

## Record of Officer Decision

<b>Decision title:</b>	<b>Urgent Flood Repairs - Browns Lane and Tresseck Mill</b>
<b>Date of decision:</b>	1 June 2021
<b>Decision maker:</b>	Director for Economy and Place
<b>Authority delegated decision:</b>	<p>Cabinet decision on 23 July 2020  Reallocation of capital programme budgets for priority flood works:</p> <p>subject to the decision taken at Council confirming the changes to the capital programme, the director of economy and place be authorised to procure the priority flood repair works;</p> <p><a href="http://councillors.herefordshire.gov.uk/mglIssueHistoryHome.aspx?Ild=50033832">http://councillors.herefordshire.gov.uk/mglIssueHistoryHome.aspx?Ild=50033832</a></p>
<b>Wards:</b>	Golden Valley North and Dinedor Hill
<b>Consultation:</b>	S151 Officer, Legal and finance, Cabinet Member Infrastructure & Transport
<b>Decision made:</b>	That the urgent remedial works required for Browns Lane and Tresseck Mill (two of the Storm Dennis flood damaged sites) be carried out through the Public Realm Contract funded from Local Transport Plan (LTP) budget within a budget envelope of £120,000.
<b>Reasons for decision:</b>	<p>Following the cabinet decision above (23 July 2020) to allocate funding for Storm Dennis priority flood repairs a decision was taken on the 22 of September 2020 by the Director of Economy and Place for the remedial works for these sites to be delivered through a new framework contract aimed at providing a 'post' COVID opportunity directly to local SMEs.</p> <p><a href="http://councillors.herefordshire.gov.uk/mglIssueHistoryHome.aspx?Ild=50035291&amp;Opt=0">http://councillors.herefordshire.gov.uk/mglIssueHistoryHome.aspx?Ild=50035291&amp;Opt=0</a></p> <p>A separate governance report will confirm the analysis of this procurement shortly. In the meantime it is recommended that two of the sites (Browns Lane and Tresseck Mill) receive remedial works through the Public Realm Contract given that these roads have had to be closed due to significant deterioration over the course of last in winter and the extended closure of the two routes is having a significant impact on local communities and presents a significant risk for affected residents.</p> <p><b>U75235 Browns Lane</b> is a no-through road, there are 2 properties plus access to agricultural land, the road deterioration is such that service vehicles are unable to access the properties and there is a concern that any further deterioration will prevent emergency blue light access if required.</p> <p><b>U71000 Tresseck Mill</b> has access onto the C1261 which is currently closed. The closure was put in place due to an accelerated deterioration following storm Dennis after initial damage which was identified earlier and required signing and barriers to keep safe, the closure requirement was following an inspection which identified the safety concerns requiring the full closure post Storm Dennis.</p> <p>The access onto the C1262 is essential for local businesses (such as camping and horse dressage competitors) that need large vehicle access. This is not available at present due to the closure, these businesses are now unable to have unfettered</p>

	<p>access, which is compromising the businesses. There is a similar concern that further deterioration will prevent emergency blue light access if required.</p> <p>Delivery of these two repairs through the PRC will enable works to be carried out at a pace in advance of the remaining flood repair works. The repairs are consistent with the core highway maintenance activities of the public realm contract. Works costs will be based on agreed target costs which will be scrutinised and monitored by the Contract Management Team and any changes will be the subject of robust change control to ensure value for money is achieved for these repairs.</p>
<b>Highlight any associated risks/finance/legal/equality considerations:</b>	<p>There is a clear risk to those properties affected, the council has a duty of care and have a duty under S41 Duty to maintainable at public expense.</p> <p><a href="https://www.legislation.gov.uk/ukpga/1980/66/section/41">https://www.legislation.gov.uk/ukpga/1980/66/section/41</a></p> <p>Delay to the interventions as detailed may mean an increase in cost to rectify due to further deterioration. There may be reputational damage due to not progressing necessary repairs to these roads.</p> <p>As a result of the need to bring this repairs forward it is recommended that these works are delivered through the public realm contract funded Local Transport Plan (LTP) budget within a budget envelope of £120,000.</p> <p>The Annual Plan has already been agreed and commissioned so this work will be a variance on the plan and will therefore require removal of a number of schemes already programmed.</p> <p>Any delay to this decision will ensure that the schemes will be delayed until the winter months with associated increase of risks and challenges.</p> <p>The budget estimated is based on initial high level estimates. There is a risk the repairs could require additional funding and this would be the subject of a further governance report.</p>
<b>Details of any alternative options considered and rejected:</b>	<p>An option not to carry out the repairs as part of the flood repair framework has been considered but dismissed this timescale will mean the local community remains severed and at risk of access for emergency purposes and the council would not be carrying out their legal obligation to maintain the network.</p>
<b>Details of any declarations of interest made:</b>	

Signed

Richard Ball  
Director for Economy & Place

Date: 1 June 2021