



## Ryde Transport Interchange

**'A gateway to the Island and destination in itself'**

### Community Consultation

**June 2021**



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## **1. Introduction**

Welcome to the Ryde Transport Interchange consultation – your chance to help decide the features of a new project that will help define the space in and around Ryde Bus Station, Ryde Esplanade rail station and Ryde Pier. The aim is to create a space that is more than a functional transport interchange, rather a gateway to Ryde and destination in itself.

The project takes some inspiration from the larger interchange scheme that was agreed following consultation in 2008 but was not taken forward at the time because of commercial issues which have been avoided through the partnership approach adopted for this new smaller-scale project

In the following document we explain more about the background to this project, and its significance in the context of the wider regeneration aspirations for Ryde, the project outline and the specific elements that we would like your feedback on as part of this consultation. We hope that you take this opportunity to share your views with us and we look forward to receiving your feedback.

## **2. Background**

Ryde is known by many as the ‘town on the beach’ and is the largest town on the Isle of Wight and one of UK’s original seaside destinations, much loved by Queen Victoria. Today, it remains a popular destination for locals and visitors alike, with its varied and interesting history, its stunning Victorian architecture, important marine habitats, vast sandy beaches, popular Esplanade area and lively town.

With easy access to mainland connections via Wightlink’s Fastcat and the Hovercraft, it is also a key gateway to the Island and a hub for onward transport connections to other parts of the Island by bus, train and a growing cycle network route.

Recognising the importance of the area and with a growing number of residents and visitors, the Isle of Wight Council has earmarked [Ryde Gateway](#) as its flagship regeneration project within its overall [2019-2030 Regeneration Strategy](#) for the Isle of Wight. Together with the [Ryde Place Plan](#) it has identified a set of strategic challenges and opportunities to the town and its future.

Among these is the need to “address critical road and transport junctions, including the seafront interchange itself” which “must be improved for the movement of traffic and the safety and convenience of residents and visitors.” It is these aspirations and those of improving the wider public realm that are the focus of this project.

The intent is to reorganise the space to provide a more pedestrian prioritised area with additional public space, opening up new views of the historic pier whilst facilitating an improved transport interchange which respects the local heritage, wider natural environment and conservation area status.

Linking with existing infrastructure, the project will bring improvements for bus and rail users, cyclists, and pedestrians as well as for people using Wightlink’s FastCat services. It also seeks to enhance the links with the town.

The project is funded by a government grant awarded to the Isle of Wight Council, Hampshire County Council and Portsmouth City Council (together as South East Hampshire Rapid Transport) after a successful joint bid to the Transforming Cities Fund. The project therefore is part of a wider, co-ordinated initiative to enhance sustainable transport infrastructure and connectivity in and around Portsmouth (Portsmouth City Region). As can be seen below, a great deal of activity has been happening behind the scenes over the last two years to secure this funding.

<b>Activity</b>	<b>Date</b>
Strategic Outline Business Case (SOBC) – Draft Submission	June 2019
Strategic Outline Business Case – Final Submission	November 2019
DfT Request Revised Bid based upon the SOBC	March 2020
Revised Bid Submission	June 2020
Portsmouth City Region awarded £55.6m	October 2020
Scheme refinement to reflect funding conditions	January - May 2021
Public Consultation	June 2021

The overall funding bid was successful in attracting a total of £55.6 million, £10million of which is earmarked for the Ryde Transport Interchange improvements. Complementary contributions are also being provided by Wightlink, Southern Vectis and South Western Railway who are all partners in the project.

We are grateful to our partners and members of Ryde Town Council, Ryde Business Association and the Ryde Regeneration Working Group who have helped develop this project through these key stages.

### **3. Project outline**

The project involves a number of enhancements to make the Ryde Transport Interchange area more attractive, reducing the dominance of motor vehicles and improving priority to pedestrians and doing so in such a way that it respects the historic pier / rail station and celebrates local heritage.

The main elements include:

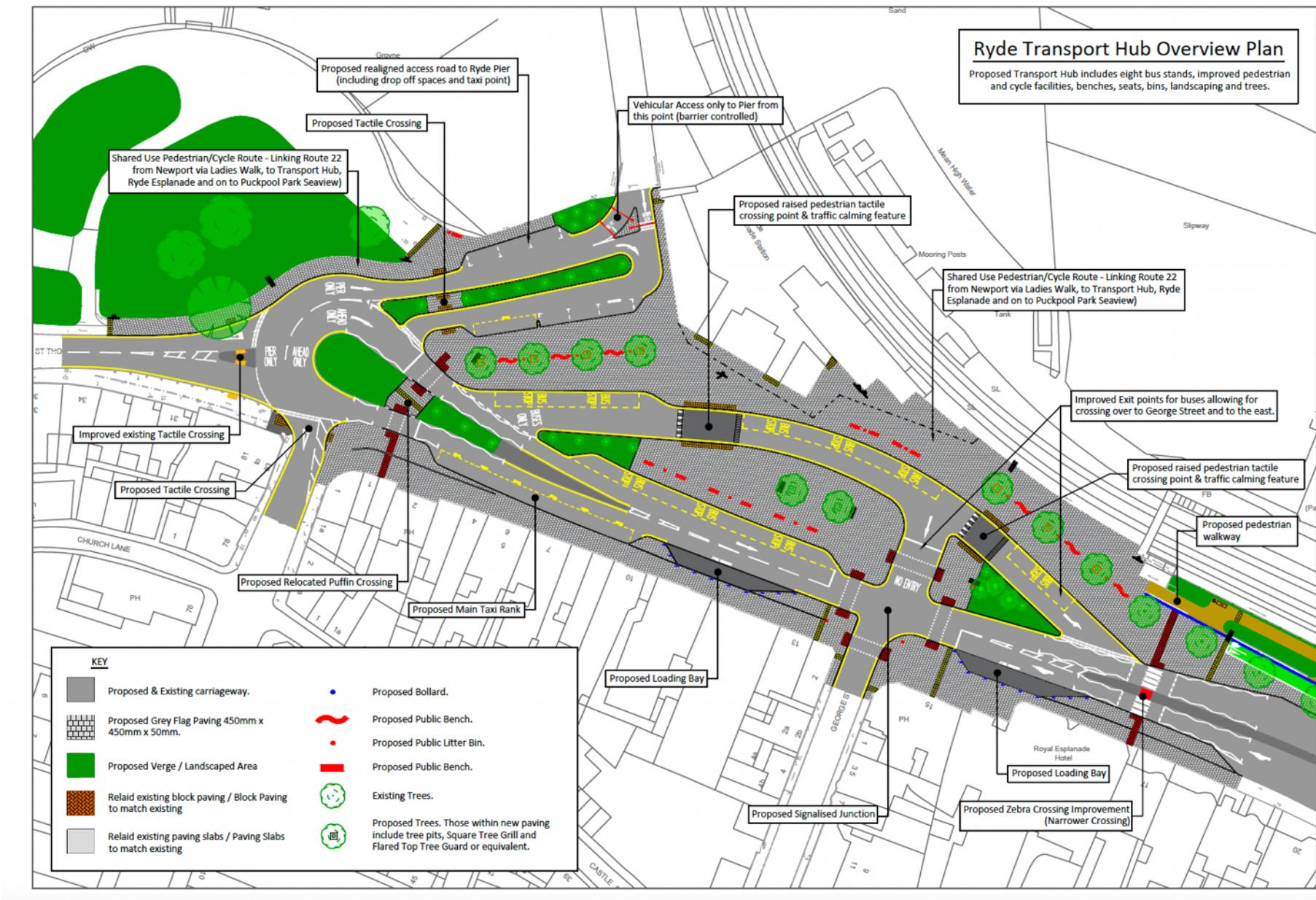
- Remodelling and refurbishment of the Esplanade bus interchange to create a better environment for bus users/pedestrians and make it easier and safer for buses to manoeuvre in and around the bus station and allow services to exit via George Street, thereby operating more efficiently and reliably.
- Reinstatement of the pier tramway to provide a new separate ‘boardwalk’ facility for pedestrians and cyclists.
- Refurbishment of the station buildings including new, fully accessible disabled toilets, a new façade, remodelled / expanded concessions and access to the boardwalk
- Improvement of cycling links to and through the interchange linking with the existing cycleway to Puckpool in the east and Ladies Walk in the west.

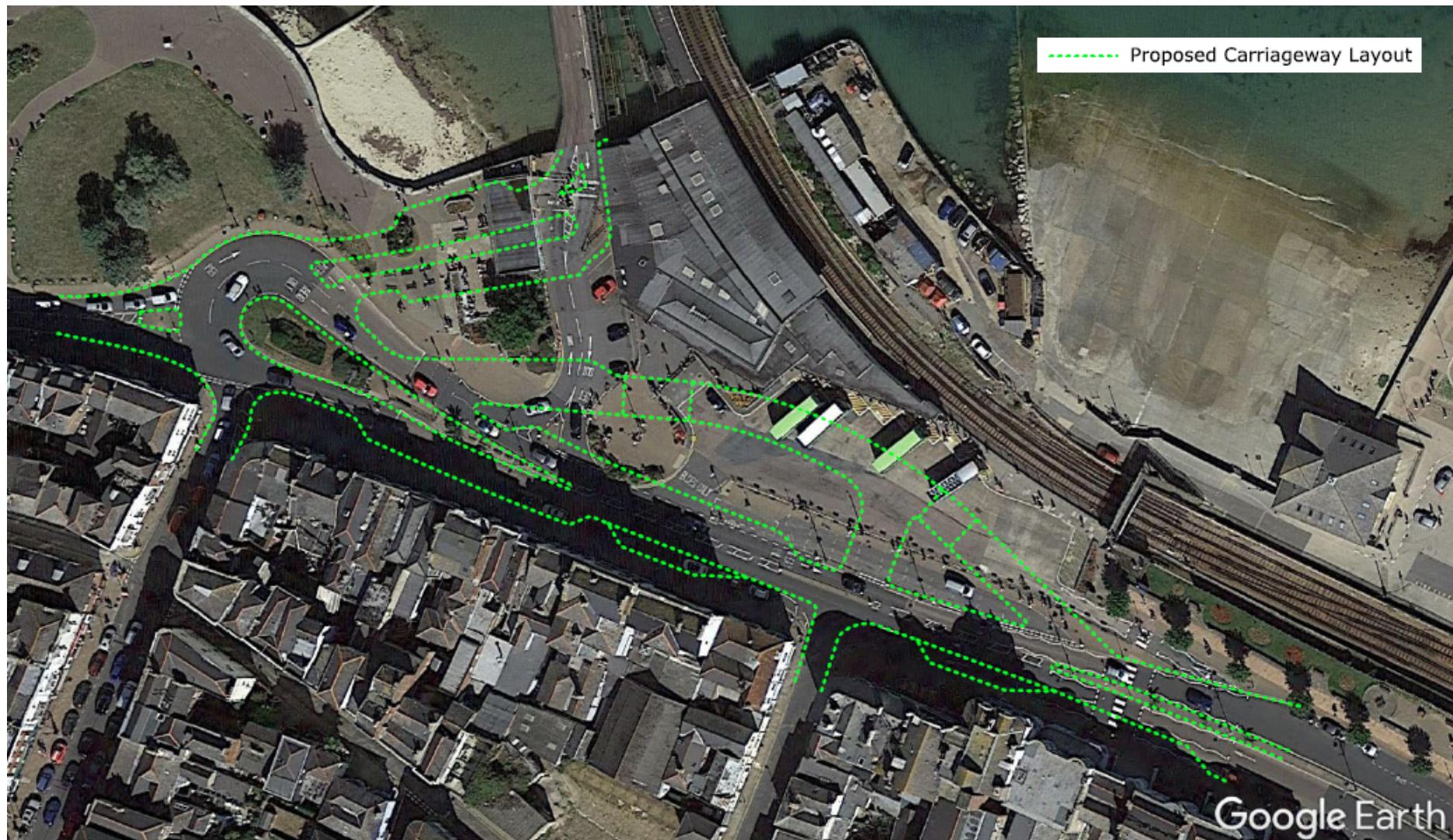
While many of these changes are a condition of the funding that is enabling us to make positive changes with regard to sustainable transport, we now need your help with the key features which will define the space not only as a transport interchange but as a gateway to Ryde and destination in itself. Features like the materials to be used, the landscaping/planting, shelters/seating as well as your thoughts on other aspects which you would like to see included (for example cycle parking, directions signing, art installations etc). All of these elements will contribute to ensuring it is pleasant public place to enjoy, whether passing through while travelling or actively spending more time there.

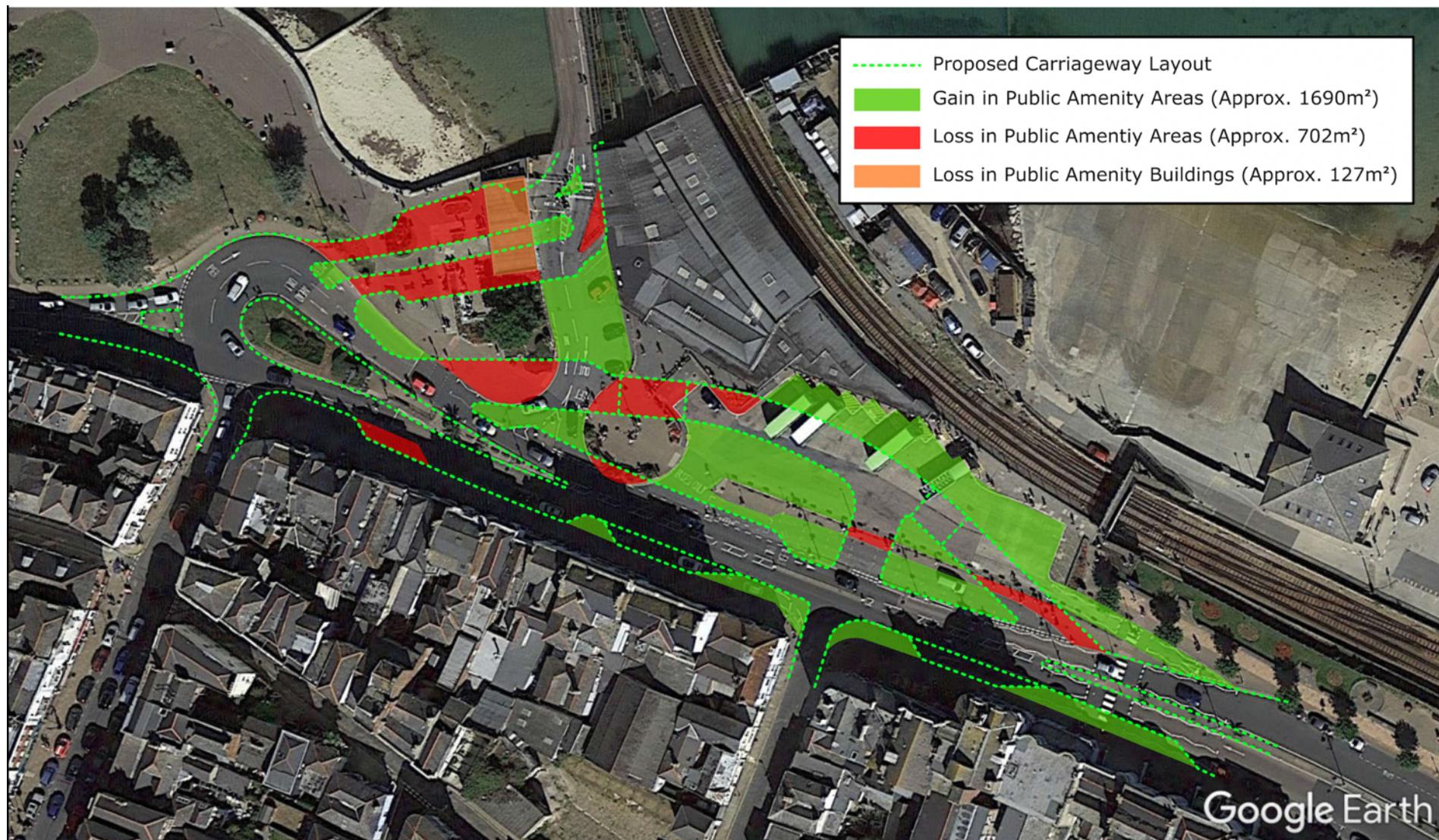
To complement the project, Southern Vectis has invested in new vehicles and South Western Railway in newer trains and track/ platform improvements. The project provides for improvements to Ryde Esplanade station including refurbished, fully accessible public toilets and concessions. These will replace the existing public toilets that will be removed – along with the concession stall (Ryde Pier Café) to the west of the pier. This will improve views of the historic pier and allow reconfiguration of the bus station and reallocation of space in favour of pedestrians and landscaping/planting.

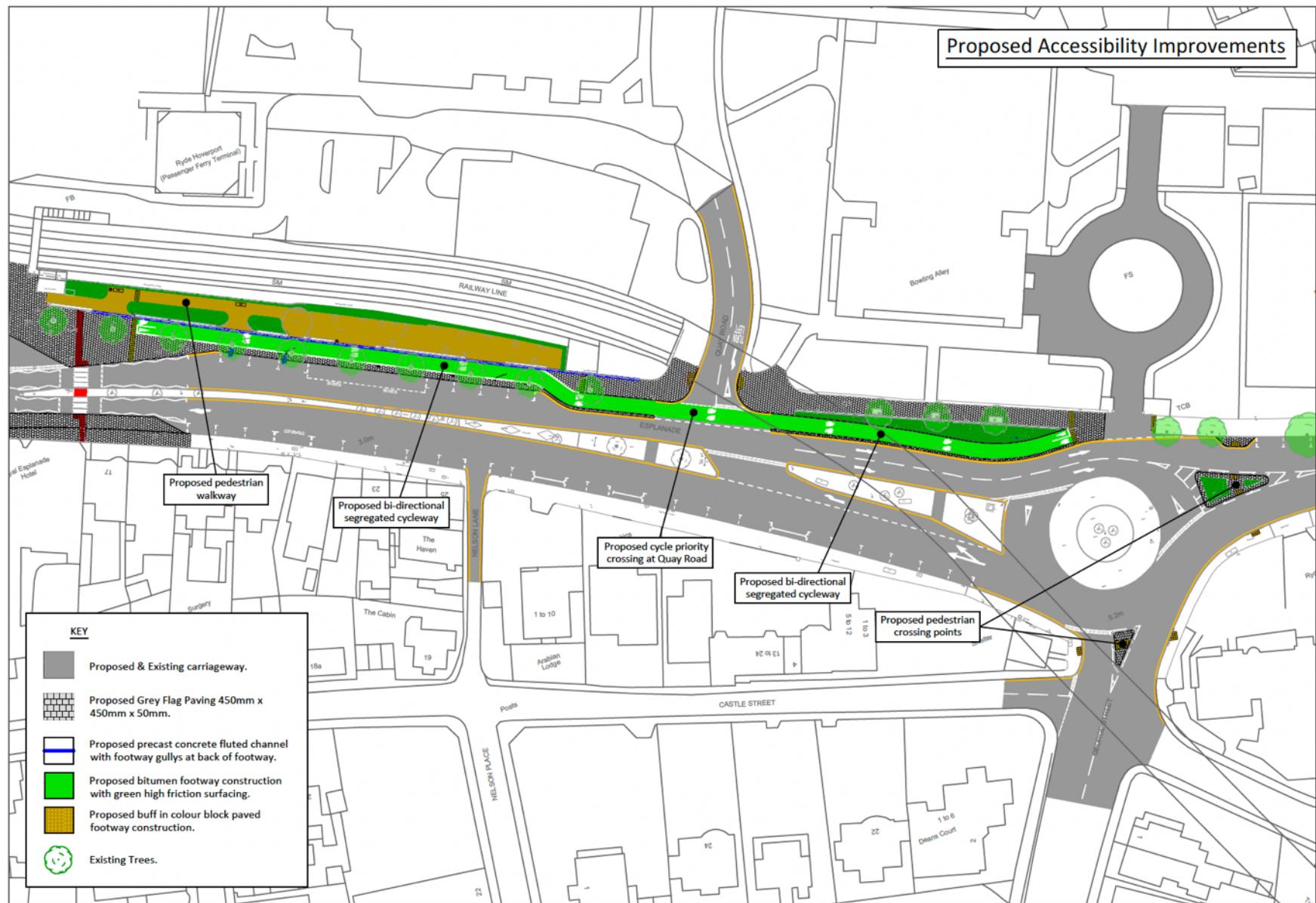
The council will be delivering the bus station, highway and cycling improvements; Wightlink the pier tramway reinstatement and South Western Railway the station refurbishment.

Plans showing the main parts of the council’s works are shown on the next three pages. Though elements may vary as a result of consultation, these designs represent the features required in order to draw down the grant funding.









## **Key points:**

### **Green space/Areas of public use**

- ❖ The plan seeks to make better use of the existing highway network. Little, if any, green space will be lost. Overall, there will be an increase in pedestrianised public space, with scope for significantly enhanced planting.

### **Taxis**

- ❖ The plan involves moving the taxi rank from its current location to provide two spaces at the approach to the pier and a new eight-rank facility on the south side of the Esplanade. Along with a new loading bay area, this will mean the loss of around eight limited waiting on-street parking spaces at this location.

### **Concessions and public toilets**

- ❖ The Ryde Pier Café concession stall and adjoining public toilets will be removed to improve views of the historic pier and make way for the new vehicular access to the pier. New, fully accessible toilets will be created within the interchange building. There will also be revitalised concessions in this refurbished facility.

### **Cycleway**

- ❖ The cycle route will be a combination of off-road dedicated, off-road shared with pedestrian use and on-road cycle paths.
- ❖ The creation of the segregated cycle link (a condition of the grant funding) will require the loss of two street parking spaces west of the car park/Hovertravel junction. The existing slabbed footway at this location will be resurfaced as a 'green carpet' as part of the new cycle route. Pedestrians will be re-routed via a walkway through the rose garden with enhanced planting. This segregated cycleway will have priority over vehicles using the Hovertravel junction.

### **Buses**

- ❖ The new traffic arrangements will include the creation of a new junction so buses can emerge from the bus station and travel up George Street. This will allow bus services to operate both more safely and efficiently, whilst maintaining timetable reliability as buses will not need to travel along the Esplanade and back on themselves via the roundabout as per the current arrangement. It will also crucially allow for the redistribution of space in favour of pedestrians.

### **Pedestrians**

- ❖ Improving the environment for pedestrians is at the heart of the plan with wider pedestrian routes and accessibility improvements to assist pedestrians including the introduction of new dropped kerbs, tactile paving, a new 'Puffin' crossing, separate pedestrian phases in the signal controlled exit from the bus station and improved crossing facilities at the bottom of Union Street to Western Gardens.

## **4. The consultation**

This consultation seeks your help in defining the look and feel of the public space and specifically your views on three main elements of the proposals through a short survey.

The three elements on which we are seeking your views are:

- The type of street furniture to be used (public seating, planters, bollards etc) on the Esplanade / bus station and pier tramway
- The type of planting to be used.
- The type of materials to be used in some elements of the project.

We would also be interested to hear your thoughts on other key features which could be incorporated into the public space such as shelters, cycle parking, directions signing, public art installations etc; please use the free text sections at the end of the survey to express any thoughts you have on this or anything else you may wish to raise.

### **Street furniture**

The plan involves installing new street furniture throughout the area including seating (there will be more public seating than at present), planters, rubbish bins and bollards.

There are different options available which will influence the character of the public space including Modern (eg. stainless steel / glass), Heritage (black /wrought iron) and Natural (stone / timber) furniture. Examples, although not specific types are shown below:

#### **STAINLESS STEEL FURNITURE**



#### **BLACK FURNITURE**

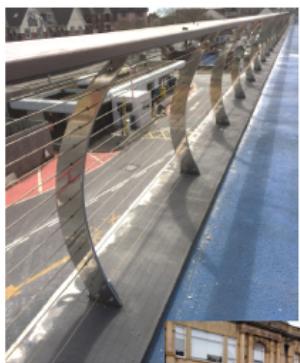


## **STONE FURNITURE**



And on the Pier Tramway, the following options:

### **RYDE TRAMWAY PIER NEW CYCLE TRACK AND PEDESTRIAN WALKWAY STAINLESS STEEL OPTIONS**



*Handrails*

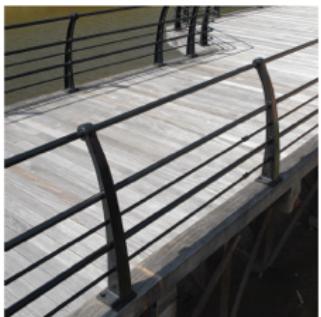


*Shelters*



## RYDE TRAMWAY PIER NEW CYCLE TRACK AND PEDESTRIAN WALKWAY

### BLACK PAINTED OPTION



*Handrails*



## Planting

Trees and shrubs will be kept wherever possible, and these will be supplemented by new planting. Overall, there will be a increase in trees/planting and public space as a result of the project. Options include a continuation of the current seafront themed planting or native species planting.

### PLANTING - SEAFRONT THEMED

(The scheme will be retaining the existing planting / trees / shrubs where it is practicable to do so)



## **PLANTING - NATIVE PLANTING**



## **Surfacing materials**

With the introduction of new pedestrian areas there are choices to be made in terms of the surface materials used for elements including pedestrian paving, the bus carriageway and kerbing.

Options include traditional black carriageway surfacing, coloured surfacing, or concrete imprinted surfacing (textured finish).

### **Traditional black carriageway surfacing**



### **Coloured carriageway surfacing**



## **Concrete imprinted (textured) surfacing**



## **Pedestrian Paving**

Pedestrian paving options include grey non-slip paving (like that used in St Thomas' Square, Ryde), block paving (like that currently used at the entrance to the station building and adjacent to the ice rink building) or Tegular paving (random blocks like that used in St Thomas' Square, Newport).

### **Academy Grey Paving (Non Slip paving like that in St Thomas Square, Ryde)**



### **Block paving (as used at the entrance to the existing station building and adjacent to the ice-rink)**



### **Tegula Style Paving (as used in St Thomas Square, Newport)**



## **Kerbing**

Kerbing options include traditional precast concrete kerbing, or conservation style concrete kerbing (both standard and wide top styles)

## **Traditional Precast Concrete Kerbing**



## **Conservation style Kerbing**



## **General**

Though much of the scheme design is based on the requirements of the grant award, your general feedback on the proposed plan and any other features you would like to see as part of this project is also welcome and this will be considered by the council as part of its decision-making process.

## **Survey details**

You can access the survey via the following link  
<https://www.surveymonkey.co.uk/r/RydelInterchange>

## **5. Next Steps**

The consultation runs for six weeks from 22 June 2021 until 3 August 2021.

We are also, alongside this consultation, continuing to seek further input from key groups like Ryde Town Council, Ryde Regeneration Working Group and Ryde Business Association to ensure they also have an opportunity, as local representatives, to input their views.

The findings of the consultation will inform a decision on the way forward.

It is hoped work on the project can start in early 2022 and be completed by the spring of 2023.

## **6. More information/contact details**

If you have any questions about the project, please contact [PFI@iow.gov.uk](mailto:PFI@iow.gov.uk)

If you would like a physical copy of this document or if you would like this information in large print, braille, audio, or another language, please contact [PFI@iow.gov.uk](mailto:PFI@iow.gov.uk)