

Isle of Wight

Transport for the South East (TfSE) has just submitted its Strategic Investment Plan to government. This plan determines the investment needed to grow the south east's economy and deliver a high-quality, safe, sustainable and integrated transport system that makes the south east more productive and competitive, improves the quality of life for all residents, and protects and enhances its natural and built environment.

Since 2017, TfSE, the sub-national transport body for the south east, has become a powerful and effective partnership for the region, bringing together local transport authorities, local enterprise partnerships, district and borough councils, transport operators and strategic network owners to speak with one voice on our region's strategic transport needs.







Central to the development of this plan has been engagement and consultation with all stakeholders to ensure what we put forward aligns with both their needs and their expectations in a sustainable and financially responsible manner. It is a plan developed by the south east, for the south east.

To the right, we have mapped the prioritised schemes for the Isle of Wight and the surrounding area; the schemes within the Strategic Investment Plan will be delivered from now to 2050.



Figure 1: Isle of Wight schemes from TfSE's Strategic Investment Plan

In addition to place-specific schemes, a number of wider policy interventions have been identified. These include:

-  **Decarbonisation:** faster delivery on net zero carbon, including through the use and adoption of green technologies
-  **Public transport fares:** support for public transport, including subsidies for reduced fares
-  **New mobility:** capturing the benefits for new modes of travel, new ways of paying for our travel, and new technologies
-  **Road user charging:** support for a national scheme, and one that local areas can integrate with for additional measures (e.g. Clean Air Zones)
-  **Virtual access:** making best use of technology to reduce the need to travel and help plan better, more sustainable journeys
-  **Better integration:** at stations, hubs and between modes, but also better integration with spatial planning and service delivery

Strategic Investment Plan Factsheets
No. 11 Isle of Wight

Figure 2: Isle of Wight scheme descriptions and phasing

Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
D. Isle of Wight Connections Package				
D1a	Bus Mass Transit - Newport to Yarmouth	Intra- and inter-urban bus-based Mass Rapid Transport, together with bus priority measures.	Integrate connectivity onto ferry services to the mainland.	Medium term (2030s)
D1b	Bus Mass Transit - Newport to Ryde	Intra- and inter-urban bus-based Mass Rapid Transport, together with bus priority measures.	Integrate connectivity onto ferry services to the mainland.	Medium term (2030s)
D1c	Bus Mass Transit - Newport to Cowes	Intra- and inter-urban bus-based Mass Rapid Transport, together with bus priority measures.	Integrate connectivity onto ferry services to the mainland.	Medium term (2030s)
D1d	Isle of Wight Railway Service Enhancements	Rail service enhancements on the Island Line, including extended operating hours and increased frequency of service.	Reduce wait times and improve service reliability between the island and the mainland.	Medium term (2030s)
D1e	Isle of Wight Railway Extensions or Mass Transit Alternative - Shanklin to Ventnor	Extension of the Island Line from Shanklin to Ventnor, or the consideration of a mass transit alternative.	Promote increased economic activity on the island and expand the visitor economy, contributing to local economic growth.	Medium term (2030s)
D1f	Isle of Wight Railway Extensions or Mass Transit Alternative - Shanklin to Newport	A reinstated rail connection between the Island Line and the largest town on the island, or the consideration of a mass transit alternative.	Provide new rail journey opportunities for communities situated along the line and between Shanklin and Newport.	Medium term (2030s)
D2	Isle of Wight Ferry Service Enhancements	Enhancement of ferry services to/from the Isle of Wight, including Southampton – Cowes and Ryde – Portsmouth.	Reduce wait times and improve service reliability between the island and the mainland.	Short term (2020s)
D2a	Operating Hours and Frequency Enhancements	Extension of service hours into the early morning and late evening for existing ferry services to/from the Isle of Wight, including Southampton – Cowes and Ryde – Portsmouth.	Increase the number of services between the island and the mainland, enabling access to the morning and late night offers of Southampton and Portsmouth.	Short term (2020s)
D2b	New Summer Route - Ryde to Southampton	The introduction of a new ferry service between Ryde and Southampton over the summer months.	Provide a boost to the island's visitor economy and enable travellers to access their final destination(s) via localised, sustainable modes.	Short term (2020s)
E. Solent Active Travel Package				
E6a	Active Travel Enhancements - Newport to Yarmouth	Active travel enhancements between Newport and Yarmouth.	Encourage the take-up of walking and cycling, reducing the need for private car for short trips.	Short term (2020s)
E6b	Active Travel Enhancements - Newport to Ryde	Active travel enhancements between Newport and Ryde.	Encourage the take-up of walking and cycling, reducing the need for private car for short trips.	Short term (2020s)
E6c	Active Travel Enhancements - Newport to Cowes	Active travel enhancements between Newport and Cowes.	Encourage the take-up of walking and cycling, reducing the need for private car for short trips.	Short term (2020s)

Delivering interventions for the Isle of Wight

Working with our partners we will now begin delivery of the nearly 300 interventions within the Strategic Investment Plan. Appropriate scheme and business case development will be required for each intervention, along with stakeholder engagement. Delivery will be dependent on each individual intervention and its local context, the complexity of the scheme, the stage of the scheme and business case development, as well as funding.

TfSE's role will be to support the appropriate delivery partners as we progress each scheme and secure funding for scheme development and delivery.

Along with local transport authorities, central government and its agencies, and other delivery partners, we will establish appropriate governance to oversee the development, delivery, and benefits realisation arising from interventions included in this strategy as we work to achieve the vision set out in our Transport Strategy.

By 2050, delivery of the Strategic Investment Plan will achieve for the south east:



21,000 additional new jobs



500,000 more rail trips each weekday



an additional £4 billion in GVA each year by 2050



1.5 million more bus, mass transit and ferry trips each weekday



1.4 mega tonnes less CO₂ equivalent emitted each year and a pathway to net zero identified



4 million fewer car trips each weekday

Help us to secure investment in the region's transport network

Please promote this investment plan in your local communities. We have submitted this plan to government and asked them to consider it when making future investment decisions for the region. Collectively we can deliver this ambitious plan and deliver a high-quality, safe, sustainable and integrated transport system that makes the south east more productive and competitive, improving the quality of life for all residents.

You can find the Strategic Investment Plan, the technical work behind it and our Transport Strategy on the TfSE website - www.tfse.org.uk, along with other factsheets.

For more information contact TfSE at tfse@eastsussex.gov.uk or [0300 3309574](tel:03003309574).

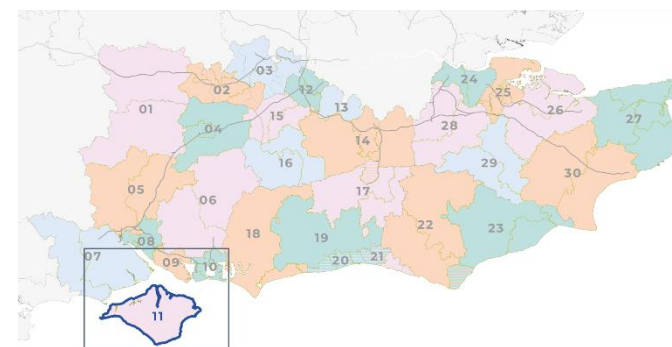


Figure 3: Map of factsheet locations and numbers