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Case Ref
PRM-IOP-0412

IN Number
UK/61/2022/0003

6th April 2022
Contact: Matt Gillen

Dear Chris

THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED CUSTOM HOUSE STATION

I refer to your application for authorisation, received on 11th 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 Custom House Station, which is a new surface station providing platforms for the new Elizabeth Line and connecting with the Docklands Light Railway. The station will be operated by Rail for London Infrastructure (RfLI). This authorisation is for placing into service the 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 16966.5m – 17171.5m
Westbound 17044.0m – 17249.0m

The restrictions or limitations of use on the structural subsystem are those listed on the UK Declaration of Verification (Reference CRL1-XRL-O7-LRC-CR001-50155, version 02, dated 01/04/2022) and contained in your technical file assessment report (Reference X2228-LLO-O-RGN-CR001-50147, version 01, dated 04/03/2022). There is one item outstanding, for which a condition has been given below.

Condition 1

PRM(1303/2014) 4.2.1.3.R1

“(2) Doors shall have a minimum clear useable width of 90cm and shall be operable by persons with disabilities and persons with reduced mobility”

ApBo finding: Force required to open toilet door is excessive, however toilet is to be locked out of use and therefore staff assistance will be available if it is used. Proposed solution is to fit a Mechanically Assisted Door Opener.

Project response: The mechanically assisted door opener has been procured by the Station Operator MTR-EL and will be installed before Entry into Passenger Service (install scheduled for 29th April 2022). If installation is not successful, the toilet will be signed out of use until the opener is installed. This is done in the same way that it would be if the powered operator faults in the future.

Required completion date: **by entry into passenger service.** If the planned installation is unsuccessful, the proposer should inform ORR and advise of the amended plan for installation. The toilet should be locked out of use until the opener is installed.

The ApBo Technical File also states a non-compliance for the installation of braille signage at the incorrect height. This has now been closed and the ApBo has confirmed compliance by an addendum letter (Reference X2228-LLO-O-ASM-CR001-50018, issue 1, dated 01/04/2022).

The Custom House Station Safety Assessment Report (Reference X2228-LLO-O-RGN-CR001-50171, issue 2.0, dated 20/01/2022) undertaken by the Assessment Body supports Authorisation for Placing into Service, subject to the closeout of the 3 remaining dependencies on the Custom House Station Safety Justification Report (Reference CRL1-XRL-O8-RGN-CR001-50268, version 8.0, dated 09/12/2021). 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-CR001-50156, issue 1.0, dated 11/03/2022) 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 3 identified dependencies in the Safety Justification Report are addressed and either closed or mitigated for 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

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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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