

## **Delegated Officer Report**

<b>Decision Maker:</b>	<b>Helen Lockwood - Deputy Chief Executive People and Place</b>
<b>Date of Decision:</b>	<b>26<sup>th</sup> July 2021</b>
<b>Subject:</b>	<b>Grant Acceptance: Environment Agency Grant in Aid – Grasmere Road, Royton</b>
<b>Report Author:</b>	<b>Eleanor Sykes</b>
<b>Ward (s):</b>	<b>Royton North/Crompton</b>

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**Reason for the decision:** Oldham Council has secured additional funding from the following source:

- Environment Agency – Grant in Aid

The purpose of this report is to confirm the value of the grant available to Oldham and to notify the Officer of the intention to bring this additional resource into the transport capital programme to commence delivery of the schemes.

**Summary:** Oldham Council secured Environment Agency Grant in Aid of £49k for the purpose of progressing detailed investigation and design work for a flood management scheme at Grasmere Road in Royton where properties in the vicinity had experienced flooding. This grant was added to by Oldham Council and United Utilities contributing £6k each to the work.

In 2019 Oldham Council and Unity Partnership commissioned AECOM to prepare a business case for a flood alleviation scheme in the Grasmere Road area, Royton. The area had been identified as a local priority area for a flood risk management scheme to reduce the risk of flooding to properties in the area.

There have been several iterations of this business case involving discussions with colleagues at Oldham Council, Unity Partnership, Environment Agency and United Utilities before a final version was submitted to the Environment Agency earlier in 2021.

This short form business case has now been approved and has secured £60,758 of Grant in Aid for delivery of the following option:

*Construction of a formal flood embankment where there is currently an informal asset. This will route surface water runoff from the catchment to the Hanging Chadder culvert.*

*In addition, this option will include the installation of a formal trash screen and headwall at the culvert inlet to improve conveyance and ease of maintenance.*

This option is the most economically favourable (in relation to the Grant in Aid conditions), is technically and environmentally achievable, and meets the objectives of the project.

The business case predicts that 17 properties will be 'better protected' from flooding following the works being delivered.

***What are the alternative option(s) to be considered? Please give the reason(s) for recommendation(s):***

There are two options:

Option 1: accept the grant offer and deliver the above scheme in an appropriate timescale.

Option 2: do not accept the grant offer and therefore do not deliver the above scheme.

***Consultation:***

Consultation between Oldham Council, Unity Partnership, AECOM, United Utilities and the Environment Agency has taken place throughout development of this business case.

The relevant landowner was also contacted and involved in the discussions regarding scheme development at the business case stage. They will be engaged during the detailed design stage in a more formal manner.

Ward Councillors (Royton North and Crompton) have been engaged via emails in the past and more recently regarding this location. Once the grant is formally accepted the Project Manager will meet with them to explain the scheme and the process from here.

**Recommendation(s):**

Option 1: accept the grant offer and deliver the scheme in an appropriate timescale.

**Implications:**

What are the **financial** implications?

*The cost for the construction of a formal flood embankment and installation of a formal trash screen at Grasmere Road is expected not to exceed £60.758k and will be Capital expenditure.*

*This will be funded from the additional £60.758k Grant in Aid resource within the Transport Capital Programme that is detailed within this report. (John Edisbury)*

What are the **legal** implications?

No comments (A Evans)

What are the **procurement** implications?

No Procurement related matters at this stage. On the basis the proposed flood alleviation works proceed a formal tender process will be followed in compliance with the Council's Contract Procedure Rules in force. (M Hayes)

What are the **Human Resources** implications?

None

What are the **Children and Young People** Implications?

None

**Equality and Diversity Impact Assessment** attached or not required because (please give reason)

N/A

What are the **property** implications

None

**Risks:**  
**Co-operative agenda**

None  
The Transport Capital Programme is determined and approved centrally (involving Council and Unity officers at a senior level and the Portfolio

Holder for Neighbourhoods) so that schemes meet the Council's statutory duties and wider transport strategy objectives. In the light of decreasing levels of funding, the development of the programme reflects a co-operative approach, ensuring that where possible schemes meet multiple objectives and complement other capital and revenue programmes such as regeneration. Wherever possible additional relevant funding is bid for in order to extend the amount of work that can be carried out in Oldham. This approach can often result in composite schemes comprising carriageway maintenance, safety enhancements, public realm, pedestrian and cycle improvements, which achieves better value for money.

Has the relevant Legal Officer confirmed that the recommendations within this report are lawful and comply with the Council's Constitution? Yes

Has the relevant Finance Officer confirmed that any expenditure referred to within this report is consistent with the Council's budget? Yes

Are any of the recommendations within this report contrary to the Policy Framework of the Council? No

**There are no background papers for this report**

<b>Report Author Sign-off:</b>	
Eleanor Sykes	
<b>Date:</b> 26 <sup>th</sup> July 2021	

Please list and attach any appendices:-

<b>Appendix number or letter</b>	<b>Description</b>

In consultation with Deputy Chief Executive

Hockwood.

Signed:

Date: 26 July 2021