

Isle of Wight

Transport for the South East (TfSE) submitted its second Strategic Investment Plan (SIP) to government in 2026. This plan determines the investment needed to transform the quality of door-to-door journeys for residents, businesses, and visitors across the South East. This will boost productivity and competitiveness, enhance the quality of life for residents, and protect the region's natural and built environment.

This factsheet highlights the prioritised schemes from these constituencies to help communicate the outputs of the SIP.

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, business organisations, 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.

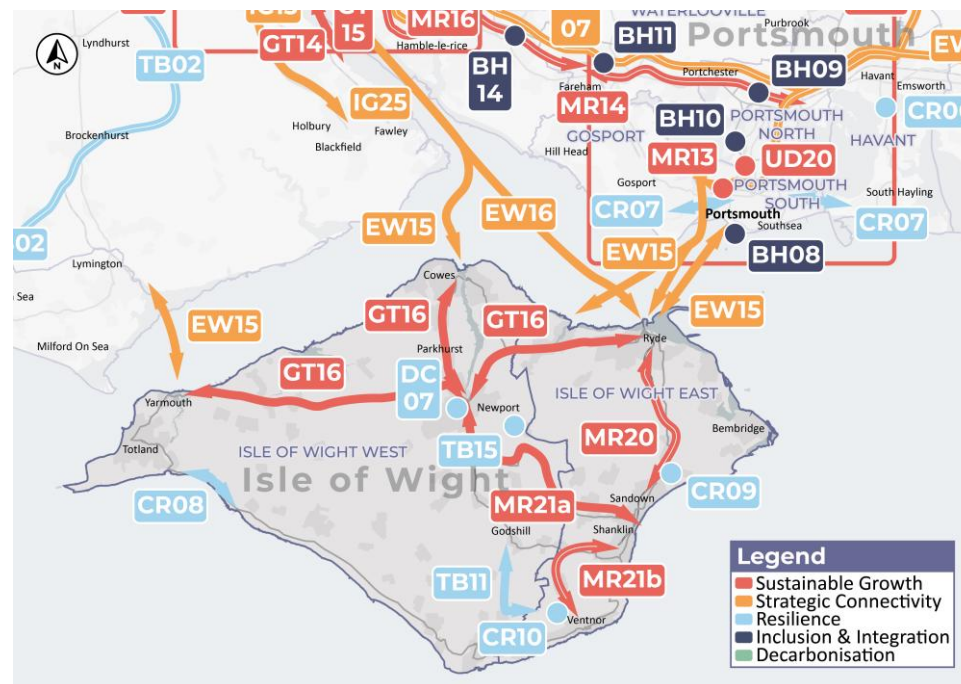


Figure 1: Isle of Wight schemes from TfSE's Strategic Investment Plan

The SIP is structured around TfSE's five transport strategy missions of Strategic Connectivity, Sustainable Growth, Resilience, Inclusion & Integration and Decarbonisation, each addressing a major regional challenge.

Above, we have mapped the prioritised schemes for Isle of Wight and the surrounding area with each scheme categorised against the mission for which they deliver the greatest benefit.

Figure 2: Isle of Wight scheme descriptions and phasing

Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
EW15	Isle of Wight Ferry Service Enhancements	Enhancement of ferry services to/from the Isle of Wight, including Southampton – Cowes and Ryde – Portsmouth.	This will reduce wait times and improve service reliability between the island and the mainland.	Short (2020s)
EW16	New Summer Route - Ryde to Southampton	The introduction of a new ferry service between Ryde and Southampton over the summer months.	This will provide a boost to the island's visitor economy and enable travellers to access their final destination(s) via localised, sustainable modes.	Short (2020s)
DC07	Newport Junction Improvements - Further Phase	Further phase of Newport junction improvements.	To divert west/east traffic from the High Street to introduce bus priority measures, new people first improvements and new/enhanced inter urban active travel corridors.	Medium (2030s)
TB15	New Gyratory at Down End, Newport	A new gyratory at Down End, Newport.	To resolve a cross-Island highway network pinch point, significantly network integrity and environmental impacts at peak times each day, as well as at all of times during tourist summer season.	Medium (2030s)
CR10	Major Bridging Scheme of the Graben, Ventnor	Major bridging scheme of the Graben, Ventnor.	A longer-term alternative route to Leeson Road (A3055)	Medium (2030s)
CR09	Raising the height of Morton Road (A3055) Brading	Raising the height of Morton Road (A3055) Brading and improving drainage.	This is to counter climatic change which is resulting in frequent flooding events on the eastern Yar which continues to force the closure of the A3055 during the winter.	Medium (2030s)

Map Ref.	Intervention name	What is the scheme?	What will the scheme do?	Phasing
CR08	Re-routing of the A3055 (Military Road) between Brook Chine and Freshwater Bay	Re-routing of the A3055 (Military Road) the section between Brook Chine and Freshwater Bay.	To mitigate the consequences of coastal erosion which have affected the road.	Medium (2030s)
GT16	Isle of Wight Mass Transit System	Intra- and inter-urban bus-based Mass Rapid Transport enhancements across the Isle of Wight, along with bus priority measures where appropriate.	This will provide faster, more frequent and reliable services between centres, supported by segregated active travel corridors.	Medium (2030s)
MR20	Isle of Wight Railway Service Enhancements	Rail service enhancements on the Island Line, including extended operating hours and increased frequency of service.	This will reduce wait times and improve service reliability between the island and the mainland.	Medium (2030s)
MR21a	Isle of Wight Railway Extensions or Mass Transit alternative (Shanklin - Newport)	A reinstated rail connection between the Island Line and the largest town on the island, or the consideration of a mass transit alternative.	This will provide new rail journey opportunities for communities situated along the line and between Shanklin and Newport.	Medium (2030s)
MR21b	Isle of Wight Railway Extensions or Mass Transit alternative (Shanklin - Ventnor)	Extension of the Island Line from Shanklin to Ventnor, or the consideration of a mass transit alternative.	This will promote increased economic activity on the island and expand the visitor economy, contributing to local economic growth.	Medium (2030s)
TB11	Highway Widening between Ventnor and Godshill via Whitwell	Highway widening between Ventnor and Godshill via Whitwell.	To be an alternative route should the Graben and Leeson Road fail.	Medium (2030s)

In addition to place-specific schemes, a number of wider policy interventions have been identified. Policy interventions are applicable across the whole of the South East (and the wider UK) and complement the key infrastructure and service interventions of the SIP to help achieve the vision and missions of our transport strategy. These also recognise the importance of transport-related sectors across the South East, such as freight and logistics, automotive and maritime technologies, and energy generation, as well as the potential innovation test beds across the region.

These include:



Active Travel: Delivery of local and regional cycling and walking infrastructure plans across the region



Energy Decarbonisation: Supporting the greening of the grid to ensure vehicles are powered by clean energy



Ferry Decarbonisation: Supporting the transition of ferry operations from fossil fuels to low carbon fuels



Fuel Decarbonisation: Supporting alternative fuels for sectors harder to electrify, such as aviation and freight



Integrated Ticketing: Multi-operator, multi-modal, capped daily rates, enabling seamless trips



Local Bus Enhancements: Delivery of bus service improvement plans and other local bus initiatives across the region



Public Transport Fares: Reversing the real terms increase in the cost of public transport compared to motoring



Road User Charging: Supporting the development of a national road user charging framework



Shared Micromobility: Shared micromobility schemes supporting public health, social inclusion, and placemaking



South East Lorry Parks: Increased lorry holding capacity to handle incidents and evolving EU customs controls



Sustainable Maintenance and Renewal: Working towards long-term, sustainable funding for asset maintenance and renewal



Transport and Land Use Planning Integration: Ensuring that developments' location and form support sustainable travel outcomes.



Transport Integration: Accessible facilities for seamless interchange between rail, bus and shared mobility



Virtual Access: Optimising the benefits of virtual working helping to reduce demand for transport

Delivering interventions for Isle of Wight

Working with our partners we will now focus on delivery of the nearly 200 interventions within the SIP. 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 SIP will achieve for the South East:



35,000 additional new jobs



250,000 more rail trips each weekday



An additional £6 billion in GVA each year by 2050



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



1.1 mega tonnes less CO₂ equivalent emitted each year



1.4 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 SIP, 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

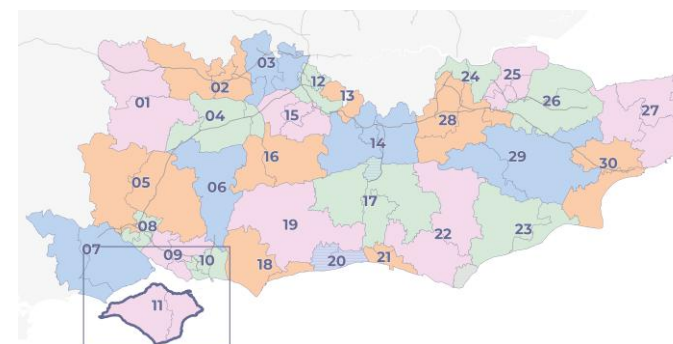


Figure 3: Map of factsheet locations and numbers