Leicestershire County Council

Flood Investigation Report

Storm Henk

2nd January 2024

Loughborough

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8 LOUGHBOROUGH

Loughborough is the largest settlement in Leicestershire, located approximately 12 km north-west of Leicester City in Charnwood Borough. The town has approximately 65,000 residents, a large number of which are associated with Loughborough University. The Environment Agency (EA) has identified it as the community at highest risk of flooding in the East Midlands[1].

Loughborough is at risk of flooding from multiple sources but mainly from Main Rivers, ordinary watercourses and surface water. The town has a long history of flooding[2]; most significant events have been associated with the Wood Brook and Burleigh Brook. The most recent significant events prior to Storm Henk occurred in November 2012, October 2019 and three events in 2020 although, these events had largely different flood mechanisms to Storm Henk[3].

8.1 LOCAL DRAINAGE CONTEXT

There are a number of Main Rivers and watercourses in Loughborough. Storm Henk resulted in flooding in five key areas of the town, as shown in Figure 8-. Details of the main watercourses or flood mechanisms associated with these areas are provided in Table 8-1. The responsible agency for managing the risk from Main Rivers is the EA. Details relating to RMA responsibilities can be found in Section 21 of the main Storm Henk report.

The Wood Brook and Burleigh Brook have catchments which extend to the south-west into the Charnwood Hills (see Figure 8-1). Their combined catchment at their confluence with River Soar is an estimated 22km^2. Comparatively, the River Soar upstream of Pillings Lock (as illustrated in Figure 8-1) has an upstream catchment of approximately 1,110km^2, including the River Wreake catchment (see Figure 2-7 in the main Storm Henk report); this is 50 times larger. The Soar therefore often peaks (gets to its highest level) much later than Wood Brook and Burleigh Brook (and other smaller brooks in Loughborough) as it takes more time for the water to work its way through the larger catchment.

The flatter north-eastern area of Loughborough, closer to the River Soar, has geology which has the potential to be influenced by a high water-table. There is therefore a high risk of groundwater flooding and/or groundwater influencing sub-surface drainage such as sewers.

[1] Environment Agency (20th January 2023) [1]Trent Regional Flood and Coastal Committee presentation – papers can be obtained by following the attached link https://www.gov.uk/government/groups/trent-regional-flood-and-coastal-committee
[2] JBA Trust (2026) British Chronology of flash floods https://www.jbatrust.org/about-the-jba-trust/how-we-help/publications-resources/rivers-and-coasts/british-chronology-of-flash-floods/
[3] Formal Section 19 Investigations https://www.leicestershire.gov.uk/environment-and-planning/flooding-and-drainage/lead-local-flood-authority/formal-section-19-flood-investigations

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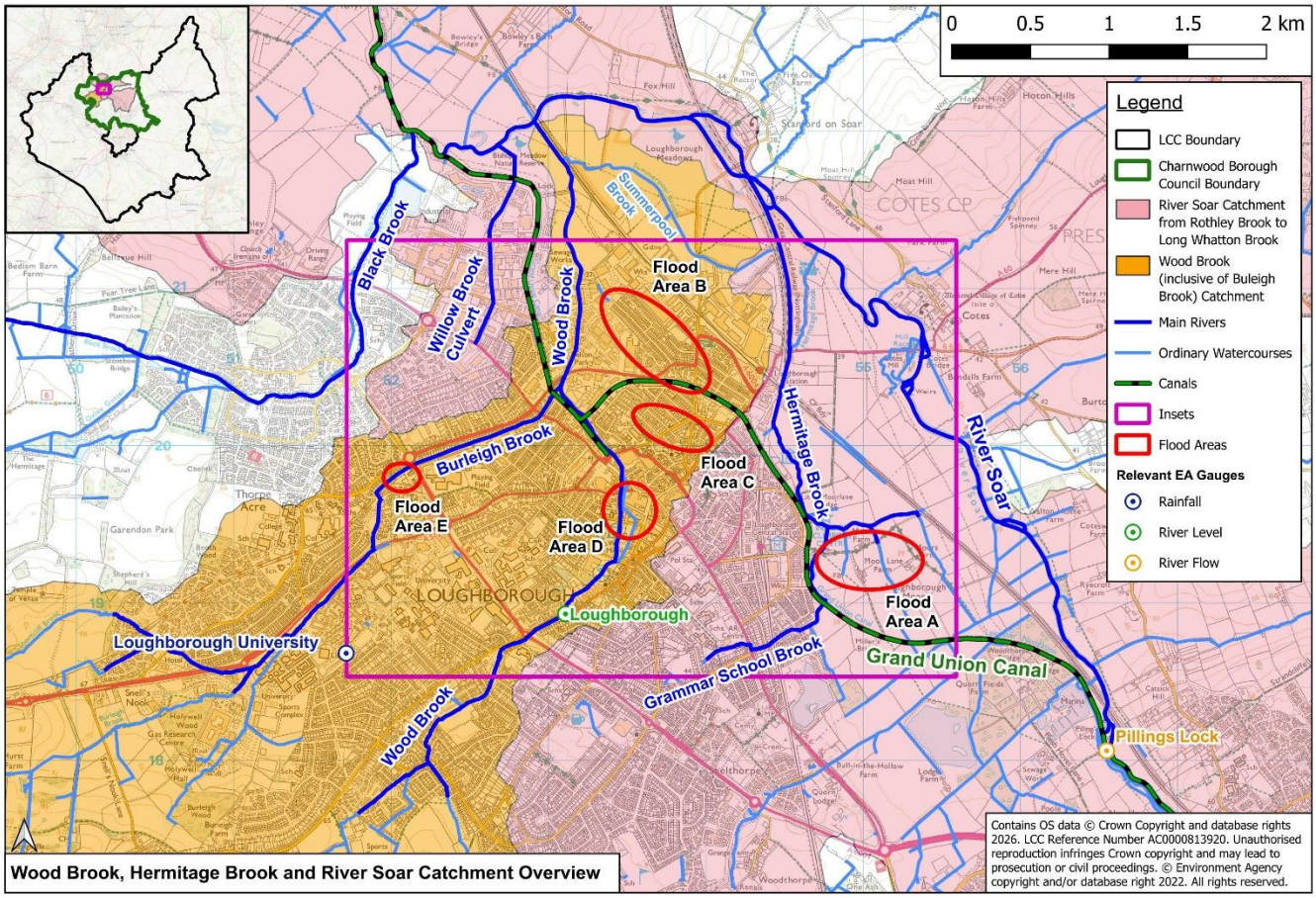


Figure 8-1: Loughborough Location Plan, relevant Watercourse Catchments through Flood Areas (INSET 1)

There is a designed overflow from the Wood Brook into the Canal at Loughborough Basin (OSNGR SK 53345 19977), which was reconstructed around 2006 as part of the Loughborough Wharf project. There are also designed overspills between the Canal and the Burleigh Brook and Hermitage Brook. The system is designed for medium flood events, taking pressure off the brooks by overspilling into the Canal.

Table 8-1: Summary of Flood Risk Areas and key flooding mechanisms

Flood Area	Location	Key watercourses or flood mechanisms	Impacts
A	**Moor Lane**	River Soar floodplain and the Grammar School and Hermitage Brooks (all Main River at Flood Area A)	Internal flooding to farmhouses and sports club within floodplain. Flooding of farmland.
B	**North East Loughborough**	River Soar (Main River) via the Grand Union Canal (managed by CRT). The Canal splits from the River Soar at Pillings Lock, and runs through East Loughborough, rejoining the Soar just to the North of the town	Internal flooding to over 120 properties. Blocked access to upper floor flats. Prolonged flooding of Bottleacre Lane.
C	**Gladstone Street**	Groundwater	Basement flooding to at least two properties.
D	**Town centre**	Flooding associated with the nearby Wood Brook (Main River)	Internal flooding to at least ten businesses.
E	**Epinal Way**	Surface water potentially associated with the Burleigh Brook river levels (Main River)	Highway flooding. Disruption of ambulance and fire service.

8.1.1 NATIONAL SCALE PREDICTIVE FLOOD MAPPING

The EA provides flood risk mapping nationally for both rivers and surface water as detailed within Section 2.7.6 of the main Storm Henk report. These maps show where flooding is predicted from these sources linked to Flood Areas A to E in this investigation, as detailed below.

RIVERS

The EA's Flood Map for Planning Flood Zones 2 and 3 (medium and high risk respectively) (NaFRA2) associated with the key watercourses/drainage features, are illustrated in Figure 8-2

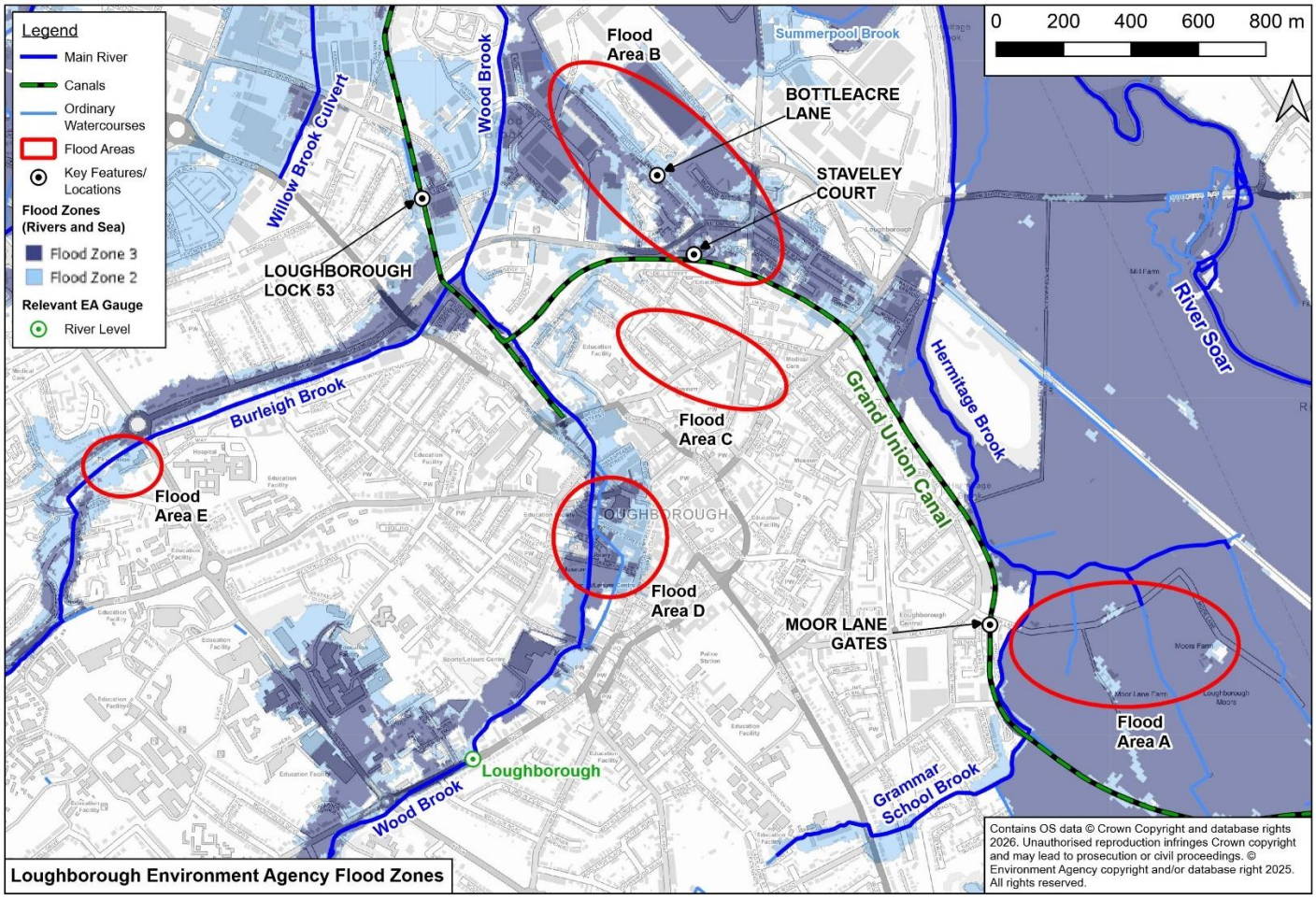


Figure 8-2: Loughborough EA Flood Map for Planning Flood Zone Map[4] in Flood Areas (INSET 1)

The EA Risk of Flooding from River and the Sea (RoFRS) (NaFRA2) map available online[5] takes into account the presence and condition of flood risk management assets as detailed in Section 8.1.2 of this report, and account of the chance of them overtopping or failing,. These outlines and risk ratings however cannot be directly compared to the Flood Zones.

[4] Environment Agency (2026) Flood Map for Planning – Flood Zones https://flood-map-for-planning.service.gov.uk/map
[5] Environment Agency (2026) Risk of Flooding from Rivers and the Sea. https://check-long-term-flood-risk.service.gov.uk/map

SURFACE WATER

Parts of the five Flood Areas of this investigation are also identified as being at risk of surface water flooding in the national EA Risk of Flooding from Surface Water (RoFSW) (NaFRA2) map, as shown in Figure 8-3.

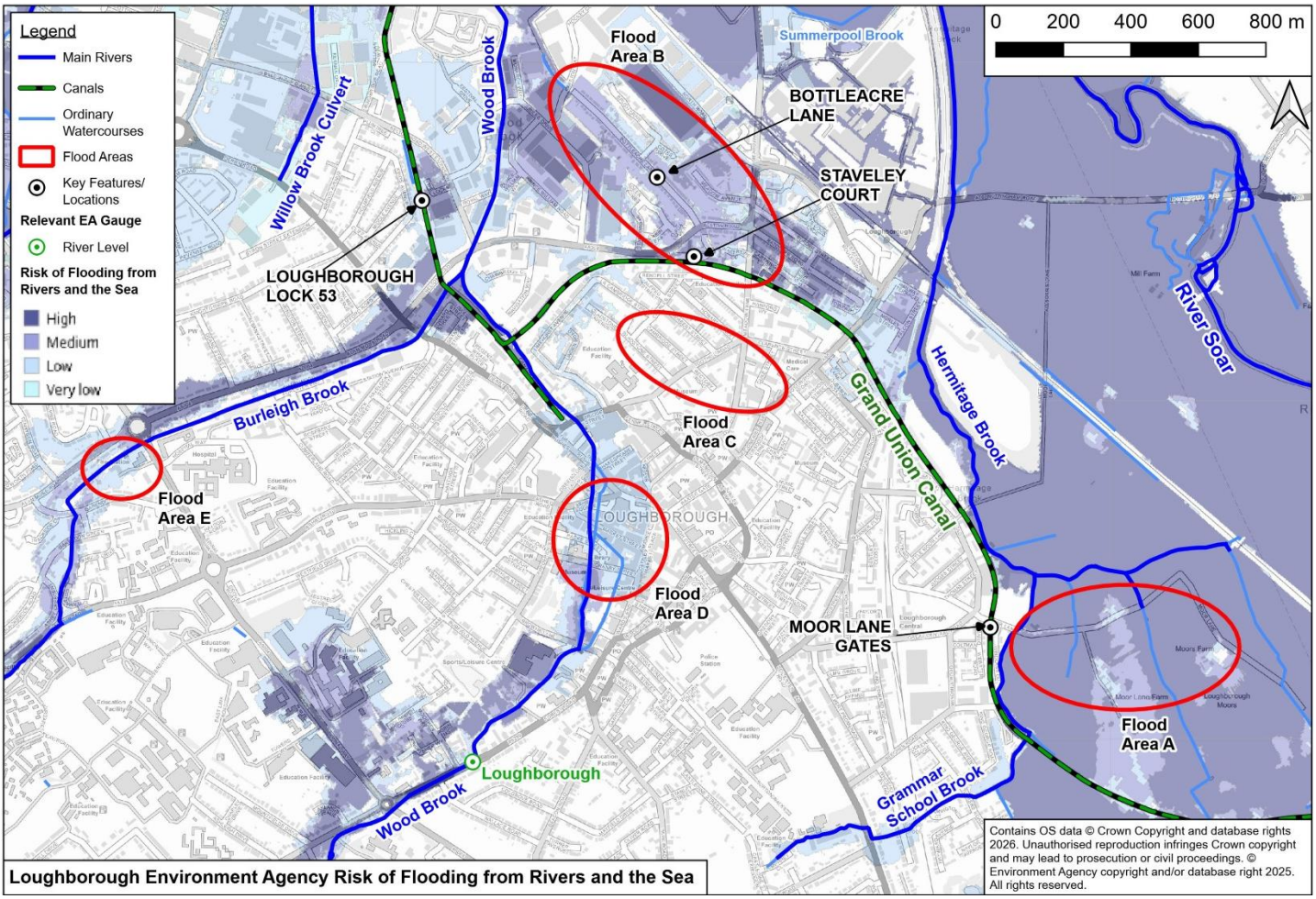


Figure 8-3: Loughborough EA Risk of Flooding from Surface Water Extents[6] in Flood Areas (INSET 1)

[6] Environment Agency (2026) Risk of Flooding from Surface Water map. https://check-long-term-flood-risk.service.gov.uk/map

8.1.2 EXISTING FLOOD RISK MANAGEMENT

Significant work had been completed or was already in progress by RMAs prior to Storm Henk to help manage flood risk. Details for existing flood risk management within and outside of the Storm Henk flood areas are provided below as the impacts would have been even greater without this work.

ASSETS AND MANAGEMENT PLANS

As detailed within Table 8-1, the majority of impacts from Storm Henk within Loughborough were associated with Main Rivers. A number of key flood risk assets exist in Loughborough to help manage flood risk from Main Rivers; a map of these assets in Loughborough is available online published by the EA[7]. Please note, the mapping includes both EA maintained assets, and assets maintained by other organisations or privately owned assets. These assets and their maintenance are likely to have helped to prevent further flooding during Storm Henk. For example:

- the banks of reaches of Wood Brook benefit from natural or engineered high ground along with debris screens that protect culvert inlets; and
- embankments and associated assets are located either side of the Black Brook.

During flood events, the EA have procedures which determine the management of flood risk assets linked to Flood Alerts and Flood Warnings. Outside of flood events, the EA may carry out regular and/or responsive inspections and maintenance (see Section 8.4.5).

STUDIES AND SCHEMES

Loughborough has been the subject of previous and continued flood risk management studies and schemes. The following were all either completed or in development prior to Storm Henk. Please note that this is not a definitive list.

- The EA has led flood alleviation scheme feasibility work to manage or reduce flood risk to Loughborough from Main Rivers (including the River Soar via the Grand Union Canal). This process led to the progression of the **Wood Brook Scheme** as the preferred option. This £11m scheme has received outline approval. The main proposal is the repurposing of the Severn Trent Water (STW) Nanpantan Reservoir shown in Photograph 8-1 as a flood storage reservoir, and additional natural flood management (NFM) upstream. It is programmed for completion in December 2028 (date subject to change). Note that the reservoir is no longer used for water supply and that this scheme does not address the flood risk to the whole of Loughborough.
- The EA (working with Leicestershire County Council (LCC), as Lead Local Flood Authority (LLFA) and other RMAs) is also assessing **additional measures to reduce flood risk from Main Rivers to other parts of Loughborough** (including Main River via the Grand Union Canal) as part of an optioneering assessment.

[7] Environment Agency (2026) Asset Management map https://environment.data.gov.uk/asset-management/index.html

This assessment will indicate if any additional measures are economically viable for potential inclusion in the next National Flood Investment Programme.

- In 2013 a **Surface Water Management Plan (SWMP)** was published by the Council[8]. The SWMP helped to define Loughborough as a high-risk flood area, informing asset management practices, community awareness raising and project development. The recommendations of the SWMP will be developed further through the delivery of a **Flood Risk Management Catchment Study.** Funding has been allocated for this study, to further understand the interactions between different sources of flood risk to Loughborough. This work will complement the EA's projects which help reduce the risk from Main River flooding. The study will aim to provide evidence for further flood mitigation works or resilience measures at the local and catchment scale in an attempt to help mitigate the impacts of flooding and climate change across Loughborough. This work is programmed to start in April 2026 and due for completion by March 2028 (these dates are subject to change).
- Trent Rivers Trust (TRT) has installed **NFM** in the Wood Brook catchment (e.g. Beacon Hill). There is potential for further NFM works to help reduce the flooding frequency and extents to parts of Loughborough.

Credit: Environment Agency, 2026

Photograph 8-1: Nanpantan Reservoir and immediate area downstream

[8] Leicestershire County Council (2013) Loughborough Surface Water Management Plan (SWMP) https://www.leicestershire.gov.uk/environment-and-planning/flooding-and-drainage/lead-local-flood-authority/flood-risk-management

8.1.3 HYDROMETRY

There are two formal gauges on Main Rivers that are linked to the key Flood Areas being reviewed as part of this investigation: the Wood Brook at Loughborough; and Pillings Lock on the River Soar.

WOOD BROOK AT LOUGHBOROUGH

The EA monitor water levels within Wood Brook at the Loughborough River gauge[9]. During Storm Henk, river levels (metres above the gauge station datum (mASD) peaked sharply at 1.049mASD at 17:00 hrs on Tuesday 2nd January 2024 as illustrated on Figure 8-4. This followed a smaller peak 17 hours prior during the previous night. At the time of Storm Henk, the record level at the gauge was 1.095mASD, recorded on 16th February 2020 (Storm Dennis).

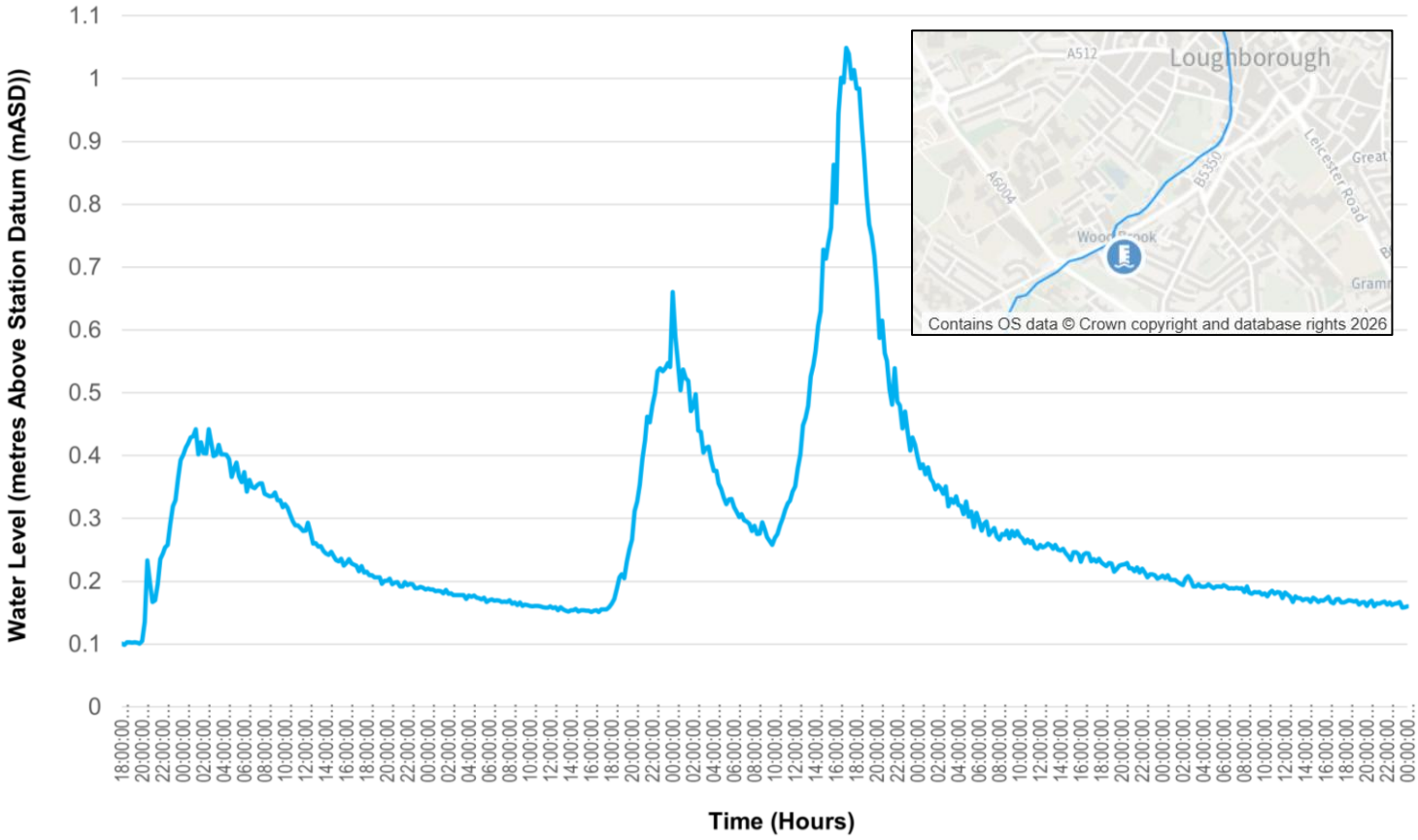


Figure 8-4: Wood Brook at Loughborough Gauge (Station ID 4205) - Water Level from 18:00 hours on 30/12/2023 to 00:00 hours on 05/01/2024

[9] Defra (2026) Loughborough – Wood Brook river level gauge. https://environment.data.gov.uk/hydrology/station/2f989375-9164-403e-9119-5162b8d72445

RIVER SOAR AT PILLINGS LOCK

The Pillings Lock flow and level gauge[10] located on the River Soar upstream of Loughborough (at OSNGR SK 56550 18060) (as illustrated in Figure 8-1) has been in operation since August 1986.

The Pillings Lock gauge is one of approximately thirty gauging stations used to issue Flood Alerts and Flood Warnings within the River Soar catchment. The previous record **peak flow** was recorded during the Easter 1998 flood event (190.34 m^3/s at 08:00hrs on 11th April). During Storm Henk, flows exceeded this at 06:30hrs on Wednesday morning, 3rd January 2024, peaking at an estimated 194.19 m^3/s at 09:15hrs as illustrated in Figure 8-5.

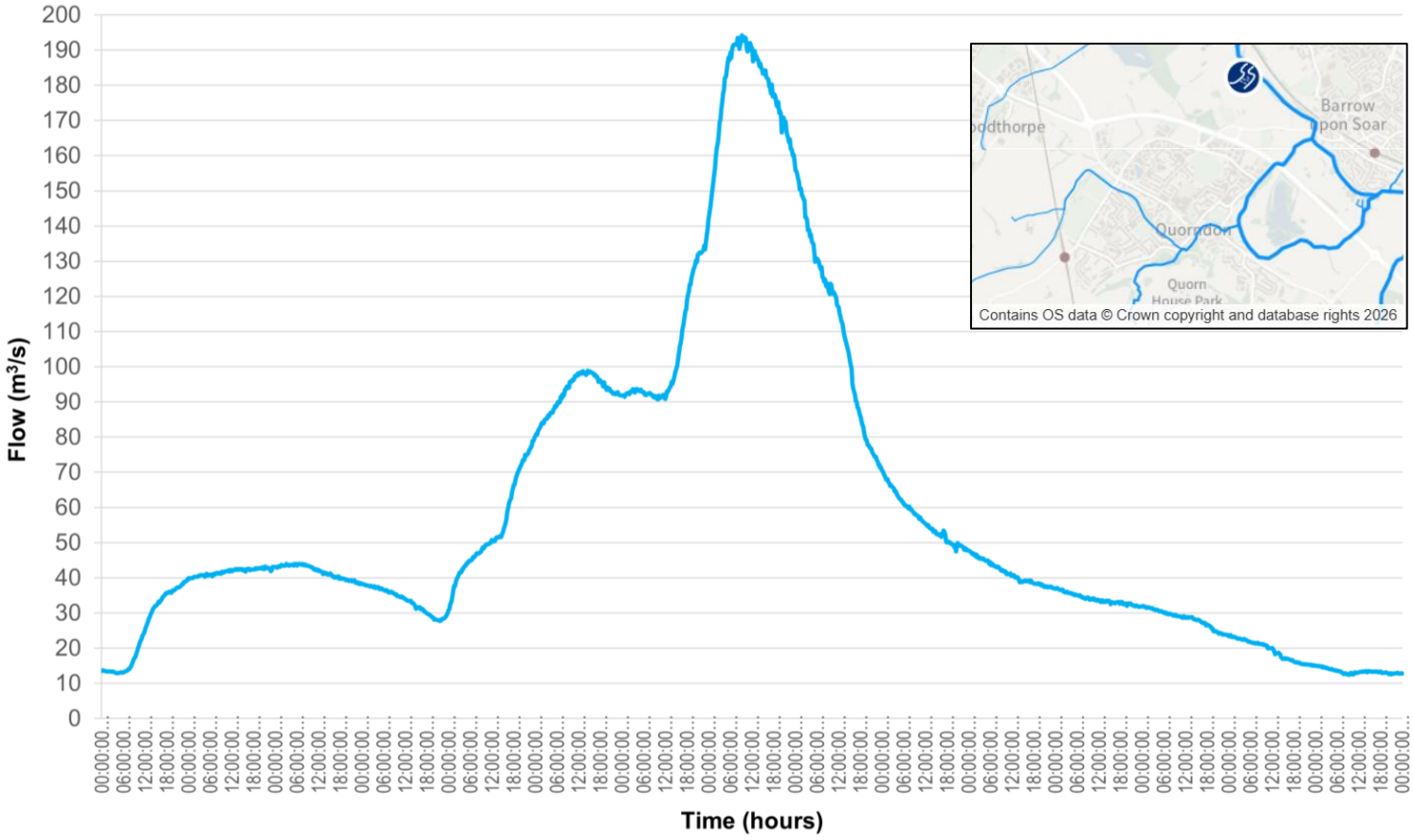


Figure 8-5: River Soar at Pillings Lock Gauge (Station ID 4093) - Flows from 00:00hrs on 27/12/2023 to 00:00hrs on 11/01/2024

Please note that the graphs for the River Soar at Pillings Lock show a 16-day timescale, whereas the Wood Brook shows 7 days. The River Soar at Pillings Lock peaked approximately 16 hours later than the Wood Brook.

[10] Defra (2026) Hydrology Data Explorer – Pillings Lock – river and flow gauge. https://environment.data.gov.uk/hydrology/station/7e5119f6-fa25-41ec-bc7a-85dfab1ad3c4

The peak **river level** on the Soar at Pillings Lock during Storm Henk was recorded as 2.50mASD at 08:15hrs on 3rd January 2024, as illustrated in Figure 8-6. The previous highest recorded river level was 2.25mASD on 11th April 1998, the same date as the record river flow.

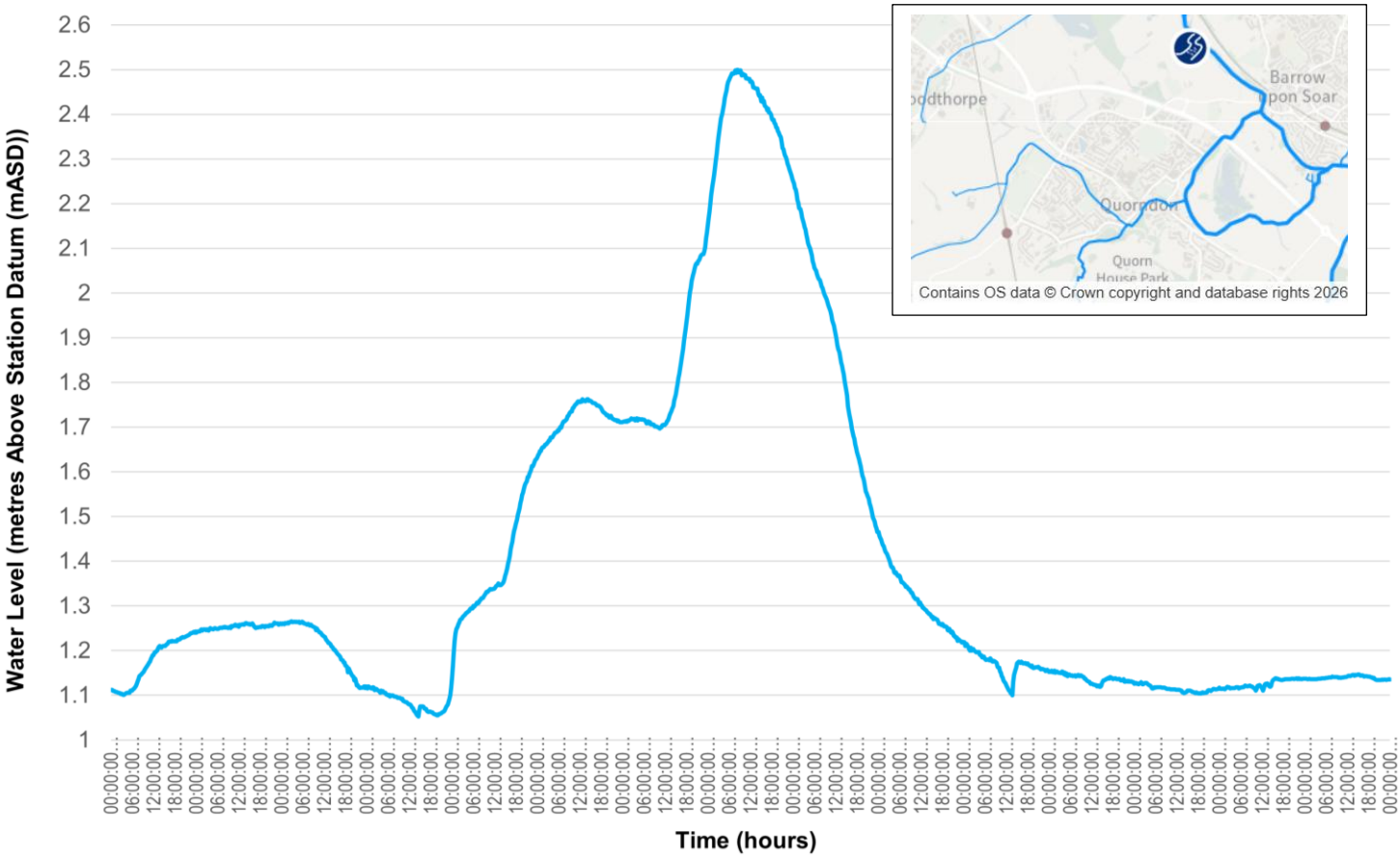


Figure 8-6: River Soar at Pillings Lock Gauge (Station ID 4093) - Water Levels from 00:00 hours on 27/12/2023 to 00:00 hours on 11/01/2024[11]

More historical details of the flows and levels measured at Pillings Lock are provided in Section 2.4 of the main Storm Henk report.

CANAL LEVEL SENSORS

At the time of Storm Henk, the Canal and River Trust (CRT) had two operational level sensors:

1. Pilling's Marina (OSNGR SK 56335 18365)
2. Loughborough Bridge 39a – (OSNGR SK 53218 20177)

Data from these sensors is relevant to Flood Area B and therefore discussed further in Section 8.2.2.

[11] Please note, these peak flows are different to those previously shown on the Hydrology Data Explorer or communicated at community drop in sessions, as work has been undertaken by the EA to better understand how flows bypass the gauge during large flood events.

8.2 WHAT HAPPENED AND WHY?

WHO OR WHAT WAS AFFECTED?

140 properties reported as internally flooded

At least 30 properties reported as externally flooded

Catchments across Leicestershire were already suffering high ground water saturation levels prior to Storm Henk, as detailed in Section 2.1 of the main Storm Henk report. This, coupled with additional heavy rainfall (as detailed in Section 2.3 of the main Storm Henk report), led to rapidly rising levels in the local brooks, and the River Soar recording record levels / flows (as described in Section 8.1.3 above). **The size of the event and the volume of flood water was substantial, and the following explanations of flooding should be viewed in this context.**

The explanation of the event is split into the five main flood areas identified in Section 8-1.

8.2.1 FLOOD AREA A – MOOR LANE AREA

A Flood Warning was issued by the EA for the area on Wednesday 3rd January 2024 at 04:09hrs in the morning:

- *River Soar at Cotes and Loughborough Moors (Code: 034FWFSOCOTES[12]) including farms around Loughborough Moors (*see link in footnote for area covered*).*

Flood Area A lies within the River Soar floodplain; it is at high risk of river flooding.

- On Moor Lane, the Carillon Sports Club adjacent to the Hermitage Brook flooded (Photograph 8-2).
- Slightly further east, farmhouses and buildings were reported as flooding on Tuesday 2nd January 2024 between 04:30 and 09:00hrs.
- Sightly further north, there was a report on social media of an equestrian centre flooding on Littlemoor Lane, requiring evacuation of animals.

The times of flooding correspond with information of the River Soar peak. The area was reported to be inaccessible to vehicles other than tractors due to the depth of the flood water.

[12]Environment Agency(2026) River Soar at Cotes and Loughborough Moors flood warning area https://check-for-flooding.service.gov.uk/target-area/034FWFSOCOTES

Photograph 8-2: Aftermath of flooding at Carillon Sports Club[13]

8.2.2 FLOOD AREA B – NORTH EAST LOUGHBOROUGH

A Flood Warning for the area was issued at by the EA on Tuesday 2nd January 2024 at 15:04hrs:

- *Wood Brook and River Soar to the North of Derby Road (Code: 034FWFWOLOUGHB[14]) including areas around Loughborough Meadows, the Industrial Estates and the Queen's Park* (see link in footnote for area covered).

According to EA Flood Map for Planning (see Figure 8-2) Flood Area B appears to be at risk of river flooding via the Hermitage Brook. However, during Storm Henk the main flood mechanism for Flood Area B was identified to be from the River Soar via the Grand Union Canal, as explained below in this Section.

[13] Loughborough Eco (2024) Carillon-based clubs are counting the costs of floods https://www.pressreader.com/uk/loughborough-echo/20240117/282256670350761?srsltid=AfmBOopDPZGfE9E9sDHVu2RZCvG6EBK-kNPHFjXmYn3gB4C5yE5AbfEe

[14] Environment Agency (2026) Wood Brook and River Soar at Loughborough to the north of Derby Road flood warning area https://check-for-flooding.service.gov.uk/target-area/034FWFWOLOUGHB

PILLINGS LOCK

Pillings Lock is located 3.5km south-east of Flood Area B (as illustrated in Figure 8-1) and is depicted in Photograph 8-3. It is the point at which the Grand Union Canal splits from the River Soar.

During Tuesday evening, as the River Soar flows increased, they bypassed and then overtopped Pillings Lock entering the Grand Union Canal, overwhelming the navigation and its water control assets. Two public videos provide valuable insights[15],[16] :

- river flows can be seen entering the Canal at the Eastern bank from the surrounding Soar floodplain near to Pillings Lock; and
- water levels in the Canal rose as a result and can be seen flowing towards Loughborough, continuing well into Wednesday.

The EA has confirmed that Pillings Lock restricts flood flows entering the Canal in smaller scale flood events but not larger ones. Even if levels were raised at Pillings Lock, flood water can still enter the Canal from the surrounding floodplain, as it did during Storm Henk.

Flooding and damage to moored Canal boats was reported at nearby Pillings Lock Marina.

Photograph 8-3: Inundation of the Grand Union Canal at Pillings Lock on the Morning of Wednesday 3rd January 2024

[15] Pink Hat Man (2024) Pillings Lock Flood (2rd January 2024). https://www.youtube.com/watch?v=AoaSH_lAgms
[16] Pink Hat Man (2024) Pillings Lock Flood (3rd January 2024). https://www.youtube.com/watch?v=sdsOZi_q-jY 01:23

MOOR LANE GATES - BACKGROUND

The Moor Lane Gates are situated immediately upstream of Moor Bridge on the Grand Union Canal at Ordnance Survey National Grid Reference OSNGR SK 54645 19343, as illustrated in Figure 8-2, and are depicted in Photograph 8-4.

Photograph 8-4: Moor Lane Gates upstream of Moor Bridge on the Grand Union Canal[17]

The Canal and River Trust (CRT) is the responsible body for the Moor Lane Gates. CRT is a charitable organisation and not a defined (flood) Risk Management Authority (RMA) under the Flood and Water Management Act (FWMA) 2010. More information on RMAs can be found by viewing the Leicestershire Local Flood Risk Management Strategy (LFRMS)[18].

CRT view the primary and historic function of the Moor Lane Gates to be 'safety gates', which historically have been used to protect embankments and the wider canal network in the event of a breach. CRT has explained that 'safety gates' are closed to prevent a sudden loss of water from the Canal. Similarly, they are referred to as 'stop gates' in historic British Waterways Board survey reports (Note that CRT superseded British Waterways in 2012).

CRT has explained that there are many examples of such gates across the canal network during the Second World War installed to protect / minimise the effect of bombing if the structural integrity was compromised to isolate a damaged section and reduce risk of flooding or damage.

[17] Google (2026) Street View at Moor Lane Gates. https://www.google.com/maps
[18] Leicestershire County Council (2024) Leicestershire Local Flood Risk Management Strategy. https://www.leicestershire.gov.uk/environment-and-planning/flooding-and-drainage/lead-local-flood-authority/flood-risk-management

CRT reported as part of this investigation that they do not typically maintain such structures anymore, although there are a few significant sets of safety gates that they do still maintain. This was explained because CRT prioritise their limited resources to those assets where they are critical for protecting high risk assets in the event of a breach.

Documentation reviewed as part of this investigation confirms an identified flood risk management function for the Gates since at least 1999. The *British Waterways Flood Control on River Soar Navigation and Upper Trent Navigation report* (1999) (not published), lists procedures for various British Waterways assets operated to alleviate flooding. This report specifically references the 'Moorbridge Lane gates', and the thresholds by which they should be closed at the time, as agreed with the EA.

The following has been identified as part of the investigation relating to the Moor Lane Gates:

- Prior to Storm Henk, the last principal inspection of the gates by CRT was in 2012; CRT assigned a condition grade B – 'good' condition.
- The EA last reviewed the Moor Lane Gates closure procedure in 2017, when CRT confirmed it was still agreeable. No changes to the procedure were made at this time or at any time between 2017 and Storm Henk. There is no recorded testing of the procedure.
- The procedure was in place because the EA and CRT agreed that under certain conditions (water levels and interactions), the gates can help prevent flood water that is or will enter the Grand Union Canal (from the River Soar) from moving any further up the Canal.
- The EA has confirmed that the Moor Lane Gates do not offer protection in all flooding scenarios. Hydraulic modelling undertaken by the EA, following Storm Henk identifies that the Moor Lane gates can mitigate against flooding from the River Soar in specific circumstances[19].
- Closing the gates for the whole duration of a flood event can result in increased flooding. This is because water entering from the Wood Brook may become unable to leave the system through the Canal; when the Wood Brook is high, it may outflow into the Canal via an overspill weir at Loughborough Basin (OS NGR SK 53345 19977). The Burleigh Brook and Hermitage Brooks also have high level outflows into the Canal.
- If the gates are closed after the brooks have peaked, then this could reduce flood risk by preventing the River Soar from flowing down the Canal, without trapping the brooks.
- The Moor Lane Gates are closed manually. According to CRT, they need to be closed prior to flow forming along the Canal to be effective. This is because there is no sill on the canal bed to stop the Moor Lane Gates in the correct position; (they are mitre gates and rely on positioning to lock in place) trying to do this manually with high flows in the canal is reportedly very difficult to achieve, dangerous and time intensive.

[19] Whilst the modelling was not independently assessed by the Council as part of the investigation process, the Council was involved in the design and review of the modelling and will be involved as a consultee in further modelling mentioned in the action plan.

MOOR LANE GATES DURING STORM HENK

Table 8-2 provides a timeline of events associated with the Moor Lane Gates during Storm Henk.

Anecdotal reports have been received suggesting that the Moor Lane Gates could not be opened during Storm Henk as wood was obstructing them being opened. This theory has been discounted as the Moor Lane Gates were known to be open throughout the course of the flood event.

Post event on 8th February 2024, the Moor Lane Gates were inspected by CRT and assessed to be inoperable. The EA has confirmed that prior to Storm Henk they were not aware that the Moor Lane Gates were inoperable.

The EAs modelling suggests that closure of the Gates during Storm Henk could have reduced flooding impacts, however this is not conclusive. The short timeframe between the brooks overspilling in the Canal, and then Soar doing the same, combined with magnitude of the River Soar flood event would have made effective closure very difficult to achieve.

Table 8-2: Timeline of Moor Lane Gates related events during Storm Henk

Day and Time	Event(s)
Tues 15:04	EA issue relevant Flood Warning Code: 034FWFWOLOUGHB14
Tues 16:30	CRTs level monitor at Loughborough bridge 39a (Canal Bank) starts rising, indicating some fluvial flows from the Wood Brook (and/or other brooks) are overtopping into the Canal via the designed overspills.
Tues 17:00	The Wood Brook peaks at the EA level gauge (see Figure 8-5), approximately 1.2km upstream of the overspill weir at Loughborough Basin.
Tues 17:15	CRT received first 'Hi' alarm from the level sensor located at Loughborough Bridge 39a, indicating water levels have risen to +100mm above datum due to the expectedly overspilling Wood Brook[20], and possibly the other brooks.
Tues 17:25	CRT level sensor at Pillings Marina starts to rise, suggesting river flood flows from the River Soar have begun entering the Canal via minor overland flow paths either side of the Pillings Lock asset.
Tues 17:30	The EA Pillings Lock flow gauge on the River Soar surpasses 115m^3/s (1.907m on level gauge) passing the agreed threshold at which the EA would follow agreed procedures and call CRT.

[20] The Loughborough Bridge 39a level sensor at Canal Bank is set to the Loughborough Lock 53 weir crest. This is represented as 0mm. The normal operating level of the canal is +25mm to +80mm above this level.

Day and Time	Event(s)
Tues 18:25	CRT received further 'Hi Hi' alarm from the bridge 39a (Canal Bank) sensor, indicating levels in the Canal have risen to 125mm above datum. It is unclear whether this is due to the brooks, River Soar, or a combination of both.
Tues 18:34	CRTs Duty Supervisor & On call operative discuss closing the Moor Lane Gates. It was decided remotely that it was not safe or possible to close the gates. The decision was driven by; the time of day (dark), difficulty access to the site due to storm conditions, and high flows already within the Canal channel making closing the gates unsafe.
Tues 19:27	The EA called the CRT emergency line and speak with a call operative requesting the closure of the Moor Lane Gates.
Tues 19:34	The call operative contacts and speaks with CRTs Duty Supervisor. At this point, CRT do not contact the EA to communicate the decision taken at 18:34hrs to not attempt to close the Moor Lane Gates.
Tues 21:00	Having already risen 100mm since 17:30hrs (28.5mm/hr), CRTs level sensor at Pillings Marina begins to rise sharply. This is likely the point at which fluvial flood flows start overtopping the lock structure itself. The levels rise a further 300mm in 90 minutes (200mm/hr) to reach the threshold of the monitors reporting. The monitor then breaks during the flood.
Tues 23:15	Levels in the Canal at the Bridge 39a (Canal Bank) sensor have risen to 266mm above datum. This is also the time at which flood reports state flooding at Staveley Court began.
Weds 07:30	Levels in the Canal at the Bridge 39a (Canal Bank) sensor have risen to 324mm above datum.
Weds 09:15	The River Soar Peaks at 09:15hrs at the Pillings Lock gauge.
Weds 10:05	Last reported time of incident of flooding beginning for a property in Flood Area B. By this time, over 120 properties have been internally flooded.

SUMMARY OF FLUVIAL FLOW PATHS

A summary of fluvial flow paths from the Canal is provided in Figure 8-7. The figure is recreated from a separate figure provided by the EA following their initial investigations after Storm Henk. Most properties which experienced internal flooding were located on Staveley Court, Waterside Close, Belton Road, Bottleacre Lane, and Meadow Avenue.

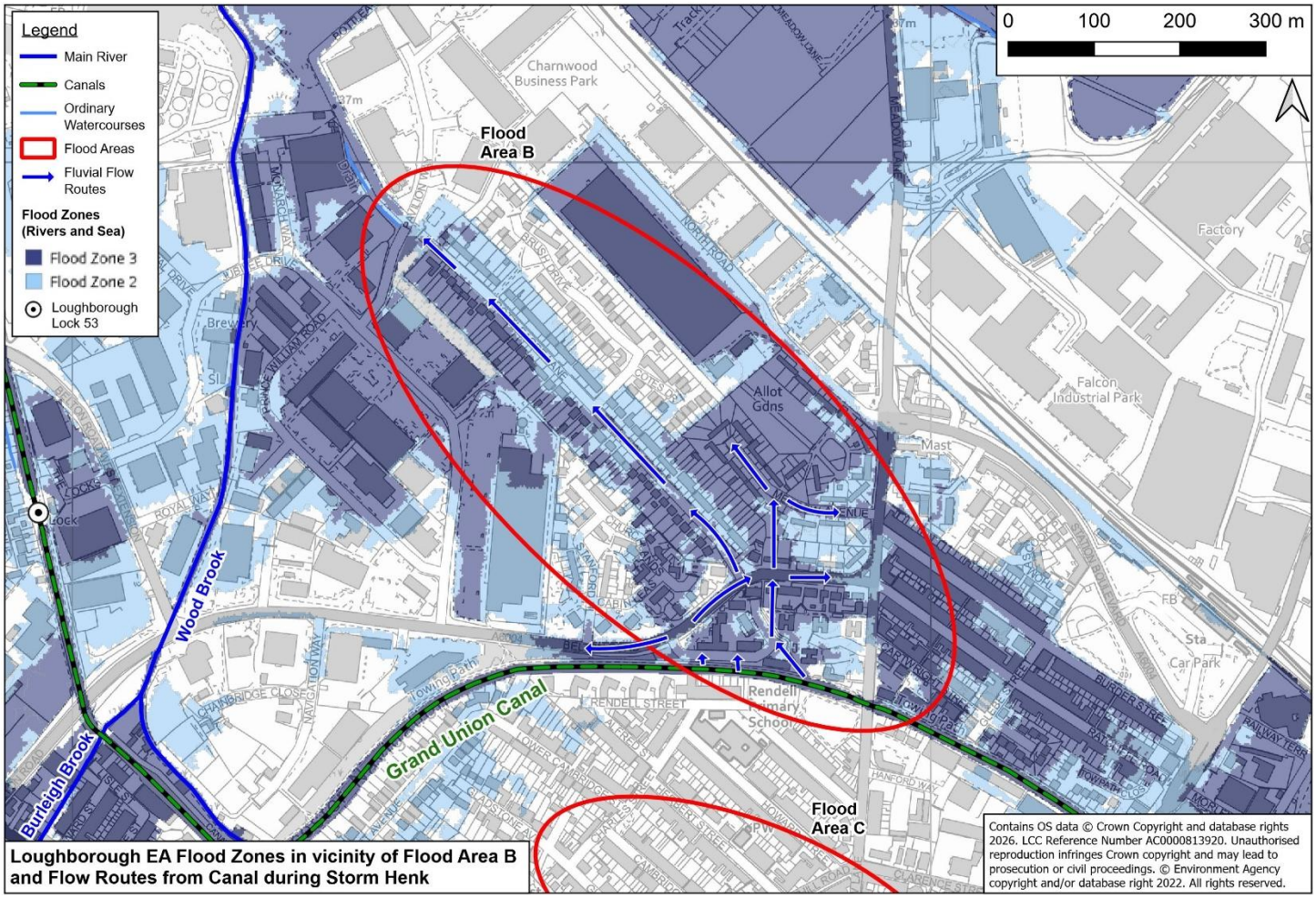


Figure 8-7: EA Flood Map for Planning Flood Zones and Fluvial Flow Paths from the Grand Union Canal during Storm Henk in Flood Area B

STAVELEY COURT AND WATERSIDE CLOSE

River flood flows within the Grand Union Canal overtopped the towpath adjacent to Staveley Court and Waterside Close, just west of the Boat Inn as depicted in Photograph 8-5 (OSNGR SK 53875 20388) from around 23:00hrs on the Tuesday evening. It overtopped in this location as it is a low point of the towpath. There is public video footage from Wednesday 3rd showing water coming over the towpath and into the Staveley Court car park, and public drone footage showing water coming over the towpath and along a footpath into Waterside Close adjacent to the Boat Inn.

On Wednesday 3rd January 2024, CRT opened locks at Bishops Meadow (OSNGR SK 52917 21623) to try and reduce levels in the Loughborough impoundment. CRT commented it was likely the inflow from the River Soar was too great at this time however for this to have much effect.

Credit: J Miah via 'Spotted Loughborough' Facebook group

Photograph 8-5: Fluvial flows overtopping the towpath out of the Grand Union Canal adjacent to Staveley Court and Waterside Close on 3rd January 2024. Looking west from The Boat Inn

Reports suggest that flooding started at Staveley Court as early as 23:15hrs on Tuesday evening, and at Waterside Close by 01:00hrs on Wednesday morning. At Staveley Court the water entered ground floor flats and restricted access and egress to upper flood flats.

LOUGHBOROUGH LOCK 53

Around 800m to the west, there is also evidence that the Grand Union Canal was high at Lock 53 – Loughborough Lock, located adjacent to Kings Avenue at OSNGR SK 52963 20585; this potentially could have resulted in a flow path east along Belton Road towards Flood Area B, although limited evidence has been identified to support this. Photograph 8-6 shows river flows exceeding the capacity of the lock and overtopping out onto the towpath.

Credit: J Miah via 'Spotted Loughborough' Facebook group

Photograph 8-6: Loughborough Lock 53. Fluvial flood flows exceeding capacity of the lock and overtopping onto towpath (see arrow).

FROM STAVELEY COURT TO BOTTLEACRE LANE

Flood water built up such that it then flowed northwards to Belton Road, Bottleacre Lane and Meadow Avenue. A few properties on Fox Covert (off Stanford Hill) which backs onto Belton Road were also affected.

Public drone footage from the Tuesday shows extensive flooding along Belton Road, and a flow path from Belton Road to Bottleacre Lane[21]. Properties at the top and bottom of Bottleacre Lane experienced internal flooding, with a short section of the road in the middle not reported as experiencing internal flooding. Anecdotal reports were made suggesting that bow waves from residents driving on the road during the event exacerbated internal flooding.

Land rises at the end of Bottleacre Lane next to the Bottleacre Lane multi use game area and so water pooled at this point as it was unable to escape. Prior to the development of Pavillion Way, historic mapping suggests the land in this area fell towards Wood Brook 250m to the north-west; OS mapping from 1884 shows a ditch running along the course of the lane to Wood Brook.

[21]Facebook (2024) https://www.facebook.com/NottinghamBBC/videos/dramatic-drone-pictures-show-the-extent-of-flooding-in-loughborough-town-centreb/1430569991209553/

Anecdotal reports were received suggesting that Bottleacre Lane was historically a road used to allow the Canal to flood, allowing water back into the river system via Wood Brook. An old drain was described to be located at the end of the lane (where the road now intersects with Pavilion Way). The road now rises here causing a bowl effect. The existence of the drain is uncertain.

A locked bollard is located within the public footpath at the end of Bottleacre Lane. Anecdotal reports suggested that this bollard prevented safe access/egress to help residents during and after the flood event.

It is also possible that Wood Brook overtopped to the north-west of Bottleacre Lane further adding to the flood water, however no reports were received confirming this.

Over 120 properties were internally flooded. Table 8-3 shows some reported times of incident, with variations due to the different levels of the properties in the different locations.

Table 8-3: Reported 'time of incidents' in Flood Area B (overnight from 2nd to 3rd January 2024)

Location	Earliest Reported Time of Incident (hours)	Latest Reported Time of Incident (hours)
Staveley Court	23:15	01:00
Waterside Close	00:00	01:00
Belton Road	01:00	03:00
Bottleacre Lane	03:00	10:05
Meadow Avenue	06:00	-

A Flood Warning was issued for the community however, most properties would have been initially affected during the night, limiting the awareness of the event occurring and capacity to respond. In addition, the EA has confirmed that only 7% of those at risk of river flooding were signed up to receive Flood Alerts within Wood Brook and the River Soar at Loughborough to the north of Derby Road' Flood Warning Area prior to Storm Henk. It is likely therefore that a significant number would have therefore had no warning.

A number of property owners required assistance evacuating their properties; this included those living in upper flats where the ground floor was flooded.

Charnwood Borough Council (CBC) arranged for John Storer House to be used as a rest centre.

Flood water remained pooled at Bottleacre Lane for several days, as depicted in Photograph 8-7. The prolonged presence of the flood water exacerbated the impacts upon property owners.

The location received national media attention (e.g. BBC article). On 8th January 2024 the leader of the Labour Party Sir Keir Starmer visited affected residents and spoke to the media[22].

Photograph 8-7: Flooding at Bottleacre Lane on the morning of Wednesday 3rd January[23]

The highway drainage at this location discharges to the STW public sewer network. Road drainage networks are designed to accommodate rainfall events up to a certain magnitude on the contributing area of highway itself, and not to accommodate any other water such as that originating from the river. LCC, as Local Highways Authority (LHA), attended a couple of days after the event. They reported that gullies were not blocked although some gullies had become partially covered by flood debris which were subsequently cleared.

A STW public surface water sewer runs along Bottleacre Lane, discharging into Wood Brook to the north-west. This is the low spot of the surface water drainage network, having collected surface water from Belton Road by the time it runs beneath Bottleacre Lane. Outfalls of this system would have been submerged during Storm Henk due to the high levels in Wood Brook, preventing water from discharging from the network and thus causing water to back up as its design capacity was exceeded. Flood water then ponded within the highway. This further exacerbated flooding as the drainage network was unable to convey water away.

[22] BBC News (2024) https://www.bbc.co.uk/news/uk-67870028
[23] PA Media via BBC News (2024) https://www.bbc.co.uk/news/live/uk-england-nottinghamshire-67862316?page=5

It is also possible that the drainage was affected by a high-water table. Soils within Flood Area B are described as naturally wet within Flood Area B; Loamy and clayey floodplain soils with naturally high groundwater[24]. A high-water table causing basement flooding was identified in Flood Area C.

In summary, the highway drainage network and STW surface water network are not designed to cope with such large volumes of fluvial flood flows. The pooled flows therefore took time to drain away due to capacity, submerged outfalls and high groundwater.

8.2.3 FLOOD AREA C – GLADSTONE STREET

This area is not covered by the EAs Flood Warning service as it is not located within an area identified as being at risk from river flooding. Some isolated reports of basement flooding were received as part of the investigation, occurring from early Wednesday morning onwards for up to a week.

The flood water was not reported to have entered basements from ground level. The most likely cause of the flooding is therefore from groundwater, associated with a high-water table caused by heavy rainfall over the preceding months and Storm Henk. Soils within Flood Area C are described as naturally wet; loamy and clayey floodplain soils with naturally high groundwater[24].

8.2.4 FLOOD AREA D – TOWN CENTRE

The EA issued a Flood Warning covering the area on Tuesday 2nd January 2024 at 14:47hrs:

- *Wood Brook and River Soar to the South of Derby Road (Code: 034FWFWOLUFSOUTH[25]) including areas around Loughborough Meadows, the Industrial Estates and the Queen's Park. (*see link in footnote to view the area covered*).*

National flood risk mapping (see Figure 8-2) shows properties in the area to be at predominantly low risk of river flooding. There are patches of high risk of surface water flooding (see Figure 8-3), particularly the at the junction of Granby Street and Cattle Market, near to Devonshire Square. The town centre has a long history of flooding associated with Wood Brook. The British Chronology of Flash Floods (Trent area) details a number of historic events. For example, the Leicestershire Chronicle reported on 28th May 1932:

> *'The town (Loughborough) was cut off by floods in all directions, and the scene was unprecedented since the great flood of July 1875. The water in Wood Brook rose several feet in 15 minutes and flooded Swan Street, the Rushes, Mill Street and* ***Devonshire Square*** *to a depth of 3 feet. Houses shops and pubs and banks in the area of Forest Road,* ***Granby Street****, Packe Street, Ashby Square, Mid Street, Swan Street and Bridge Street were flooded.'*

[24] LandIS (2026) https://www.landis.org.uk/soilscapes/
[25] Environment Agency (2026) Wood Brook at Loughborough to the south of Derby Road flood warning area https://check-for-flooding.service.gov.uk/target-area/034FWFWOLUFSOUTH

More recent events recorded in the Chronology affecting the Town Centre include August 2004 and June 2012.

ASSETS

There is a mixture of culverted (below ground), and open reaches of Wood Brook with natural high ground along the banksides, as illustrated in Figure 8-8. ***(Note that the location of the Main River centreline through here between Queens Park south of Granby Street and the culvert outfall north of The Rushes is more accurately represented in this than on Figure 8-1, Figure 8-2 and Figure 8-3 which illustrate a simpler assumed route from connectivity).***

A combined STW public sewer network facilitates surface water drainage from the area.

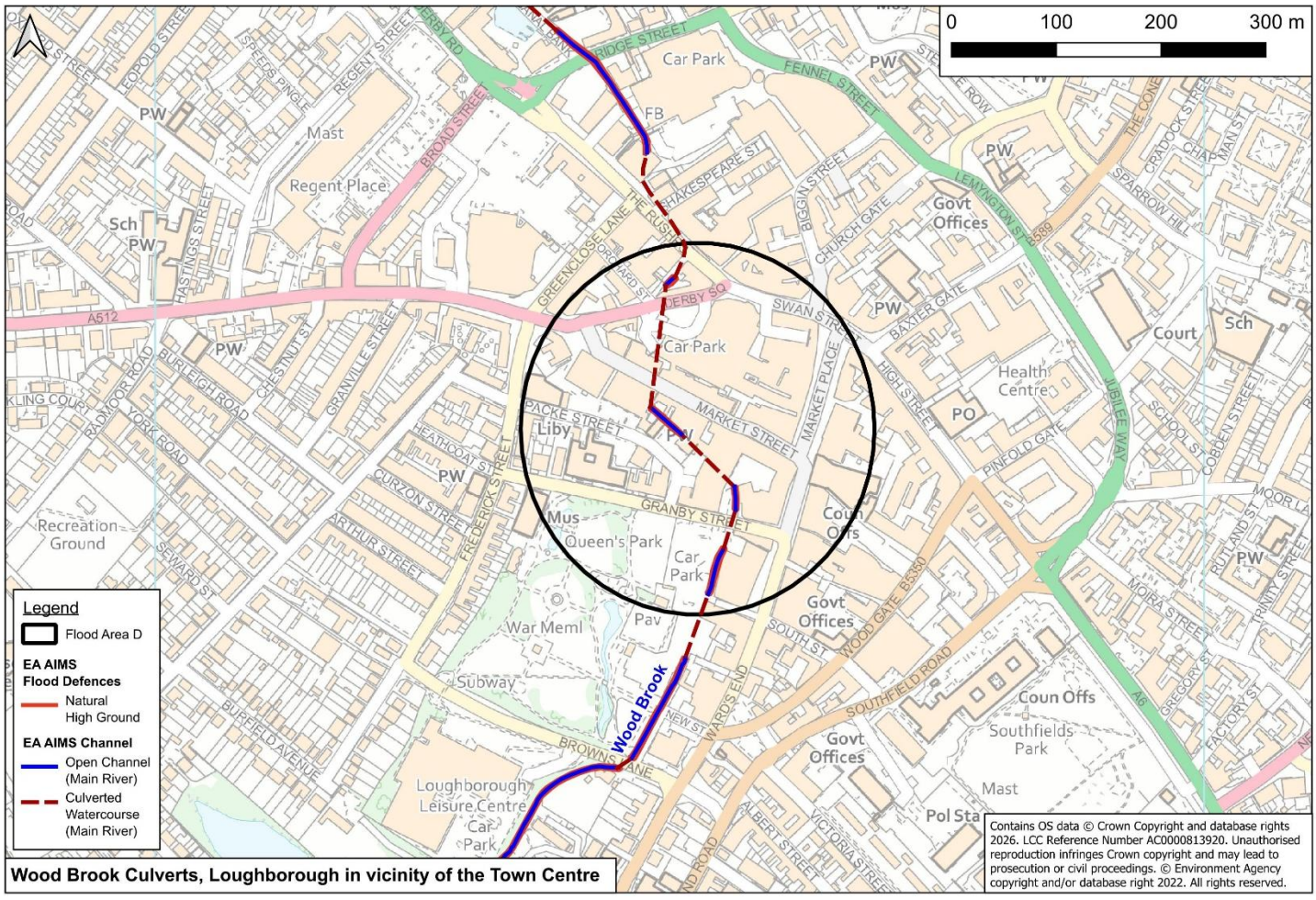


Figure 8-8: Culverted Reaches along Wood Brook through Loughborough Town Centre (Flood Area D)

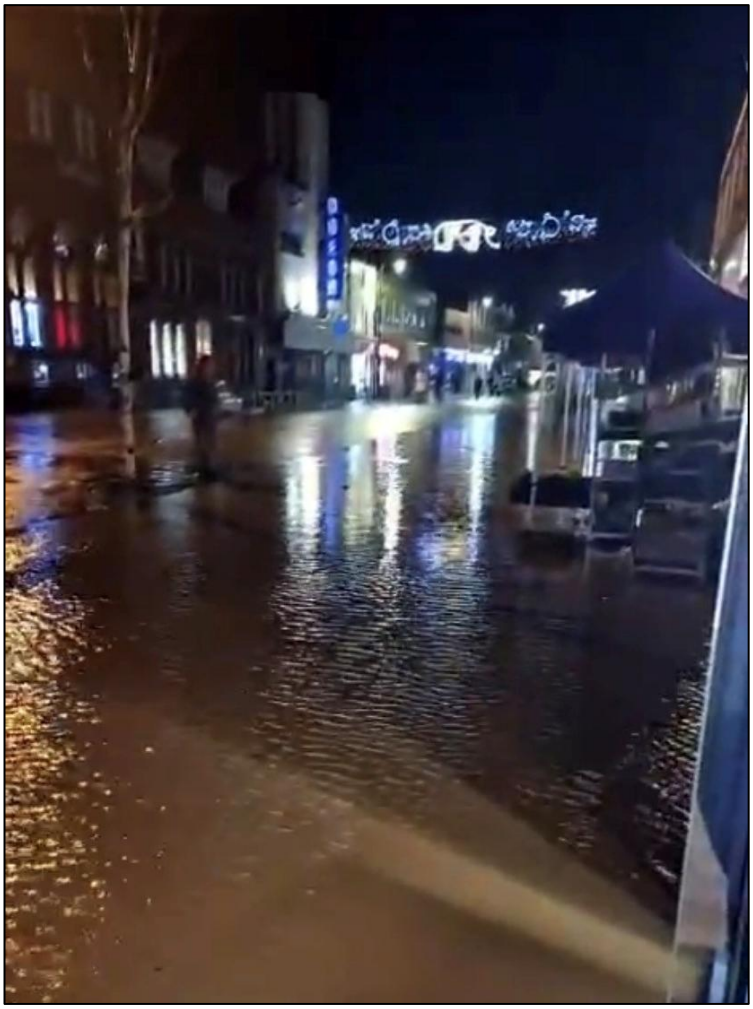
FLOODING AND IMPACTS

Internal flooding was reported at 10 business premises at the Cattle Market, Granby Street and Devonshire Square. Flooding was described to have begun from 15:00hrs, soon after the Flood Warning was issued, and as the nearby Wood Brook rose rapidly. The worst extents were reported between 17:00 and 18:00hrs. Rain fell until 19:00hrs.

The pedestrian area of the Cattle Market was flooded (see Photograph 8-8). The channel drain on the northeastern side of the Cattle Market was described to not be draining. One property also flooded from hardstanding to the rear.

Impacts to businesses varied from a small amount of water entering premises causing no closure, to water up to ‘knee height’, consequent loss of stock and closure required for five weeks to allow repairs. Most businesses have low thresholds to enable accessibility. Business owners described the flood water rapidly disappearing from externally flooded areas, ‘as if someone had pulled a plug’.

Further north, the highway on Biggin Street was also reported as flooding (as predicted in national surface water flood risk mapping), however this was limited to highway, and is a regular occurrence.



Photograph 8-8: Flooding of pedestrian area at Cattle Market’ at around 17:00 - looking South towards junction with Granby Street

Photograph 8-9: Flooding at Devonshire Square, looking back towards the Cattle Market

CAUSE OF FLOODING

The Wood Brook is recorded as peaking at the gauge 750m upstream at 17:00hrs on Tuesday 2nd (see Figure 8-4), which corresponds with the worst extents reported between 17:00hrs and 18:00hrs.

It is very likely that much of the flooding was caused by a combination of surface water which was not able to discharge through drainage networks into to Wood Brook due to its high-water levels, and potentially Wood Brook surcharging up through this drainage. The influence of Wood Brook is supported by the reports of flood water rapidly draining at the same time as levels in Wood Brook fell, and a lack of reports of flooding during more intense rainfall events when Wood Brook was not as high.

In addition, whilst the Wood Brook has not been reported as overtopping its banks in this location, this does not mean to say that it certainly didn't. It is possible it overtopped from the open sections shown in Figure 8-8. Single properties at both the Cattle Market and on Devonshire Square reported flood flows from the rear. This could either be the Wood Brook overtopping, due to drainage networks as explained above, or a combination the two.

8.2.5 FLOOD AREA E – EPINAL WAY

The area was covered by the same Flood Warning mentioned for Flood Area A (*Code: 034FWFSOCOTES*[12]) (see Section 8.2.1 above).

The access road to Loughborough Fire Station and Loughborough Ambulance Station off Epinal Way was reported by East Midlands Ambulance Service to have been flooded during the evening of Tuesday 2nd January. National flood risk mapping (RoFSW) shows the access as being at high risk from surface water flooding (see Figure 8-3).

It is most likely that surface water was unable to discharge via sub-surface drainage to the nearby Burleigh Brook due to river levels being high. Both East Midlands Ambulance Service and Fire Service are aware of the flood risk and account for it within their business continuity plans.

8.3 WHAT HAS BEEN DONE?

8.3.1 MULTIAGENCY PARTNERSHIP WORKING AND ACTIONS

Loughborough was the worst affected area in Leicestershire from Storm Henk in terms of the number of properties impacted. Significant partnership working has been required between all RMAs with regular meetings and sharing of information being required.

Regarding actions:

- a number of actions and initiatives were already in place prior to Storm Henk (see Section 8.1.2);
- further short medium-, and long-term actions were identified and agreed following Storm Henk; and
- on 6th January 2025, another major countywide flood event occurred which resulted in widespread internal property flooding to Loughborough. This flood event is being investigated separately, however certain actions identified following this event are included as they are either equally or predominantly relevant to Storm Henk (see Section 8.4.4).

A summary table of the actions undertaken by the relevant RMAs across Leicestershire is also provided in Section 2.7 of the main Storm Henk report.

8.3.2 STUDIES AND SCHEMES IN DEVELOPMENT

A number of studies and schemes have been completed or were in development prior to Storm Henk. Please refer to Section 8.1.2. RMAs are working in partnership to ensure this work is coordinated.

8.3.3 REVIEW OF POTENTIAL FURTHER WORKS

The EA are currently reviewing existing Lower Soar models to clarify the flood risk from the Lower Soar and to help inform future investment. The EA are also checking for additional measures to reduce flood risk from the River Soar and Grand Union Canal interaction as part of an optioneering assessment, in addition to the current Wood Brook Scheme. This assessment will indicate if any additional measures are financially viable for potential inclusion in the next capital and investment programme.

CRT and EA have assessed the possibility of replacing the Moor Lane Gates. It has been concluded that the location is not suitable for gates which would meet current health and safety standards; the gates would most likely need to be automated to meet these standards. An example of such gates is those installed on the Trent and Mersey Canal at Shardlow, Derbyshire.

Automation would also be required to realistically enable closure to be effective, due to forecast uncertainties and therefore short lead times. The possibility of temporary barrier deployment was also discussed but discounted for similar reasons. The EA has explained that recent changes to Defra's funding policy may make a scheme more viable, but it would have to be ranked nationally against other projects.

In 2016, hydraulic modelling was undertaken by the EA investigating raising the canal towpath adjacent to Staveley Court, however it was deemed economically unviable at that time. As a result of rising costs, this is likely to remain the case.

8.3.4 CANAL DRAWDOWN PROCEDURE

As mentioned in Section 8.2.2, CRT attempted to lower (drawdown) levels in the Canal **during** Storm Henk, by sluicing (opening) Loughborough Lock 53 (as depicted in Photograph 8-10, increasing the rate at which water flowed back to the River Soar.

Photograph 8-10: Loughborough Lock 53 drawdown procedure in progress by Canal and River Trust

Canal drawdown was again implemented by CRT on 6th January 2025, but **prior to** the flood peak, potentially reducing flooding impacts during this event. Formalising this procedure was then discussed. Following testing, the anticipatory drawdown of Canal levels has been formalised as a protocol and implemented internally by CRT on five occasions during winter 2025/26. Drawdown takes place upon receipt of the relevant Flood Alerts, which are usually issued by the EA in advance of Flood Warnings.

Conceptually the procedure is thought to reduce the risk of flooding from the River Soar via the Grand Union Canal. Instead of attempting to exclude fluvial flows from the River Soar by closure of the Moor Lane Gates, drawdown creates more capacity in case the fluvial flows occur.

The EA is currently modelling the impacts. Compared with the Moor Lane Gates, the procedure is conceptually beneficial in all circumstances (i.e. whether the brooks are high, River Soar, or both). The modelling will also help to determine the correct thresholds for drawdown. The drawdown however is not a guarantee that flooding will not occur and may not prevent internal flooding.

8.3.5 COMMUNITY RESILIENCE

Whilst the above actions will help to reduce flood risk, communities should also take steps to be prepared for future flooding, especially with climate change increasing the risk of occurrence. RMAs and the Leicestershire Resilience Forum (LRF) are working with the community to enhance preparedness. More information can be found in Section 21.8 of the main Storm Henk report.

The following activities have taken place since Storm Henk in an attempt to enhance community resilience:

- Multi-agency community drop-in sessions in or accessible to Loughborough were coordinated by LCC LLFA and attended by all RMAs in Spring 2024, Autumn 2024, Spring 2025 and Autumn 2025.
- A site-based event was coordinated by LCC LLFA and supported by other RMAs in November 2025 (See Photograph 8-11). Affected properties were door knocked, and Flood Mary and the FloodMobile were stationed nearby.
- Initial business engagement has been conducted in the town centre, and further engagement will follow.
- Six grants Property Flood Resilience Repair Grants were awarded (see Section 2.7.4 of the main Storm Henk report for further explanation).
- Encouraging Flood Warning Sign up; fully registered properties signed up for the Wood Brook and River Soar at Loughborough to the north of Derby Road (034FWFWOLOUGHB) Flood Warning has risen from 7% in December 2023, to 15% in October 2025. This is an increase of 105%.

Photograph 8-11: FloodMobile session at Loughborough coordinated by LCC LLFA and supported by RMAs in November 2025

Loughborough remains a high priority for all RMAs who work in partnership to manage the risk of flooding.

8.4 LOUGHBOROUGH ACTIONS

The following actions will be monitored by LCC LLFA through their local coordination role. This action plan is live and will be subject to change as actions are progressed. Actions taken during and in the immediate aftermaths of the event, such as the closure of roads and set-up of rest centres are not detailed.

Further details on RMAs and their roles, and how they work in partnership, can be found in the Leicestershire Local Flood Risk Management Strategy[18]. Please also refer to Section 8.1.2 for actions preceding Storm Henk.

8.4.1 SHORT-TERM ACTIONS (0 - 6 MONTHS)

ACTION	ACTION DETAIL	LEAD RMA OR ORGANISATION	CURRENT STATUS
Refuse and Street Cleansing	Additional street cleansing and bulky waste collections were provided in affected areas	CBC	Complete
Highways Additional Asset Maintenance	An additional gully cleanse was provided in affected areas due to additional debris being washed into the highway gullies during the flood event	LCC LHA	Complete
Henk Flood Recovery Framework Support	CBC administered £500 residential grants, £2,500 business grants, council tax exemptions and business rates relief.	CBC	Complete
Community Drop-in Sessions	Multi-agency drop-in sessions in or accessible to Loughborough were coordinated by the LCC LLFA and attended by RMAs in March 2024 and October 2024	LCC LLFA	Complete

8.4.2 MEDIUM-TERM ACTIONS (6 - 12 MONTHS)

ACTION	ACTION DETAIL	LEAD RMA OR ORGANISATION	CURRENT STATUS
Event Review	A review of the event was completed to understand how key flood mechanisms occurred, and the performance of existing assets.	EA	Complete
Moor Lane Gates Investigations and Review	The existing gates have been confirmed as inoperable. There are no plans to repair or replace the gates. Repair like for like is not deemed an option as they do not meet current standards, and replacement in the current location is also deemed not feasible for designs which would meet current standards. See other related actions following 6th Jan.	CRT / EA	Complete
Wood Brook at Canal Bank	A collapsed bank at the channel side on Wood Brook at Canal Bank. EA arranged clearance of the initial collapse and put in support to the wall in September 2024. Riparian landowner engagement to encourage a permanent repair is ongoing.	EA / Riparian landowner	Ongoing
Town centre Business Engagement	Businesses affected and at risk in the Town Centre will be engaged and encouraged to consider flood resilience options, such as action plans and PFR	LCC LLFA	Ongoing

8.4.3 LONG-TERM ACTIONS (12 MONTHS+)

ACTION	ACTION DETAIL	LEAD RMA OR ORGANISATION	CURRENT STATUS
Henk Property Flood Resilience Repair Grants	19 applications received and six grants awarded. Options for pooling of grants were considered with RMAs and other relevant bodies, but ultimately not pursued. This was mainly due to restrictions including stringent timescales.	LCC LLFA	Complete
Modelling of River Soar Catchment	Update the existing 2012 River Soar hydraulic model with latest hydrology and survey data, to improve understanding of flood risk and support informed decision making.	EA	Ongoing
Wood Brook Works on CBC Land	Following survey, £200k capital secured in Oct 2025 for bank stabilisation works along Wood Brook. Work to commence in 2026 subject to any approvals required.	CBC	Ongoing

8.4.4 RELEVANT ACTIONS FOLLOWING 6TH JANUARY 2025 EVENT

On 6th January 2025, another major countywide flood event occurred which resulted in widespread internal property flooding to Loughborough. This flood event is subject to a separate formal flood investigation, however the following actions identified following this event are included in this action plan as they are either equally or predominantly relevant to Storm Henk.

ACTION	ACTION DETAIL	LEAD RMA OR ORGANISATION	CURRENT STATUS
Gully Cleansing review	Using data from additional cleanses after Storm Henk and 6th Jan, gully cleansing frequency was reviewed and, in some places, increased.	LCC LHA	Complete
Canal Drawdown Procedure	The anticipatory drawdown of canal levels has been formalised as a protocol and implemented internally by CRT on five occasions during winter 2025/26. This work remains ongoing and agreed with the EA that it will continue.	CRT / EA	Complete
Canal Drawdown Procedure Modelling	Modelling of the impacts and benefits of the Canal Drawdown Procedure. Likely to be completed Spring 2026	EA	Ongoing
Canal Asset Review	CRT are reviewing their assets to check for opportunities for flood alleviation. This includes the potential to drawdown levels in the canal prior to flood events more efficiently around Loughborough Town Lock 53 and Bishops Meadow Locks. Now subject to Canal Drawdown Procedure Modelling (see action above)	CRT / EA	Ongoing

ACTION	ACTION DETAIL	LEAD RMA OR ORGANISATION	CURRENT STATUS
Additional Capital and Investment Review	Check for additional measures to reduce flood risk from the River Soar and Grand Union Canal interaction as part of an optioneering assessment. This assessment will indicate if any additional measures are financially viable for potential inclusion in the next capital and investment programme. This work is ongoing.	EA	Ongoing
Flood Warning Improvements	Completed a validation of the Flood Warning for timeliness and accuracy, ensuring changes to the threshold had been effective for the public.	EA	Complete

8.4.5 RELEVANT EA INSPECTIONS AND PERMISSIVE MAINTENANCE

Watercourse	Date	Completed	Description of maintenance
Grammar School Brook	Weekly*	Routine	Weekly check of debris screen at Leicester Road. Debris removed where observed
Wood Brook	Weekly*	Routine	Weekly check of debris screens at Holt Drive, Forest Road and Granby Street. Debris removed where observed
Wood Brook	March 2022	Complete	Blockage removal by Valley Road
Wood Brook	May 2022	Complete	Tree branches removed between Belton Road Bridge and Jubilee Drive Road Bridge
Wood Brook	March 2023	Complete	Tree and vegetation trim back between Valley Road and Granby Street
Wood Brook	Sept / Oct 2025	Routine	In channel herbicide spraying of overgrown vegetation / reeds from Holt Drive grid to Outwood Drive Bridge
Burleigh Brook	Weekly*	Routine	Weekly check of debris screens at Abberton Way, Epinal Way and Lisle Street. Debris removed where observed
Burleigh Brook	July 2022	Complete	Blockage removal alongside Alan Moss Road
Burleigh Brook	August 2022	Complete	Blockage removal near Ashby Road Bridge
Hermitage Brook	3-4 times per year	Routine	Grass cut of flood embankment on Falcon Street, completed April, June and August 2025

Watercourse	Date	Completed	Description of maintenance
Hermitage Brook	Monthly	Routine	Vermin check on flood embankments at Falcon Street. Treatment where necessary
Hermitage Brook	Summer / Autumn 2025	Ongoing	Grass cutting & maintenance of flood embankment off Nottingham Road A60 and installation of new access gates to allow continued maintenance and future tree works
Hermitage Brook	Planned for Winter 25/26	Complete	- Tree and vegetation cut back from Nottingham Road A60 to River Soar confluence - Tree and vegetation cut back along Falcon Street flood embankment ahead of Great Central Railway alterations
Black Brook	3 times per year	Routine	Grass cut of flood embankments along Black Brook through Thorpe Acre, completed May and July 2025. Grass cut due between 01.08.25 – 30.09.25
Black Brook	30.07.2025	Complete	Blockage removal near Mount Grace Road
Black Brook	Monthly	Routine	Vermin check on flood embankments throughout Thorpe Acre. Treatment where necessary.
Black Brook	Sept / Oct 2025	Routine	In channel herbicide spot spraying of Himalayan Balsam from Stonebow Bridge downstream to the River Soar confluence
Black Brook	Winter 24/25	Complete	Reduced hedgerow and trees on Buckingham Drive. Removed fallen tree on flood embankment and reduced branches shading embankment near Mount Grace Road