Jonathan Cleaver
Project Sponsor
Network Rail Central Region
East Midlands Control Centre
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Derby
DE23 8JQ

Your Ref: 157897-SCR-170500-SPC3_34-LET-ESS-000001

Case Ref: PRM-IOP-00616

IN Number: UK/61/2026/0008

09th April 2026

Contact: Luisa Freitas

25 Cabot Square
London
E14 4QZ

Dear Jonathan

THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED
LONDON TO WIGSTON (L2W) ELECTRIFICATION – OVERBRIDGE SPC3/34

I refer to your application for authorisation received on the 25 March 2026 and technical file (reference 157897-SCR-170500-SPC3_34-LET-ESS-000001, dated 25/03/2026). 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 **Overbridge SPC3/34**, which has been reinstated, following the demolition of the previous Overbridge SPC3/34 (located at Three Arches Bridge, south of Market Harborough at 81 miles 0594 yards) as part of route clearance works for the wider Midland Main Line Electrification Programme, London to Wigston.

This authorisation is defined by the following limits:

Location	ELR	Mileage
Overbridge SPC3/34	SPC3	81m 0594yds

There are no restrictions or limitations of use on the structural subsystem as described in the UK Declaration of Verification (Reference: 157897-SCR-170500-SPC3_34-FO2-ESE-000001, Version A01, dated 27/03/2026) and the ApBo/DeBo File (Reference NCB_N04888_CAR_6257, Issue 1.0, dated 12/03/2026).

The Safety Assessment Report (SAR) (Reference: NCB_N04888_SAR_6256, Issue 1.0, dated 12/03/2026) undertaken by the Assessment Body concludes that there is sufficient evidence to demonstrate suitable application of CSM-RA for this pre-commissioning stage of the project lifecycle. Two observations have been raised.

Your Declaration of Control of Risk (DoCoR) (Reference: 157897-SCR-170500-SPC3-34-REP-ESS-000002, Version A01, dated 23/03/2026) states that all identified hazards and associated risks arising from these and any previous project stage-works are controlled to 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 his 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 Decision 2019/777 as amended by Regulations 21 to 30 of The Railways (Interoperability) (Miscellaneous Amendments and Revocations) (EU Exit) Regulations 2020. This will include such further information as the registration entity may reasonably require set out in the relevant standard.

The person who applied for the authorisation to place in service may apply to the ORR for a determination of type. You will receive the type authorisation after providing the relevant data to the ORR.

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

James Le Grice	Head of Interoperability, Safety and Standards DfT
David Galloway	Head of System Compatibility, Network Rail
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