

# Datchet to Hythe End Flood Improvement Measures

The Environment Agency  
The Royal Borough of Windsor & Maidenhead

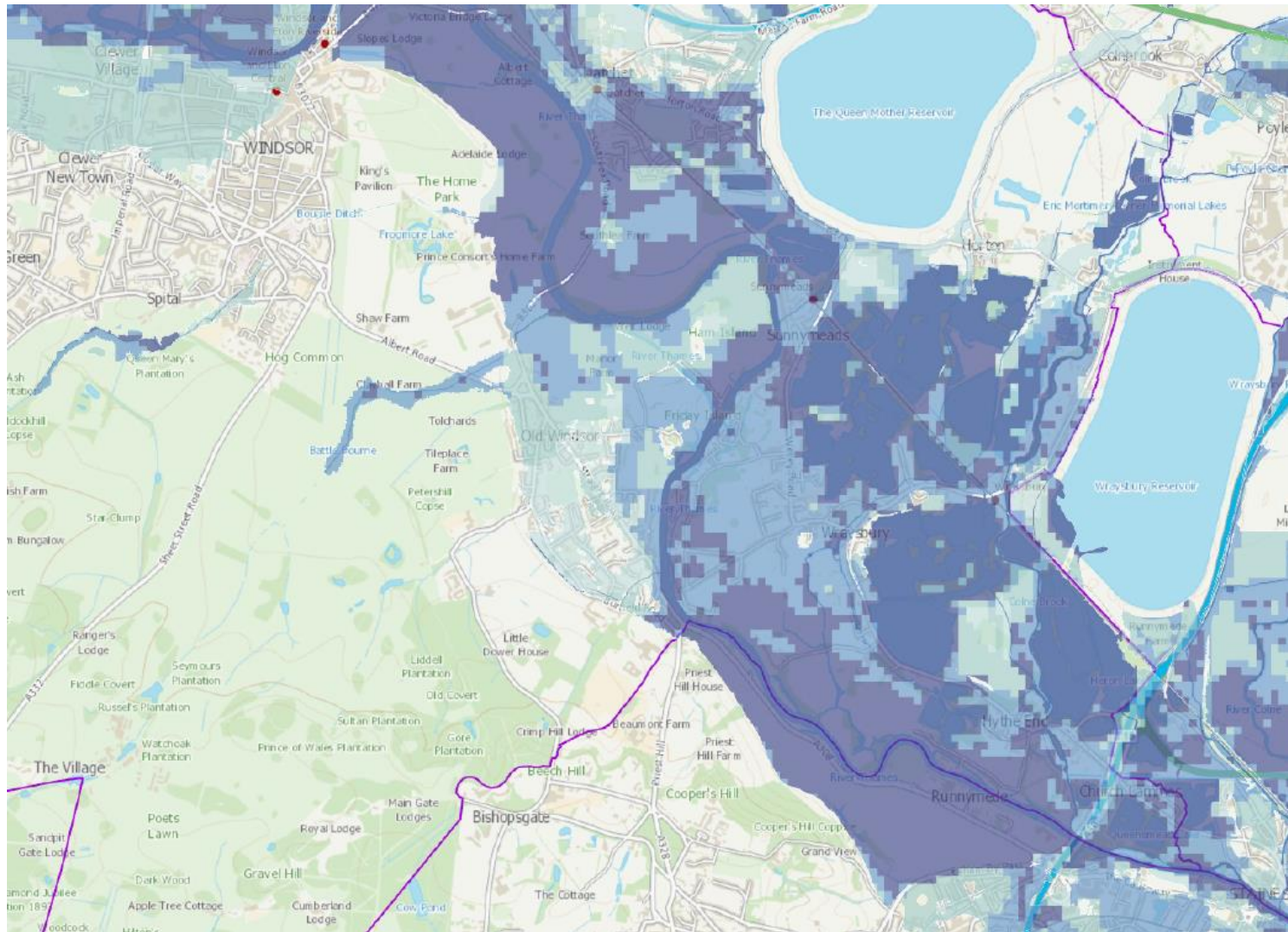
February/March 2023

# Background

- Many of the communities in this area have been affected by several major floods. The most notable was in 1947. More recently floods affected homes and businesses in 2003 and again in 2013/14. This followed prolonged and widespread flooding from the River Thames.
- The River Thames from Datchet to Hythe End was previously included in the River Thames Scheme as Channel 1. However, Channel 1 was unfortunately neither viable nor deliverable without either additional funding or greater flexibility sought over council tax. This meant that River Thames Scheme Sponsorship Group decided in July 2020 to proceed without Channel 1.
- The council's original commitment of £10 million is still ring-fenced to contribute to alternative flood alleviation works.

**I understood RBWM originally committed £48m - Does anyone know the definite amount committed by the council? Please clarify this to us if you can. - SC Editor  
Wraysbury.com.**

# Risk of flooding from rivers or the sea



# Datchet to Hythe End Flood Improvement Measures

- The Environment Agency and the Royal Borough of Windsor & Maidenhead are working in partnership to find solutions that work for communities and their environment. It is not possible to protect against every eventuality. But we are determined to reduce the risk of flooding and help secure the necessary funding.
- The Royal Borough of Windsor & Maidenhead is investigating several short-term flood risk mitigation measures during development of the wider project.

# DHEFIM

## Short Term Measures

### RBWM Progress Update



# Short Term Projects

Chosen to ensure short term flood risk mitigation during development of wider project.

Projects are:

- Datchet Barrell Arch investigation and maintenance
- Wraysbury Drain
- Flap Valve at Penn Road, Datchet



# Datchet Barrell Arch

## Survey and Maintenance of culverted watercourse

An initial survey in 2022 identified no structural issues but did identify some areas in need of maintenance in order to complete a wider survey

Contracts signed for this work – set to happen in Spring 2023 (dependant on conditions)



# Wraysbury Drain

A number of work packages being taken forward in 2023 including maintenance and survey work.

This work is planned for the first half of 2023  
 Second half of 2023 will be based on findings from these initial works.

Work Package	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Comments
Maintenance downstream of weir with Horton Drain													Complete
Continue engagement with landowners following above enforcement													On track
Maintenance under Windsor Road bridge													Quote being sought from Volkers
Inspections of watercourse around the Dive Centre													Complete
Flow investigations with the EA													On track
Maintenance under Douglas Lane bridge													Due to start in Feb
Survey watercourse between Dive Centre and the Splash													Due to start in Feb







# Flap Valve at Penn Road, Datchet

Work commissioned with JBA

Initial surveys undertaken in September to inform modelling work and this data collation has now been completed.

Modelling work being undertaken with reporting expected in Mid-February.



# Next Steps

Completion of Datchet Barrell Arch works – report any structural issues found to Highways/relevant RMA to progress

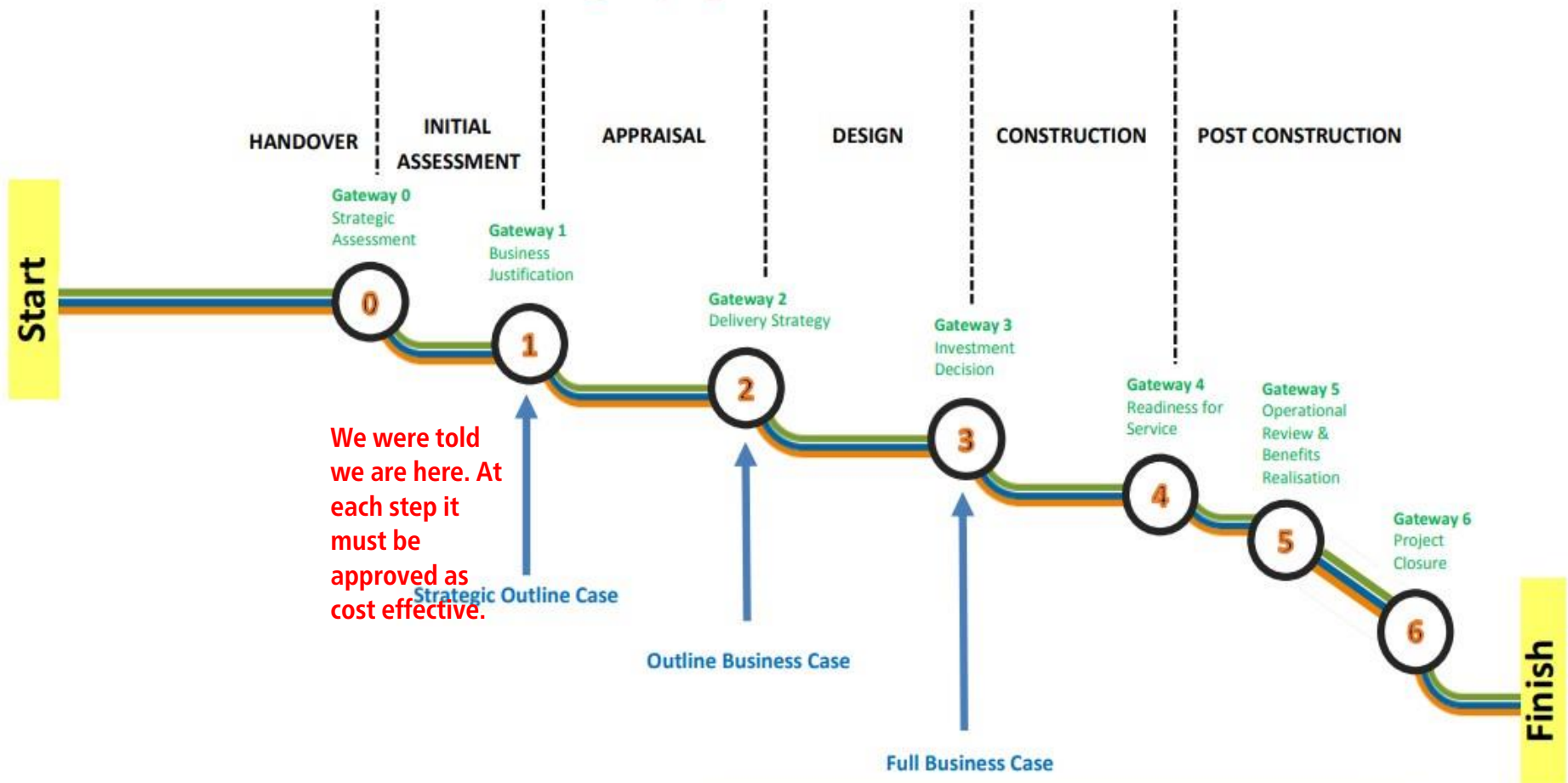
Completion of Wraysbury Drain tasks – regularly reviewing to set up next work packages

Analysis of modelling for Flap Valve – determine if any work will be taken forward



# EA Project Lifecycle

Delivering a project to reduce flood and coastal erosion



# DHEFIM > Programme: Key Activities

- We are working with our framework consultants (Jacobs) to develop the Strategic Outline Case. SOC is intending to justify that there may be viable alternative options to reduce flood risk from Datchet to Hythe End and that these are worthwhile investigating further.
- We are finalising the Strategic Outline Case.
- We are preparing for the Outline Business Case by starting to draft the scope of work and develop the timeline for OBC stage.

# DHEFIM > Programme: Key Dates

## Programme summary to Strategic Outline Case (SOC)

<u>Activity</u>	<u>Approx. date</u>
➤ Gateway (GW) 0 sign-off	May 2022
➤ Finalise scope & procurement	June – Oct 2022
➤ Develop Strategic Outline Case (SOC)	Oct – Feb 2023
➤ Review and approval	Feb – April 2023
➤ Preparation for Outline Business Case (OBC)	Feb – April 2023
➤ SOC (GW 1) sign-off	April 2023
➤ Start OBC stage assuming SOC sign-off	~Spring 2023

# DHEFIM > Appraisal of options

There are 7 generic options investigated in flood risk reduction project appraisals. Proposals could include combinations of these options.

These generic options are:

1. Do nothing
2. Legal obligations
3. Do minimum
4. Sustain current standard of service
5. Options with higher standards of service
6. Options between sustain and do minimum
7. Options to carry out an agreed strategy

**EA are required to look at all options except 7. This is because the project is no longer supported by a strategy now that channel section 1 is not happening. It was based on the findings of the Lower Thames Strategy 2009. They are required to appraise "do nothing" option and "do minimum" option. This is to enable them to justify the economic benefits of "doing something".**

Options	Details
<b>By-pass channel and channel works</b>	<p>These options focus on ways to improve conveyance past a constriction in the river network including but not limited to:</p> <ul style="list-style-type: none"> <li>• by-pass channels</li> <li>• assets upgrade</li> </ul>
<b>Flood walls, embankments and other engineering works</b>	<p>The measures include an engineered structure and are often referred to as permanent “hard” flood defences. They are intended and designed to reduce flood risk to the areas behind them. Includes re-instatement, repair and protection of former and existing defences.</p>
<b>Flood Storage</b>	<p>Flood storage is a method of reducing flood risk by holding back water in a flood storage area during high flows. The flood water is temporarily stored and then released under controlled conditions back into the river after the flood event, when the downstream river levels have reduced (making space for the additional water).</p>
<b>Natural Flood Management</b>	<p>Measures which can be implemented on a larger catchment wide scale, that help protect, restore and emulate the natural functions of catchments, floodplains and rivers.</p>
<b>River bed re-profiling and dredging</b>	<p>These options focus on modifying the channel to provide extra capacity during a flood throughout the study area or in specific locations.</p>
<b>Other local / community based options</b>	<p>Options could include measures to reduce flood risk at property or community level such as:</p> <ul style="list-style-type: none"> <li>• property resilience measures</li> <li>• demountable defences</li> <li>• temporary barriers</li> </ul>
<b>Non-structural measures</b>	<p>These options focus on ways to improve:</p> <ul style="list-style-type: none"> <li>• public awareness and education</li> <li>• enhance flood warning and emergency response</li> <li>• improve development control and land use planning</li> </ul>



# DHEFIM > Funding

The main source of money for flood schemes are flood and coastal erosion risk management grant-in-aid projects provided by central government through Defra. This funding is governed by the government's Partnership Funding policy introduced in 2011. It uses the estimated benefits and costs of a project to calculate how much government funding a scheme is eligible for.

The remaining funding, known as Partnership Funding, is then sought from other potential partners.

This is the standard way in which flood schemes are funded today. The cost of the scheme will depend on the options appraisal process and the preferred option.

# DHEFIM > External stakeholder group

The External Stakeholder Group is a group of people and organisations who have an interest in the projects.

It does look like the communities challenge is to persuade RBWM to find more money, to partner with government funding.

The representatives did state they would return towards the end of the year with an update. – They stated that channel section was shown to be the best option for the area but that we were looking into alternative viable options.

RBWM's funding commitments are clearly explained in this paper [Briefing note template \(modern.gov.co.uk\)](#)

# DHEFIM > Contact

[Datchet to Hythe End flood improvement measures - GOV.UK](https://www.gov.uk)  
[www.gov.uk](https://www.gov.uk)

For further information, or to provide feedback please contact:

[THM.Schemes@environment-agency.gov.uk](mailto:THM.Schemes@environment-agency.gov.uk)

[flooding.enquiries@rbwm.gov.uk](mailto:flooding.enquiries@rbwm.gov.uk)

Or call the Environment Agency customer contact centre on 03708 506 506  
or Royal Borough of Windsor & Maidenhead on 01628 683 800.

If you are concerned about a pollution incident, or a blockage in the river,  
please call the Environment Agency's 24-hour hotline on 0800 80 70 60.