



# Havering

L O N D O N   B O R O U G H

## ENVIRONMENT OVERVIEW & SCRUTINY SUB-COMMITTEE AGENDA

<b>7.00 pm</b>	<b>Tuesday 7 September 2021</b>	<b>Town Hall, Main Road, Romford</b>
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Members 6: Quorum 3

### COUNCILLORS:

Carole Beth  
Maggie Themistocli (Chairman)  
Michael Deon Burton (Vice-Chair)

Darren Wise  
Nic Dodin  
Matt Sutton

**For information about the meeting please contact:  
Richard Cursons 01708 432430  
[richard.cursons@onesource.co.uk](mailto:richard.cursons@onesource.co.uk)**

## **Protocol for members of the public wishing to report on meetings of the London Borough of Havering**

Members of the public are entitled to report on meetings of Council, Committees and Cabinet, except in circumstances where the public have been excluded as permitted by law.

Reporting means:-

- filming, photographing or making an audio recording of the proceedings of the meeting;
- using any other means for enabling persons not present to see or hear proceedings at a meeting as it takes place or later; or
- reporting or providing commentary on proceedings at a meeting, orally or in writing, so that the report or commentary is available as the meeting takes place or later if the person is not present.

Anyone present at a meeting as it takes place is not permitted to carry out an oral commentary or report. This is to prevent the business of the meeting being disrupted.

Anyone attending a meeting is asked to advise Democratic Services staff on 01708 433076 that they wish to report on the meeting and how they wish to do so. This is to enable employees to guide anyone choosing to report on proceedings to an appropriate place from which to be able to report effectively.

Members of the public are asked to remain seated throughout the meeting as standing up and walking around could distract from the business in hand.

### **What is Overview & Scrutiny?**

Each local authority is required by law to establish an overview and scrutiny function to support and scrutinise the Council's executive arrangements. Each overview and scrutiny sub-committee has its own remit as set out in the terms of reference but they each meet to consider issues of local importance.

The sub-committees have a number of key roles:

1. Providing a critical friend challenge to policy and decision makers.
2. Driving improvement in public services.
3. Holding key local partners to account.
4. Enabling the voice and concerns to the public.

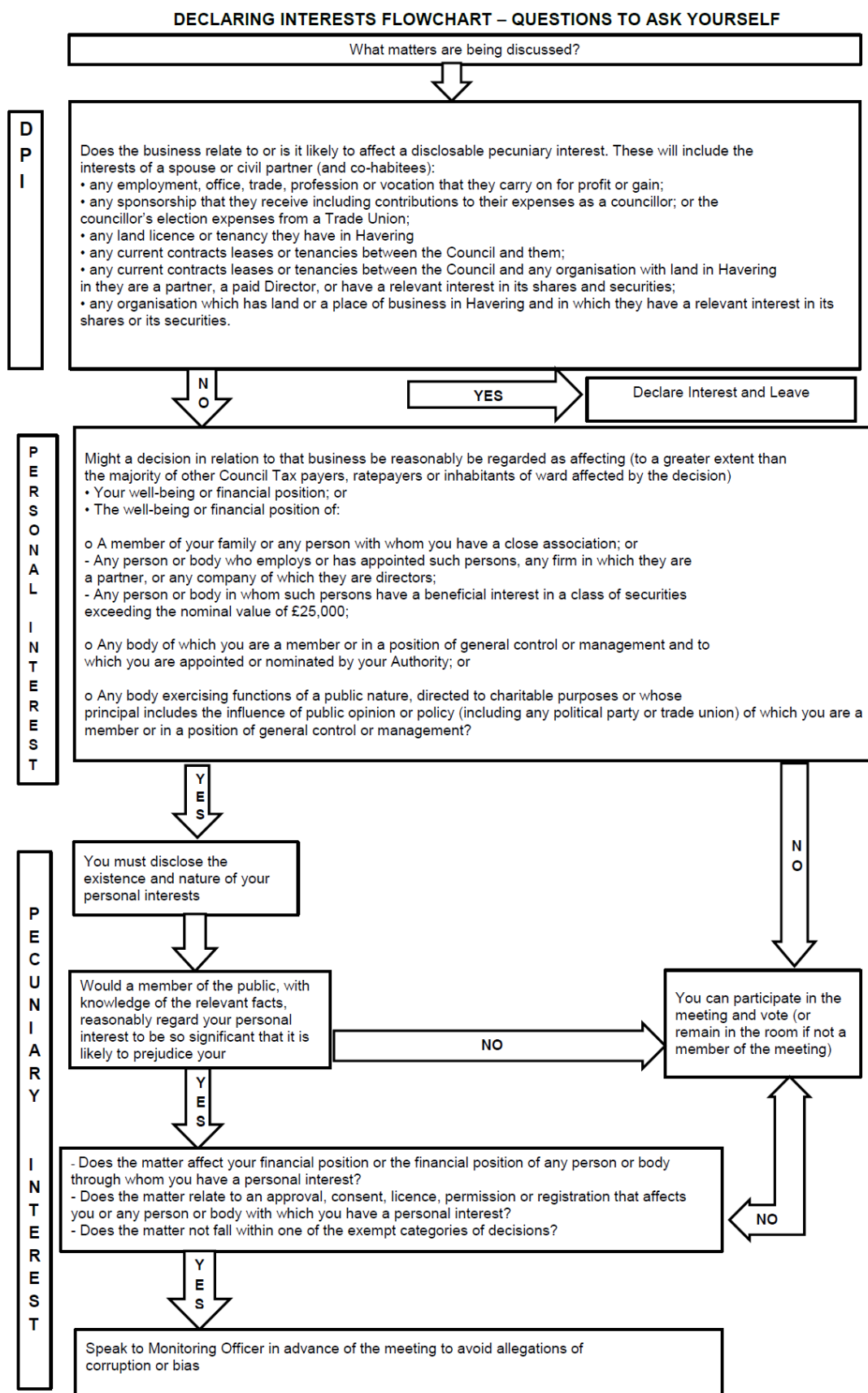
The sub-committees consider issues by receiving information from, and questioning, Cabinet Members, officers and external partners to develop an understanding of proposals, policy and practices. They can then develop recommendations that they believe will improve performance, or as a response to public consultations. These are considered by the Overview and Scrutiny Board and if approved, submitted for a response to Council, Cabinet and other relevant bodies.

Sub-Committees will often establish Topic Groups to examine specific areas in much greater detail. These groups consist of a number of Members and the review period can last for anything from a few weeks to a year or more to allow the Members to comprehensively examine an issue through interviewing expert witnesses, conducting research or undertaking site visits. Once the topic group has finished its work it will send a report to the Sub-Committee that created it and will often suggest recommendations for the Overview and Scrutiny Board to pass to the Council's Executive.

## **Terms of Reference**

The areas scrutinised by the Committee are:

- Environment
- Transport
- Environmental Strategy
- Community Safety
- Streetcare
- Parking
- Social Inclusion
- Councillor Call for Action



## **AGENDA ITEMS**

### **1 CHAIRMAN'S ANNOUNCEMENTS**

The Chairman will announce details of the arrangements in case of fire or other events that might require the meeting room or building's evacuation.

### **2 APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS**

(if any) – received.

### **3 DISCLOSURE OF INTEREST**

Members are invited to disclose any interests in any of the items on the agenda at this point of the meeting.

*Members may still disclose any interests in an item at any time prior to the consideration of the matter.*

### **4 MINUTES** (Pages 1 - 4)

To approve as a correct record the Minutes of the meeting of the Sub-Committee held on 21 July 2021 and to authorise the Chairman to sign them.

### **5 QUARTER 1 PERFORMANCE INDICATORS** (Pages 5 - 18)

Report and appendix attached.

### **6 MARLBOROUGH HIGHWAYS CONTRACT - KPIS** (Pages 19 - 26)

Report and appendix attached.

### **7 FLOODING IN THE BOROUGH 2021** (Pages 27 - 40)

Report and appendix attached.

**Andrew Beesley**  
**Head of Democratic Services**

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**MINUTES OF A MEETING OF THE  
ENVIRONMENT OVERVIEW & SCRUTINY SUB-COMMITTEE  
Town Hall, Main Road, Romford  
21 July 2021 (7.00 - 8.00 pm)**

**Present:**

Councillors Maggie Themistocli (Chairman), Michael Deon Burton (Vice-Chair), Matt Sutton, Carole Beth and Darren Wise

Apologies for absence were received from Councillor Nic Dodin

**1 MINUTES**

The minutes of the meeting held on 18 February 2021 were agreed as a correct record and signed by the Chairman.

**2 ENVIRONMENT OVERVIEW AND SCRUTINY SUB-COMMITTEE ANNUAL REPORT 2020/21**

The Sub - Committee noted the contents of the Sub – Committee’s Annual Report for 2020-21 and **agreed** that it be submitted to full Council.

**3 QUARTER FOUR 2020/21 - PERFORMANCE INFORMATION**

The Sub-Committee received a report and presentation which highlighted the quarter four performance indicators (PIs) update. The PIs were the standards by which performance of services were measured within the Council.

Five PIs had previously been selected to be monitored by the Sub-Committee.

The five PIs had been included in the report. The report highlighted by means of RAG ratings (Red, Amber and Green) as to how services were performing. However a RAG rating was only available for one indicator which was green.

In respect of Air Quality Annual Statues the team had reviewed pollution levels and the vast majority of the sites in the borough had seen decreasing levels.

As part of the Breathe London Project it was intended to trial a PM2.5 sensor in Romford.

Hosing Services were producing a net-zero strategy for the public housing stock which would include approximately 12,000 properties.

In relation to Houses of Multiple Occupation (HMO) the service continued to receive a low level of new licence applications.

The number of licences issued was lower than in previous years as the majority of landlords had already contacted the Council and licences had already been issued.

Enforcement operations had ceased during the Covid-19 lockdowns and had only recently resumed.

In relation to penalty charge notices issuance had been lower due to the pandemic lockdowns and tiers restricting motorists to only make essential journeys. However issuance was likely to increase now that restrictions were loosening.

The Sub-Committee felt it would be useful to have an update report on air quality at the next meeting of the Sub-Committee in September.

The Sub-Committee **noted** the contents of the report and presentation.

#### 4 **TRAFFIC & PARKING SAFETY SCHEMES 2021-22**

The report before Members detailed the Council's Highways Improvement Plan (HIP) and Transport for London (TfL) Local Implementation Plan.

Attached to the report was an appendix which detailed traffic and parking schemes.

Members were advised that to date in this financial year no funding had been received from TfL. TfL were currently in discussions with local authorities to determine how much funding would be allocated to deliver transport schemes.

Also included in the appendix were the details of speed reduction schemes which had been implemented in the borough.

In response to a question relating to the effectiveness of speed reduction schemes officers advised that schemes were assessed over a five year period. Speed humps were no longer used in schemes and there had been a shift towards speed reduction by decreasing 30mph areas to 20mph.

It was noted that in some areas where speed limits had been reduced there had been no decline in accidents. Officers advised that in other areas both



in the borough and outside of the borough there was evidence that accidents had reduced.

Members felt it would be useful to be provided with a report on how effective the speed reduction schemes had been and what lessons could be learnt going forward.

The Sub-Committee **noted** the contents of the report and appendix.

## 5 **RAINHAM CREEK - UPDATE**

The presentation before Members gave an update of current issues relating to Rainham Creek

Officers advised that there had been a build -up of litter in the area and that despite some limited cleaning up by council staff using boats and nets it was apparent that more needed to be done to keep the area clean and safe.

Council staff were unable to undertake a full clean-up operation as there was a need for specialist equipment.

Officers were looking to arrange an annual clean-up using a specialist contractor which would ideally be carried out in the autumn.

Officers had arranged an interim clean-up during this month to clear as much of the litter as could be safely done.

The council's maintenance team undertook regular scheduled maintenance of the surrounding area this included grass cutting, shrub pruning, litter picking and litter bin emptying.

During discussions Members questioned whether there was a cost benefit to completing the clean-up every two years rather than annually.

Mention was also made of possible funding for the clean-up from the Environment Agency.

Following the presentation it was agreed that any possible formation of a topic group to look at the subject would be more prudent after officers had secured a contractor to carry out the clean-up

The Sub-Committee **noted** the details of the presentation.

## 6 **WORK PROGRAMME**

During discussions Members suggested the following areas to be considered by the Sub-Committee at future meetings:

- Recent flooding in the borough and what could be done to prevent it happening again.
- The use of pesticides when weed spraying overgrown foliage on public highways.
- Climate change.

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**Chairman**

## ENVIRONMENT OVERVIEW AND SCRUTINY SUB-COMMITTEE, 7 September 2021

<b>Subject Heading:</b>	Quarter 1 2021/22 performance report
<b>SLT Lead:</b>	Jane West, Chief Operating Officer
<b>Report Author and contact details:</b>	Cynthujaa Satchithanathan, Customer Insight Officer, x4960
<b>Policy context:</b>	The report sets out Quarter 1 performance relevant to the remit of the Environment Overview and Scrutiny Sub-Committee
<b>Financial summary:</b>	<p>There are no direct financial implications arising from this report. However adverse performance against some performance indicators may have financial implications for the Council.</p> <p>All service directorates are required to achieve their performance targets within approved budgets. The Senior Leadership Team (SLT) is actively monitoring and managing resources to remain within budgets, although several service areas continue to experience financial pressure from demand led services.</p>

### The subject matter of this report deals with the following Council Objectives

Communities making Havering	<input type="checkbox"/>
Places making Havering	<input checked="" type="checkbox"/>
Opportunities making Havering	<input type="checkbox"/>
Connections making Havering	<input type="checkbox"/>

**SUMMARY**

This report supplements the presentation attached as **Appendix 1**, which sets out the Council's performance within the remit of the Environment Overview and Scrutiny Sub-Committee for Quarter 1 (April – June).

**RECOMMENDATION**

That the Environment Overview and Scrutiny Sub-Committee **notes** the contents of the report and presentation and makes any recommendations for performance as appropriate.

**REPORT DETAIL**

1. The report and attached presentation provide an overview of the Council's performance against the performance indicators selected for monitoring by the Environment Overview and Scrutiny Sub-Committee. The presentation highlights areas of strong performance and potential areas for improvement.
2. The report and presentation identify where the Council is performing well (**Green**) and not so well (**Amber** and **Red**). The RAG ratings for the 2021/22 reports are as follows:
  - **Red** = more than the agreed tolerance off the quarterly target
  - **Amber** = within the agreed tolerance of the quarterly target
  - **Green** = on or better than the quarterly target
3. Also included in the presentation are Direction of Travel (DoT) columns, which compare:
  - Short-term direction of travel – with performance the previous quarter (Quarter 4 2020/21)
  - Long-term direction of travel – with performance the same time the previous year (Quarter 1 2020/21)
4. A green arrow (↑) means performance is better and a red arrow (↓) means performance is worse. An amber arrow (→) means that performance has remained the same.

5. It is important to note that though service delivery is returning to business as usual, there will be still be an impact on performance due to COVID-19.
6. Five Performance Indicators have been included in the Quarter 1 2021/22 presentation. However a RAG status is only available for one indicator, which has been assigned a 'Green' status.

## **IMPLICATIONS AND RISKS**

### **Financial implications and risks:**

There are no direct financial implications arising from this report. However adverse performance against some performance indicators may have financial implications for the Council.

All service directorates are required to achieve their performance targets within approved budgets. The Senior Leadership Team (SLT) is actively monitoring and managing resources to remain within budgets.

### **Legal implications and risks:**

Whilst reporting of performance is not a statutory requirement, it is considered best practice to review the Council's progress against the Corporate Plan regularly.

### **Human Resources implications and risks:**

There are no HR implications or risks arising directly from this report.

### **Equalities implications and risks:**

The Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010 requires the Council, when exercising its functions, to have due regard to:

- (i) the need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- (ii) the need to advance equality of opportunity between persons who share protected characteristics and those who do not, and;
- (iii) foster good relations between those who have protected characteristics and those who do not.

Note: 'Protected characteristics' are: age, sex, race, disability, sexual orientation, marriage and civil partnerships, religion or belief, pregnancy and maternity and gender reassignment.

The Council is committed to all of the above in the provision, procurement and commissioning of its services, and the employment of its workforce. In addition, the

Council is also committed to improving the quality of life and wellbeing for all Havering residents in respect of socio-economics and health determinants.

**BACKGROUND PAPERS**

Environment Overview and Scrutiny Presentation



# Havering

LONDON BOROUGH

# **Quarter 1 Performance Report 2021/22**

## **Environment Overview & Scrutiny Sub-Committee**

**September 2021**



## About the Environment O&S Committee Performance Report

- 5 Performance Indicators have been selected to be monitored by the Environment Overview & Scrutiny sub-committee:
  - Improve air quality in the borough by reducing the level of NO2
  - HMO licenses issued
  - HMOs enforced against
  - Total Penalty Charge Notices (PCNs) issued in month
  - Response rate for PCN Challenges and Representations
- An outturn for air quality is only available on an annual basis.
- A RAG rating is only available for one indicator (Response rate for PCN Challenges and Representations) and has been rated **Green**.
- It is important to note that though service delivery is returning to business as usual, there will be still be an impact on performance due to COVID-19.

Indicator	Value	21/22 Annual Target	20/21 Q1 Target	2021/22 Q1 Performance	Short Term DOT 20/21 Q4	Long Term DOT 20/21 Q1
Improve air quality in the borough by reducing the level of NO <sub>2</sub> µgm-3 (micrograms per cubic metre of air)	Smaller is Better	40	(Annual)	16.6 (Ravensbourne School) to 66.9 (Battis) 2020	16.6 (Ravensbourne School) to 66.9 (Battis) 2020	19.7 (Langtons) to 49.4 (Gallows Corner) 2019
HMO licenses issued	Bigger is better	N/A	N/A	18	11	28
HMOs enforced against	Bigger is better	N/A	N/A	0	0	6
Total Penalty Charge Notices (PCNs) issued in month (including PCNs for moving traffic contraventions (MTC))	Demand Pressure	N/A	N/A	30,215	22,209	13,795
Response rate for PCN Challenges and Representations (days in current backlog as per end of month)	Smaller is better	35 days	35 days	19 days GREEN	6.6 days ↓	9 days ↓

- During Quarter 1, there has been progress in the AQAP in a number of areas, including:
  - We are looking to purchase a PM2.5 (fine particulate matter) monitoring equipment, using some available s106 funding for air quality monitoring. The intention is to install this equipment at the existing continuous monitoring station in Romford.
  - Schools completed their Travel Plan review in June 2021. In total, 54 schools are engaged and 47 are accredited by TfL STARS (Sustainable Travel: Active, Responsible, Safe) scheme, of which 41 have achieved Gold award and 6 Bronze. Free cycle training for pupils, as part of the Bikeability scheme, has continued during Q1.
  - We are working with schools to introduce walking zones maps, providing advice on cleaner air routes and highlighting the air quality benefits of travelling sustainably. Maps have been developed for two schools (Drapers' Pyrgo Priory School and Harold Wood Primary School) and it is intended to develop another for Branfil Primary School in Autumn 2021.

- A Draft Strategy on the installation of Electric Vehicle charging points across the borough is currently being prepared, in consultation with Havering's residents. (a consultation is Live at the moment and will collect data until July 2022.  
<https://consultation.havering.gov.uk/environment/electric-vehicle-charging-point-consultation/consultation/intro/> )
- As part of the Idling Action London-wide project, we have been engaging with the Council's fleet drivers and contractors, to reduce localised air pollution from engine idling. Engagement with schools is expected to start again in September and we will consider organising physical anti-idling events around schools if Covid-19 rules allow it.
- On 17th June 2021 which was the Clean Air Day we promoted the Council's key air quality achievements with messages on social media and Living in Havering magazine.

- A house in multiple occupation (HMO) is a property rented out by at least 3 people who are not from 1 'household' (for example a family) but share facilities like the bathroom and kitchen.
- The service continues to receive a low volume of new licence applications but prioritise the processing of HMO applications.
- Minimal enforcement activity has been carried out over the last 12 months. Enforcement operations have just resumed last month.
- The team are prioritising inspections on new and existing HMO licence applications but have started to return focus on finding unlicensed HMOs during operations.
- The service has introduced selective licensing in 2 wards from January 2021 which is for non-HMO private rented housing.

Penalty Charge Notices are issued to people parking illegally, or committing moving traffic offences like wrongly using bus lanes or making a banned turn. The management of traffic and parking is essential to keep Havering moving.

- PCN issuance was lower in Quarter 1 2020/21 due to COVID-19 restricting motorists to essential travel.
- The recent easing of restrictions since April 2021 has seen an increase in PCN issuance and therefore also an increase in response times to challenges and representations.
- Following recruitment from the restructure, training has slowed correspondence response times as experienced members of the team provide training to new staff.

# Any questions?



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# ENVIRONMENT OVERVIEW AND SCRUTINY SUB-COMMITTEE

**07 September 2021**

## Cover Report

**Subject Heading:**

Marlborough, Highways Contract KPI's

**SLT Lead:**

Barry Francis – Director of  
Neighbourhood

**Report Author and contact details:**

richard.cursons@onesource.co.uk

**Policy context:**

To Ensure Havering is kept clean and  
safe

**Financial summary:**

No financial implications within the  
context of this briefing

**The subject matter of this report deals with the following Council Objectives**

Communities making Havering	[X]
Places making Havering	[X]
Opportunities making Havering	[X]
Connections making Havering	[X]

### SUMMARY

The Sub-Committee is to receive a presentation on the Marlborough KPIs in the borough during 2021

## RECOMMENDATION

That the Sub-Committee comment and note the presentation.

## IMPLICATIONS AND RISKS

**Financial implications and risks:** None of this covering report.

**Legal implications and risks:** None of this covering report.

**Human Resources implications and risks:** None of this covering report.

**Equalities implications and risks:** None of this covering report.



# Haverling

LONDON BOROUGH

## Highways Contract - Key Performance Indicators

7 September 2021

Nicolina Cooper  
Assistant Director – Public Realm

# Current situation

The Council has recently granted a 2 year extension to the current 5 year contract with Marlborough Surfacing Limited for Highway works.

The initial contract already has key performance indicators (KPIs) that need to be reviewed and realigned to fit with the Council's environmental and climate change agenda. These will be carried forward into future highway contracts

Officers have been working with Marlborough to review the existing as well as revised KPIs to measure progress/ performance in achieving a net zero carbon reduction by 2030.

The proposed KPIs are still in discussion with Marlborough and we would welcome feedback from OSSC.

# Proposed KPIs

## 1. Quality/ Delivery

1. right first time
2. customer satisfaction

## 2. Programmed works

1. works completed to programme,
2. gullies cleaned / month
3. vehicle crossover – targets for application to quote ( 4weeks) payment received to installation (6 weeks)

## 3. Operational/ Reactive works (2hr/24hr/7day and 28day)

1. % of jobs completed within response timeframe
2. No of incomplete jobs after 28 days

## 4. Environment & Carbon Reduction

1. Reduced carbon emissions
2. Reduced air pollution
3. Resource efficiency and circular economy solutions

# Proposed KPIs cont'd

## 5. Permits (compliance)

1. TMA compliance, permits and Fixed Penalty Notices FPNs

## 6. Health and Safety

1. Number of reportable incidents
2. Dangerous occurrences/ Near miss reporting
3. Lost time/ injury rate
4. Audits

## 7. Financial/ Commercial

1. Invoicing/ agreed application turnaround in 30 days

# Measure KPIs

In order to inspire continuous improvement we are working on establishing a suitable method of measurement.

At present the idea is to use a RAG rated system

- R** performance < 90%
- A** performance >90 < 99%
- G** performance >99%

These figures can then be agreed in setting targets going forward.



# Thank you

Questions / comments?





**Havering**  
LONDON BOROUGH

## **ENVIRONMENT OVERVIEW AND SCRUTINY SUB-COMMITTEE**

**07 September 2021**

### **Cover Report**

**Subject Heading:**

Flooding in Havering 2021

**SLT Lead:**

Barry Francis – Director of  
Neighbourhood

**Report Author and contact details:**

richard.cursons@onesource.co.uk

**Policy context:**

To Ensure Havering is kept clean and  
safe

**Financial summary:**

No financial implications within the  
context of this briefing

**The subject matter of this report deals with the following Council Objectives**

Communities making Havering  
Places making Havering  
Opportunities making Havering  
Connections making Havering

[X]  
[X]  
[X]  
[X]

<b>SUMMARY</b>
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The Sub-Committee is to receive a presentation on Flooding problems in the borough during 2021

## RECOMMENDATION

That the Sub-Committee comment and note the presentation.

## IMPLICATIONS AND RISKS

**Financial implications and risks:** None of this covering report.

**Legal implications and risks:** None of this covering report.

**Human Resources implications and risks:** None of this covering report.

**Equalities implications and risks:** None of this covering report.



# Havering

LONDON BOROUGH

## **Flooding in Havering summer 2021**

7 September 2021

Nicolina Cooper  
Assistant Director – Public Realm

# FLOOD RISK

- Areas within Havering by nature of its location and topography are at risk from flooding.
- The borough has been affected at different times in the past by major flooding events, however the frequency of these events is now very apparent
- Tidal / coastal – River Thames
- Fluvial – rivers and watercourses
- Pluvial – surface water especially in urban environments
- Ground water / land drainage

# RECENT EVENTS

- August 2016
  - August 2020
  - June 2021
  - July 2021
- 
- These were all surface water flooding events which were a mixture of both pluvial and fluvial sources.

# WHAT HAPPENS WHEN IT RAINS?

- The journey to a watercourse.
- There are a number of rivers and tributaries across the borough which generally flow north to south towards the Thames
- They are defined typically by raised areas either side to create river valleys, this then defines catchment areas for these watercourses.
- Over the years development and urbanisation has presented barriers to the natural gravitational flow, necessitating provision of pipes below the ground to redirect flows. The fact that most of the drainage in Havering is separate as opposed to a combined system would suggest it was built from 1930s



# WHAT HAPPENS WHEN IT RAINS?

- Design codes at that time would have used a 30 year return period as the basis for determining capacity and respective pipe sizes. It would have been based on empirical data available at the time, in effect the system would be able to convey all surface water during a 1 in 30 year rainfall event. In addition to this highway designs, would have allowed for some additional storage capacity (attenuation) on the carriageway and footway.
- In past 20 years these rainfall events have become more frequent and in some cases more intense across the UK.
- Surface water will enter the drainage system initially through highway drainage – gulley grates and connections to Thames Water surface water sewer, these then discharge into watercourses and then back into sewer system. There are many factors which influence any flooding event, the primary one is water not being able to drain away and then finding an alternative path.

# SURFACE WATER FLOODING

- Reasons for surface water unable to drain away –
  - blockage – gulley pot, connection or sewer blocked
  - surcharged (no capacity)
- This can happen in watercourses as well, rivers and streams will break banks and flood adjoining areas
- Also influenced by tidal locking when discharging in to Thames.



# FLOOD RISK MANAGEMENT

- There are a number of flood risk management authorities that are responsible for maintaining respective drainage assets.
- Highway Authority      Highway drainage, connections to sewer, culverts and ditches (road side)
- Thames Water      Surface water sewer and foul water sewerage systems
- Environment Agency      Main rivers (Ingrebourne, Ravensbourne, Rom & Beam) as well as Thames
- Network Rail      Sewers which interact with both Thames Water and Highway
- London Underground      Sewers which interact with both Thames Water and Highway
- LB Havering      Riparian responsibilities as land owner

## PARTNERSHIP AND COLLABORATION

- After each flooding event the council in its role as Lead Local Flood authority has to produce a section 19 report to investigate and record what happened. Actions and recommendations are then provided.
- Schemes to reduce risk of flooding can be large civil engineering projects that increase network capacity or provide storage within catchment areas. These can cost £M's based on resources required, e.g. Thames Barrier **plus** all of the riverside protection down stream.
- Before any large alleviation scheme can progress it needs to be modelled and justified by the number of properties that move from high risk to low risk – cost benefit justification.
- This is why authorities should be considering and including Sustainable urban drainage systems (SuDS) in all public realm schemes.

# HAVERING G SCHEME S AND STUDIES

- Drapers Brookside School FAS – ongoing study
- Havering Park FAS – project not viable
- Rise Park FAS – initial project not viable, working with Thames 21 on natural flood management options
- River Rom – naturalisation project Thames 21 – start autumn 2021
- Spinney Close FAS – completed April 21
- Warren Drive FAS – completed April 21
- Moray Way FAS – in progress, finalising wayleaves complete Autumn 21
- Clovelly Close – finalising design and agreement with TW to connect to sewer
- Rainham Marshes – SSSI – funding bid to EA for additional modelling
- Gulley maintenance and mapping
- Beam Washlands FSA (LBB&D)
- SuDS on highway verges – attenuate and create capacity in existing network
- Property level interventions / resilience – Flood maps on line
- Rainwater harvesting / water butts / permeable paving

# HAVERING G SCHEME S AND STUDIES

- Gulley maintenance and mapping
- Abbs Cross Lane working with partners to confirm assets
- SuDS on highway verges – attenuate and create capacity in existing network
- Property level interventions / resilience – Flood maps on line

# Thank you

Questions

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