

SURREY COUNTY COUNCIL

CABINET

DATE:

REPORT OF: TIM OLIVER, LEADER OF SURREY COUNTY COUNCIL

LEAD OFFICER: GILLIAN STEWARD, EXECUTIVE DIRECTOR FOR COMMUNITIES, TRANSPORT AND THE ENVIRONMENT

SUBJECT: FUNDING FLOOD RISK MANAGEMENT IN SURREY



SUMMARY OF ISSUE:

Surrey is a county at high risk of flooding, with more than 30,000 properties at risk from rivers and surface water sources. There have been several major flood incidents in the last ten years, mostly in the floodplain of the lower River Thames and its tributaries. There are also many localised areas prone to surface and groundwater flooding.

The Met Office is predicting more frequent severe rainfall in coming years. If this is the case, it is likely that more areas beyond those already at risk will become susceptible in the future. The floods in 2013/14 caused over £27.1m of direct damage. In the future, the cost of severe floods is expected to rise.

In April 2017, Cabinet approved Surrey's Local Flood Risk Management Strategy which set out our vision:

"To make Surrey more resilient to flooding on a long-term basis through a co-ordinated approach with residents and partners".

Surrey County Council (SCC) and its partners aim to do this by maintaining the existing watercourse and drainage systems, investing in natural and engineered flood alleviation schemes, influencing planning and other critical policy and supporting residents to be more resilient. This will be challenging, as Local Authorities have limited financial resources and competing priorities.

The Government's funding formula for capital flood alleviation schemes often requires that a significant proportion of the costs are funded by "local contributions". Filling these funding gaps is becoming extremely difficult.

SCC has estimated that £33m over 10 years would be required from the county council to help deliver the objectives of the Local Flood Risk Management Strategy together with additional funds from Government and our partners. In addition, SCC must cover the £237m funding gap for the River Thames Scheme (RTS) if it is to proceed.

The RTS presents a unique opportunity to consider a longer term vision for the region. The nature of the scheme, involving the construction of flood channels and associated green infrastructure, lends itself to transforming communities and bringing additional investment and economic growth. This will require ambitious master planning. Without the necessary funding, the RTS's long term benefits will not be achieved.

In October 2017, the Cabinet recommended that the Leader of the Council write to the Chancellor and Secretary of State, requesting that the Government provide the capital required for the RTS. The Government has since made it clear that the funds must be found locally.

The Council cannot ignore the risk of flooding to its residents. Given the lack of funding currently available from Government, for both the nationally significant RTS and other flood risk management activities across the county, Cabinet is asked to consider how this can be achieved.

RECOMMENDATIONS:

Cabinet is recommended to:

1. Approve in principle to the council's investment of £270m to deliver the objectives of Surrey's Flood Risk Management Strategy.
2. Approve the development of new governance arrangements to oversee the delivery of Surrey's Local Flood Risk Management Strategy and separate arrangements for overseeing the delivery of the River Thames Scheme along with a risk sharing agreement, the detail to be brought to Cabinet for further approval in early 2020.
3. Approve the commissioning of a master planning exercise for the River Thames Corridor to maximise the opportunities from the River Thames Scheme.

REASON FOR RECOMMENDATIONS:

SCC's and our partners' current budget for flood alleviation work is very limited. There is not enough money to deliver the objectives of the Local Flood Risk Management Strategy for all of the areas at significant risk of flooding in the county. The floods in 2013/14 highlighted a number of risks across Surrey. If a flood event of a similar magnitude were to take place again in the coming years, the council's inability to carry out work in the relevant areas due to resource and budget constraints means that many locations would continue to suffer the same, or worse, economic and social damage to their communities.

The success of the River Thames Scheme is crucial due to the large number of Surrey residents and businesses affected. By funding the scheme, the Council would unlock further opportunities for the region and contribute to a compelling long term vision for the Thames Corridor through ambitious master planning.

Strong effective governance will be essential in the delivery of this programme, the River Thames Scheme and the wider opportunities. This will need to build on the existing arrangements.

Investing in our Flood Risk Management Strategy, including the River Thames Scheme, would help achieve the Council's Vision for Surrey in 2030, specifically:

- Residents live in clean, safe and green communities, where people and organisations embrace their environmental responsibilities
- Journeys across the county are easier, more predictable and safer

- Well connected communities with effective infrastructure that grow sustainably

DETAILS:

Background – history of flooding in Surrey

1. In 2000, Surrey witnessed the wettest autumn since records began, with the total rainfall between September 2000 and February 2001 recorded at 866mm compared to a long-term average of 432mm. This intense level of rainfall resulted in Surrey's drainage and sewerage systems becoming overwhelmed, with between 500 and 600 homes being flooded. School closures and significant traffic disruption were also caused by this event.
2. Further flood events took place in January 2003 and July 2007. Again caused by heavy rainfall and river flooding; significant damage to a number of communities in Surrey occurred, with the latter event affecting over 200 homes and disrupting the highway network.
3. A nation-wide flood event also took place between December 2013 and January 2014 and Surrey's population was the most affected of any part of the country. The impact of these floods was particularly severe, with approximately 1200 homes internally flooded, many families being forced to move out of their properties for months or more, and a total of £27.1m of damage being directly incurred. The scale of the broader impacts on the economy were much greater, with impacts having been estimated as 0.2 – 0.3% of the annual Gross Value Added for the county.
4. Flooding was primarily caused by the River Thames and its tributaries bursting their banks following an extended period of heavy rainfall. Council officers worked with partners in Boroughs and Districts, Environment Agency (EA), the police and the armed forces in the response and recovery operation.
5. Other recent impacts of flooding in Surrey include:
 - i. Flanchford Bridge, Mole Valley - had to be demolished and rebuilt as a result of the flooding in 2013/14 costing the Council £1.2m from its Highways budget. Furthermore, 270 properties suffered internal flooding in Mole Valley during that flood event.
 - ii. Maybury and West Byfleet, Woking - received around 32mm of rainfall over the course of a few hours in May 2016. The existing drainage systems were unable to cope and 45 properties were internally flooded. Three schools were also closed and major traffic delays caused by flooded roads resulted in gridlock in the Woking area. The same properties were flooded again during a similar event in September the same year.
 - iii. Caterham on the Hill, Tandridge – a flash flood event overwhelmed the drainage infrastructure resulting in over 86 internal property floods and 63 external property floods in June 2016. Many of the internal property floods included sewage. 4 schools were closed, 40 roads were affected by the flooding, with eight closures put in place and traffic gridlock occurring as a consequence.

6. With so many incidents of flooding having taken place in Surrey in the last ten years it is clear that more must be done to manage this risk.

Future risk

7. At present, a large number of communities are at risk of flooding in Surrey as shown in Annex A and current funding levels mean there is a limit as to how many of these can be supported by flood alleviation activities.
8. The Met Office in their UK Climate Projections report state that “Winters in the UK, for the most recent decade (2009-2018), have been on average 5% wetter than 1981-2010 and 12% wetter than 1961-1990. Summers in the UK have also been wetter, by 11% and 13% respectively”. Indications are that there will be future increases in the intensity of heavy summer rainfall events and significant increases in hourly precipitation extremes.
9. EA guidance indicates that flood flows could increase by 15% by the 2050s, though this increase could be as high as 35%. The EA’s nascent national strategy predicts that the current rate of development will increase the number of properties at risk of flooding by 50%. Current funding levels mean that the council is unable to mitigate sufficiently against this risk.

Delivering Surrey’s Local Flood Risk Management Strategy

10. Surrey’s Local Flood Risk Management Strategy sets out 8 broad objectives for reducing flood risk across the county. These objectives have been adopted by SCC and partner “Risk Management Authorities” including the Boroughs and Districts. These are:
 - i. Our understanding of local and strategic flood risk will be improved through clear data management and sharing between risk management authorities to ensure partnership delivery of works in high risk areas.
 - ii. Risk management authorities will reduce flood risk by delivering an effective maintenance regime for their drainage assets and managing their estates across the County in an environmentally sustainable manner.
 - iii. We will agree with partners who the risk management authorities are, jointly define their responsibilities and establish clear lines of communication with them to support the delivery of partnership based flood alleviation projects.
 - iv. Private owners will be made aware of their riparian responsibilities to maintain their drainage assets and watercourses. We will support, promote and enforce these responsibilities.
 - v. The residents and businesses of Surrey will be supported to improve community resilience. Local people will be empowered to reduce the risk of flooding on both an individual and community level.
 - vi. We will reduce the risk of flooding to and from development through local planning policy and processes.
 - vii. We will reduce flood risk from all sources via a programme of capital works, which will be integrated with the activities of other risk management authorities.

- viii. We will investigate significant flooding incidents in order to make recommendations that help reduce flood risk.
11. Investment is essential to avoid the impacts of flooding that would be far in excess of that seen in 2013/14. To address the ongoing flood risk we are proposing that £33m over 10 years supplemented by funding from partners would be required to deliver this strategy.
 12. To that end we will develop action plans with our partners over the coming year as to how this will be achieved. The activities would not be limited to contributing to schemes but would comprise of a range of interventions to effectively manage flooding. We are already working with the Environment Agency and Boroughs and Districts to identify locations and opportunities to reduce flood risk. These will then be prioritised with specific targets to be approved by an enhanced governance structure to be developed alongside the plans.
 13. Several of the areas of priority identified by our partners would not currently meet the thresholds for attracting government funding. In addition, partners wished to highlight the importance of protecting infrastructure, community amenity and access to schools which would also not necessarily attract government funding.
 14. The importance of using flood alleviation work to facilitate regeneration plans in town centres and communities was also raised. These schemes offer a wealth of opportunities to manage flood risk but also to attract further investment and growth. Opportunities to use existing land and assets to reduce flooding have been identified, particularly through the use of Natural Flood Management and Sustainable Drainage Systems.
 15. SCC can also do more to improve highway drainage maintenance, though this likewise requires additional funding. Specifically, additional targeting of drainage infrastructure in areas considered a priority due to historic or modelled flood risk improve the capacity of the system to deal with heavy rainfall events.
 16. The lack of capability to ensure flood risk management is better delivered through planning, enforcement and education was raised by all partners.
 17. In order to achieve this we will use an element of the funding for additional resources within SCC and partner authorities to further develop this strategy and fund its delivery across the county.

The River Thames Scheme

18. The Lower Thames floodplain between Datchet in Berkshire and Teddington in West London is the most populated undefended floodplain in the United Kingdom. Over 15,000 properties are at risk in a flood with a 1% probability of occurring in any given year. Between Datchet and Shepperton the floodplain widens to over 2km in some places and here the settlements of Datchet, Wraysbury, Staines, Egham Hythe, Chertsey, Laleham and Shepperton are all at risk of flooding. Downstream, through the London boroughs of Kingston and Richmond, the floodplain narrows and here riverside and island properties are at risk.
19. In 2014 and 2003, hundreds of riverside properties and those in low lying areas were vulnerable to frequent flooding. A large flood, last seen in 1947, would flood approximately 10,000 properties and cause disruption to transport and infrastructure with regional and national impacts. The Runnymede roundabout, Junction 13 of the M25 would be closed for several days and over 300km of other roads would be flooded in the area.
20. The economy of the Thames Valley is one of the highest performing in the country, producing a significant share of the UK's wealth. The estimated economic impact of a major flood is currently around £1 billion at 2019 prices but damage could be twice as great by 2055 because of the impact of climate change. The River Thames corridor is a busy and environmentally valuable landscape which is rich in heritage. It has many nationally important heritage assets such as Windsor, the Magna Carta at Runnymede and Hampton Court.
21. The River Thames Scheme will comprise the creation of three flood alleviation channels alongside the River Thames and flow capacity improvements to three Thames weirs. The channels will enable a mixed quality landscape and currently inaccessible open spaces to be transformed. Four country parks will be created along with 23km of footpaths and cycleways. We are working with the Heathrow Airport expansion team to link these paths into the green grid to be created around the airport and into the Colne Valley further north. This will link tens of thousands of people to major transport hubs via off road cycling and open up new accessible green space and footpaths for hundreds of thousands of people.
22. The preferred option of the River Thames Scheme has a current cost of £640m. This option will avoid £2.58bn of flood damages over the life of the scheme (at Net Present Value) and has a benefit to cost ratio of 6.29.
23. The current cost includes a contingency of £151m (35%) on the remaining design and construction cost estimate (made up of £86.5M of quantified risk, £39.9m optimism bias, £5.5m risk on the community resilience measures and £19.5m inflation on these base risk costs). The total financial cost includes compound inflation at 2.5% from 2019/20 and provides for cash up front for the first ten years of maintenance.

24. The direct flood risk benefits and the wider benefits of connectivity and accessible green space have already attracted significant contributions from partners. We are now being asked to contribute the remaining £237m to achieve a fully funded scheme. The breakdown of current contributions to the scheme is set out in the following table:

Current external contributions			
Local choices Flood and Coastal Risk Management (FCRM)	Thames Regional Flood and Coastal Committee	£31.96m	Confirmed
Local economic and social benefits	Surrey County Council	£237.00m	For approval
Local economic and social benefits	Royal Borough of Windsor and Maidenhead	£52.66m	In principle commitment*
Local choices	Central Government	£60.00m	Confirmed
Local economic and social benefits	Surrey Local Enterprise Partnership	£2.50m	Confirmed
Utility resilience	Thames Water	£2.50m	Agreed in principle
Local economic and social benefits	Local Authorities: RBWM, Surrey, Spelthorne, Runnymede, Elmbridge	£6.17m	Secured and being spent
Sub total		£392.52m	
National economic FCRM benefits	Flood and Coastal Risk Management Grant in Aid (through the EA/Defra)	£248.00m	In principle commitment**
Total		£640.52m	

*Total amount contingent on legislation being passed to allow RBWM to make contributions to maintenance funding.

**The business case for the RTS has passed its economic assessment within the EA, has been recommended for approval and has a funding allocation in the next 6 – year programme. The total allocation for this programme will be announced in the national Spending Review 19 settlement.

25. If this funding gap is not met then there is a high chance that the scheme will be significantly reduced in scope or withdrawn altogether. The Government and other national bodies do not fully fund such flood alleviation schemes and therefore under the current funding formula, large contributions from other sources are required if the scheme is to be successfully developed and built.

26. Many alternative options for bridging the funding gap of the RTS have been considered. A specially convened funding group, chaired by the previous Leader of the Council David Hodge, has assessed numerous options for generating additional funding for the scheme. This has included:

- i. Maximising the contributions from organisations that stand to benefit from the RTS
- ii. De-scoping or deferring parts of the scheme to reduce cost and potentially alter the partnership funding score

- iii. Working with the Government to generate additional local contributions which are matched or leveraged by additional Government funding.

However, these have either not raised sufficient funding commitments or gathered enough support to be viable options at this stage.

- 27. The Royal Borough of Windsor and Maidenhead (RBWM) have previously resolved to raise £10m in capital funding for the River Thames Scheme plus £500,000 per year for ongoing maintenance costs. However these maintenance costs and any additional capital costs would require legislation to be passed to allow RBWM to raise a separate precept.
- 28. We will continue to pursue alternative funding sources in order to reduce the financial risk on the council. This includes identifying potential options for generating income from the delivery of the scheme itself.

Governance

- 29. To provide suitable oversight for this investment it will be necessary to strengthen the current governance arrangements. A new group would be necessary which would likely be chaired by the portfolio holder with membership from the partner authorities and organisations within the county. It would provide oversight and scrutiny for the existing Surrey Flood Risk Partnership Board and be tasked with making key decisions on the delivery of Surrey's Local Flood Risk Management Strategy, agreeing priority catchments and embedding the flood risk management strategy in their authority's business.
- 30. A separate governance structure would be required for the delivery of the River Thames Scheme and any subsequent development. Options for how the RTS would be governed and delivered are currently being considered, but would need to build on the existing arrangements. The group would be chaired by the Leader of Surrey County Council, with the membership made up from senior representation from the key partner authorities. This would include the Environment Agency, the Royal Borough of Windsor and Maidenhead, Runnymede Borough Council, Spelthorne Borough Council, Elmbridge Borough Council, London Boroughs of Richmond and Kingston, Thames Water, Thames Regional Flood and Coastal Committee, Homes England and the Local Enterprise Partnerships. We would also seek link members with the Thames Estuary and the National Infrastructure Commission.
- 31. Any arrangement would need to reflect that the River Thames Scheme is no longer an Environment Agency led scheme but more one led by the main contributors and partners. Any governance model would also need to ensure that key decisions are made at the appropriate level and in a timely manner. A number of existing models are being considered including examples from HS2 and the delivery of the Commonwealth Games. This would need further discussions between the Environment Agency, SCC and the Royal Borough of Windsor and Maidenhead and would build upon the existing Programme Boards and Sponsoring Group.
- 32. Once proposals have been developed for the governance arrangements we will return to Cabinet for approval in 2020.

Opportunities and Master Planning

33. By reducing flood risk to existing communities as well as undeveloped land, the River Thames Scheme opens up vast potential for a more ambitious long term vision for the wider area.
34. The River Thames Scheme presents an opportunity to improve and enhance the communities in the river corridor further than simply reducing the risk of flooding. The scheme itself will create new habitat and improve existing landscape and has been developed to maximise the opportunities to enhance the areas around the scheme through the creation of new country parks. The creation of these new public open spaces will bring health benefits for communities and opportunities for tourism, recreation and leisure.
35. In order to improve the current network for pedestrians and cyclists, the area around the flood channel will provide new footpaths and cycle paths that have been designed to connect to the existing network. New footbridges connecting footpaths will be built across the flood channel. There are also opportunities to connect the new pathways to existing heritage sites and key landscape features.
36. We propose to commission an ambitious masterplan that will explore the long term opportunities that exist for the land protected by the scheme. This includes opportunities to develop a new eco-community that would incorporate housing and employment space. The aim being to establish the potential options for bringing forward commercial, employment and housing opportunities that build on the developing vision for the Thames corridor.
37. This masterplan will establish a compelling vision for the river corridor that will transform the area in the longer term. The plan will also explore the opportunity to bring in funding for additional infrastructure that would enable the development of environmentally sensitive and sustainable housing. By linking this work to the developing industrial strategy, options for funding aimed at releasing high quality employment space will also be explored.
38. This work will provide options that would reduce the financial risk to Surrey County Council in closing the funding gap for the River Thames Scheme.
39. We will work with partner authorities through the governance arrangements to set out the scope of the master planning and how it will be funded.

Conclusion

40. There is a clear need for additional investment in flood alleviation work in Surrey. If the current level of investment were to remain the same, or even reduce, residents and businesses would remain at risk with potential impacts greater than those seen in 2013/14.
41. SCC is in a strong position to significantly reduce the likelihood of these impacts occurring through investing in the delivery of flood risk management activities across the county.

42. As part of this, SCC can ensure that riverside communities are better protected from flooding by closing the funding gap for the River Thames Scheme. In doing so it can unlock significant opportunities for investment in the region. This would require strong governance arrangements.
43. Subject to the approval of the Medium Term Financial Strategy, the governance arrangements and how financial risk will be managed SCC will invest in a programme of flood alleviation activities across Surrey (£33m over 10 years) and contribute to the River Thames Scheme (£237m). This investment will be financed through borrowing, and is considered affordable within the proposed Medium Term Financial Strategy and is profiled below.

	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	Total
	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	(£'000)
RTS	2,500	2,500	10,000	60,000	60,000	50,000	50,000	2,000	0	0	237,000
Surrey Programme	1,000	3,555	3,555	3,555	3,555	3,555	3,555	3,555	3,555	3,555	33,000
Total	3,500	6,055	13,555	63,555	63,555	53,556	53,556	5,556	3,555	3,555	270,000

RISK MANAGEMENT AND IMPLICATIONS:

Financial risks:

Risk that money raised for wider schemes not adequate to cover need.

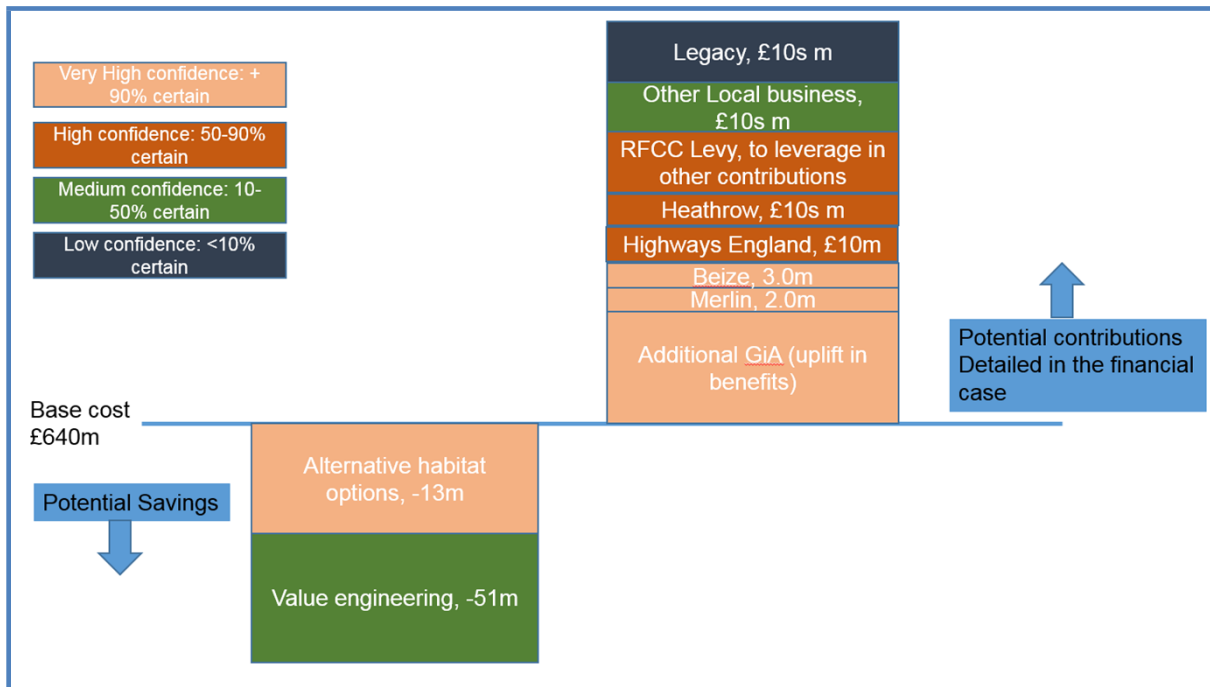
44. The Governance arrangements put in place will need to identify additional contributions from partners to help contribute to further work. It will be expected that partners identify additional funding from areas such as Community Infrastructure Levy (CIL) etc.

Risk that the River Thames Scheme becomes unaffordable as costs rise.

45. The costs for RTS have been reviewed and updated to 2019 baseline prices. The financial case then assumes 2.5% inflation from 2019. We are very mindful of potential cost changes in the four years to Full Business Case and therefore have a contingency plan that will enable the Sponsor Group to *maintain* affordability through this period. This is in addition to the quantified risk allowance and optimism bias which make up 35% of the current scheme costs.
44. We are investigating options that will reduce the scope and base costs up to a value of £64m. Alternative habitat options saving up to £13m are looking promising. The value engineering options are technically viable but they do introduce other risks so need further investigation.
45. Once we have the scheme funding confirmed and can move forward we will seek to secure further contributions. There is now very strong evidence that the benefits of the scheme will increase and this will draw in additional Flood Defence Grant in Aid as part of our financial contingency plan. Discussions are taking place with a number of organisations on direct contributions and many others have been identified. The Oxford Flood Alleviation Scheme, for example, have secured a £10m contribution from Highways England for benefits to the A34 near Oxford. The same methodology is being applied to

RTS to seek contributions for benefits to the M25 Runnymede junction. We will continue to approach organisations such as Highways England, the Local Enterprise Partnership and Heathrow Airport for financial contributions alongside other businesses that benefit.

- 46. A risk sharing agreement will be agreed between the EA, SCC and other partners well in advance of the Final Business Case. This will set out how any cost over-runs will be managed.



47. The potential savings and contributions are summarised in the Figure below.

Risk that the future financial climate means that SCC are no longer able to afford repayments

- 48. Work on Master Planning will be designed to reduce the financial burden on Council and to reduce the long term risks.

Non-financial risks:

- 49. Reputational – should flooding occur without the Council moving to address the funding situation, Surrey County Council would attract criticism from the public.

Financial and Value for Money Implications

- 50. In the absence of funding contributions from alternative sources, SCC would provide additional funding to allow the project to proceed. This would require an increase in borrowing.

51. Based on current forecasts the revenue impact of borrowing will rise from £0.2m in 2021/22 to £7.3m by 2026/27. This will include the cost of interest and the statutory Minimum Revenue Provision (MRP) set aside for the repayment of borrowing. The cost of borrowing will rise to around £13m per annum over the next 30 years, based on costs being spread over 50 years.
52. This is considered affordable within the context of SCC's wider ambitions as set out in the emerging Medium Term Financial Strategy.
53. The cost of borrowing is at the mercy of wider monetary policy decisions around interest rates. Current assumptions include an interest rate forecast in line with advice taken from treasury advisors, which are in keeping with the wider market forecasts. Any increase in interest rates will increase the cost to the council. However, monitoring of rates and any necessary action, will be undertaken as part of the council's borrowing strategy. SCC will have to monitor its affordability for this scheme and the wider capital ambition in the context of medium term financial planning.
54. Reducing flood risk across the county would mean the cost of responding to flooding incidents and repairing damage would be avoided. It would also promote economic growth and reduce economic loss during flood events.
55. Although a Risk Sharing Agreement will be put in place it is likely that any cost overruns would fall to the contributing authorities including SCC. The Risk Sharing Agreement will be developed through the proposed governance arrangements and would look to reduce the risk on the council.
56. The ongoing maintenance of the scheme beyond the initial 10 years would also need to be agreed through the governance arrangements. Again, we would seek to reduce the SCC's long term liability.

Section 151 Officer Commentary

57. The proposed investment of £270m over 10 years, being a contribution of £237m to allow the River Thames Scheme to proceed and £33m for wider flood risk management measures across the county, is considered affordable. The investment will be financed through borrowing, and will be reflected in the council's Medium Term Financial Strategy.
58. The River Thames Scheme is a large and complex scheme which will span a number of years, and as such there is a risk that costs could change as the scheme develops. Scheme estimates therefore include significant allowances for inflation and risk. The report also sets out how opportunities will be taken to reduce costs and to secure additional contributions.
59. The decision to provide financial support is subject to the approval of the council's Medium Term Financial Strategy, and to a further report to cabinet setting out proposed governance and risk sharing agreements.

Legal Implications – Monitoring Officer

60. Section 9 of the Flood and Water Management Act 2010 requires the County Council as lead Local Flood Authority to develop, maintain, apply and

monitor a strategy for local flood risk management in its area. A Local Flood Risk Management Strategy is in place to comply with this duty. The current Strategy was approved in April 2017. It is required to contain objectives for managing local flood risk and measures proposed to achieve these objectives.

61. Approval is sought for funding to deliver these objectives and for new governance arrangements to secure the delivery of these. This is in line with the County's legal duties.

Equalities and Diversity

62. An Equalities Impact Assessment for Surrey's Local Flood Risk Management Strategy was approved with the Strategy itself in April 2017 and is available to view publicly [online](#).
63. This adequately covers any actions that come out of the Strategy including the delivery of capital schemes such as the River Thames Scheme.

Public Health Implications:

64. Significant risk if flooding continues as was evident in 2013/14 and subsequent events.

WHAT HAPPENS NEXT:

65. If the recommendations are agreed then the required funds will be raised through borrowing according to the agreed profile subject to the approval of the Medium Term Financial Strategy and details of the governance and risk sharing arrangements.
66. Officers will continue to work with the Environment Agency and our partners to develop Surrey's Local Flood Risk Management Strategy action plans for the county.
67. Governance arrangements for overseeing the delivery of Surrey's Local Flood Risk Management Strategy and the River Thames Scheme will be developed and presented to the cabinet for approval in early 2020 alongside the detail for how financial risks will be managed.
68. A masterplan will be commissioned for the River Thames Corridor in partnership with the relevant authorities.

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Consulted:

Annexes:

Annexe A – Mapping of communities at risk of flooding in Surrey

Sources/background papers:

Surrey Local Flood Risk Management Strategy – [Link](#)

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