

Q6. Which of the above investment priorities do you feel are important for the SIP to deliver? (Tick all that apply)

Decarbonisation & Environment

Adapting to a New Normal

Levelling up Left Behind Communities

Regeneration and Growth

World Class Urban Transit Systems

East - West Connectivity

Resilient Radial Corridors

Global Gateways and Freight

Q7. Do you have any further comments on the SIP's investment priorities?

All investment priorities are important for the SIP to deliver because they reflect different aspects of the national policy context and the local policy framework.

Q9. To what extent do you agree that the packages of interventions for the Kent, Medway and East Sussex area will deliver on the priorities of the SIP?

Neither agree nor disagree

Q10. Please select all of the packages for the Kent, Medway and East Sussex area that you feel are important in achieving the priorities of the SIP. Tick all that apply.

Kent, Medway, and East Sussex Classic Rail

Kent, Medway, and East Sussex High Speed Rail (two Packages)

Kent, Medway, and East Sussex Mass Transit

Kent, Medway, and East Sussex Active Travel

Lower Thames Crossing

Kent, Medway, and East Sussex Highways

Q11. Do you have any further comments on the Packages of Interventions for the Kent, Medway and East Sussex area?

Medway Council recognises that all of the packages for the Kent, Medway and East Sussex area are important in achieving the priorities of the SIP.

Among the 20 interventions identified as most relevant to Medway, 17 are at pre-Strategic Outline Business Case stage, and would need to be subject to feasibility studies to warrant any further consideration in relation to the priorities of the SIP.

Medway Council supports the level of ambition and welcomes ongoing engagement in TfSE workstreams, but the interventions are conceptual, going

well beyond a new local plan period of at least 15 years to 2050. However, the implementation timeframes for all except one intervention are in the medium-term, i.e. in the 2030s, with almost half in the short-term, i.e. 2020s. The lead in time to deliver these interventions would require significant investment in strategic planning resources across the region.

TfSE constituent authorities' respective infrastructure delivery plans (IDPs) may provide a source of interventions based on a more refined assessment of future growth, depending on their stage of local plan-making. Whilst these mitigations will be limited to mitigating cumulative impacts of future growth, IDPs should provide a starting point for short to medium-term interventions. TfSE could assist where mitigations have not identified funding sources beyond five years.

Q12. Which of the above Global Policy Interventions do you feel are important for the SIP to support? (Tick all that apply)

Decarbonisation

Public Transport Fares

Virtual Access

Integration

Q13. Do you have any further comments on the SIP's Global Policy Interventions?

Medway Council recognises that all of the Global Policy Interventions are important for the SIP to support, however further information is required regarding new mobility (i.e. electric bikes and scooters) and road user charging.

Q14. Do you think that the SIP captures the benefits and costs of the proposed packages of interventions adequately?

I'm not sure

Q15. Please explain your answer to the above question here.

Further to a recent email exchange between TfSE and Medway Council officers, further information is required to understand the underlying assumptions for land availability in Medway in the South East Economy and Land Use Model.

Q17. To what extent do you agree that, as a whole, the packages of interventions will deliver on the priorities of the SIP?

Please see response to Q9 and Q11.

Q19. Overall, to what extent do you agree that the SIP makes the best case possible for investing in transport infrastructure in the South East?

Somewhat agree