

Resilient Network

FLOODING

Following discussion between engineers in our team based on a flood map that had been put together in 2011, we came up with the following summary points:

- Manor Park area – flooding hotspot. This area has flooded in the recent past.
- Colnbrook area – flooding hotspot. This area has flooded in the recent past.

The following areas were highlighted as being more prone to flooding than the rest of Slough, but unlikely to flood in the near future:

- Cippenham and Haymill – due to proximity to the Jubilee River
- Parts of Wexham
- South of central Slough – towards Windsor
- Northern Langley – this is unlikely to flood in the near future but is also subject to impending mitigation works as part of the HS2 and WRLtH schemes.

Based on the above we discussed possible re-routing plans for the Manor Park and Colnbrook areas. As follows:

- Manor Park

The most direct route would be to take traffic onto Farnham Road and then via Park Lane.

- Colnbrook

The most direct route would be to re-direct traffic to the M4 or M25. Local roads could also be used if need be.

With regards to mitigating the effects of the increased rainfall within the areas that are prone to flooding, we discussed the following Engineering good practice. In the event of receiving a warning of severe rainfall in Slough, we would:

- Outline a plan to make sure the gullies were empty prior to and during the period of heavy rainfall by clearing them of water build up as required, particularly in the high risk areas.
- Check that screens on culverts are clear of rubbish and any other obstructions
- In the Colnbrook area we have installed bore holes to enable local residents to monitor the level of water themselves and inform us as appropriate

One of the long term measures that we are currently looking at is the dredging of ditches to ensure that all silt and debris build up is cleared and that water can flow freely. Also, we have begun placing markers at various points in front of the screens throughout Slough to enable us to monitor a rise in the water level.

Finally, after a flooding event we would document all action taken, how effective it was and incorporate the lessons learnt into this plan.

SNOWFALL

We publish a winter maintenance plan annually, outlining carriageway routes that are salted, pedestrianised areas hand salted in the event of heavy snowfall, locations of salt bins etc. Any issues that are encountered during the winter season are discussed among the engineers within our team and changes are incorporated into the maintenance plan for the next year.