

Campaign for the reopening of the Ivanhoe Line (CRIL)

Synopsis of Feasibility Study Report

1. Introduction. The Campaign for the Reopening of the Ivanhoe Line (CRIL) is commissioning an independent report on the feasibility of restoring passenger services over the existing freight only line from Burton to Leicester. This report, which is being funded by local authorities served by the line, will give an initial assessment of the financial and technical feasibility of this line carrying passenger services.

2. Aim of the report. This report will examine the proposals by CRIL for the restoration of passenger services on the line to give the commissioning local authorities assurance that the proposals are sufficiently robust for them to be taken forward to the Strategic Outline Business Case (SOBC) stage in due course.

3. Overview. The consultant selected to carry out this study will be an accredited practitioner within the rail industry. He/she will scrutinise a data pack supplied by CRIL, which has been used to underpin the campaign's proposals. Once an agreed set of data has been finalised it will be used to assess the costs of upgrading and operating the line and the resultant financial benefits that will be accrued from the reintroduction of passenger services. Utilising the agreed data the consultant will estimate the Benefits Cost Ratio (BCR) and Gross Value Added (GVA) across a range of different scenarios for the upgrading of the line and the services operated over it.

4. Outputs. The report will include the following outputs:

- A copy of the verified data pack upon which the study's conclusions have been drawn.
- A description of each scenario whose feasibility has been studied.
- A statement of the BCR and GVA of each of the scenarios whose feasibility has been studied.
- Lists of the assumptions that have been made when considering each scenario
- Statements of the main risks associated with the implementation of each scenario.
- An annex showing how the BCR and GVA for each scenario has been estimated.

These results will be used by CRIL to select the preferred options to be used to establish an SOBC

5. Range of scenarios being considered. The study will look at several different line configurations and how each one will affect the capacity, running times, and traffic potentials of the line. Within each scenario the study should determine the number and locations of stations to be opened and, whether any through services to destinations beyond Burton and Leicester are considered viable.

6. Local authority involvement. As principal stakeholders in the study the local authorities will be involved in the management of the study. A working group will be established comprised of CRIL members and representatives of the funding local authorities to draft the terms of reference, select the contractor through a tender process, and review progress at key points before authorising moving on to the next phase.

7. Process. The proposed process for managing the project is summarised in the attached paper.