



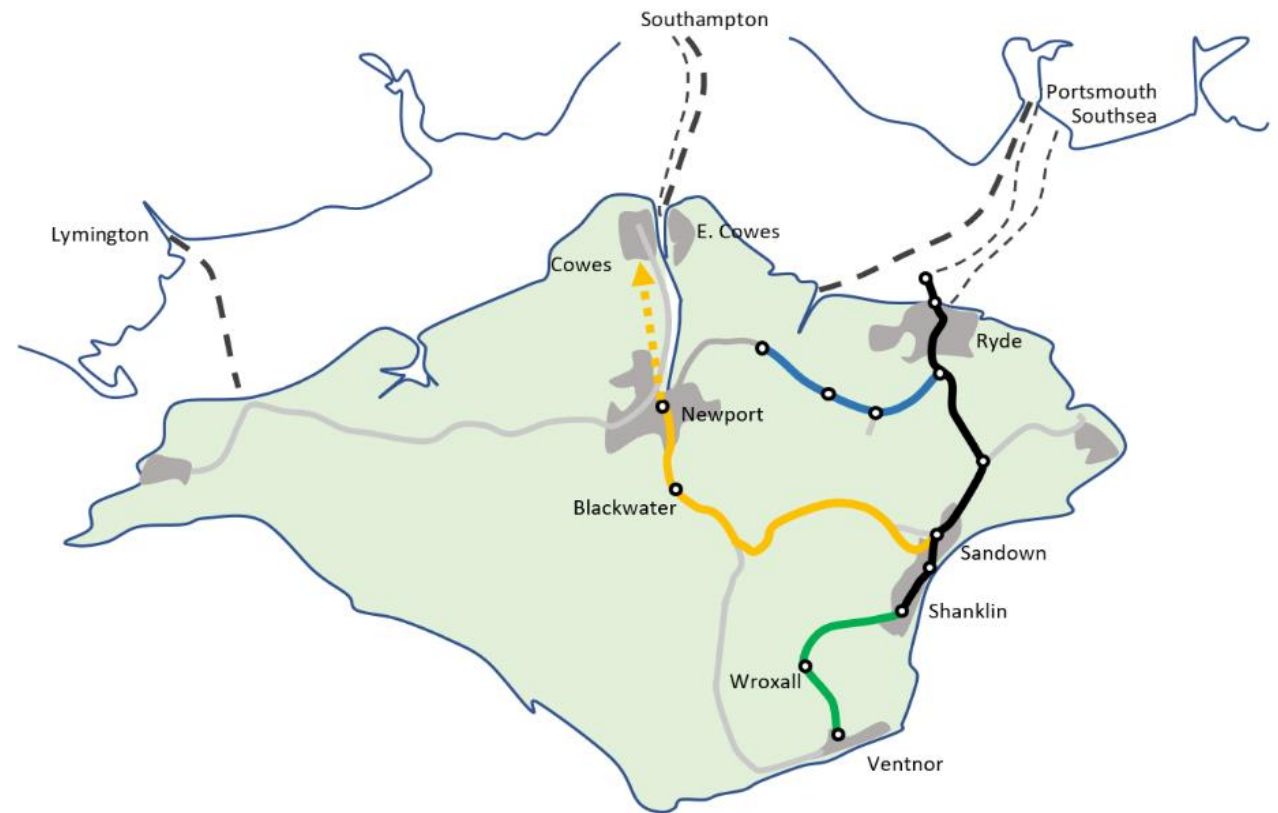
# Restoration of Isle of Wight Branch Railways

## Strategic Outline Business Case (SOBC)

### Stakeholder Briefing

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*13<sup>th</sup> July 2021*



# Introduction

- The Government set up a £500m 'Restoring Your Railway' Fund in early 2020 with the aim of addressing long neglected transport challenges in areas that lost their railway services in the 1950s and 1960s;
- Isle of Wight Council made a submission to the fund (sponsored by Bob Seely M.P.) to investigate the case for branch line reopenings to Newport and Ventnor and in May 2020, funding was awarded to carry out a strategic study;
- In late 2020 a consortium of contractors led by the Centre for Economics and Business Research (Cebr), was appointed to undertake the work. Connected Economics and Ricardo providing support on economic modelling and engineering, respectively;
- The work has now been completed and a 'Strategic Outline Business Case' was submitted to the Department for Transport on June 30th 2021;
- This sets out a phased rail development vision for the Island, including the reopening of rail links to both Newport and Ventnor, and asks for further funding to develop plans for an initial phase which is to reinstate a railway service from Ryde to Newport via Sandown.

# The three phases of Department for Transport's decision making

We are here



# Study objectives

To set out the transport problem and context and to explain the case for change



In the Isle of Wight context, making an effective case relies on showing how rail is compatible with the Island's vision for economic development

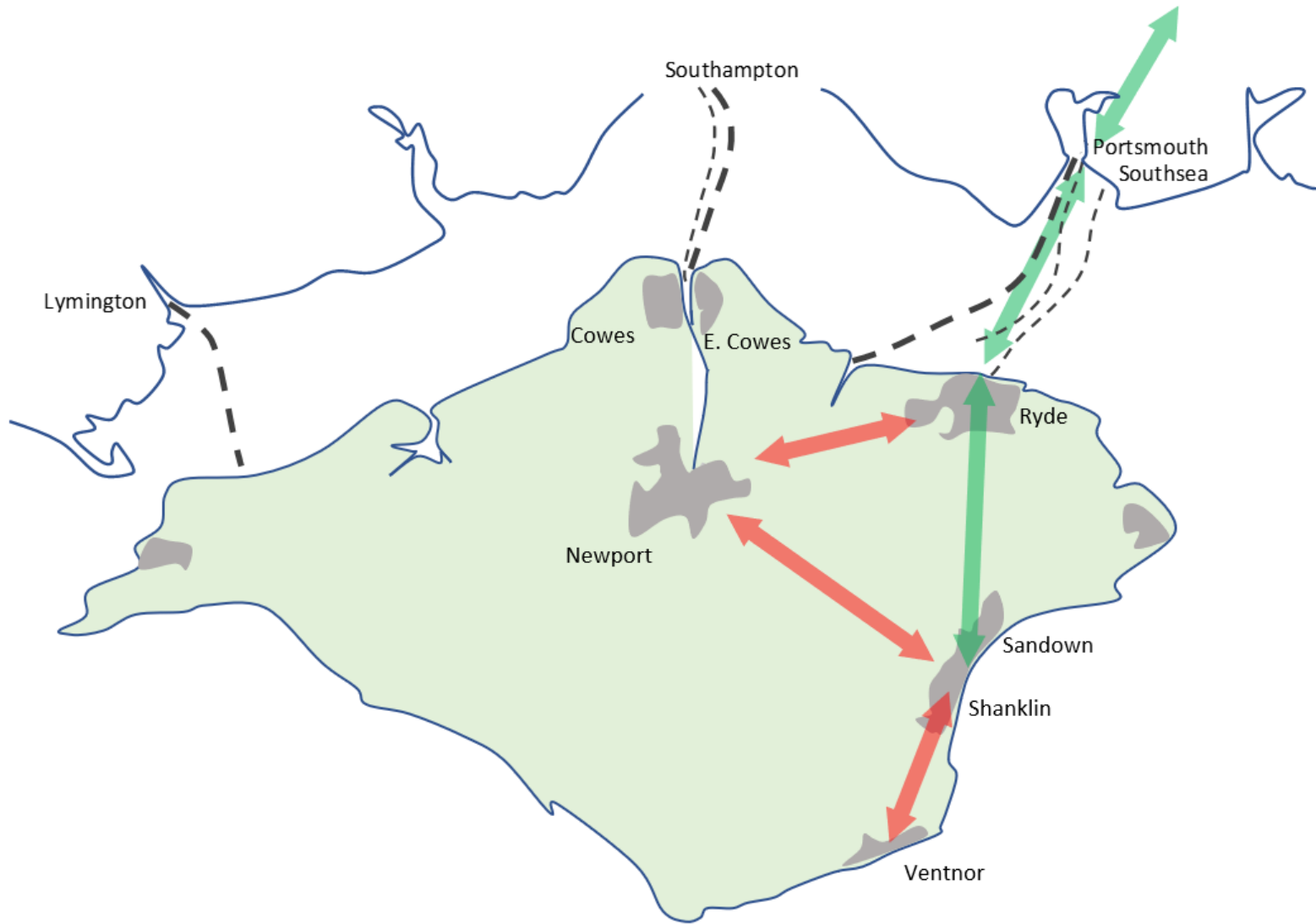
Demonstrating compatibility with national government policy objectives is also key

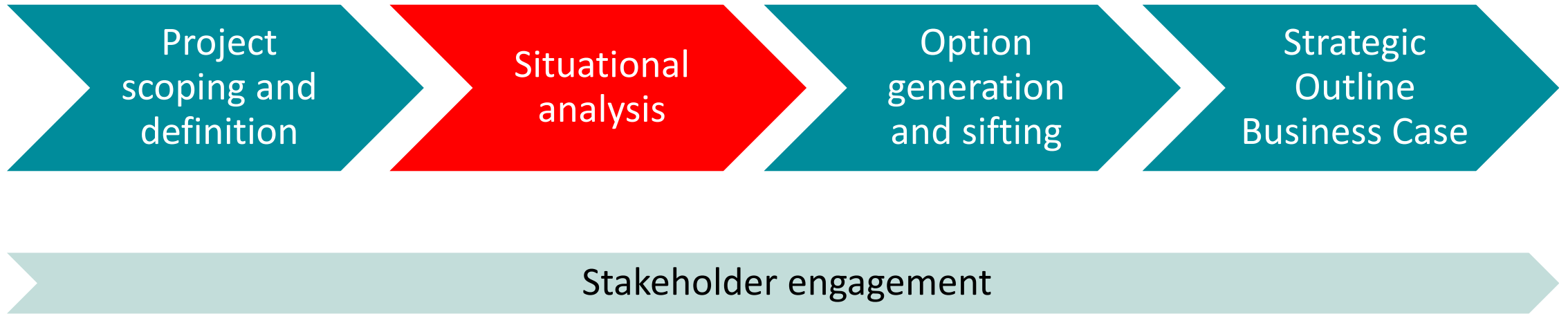


Examine options for investment, evaluating relative costs, benefits, and trade-offs



# Study scope

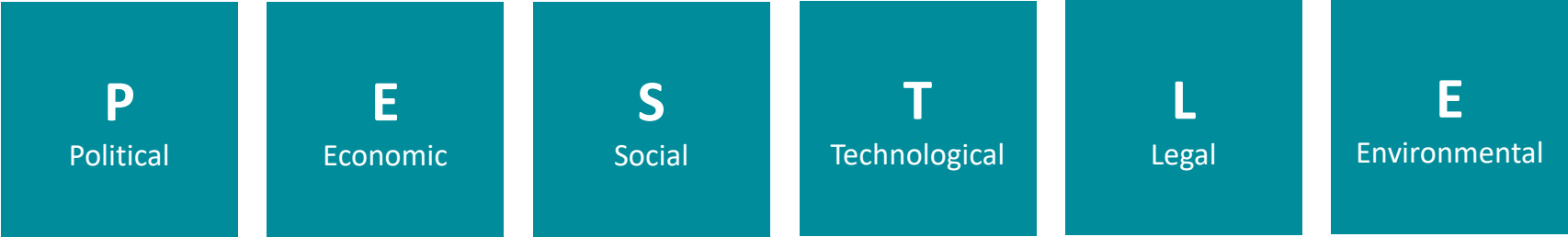




# Situational Analysis

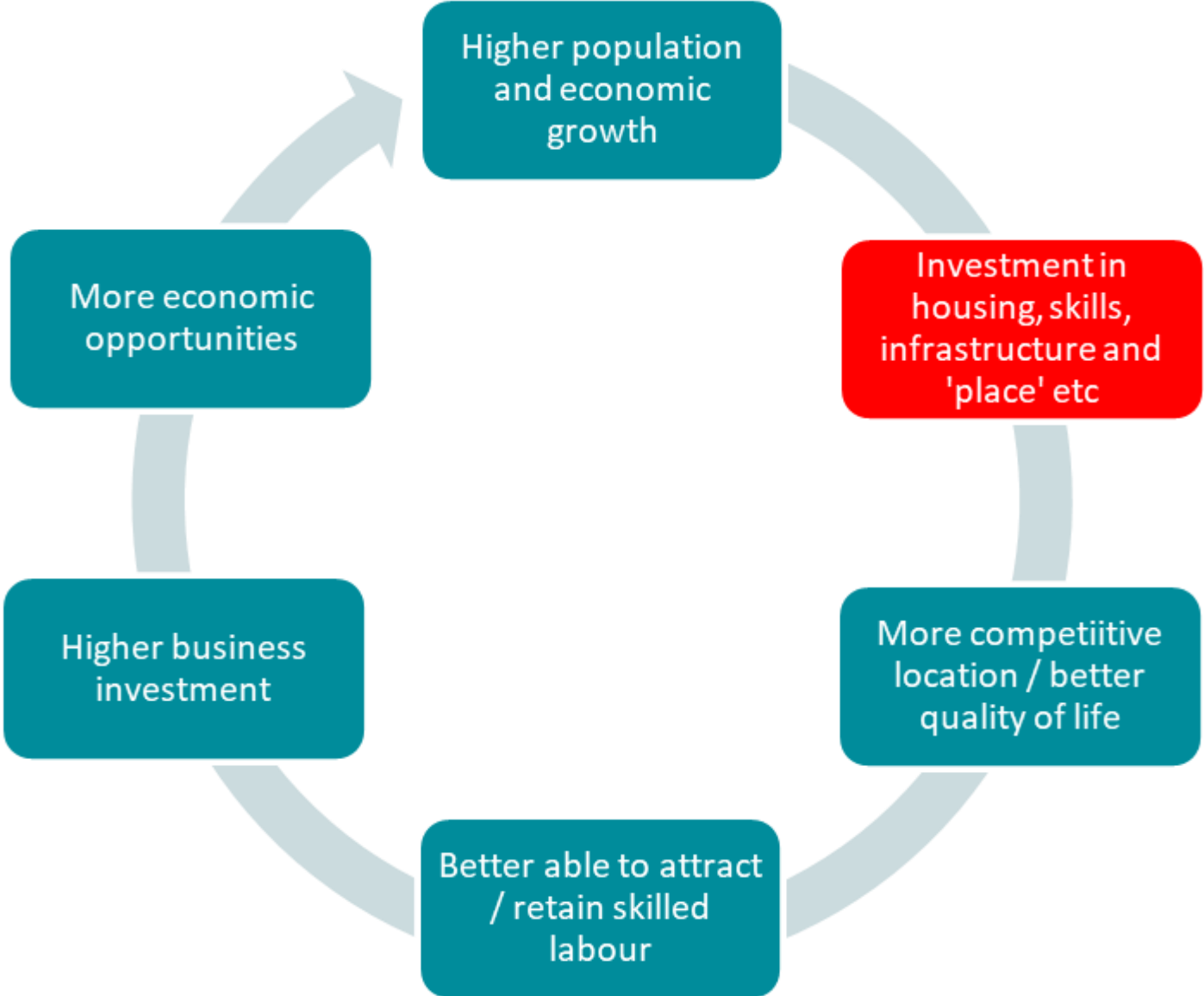
We collected and assessed evidence in relation to:

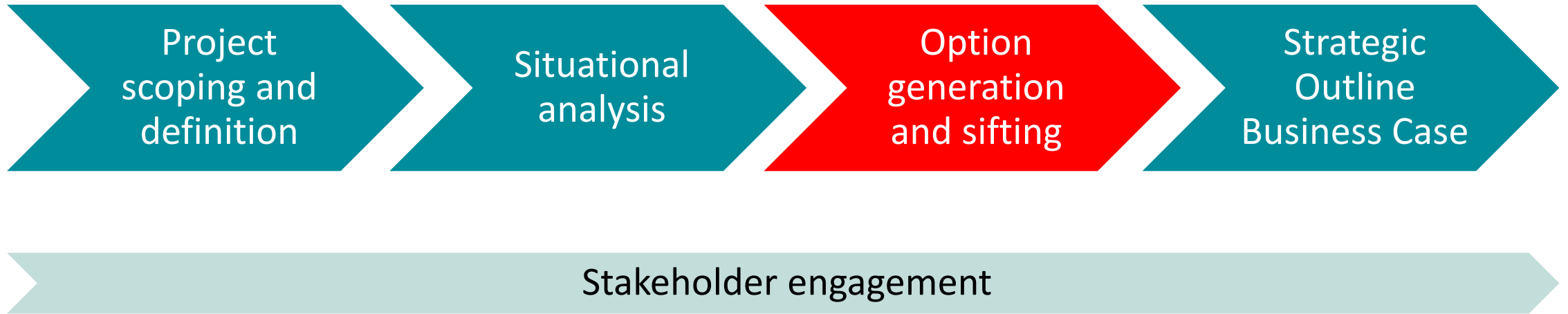
- Existing and emerging socio-economic challenges;
- Wider trends influencing the range of economic opportunities for the Isle of Wight; and
- Wider policy and strategic plans for development of the Island.
- Current transport infrastructure and service provision;
- Current performance of the transport network in relation to key travel markets;
- Planning and engineering information regarding the disused rail alignments (including a site visit);





# Strategic investment aims



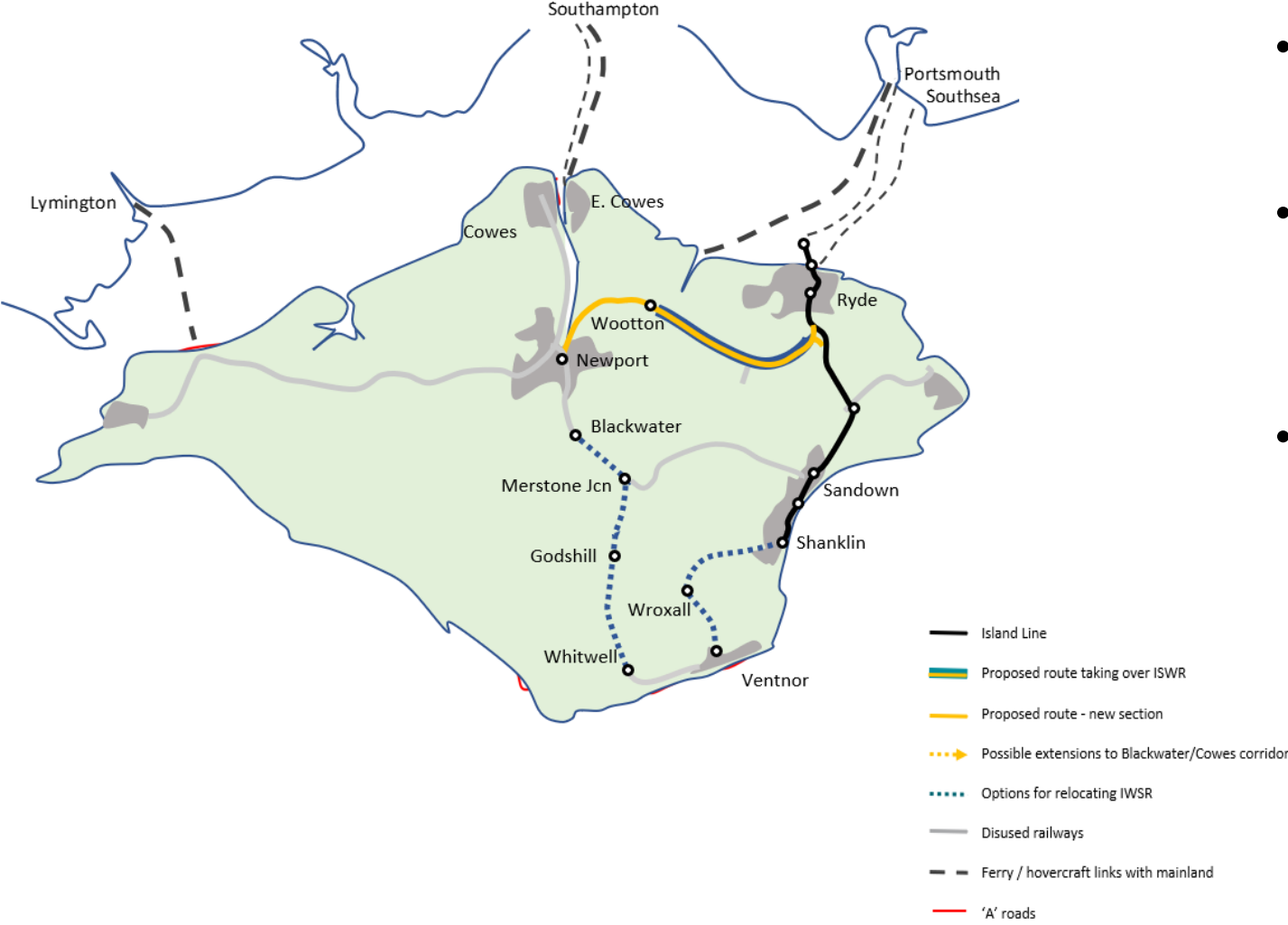


# Option Development

Key issues influencing the consideration of options included:

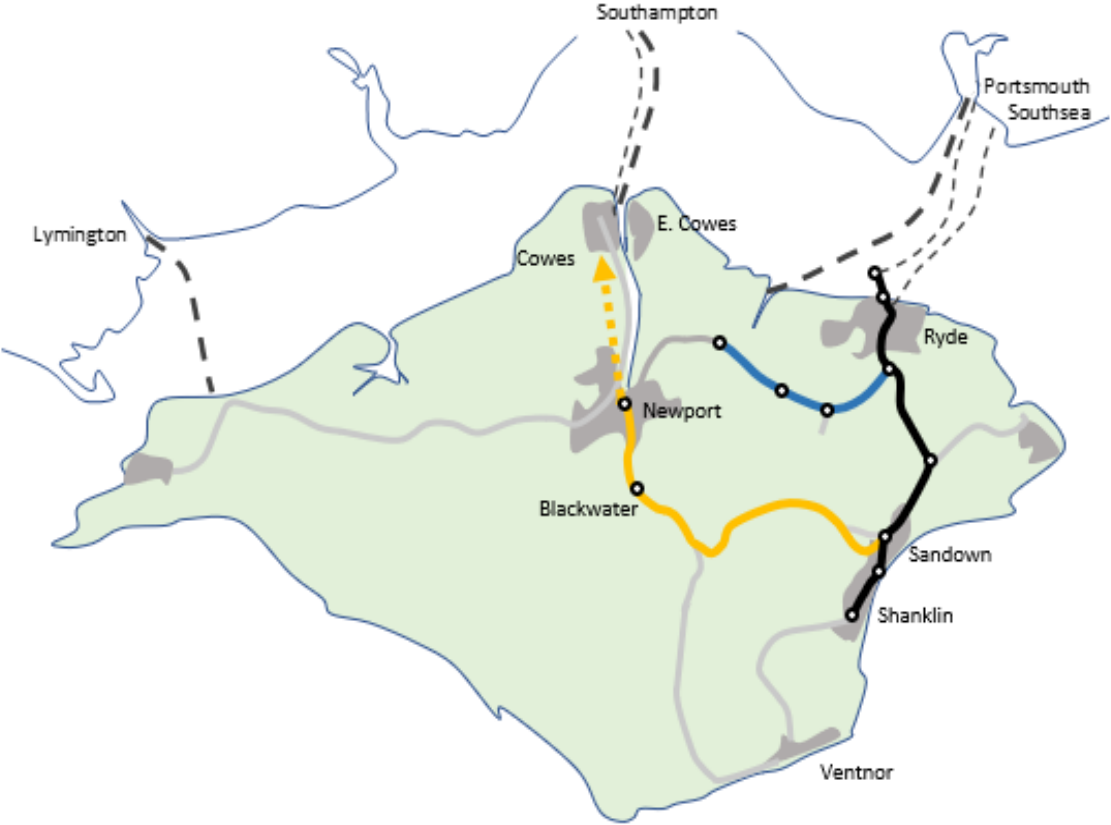
- **The physical constraints of the Island's roads;**
- **The Island's wealth of precious habitats and landscapes;**
- **A number of disused rail corridors** on which the track bed remains largely intact that:
  - link the key locations that are in-scope;
  - provide relatively unobstructed access to the centre of Newport;
  - are largely in local authority ownership.
  - Some of the former lines, however, have been converted into popular leisure routes for walkers, cyclists, equestrians (The Red Squirrel Trail) and these would need to be retained or re-provided as part of any scheme.
- **The scope for making fuller use of current and planned Island Line infrastructure and operating assets**

# Option 1: Extend railway to Newport via Wootton

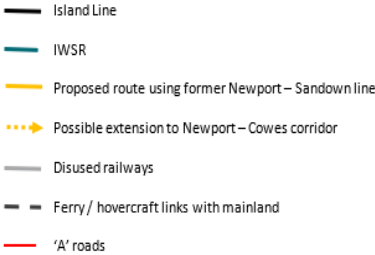


- shares the Island Line between Ryde Pierhead and Smallbrook Junction;
  - joins the route of the existing Isle of Wight Steam Railway (IWSR) to Wootton;
  - approaches Newport close to the eastern bank of the River Medina;
- either shares infrastructure with IWSR or IWSR is relocated.

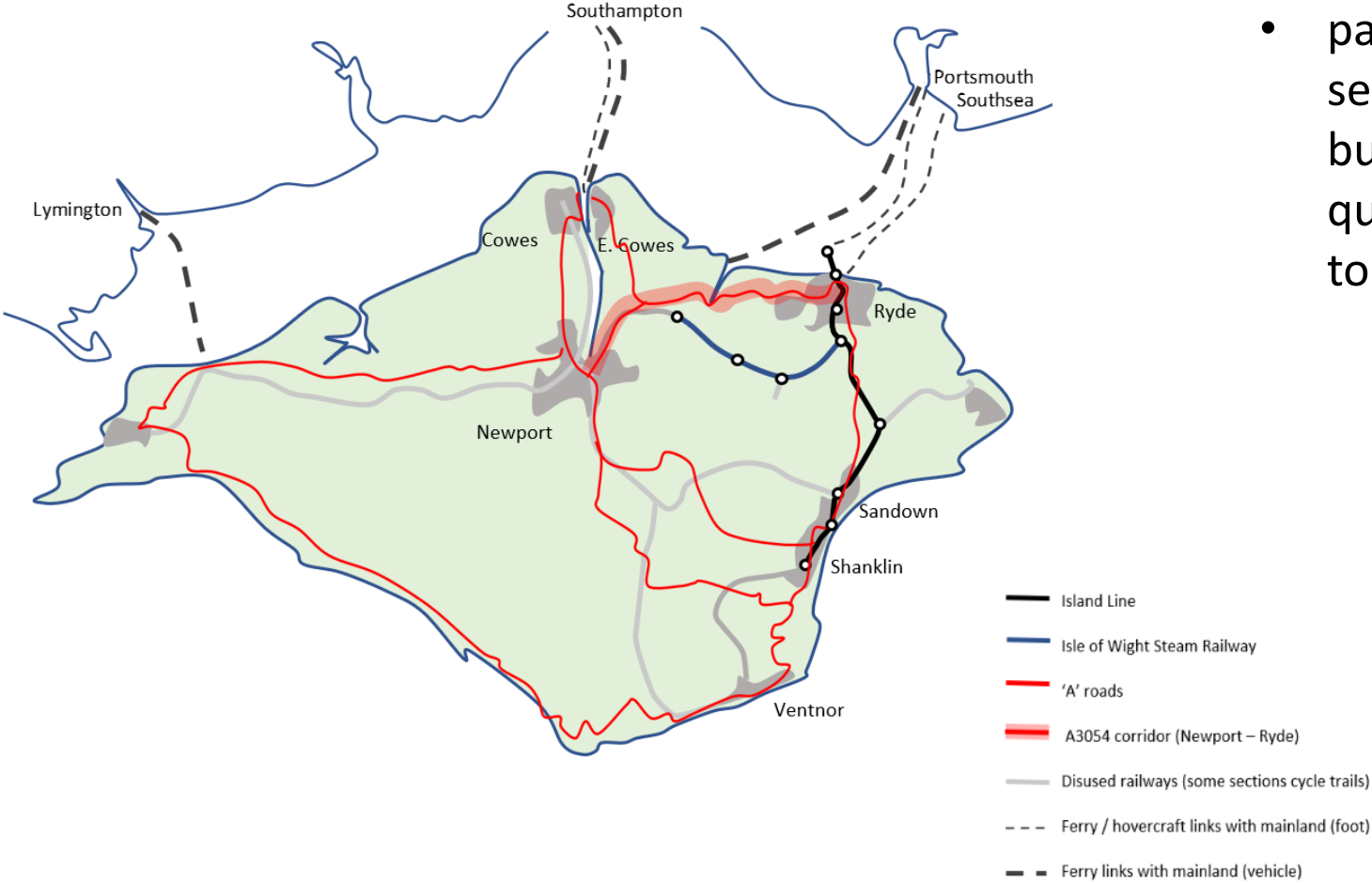
# Option 2: Extend railway to Newport via Blackwater



- shares the Island Line between Ryde Pierhead and new junction in Sandown area;
- utilises the former Sandown to Newport railway;
- approaches Newport from the south, serving an area on the edge of the town centre that contains major redevelopment opportunities;

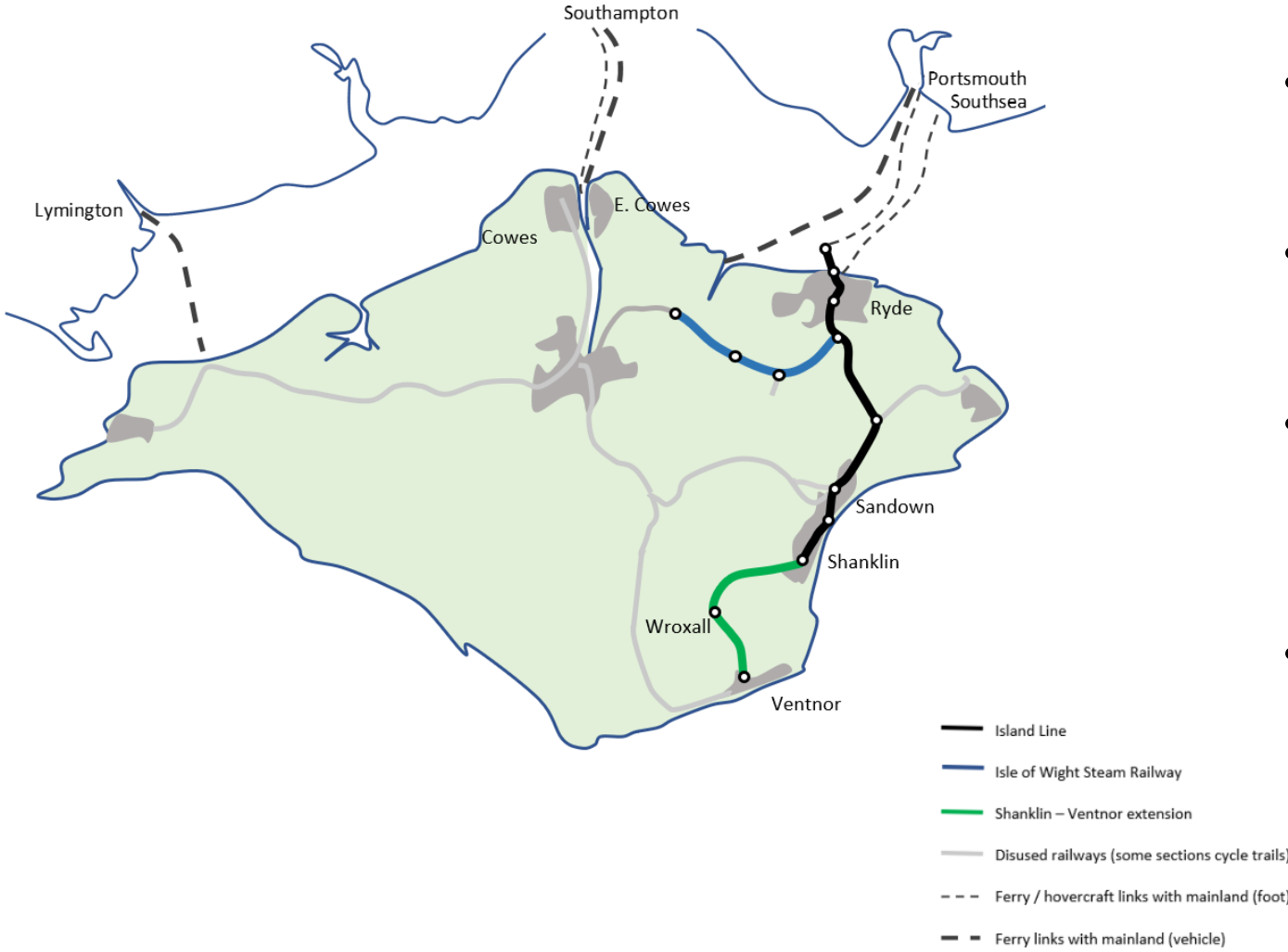


# Option 3: Bus Rapid Transit in A3054 corridor



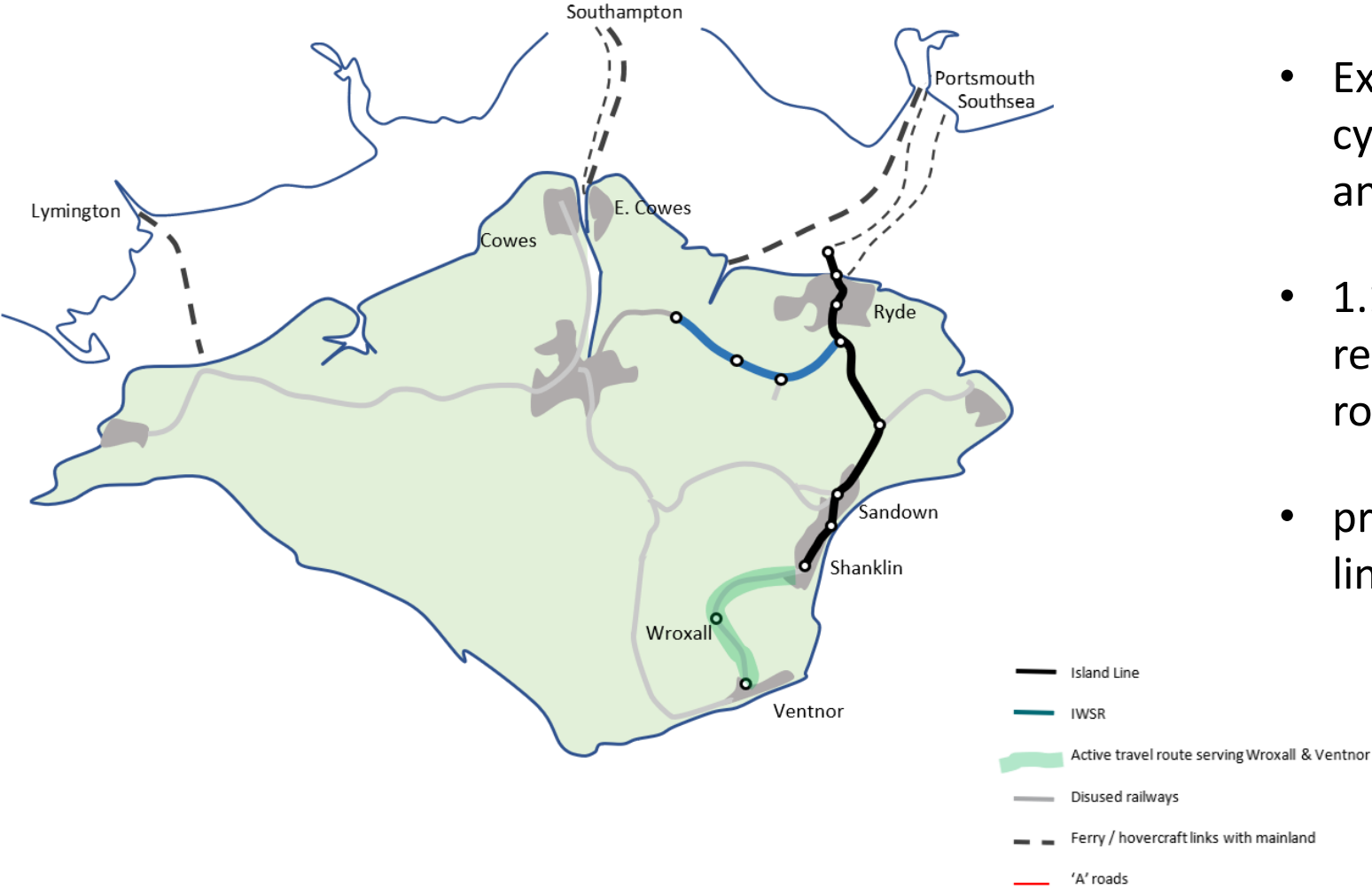
- package of measures including a 0.9 km section of guided busway to enable buses to avoid peak period traffic queuing delay westbound on approach to Newport;

# Option 4: Reinstate former railway to Wroxall and Ventnor



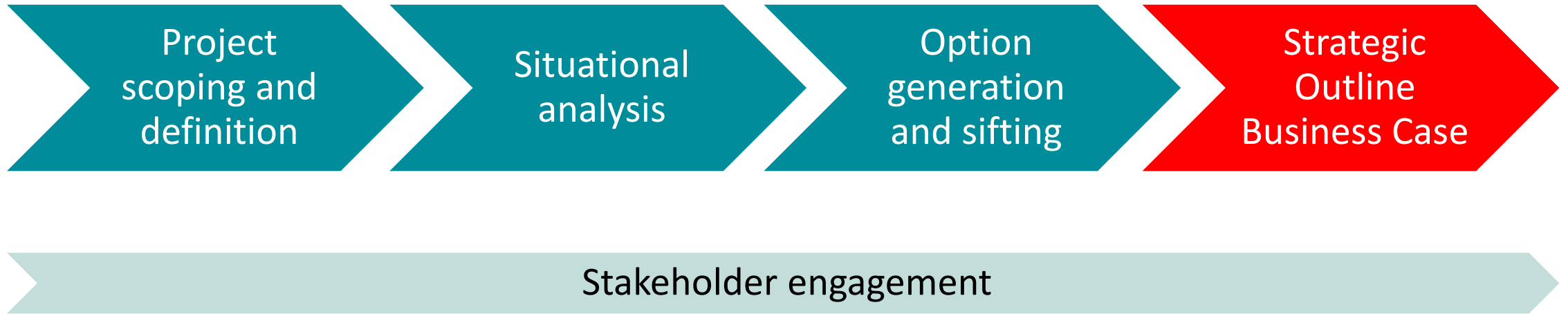
- reinstates the former railway from Shanklin to Wroxall and Ventnor -
- shares Ventnor Tunnel with existing utility services;
- first / last mile transport at Ventnor required owing to elevation of station site;
- 3 trains per hour (tph) service with 6 minute journey from Shanklin to Ventnor;

# Option 5: Extend active travel corridor from Wroxall to Ventnor



- Extends existing walking and cycling route between Shanklin and Wroxall;
- 1.1 km Ventnor tunnel would be renovated and opened as a new route for public use to Ventnor;
- provides an active travel feeder link to the Island Line at Shanklin.

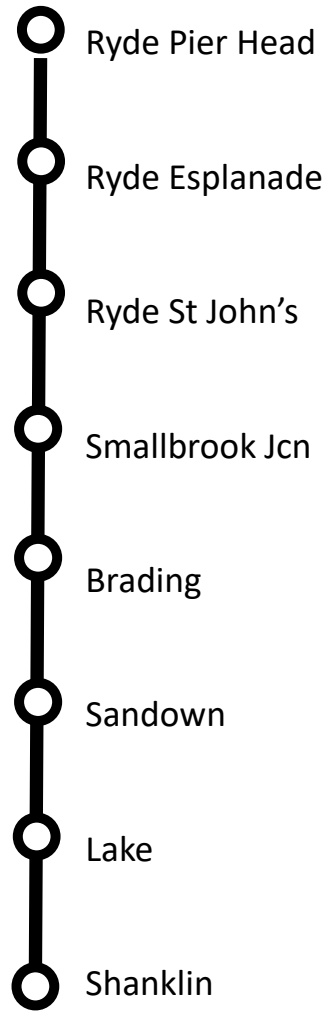




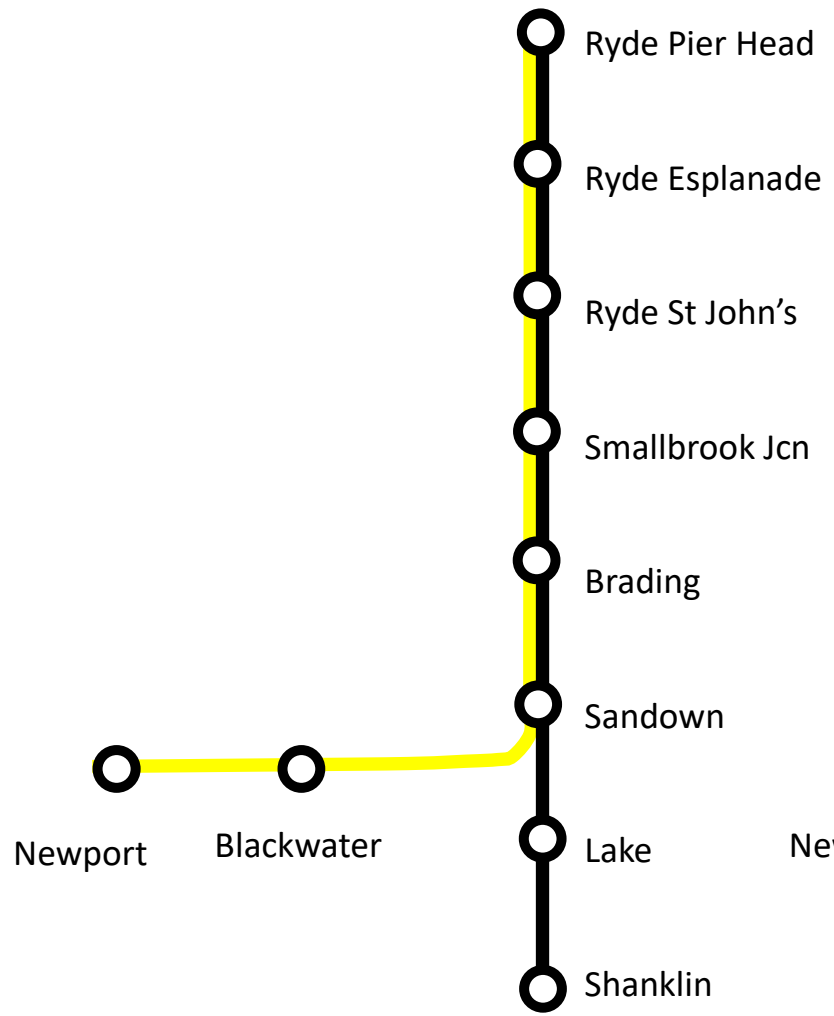
Strategic Transport Objectives		Option 1: Extend Railway to Newport via Wootton	Option 2: Extend Railway to Newport via Blackwater	Option 3: Bus Rapid Transit in A3054 corridor	Option 4: Reinstate railway from Shanklin to Ventnor	Option 5: Extend active travel route from Wroxall to Ventnor
Improve non car-based journeys between major population centres and employment hubs on the Isle of Wight, specifically between Ryde, Newport, Ventnor, and The Bay (Sandown and Shanklin) by 2030. In doing so:	Deliver door-to-door journey times that are competitive with the equivalent car journey	✓✓✓	✓✓✓	✗	✓✓✓	✗
	Improve the reliability of journey times, measured by % of journeys arriving within 5 minutes of planned/expected free-flow journey time	✓✓✓	✓✓✓	✓	✓✓	✓
	Make a material contribution to reducing the share of trips made by car to 80% of the 2011 level.	✓✓	✓✓	✓	✓	✓
	Support sustainable development objectives by reducing the car-dependency of new residential and commercial developments as measured by the number of parking spaces per new dwelling.	✓✓✓	✓✓✓	✓	✓	✗
Improve transport links between major population centres and employment hubs on the Isle of Wight, and mainland locations including Portsmouth, London and the wider South East by 2030. In doing so:	Materially improve capacity of sustainable transport modes to serve Ryde ferry terminals in order to support up to 25% cross-Solent journeys in each direction per year.	✓✓✓	✓✓✓	✓	✓✓	✗
	Remove the need to interchange by providing direct access to Ryde Pier Head and, where necessary, integrated through-ticketing to mainland public transport services.	✓✓✓	✓✓✓	✗	✓✓✓	✗
	Reduce the car-dependency of cross-Solent travel by increasing the proportion of foot passengers	✓✓	✓✓	✗	✓	✗
	Materially improve the reliability, speed and convenience of journeys in in-scope transport corridors	✓✓	✓✓	✓	✓✓	✗
Supplementary Transport Objectives						
Preserve the heritage character of the IW Steam Railway		✗	✓	✓	✓	✓
Ensure no detriment to existing provision of active travel modes		✓	✓	✓	✓	✓
Ensure no significant detriment in transport provision for smaller, intermediate settlements		✓	✓	✓	✓	✓

Option	Progressed to Economic Case?
Option 1: Extend railway to Newport via Wootton	No
Option 2: Extend railway to Newport via Blackwater	Yes
Option 3: Bus Rapid Transit in A3054 corridor	No
Option 4: Reinstate railway to Wroxall and Ventnor	Yes
Option 5: Extend active travel route from Wroxall to Ventnor	No
Package of Option 2 followed by Option 4	Yes

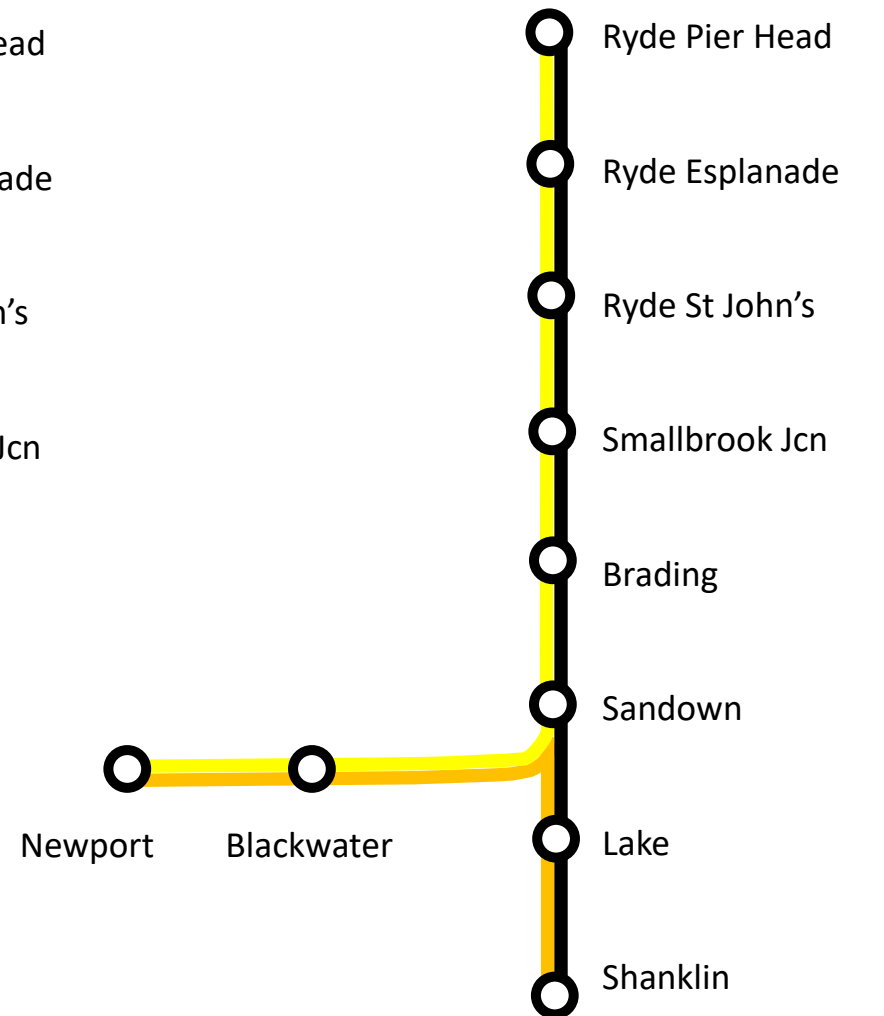
### Current rail service



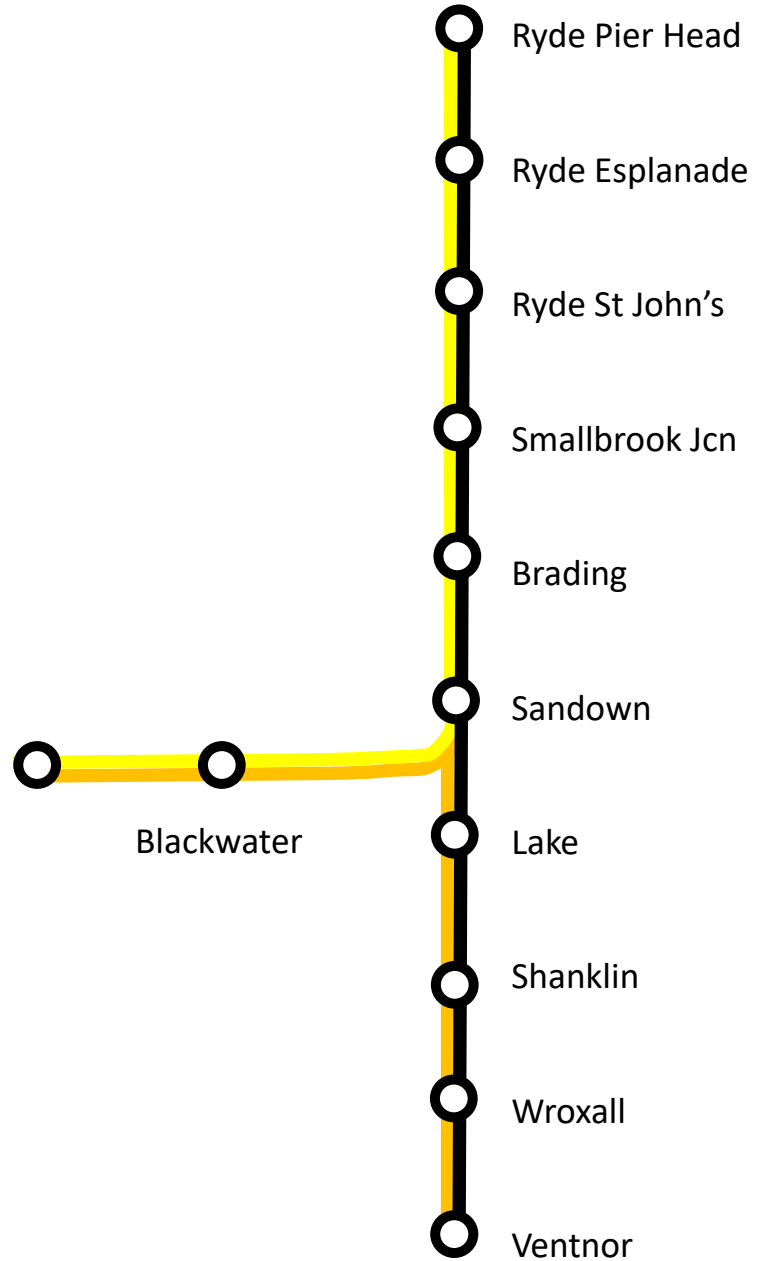
### Phase 1



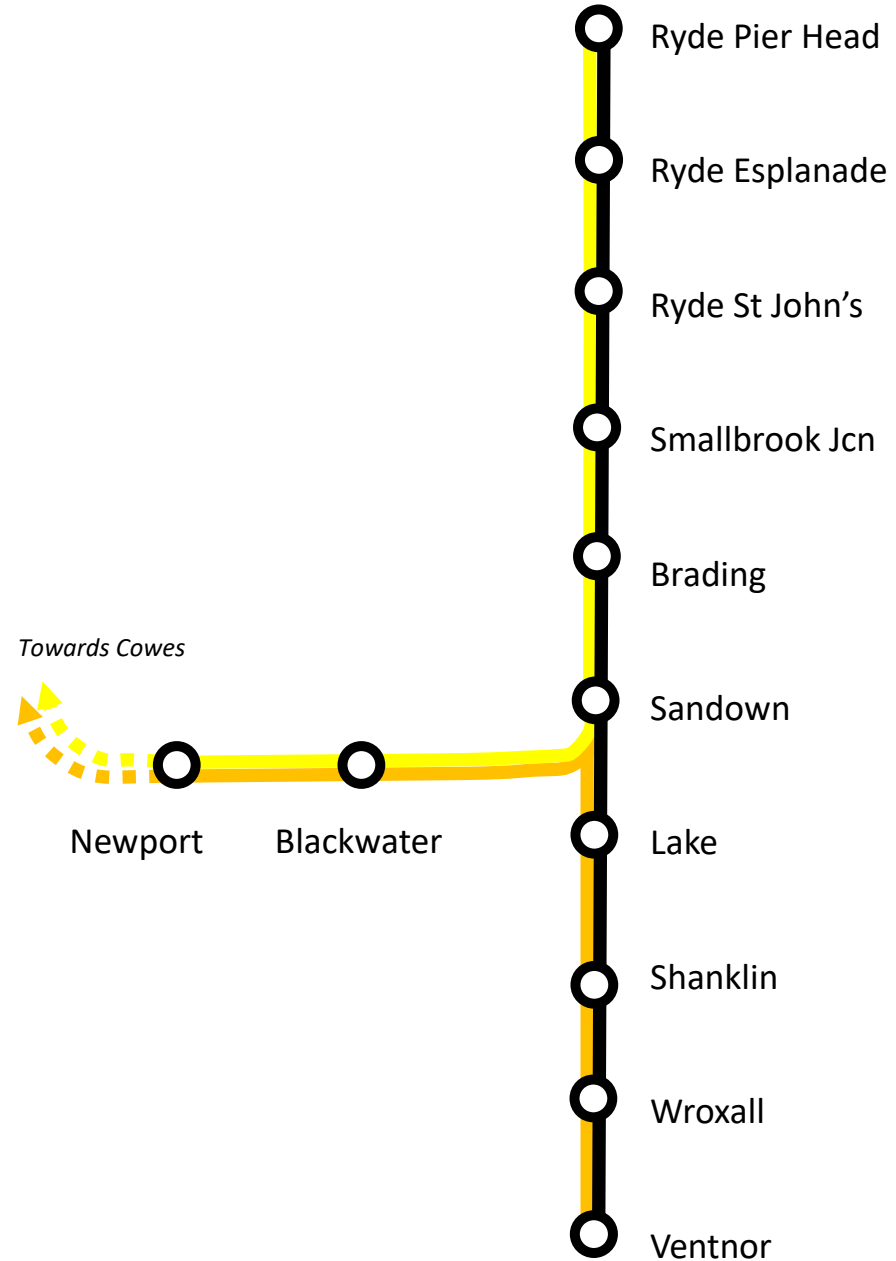
### Phase 2



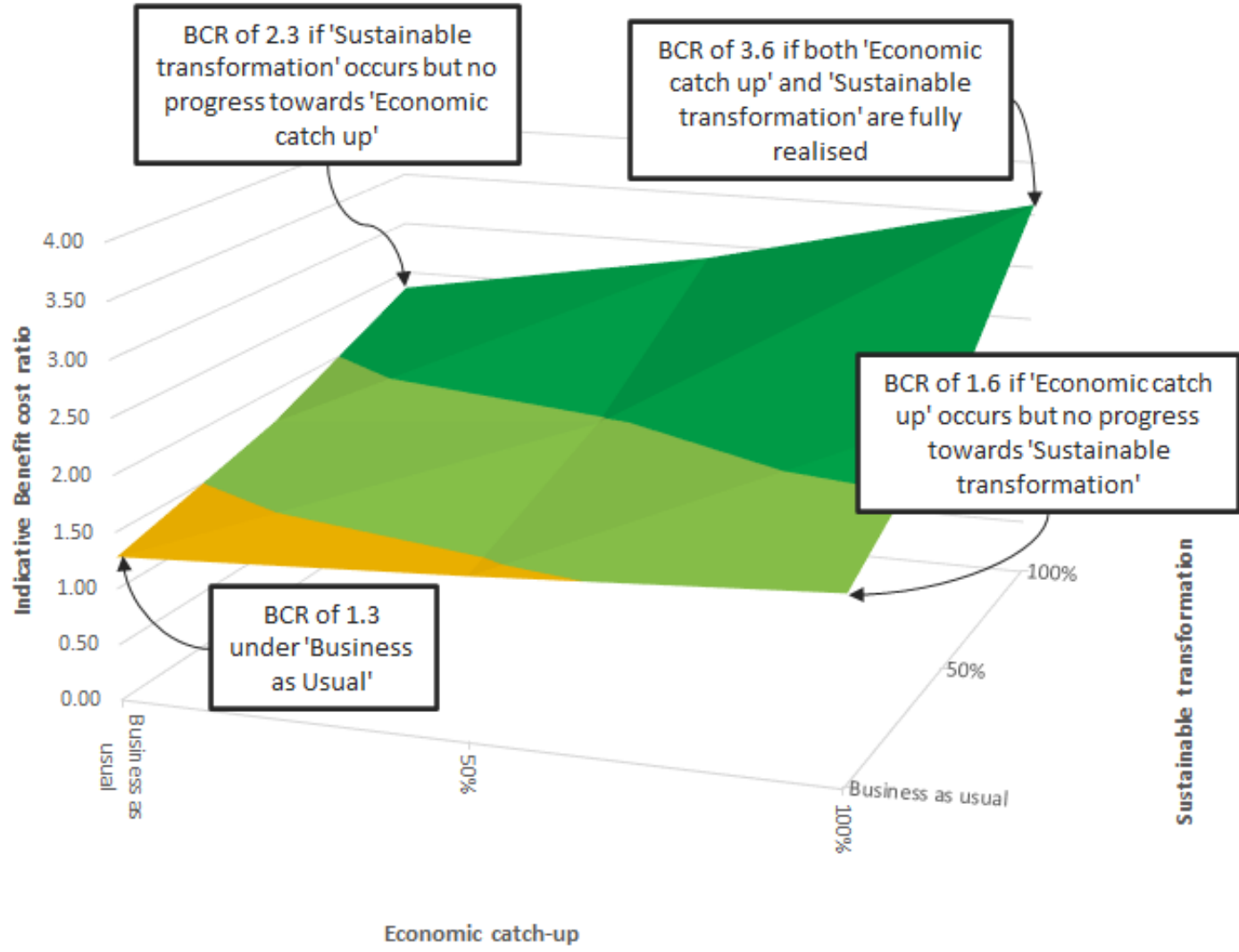
### Phase 3



### Phase 4



# Phase 1 Economic Case scenarios



# Conclusions

- The Prime Minister has promised to ‘level up across Britain’ and ‘unleash the productive power’ of every corner of the country.
- We have set out a case for railway investment that is aimed squarely at unleashing economic potential in the Isle of Wight
  - Opportunity to be a 21<sup>st</sup> century technological and environmental exemplar for the rest of the UK and beyond including in addressing ambitious net zero carbon goals.
- The case is based on a strategic vision for the Island’s economic and physical development with high quality, sustainable transport provision at its heart.
  - It should enable greater integration between the Island and mainland economies and therefore to increase the Island’s growth and development potential.
- The ‘ask’ IS for development funding to proceed to the next stage of development for Phase 1 of the rail vision – the implementation of a **frequent, fast, and reliable railway service between Ryde Pierhead and Newport.**
- to represent ‘good value for money’, the railway would only need to shrink the annual £800m performance gap with rest of SE England by approx. 1.5%.
  - If it closed say 15% of the gap, it would have paid for itself 20 times over in terms of ‘levelling up’.

# Next steps

	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Approval of SOBC	█									
Development and approval of OBC		█	█							
Detailed scheme design			█	█						
Seek powers and consents					█	█				
Funding award						█				
Infrastructure delivery							█	█	█	
Rolling stock procurement							█	█		
Testing									█	
Scheme opening										█