

**6. QUESTIONS FROM THE PUBLIC**

This agenda item invites questions for consideration at the meeting. The following questions have been received and responses provided by officers.

**From Clare Greener (NFU) on behalf of the Herefordshire Tenants' Association in relation to agenda item 4, *Minutes*, minute 19 i. (page 18)**

**Question** In a statement sent to all tenants dated 23 September 2014, the council's clear intention was to present a position statement regarding the review of the smallholdings estate to the Overview and Scrutiny Committee on Tuesday 4 November so that comments from this committee can be incorporated into subsequent Cabinet reports. Given that the review of the smallholdings estate has not been included on the agenda, please can the committee set out the new timetable for the review and scrutiny process?

**Response** It has now been confirmed that there will be no changes to the current policy during the life of this administration.

In the light of this position the Scrutiny committee will recommend that any future proposals should be fully scrutinised in advance of any decision by the new administration. Communication is ongoing with tenants.

It is likely that scrutiny work will now be undertaken as a priority after the election in May.

**From Victoria Wegg-Prosser in relation to agenda item 7, *Proposed Capital Programme 2015/16 to 2017/18*:**

Regarding the South Wye Transport Package for which provisional funding of £27.6 million has been allocated from the Marches LEP, seemingly on the curious grounds that this will permit easy access to the motorway network for the Hereford Enterprise Zone, when this access is already assured, could the Committee please advise:

(i) where the additional funding of £7.1 million 'match funding' is coming from, for completion of the £34.7 million total estimated costs of the South Wye Transport Package?

**Response** The match funding contribution to the South Wye Transport Package is anticipated to come from private sector contributions and a range of local funds.

(ii)	how the £27.6 million has been produced as a cost figure for the Southern Link Road alone?
Response:	<p>The cost estimate used in this bid submission was based on estimates included in the 2010 Hereford Relief Road Study of Options. A risk contingency of 50% was applied to the original estimate. The Study is in the public domain and can be viewed at:</p> <p><a href="https://www.herefordshire.gov.uk/media/5653832/Study_of_Options_(Sep_2010).pdf">https://www.herefordshire.gov.uk/media/5653832/Study_of_Options_(Sep_2010).pdf</a></p> <p>The final cost of the scheme will depend upon the route chosen. This is due to be considered by Cabinet on 13th November 2014.</p>
(iii)	how the figure of 3.55 as a Benefit to Cost Ratio of this infrastructure project has been calculated?
Response:	The benefit cost ratio was calculated following the Transport User Benefits Appraisal (TUBA) methodology set out by Department for Transport.
(iv)	what would be the alternative Benefit to Cost Ratio of the proposed infrastructure project known as the Rotherwas rail link?
Response:	<p>A Rotherwas rail link is not considered as an alternative to the South Wye Transport Package. The Council has undertaken an assessment of a proposal for a new passenger rail service for Rotherwas. It includes a benefit cost calculation which indicated a base benefit cost ratio of 0.7. Details of how the benefit cost ratio was calculated are set out in the report:</p> <p><a href="https://www.herefordshire.gov.uk/media/5546798/Rotherwas_Rail_Report.pdf">https://www.herefordshire.gov.uk/media/5546798/Rotherwas_Rail_Report.pdf</a></p>
(v)	regarding the associated Hereford Enterprise Zone, what do the 'intervention works to progress EZ' consist of, costing total £16 million?
Response:	Works relate to bringing sites forward for development, including utilities, a pumping station, removal of a spoil heap, broadband, access roads and ground works.
(vi)	how might they be funded (Marches LEP having apparently postponed this EZ programme while more work is done on it)?
Response:	Works will only be commissioned following agreement from the Marches LEP that resultant additional business rates can be used to fund the works.
(vii)	what is the justification for the Council cash flowing the HEZ 'intervention works' when apparently the business rates from the HEZ go to the Marches LEP and not to the Council?
Response:	The additional business rates are collected by the council, the Marches LEP agree the how the business rates are spent.