justification Report is also captured on the Declaration of Control of Risk, which states that this will be presented to the AsBo, following endorsement at the Interim Technical Assurance Panel (ITAP). We have been informed that the updated Safety Justification has been accepted by ITAP on 17<sup>th</sup> February 2022 and the report shared with the AsBo. Therefore, this item is considered closed.

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 their 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 Regulation (EU) 2019/777. This will include such further information as the registration entity may reasonably require set out in the relevant standard.

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

Ian Jones	Head of Interoperability, Safety and Standards DfT
Michael Ainsworth	Approved Body Lead for Crossrail, Ricardo Certification
Maya Petkova	Interoperability Manager, Crossrail
Ian Prosser	HM Chief Inspector of Railways, ORR
Pete Gracey	Head of Interoperability and Rail Vehicle Engineering
Dermot Kelly	Head of Civil Engineering, ORR
Kerry Williams	HM Inspector of Railways, ORR
Catherine Hui	HM Inspector of Railways, ORR
ORR Interoperability	<a href="mailto:interoperability@orr.gov.uk">interoperability@orr.gov.uk</a>