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Case Ref
PRM-IOP-0409

IN Number
UK/60/2022/0006

29th March 2022
Contact: Matt Gillen

Dear Chris

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

I refer to your application for authorisation, received on 24th 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 Paddington 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 the Safety in Railway Tunnels (SRT) and Passenger of Reduced Mobility (PRM) requirements associated with the station. The Infrastructure (INF) and Energy (ENE) 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 1339.930m –1547.953m
Westbound 1328.566m –1536.532m

The restrictions or limitations of use on the structural subsystem are those listed on the UK Declaration of Verification (Reference CRL1-XRL-O7-LRC-CR001-50153, version 02, dated 24/03/2022) and contained in your technical file assessment report (Reference X2228-LLO-O-RGN-CR001-50144, version 01, dated 11/02/2022). There is one item outstanding, for which a condition has been given below.

Condition 1

SRT(1303/2014) 4.2.1.6.R5

“(b) Continuous handrails shall be installed between 0.8m and 1.1m above the walkway providing a route to a safe area.

(1) Handrails shall be placed outside the required minimum clearance of the walkway.

(2) Handrails shall be angled at 30° to 40° to the longitudinal axis of the tunnel at the entrance to and exit from an obstacle.”

Handrails have been installed and would be usable in an emergency. Handrails currently have 90° angles around obstructions, which are non-compliant and need to be modified.

Project response: Rectification work is scheduled between 24-27th April 2022. Evidence of final Installation drawings will be presented to the ApBo and ORR informed that the condition is closed prior to Entry into Passenger Service.

Required completion date: **by entry into passenger service**

The ApBo Technical File also states incomplete assessment of construction evidence for requirements around unauthorised access to technical rooms and the ability to open locked emergency rooms from the inside. These have since been closed and the ApBo has confirmed compliance.

The Paddington Station Safety Assessment Report (Reference X2228-LLO-O-RGN-CR001-50169, issue 2.0, dated 24/01/2022) undertaken by the Assessment Body supports Authorisation for Placing into Service, subject to the closeout of the 8 remaining dependencies on the Paddington Station Safety Justification Report (Reference CRL1-XRL-O8-RGN-CR001-50265, version 3.0, dated 08/11/2021). These have been confirmed to either be closed or mitigated for passenger service, as per an email sent on the 24th March 2022. The general Safety Assessment Report for the Rail for London Infrastructure stations (Reference X2228-LLO-O-RGN-CR001-50159, issue 02, dated 11/01/2022) has no open observations or recommendations. The Declaration of Control of Risk (Reference CRL1-XRL-O7-LRC-CR001-50152, issue 1.0, dated 22/02/2022) 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 'S Fletcher', written in a cursive style.

Steve Fletcher
Deputy Director, Engineering & Asset Management

Cc

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Michael Ainsworth	Approved Body Lead for Crossrail, Ricardo Certification
Maya Petkova	Interoperability Manager, Crossrail
Ian Prosser	HM Chief Inspector of Railways, ORR
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