

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

Case Ref
PRM-IOP-0411

IN Number
UK/60/2022/0008

4th May 2022
Contact: Matt Gillen

Dear Chris

THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED CANARY WHARF STATION

I refer to your application for authorisation, originally received on 29th March 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 Canary Wharf Station, which is a sub-surface station providing platforms for the new Elizabeth Line. The station will be operated by Rail for London Infrastructure (RfLI).

This authorisation is for placing into service under the Safety in Railway Tunnels (SRT) and Passenger of Reduced Mobility (PRM) requirements for the station. The Infrastructure (INF) requirements are captured as part of the overall routeway assessment.

Crossrail, under Regulation 14 of RIR, was granted advanced stage exemptions against the latest NTSN requirements by the Department for Transport on 10th 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:

Eastbound 13634.390m – 13875.994m
Westbound 13710.913m – 13952.513m

The restrictions or limitations of use on the structural subsystem are those listed on the UK Declaration of Verification (Reference CRL1-XRL-O7-LRC-CR001-50157, version 01, dated 25/03/2022) and contained in your technical file assessment report

(Reference X2228-LLO-O-RGN-CR001-50146, version 02, dated 11/02/2022). There are no items outstanding.

The Canary Wharf Station Safety Assessment Report (Reference X2228-LLO-O-RGN-CR001-50170, issue 2.0, dated 18/03/2022) undertaken by the Assessment Body supports Authorisation for Placing into Service, subject to the closure or mitigation of the 12 open dependencies on the Canary Wharf Station Safety Justification Report. It has been confirmed that these are either closed or mitigated, as per a letter from the AsBo (Reference X2228-LLO-O-COL-CR001-50363, dated 27/04/2022) and that this condition is now deemed closed. The general Safety Assessment Report for the Rail for London Infrastructure stations (Reference X2228-LLO-O-RGN-CR001-50159, issue 02, dated 13/01/2022) has no open observations or recommendations. The Declaration of Control of Risk (Reference CRL1-XRL-O7-LRC-CR001-50158, issue 2.0, dated 03/05/2022) states that all identified hazards and associated risks are controlled to an acceptable level to support Crossrail Central Operating Section 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 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 |
| Catherine Hui | HM Principal Inspector of Railways, ORR |
| Kerry Williams | HM Inspector of Railways, ORR |
| ORR Interoperability | interoperability@orr.gov.uk |