

Proposed Property Disposal

Application by Network Rail Infrastructure Limited to dispose of land in accordance with the Land Disposal Condition of the Network Licence

1. Site	
Site location and description	The eight railway stations, one passenger light maintenance depot, all of the Track, the land in the vicinity of the Track, and all of the Railway Infrastructure located on the Isle of Wight which it is proposed to dispose by way of a lease.
Plans attached: (all site plans should be in JPEG format, numbered and should clearly show the sites location approximate to the railway)	As detailed in Plan 6604382-1 attached- the land to be leased is identified edged blue on the plans
Clearance Ref:	Clearance is not required as this is a lease renewal and the demise area is not being altered
Project No.	N/A
Ordnance survey coordinates	459370E 87536N
Details of attached photographs (as required)	N/A
2. Proposal	
Type of disposal	A 20 year Lease of the eight railway stations, one passenger light maintenance depot, all of the Track, the land in the vicinity of the Track, and all of the Railway Infrastructure. The lease will be excluded from sections 24-28 of the Landlord and Tenant Act 1954.
Proposed party taking disposal	First MTR South Western Trains Limited (operating as South Western Railway)

Proposed use / scheme	The provision of railway services on the Isle of Wight to support the South Western Passenger Franchise Agreement and subsequent franchises
Access arrangements to / from the disposal land	As the leased area includes all stations, light maintenance depot all of the Track, the land in the vicinity of the Track, and all of the Railway Infrastructure there are sufficient access arrangements within the lease
Replacement rail facilities (if appropriate)	N/A
Anticipated rail benefits	To support the South Western Passenger Franchise Agreement and subsequent franchises. This will enable the tenant to continue to provide a railway service on the Isle of Wight. The Island Line runs for 8.5 miles from Ryde Pier Head to Shanklin on the Island's east coast. Trains connect with passenger ferries to Portsmouth Harbour at Ryde Pier Head, which connect with the rest of the National Rail network. The line also connects to the Isle of Wight Steam Railway, a steam-operated heritage railway at Smallbrook Junction.
Anticipated non-rail benefits	The continued provision of railway services on Isle of Wight will also generate social value and contribute to the local economy
3. Timescales	
Comments on timescales	It is planned to grant the new lease from 1 st April 2019
4. Railway Related Issues	
History of railway related use	This is a renewal of the current Island Line lease which has been in place for the last 25 years.
When last used for railway related purposes	The site is currently used for railway related purposes.

Any railway proposals affecting the site since that last relative use	None known
Impact on current railway related proposals	The current South Western Passenger Franchise Agreement supports the continued provision of Railway Services on the Isle of Wight and the proposed disposal will support this.
Potential for future railway related use	A 20 year lease will enable any future Passenger Franchise Agreements to continue to provide a railway service on the Isle of Wight, connecting with passenger ferries to Portsmouth Harbour at Ryde Pier Head, which connect with the rest of the National Rail network.
Any closure or station change or network change related issues	None – the railway services on the Isle of Wight are not regulated
Whether disposal affects any railway (including train operator) related access needs, and how these are to be addressed in future	The proposed disposal will enable the current train operator to continue to provide railway services on the Isle of Wight during the length of their franchise. It will also enable any future operators to provide railway services as the lease can be assigned to another approved party.
Position as regards safety / operational issues on severance of land from railway	<p>The disposal does not include any requirement for new fencing of the railway boundary, as sufficient fencing already exists.</p> <p>The disposal is on a basis under which Network Rail has had due regard (where applicable) to impact of the disposal on lineside works, including railway troughing, signalling and their maintenance. The disposal is without prejudice to Network Rail's safety obligations, with which Network Rail will continue to comply. Network Rail's network licence requires compliance with Railway Group Standards. These set out requirements for – amongst other things – fencing, access and signal sighting. In addition, the Railways and Other Guided Transport Systems (Safety) Regulations 2006 require Network Rail to have a safety management system and safety authorisation in respect of its mainline railway system and its railway infrastructure. These, in turn, require Network Rail to comply with Railway Group Standards as well as its own internal standards; and also continually to monitor changes to the risks arising from its operations and to introduce new control measures as appropriate.</p>

5. Planning History and Land Contamination	
Planning permissions / Local Plan allocation (if applicable)	N/A
Contamination / Environmental Issues (if applicable)	N/A
6. Local Authorities	
Names & Email Addresses:	Isle of Wight Council - @iow.gov.uk
Local Transport Authorities:	Isle of Wight Council – Highways and Transportation department - - @iow.gov.uk
Other Relevant Local Authorities:	None
7. Internal approval to consult	
Recommendation:	<p>By proceeding to consult I am:</p> <ul style="list-style-type: none"> recommending that Network Rail consults on the terms of disposal confirming that I have read and understood Network Rail's Code of Business Ethics and policy on Interests in Transactions confirming that I have secured internal written approval to consult in accordance with Network Rail's policy on Authorising Application Forms.
8. Consultations	
Internal consultation	The Head of Franchise Management and Route Asset Management teams in Wessex Route have been consulted and support the proposed disposal

Summary of position as regards external consultations	An external consultation was carried out between 31 January and 28 February 2019. 22 parties were consulted. 12 parties either supported or raised no objection. 10 parties did not respond to the consultation. No objections were received. Responses were received from the local council, TOC, ACORP, and Isle of Wight Steam Railway who were considered to be the key consultees.	
Analysis of any unresolved objections together with recommendation by Network Rail as regards a way forward	No objections were received	
9. Internal approval to dispose		
Recommendation:	Based on the above, I recommend that Network Rail proceeds with the disposal	
Declaration:	I have read and understood Network Rail's code of Business Ethics and Policy on Interests in Transactions	
Proposer's name:	Proposer's job title: Station and Depot Portfolio Manager	
Signed.....	Date.....31/03/19.....	
Authorised by (name):	Authoriser's job title: Leasing Manager	
Signed.....	Date.....31/03/19.....	