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Case Ref  
**PRM-IOP-0404**

IN Number  
**UK/60/2022/0007**

28<sup>th</sup> April 2022  
**Contact: Matthew Gillen**

Dear Chris

**THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED  
BOND STREET STATION STAGE 3A – STAGED COMPLETION 2 (SC2)  
CONFIGURATION FOR OPERATION AND MAINTENANCE OF ROUTEWAY  
SYSTEMS**

I refer to your application for authorisation, received on 23<sup>rd</sup> 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.

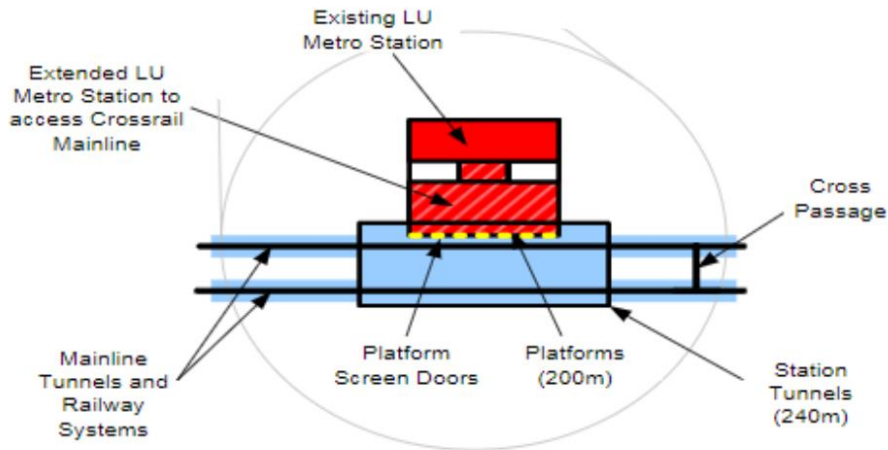
This authorisation is for the placing in service of the Staged Completion 2 (SC2) configuration of Bond Street Station, which supports the operation and maintenance of routeway systems and provides emergency access and egress routes. At this stage, Bond Street Station will be in limited operational service, supporting the commencement of revenue service on the rest of the Elizabeth Line. The station will require further authorisation for full entry into passenger service at a later date.

This authorisation is for placing into service under the Safety in Railway Tunnels (SRT) requirements associated with the station. The Infrastructure (INF) elements relating to the platform 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 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 3707.731 –3957.233m  
Westbound 3708.013 –3964.152m



**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-CR001-50159, version 01, dated 21/03/2022) and contained in your technical file assessment report (Reference X2228-LLO-O-RGN-CR001-50139, version 01, dated 11/02/2022). Whilst the scope of ApBo assessment has addressed Bond Street Station for its full operation / full use, one requirement has been accepted as compliant for the planned limited use of the station, based on an interim fire alarm arrangement. The end-state fire alarm will still require assessment prior to Bond Street Station being opened for full passenger use. In addition, the UK DoV highlights that there will be additional caged areas installed in the back of house areas. These will also require assessment before the station is fully authorised for passenger service.

The Bond Street Station Safety Assessment Report (Reference X2228-LLO-O-RGN-CR001-50164, issue 1.0, dated 22/02/2022) undertaken by the Assessment Body supports Authorisation for Placing into Service for the limited operational service state SC2, on the condition that the ROGS Licenced Infrastructure Manager accountable for Bond Street Station at SC2 is confirmed and the Station Safety Justification is updated prior to commencement of revenue services on the Elizabeth Line. The AsBo support is limited for a period of 6 months after entry of the Elizabeth Line Central Operating Section into revenue service, during which time the station will be fully handed over and the final state will be re-assessed for placing into service.

These items are captured on the Declaration of Control of Risk (Reference CRL1-XRL-O7-LRC-CR001-50160, issue 1.0, dated 21/03/2022) and have been addressed, with formal confirmation by RfLI of Duty Holder arrangements having been provided to

ORR and confirmation of Safety Justification update. It states 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.

**Condition 1**

**Support from the Assessment Body for the Interim Staged Completion 2 (SC2) configuration is limited to a period of 6 months from opening of the Central Operating Section (COS) of the Elizabeth Line.**

**Within 6 months of opening of the COS, Bond Street Station will be re-authorised for full passenger service.**

**The project should keep ORR aware of planned opening dates and inform us if the 6-month period is unlikely to be achieved.**

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. The project entity shall retain responsibility for the technical file until the final station configuration is authorised. Once complete, the project shall in accordance with Regulation 19(3), transfer the technical file, certificate of verification and verification declaration to the owner of the subsystem within 60 days 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
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