

River Thames
Scheme



Statutory Consultation Summary Report

August 2024

Contents

Introduction	3
Statutory consultation	3
Consultation feedback form	3
Feedback received during consultation	4
Summary of consultation responses (by question)	5
Support for the scheme	5
Royal Hythe and Sheepwalk New Green Open Space (NGOS)	6
New Blue Open Space (NBOS)	12
Active Travel Route	14
Sites for habitat creation and enhancement	18
Desborough Island Wetland Habitat	20
Water-based recreation	21
Spelthorne Channel	22
Ferris Meadow Lake	24
Runnymede Channel	27
Bed lowering at Desborough Cut and weirs at Sunbury, Molesey and Teddington	28
Approach to materials and waste management	30
Approach to construction	31
Provision of car parking during construction	32
Preliminary Environmental Information	33
Scheme Goals	34
About this consultation	35

Introduction

Statutory consultation

The River Thames Scheme (the Scheme), promoted by Surrey County Council and the Environment Agency, carried out a statutory consultation from 22 January to 4 March 2024. Since the non-statutory consultation in 2022, the scheme had significantly advanced, shaped by feedback and ongoing engagement with local communities and other key stakeholders.

The statutory consultation provided an opportunity for these groups to see the latest design proposals and provide their feedback before the application for development consent is submitted to the Planning Inspectorate.

We held 11 in-person events around the scheme area as well as 5 virtual events, which were attended by over 2,700 members of the public.

Key information that was presented at consultation included:

- Channel design, downstream improvement measures, and impact on flood risk.
- Landscape and green infrastructure design, including the active travel route and habitat creation areas.
- Construction principles, including the approach to managing materials and waste during construction.
- Preliminary assessment of the environmental effects of the scheme.

Consultation feedback form

The consultation materials included a feedback form (which can also be found here) that respondents could complete either online or in paper form. The feedback form asked multiple closed and open questions, with closed questions being those where respondents were directed to choose from a list of available options or rank suggestions according to preference, while open questions were those where respondents could give their feedback in free text format.

As well as using the feedback form, respondents could also respond using free text emails or letters (and many did so).

2,571 responses were received in response to the statutory consultation.

Feedback received during consultation

This report summarises the feedback received during statutory consultation, including from the closed and open questions. The report presents the feedback received from the closed questions in suitable charts¹.

This report also summarises the issues raised in response to the open questions included in the feedback form, and combines this with a summary of the feedback in those consultation responses received by email or letter in which the respondent did not use the feedback form as the basis for their response but raised similar issues to those who did.

All responses were carefully read and analysed to understand the issues raised and inform the development of the Scheme. This analysis sought to understand the level of support, any concerns, and suggestions made by respondents. As such, the feedback was categorised into supportive comments, concerns and suggestions, with this feedback arranged by question in this report. The summary of feedback set out within this report reflects the views of those who responded to the consultation, and these views are presented in this document below each open question.

In the main, the feedback in this report is presented in the order that the questions were asked in the feedback form, although in some instances the issues raised overlap more than one question and these have been presented together.

Questions about respondent identity, land interests and demographics have not been included in this report. In addition, this report does not include the technical issues raised by prescribed consultees, such as local authorities and statutory environment bodies, which are being analysed and addressed through ongoing discussions. The issues raised in this report under the open questions provide a summary of the frequently raised topics but do not present all the topics raised.

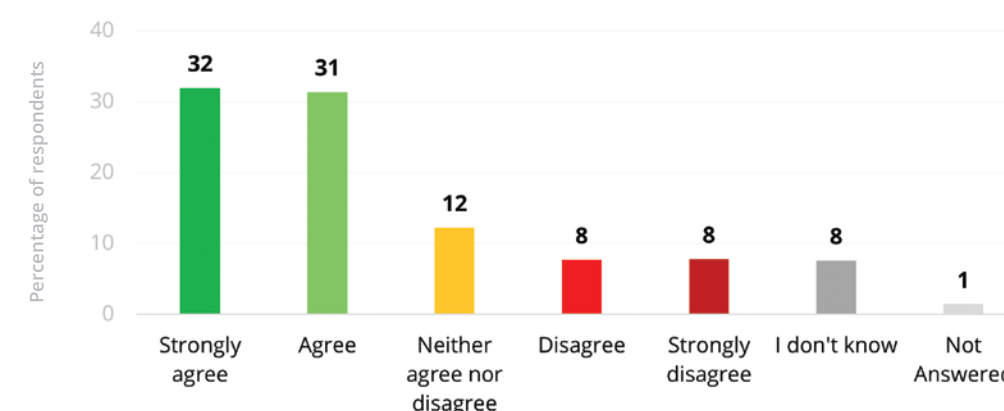
At this stage, because Scheme is still developing its proposals in response to this feedback, this report does not provide a Scheme response to the issues raised. A Consultation Report will be produced as part of the Scheme's Development Consent Order application, which will provide an explanation of the response analysis methodology, more detailed summaries of the issues raised, as well as the Scheme responses to those issues.

¹ Note that percentage totals in some charts do not add up to exactly 100 percent due to data rounding.

Summary of consultation responses (by question)

Support for the scheme

Q9: To what extent do you agree or disagree that the scheme would help to reduce flooding in this area?



Q10: Please explain your response to Question 9 (To what extent do you agree or disagree that the scheme would help to reduce flooding in this area?)

Support

The scheme will reduce flooding in the area by increasing the capacity of the River Thames, and it should be implemented as quickly as possible.

Concerns

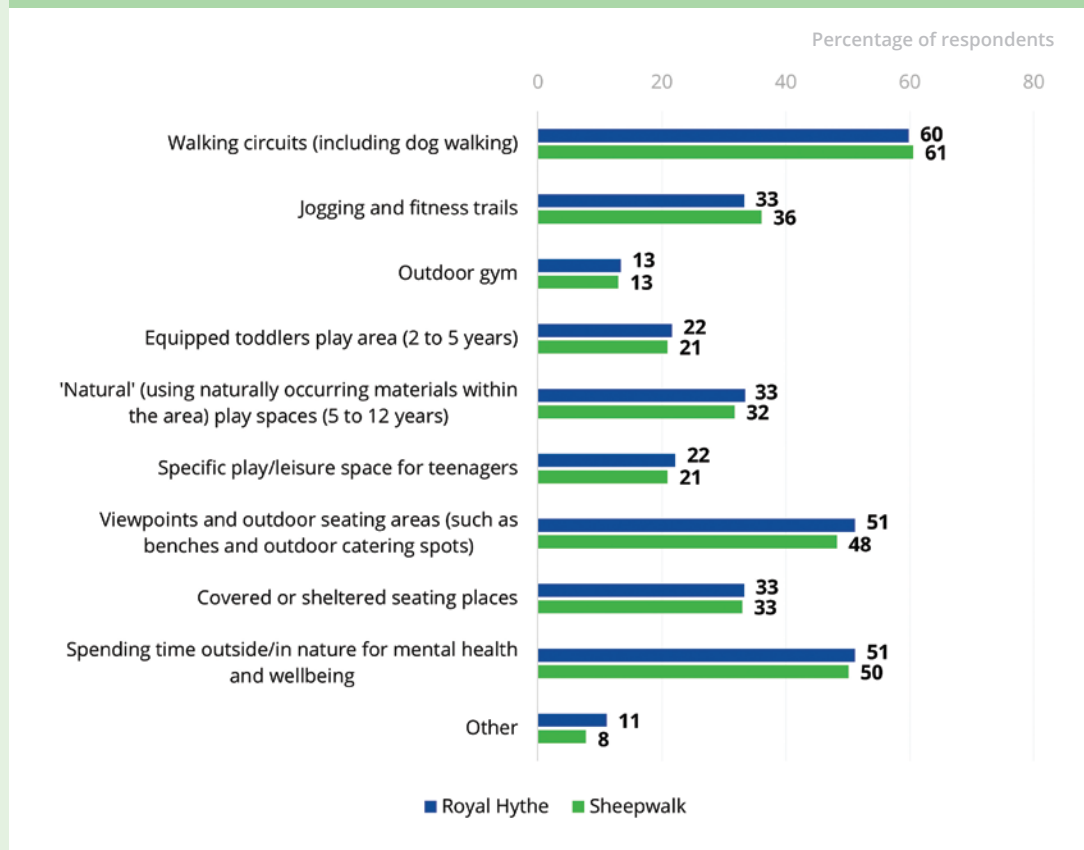
The modelling used for the scheme is not sufficiently accurate and that the scheme design will increase flood risk downstream. Other concerns raised included views that the scheme will not have a significant impact and is not a long-term solution.

Suggestions

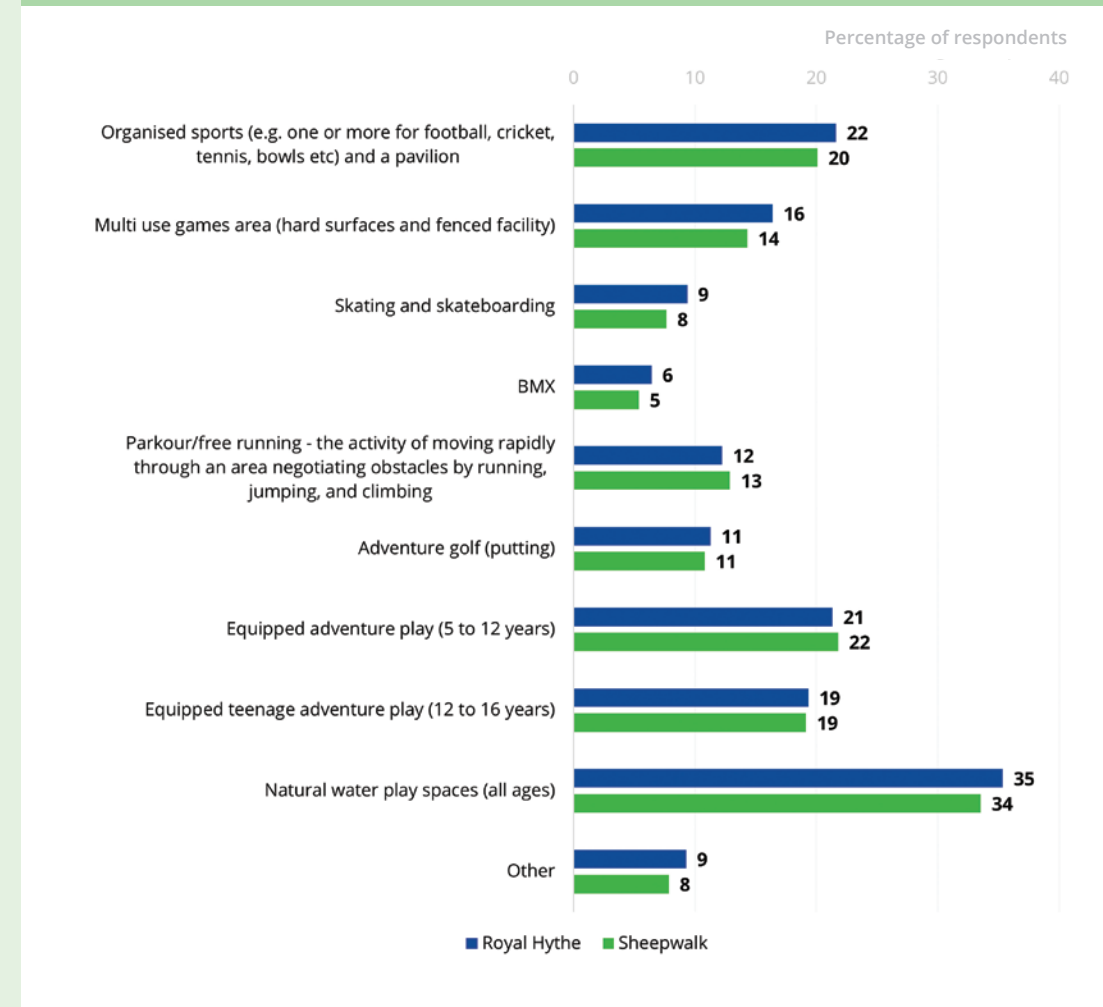
More information should be provided about the scheme, alternative solutions to building a new channel should be considered such as dredging and better river maintenance, and alternative designs for the flood mitigation elements should be considered.

Royal Hythe and Sheepwalk New Green Open Space (NGOS)

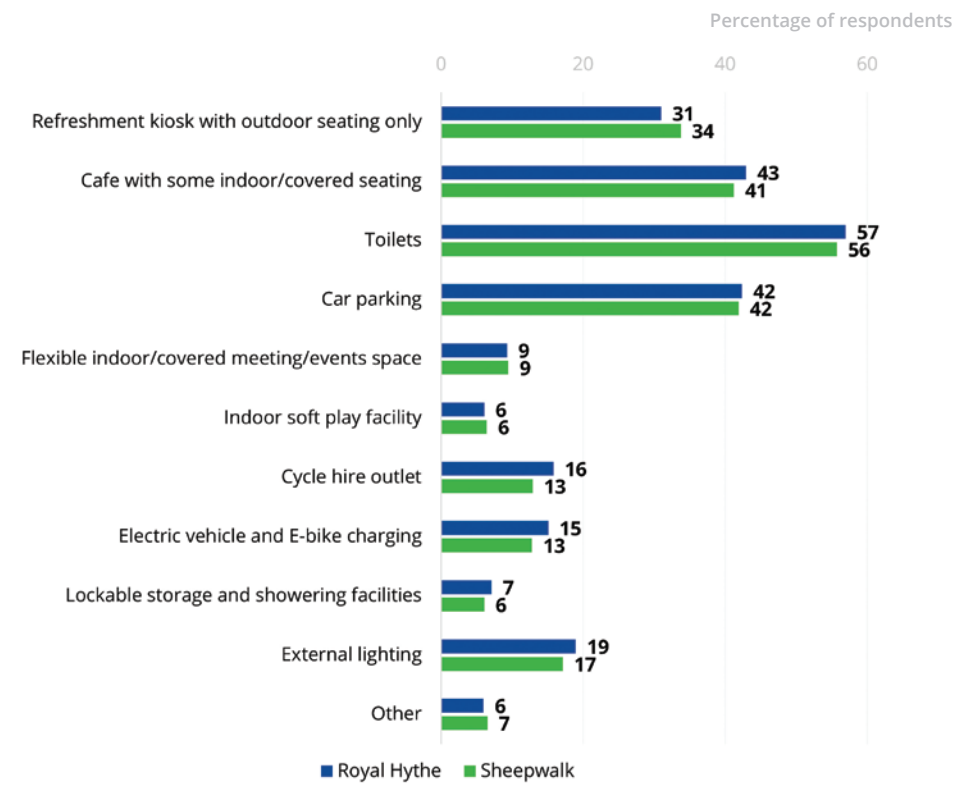
Q11/17: Which of these accessible leisure and play uses would you like to see considered in the scheme?



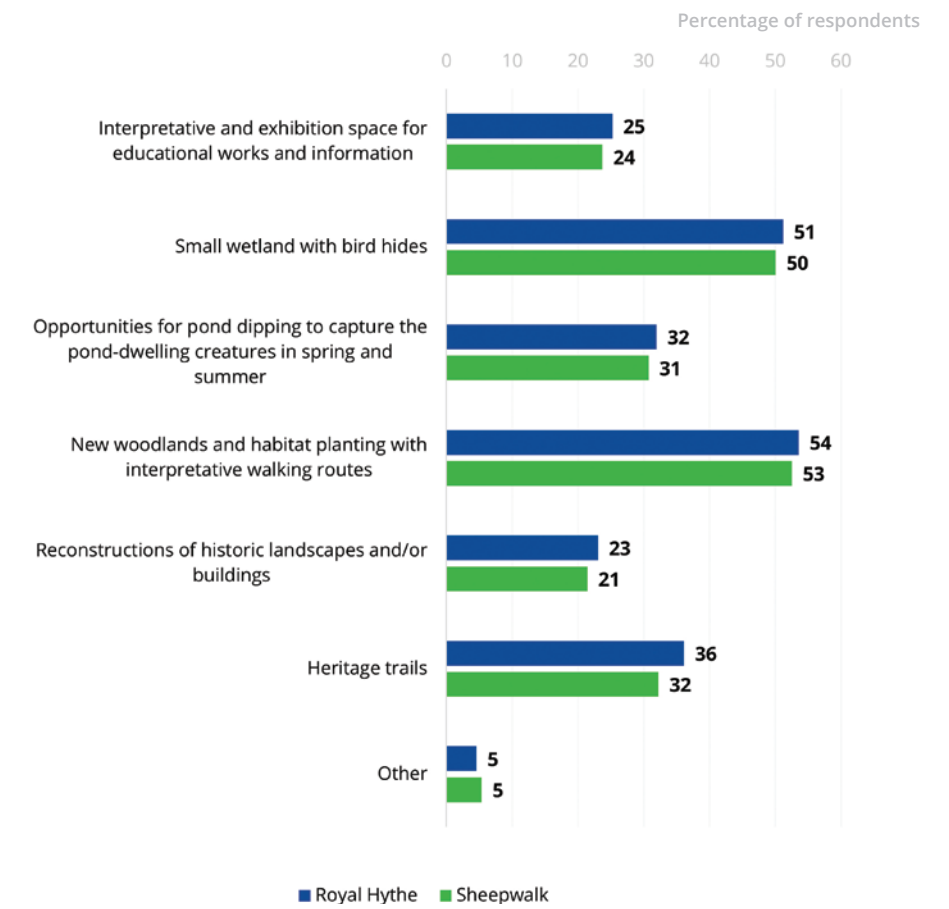
Q12/Q18: Which of these more active recreation spaces and facilities would you like to see considered?



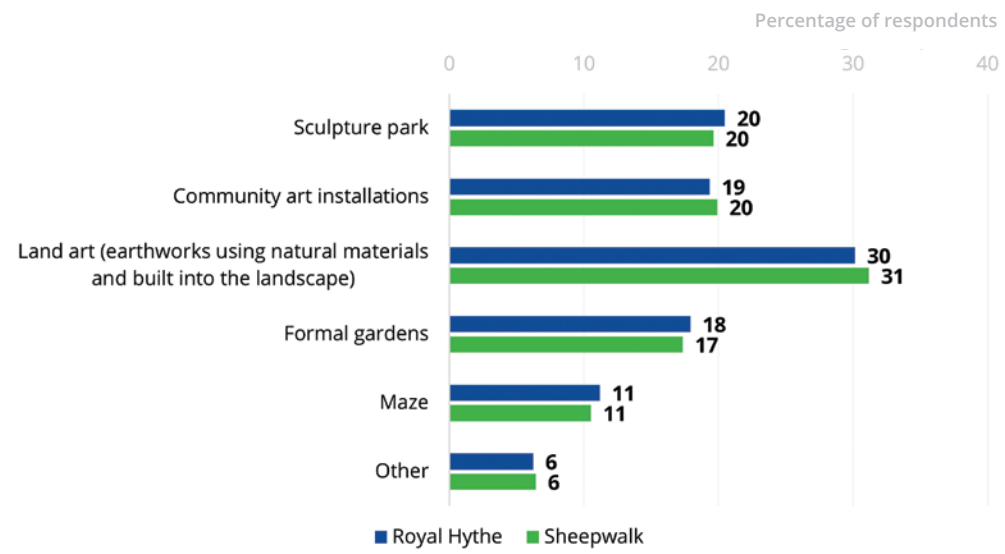
Q13/Q19: Which of these built facilities would you like to see considered?



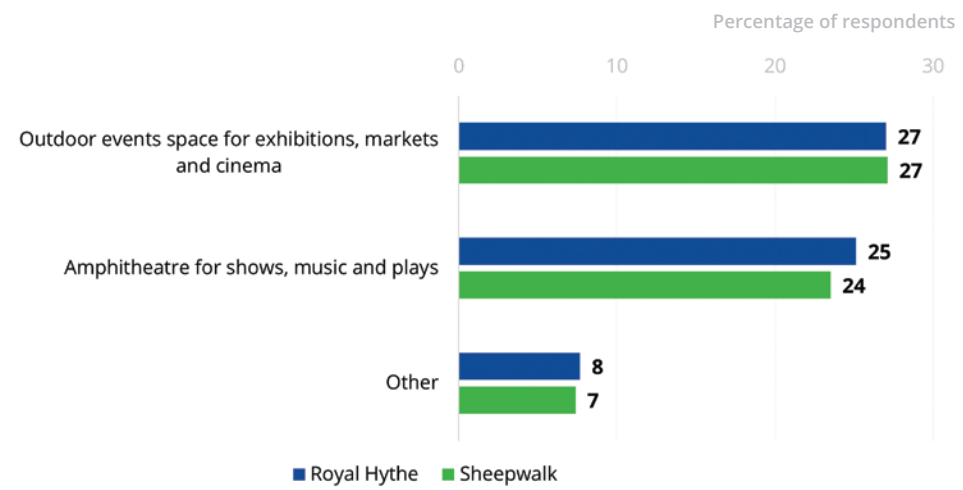
Q14/Q20: What education-based features would you like to see considered?



Q15/Q21: What opportunities to incorporate art within the space would you like to see considered?

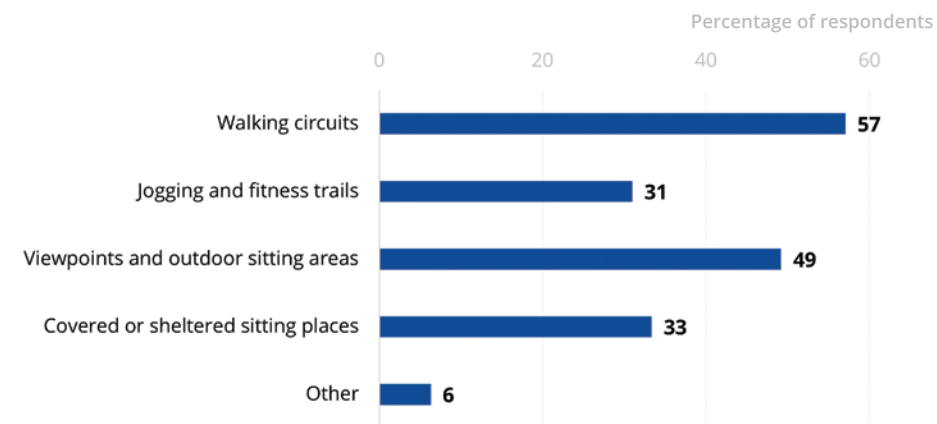


Q16/Q22: What entertainment-based opportunities within the space would you like to see considered?

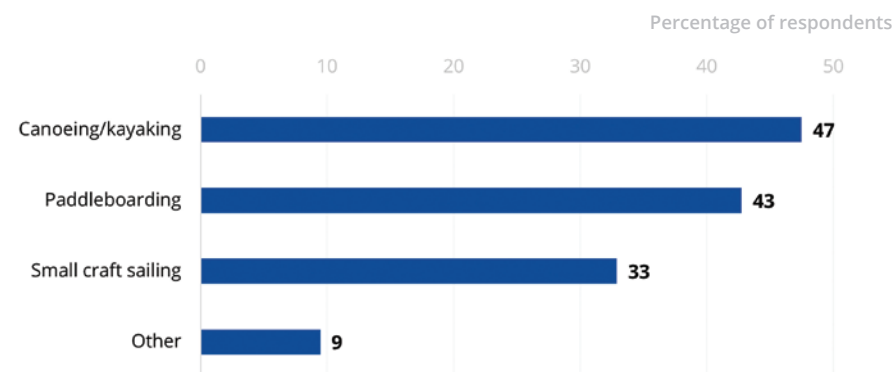


New Blue Open Space (NBOS)

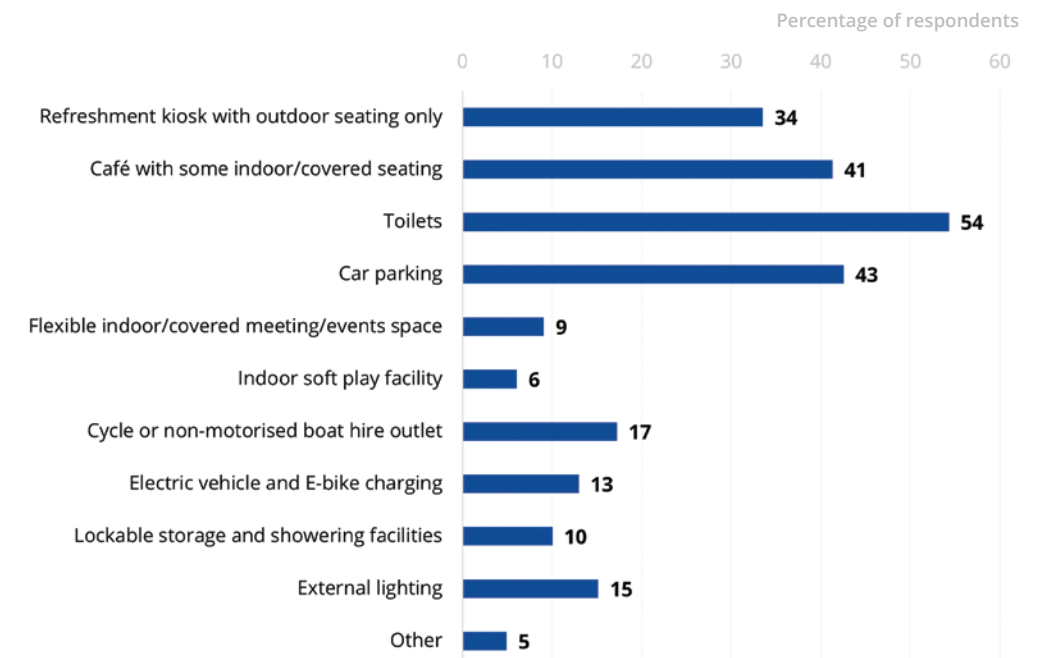
Q23: Which of these accessible leisure and play uses would you like to see considered in the scheme?



Q24: Which of these blue active recreation uses would you like to see considered in the scheme?

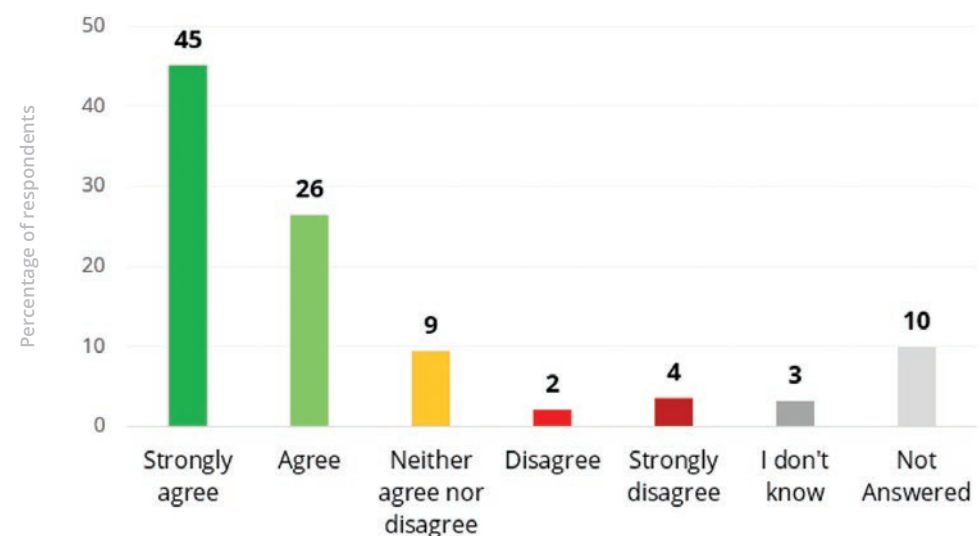


Q25: Which of these built facilities would you like to see considered in the scheme?

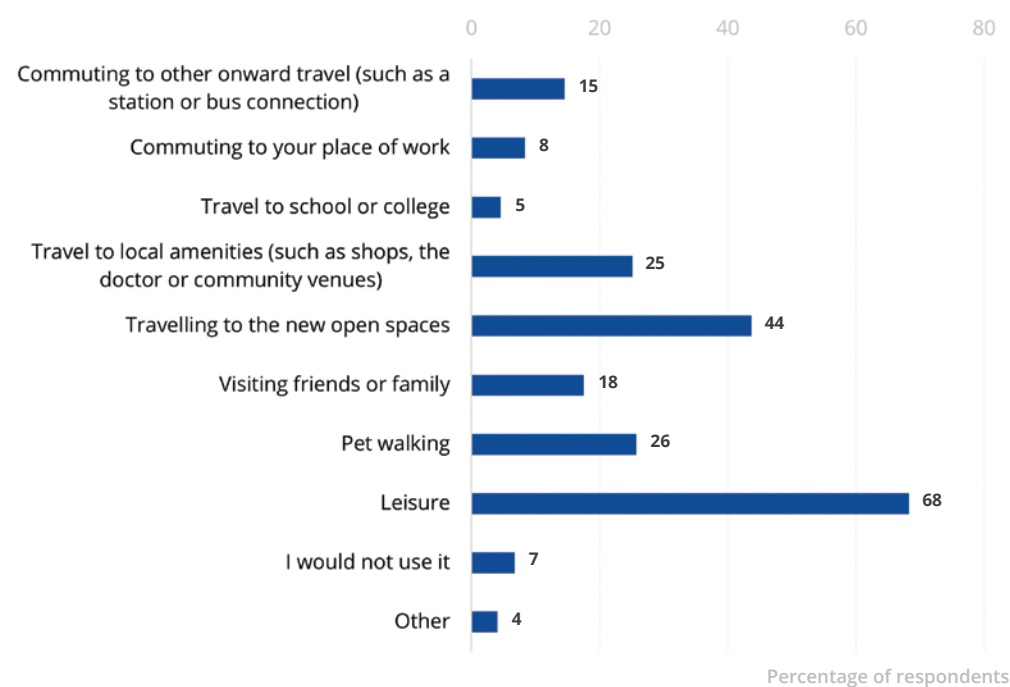


Active Travel Route

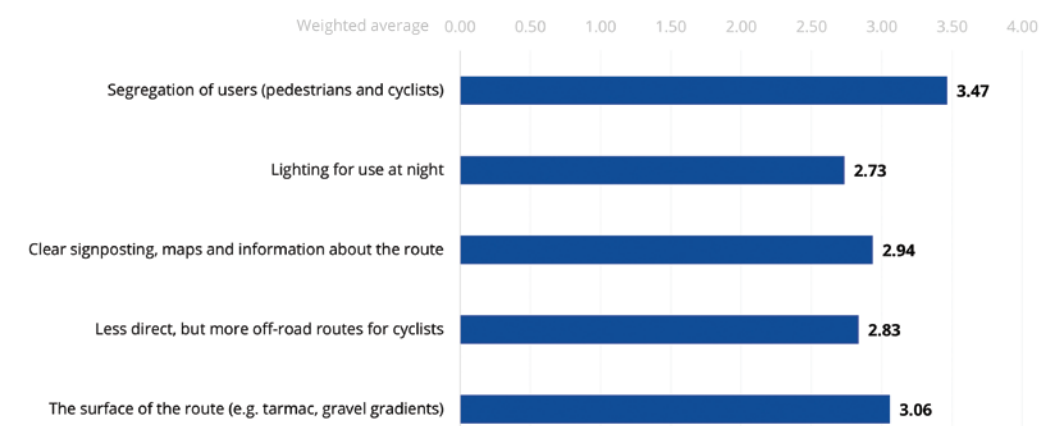
Q26: To what extent do you agree or disagree with the inclusion of the active travel route?



Q28: How would you expect to use the active travel route?



Q29: What would make you more likely to use the active travel route? (higher number = higher priority)



Q27: Please explain your response to Question 26 (To what extent do you agree or disagree with the inclusion of the active travel route?)

Q30: Is there anything else that would make you more likely to use the active travel route?

For these two questions, the themes that were identified in our analysis of the consultation responses overlapped and have therefore been presented together.

Support

The route will encourage more sustainable transport options, provide safe cycling routes away from traffic, and provide physical and mental health benefits.

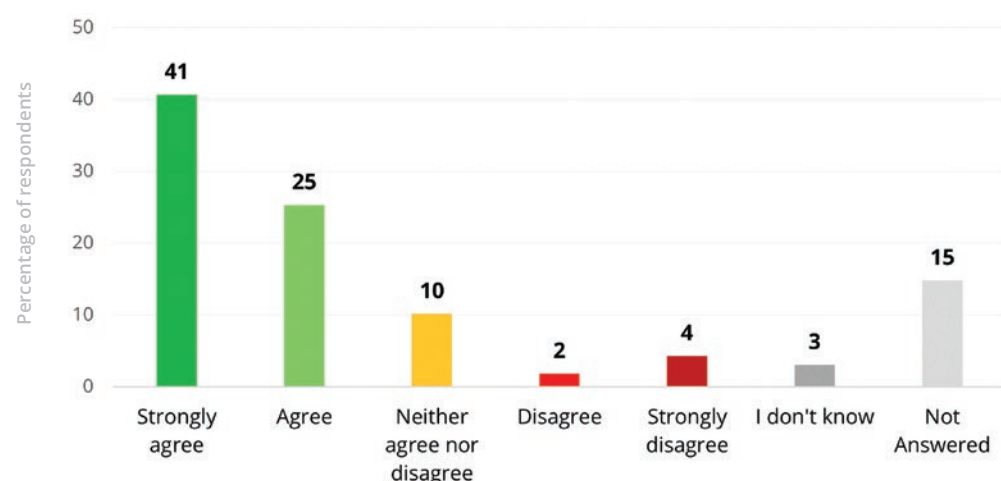
Concerns

Concerns were expressed about the quality and connectivity of existing walking and cycling routes in the vicinity of the scheme and that a new active travel route is not needed, and the cost of funding the active travel route.

Suggestions

To connect the active travel route to existing routes and road networks, for the route to feature segregated cycling and walking paths, and for the route to have disabled access.

Q31: To what extent do you agree or disagree with the inclusion of bridges as part of the active travel route?



Q32: Please explain your response to Question 31 (To what extent do you agree or disagree with the inclusion of bridges as part of the active travel route?)

Support

The inclusion of bridges as part of the active travel route will help increase connectivity, providing safe and convenient travel in the area. Support was specifically shown for the inclusion of an active travel Desborough bridge.

Concerns

The potential high cost of building new bridges, potential safety issues, and specific concerns about the proposed Desborough Bridge, with comments that there are already bridges in this area and that an additional bridge could encourage anti-social behaviour on Desborough Island.

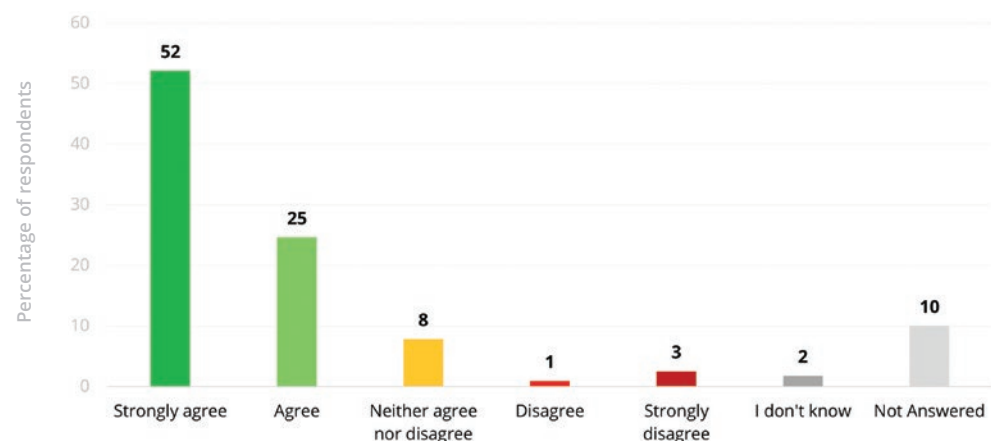
Suggestions

Suggestions of other locations for a new active travel bridge, that new bridges should allow for watercraft to pass underneath, and that new bridges should be accessible for wheelchair users and those with push chairs.



Sites for habitat creation and enhancement

Q33: What extent do you agree or disagree with the aim to create habitat creation areas as part of the RTS?



Q34. Please explain your response to Question 33 (To what extent do you agree or disagree with the aim to create habitat creation areas as part of the RTS?)

Support

New habitat areas will provide benefits to the environment, provide educational opportunities, will help act as water storage during flood events, and provide physical and mental health benefits from increased access to nature.

Concerns

Potential negative impacts on exiting habitats, existing habitats are satisfactory, and the cost of implementing new habitats.

Suggestion

New habitats should be maintained once implemented, suggestions of areas for habitat creation, and suggestions on how proposed habitats could be designed.

Q35: Part of our habitat creation designs has been to include a blend of habitats (such as woodland, meadow and grassland). Do you have any comments on this approach?

Support

A blend of habitats as part of the scheme will be beneficial to wildlife and will improve the appearance and variety of the landscape.

Concerns

The potential for trees to fall and cause river blockages, the spread of invasive species, and that existing habitats should be prioritised.

Suggestions

Suggestions of the types of habitats that could be created, including planting more trees and woodland, using local seeds for planting, and for new habitats to blend into the existing countryside.

Q36: As part of our landscape designs, we are exploring options on how to create access to nature within the new green open spaces at Royal Hythe and Sheepwalk. Do you have any comments on access to nature in these areas?

Support

The inclusion of boardwalks, walkways and car parks, the enhancement to the local area, and the physical and mental health benefits of access to nature.

Concerns

Disruption from creating new green open spaces, the inclusion of boardwalks and walkways, and the cost of the new green open spaces.

Suggestions

Suggestions on how the new green open spaces should be designed, forms of access should blend into the environment and not disturb wildlife and incorporating safety considerations into the design.

Desborough Island Wetland Habitat

Q37: Do you have any comments about the proposal to create the wetland habitat area at Desborough Island?

Support

Its benefits for the environment, wildlife and local communities, and that the new bridge and active travel route would encourage more visitors to the area.

Concerns

Losing the current usage of Desborough Island, the wetland increasing flood risk in the area, and concerns over anti-social behaviour.

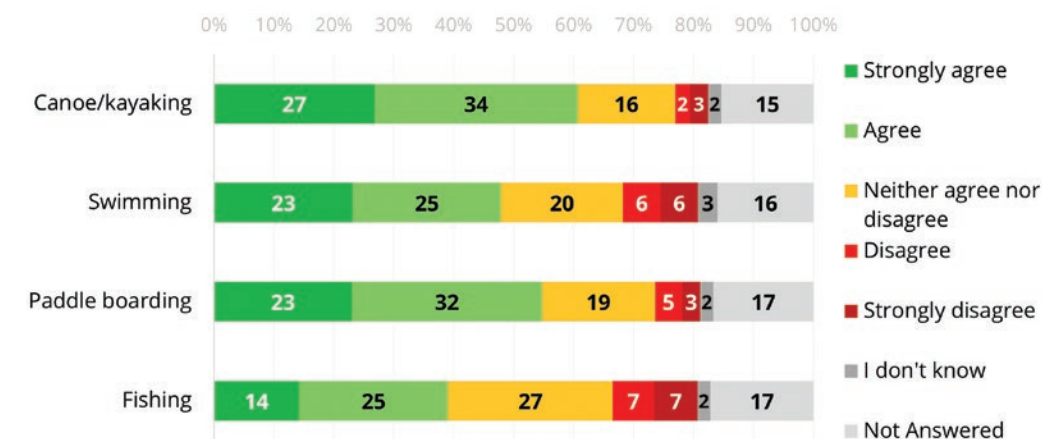
Suggestions

The inclusion of visitor facilities, future maintenance of the wetland area, and restricting dog access.



Water-based recreation

Q38: Do you agree or disagree that the following water-based recreation activities should be considered?



Q39: Do you have any comments about water-based recreation activities within the scheme?

Support

General support for the inclusion of blue recreation, such as open water swimming, including that expanding blue recreational spaces will help address high demand, and provide physical and mental health benefits.

Concerns

There are already existing blue recreation sites that can be used, concern for the safety of users, water contamination, and the impacts of fishing.

Suggestions

Safe launch areas for paddle sports and non-powered crafts, restrictions on certain blue recreational activities, and suggestions of additional non-blue recreation opportunities in blue recreation areas such as nature trails and information boards.

Spelthorne Channel

Q40: Do you have any comments about the new route for the proposed alignment of the Spelthorne Channel?

Q42: Please provide any other comments you have on the proposals for the rest of the Spelthorne Channel (excluding Ferris Meadow Lake), considering the channel design and the landscape design.

For these two questions, the themes that were identified in our analysis of the consultation responses overlapped and have therefore been presented together.

Support

General comments in support of the Spelthorne Channel, including the channel connecting existing lakes, and the inclusion of landscaping around the channel.

Concerns

Lack of information on this section of the channel, general objections on different sections of the Spelthorne channel, and whether the proposals will increase flooding in certain areas.

Suggestions

More information on the Spelthorne Channel design, impacts, and studies on the proposed options for Ferris Meadow Lake.



Ferris Meadow Lake

Q41: Please provide your views on the options proposed for Ferris Meadow Lake.

Support

Option 1

Option 1 is the most cost-effective, the most effective at reducing flooding, maximises the use of existing natural features and lakes would involve the least amount of construction.

Option 2

Many responses supporting Option 2 used standardised text and were sent as part of an organised campaign.

The Option 2 design preserves Ferris Meadow Lake as a swimming area and Site of Nature Conservation Interest, meets flood mitigation needs, and makes use of an existing waterway.

Option 3

Option 3 maintains the water quality of the lake, avoids impacts on the local sailing club, does not impact the Chap, and protects properties in Little Shepperton.

Option 4

Option 4 protects Ferris Meadow Lake and has flood mitigation benefits.

Option 5

Option 5 avoids impacting both the Chap and Ferris Meadow Lake.

Options 6A and 6B

Options 6A and 6B do not require sheet piling along the Chap, it protects Ferris Meadow Lake and provides a well-regulated flood water flow.

Q41: Please provide your views on the options proposed for Ferris Meadow Lake. (Continued)

Concerns

Option 1

The Option 1 design impacts open water swimming at Ferris Meadow Lake, impacts on biodiversity and socioeconomics, and that the proposed public rights of way will threaten local habitats and wildlife.

Option 2

Option 2 will involve extensive engineering that will result in high project costs, impacts on the character and biodiversity of the Chap, that it will require the compulsory purchase of land, and the option moves the flood risk towards residential areas.

Option 3

Option 3 will require extensive engineering, the potential for loss of habitats, and the need for additional utility diversions compared with other options.

Option 4

Option 4 will require engineering of the Creek, additional assessments and design development, and that it would run the potential risk of flooding if flow-controlling gates malfunctioned.

Option 5

Option 5 for Ferris Meadow Lake will require more complex design, more extensive construction, and would cause severe disruption to local communities for an extended period.

Options 6A and 6B

Option 6A and 6B would have increased impact on local habitats, an extended construction period, and result in higher water flows along the Creek.

Q41: Please provide your views on the options proposed for Ferris Meadow Lake. (Continued)

General Concerns

Reasons given by respondents who expressed general concern over the options presented for Ferris Meadow Lake included impacts of Option 2 on the Chap, impacts of the scheme on Ferris Meadow Lake, and concerns over the options appraisal process.

Suggestions

Suggestions given by respondents for the options presented for Ferris Meadow Lake included changes to the options presented, alternative locations for open water swimming, and that flood mitigation should be the key criteria in deciding which option for Ferris Meadow Lake to take forward.

Runnymede Channel

Q43: Please provide any other comments you have on the proposals for the Runnymede Channel, considering the channel design and the landscape design.

Support

It is necessary to address flooding in the area, the community benefits of landscape enhancements, and support for connecting local lakes and gravel pits.

Concerns

Concern on whether there will be increased flood risk in other areas, the safety of the channel, and general concerns around specific areas of the Runnymede channel.

Suggestions

Designing access points for water-based recreational boats, a safety and risk review of the traffic management system, and a contingency plan to handle any additional water volume resulting from the flood relief measures.

Q44: Do you have any comments on our intention that the flood channel shall be considered a 'main river'?

Support

General support of the proposal to designate the channel as main river.

Concerns

The impact of main river status on residential properties, such as home insurance and potential legal restrictions, and the impact of the designation the maintenance of the channel.

Suggestions

For riparian rights to be protected, the development and use of flood management strategies, accountability for maintenance of the river by local authorities, and limited boat access to the channel.



Bed lowering at Desborough Cut and weirs at Sunbury, Molesey and Teddington

Q45: If you have any comments on the proposed approach to these elements of the scheme, please provide these below.

Bed lowering downstream of Desborough Cut

Support

Bed lowering is an effective method of increasing flow capacity and reducing flood risk and should be carried out quickly.

Concerns

Bed lowering is no different to dredging, concern over how the bed lowering will be monitored and maintained, and potential environmental impacts.

Suggestions

Dredging to maintain the bed lowering, that bed lowering should occur before the new channel is built, and that bed lowering should be carried out in other locations.

Sunbury Weir

Support

Increasing weir capacity will help to control water flow and minimise flood risk.

Concerns

Impacts of the location and design of the proposals on river users and flood risk in Sunbury and downstream.

Suggestions

Suggestions on alternative locations and design of the weir, and future maintenance of the weir, such as dredging.

Q45: If you have any comments on the proposed approach to these elements of the scheme, please provide these below.

Molesey Weir

Support

Expanding weir capacity is necessary to minimise flood risk and should be carried out urgently.

Concerns

General concern about the inclusion of the weir improvements in the scheme and the potential for flooding.

Suggestions

Dredging, sustained maintenance and effective management of the weir, and suggestions for design improvements.

Teddington Weir

Support

The need to minimise flood risk to homes and businesses, fostering economic growth, and increasing biodiversity.

Concerns

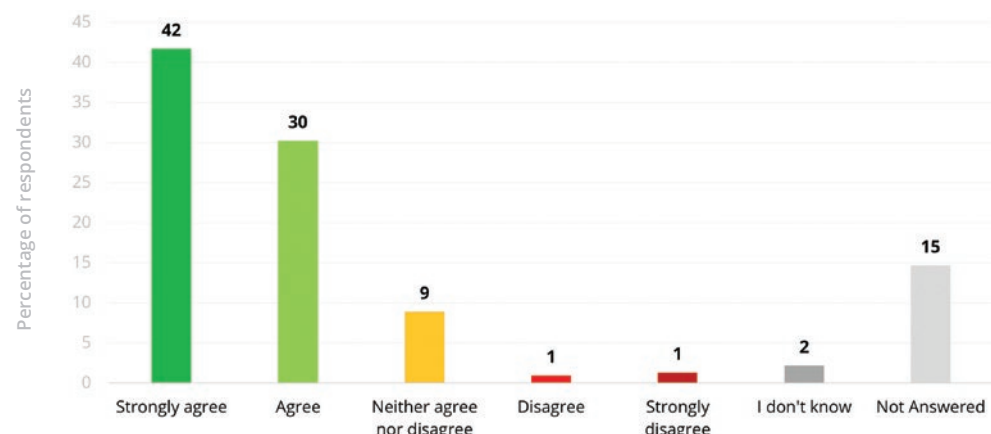
Impact of proposals on flood risk, concern around the design, and the safety of users of the river in this area.

Suggestions

Increasing the capacity of the weir, suggestions for weir management, and dredging.

Approach to materials and waste management

Q46: To what extent do you support our approach to managing waste and materials?



Q47: Do you have any comments about our proposed approach in the following areas?

- Transport of waste and materials, for example on commuting or local travel routes or the use of barge and river routes
- The proposed locations of waste processing and associated temporary storage sites.

Support

The proposals comply with best practice and minimise impacts, and support for using the river to minimise impacts on road networks.

Concerns

Impacts on the environment, concern for the proposed locations of storage, and presence of contaminated materials.

Suggestions

Using the river to transport materials, re-using materials where possible, and suggestions on how the sites are managed.

Approach to construction

Q48: The issues that are most important to you during construction



Q49: Is there anything more that you feel we should be aware of in considering our proposed approach to construction?

Support

General support for the need for construction and understanding of disruption.

Concerns

Impacts on local communities, the timeline of construction, and road congestion during construction.

Suggestions

Suggestions on how to minimise impacts to communities, construction traffic management, and compensation for those impacted by construction.

Provision of car parking during construction

Q50: Please provide any comments that you have about construction related car parks.

Support

General approval of construction related car parks, including the inclusion of welfare facilities and a park and ride service for workers.

Concerns

Proximity of proposed parking sites to residential areas and general concerns about the proposed locations of parking facilities.

Suggestions

Prioritising sustainable travel, preference for onsite contractor parking, and wanting further consultation with locals on the car parking proposals.

Preliminary Environmental Information

Q51: Is there anything more that you feel we should be aware of in considering the environmental positive and negative effects of the scheme?

Support

No comments provided.

Concerns

General impacts on the environment, along with concerns about biodiversity, including marine wildlife, plus impacts on residents and businesses in the area.

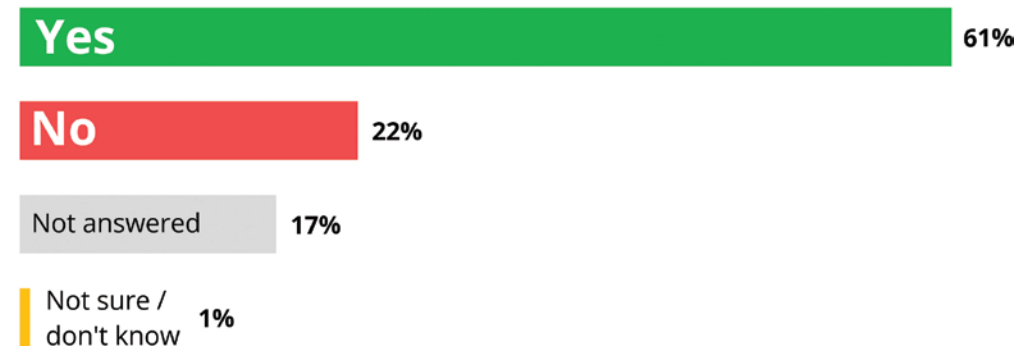
Suggestions

No comments provided.



Scheme Goals

Q52: Do you believe that the scheme design presented meets the scheme's goals?



Q53: Please explain your response to question 52 (Do you believe that the scheme design presented meets the scheme's goals?)

Q54: Finally, is there anything else you think we should consider as we refine our proposals for the River Thames Scheme further?

For these two questions, the themes that were identified in our analysis of the consultation responses overlapped and have therefore been presented together.

Support

The benefit of the scheme to flood risk, the new and increased access to blue and green open spaces, and the scheme's improvements to the local environment and active travel.

Concerns

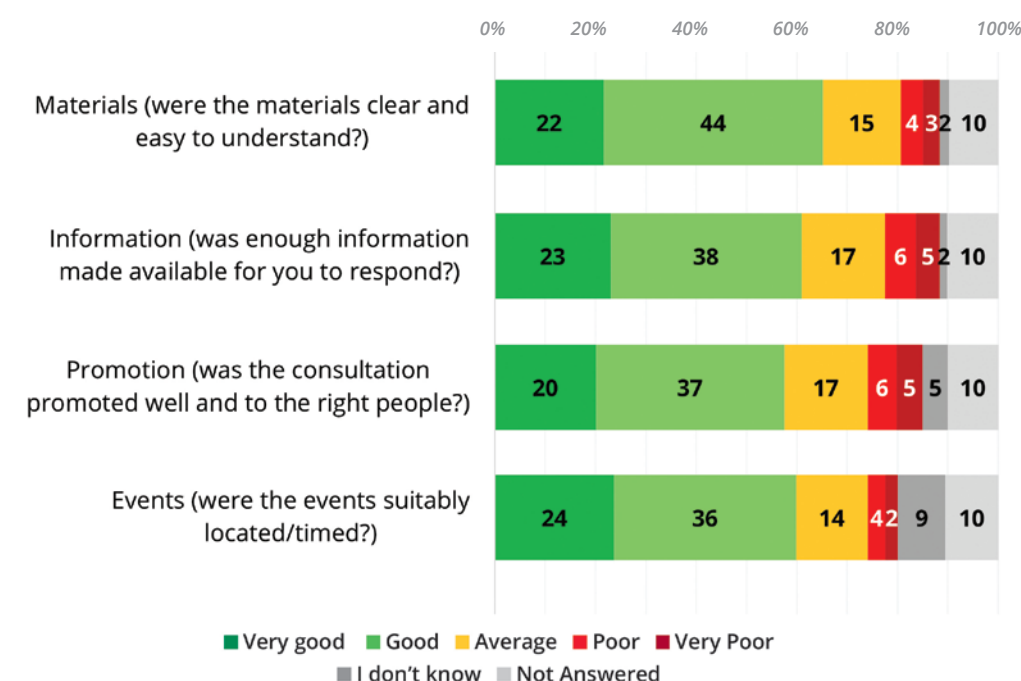
The cost of the scheme, general objections to the scheme, the poor current maintenance of the River Thames, and that the benefits of the scheme are too localised.

Suggestions

Flood prevention should be the main priority, the scheme should be delivered as it has been presented at statutory consultation, and for the inclusion of hydroelectric power infrastructure within the scheme.

About this consultation

Q55: Feedback on the Statutory Consultation



Q56: Please provide any further comments about this consultation

Support

General positive feedback for the in-person and virtual events, the consultation process, and the materials presented at the consultation.

Concerns

Materials such as the feedback form were unclear, general concerns over the in person and virtual events, and concern that much of the design cannot be changed.

Suggestions

Further engagement with residents and resident associations, suggestions on improving consultation materials, and further consultation with relevant field experts.



Contact

If you would like to contact us outside of your response to this consultation, you can use one of the options below:

Email: enquiries@riverthamesscheme.org.uk

Web: www.riverthamesscheme.org.uk

Telephone: 03456 009 009

Accessibility

If you would prefer this brochure in large text, a different format or language please contact using the details below and we will do our best to help.

Text (SMS): 07860 053 465

(for the deaf or hard of hearing community)


Textphone (via Relay UK): 18001 03456 009 009

British Sign Language: www.surreycc.gov.uk/bsl

FSC

This document was printed on FSC certified paper from sustainable sources using carbon environmentally friendly ink.

Copyright August 2024

-  [RiverThamesScheme](#)
-  [riverthamesscheme.uk](#)
-  [riverthamesscheme](#)
-  [ThamesScheme](#)
-  [RiverThamesScheme](#)
-  [RiverThamesScheme](#)