

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

Case Ref  
**PRM-IOP-0405**

IN Number  
**UK/60/2022/0003**

22<sup>nd</sup> February 2022  
**Contact: Luisa Freitas**

Dear Chris

**THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED  
TOTTENHAM COURT ROAD STATION (SRT TSI)**

I refer to your application for authorisation, received on 2<sup>nd</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 the placing in service of Tottenham Court Road 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) TSI requirements associated with the station. The Infrastructure (INF) TSI elements relating to the platform will be captured as part of the overall routeway assessment, which will be submitted at a later stage.

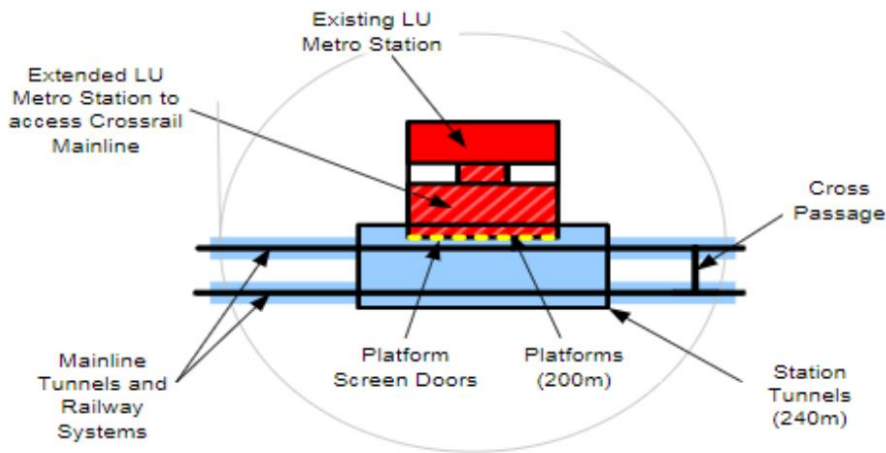
Crossrail, under Regulation 14 of RIR, was granted advanced stage exemptions against the latest NTSN requirements by the Department for Transport on 10<sup>th</sup> March 2021. The project has adopted requirements from the 2014 TSIs, as well as retaining some elements from the 2012 TSIs, where design was already in an advanced stage.

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

Platform screen doors – platform side (See Figure 1)

Eastbound 4764.253m – 4998.521m

Westbound 4759.879m – 4993.955m



**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-CR001-50122, version 01, dated 31/01/2022) and contained in your technical file assessment report (Reference X2228-LLO-O-RGN-CR001-50140, version 01, dated 17/11/2021). There are no outstanding conditions noted.

The Tottenham Court Road Station Safety Assessment Report (Reference X2228-LLO-O-RGN-CR001-50165, issue 02, dated 28/01/2022) undertaken by the Assessment Body supports Authorisation for Placing into Service. 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, that there are no other outstanding issues or observations and that all foreseeable identified hazards and associated risks are controlled so far as is reasonably practicable.

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

A handwritten signature in black ink, appearing to read 'Steve Fletcher', written in a cursive style.

**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
Kam Sandhu	HM Principal 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>