



AGENDA

SELECT COMMITTEE - KENT'S EUROPEAN RELATIONS

Tuesday, 7th January, 2014, at 9.00 am

Ask for: **Denise Fitch**

**Wantsum Room, Sessions House, County Hall,
Maidstone**

Telephone **01622 694269**

Tea/Coffee will be available 15 minutes before the start of the meeting in the meeting room

Membership

Mr A J King, MBE (Chairman), Mr A H T Bowles, Mr D S Daley, Mr G Lymer, Mr R A Marsh, Mrs P A V Stockell, Mr R Truelove and Vacancy (UKIP x 2)

UNRESTRICTED ITEMS

(During these items the meeting is likely to be open to the public)

- 1 Declarations of Interests by Members in items on the Agenda for this meeting.
- 2 Minutes of the meeting held on 10 December 2013 (Pages 3 - 6)
- 3 9.00am - Ron Moys - Head of International Affairs (KCC) (Pages 7 - 8)
- 4 10.00 am - Ruth Wood , Visit Kent (Pages 9 - 12)
- 5 11.00 am - Dafydd Pugh - Head of Brussels Office (KCC) and Stephen Gasche - Principal Transport Planner - Rail (KCC) (Pages 13 - 30)
- 6 12.00 noon - Erica Russell - Head of Sustainability - BSK (Pages 31 - 32)

EXEMPT ITEMS

(At the time of preparing the agenda there were no exempt items. During any such items which may arise the meeting is likely NOT to be open to the public)

Peter Sass
Head of Democratic Services
(01622) 694002

Tuesday, 24 December 2013

KENT COUNTY COUNCIL

SELECT COMMITTEE - KENT'S EUROPEAN RELATIONS

MINUTES of a meeting of the Select Committee - Kent's European Relations held in the Wantsum Room, Sessions House, County Hall, Maidstone on Tuesday, 10 December 2013.

PRESENT: Mr M Baldock, Mr A H T Bowles, Mr D S Daley, Mr A J King, MBE, Mr R A Latchford, OBE, Mr G Lymer, Mr R A Marsh, Mrs P A V Stockell and Mr R Truelove

IN ATTENDANCE: Ms D Fitch (Democratic Services Manager (Council)), Mrs S Frampton (Research Officer) and Mr R Moys (Head of International Affairs)

UNRESTRICTED ITEMS

1. Election of Chairman

(Item 1)

Mr A H T Bowles proposed and Mr G Lymer seconded that Mr A J King.MBE be elected Chairman of the Select Committee.

RESOLVED that Mr A J King, MBE be elected Chairman of the Committee.

2. Kent's European Relationship - Topic Review

(Item 2)

(1) Mrs Frampton introduced the report that had been circulated with the agenda which set out proposed Terms of Reference, scope and general approach to the review included suggested witnesses either for written or oral evidence. She also circulated a glossary of common acronyms. Mrs Frampton explained her role as the independent research officer for the review to the Committee.

(2) Mr Latchford stated that the undue haste in completing the work of this Select Committee was not supported by the KCC UKIP Group and expressed concern about the time pressures on the Select Committee to complete its work in time to submit their report to County Council in March 2014.

(3) The Committee discussed the wording of the terms of reference and in particular the deletion of the word "disbenefit" from the terms of reference on the assessment form which had been considered at the Scrutiny Committee on 12 November 2013 and its replacement with "challenges". There was agreement that both words should be included in the terms of reference.

(4) Mrs Frampton circulated a list of officers that she had met with to date in order to assist her in supporting the Committee in identifying the key issues for this review and assist with the identification of potential witnesses. The Chairman mentioned that Mr Moys (Head of International Affairs) would be attending meetings of the

Select Committee in order assist the Committee with any issues that required clarification.

(5) In response to a question from Mr Baldock, Mrs Frampton undertook to provide the Committee with a summary of each of her interviews with officers. A number of Members thanked Mrs Frampton for the amount of work that she had carried out in a short space of time to provide background information for the Committee.

(6) Ms Fitch explained to the Committee the background to the Select Committee media protocol which had been circulated with the agenda for Members information. One of the aims of the protocol was to ensure that there was a clear understanding with the Corporate Communications team of the way in which press enquires on Select Committee matters should be address which was via the Select Committee rather than the Cabinet Member.

(7) Mrs Frampton circulated a list of possible questions to be sent to those witnesses from whom written evidence would be requested and sought the Committee's views and approval. Mr Baldock asked for his objection to be recorded to papers being tabled at the meeting for Members comments and approval. The Committee discussed the proposed questions for witnesses and made a number of suggestions which were noted by Mrs Frampton and she undertook to circulate the updated version to Members of the Committee with a request that they provide her with any additions within 48 hours.

(8) The Chairman asked Mr Moys to provide the Committee with a short paper on ongoing European projects on a non-disclosure bases. .

(9) The Committee discussed the scope of the review and there was general agreement that there would be a focus on what lessons could be learned from those that had sought European Funding including those that had been unsuccessful in order to maximise the amount of funding obtained in Kent.

(10) Mrs Frampton mention that she had been made aware of the Dover and Thanet Chambers of Commerce which the Committee may wish to seek evidence from, the Committee confirmed that they should be added to the witness list.

(11) Mrs Frampton made the Committee aware that "Locate in Kent" and "Visit Kent" were currently in a procurement process with KCC and therefore she was asked to seek advice from the Director of Governance and Law as to when it would be appropriate for the Committee seek evidence from them.

(12) It was agreed that the Chairman of the LEP should be invited to attend as a witness and it was also suggested that evidence should also be sought from "Protect England" or possibly organisations like the Road Haulage Association and Tax Payers Alliance. There was agreement that evidence should be sought from Protect England. It was agreed that no MEP's would be invited to be witnesses.

(13) There was agreement that if any of the witnesses invited to hearing sessions were unable to attend they would be asked to provide written evidence. Mrs Frampton reminded the Committee that written evidence was given the same weight as oral evidence. If any Members were not able to attend any of the hearing

sessions then if they send Mrs Frampton any questions that they would like asked of the witnesses she would ensure that they were addressed.

(14) Mrs Frampton sought the Committee's views on including a request for evidence in the "inside track" newsletter to voluntary organisations to seek their experiences of European funding bids both successful and unsuccessful; this was agreed by the Committee.

RESOLVED that (a) the following terms of reference for the Select Committee be approved:

To determine:

- *The benefits, disbenefits and challenges for KCC, Kent organisations and the Kent economy from KCC's European engagement and activities over the period 2008-13.*
- *The key lessons that may be drawn from engagement and activities undertaken during this period*
- *What KCC needs to do in order to maximise the potential benefits to the county from European engagement and activities in the future.*

(b) the witness programme be as agreed by Members at this meeting and as clarified outside of the meeting via email.

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Kent's European Relationship Select Committee - 7th January at 9.00 a.m.

Biographical information: Ron Moys



Ron Moys is Head of International Affairs at Kent County Council. The International Affairs Group has overall responsibility for overseeing and influencing EU policy and legislation relevant to KCC and Kent as a whole, partnership development, EU funding and trade development. He has over 20 years' experience of working in European Affairs, especially in the field of regional policy and the Structural Funds, his previous career (1992-2000) having been in

this field at the European Commission (DG REGIO) in Brussels.

Ron is currently actively involved in the development and implementation of the new EU Structural Funds programmes for which Kent will be eligible in the new programming period 2014-20. This includes representing all South East local authorities on the Member States' Programme Preparation Group (PPG) devising the new Interreg '2-Seas' cross-border cooperation programme, as well as leading KCC's participation in the South East Local Enterprise Partnership's European Structural & Investment Fund programme. As part of this activity, he is also responsible for maintaining and developing key European and regional partnerships where these support funding bids or provide opportunities for service improvements and innovations.

SUGGESTED THEMES FOR MEMBERS' QUESTIONS

1. How KCC has exercised its role with respect to European engagement
2. How direct engagement in Europe contributes to KCC's strategic objectives and those for Kent
 - Brussels Office
 - Partnership working at the front line
3. Whether/how learning from engagement (including project work) feeds in to KCC's strategic planning
4. Kent's approach to identifying (and disseminating) European funding opportunities ('bottom up' vs strategic?)

5. How Kent's approach to European engagement and funding compares with that of neighbouring authorities (joint work?)
6. Issues around securing of European funding (administrative aspects/learning and experience)
7. Issues regarding match funding
 - How are partners identified
 - What, if anything, does KCC do to facilitate 'matchmaking'
8. Impact of changes – the new EU programme funding period (2014-20)
 - Local Enterprise Partnerships and Kent Economic Partnership
 - Role and organisation of EU funding in helping to meet local priorities for economic growth

Kent's European Relationship Select Committee – 7th January, 10.00 a.m.

Biographical Information: Ruth Wood

Ruth Wood is Head of Research and Strategy at Visit Kent. She has over 15 years' worth of tourism marketing, research and development experience. She started her career in English Heritage moving on to Leeds Castle before becoming part of the Visit Kent team. She has extensive European funding experience from writing the bids, project managing the partnerships and delivering the outputs. From the current Interreg programme we have had five projects Sustrip, Cast, Seaconomic, Greet and Cool and have recently been successful with a 2 Seas Interreg cluster bid called Proximity.

Suggested themes for Members' Questions

1. Visit Kent and relationship to KCC
2. European funding for tourism in Kent
3. Example projects (such as Sustrip, CAST, SEACO, COOL, Greet the World) – what have been the outcomes (benefits and any drawbacks) from these?
 - Case study material
 - Ongoing work
4. Cross border partnerships – key issues and benefits for Kent
5. Hardelet – issues and potential?
6. From experience of working on EU funded projects and partnership work, what are the key learning points which would enable us to maximise the potential benefits for KCC/Kent in the future?

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Kent's European Relationship Select Committee

Written Evidence – Tourism / Visitor Economy

According to two leading studies, one by Deloitte with VisitBritain and one by Trajectory for VisitEngland, tourism is currently the most vibrant and productive industry in the UK.

The tourism and hospitality sector provides 64,000 jobs in Kent and is worth £3.4bn to the local economy annually. It has the potential to grow and offer even more jobs and economic benefit in the future, indeed, tourism is forecast to grow by at least 3% per annum over the coming 5 years and Kent is performing above average in the sector when compared to the national average. The Paramount proposal for the Swanscombe Peninsula is a prime example of future opportunity that will demand a high number of qualified staff that we would ideally want to see recruited from within the County.

KCC's tourism services are provided through and with Visit Kent Ltd which is a public private partnership destination management organisation which has run for more than a decade. It is recognised locally and nationally for its innovative and sustainable operation which has seen it go from strength to strength where other local and regional organisations have struggled or even fallen by the wayside in the recent recession.

An essential part of Visit Kent's success and sustainability has been as a result of securing significant and regular European funding to support its numerous projects and campaigns promoting the county and its tourism businesses at home and abroad which has maximised the benefit of KCC and other public and private sector investment. Since 2002, Visit Kent has secured over £6m from Europe which has in turn leveraged match funding bringing investment in the Kent tourism economy of around £13m.

Specifically, EU funded project have enabled Visit Kent to undertake research projects, regeneration initiatives, and projects specific to the rural tourism economy and directly related to sports and culture in 2012 to maximise the benefit of the London Olympics to Kent. Such funding has also enabled Visit Kent, often in partnership with other UK bodies and major cross-Channel carriers and more recently KLM to develop strong working relationships with similar bodies in target markets in France, Holland, Belgium and Germany.

It has also enabled it to further develop its marketing, business support, training and product development and to invest in core infrastructure such as a new website and to develop new approaches to initiatives such as the Greeters programme and the very successful Big Weekend.

As the EU comes to the conclusion of its Interreg IV funding programme we anticipated a drop in income from this area whilst we await the next programme launch, however, Visit Kent has continued to bid for and is securing unspent funding under what are known as 'cluster' projects. This has only been possible because Visit Kent, working closely with colleagues in

the International Team and Brussels Office, are well attuned to EU funding mechanisms and, crucially, plan ahead in preparation of opportunities that match business need.

EU funding has also enabled the nurturing of strong and on-going relationships with our near neighbours in the Nord Pas de Calais and West Flanders and an example of a current project is to provide training for French teachers on what there is to see and do in Kent when choosing to visit here with their students.

The benefits for KCC and Visit Kent in this area are the additional funding that is directly secured and how this enables leverage of additional investment from partners to deliver key initiatives. It also provides the opportunity to share best practice with sector professionals and organisations in the UK and near Europe which also helps to keep our visitor economy in tune with market trends and opportunities.

The challenges include the need to maintain a strong commitment to attracting such funding which can take a significant amount of time in each instance as well as the need to have robust 'return on investment' models in place to ensure that the effort remains. That said, even taking into account the administrative costs it still makes an important contribution to the bottom line and enables delivery of what Visit Kent needs to do in support of Kent's visitor economy.

A key lesson learned and adhered to is that EU funding pursued must continue to be for core objectives only as identified in Visit Kent's business plan and where agreed in its SLA and future contractual arrangements with KCC. Another is that there is strong and well founded expertise within Visit Kent and KCC's team which can be used to support others in this area where it is in our interest to do so. Finally, forward planning is essential so that all players are able to influence and inform EU funding programmes as they develop and to then be in a position to bid and secure funding with the required partnerships in place. KCC, through its International Team, is, for example, represented on the EU Programme Preparation Group (PPG) drafting the new Interreg 2-Seas cross-border programme 2014-20 in order to ensure that our priorities are appropriately reflected.

In looking ahead, there is likely to be increased competition for the new funding programmes as we see an increase in the number of EU partners wanting to take advantage of such funding. Projects, including tourism related ones, will also increasingly need to demonstrate a clear impact on economic growth and job creation. Kent and its constituent organisations and partners need to maintain its strong track record and reputation of excellent delivery, effective reporting and successful outcomes which will be achieved if there remains the commitment to close partnership working, early engagement and shared knowledge and professionalism

Theresa Bruton – Head of Regeneration Projects, KCC
17th December 2013

Kent's European Relationship Select Committee – 7th January 11.00 a.m.

Biographical information:

Dafydd Pugh

To follow

Stephen Gasche

Stephen Gasche has worked for Kent County Council (KCC) since 2008, when he was appointed as Public Transport Team Leader (East Kent). During his time with KCC Stephen has developed strong partnership working with HS1, Eurostar, Conseil Regional Nord Pas de Calais, Network Rail, Southeastern Railway and Gatwick Airport Ltd.

Stephen was appointed to his present post as Principal Transport Planner – Rail in 2012, with responsibility for ensuring the delivery of the key recommendations in the Council's Rail Action Plan for Kent. This Action Plan includes the Council's aspirations for the development of Kent's domestic and international rail services on HS1.

Stephen is a Chartered Member of the Chartered Institute of Logistics and Transport.

SUGGESTED THEMES FOR MEMBERS' QUESTIONS

1. International Affairs – background and development of the Group's Brussels 'arm'
2. Range of activities in support of KCC evolving priorities
3. Partnership work and networks
4. How does International Affairs deliver KCC's priorities with European funding?
5. Influencing at international, national and local level – key learning points to date, opportunities and risks for the future
6. Transport Project case study: ROCK including background, progress to date, benefits and any challenges/disbenefits, project aims, future plans and implications for Kent (including the Ashford Spurs project), costs to KCC and 'value' to KCC and Kent

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Transmanche Metro 11th Core Executive Meeting Heerlen – 10 December 2013

Business Case for Transmanche Metro: objectives

- A better & more consistent international rail timetable at Ashford, Ebbsfleet and Calais
- a cross-border link between Kent & Nord Pas de Calais stations
- We have 5 reports from which to work
 - Phase 1 Report: Ingerop / Halcrow / MOT
 - Internal KCC Study on Eurostar Customers and Catchment area in Kent
 - Phase II Timetable Study: Robson's Rail Consultancy
 - Phase II Demand, Cost, Revenue & Legal Study: Ingerop / Latournerie
 - Phase II Ashford Spurs Re-signalling: ART Ltd

Phase II Study Methodology – a quick reminder

- Five Transmanche Metro scenarios were developed. Robson's Rail Consultancy rejected three as technically unfeasible to timetable
- The two remaining options were retained for further study as they:
 - provide three all stations services each way each day.
 - only alter the current timetable between Calais Frethun and London to avoid capacity problems on the French high-speed line and at Lille Europe station
- Consultants Ingérop carried out a demand, cost & revenue analysis
- Latournerie looked at the legal situation should revenue support be required
- Advanced Rail Technologies looked at how new-build international trains could serve Ashford International Station safely.

Progress

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- Consultants' Final Report: Completed September 2013
- Project Review Day with rail & regeneration experts: Oct. 2013
- Business Case: Outline agreed and work in progress with aim of completion by Spring 2014
- Business Case: Present to politicians in Nord Pas de Calais, Kent and European Parliament in Spring 2014

3rd October Review Day: Our expert panel said...

- A credible concept
- Could be market tested at low cost to the operator
- Now focus on getting political and business ownership
- You might want to talk to the regulator
- And, above all
- **Tell the strategic story**

Business Case: what does the draft structure look like

- The Strategic Case
- The Options considered
- Economic Appraisal
- Technical appraisal
- Financial Case
- Delivery Plan



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Business Case for Transmanche Metro



Ashford Spurs - why is it so important?

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- Identified as a key issue as part of Action WP2A2 because:
- Access to and from Ashford International is by UK domestic signalling only.
- For Eurostar, their new fleet will not be able to serve Ashford.
- This creates fleet planning limitations both for regular timetabling and for emergencies (e.g. replacement trains for breakdowns, having passengers disembark at Ashford during Tunnel emergencies etc)
- The new trains start coming into service in 2016 so this is a critical scheme to deliver before then

Ashford Spurs Project – 3 phases

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- **Phase 1:** consultants' report published September 2013 – recommends ETCS and KVB signalling as technically feasible. Notes that interoperability rules and EU financing possibilities go in favour of ETCS. Ashford Spurs Working Group in favour of proceeding to detailed development with ETCS.
 - **Phase 2:** funding from stakeholders (50%) and EU RoCK project (50%) to fund Network Rail development work: **£520K**
 - **Phase 3:** delivery of new signalling system on Ashford Spurs to be funded from UK (TBC) (50%) and EU (TBC) (50%)
- **We are seeking to complete Phase 2 within RoCK**



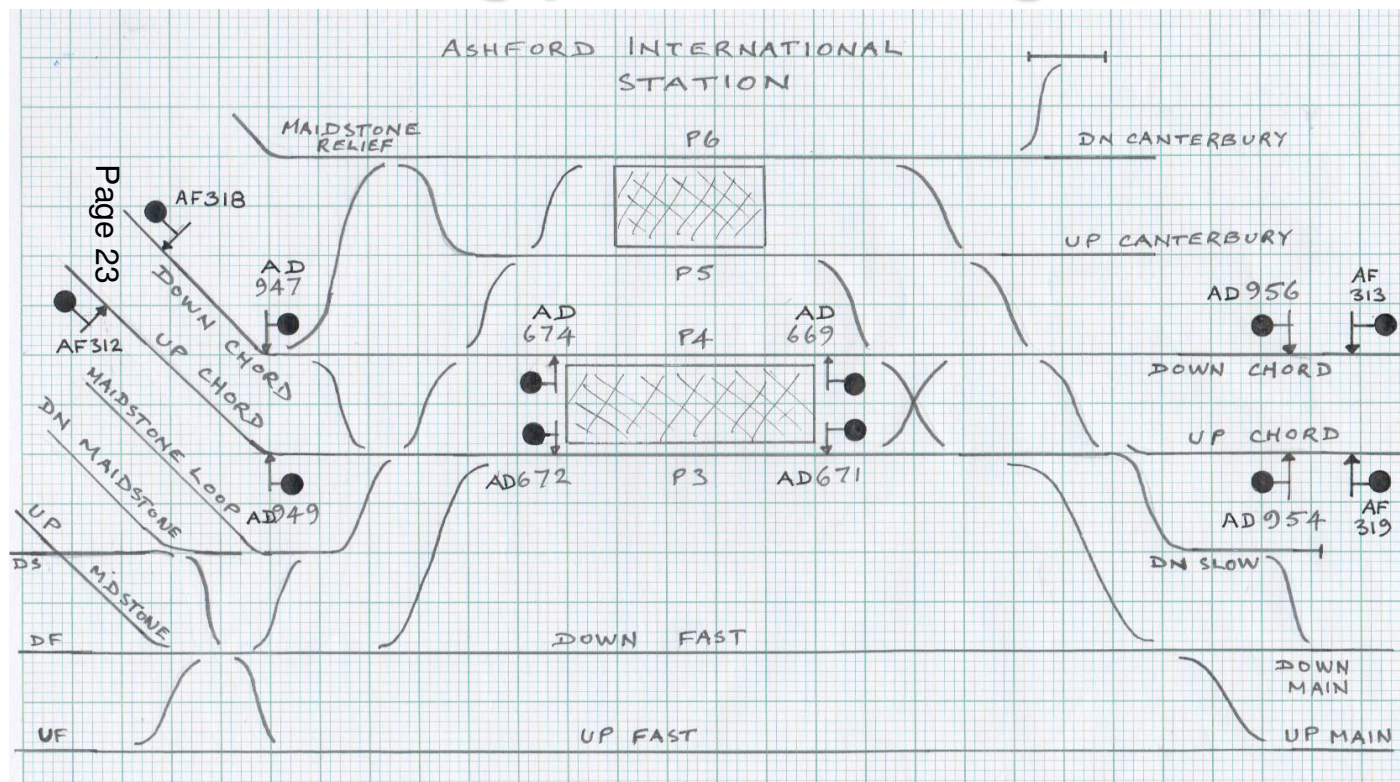
CONNECTING
KNOWLEDGE BY RAIL

Ashford International Station Track Diagram showing position of signals – ART Report

12 signals affected

- 8 on Network Rail

- 4 on HS1



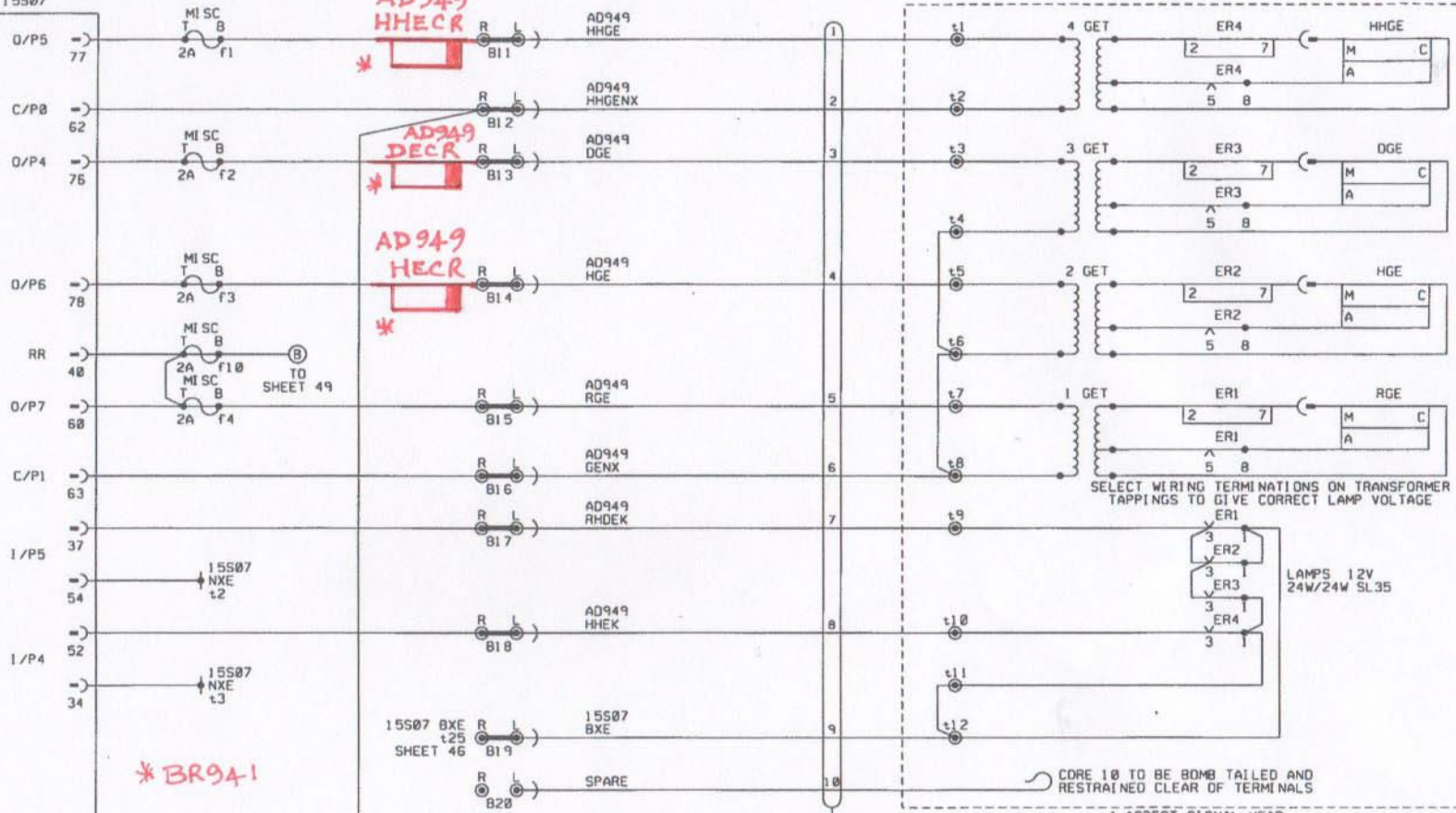
The key problem: how to get the information from the lineside signals to the train?

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- ETCS Level 1 is a cab-based system that can be superimposed on the existing signalling system, leaving the fixed lineside signals in place. Eurobalise radio beacons pick up signal aspects from the trackside signals via signal adapters and telegram coders (Lineside Electronics Unit – LEU) and transmit them to the vehicle as a movement authority together with route data at fixed points
- **BUT...** ETCS Level 1 has not been applied to UK-style colour-light signalling anywhere in UK. This is ground-breaking, particularly for the interface between lineside signals and ETCS.
- ART has devised two possible options to take aspect information from the SSI TFM outputs into the ETCS LEU:
 - series (current) proving by the use of BR941 relays
 - parallel (voltage) proving by the use of BR966 F7 relays

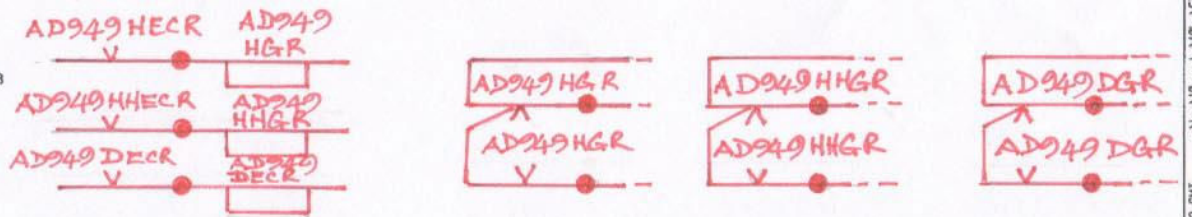
SIGNAL MODULE 15507

AD949 G



* BR94-1

FROM SHEET 48



Series proving applied to signal AD949

TESTER NAME		SIGNATURE		DATE		ACTIVITY		COMPLETE		DATE		Source Record Updated		Railtrack Records Group		RAILTRACK								
1																								
2							Prep. Inspection					Version	Prod.	Check	ASHFORD		Drawing No 10BC-EL201-47							
3							Prep. W.C. and Cont					NX1	PW	DH	ASHFORD WEST		Sht No 47							
4							Prep. S. & F./C.F.T.								LOCATION BC201 CASE C		Last Full Correlation	Date						
5							Cable core Loc. End								AD949 SIGNAL CIRCUITS		Current Version	NX1						
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Complete tester details in your own check marking colour. Sign off for completed activities.													Produced		D.W. M 8-7-2004		Checked		D.H. M 8-7-2004		Issued			
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Ashford Spurs – Development Work Profile

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Activity	Cost £	Days Work
NR Technical approval of SSI interface circuits	304,000	147
Safety case approval of SSI/balise system	105,000	36
Scheme design	100,000	50
Approval for installation	10,000	10
	519,000	243

Ashford Spurs – Funding Plan

	<u>£</u>	<u>£ EU</u>
○ Kent CC	40K	40K
○ Ashford BC	20K	20K
○ HS1	20K	20K
○ Eurostar	20K	20K
○ ORR	160K#	160K
	<u>260K</u>	<u>260K</u>
○ <u>Total development costs:</u>	<u>£520K</u>	

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○ # - ORR funding request in process but underwritten by KCC

Next steps forward ...

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- Business Case to be completed and presented to RoCK CEM in Canterbury, May 2014
- Advocate the Transmanche Metro solution to Eurostar, rail industry stakeholders
- Present Business Case to politicians in Nord Pas de Calais, Kent and European Parliament
- Complete funding for delivery of Ashford signalling scheme
- Link all together to...



CONNECTING
KNOWLEDGE BY RAIL

Provide a regular International rail connection that also links Kent with Nord Pas de Calais



12th CEM – Canterbury: 20/21 May 2014

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- SO: on Monday 19 May 2014 ---
- Brussels Midi 16:56 (only train each day!)
- Ashford Int 17:38
- Coach link to Canterbury
- First Dinner: 19:30

Kent's European Relationship Select Committee – 7th January, 12.00 a.m.**Biographical Information: Erica Russell**

Erica is Head of Sustainability and Insight for BSK-CiC. She has had a long career in marketing with brand management, marketing manager and director roles in a number of PLCs, as well as a leading UK co-operative and has had experience running a small company. She joined BSK-CiC in 2006 and now heads up the BSK Low Carbon: Sustainability team, working with project teams to develop insights from SME interactions and leads on the company's foresight work. Erica additionally manages BSK-CiC marketing and European project support. She regularly presents to audiences on Marketing Green Credentials and BSK-CiC is proud to have been a finalist in the national Green Marketing Awards, recognised for its expertise in initiating low carbon changes in small and medium sized companies. Erica is currently a Board Member on the Environment and Efficiency Theme Board, a Fellow of the Royal Society of Arts (FRSA) and Associate Member of the Institute of Environmental Management (IEMA). She completed her MSc in Sustainable Development in 2010.

Suggested themes for Members' questions

1. Background and information regarding BSK
2. KCC's role and involvement with regard to obtaining EU funding (for KCC and for Kent)
3. Examples of specific programmes or projects to highlight opportunities
4. Our learning to date about what is likely to be successful and what doesn't work
5. The challenges and risks (including costs) of obtaining EU funding
6. The impacts (benefits and any drawbacks) of European project and partnership work (has it made a difference?)
7. The new funding round 2014-20 European and UK – priorities, aims and opportunities for Kent

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