

Statement of Community Involvement

Prepared by Cratus Communications on behalf of
the Lower Sunbury Residents' Association

August 2015

Contents

Methodology	2
Elmbridge Statement of Community Involvement (2015)	3
Localism Act (2011)	4
Consultation timeline	5
Tools of consultation	6
LOSRA spring edition	6
Awareness Leaflet	7
Hard to Reach Groups (HTRGs)	8
Consultation with key and formal bodies	9
Hard copies	10
Public events	12
Elmbridge riverside	13
Feedback	14
Mapping responses	17
Site A, Weir Crossing.....	20
Site B, Flowerpot Green	22
Site C, Church Street	24
Site D, King's Lawn	26
Site E, Rivermead Island	28
Final summary	30
Appendices.....	31

This report has been produced by Cratus Communications Ltd, a communications firm specialising in public consultation and engagement for development projects. This report is provided as support for the ongoing intention of the Lower Sunbury Residents' Association (LOSRA) to champion the need and eventual delivery of a dedicated cycle and pedestrian bridge across the river Thames at Sunbury.

An executive summary of the core findings of this report is available, and has been provided separately.

This report concerns a number of locations along the river, a map of these locations can be found in Appendix One.

This report outlines the methods and delivery of the public consultation process undertaken by Cratus Communications working closely with LOSRA and interested parties from the wider local community.

Methodology

The purpose of the consultation undertaken is set out as follows:

- To make residents in the locality aware of the renewed proposal for a river crossing
- To canvass opinions on the suitability of each of the identified feasible sites
- To involve as wide a section of the community as possible, using as diverse a range of methods as practicable and efficient

This process is not intended to, nor will it supplant the need to consult the community and prospective users of any crossing once LOSRA is in a position to present firmer proposals for a crossing.

This consultation is part of what will be an ongoing period of engagement and is intended to inform the future direction of works to bring a river crossing over the Thames in Sunbury into reality.

Although no planning application is yet proposed, the methods and spirit of this consultation has at all times been informed by the following guidance issued by local and national government.

Statement of Community Involvement (2006)

"At the pre-application stage we propose to encourage applicants to engage in the following-

Pre-application discussions – these would involve discussions between the applicant and the Council before any application is submitted. The objective would be to confirm whether the principle of development is acceptable and to clarify the format, type and level of detail required by the Council to determine the application.

Some of the benefits of doing this are better quality applications, resolving problems before an application is put in and savings in time and resources of both the applicant and Council as this can minimise the need to revise plans at a later stage.

Pre-application consultations – we will encourage applicants to undertake early community involvement with people likely to be affected by their proposals. We would like applicants to agree with the Council beforehand how they propose to consult key groups. Likely means of doing this where applications may

cause significant public interest are by sending letters, organising meetings, workshops, exhibitions etc. By doing this, the applicant would be able to get local opinion before putting in the application to the Council. This should help reduce areas of public concern when the application is submitted and also result in savings in time and resources of both the applicant and the Council.”

Examples of good practice / desired outcomes from pre-submission consultation provided within the local authority SCI:

- Meetings with residents associations
- Exhibition / Consultation events
- Explanation of the proposals at meetings
- Display of plans / proposal
- Taking resident views on board
- Staffing of events

Achieving a good level of public awareness prior to submission of any application

Elmbridge Statement of Community Involvement (2015)

The local authority of Elmbridge formally adopted their updated SCI in June 2015, fortunately the methods and means advised do not significantly depart from those pursued.

“9.7 Formal procedures for dealing with pre application enquiries were introduced in 2008. The formalisation of this stage with appropriate fees allows us to dedicate time with applicants to improve the quality of development schemes prior to submission.

9.8 The Council will encourage developers/applicants to consult with the community about their initial schemes. Depending on the size and scale of the development proposal the Council would recommend developers/applicants use some or all of the follow methods of consultation:

- Letter/or discussion with neighbours about plans
- Surgery/Drop in/exhibition event to discuss proposals with interested neighbours, community groups and consultation bodies (where appropriate)
- Public meeting combined with a ‘Planning for Real’ exercise. Should also include media advertisement to publicise the event and development.

9.9 The Localism Act requires applicants to consult with the community before submitting planning applications for certain developments²⁰. This will give local people a chance to comment when there is still an opportunity to influence the proposal.”

Localism Act (2011)

The Localism Act places requirements relating to consultation upon applicants in certain circumstances.

In this instance and at this early scoping stage, there is no “proposed development” and if there were, it would not at the present time be of a description specified in a development order.

Nonetheless, the spirit of the Act has been respected where applicable (for instance, it is not possible to consult each specified person about the proposed application, as there is no proposed planning application and no such specified persons exist).

The consultation has been widely advertised in adherence to good practice, the process has been undertaken over a period in excess of four months to allow ample time for those wishing to comment to do so.

This report is provided so as to allow LOSRA, working with the wider local community, to take account of responses.

Requirement to consult under the Act:

“(1)Where—

(a)a person proposes to make an application for planning permission for the development of any land in England, and

(b)the proposed development is of a description specified in a development order,

the person must carry out consultation on the proposed application in accordance with subsections (2) and (3).

(2)The person must publicise the proposed application in such manner as the person reasonably considers is likely to bring the proposed application to the attention of a majority of the persons who live at, or otherwise occupy, premises in the vicinity of the land.

(3)The person must consult each specified person about the proposed application.

(4)Publicity under subsection (2) must—

(a)set out how the person (“P”) may be contacted by persons wishing to comment on, or collaborate with P on the design of, the proposed development, and

(b)give such information about the proposed timetable for the consultation as is sufficient to ensure that persons wishing to comment on the proposed development may do so in good time.”

Duty to take account of responses:

“The person must, when deciding whether the application that the person is actually to make should be in the same terms as the proposed application, have regard to any responses to the consultation that the person has received.”

Consultation timeline

[dates are by completion, process wide activities such as engagements with formal bodies are not listed here]

19th March 2015	Online ballot goes live
March 2015	Delivery of the LOSRA spring newsletter to approximately 3,500 households, encompassing all of Lower Sunbury; and the April edition of the magazine Sunbury Matters
25th March 2015	Consultation leaflet delivered to immediate locality around possible sites
25th March 2015	Hard to Reach Group correspondence sent
26th March 2015	Ballot Papers distributed to Skinners Post Office
11th April 2015	Event 1, Riverside Arts Centre
15th April 2015	Event 2, Riverside Arts Centre
25th April 2015	Event 3, Riverside Arts Centre
June 2015	Delivery of the LOSRA AGM 2015 newsletter to approximately 3,500 households carrying reference to the ongoing consultation.
2nd June 2015	Elmbridge leafleting
6th June 2015	Elmbridge leafleting
8th June 2015	OSRA AGM Newsletter delivered
31st July 2015	Online ballot closes

Tools Of Consultation

LOSRA spring edition

LOSRA produces three newsletters each year which are distributed by a network of volunteers to approximately 3,500 households, covering the complete catchment area of the Residents' Association within Lower Sunbury.

The possible sites and the dates of public events were publicised through an article placed in a prominent position within the Spring edition and the widely distributed magazine, Sunbury Matters.

**LOWER SUNBURY
RESIDENTS ASSOCIATION**

2015 SPRING NEWSLETTER

**Public meeting with Spelthorne on
Kempton Park development leaves
too many questions unanswered**



www.losra.org

Since our autumn newsletter, there has been a Public Meeting on the subject of the issue of whether there is, has never been, or will be in the future a proposal in existence for the development of housing on Green Belt at Kempton Park.

The meeting took place as a result of a commitment to local councillors made by Spelthorne's Chief Executive, Roberto Tambini and Council Leader Cllr. Robert Watts at the Council's Overview & Scrutiny Committee, where this issue has been raised on a regular basis.

It was held in order to clarify the Council's position on the matter for the benefit of residents, and to answer their questions. It took place at the new London Irish RFC facility at Harewood on 3rd February.

Not surprisingly, it was a packed house, with over 200 people present. It was attended on the platform by the Chief Executive, the Leader of the Council (Cllr. Robert Watts), the Cabinet member for Planning (Cllr. Vivienne Leighton), the Chief Planning Officer (John Brooks), and local councillors Tim Evans, Alfred Friday and Ian Harvey. There were also other officers and councillors in the audience, as well as Spelthorne MP Kwasi Kwarteng.

Members of the public had the opportunity to ask written questions in advance, to which the Council made written answers available to all attendees, and those who had asked questions were given the chance to ask supplementary questions after the Council had made their initial presentations.

There were statements by the Chief Executive and the Council Leader and a presentation by the Chief Planning Officer. What came out of these was as reassuring as it could have been, in that everything that was said reinforced the sacrosanct status of Green Belt, which under the current Local Plan effectively made it impossible for housing development on Green Belt at Kempton Park, or indeed anywhere else in Spelthorne. In John Brooks' presentation, he stated: "National policy says, in terms of Green Belt, the essential characteristics are their openness and permanence. It needs to be sustainable land that properly balances those things. Does housing trump Green Belt land? No. Having Green Belt means we won't be able to meet our planning needs. That's a fact. That's a reality we will face. Green Belt is there to restrain development and it's in our Green Belt policy to do that."

The Green Belt policy in Spelthorne's Local Plan states that "The Green Belt shown on the proposals map will be permanent."

In discussing the issue of the proposed revision of the Local Plan, which we highlighted in our Autumn newsletter, Mr. Brooks explained that the process will probably take four years, and that any consideration of a planning application for housing development at Kempton Park in the meantime would take place under the existing Local Plan.

The pressure group Keep Kempton Green produced a superb document for distribution to people at the meeting which summarised key statements from the most relevant of the documents obtained under Freedom of Information requests in the form of a timeline. It is worth observing that all the Council representatives had copies of this and at no stage was any part of its content contested or refuted. You can read the KKG Timeline at www.keepkemptongreen.com and search for 'timeline' - see how you think it stacks up with Spelthorne's stated policy.

All the documents from the meeting—the questions and answers and an audio recording of the proceedings—are on the Spelthorne web site at <https://www.spelthorne.gov.uk/article/9372/Kempton-Park-public-meeting>.

Supplementary questions were asked by Alan Doyle of KKG, LOSRA President Paul Watts and LOSRA Chairman Paul Thompson. All the proceedings are worth listening to, but in particular have a listen to the KKG and LOSRA questions and the Spelthorne answers in Part 1 and the start of Part 2. Listen in particular to a contribution from ex-Councillor Caroline Nichols at around 40' in Part One—it is astonishingly revealing and calls into question many Spelthorne pronouncements on the issue.

The overall impression from answers to all the questions at the meeting about what had been going on at the many meetings between SBC and Kempton Park was that we were somehow existing in parallel universes. Whatever was said at all the meetings with Kempton Park or in e-mails, it was all OK now because SBC had now confirmed Green Belt policy. It was asked why that could not have been stated in one meeting with Kempton Park and the conversation closed, but that was sidestepped.

Mr Tambini has made it clear he is happy to have a further meeting with LOSRA for us to ask what we think are the unanswered questions, which has not taken place, so we will comment no further at this stage. We think there is more that needs to be made public on this matter to explain what went on and address the specific and detailed background to the timeline documents.

We are grateful to Spelthorne for organising the meeting and coming into the 3-oor's dot to face the public questioning, and are naturally pleased that there is now no equivocation about the Council's attitude towards a possible proposal for housing at Kempton Park.

Awareness Leaflet

In addition to the LOSRA Spring edition newsletter, leaflets were distributed to those in the vicinity of each of the possible sites along the river bank.



This delivery took place prior to the distribution of the Spring newsletter, and was to ensure that residents who could potentially be neighbours to any proposal brought forward were made aware of the proposals and given chance to participate within the consultation.

The leaflet, written in plain English and designed for ease of reading provided a number of methods for residents to participate, including phone, freepost and online.

Each leaflet gave information on each of the available sites, alongside providing residents with the means to access more information.

Dear Resident,

We would like to make you aware of plans being championed by the Lower Sunbury Residents' Association (LOSRA) to develop a cycle/footbridge over the Thames at Sunbury.

This new piece of infrastructure would enable those of us in Sunbury to cross the Thames on foot, or on a bike, without having to go to Walton or Hampton Court bridge, and to more easily enjoy the facilities and the Thames Path National Trail towpath on the south side; and for those on the south side of the river, to enjoy the facilities and shops in Sunbury.


The proposal to construct a cycle/footbridge over the Thames connecting Lower Sunbury to the Thames Path National Trail is not new. Under the auspices of the Thames Overways Projects (TOPS) it was very much on the political agenda at the turn of the millennium. The Lower Sunbury Residents' Association (LOSRA) is anxious to resuscitate the project which is also supported by both Spelthorne and Elmbridge Councils' local committees.

LOSRA believes that a car-free bridge would be of enormous benefit to a wide area both north and south of the river. It would mean safer and shorter non-polluting journeys to work, schools and recreation. In short, the river is a beautiful linear park but it also prevents easy sharing of the excellent amenities that exist on either side of the waterway.

Possible crossing points and locations have been explored, but details have not been finalised so we welcome your comments and input at this early stage.

The Feasibility Report addressing possible sites can be viewed at www.losra.org.

The report should be regarded as a first overview to inform everyone, not a definitive document upon which any final decisions will be made. The next stage, when it comes, will be a much more detailed proposal for us all to consider.


Paul Thompson - Chairman, LOSRA

ADVANCE NOTIFICATION

COMMUNITY CONSULTATION

BRIDGE CROSSING AT SUNBURY

We are holding three drop-in sessions where you can come and hear more about our plans and share your thoughts. If you cannot make these times, please let us know and we will try and accommodate you.

Riverside Arts Centre
59 Thames Street
Sunbury-on-Thames
TW16 5QF

April 11th 11:00 - 13:00 - The Studio
April 15th 19:00 - 22:00 - Main Hall
April 25th 14:00 - 17:00 - The Studio


Please get in touch by contacting Alex Griffiths, our Consultation Manager.

Email:
agriff@cratus.co.uk

Phone:
020 7863 3083

Post:
Freepost Plus RTKU-XZRT-CTH-R, Alpha House,
100 Borough High Street, London, SE1 1UL

We are first contacting residents who live along the riverbank; residents of the wider Sunbury area will be informed via the April edition of the LOSRA newsletter.



A full copy of the awareness leaflet is available in Appendix Two.

Hard to Reach Groups (HTRGs)

Spelthorne Borough Council makes specific reference to HTRGs, identifying groups as “typically considered hard to reach by the council” as the ethnic minority community, disabled people and young people.

Elmbridge Borough Council does not specifically identify HTRGs within their SCI document. They do though note the need to consult groups relating to each of the above communities within Appendix 1, consultation groups involved in Local Plan production.

In addition to the Sunbury wide distribution of the Spring newsletter and the localised distribution of the awareness leaflet, various local bodies representing the above groups were written directly to offer the opportunity to be involved in the consultation.

This engagement made clear that additional support could be levied by whatever appropriate means to the stakeholders of each group should it be required.

At the time of writing no formal responses have been received by any bodies representing HTRGs, and it would appear that residents have chosen to engage with the consultation on an individual basis.

Consultation with key and formal bodies

LOSRA has undertaken consultation with a number of key individuals representing interested local and formal bodies to make them aware of the potential sites and to seek their views.

Member of Parliament

The local member of Parliament Kwasi Kwateng is aware of the feasibility report and has expressed his support for a river crossing.

Surrey County Council Local Committees

This includes consultation with Surrey County Council through both the Elmbridge and Spelthorne Local Committees. Both committees have unanimously supported the proposal to bring a river crossing to Sunbury, but have cautioned that their abilities to provide funding are limited.

Local Ward Councillors

LOSRA also had conversations with local councillors representing the wards of Sunbury East, Halliford and Sunbury West, Walton North and Walton Central.

Environment Agency

LOSRA has liaised with, and will continue to liaise with, relevant individuals from the Environment Agency and will seek formal views on a future proposal at the appropriate time.

Sustrans

LOSRA has also liaised with Sustrans on the feasibility report, specifically around the hope for any future river crossing, to enable smarter, healthier travel for users. Sustrans is very supportive.

Hard copies

A number of residents encountered as a part of the consultation were uncomfortable with the internet, for this reason hard copies of the feasibility report were made available.

At the time of writing 28 hard copies of the feasibility report and the means to respond have been mailed out, at no cost to residents.

Ballot paper

To ease participation a ballot paper was created.

The ballot paper contained information to allow residents to find more information on each of the proposed sites, and was also designed to allow users to fold the ballot (protecting privacy) and make use of a freepost address provided.

River Crossing at Sunbury

Please complete in black capital letters

Name: _____

Address: _____

Postcode: _____

Phone: _____

Mobile: _____

Please use the boxes below to indicate your preferences for sites 1, 2, 3, 4 and 5. A survey of local residents received overwhelming support for a new crossing connecting Lower Sunbury to the Thames Path at Markon. However, if you do not support a new crossing at all, please use the comments section for your thoughts whilst leaving 'no' in the relevant box below.

The full feasibility report can be viewed at www.scrs.org.uk already you can complete the form online at www.scrs.org.uk/ballot

Once you have completed this ballot, fold it over and return using the glue strip. Don't worry about a stamp, the address is freepost.

Are you supportive of a new crossing at Sunbury? Yes ☐ No ☐ Unsure ☐

Have you read the feasibility report? Yes ☐ No ☐ Unsure ☐

Site	Preference	Comments
Site A Thames Path at Markon	<input type="checkbox"/>	
Site B Thames Path at Markon	<input type="checkbox"/>	
Site C Thames Path at Markon	<input type="checkbox"/>	
Site D Thames Path at Markon	<input type="checkbox"/>	
Site E Thames Path at Markon	<input type="checkbox"/>	

Return instructions: Please place this ballot in the envelope provided and return it to the address below. Do not place this ballot in the envelope provided and return it to the address below.

Freepost Plus RTKU-XERT-CTH
Cratus Communications
Alpha House
100 Borough High Street
London SE1 1LB

Return to: Cratus Communications, Alpha House, 100 Borough High Street, London SE1 1LB

Barcode: [Barcode]

Comments:

The ballot provides you the opportunity to have a say and to be heard. Your vote will be counted and will be used to help decide the future of the Sunbury River Crossing. Please ensure you have read the feasibility report and the comments section before you complete the ballot. Your vote will be counted and will be used to help decide the future of the Sunbury River Crossing. Please ensure you have read the feasibility report and the comments section before you complete the ballot.

Site A: Thames Path at Markon

This site is located on the Thames Path at Markon, which is a popular walking route. It is a good location for a new crossing as it is close to the river and the path. It is also a good location for a new crossing as it is close to the river and the path.

Site B: Thames Path at Markon

This site is located on the Thames Path at Markon, which is a popular walking route. It is a good location for a new crossing as it is close to the river and the path. It is also a good location for a new crossing as it is close to the river and the path.

Site C: Thames Path at Markon

This site is located on the Thames Path at Markon, which is a popular walking route. It is a good location for a new crossing as it is close to the river and the path. It is also a good location for a new crossing as it is close to the river and the path.

Site D: Thames Path at Markon

This site is located on the Thames Path at Markon, which is a popular walking route. It is a good location for a new crossing as it is close to the river and the path. It is also a good location for a new crossing as it is close to the river and the path.

Site E: Thames Path at Markon

This site is located on the Thames Path at Markon, which is a popular walking route. It is a good location for a new crossing as it is close to the river and the path. It is also a good location for a new crossing as it is close to the river and the path.

Comments:

The ballot provides you the opportunity to have a say and to be heard. Your vote will be counted and will be used to help decide the future of the Sunbury River Crossing. Please ensure you have read the feasibility report and the comments section before you complete the ballot. Your vote will be counted and will be used to help decide the future of the Sunbury River Crossing. Please ensure you have read the feasibility report and the comments section before you complete the ballot.

A full copy of the ballot paper is available at Appendix Three.

The ballot paper was provided to residents at various points throughout the consultation, including at the public events, at key local facilities and were distributed directly by local volunteers.

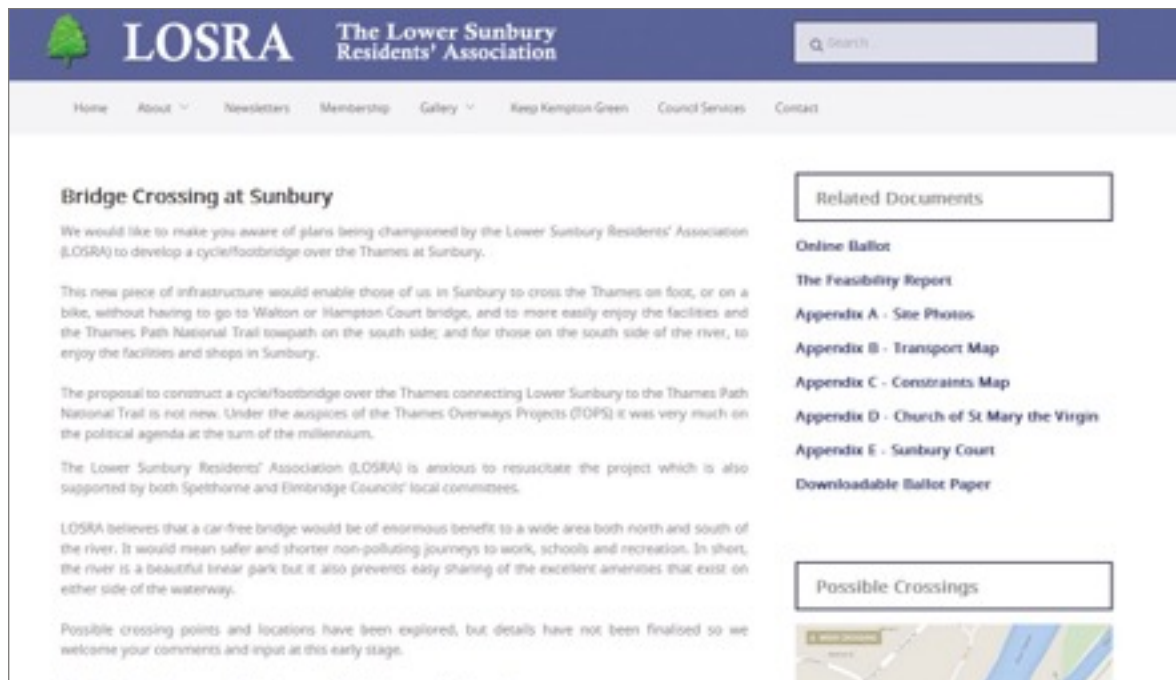
The questions and structure of the ballot conformed to a similar structure to that used within the online ballot response form.

Website and online

All communications sent out as a part of the consultation carried reference to the LOSRA website; here residents could effectively self-service, finding all available information and the means to provide their thoughts.

449 residents have used the dedicated webpage to provide their views, this does not include residents who have used the webpage to seek more information by reviewing the full feasibility study.

Users of social media were encouraged to use the website to participate, the online ballot has been repeatedly publicised over Twitter and Facebook in areas frequented by residents.



Larger images of the dedicated consultation webpage are available at Appendix Four.

Public events

Three public events were held over the course of mid to late April with residents having been informed of the events over mid to late March.

The events were held at the Riverside Arts Centre which is a well located and accessible local venue, thereby allowing as many residents as possible to attend as easily as possible.



Each event began with a small presentation by LOSRA about the thinking behind the feasibility report and residents were encouraged to review informational boards which presented the feasibility report in a more concise, digestible form.

Full copies of the feasibility report were available for residents wishing to review it in full at the events and all attending residents were encouraged to complete the feedback ballot, or visit the dedicated consultation webpage to provide their thoughts.

Over the course of the three events, a total of 185 residents attended. The first event received the strongest interest despite the least notice being given for this one, it was held on Saturday the 11th of April, 82 residents attend.

Interest was more equally spread over the second and third events which were held on the 15th (a weekday evening) and 25th April (a Saturday) and saw 52 and 51 residents attend respectively.

Feedback provided as a direct result of attendance at a physical event comes in at 92 responses, making it a reasonably successful means of attracting local views. Full data on responses by medium of expression is available at Appendix Nine.

Images of the informational boards which were displayed to residents are available at Appendix Five.



Elmbridge riverside

In order to capture views from residents on the Elmbridge side of the Thames a number of canvassing sessions were held on the riverbank path.

Making use of an informational leaflet directing residents to online resources, members of the team distributed approximately 400 over the course of two sessions spread across a week at scaled times to ensure exposure to as wide a catchment of potentially interested residents as possible.



A full size copy of the Elmbridge riverside leaflet is available at Appendix Six.

Feedback

A total of 911 residents have given their views on the proposals through various means, this feedback is replicated below in a number of styles here.

Residents have approached what are similar issues in a multitude of ways; there is a high level of conflict on key matters such as the use of open space, traffic, and potential impact on views.

Support is overwhelmingly in favour of a river crossing, of 911 a total of 846 are supportive, in principle, of a crossing.

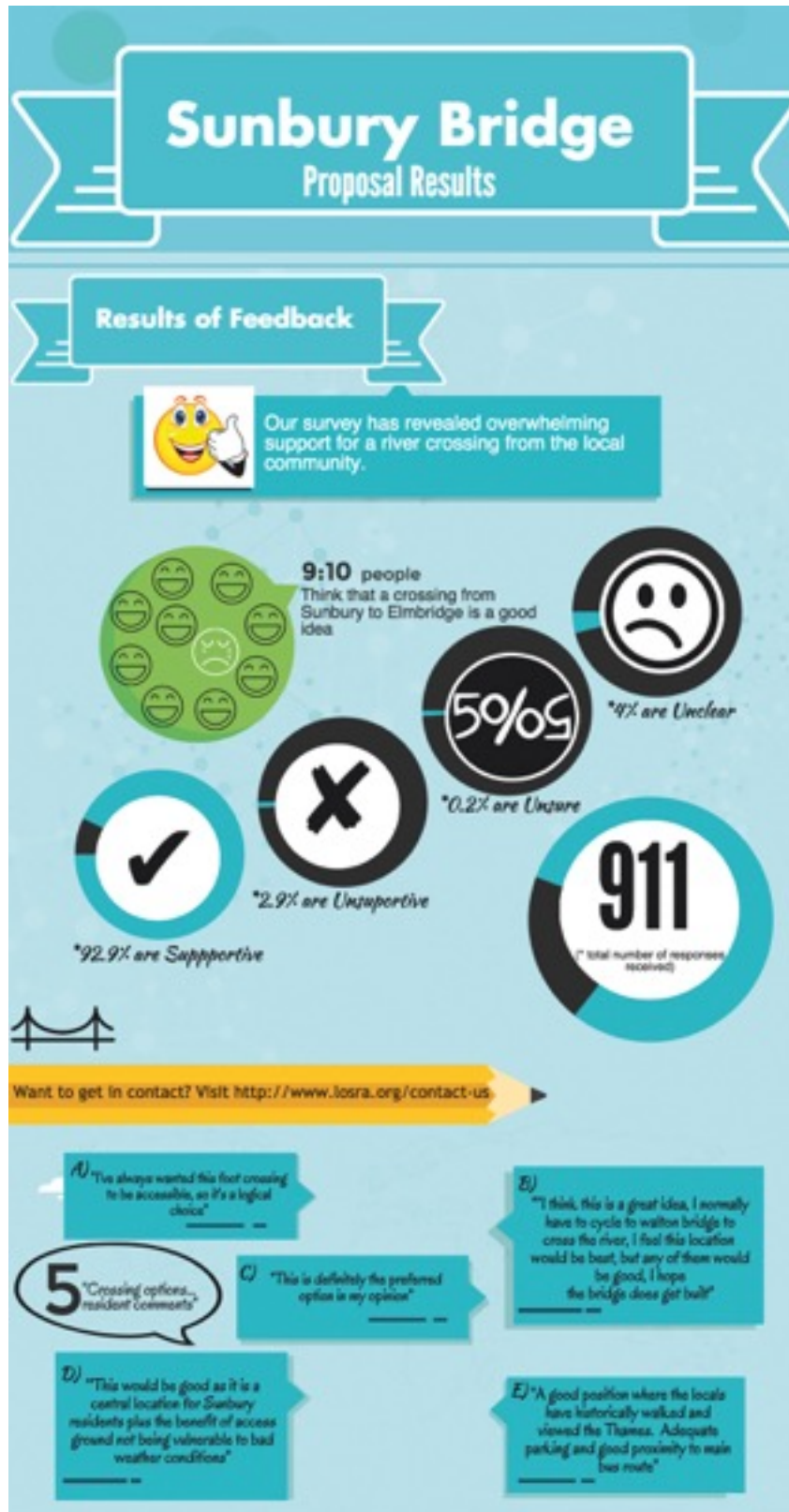
73 percent of respondents have indicated they have read the feasibility report prior to making a judgment of available options.

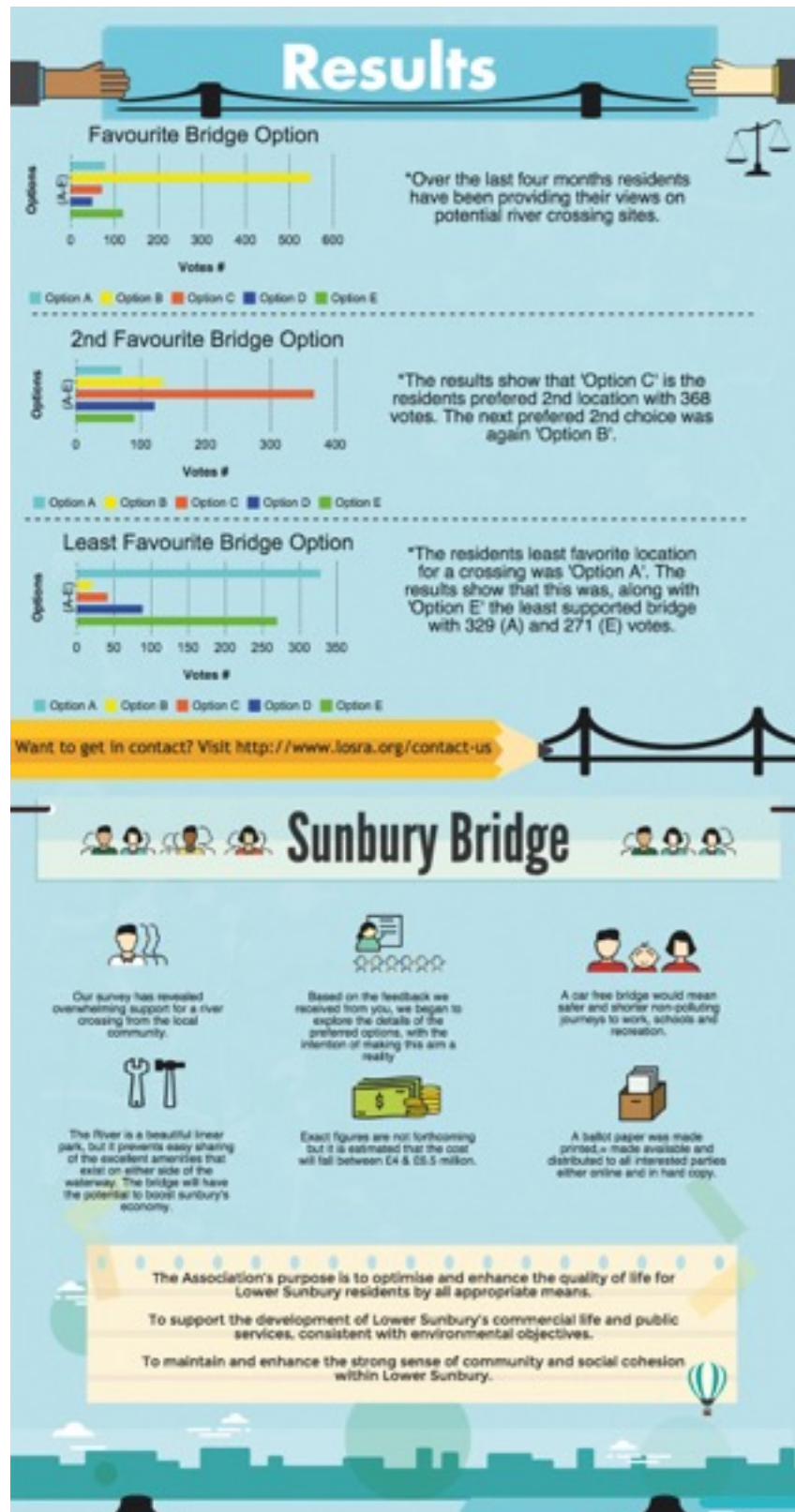
Views on the available sites by preference

	1st preference	2nd preference	3rd preference	4th preference	5th preference	Total Expressions (Differences due to unclear or non- entry)
Site A	79	70	132	156	329	766
Site B	549	134	69	51	21	824
Site C	72	368	191	89	42	762
Site D	50	121	260	242	90	763
Site E	118	90	106	203	271	788

A full breakdown of expressions of preference is available at Appendix Seven.

Key information





As a part of the consultation process residents were given the opportunity to provide comments specific to each option, a selection of positive and negative comments are provided here within the body of the report. For a full listing of comments by site please see Appendix Ten.

Comments by individual respondent are provided (minus personal details) in Appendix Eight.

Mapping responses

In order to enable the community to view the spread of support for each option, the first preference of each respondent is illustrated here.

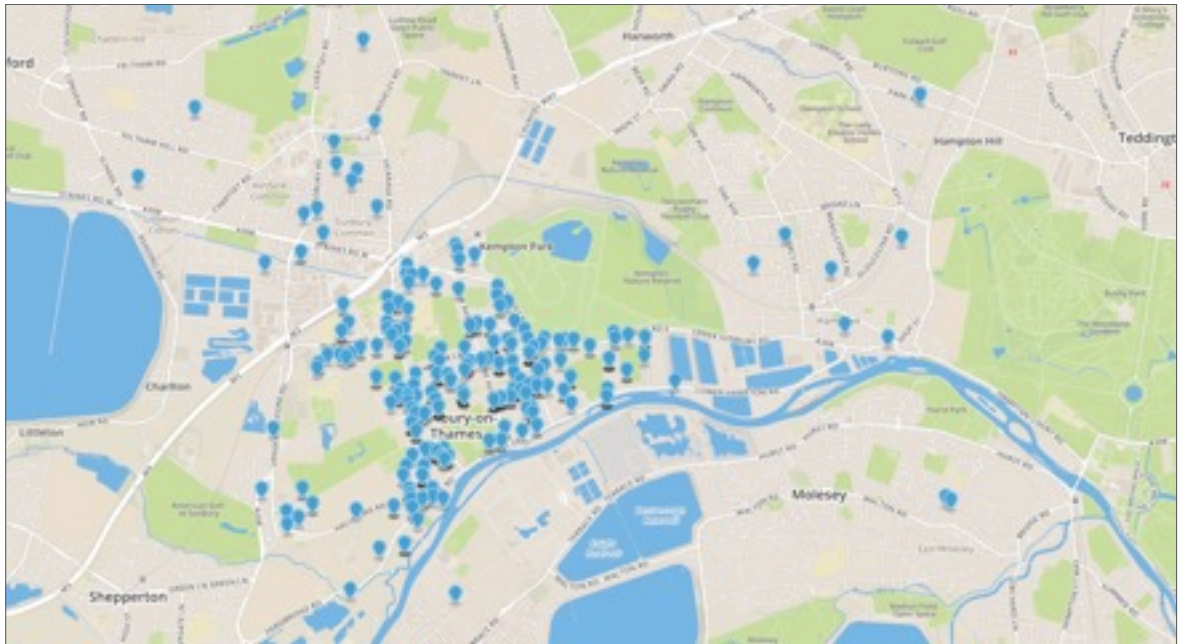
Locations are approximate to an appropriate margin, fewer responses are mapped than have been received as not all respondents made an indication of preference, or provided an address in a format suitable for mapping. Because of this, due regard should be paid to the chance that the spread of support as portrayed may not be a true representation of actual support.

Only the first preferences have been mapped due to the overall majority of support expressed by participants for Site B, Flowerpot Green.

Site A, Weir Crossing



Site B, Flowerpot Green



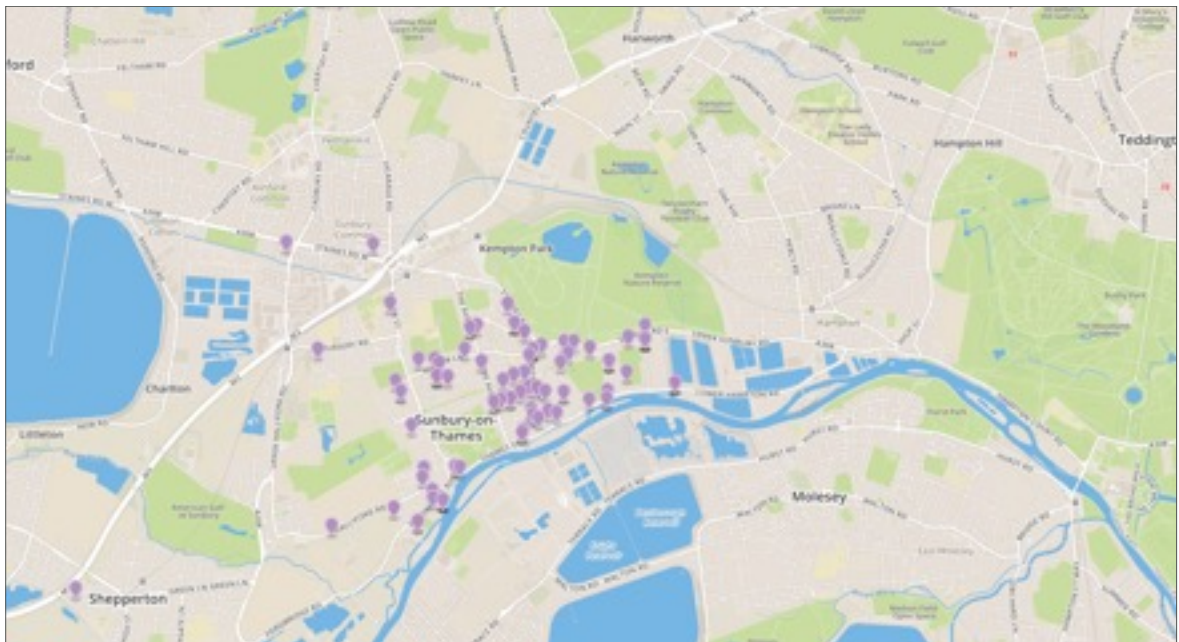
Site C, Church Street



Site D, King's Lawn



Site E, Rivermead Island



Site A, Weir Crossing



A total of 79 residents identified site A as their first choice amongst the available options. It was, by some considerable margin, the most unpopular amongst residents, being cited as the least favoured choice by 329 residents.

A brief summary of the core issues identified by the community is included below, all responses provided to the consultation relating to site A are provided in Appendix Ten.

It should also be noted that the summary below is exactly that, it is not as could be suggested, what will be taken away from provided feedback by LOSRA or any other involved party. The summary has been given simply to aid general understanding of issues related to site A, for a full understanding of the views provided it is necessary to refer to the full feedback by site in Appendix Ten.

Site A responses summary:

Positives:

- Least visually intrusive
- Visually striking, making potential use of the weir
- Could make use of existing structure

Negatives

- Proximity to the weir may make crossing unsafe
- Expensive
- Unsuitable for cyclists
- Distance from the village (may make crossing unsafe, also inconvenient)
- Impact on privacy for local residents

Selection of comments on site A

Comments are provided here as a selection, conscious effort has been made to include supportive and non-supportive comments in the interests of balance.

"Obviously very dangerous particularly in winter. Very complicated and expensive to construct. Security of nearby properties jeopardised. Long way from the village. Obtrusive in very attractive part of the river."

"Least intrusion on the natural views of the river".

"Good facilities here i.e. car park. Probably the cheapest option and very scenic crossing the weir."

"The most dangerous, most expensive crossing, with the most residents negatively affected on Wheatley's Eyot, Parke Rd, Willow Way and Fordbridge Road. The Old Bathing Field is in the Green Belt and the floodplain, so it may not even be allowed. The long approach structure would cut this park in two and ruin the public leisure amenity. It's not central and leads in the opposite direction to where people want to go, from either side of the river."

Site B, Flowerpot Green



Site B has proven to be the most popular of the available options, a total of 549 respondents selected site B as their first choice.

As a secondary option site B was selected 134 times, proving significantly less popular as a second choice than site C (368 respondents).

As an option site B drew significant conflicting feedback; this is not unusual as many of the elements to all sites are ultimately subjective, however the degree of disagreement over the same issues regarding site B would appear higher than with other available options. This, coupled with the favouring of option C over B amongst secondary choices would suggest site B is a potentially controversial site amongst the wider community.

This is not to downplay the level of support demonstrated however, as a first option site B has attracted a significant overall majority of support with 549 first choice indications over 319 for all other options.

It should also be noted that the summary below is exactly that, it is not as could be suggested, what will be taken away from provided feedback by LOSRA or any other involved party. The summary is provided simply to aid in a general understanding of issues related to site B, for a full understanding of the views provided it is necessary to refer to the full feedback by site in Appendix Ten.

Site B responses summary:

Positive:

- Easy access, well connected
- Good crossing point
- Making use of an underused site
- Cost
- Near local amenities

Negative:

- Visual intrusion on residential properties
- Visual intrusion on significant views
- Cost
- May encourage further congestion on a busy junction
- Flood risk
- Too distant from local amenities

Selection of comments on site B

Comments are provided here as a selection, conscious effort has been made to include supportive and non-supportive comments in the interests of balance.

"This will have a strong visual effect but does cross at a point less used by pedestrians and people sitting at the riverside, and would conceivably be good for business for the Flower Pot, however it would bring cyclists into the road network at the roundabout by the Flowerpot potentially causing traffic chaos. It must be accepted that the bridge would not just be used by locals but will attract traffic from people simply using the bridge as a short cut".

"Destroys popular much-used green space. River wide. Much too close to Habitation. Busy, dangerous road junction."

"Love the idea of a foot/cycle path crossing the Thames here. This site would protect the view of the church, be close to the village and parking. To be safe for pedestrians, cyclists should be asked to dismount."

Site C, Church Street



Site C is second to last in first preference indications with 72 respondents favouring the site. It is however the most popular second choice option gaining a total of 368 indications.

Site C is also a significantly popular third choice with 191 coming second in third preferences only to Site D, with 260 indications.

Respondents quite often replicated comments on other sites to refer also to site C.

It should also be noted that the summary below is exactly that, it is not as could be suggested, what will be taken away from provided feedback by LOSRA or any other involved party. The summary is provided simply to aid in a general understanding of issues related to site C, for a full understanding of the views provided it is necessary to refer to the full feedback by site in Appendix Ten.

Subtitle: Site C responses summary:

Positive:

- Central to village
- Good connections
- Proximity to amenities, both present and planned

Negative:

- Impact on views
- Loss of moorings
- Disruption (construction & otherwise)
- Potential impact on river traffic
- Expensive

Selection of comments on site C

Comments are provided here as a selection, conscious effort has been made to include supportive and non-supportive comments in the interests of balance.

"This is favourite because of good connections to bus services, the road network and three car parks. It is also a destination with shops pubs and cafes on Green Street or the Avenue or the walled garden to attract visitors. The pavement on Thames Street is already about the right height for disabled or

wheeled access. The right design could be iconic and provide views of Sunbury village, St Mary-s church etc."

"The bridge would spoil the view of the river, the Ferry House and the Conservation area. This could spoil the view looking across from the Lock island over to the Church and over to King's Lawn on the Sunbury riverside."

"We have such a small amount of open river frontage that I believe Kings Lawn should remain as open a view as possible".

"Ideal position. Agree visual impact needs to be considered, but if design is sympathetic, this makes it a great option".

Site D, King's Lawn



Site D gained a total of 50 first preference indications making it the least favoured of the available options. The site does however enjoy significant support in the mid-level preferences, being a reasonably popular third and fourth choice.

Views of site D as a negative choice would appear well entrenched and focused on issues without ready mitigation and, in common with site B, feedback conflicts on similar issues.

It should also be noted that the summary below is exactly that, it is not as could be suggested, what will be taken away from provided feedback by LOSRA or any other involved party. The summary is provided simply to aid in a general understanding of issues related to site D, for a full understanding of the views provided it is necessary to refer to the full feedback by site in Appendix Ten.

Site D response summary:

Positive:

- Central to the village
- Direct route
- Expense
- Well located for car park

Negative:

- Impact on river traffic
- Impact on moorings and river users more broadly
- Impact on views
- Poor location relative to the village
- Impact on traffic
- Increased use of car park
- Impact on existing amenity value of Kings Lawn

Selection of comments on site D

Comments are provided here as a selection, conscious effort has been made to include supportive and non-supportive comments in the interests of balance.

"This is probably the best location. It exploits the high level of the road and footpath at Kings Lawn to avoid the need for an approach ramp - people will walk straight off the pavement onto the bridge. It is the shortest route by far and goes directly from the centre of the village to the Thames path. It will be an obvious route to use for all walkers. It will lead people to the Walled Garden, the wonderful river front of Kings Lawn as well as all the shops, pubs and restaurants of Sunbury. It has the advantage that it could reuse the existing donkey bridge over the lock cut, since it lands exactly at that bridge. The precise position would probably need to be tweaked to ensure that it avoided the trees on Kings Lawn."

"King's Lawn would be spoilt by a bridge. It would spoil the view of the river and the Conservation area. Also looking across from the Lock island would be spoilt. King's Lawn is popular for mooring boats, fishing and people relaxing by the river."

"This would be good as it is a central location for Sunbury residents plus the benefit of access ground not being vulnerable to bad weather conditions."

"A poor site. Visually obtrusive. MTYC would be adversely affected but note that all craft have rights and that includes the creek. I believe there will be criticism that wheelchairs and push chairs have not been considered. They do use the towpath in area".

Site E, Rivermead Island



A total of 118 respondents indicated site E as their first preference making it the second most popular after site B. Site E is also the second most unpopular, with 271 respondents indicating site E as their last preference.

Views relating to site E ranged widely, though considerable focus centred on differing views as to the levels of existing public use of Rivermead Island.

It should also be noted that the summary below is exactly that, it is not as could be suggested, what will be taken away from provided feedback by LOSRA or any other involved party. The summary is provided simply to aid in a general understanding of issues related to site E, for a full understanding of the views provided it is necessary to refer to the full feedback by site in Appendix Ten.

Site E response summary:

Positive:

- Making use of empty space
- Less perceived impact on views
- Less intrusive on residential properties
- Near to existing public transport (bus)

Negative:

- Reduction in a valued area of green open space
- Too distant from village
- Impact on traffic
- Too distant from amenities

Selection of comments on site E

Comments are provided here as a selection, conscious effort has been made to include supportive and non-supportive comments in the interests of balance.

"This has the advantage of using a route on to the Thames already distinct. There will be some detriment to the view, but from a distance this should be diminished by the trees. There will need to be some widening of the bridge onto the island or possibly a separate bridge for the cyclists as in my experience cyclists and pedestrians do not mix well as cyclists often expect to be able to continue travelling at street speed or approaching street speed and often pass pedestrians leaving only inches to spare. I've had this experience on tow paths and on shared pedestrian/cyclist paved ways in parks etc."

"If there is to be a river crossing it seems sensible to choose the apparent easiest route. It looks as if the crossing in this location would cause less disruption to the commercial area and does not spoil the village area."

"Concerned about traffic from Rivermead to The Avenue and the current lack of infrastructure to support it. Also, as a resident of the island, I dispute that it is an underused amenity; it's a lovely spot to take the children to play and to walk the dog presently which would be a lot less enjoyable if bikes were racing across."

"On the contrary, this facility is NOT Under-used, it is the largest riverside park in Sunbury big enough for Families to take their children without fear they may topple in to the water. A bridge would severely impact this Space."

Final Summary

The consultation on potential river crossing sites in the Sunbury area has been undertaken over a period in excess of four months, a total of 911 residents have submitted their views as a part of this consultation.

The consultation has sought to adhere to best practice as espoused by available guidance on the subject.

By first preference site B is currently considered the most appropriate by a majority of residents. This report provides the thoughts on each site in full as a means for the local community to take their next steps towards beginning to further evaluate both potential sites and the shape and nature of a crossing in the future.

Should further responses come in this report will be updated with an addendum at the appropriate time.

Appendices

Appendix One	32
Appendix Two	33
Appendix Three	35
Appendix Four	37
Appendix Five	38
Appendix Six	46
Appendix Seven	48
Appendix Eight	71
Appendix Nine	122
Appendix Ten	146
General remarks	146
Site A comments in full:	147
Site B comments in full:	154
Site C comments in full:	161
Site D comments in full:	165
Site E comments in full:	169

Appendix One



Appendix Two

**ADVANCE
NOTIFICATION**

**COMMUNITY
CONSULTATION**

**BRIDGE CROSSING
AT SUNBURY**



We are holding three drop-in sessions where you can come and hear more about our plans and share your thoughts. If you cannot make these times, please let us know and we will try and accommodate you.

Riverside Arts Centre
59 Thames Street
Sunbury-on-Thames
TW16 5QF

April 11th 11:00 - 13:00 - The Studio
April 15th 19:00 - 22:00 - Main Hall
April 25th 14:00 - 17:00 - The Studio

Please get in touch by contacting Alex Griffiths, our Consultation Manager.

Email
agriffiths@cratus.co.uk
Phone
020 7863 3083
Post
Freepost Plus RTKU-XZRT-CTHR, Alpha House,
100 Borough High Street, London, SE1 1LB

We are first contacting residents who live along the riverbank - residents of the wider Sunbury area will be informed via the April edition of the LOSRA newsletter.

Dear Resident,

We would like to make you aware of plans being championed by the Lower Sunbury Residents' Association (LOSRA) to develop a cycle/footbridge over the Thames at Sunbury.

This new piece of infrastructure would enable those of us in Sunbury to cross the Thames on foot, or on a bike, without having to go to Walton or Hampton Court bridge, and to more easily enjoy the facilities and the Thames Path National Trail towpath on the south side, and for those on the south side of the river, to enjoy the facilities and shops in Sunbury.

The proposal to construct a cycle/footbridge over the Thames connecting Lower Sunbury to the Thames Path National Trail is not new. Under the auspices of the Thames Overways Projects (TOPS) it was very much on the political agenda at the turn of the millennium. The Lower Sunbury Residents' Association (LOSRA) is anxious to resuscitate the project which is also supported by both Spelthorne and Elmbridge Councils' local committees.

LOSRA believes that a car-free bridge would be of enormous benefit to a wide area both north and south of the river. It would mean safer and shorter non-polluting journeys to work, schools and recreation. In short, the river is a beautiful linear park but it also prevents easy sharing of the excellent amenities that exist on either side of the waterway.

Possible crossing points and locations have been explored, but details have not been finalised so we welcome your comments and input at this early stage. The Feasibility Report addressing possible sites can be viewed at www.losra.org.

The report should be regarded as a first overview to inform everyone, not a definitive document upon which any final decisions will be made. The next stage, when it comes, will be a much more detailed proposal for us all to consider.


Paul Thompson - Chairman, LOSRA

Possible Site Locations

A - Weir Crossing



This proposed site exploits the potential for an upgraded weir structure, in addition to enhancements on both banks, and the opportunity for relatively low-lying bridge structures, to substantially increase public access and provide a dramatic public crossing.

B - Flower Pot Green



This indicative crossing location connects to the Green Street/Thames Street junction, due south from Sunbury Rail Station. A key advantage of this location, in terms of protecting sensitive views, is that it lies a significant distance (at least 120m) upstream of Grade II listed St Mary the Virgin's church. As such a new bridge here would not obscure the familiar view of the church.

C - Church Street



This site does not have the physical benefits of Option D, being narrower and lower, but offers the opportunity to make a valuable connection with both the prevailing road network and key architectural landmarks of the area such as St Mary's Church, the Old Vicarage, George Wilson's Boatyard and the core of the riverside village environment within the Lower Sunbury Conservation Area.

D - King's Lawn



This option aims to take advantage of the increased height and more generous area at this downstream end, opposite the Walled Garden in Sunbury Park. At this location, the Thames is approximately 60m wide and the Sunbury Lock Ait 30m and the potential crossing will align roughly with the Donkey Bridge.

E - Rivermead Island



The benefits of a crossing in this vicinity are its position in a relatively narrow and quiet stretch of the Thames and open spaces on each bank. A short span low level bridge from Lower Hampton Road across the Thames stream will first be required to provide access to the Island itself. This would be at a similar height to the existing footbridge to the west but of more generous proportions.

Appendix Three

River Crossing at Sunbury

Please complete in block capitals

Name

Address

Postcode

Phone

Email

OFFICE USE ONLY

Date rec

Entered on file

Sorted

Please use the boxes below to indicate your preference for sites (1, 2, 3, 4 and 5). A survey of local residents revealed overwhelming support for a river crossing connecting Lower Sunbury to the Thames Path at Walton. However, if you do not support a river crossing at all, you can use the comment boxes for your thoughts whilst ticking "no" in the relevant tick box below.

The full feasibility report can be viewed at www.losra.org alternatively you can complete the form online at www.losra.org/ballot

Once you have completed this ballot, fold it over and seal using the glue strip. Don't worry about a stamp, the address is freepost.

Are you supportive of a river crossing at Sunbury? Yes ☐ No ☐ Undecided ☐

Have you read the viability report? Yes ☐ No ☐

DISTRIBUTION LIST

Site	Preference	Comments
Site A Weir crossing		
Site B Flowerpot Green		
Site C Church Street		
Site D King's Linn		
Site E Reinforced Island		

Data protection: Information provided will be held by Cratus Communications on behalf of LOSRA, your data will be used to inform the consultation regarding a river crossing at Sunbury and for no other purpose.



Freeport Plus RTKU-XZRT-CTHR
Cratus Communications
Alpha House
100 Borough High Street
London
SE1 1LB



Dear Resident,

This ballot provides your chance to have a view and an input into an exciting new piece of infrastructure which would enable those of us in Sunbury to cross the Thames on foot, or on a bike, without having to go to Walton or Hampton Court bridge, and to more easily enjoy the facilities and the Thames Path National Trail towpath on the south side, and for those on the South side of the River, to enjoy the facilities and shops in Sunbury.

The proposal to construct a cycle/footbridge over the Thames connecting Lower Sunbury to the Thames Path National Trail is not new. Under the auspices of the Thames Overways Projects (TOPS), it was very much on the political agenda at the turn of the millennium. Sadly, however, whilst receiving widespread support both from local communities and special interest groups including Sustrans, the project was eventually shelved due to competing funding priorities. The Lower Sunbury Residents' Association (LOSRA) is nevertheless anxious to resuscitate the project which is also supported by both Spelthorne and Elmbridge Councils' local committees.

The River Thames is one of our greatest assets, but it's also a barrier between places where people live, work and take their leisure. LOSRA believes that a car-free bridge would be of enormous benefit to a wide area both north and south of the River. It would mean safer and shorter non-polluting journeys to work, schools and recreation. In short, the river is a beautiful linear park but it also prevents easy sharing of the excellent amenities that exist on either side of the waterway.

LOSRA succeeded in securing the funding for a full feasibility report on possible crossing points. This has now been completed and is available at www.losra.org. It should be stressed that the consultation is being limited to possible site selections only. To have included design options for each site at this stage would have proved prohibitively expensive. The report should therefore be regarded as a first overview to inform everyone, not a definitive document upon which any final decisions will be made. The next stage, when it comes, will be a much more detailed proposal for us all to consider.


I'm sure you will, as I do, have a view on the criteria used and what other criteria, if any, need to be built into the next stage. However, the most important principle is to provide this knowledge and background for the public consultation stage, so that everyone who is interested can have a view.

Whichever site is ultimately chosen, I'm sure it will bring huge added benefits to residents on both sides of the Thames. Being able to cross the River at Sunbury is a long held ambition for many of us in the locality and it's hoped that you share that ambition too.

If you would prefer to give us your thoughts via email, please get in touch with Alex, our Consultation Manager at alex@trbs@cratus.co.uk.

Paul Thompson
Hon. Chairman, Lower Sunbury Residents' Association (LOSRA)

Appendix Four


LOSRA
 The Lower Sunbury Residents' Association

[Home](#)
[About](#)
[Newsletters](#)
[Membership](#)
[Gallery](#)
[Keep Kempton Green](#)
[Council Services](#)
[Contact](#)

Bridge Crossing at Sunbury

We would like to make you aware of plans being championed by the Lower Sunbury Residents' Association (LOSRA) to develop a cycle/footbridge over the Thames at Sunbury.

This new piece of infrastructure would enable those of us in Sunbury to cross the Thames on foot, or on a bike, without having to go to Walton or Hampton Court bridge, and to more easily enjoy the facilities and the Thames Path National Trail towpath on the south side; and for those on the south side of the river, to enjoy the facilities and shops in Sunbury.

The proposal to construct a cycle/footbridge over the Thames connecting Lower Sunbury to the Thames Path National Trail is not new. Under the auspices of the Thames Overways Projects (TOPS) it was very much on the political agenda at the turn of the millennium.

The Lower Sunbury Residents' Association (LOSRA) is anxious to resuscitate the project which is also supported by both Spelthorne and Elmbridge Councils' local committees.


LOSRA believes that a car-free bridge would be of enormous benefit to a wide area both north and south of the river. It would mean safer and shorter non-polluting journeys to work, schools and recreation. In short, the river is a beautiful linear park but it also prevents easy sharing of the excellent amenities that exist on either side of the waterway.

Possible crossing points and locations have been explored, but details have not been finalised so we welcome your comments and input at this early stage.

Related Documents

[Online Ballot](#)
[The Feasibility Report](#)
[Appendix A - Site Photos](#)
[Appendix B - Transport Map](#)
[Appendix C - Constraints Map](#)
[Appendix D - Church of St Mary the Virgin](#)
[Appendix E - Sunbury Court](#)
[Downloadable Ballot Paper](#)

Possible Crossings



Appendix Five

A RIVER CROSSING FOR SUNBURY

WELCOME TO OUR CONSULTATION EVENT, AS YOU WILL BE AWARE WE'RE EXPLORING OPTIONS FOR A PEDESTRIAN AND CYCLE CROSSING IN SUNBURY.

What are we doing today?

It's hugely important that our next steps are guided by the local community and it is because of this we're consulting the wider community on the potential sites for any river crossing in the future.

Copies of the feasibility report are available from members of the exhibition team for you to read. If you wish, and these banners will provide you with a brief overview of where we are, where the sites that have been identified are and what are the benefits and problems to each.

There is a ballot paper available for you to provide your thoughts to us once you have reached a view. You do not need to fill these out today, they can be returned at your convenience for free.

The feasibility work and all the information we have so far collected is all a work in progress and there are a great many challenges before us with each potential site.

A survey of residents in Sunbury has revealed overwhelming support for a river crossing, and this event today is a first step towards turning that support into a workable plan of action that delivers the best results for the community.

You can return your thoughts and view all of the information available here today online, by visiting www.lcra.org.

What will we do in the future?

Based on the feedback we receive from you, we will begin to explore the details of the preferred options, begin working to raise funds and build the team required to make this a reality.

We have not provided any drawings or impressions of what each river crossing could look like as this would have been prohibitively expensive.

We will be returning to the local community in another event similar to this one, once we're in a position to consider fleshing out how any crossing could look and work with the local area in greater detail.

It is a priority for LCRA and all others involved that any future river crossing will be the result of extensive consultation with local residents and all who may use and benefit from this endeavour.

Why do we want a bridge?

Since we first floated the possibility of a river crossing at the turn of the millennium, the combined population increase of Sunbury East and Hafford & Sunbury West wards is 33.5% (2011 census) but there has been no commensurate improvement in local infrastructure amenity.

The population is due to increase still further with a number of planning applications having been given permission in our local area, with a great many more in prospect.

The River Thames is one of our greatest assets, but it's also a barrier between places where people live, work and spend their free time.

LCRA believes that a car-free bridge would be of enormous benefit to a wide area both north and south of the River; this has been borne out by a recent survey undertaken amongst residents which revealed widespread support for such a crossing.

It would mean safer and shorter non-polluting journeys to work, schools and recreation. The River is a beautiful linear park, but it prevents easy sharing of the excellent amenities that exist on either side of the waterway.

GET IN TOUCH

There are members of our consultation team and representatives of LCRA on hand to discuss your views. If you would prefer, there are a number of other options for giving us your thoughts.

In-Person

01453 626100

ap@lcrasunbury.co.uk

www.lcrasunbury.co.uk

01453 626100

01453 626100

01453 626100

01453 626100

WEIR CROSSING

CROSSING A



There is an existing crossing here, and this potential site would exploit the possibility of upgrading the weir structure itself alongside enhancements on both banks.

A crossing here could be relatively low lying and would provide a dramatic crossing for cyclists and pedestrians whilst improving the aesthetics of the existing weir structure.

The site is well located to the existing car park on Fordbridge Road.

Work would have to be closely coordinated with the Environment Agency to allow for the future operation and maintenance of the weir structures and this may hinder both the development of these proposals and public access if both a crossing were completed.

The gradient is at a low level and any ramped approaches to the proposed crossing will have a significant visual and physical impact on the area. A path of 320m minimum will be required.

The Creek is approximately 20m wide and boat access is restricted by the fixed vehicular and pedestrian bridges approximately 200m upstream of the site, owned by the Environment Agency.

It is hoped that a new fixed crossing might be provided by a relatively low level bridge similar in height to those existing structures.

Security issues associated with proximity to private dwellings will be a key design criterion in this area.

Currently, a private access walkway crosses the lock and weir, owned and controlled by the Environment Agency, to allow for operation and maintenance of the lock and weir. The existing 180m long footbridge is approximately 2m wide and is unsuitable for either public pedestrian or cycle access in its present form.

Type of span: This location would necessitate the adaptation and improvement of the existing weir structure.

Criterion	Site A - Weir Crossing
Desired Lines - Origin/ Destination	Site A is closest to Walton-on-Thames but not on the desired line for pedestrians or cyclists as the Weir Crossing runs in a southwest-northeast direction, i.e. diagonally opposite to the desired line between Sunbury-on-Thames and Walton-on-Thames which flows upstream to the southwest.
Connections with the Cycle Network	Site A is not directly connected to any cycle route. The nearest recommended cycle route is along Thames Street and Hurlford Road.
Connections with the Pedestrian Network	A cycle/footpath would be created to link the footway on Fordbridge Road with Site A, directly along the existing car park.
Connections with the Public Transport Network	The nearest bus stops are situated on Hurlford Road, 400 to 500m from the access point on Fordbridge Road. On the other side of the River Thames, Bus Service 504 terminates at the end of Waterside Drive, approximately 400m further up the shared cycle/footpath along the Thames, just outside of the Didsbury Neighbourhood Complex.
Interface with the Highway Network/ Junctions/Crossings/ Off Street Parking Availability	Site A would be accessed from Fordbridge Road. The transition between road space and the cycle path (and vice versa) should be made obvious to cyclists by means of clear signage and road markings. Site A would also be accessed by the Pay & Display car park accessed from Fordbridge Road and adjacent to the cycle/footpath that would lead to Site B from Fordbridge Road.

GET IN TOUCH

There are members of our consultation team and representatives of CCRPA on hand to discuss your views. If you would prefer, there are a number of other options for giving us your thoughts:

By Email:
020 3306 0306

By Post:
020 3306 0306
www.surrey.gov.uk

By Post:

Project Box 0202-0207-0208
Alpha House, 130 Borough High Street
London, SE1 1BB

FLOWERPOT GREEN

CROSSING B



The route to this bridge would emerge from the mini-roundabout at the junction of Green Street and Thames Street. This provides a natural raised point which might negate the need for lengthy ramps.

The crossing would be built into the landscaped area of Flowerpot Green towards the River which is relatively wide at this point. Upon reaching the southern bank of the A16 the crossing has two potential routes - crossing the Lock-out at low level or connecting to the existing cycle route on the A16. Users would then move towards the Donkey Bridge which is some 400 metres away.

A bridge here would be a highly visible structure and landmark within this busy stretch of the Thames.

A key advantage of this location is that it would protect sensitive views, particularly from the river itself. It lies a significant distance from the Grade II listed St Mary the Virgin's Church and would not obscure familiar views of the Church from downstream, but would be seen in combination.

A new structure here could represent a significant addition to upstream views of the river channel from King's Lane.

Adverse effects on downstream views of Lower Sunbury are reduced by the presence of the weir which already obscures views from further upstream whilst also preventing the approach of river traffic from which views downstream could otherwise be experienced.

With the weir preventing river traffic from moving much further upstream from Flowerpot Green, it is possible to consider sailing restrictions to allow for a lower, less imposing crossing at this site. However any future design would have to make allowance for access to the weir for large river-based construction plant which may require access for works to the weir itself.

Type of span: A high level single bridge (approximately 100 metres) or a low level span (approximately 80 metres) with an opening span (approximately 20 metres).

Criterion	Site B - Flower Pot Green
Desired Lines - Origin/ Destination	Site B is on the desired line from the one-way north-bound stretch of Green Street which slopes gently from Sunbury rail station to the north towards the River Thames.
Connections with the Cycle Network	Site B is located on the direct continuation northbound of the cycle route running along Green Street, but via Church Street southbound.
Connections with the Pedestrian Network	Site B is located in the direct continuation of Green Street which provides a natural pedestrian route from Sunbury train station to the Lower Sunbury area.
Connections with the Public Transport Network	The nearest bus stops are situated on Green Street, approximately 200 to 260m to the north and on Church Street (150m) and Thames Street (230m).
Interface with the Highway Network/ Junctions/Crossings/ Off Street Parking Availability	Site B is accessed from Thames Street, off its junction with Green Street which is a mini-roundabout. The transition between road space and the route path (and vice versa) should be made obvious to cyclists by means of clear signage and road markings. The cycle path following Thames Street to the proposed cycle route bridge should not be in the direct alignment with Green Street to reinforce the transition effect and minimise conflict with car traffic at the mini-roundabout. There is no car park in the immediate vicinity of Site B, although there is a car park accessed from Green Street approximately 300m to the north of the Green Street/ Thames Street mini-roundabout.

GET IN TOUCH

There are members of our consultation team and representatives of CCRPA on hand to discuss your views. If you would prefer, there are a number of other options for getting in touch:

By Email:
0181 706 0000

By Email:
april@cratusgroup.co.uk
www.cratusgroup.co.uk

By Post:

Project Box 8762-4287-Club
Alpha House, 130 Borough High Street
London, SE1 1BB

POTENTIAL SITES

Our feasibility report has identified 5 potential sites for any river crossing; each has their own challenges and benefits.

In our report, they are labeled A through E and the locations have been closely aligned with access to existing public transport, cycle routes and "desired lines."

What's a desire line?

Desire lines are so called because these are routes that users would take as first preference, they do not necessarily correspond to existing routes. Because we are looking at a river crossing, the desire lines are currently based on an educated guess. For this reason the importance of discussing which crossing point would provide the best desire line for local users is very high.



Which of the crossing points would slip with your desire line?



Site constraints

There are a huge number of constraints within Sandbury on any river crossing; we will have to consider how such a crossing will interact properly with these constraints which include an area of high archaeological potential, a number of listed buildings, the Lower Sandbury Conservation Area and a Site for Nature Conservation Importance.



GET IN TOUCH

There are members of our consultation team and representatives of CIPFA on hand to discuss your views. For more details, there are a number of other options for going to your thoughts.

E-FOUO: agribusinessjournal.com
ISSN: www.elsevier.com/locate/jag

Keywords: Frequentist; Post-PPH; IQWiM; CH-01; Alpha Health; 120 Bar; high-stakes; London; NCI 100

KING'S LAWN CROSSING D



King's Lawn runs for 200 metres along the north bank of the Thames and is adjacent to Thames Street, near St Mary's Church and Sunbury Park.

A crossing here could take advantage of the increased height of the riverbank and wider available bank area at the downstream end of King's Lawn. The Thames is approximately 60 metres wide at this point and the Sunbury Lock Aft is approximately 20 metres. A crossing here would roughly align with the Donkey Bridge.

A private ferry service currently operates close to this site and would be close to the moorings of the Middle Thames Yacht Club (MTYC). This would necessitate the main span across the River being at high level which in turn would require a large footprint on the Aft itself in order to allow the crossing to fall to the level of the Donkey Bridge.

A straight north-south alignment might avoid the MTHC altogether but increase the spans involved significantly. Alternatively, a larger high-level bridge might cross both channels, replacing, or amending, the Donkey Bridge, only touching on the Aft to provide structural supports and ramped access to maintain linkages to the existing cycle route and accommodation on the Aft.

Whilst this site offers the physical benefits described above, and potentially advantageous links with King's Lawn, Orchard Meadow, the Walled Garden, and Sunbury Park to the north, there are issues with lack of connectivity on the south bank of the Thames, and disconnection from the design line between Walton and the built-up core of Sunbury to the west.

The proximity to Middle Thames Yacht Club is unavoidable at this location and this may make the location unsatisfactory, especially if MTHC were to extend their moorings upstream.

A key disadvantage of this option is that a new bridge at this location would obscure historic views of Grade II* listed St Mary the Virgin church from downstream. Type of span: There are a number of possible spans that could be appropriate in this location.

Criterion	Site D - King's Lawn
Desired Uses - Origin/Destination	Site D is located roughly halfway between the junctions of Thames Street with Green Street to the southwest and The Avenue to the northeast. Both provide north-south connections across Sunbury with Sunbury and Kingston Park rail stations, respectively.
Connections with the Cycle Network	Site D is directly connected to the recommended cycle route that runs along Thames Street. Thames Street is further linked to Halford Road and The Avenue, which are recommended cycle routes, as well as to Green Street which is a signed-only cycle route.
Connections with the Pedestrian Network	Site D is connected to the footways along Thames Street and the riverside walk on King's Lawn, the central river frontage in Sunbury.
Connections with the Public Transport Network	The nearest bus stops are situated on Thames Street, approximately 115m to 150m to the east-northeast and 120m to the west-southwest, as well as on Church Street, about 210m to the west-southwest.
Interface with the Highway Network/ Junctions/Crossings/ Off Street Parking Availability	Site D is accessed from Thames Street. The transition between road space and the cycle path (and vice-versa) should be made obvious to cyclists by means of clear signage and road markings. Site D would be served by the Walled Garden Pay & Display car park, located across Thames Street. The Orchard Meadow car park, accessed from The Avenue, is another alternative, and is situated approximately 480m away on foot from Site D. However, it is understood that both car parks are already heavily utilized.

GET IN TOUCH

There are members of our consultation team and representatives of CROW on hand to discuss your views. If you would prefer, there are a number of other options for giving us your thoughts:

By Email:
0263 006

By Email:
ap@thamescrossing.co.uk
www.thamescrossing.co.uk

By Post:

Project Box 2052-2287-CT48
Alpha House, 130-132 High Street
London, EC1A 1BB

RIVERMEAD ISLAND

CROSSING E



Rivermead Island is an island in the River Thames on the reach above Molesey Lock. It is an unpopulated large open area. It is connected to Thames Street by a footbridge with vehicular access via a ford of the narrow stream.

The benefits of a crossing here is that it is positioned at a relatively narrow and quiet stretch of the river.

A short span low level bridge from Lower Hampton Street across the Thames stream will first be required to provide access to the island itself.

The open field to the west end of the island, formerly the site of an open air public swimming pool, is the focus for a fair and activities every August. For this reason, it is felt to be unsuitable for siting the ramp and stair approach structures required for accessing in this area.

To the eastern end is an open green area, formerly a separate island in its own right called 'Swar's Rest Island'. This area provides a more suitable location for the spring point for the bridge.

Approach ramps to achieve the clearance required for the span over the Thames can be accommodated in the open space afforded by the island. We would need to consider how best to integrate these ramps within the surrounding area, any crossing here could be accompanied by a wider landscaping proposal to improve public access and enjoyment of the area.

The span will need to be at minimum 50 metres. But in order to avoid trees on the north bank, and to cross the river wall and cycle route to the south, the span would need to be considerably larger.

The raised embankment to the south of the Thames reduces the need for excessive ramped structures in this area whilst providing a raised vantage point affording elevated views along the river.

Plans have been mooted to locate a Surf Club Bathhouse on Swar's Rest Island, and this may put into question how possible this location is. Additionally, though there is opportunity for wider improvements on the north bank, the site is rather detached from the historic core and population centre of Lower Sunbury. It is also some distance from the identified pedestrian / cycle desire line, which is approximately 750 metres to the west.

Type of span: A short span low level bridge across the Thames Stream connecting Lower Hampton Road to Swar's Rest Island, with a 50 metre (minimum) span across the Thames.

Criterion	Site E - Rivermead Island
Desired Lines - Origin/ Destination	Site E is not located on desired lines from Sunbury-on-Thames and is the furthest site from Walton-on-Thames.
Connections with the Cycle Network	Site E is directly connected to the recommended cycle route that runs along Thames Street/Lower Hampton Road. Thames Street is further linked to French Street and The Avenue, which are recommended cycle routes, as well as to Green Street which is a signed-only cycle route.
Connections with the Pedestrian Network	A cycle/footpath would be created to link the footway on Lower Hampton Road with Site E, directly across Rivermead Island.
Connections with the Public Transport Network	The nearest bus stops are situated on Thames Street/Lower Hampton Road, approximately 130 to 180m to the east-northeast and 140m to 200m to the west-southwest.
Interface with the Highway/Networks/ Junctions/Crossings/ Off Street Parking Availability	Site E is accessed from Thames Street. The transition between road space and the cycle path (and vice versa) should be made obvious to cyclists by means of clear signage and road markings. There is no car park in the immediate vicinity of Site E, however there is a P&D/Display car park off Thames Street, between its junctions with The Avenue and French Street, about 300m from Site E.

GET IN TOUCH

There are members of our consultation team and representatives of CROW on hand to discuss your views. If you would prefer, there are a number of other options for giving us your thoughts:

By Email:
020 896 0066

By Email:
sgr@rivermeadcrossing.co.uk
www.rivermeadcrossing.co.uk

By Post:

Project Box 0202-0207-0208
Alpha House, 130-134 High Street
London, EC1A 1BB

COMPARING OUR OPTIONS

	Connectivity	Cost	Sustainability	Amenity Value	Visual Impact
Site A Water Crossing	OK Significant connectivity with the river crossing and the town of Sunbury.	High-Expense £100,000 - £200,000	Difficult Significant sustainability issues, including the need for a new bridge.	Good Significant amenity value for the town of Sunbury.	Low Minimal visual impact on the town of Sunbury.
Site B Flowerpot Green	Very Good Significant connectivity with the river crossing and the town of Sunbury.	Moderate £50,000 - £100,000	Good Significant sustainability issues, including the need for a new bridge.	Very Good Significant amenity value for the town of Sunbury.	Medium Significant visual impact on the town of Sunbury.
Site C Church Street	Good Significant connectivity with the river crossing and the town of Sunbury.	Expense £100,000 - £200,000	Medium Significant sustainability issues, including the need for a new bridge.	Very Good Significant amenity value for the town of Sunbury.	Medium Significant visual impact on the town of Sunbury.
Site D King's Lane	Medium Significant connectivity with the river crossing and the town of Sunbury.	Moderate £50,000 - £100,000	Difficult Significant sustainability issues, including the need for a new bridge.	Good Significant amenity value for the town of Sunbury.	High Significant visual impact on the town of Sunbury.
Site E Rivermead Island	Poor Significant connectivity with the river crossing and the town of Sunbury.	Extremely Low-Expense £10,000 - £20,000	Good Significant sustainability issues, including the need for a new bridge.	OK Significant amenity value for the town of Sunbury.	Medium Significant visual impact on the town of Sunbury.

As the above comparison shows, there is no one absolutely perfect site. Whatever is brought forward will require additional work and compromise in various places.

Please use the feedback forms provided to let us know how you would decide between the available options, we will use the views of the community to inform the future direction of the effort to have a river crossing for Sunbury.

WHAT COULD A BRIDGE IN SUNBURY LOOK LIKE?

We're some distance away from being able to draw up ideas for what a river crossing in Sunbury could look like, but the images below are provided to illustrate possibilities, and to hopefully get people thinking about what they would want a new crossing to look like, in advance of a consultation on this subject in the future.



GET IN TOUCH

There are members of our consultation team and representatives of SUNRA on hand to discuss your views. If you'd prefer, there are a number of other options for giving us your thoughts:

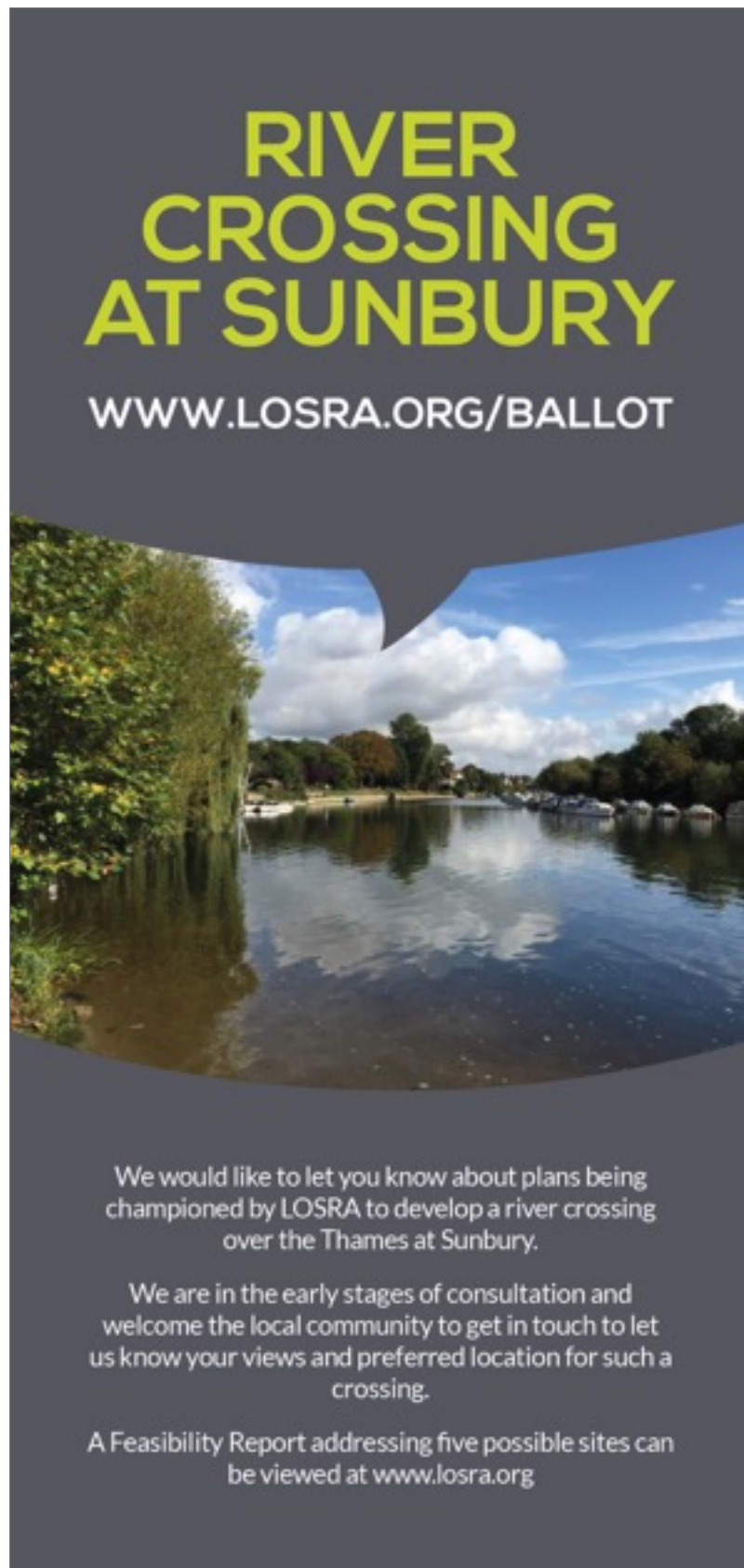
By email:
020 300 0000

By phone:
020 300 0000

By post:
020 300 0000

By email:
020 300 0000

Appendix Six



**RIVER
CROSSING
AT SUNBURY**

WWW.LOSRA.ORG/BALLOT

We would like to let you know about plans being championed by LOSRA to develop a river crossing over the Thames at Sunbury.

We are in the early stages of consultation and welcome the local community to get in touch to let us know your views and preferred location for such a crossing.

A Feasibility Report addressing five possible sites can be viewed at www.losra.org



Please get in touch by contacting Alex Griffiths, our Consultation Manager.

Email

agriffiths@cratus.co.uk

Post

Freepost Plus RTKU-XZRT-CTHR
Alpha House
100 Borough High Street
London, SE1 1LB

WWW.LOSRA.ORG/BALLOT

Appendix Seven

Statement of Community Involvement - Sunbury River Crossing

Submission Date	Medium	Name	Are you supportive of a river crossing at Sunbury?	Have you read the feasibility report?	Preference				
					1st	2nd	3rd	4th	5th
4/27/15	Event 1	Respondent 4			A				
5/18/15	Event 1	Respondent 17	No	Yes	A				
5/18/15	Event 1	Respondent 18	No	Yes	A				
7/3/15	Event 1	Respondent 19	Yes	Yes	A	B	C	D	
4/30/15	Event 1	Respondent 22	Yes	Yes	A	E	B	C	D
4/11/15	Event 1	Respondent 28	Yes	Yes	A				
5/11/15	Event 1	Respondent 29	Yes	Yes	A	E	B	C	D
5/15/15	Event 1	Respondent 34	Yes	Yes	A	E	D	C	B
4/20/15	Event 1	Respondent 35	Yes	Yes	A	B	C	D	E
4/17/15	Event 2	Respondent 43	Yes	Yes	A	B	C	E	D
4/17/15	Event 2	Respondent 49	Yes	Yes	A	B	C	E	D
4/27/15	Event 3	Respondent 75	Yes	Yes	A				
5/5/15	Event 3	Respondent 83	Yes	Yes	A	E	B	C	D
No date	LOSRA	Respondent 107	Yes	Yes	A	E	B	D	C
No date	LOSRA	Respondent 123	Yes	Yes	A	D	E	C	B
No date	LOSRA	Respondent 142	Yes	No	A	B	C	D	E
No date	LOSRA	Respondent 152	Yes	Yes	A	B	C	D	E
No date	LOSRA	Respondent 234	Yes	No	A	B	C	D	E
No date	LOSRA	Respondent 249	Yes	Yes	A	B	C	D	E
No date	LOSRA	Respondent 250	Yes	Yes	A	B	E	C	D
No date	LOSRA	Respondent 297	Yes	Yes	A	B	E	C	E
No date	LOSRA	Respondent 307	No		A				
No date	LOSRA	Respondent 347			A	B	C	D	E
No date	LOSRA	Respondent 352	No	No	A	B			E
4/17/15	Online	Respondent 448	Yes	Yes	A	E	D	C	B
4/17/15	Online	Respondent 456	Yes	Yes	A	E			C
6/24/15	Online	Respondent 458	Yes	Yes	A	C	B	D	E
5/2/15	Online	Respondent 462	Yes	Yes	A	B	C	D	E
3/24/15	Online	Respondent 464	Yes	Yes	A	B	C	D	E
3/31/15	Online	Respondent 465	Yes	Yes	A	B	E	C	D
6/26/15	Online	Respondent 483	Undecided	No	A	E	B	C	D
6/1/15	Online	Respondent 499	Yes	Yes	A	B	C	D	E
6/20/15	Online	Respondent 500	Undecided	Yes	A	E	B	C	D
3/23/15	Online	Respondent 535	Yes	No	A				
4/16/15	Online	Respondent 536	Yes	Yes	A	E	B	D	C
6/12/15	Online	Respondent 549	Yes	Yes	A	B	C	D	E
6/15/15	Online	Respondent 602	Yes	Yes	A	D	E	B	C
3/23/15	Online	Respondent 608	Yes	Yes	A	B	C	D	E
5/28/15	Online	Respondent 609	Yes	No	A	C	B	D	E
6/1/15	Online	Respondent 614	Yes	Yes	A	E	C	B	D

Statement of Community Involvement - Sunbury River Crossing

4/4/15	Online	Respondent 620	Yes	Yes	A	C	B	D	E
4/29/15	Online	Respondent 637	Yes	Yes	A	E			
3/23/15	Online	Respondent 644	Yes	Yes	A	E	B	C	D
3/30/15	Online	Respondent 654	Yes	Yes	A	B	D	E	C
4/5/15	Online	Respondent 663	Yes		A	B	C	D	E
3/23/15	Online	Respondent 673	Yes	Yes	A	B	C	E	D
4/17/15	Online	Respondent 678	Yes	No	A	B	C	D	E
7/7/15	Online	Respondent 686	Yes	Yes	A	E	B	D	C
4/7/15	Online	Respondent 689	Yes	Yes	A	B	C	D	E
6/20/15	Online	Respondent 691	Yes	Yes	A	B	C	D	E
3/24/15	Online	Respondent 694	Yes		A	B	C	D	E
7/16/15	Online	Respondent 698	Yes	Yes	A	B	C	D	E
4/26/15	Online	Respondent 705	Yes	No	A	B	C	D	E
6/27/15	Online	Respondent 711	Yes	Yes	A	E	B	C	D
3/23/15	Online	Respondent 714	Yes	Yes	A	B	E	C	D
6/25/15	Online	Respondent 740	Yes	Yes	A	B	C	D	E
7/16/15	Online	Respondent 742	Yes	Yes	A	B	C	D	E
4/26/15	Online	Respondent 754	Yes	Yes	A				
4/4/15	Online	Respondent 763	Yes	Yes	A	B	C	D	E
4/5/15	Online	Respondent 766	Yes	Yes	A	C	B	E	D
6/2/15	Online	Respondent 779	Yes	Yes	A	B	C	D	E
5/8/15	Online	Respondent 782	Yes	Yes	A	B	C	E	D
4/27/15	Online	Respondent 789	Yes	Yes	A	C	D	B	E
4/13/15	Online	Respondent 802	Yes	Yes	A	B	E	D	C
3/24/15	Online	Respondent 808	Yes	Yes	A	E			
4/4/15	Online	Respondent 818	Yes	No	A	C	B	E	D
4/26/15	Online	Respondent 826	Yes	Yes	A				
3/30/15	Online	Respondent 829	Yes	Yes	A	B	E	D	C
5/11/15	Online	Respondent 834	Yes	Yes	A	B	C	D	E
6/9/15	Online	Respondent 840	Yes	No	A	B	C	D	E
3/24/15	Online	Respondent 862	Yes	Yes	A	E	B	C	D
4/28/15	Online	Respondent 864	Yes	Yes	A	E	D	B	C
6/2/15	Online	Respondent 876	Yes	Yes	A	C	D	E	B
3/23/15	Online	Respondent 877	Yes	Yes	A	B	D	D	E
6/2/15	Online	Respondent 882	Yes	Yes	A	B	C	D	E
4/13/15	Online	Respondent 889	Yes	Yes	A	C	B	D	E
4/14/15	Online	Respondent 892	Yes	Yes	A	E	D	C	B
3/25/15	Online	Respondent 897	Yes	Yes	A	B	E	C	D
5/26/15	Skinner's Batch 1	Respondent 901	Yes	Yes	A				
4/16/15	Event 1	Respondent 1	Yes	Yes	B	A	C	D	E
4/16/15	Event 1	Respondent 2	Yes	Yes	B	A	E	C	D
4/20/15	Event 1	Respondent 3	Yes	Yes	B				

Statement of Community Involvement - Sunbury River Crossing

4/16/15	Event 1	Respondent 5	Yes	Yes	B	D	C	E	A
4/14/15	Event 1	Respondent 6	Yes	Yes	B	D	C	E	A
4/17/15	Event 1	Respondent 8	Yes	Yes	B	C	E	D	A
4/22/15	Event 1	Respondent 10	Yes	Yes	B				
5/19/15	Event 1	Respondent 11	Yes	Yes	B				
4/11/15	Event 1	Respondent 12	Yes	Yes	B	A			
5/11/15	Event 1	Respondent 16	Yes	Yes	B				
4/16/15	Event 1	Respondent 25	Yes	Yes	B	E	A	D	C
4/11/15	Event 1	Respondent 27	Yes	Yes	B				
4/20/15	Event 1	Respondent 31	Yes	Yes	B	C	A	D	E
4/16/15	Event 1	Respondent 32	Yes	Yes	B	C	D	A	E
4/20/15	Event 1	Respondent 36	Yes	Yes	B	C	A	D	E
4/11/15	Event 1	Respondent 37	Yes	No	B	A	C	D	E
4/17/15	Event 1	Respondent 38	Yes	No	B	C	A	D	E
5/6/15	Event 1	Respondent 39	Yes	Yes	B				
4/11/15	Event 1	Respondent 40	Yes	Yes	B	C	E	D	A
5/19/15	Event 1	Respondent 41			B				
4/20/15	Event 1	Respondent 42	Yes	Yes	B	A	C	D	E
4/17/15	Event 2	Respondent 44	Yes	Yes	B	C	A	E	D
4/17/15	Event 2	Respondent 45	Yes	Yes	B	C	D	A	E
5/5/15	Event 2	Respondent 46	Yes	Yes	B	C	A	D	E
5/5/15	Event 2	Respondent 50	Yes	Yes	B				
4/17/15	Event 2	Respondent 53	Yes	Yes	B	C	D	A	E
5/6/15	Event 2	Respondent 54	Yes	No	B	C			
4/17/15	Event 2	Respondent 55	Yes	Yes	B	C	D		
4/17/15	Event 2	Respondent 56	Yes	Yes	B	A	E	C	D
4/28/15	Event 2	Respondent 58	Yes	No	B	D	E	C	A
4/17/15	Event 2	Respondent 63	Yes	Yes	B	E	A	C	D
5/5/15	Event 2	Respondent 68			B	C	D		
4/17/15	Event 2	Respondent 69	Yes	Yes	B	C	A	D	E
4/27/15	Event 3	Respondent 71	Yes	Yes	B	D	C	A	E
4/27/15	Event 3	Respondent 73			B	D			
4/30/15	Event 3	Respondent 74	Yes	Yes	B	A	C	D	E
5/5/15	Event 3	Respondent 78	Yes	Yes	B	C	D	A	E
5/18/15	Event 3	Respondent 79	Undecided	Yes	B	A			
5/7/15	Event 3	Respondent 81	Yes	Yes	B	E	A	C	D
5/15/15	Event 3	Respondent 84	Yes	Yes	B				
4/27/15	Event 3	Respondent 88	Yes	Yes	B	A	CDE		
4/27/15	Event 3	Respondent 89	Yes	Yes	B	C			
4/29/15	Event 3	Respondent 90	Yes	Yes	B				
No date	LOSRA	Respondent 93	Yes	No	B	D	C	E	A
No date	LOSRA	Respondent 94	Yes	Yes	B				

Statement of Community Involvement - Sunbury River Crossing

No date	LOSRA	Respondent 95	Yes	Yes	B	E	C	D	A
No date	LOSRA	Respondent 96	Yes	Yes	B				
No date	LOSRA	Respondent 97	Yes	No	B	C	D	A	E
No date	LOSRA	Respondent 98	Yes	Yes	B	C	D	A	E
No date	LOSRA	Respondent 100	Yes	Yes	B	D	C	E	A
No date	LOSRA	Respondent 101	Yes		B	C			UNCL EAR DATA
No date	LOSRA	Respondent 102	Yes	Yes	B	E	D	C	A
No date	LOSRA	Respondent 103	Yes	Yes	B	C	E	D	A
No date	LOSRA	Respondent 104	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 105	Yes	No	B	C	D	E	A
No date	LOSRA	Respondent 108	Yes	Yes	B	C	A	D	E
No date	LOSRA	Respondent 111	Yes	Yes	B	C	A	E	D
No date	LOSRA	Respondent 112	Yes	No	B	E	C	D	A
No date	LOSRA	Respondent 114	Yes	No	B				
No date	LOSRA	Respondent 115	Yes	Yes	B	A	C	D	E
No date	LOSRA	Respondent 116	Yes		B	C	D	E	A
No date	LOSRA	Respondent 117	Yes	No	B	C	E	A	D
No date	LOSRA	Respondent 118	Yes	Yes	B	E	D	C	A
No date	LOSRA	Respondent 119			B	C	A	D	E
No date	LOSRA	Respondent 121	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 125	Yes	Yes	B	E	D	C	A
No date	LOSRA	Respondent 126	Yes	No	B				
No date	LOSRA	Respondent 128	Yes	Yes	B	C	D	A	E
No date	LOSRA	Respondent 129	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 130	Yes	No	B	E	D	C	A
No date	LOSRA	Respondent 131	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 132			B	C	A	D	E
No date	LOSRA	Respondent 134	Yes	Yes	B	C	D		E
No date	LOSRA	Respondent 137	Yes	No	B	E	C	D	A
No date	LOSRA	Respondent 138	Yes	No	B	C	A	D	E
No date	LOSRA	Respondent 139	Yes	Yes	B	C	D	A	E
No date	LOSRA	Respondent 140	Yes	Yes	B				
No date	LOSRA	Respondent 141	Yes	No	B	C	D	E	A
No date	LOSRA	Respondent 143	Yes	Yes	B	C			
No date	LOSRA	Respondent 144	Yes	Yes	B	C	E	D	A
No date	LOSRA	Respondent 145	Yes	Yes	B	D	C	A	E
No date	LOSRA	Respondent 146	Yes	Yes	B	D	C	A	E
No date	LOSRA	Respondent 148	Yes	No	B	C	D	E	A
No date	LOSRA	Respondent 149	Yes	Yes	B	D	E	A	C
No date	LOSRA	Respondent 150	Yes	Yes	B	A	C	D	E
No date	LOSRA	Respondent 151	Yes	Yes	B	C	D	A	E
No date	LOSRA	Respondent 153	Yes	Yes	B	C	A	D	E
No date	LOSRA	Respondent 154	Yes	Yes	B	D	C	A	E
No date	LOSRA	Respondent 157	Yes	Yes	B	C	E	D	A

No date	LOSRA	Respondent 158	Yes	No	B	C	D	E	A
No date	LOSRA	Respondent 163	Yes	Yes	B	C	E	D	A
No date	LOSRA	Respondent 164	Yes	No	B	C	E	D	A
No date	LOSRA	Respondent 165	Yes	No	B	C	D	E	A
No date	LOSRA	Respondent 166	Yes	Yes	B	D	C	E	A
No date	LOSRA	Respondent 167	Yes	Yes	B	C	A	D	E
No date	LOSRA	Respondent 169	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 170	Yes	No	B	C	D	A	E
No date	LOSRA	Respondent 171	Yes	Yes	B	E	C	A	D
No date	LOSRA	Respondent 172	Yes	No	B	D			
No date	LOSRA	Respondent 173	Yes	Yes	B				
No date	LOSRA	Respondent 174			B	C	E	A	D
No date	LOSRA	Respondent 175	Yes	No	B	E	C	A	D
No date	LOSRA	Respondent 176	Yes	Yes	B	C	E	A	D
No date	LOSRA	Respondent 177	Yes	Yes	B	C	E	D	A
No date	LOSRA	Respondent 178			B	C	D	A	E
No date	LOSRA	Respondent 179	Yes	No	B	C	D	A	E
No date	LOSRA	Respondent 180	Yes	Yes	B	C	A	D	E
No date	LOSRA	Respondent 181	Yes	No	B	C	D	E	A
No date	LOSRA	Respondent 182	Yes	Yes	B	C	A	D	E
No date	LOSRA	Respondent 183	Yes	Yes	B	C	D	A	E
No date	LOSRA	Respondent 184	Yes	Yes	B				
No date	LOSRA	Respondent 186	Yes	No	B	C	D	A	E
No date	LOSRA	Respondent 187	Yes	Yes	B	E	C	A	D
No date	LOSRA	Respondent 189	Yes	No	B	UNCL EAR DATA	UNCL EAR DATA	UNCL EAR DATA	UNCL EAR DATA
No date	LOSRA	Respondent 191	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 192	Yes	Yes	B	C	A	D	E
No date	LOSRA	Respondent 194	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 196	Yes		B	A	D	C	E
No date	LOSRA	Respondent 197	Yes	No	B	D	E	C	A
No date	LOSRA	Respondent 200	Yes	No	B	E	C	A	D
No date	LOSRA	Respondent 202	Yes		B	C	D	E	A
No date	LOSRA	Respondent 203	Yes	Yes	B	C	A	D	E
No date	LOSRA	Respondent 204	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 205	Yes	Yes	B	C	D	A	E
No date	LOSRA	Respondent 206	Yes	Yes	B	D	C	E	A
No date	LOSRA	Respondent 207	Yes	Yes	B	E	C	D	A
No date	LOSRA	Respondent 209			B	C	E	D	A
No date	LOSRA	Respondent 211	Yes	Yes	B				
No date	LOSRA	Respondent 212	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 214	Yes	Yes	B				
No date	LOSRA	Respondent 216	Yes		B				
No date	LOSRA	Respondent 217	Yes	Yes	B	E	C	D	A
No date	LOSRA	Respondent 219	Yes	Yes	B	A	C	D	E

No date	LOSRA	Respondent 220	Yes	No	B	E	C	A	D
No date	LOSRA	Respondent 221	Yes	Yes	B	C	A	D	E
No date	LOSRA	Respondent 223	Yes	Yes	B	D	C	E	A
No date	LOSRA	Respondent 224	Yes	Yes	B	C	E	E	D
No date	LOSRA	Respondent 225	Yes		B	A	C	D	E
No date	LOSRA	Respondent 226			B	C	D	E	A
No date	LOSRA	Respondent 227	Yes	Yes	B	C	D	A	E
No date	LOSRA	Respondent 229	Yes	Yes	B	C	D		
No date	LOSRA	Respondent 231	Yes	Yes	B	D	C	E	A
No date	LOSRA	Respondent 232	Yes	Yes	B	D	C	A	E
No date	LOSRA	Respondent 235	Yes	No	B	C	D	E	A
No date	LOSRA	Respondent 236	Yes	Yes	B	D	E	A	C
No date	LOSRA	Respondent 237	Yes	No	B	E	C	D	A
No date	LOSRA	Respondent 239			B	C	D	E	A
No date	LOSRA	Respondent 240			B	C	D	E	A
No date	LOSRA	Respondent 242	Yes	Yes	B	C	D	A	E
No date	LOSRA	Respondent 243	Yes	No	B	A	C	D	E
No date	LOSRA	Respondent 244	Yes	No	B	C	A	D	E
No date	LOSRA	Respondent 245	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 246	Yes	Yes	B	C	E	D	A
No date	LOSRA	Respondent 248	Yes	Yes	B		D		
No date	LOSRA	Respondent 252	Yes	No	B	E	C	D	A
No date	LOSRA	Respondent 253	Yes	Yes	B	C	A	D	E
No date	LOSRA	Respondent 254	Yes	Yes	B	A	E	C	D
No date	LOSRA	Respondent 255	Yes	Yes	B	E	C	A	D
No date	LOSRA	Respondent 257	Yes	No	B	E	C	D	A
No date	LOSRA	Respondent 258	Yes	Yes	B	D	C	E	A
No date	LOSRA	Respondent 259	Yes	Yes	B	C	D	A	E
No date	LOSRA	Respondent 263	Yes	Yes	B	E	C	D	A
No date	LOSRA	Respondent 264	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 265	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 266	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 267	Yes	No	B	C	A	D	E
No date	LOSRA	Respondent 268	Yes	Yes	B	D	C	E	A
No date	LOSRA	Respondent 269	Yes	Yes	B	C	E	D	A
No date	LOSRA	Respondent 271	Yes	No	B	C	E	D	A
No date	LOSRA	Respondent 272	Yes	Yes	B	C	A	D	E
No date	LOSRA	Respondent 273	Yes	Yes	B	C	A	D	E
No date	LOSRA	Respondent 274	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 275	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 276	Yes	No	B	E	C	A	D
No date	LOSRA	Respondent 278	Yes	No	B	C	D	A	E
No date	LOSRA	Respondent 279	Yes	No	B	E	D	C	A
No date	LOSRA	Respondent 281	Yes	Yes	B	C	D		
No date	LOSRA	Respondent 282	Yes	Yes	B	C	D	A	E

No date	LOSRA	Respondent 283	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 284	Yes	Yes	B	C	A	D	E
No date	LOSRA	Respondent 285	Yes		B				
No date	LOSRA	Respondent 286	Yes	Yes	B	C	E	A	D
No date	LOSRA	Respondent 287	Yes	No	B	A	C	D	E
No date	LOSRA	Respondent 288	Yes	Yes	B	C	E	D	A
No date	LOSRA	Respondent 290	Yes	Yes	B	C	D	A	E
No date	LOSRA	Respondent 291	Yes	Yes	B	C	D	A	E
No date	LOSRA	Respondent 292	Yes	No	B	C	E	D	A
No date	LOSRA	Respondent 293	Yes	No	B	D	E	C	A
No date	LOSRA	Respondent 294	Yes	Yes	B	C	D	A	E
No date	LOSRA	Respondent 295	Yes	No	B	C	A	E	D
No date	LOSRA	Respondent 296	Yes	No	B	C	A	D	E
No date	LOSRA	Respondent 298	Yes	Yes	B	C	E	D	A
No date	LOSRA	Respondent 299	Yes	Yes	B	E	C	A	D
No date	LOSRA	Respondent 300	Yes	Yes	B	C	E	A	D
No date	LOSRA	Respondent 301	Yes	Yes	B	C	D	A	E
No date	LOSRA	Respondent 304	Yes	No	B	C	D	E	A
No date	LOSRA	Respondent 305	Yes	Yes	B	C	A	D	E
No date	LOSRA	Respondent 306	Yes	No	B	D	E	A	C
No date	LOSRA	Respondent 308	Yes	No	B	E	A	D	C
No date	LOSRA	Respondent 310	Yes	Yes	B	C	E	D	A
No date	LOSRA	Respondent 313	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 314			B	A	E	C	D
No date	LOSRA	Respondent 315	Yes	Yes	B	D	C	E	A
No date	LOSRA	Respondent 317	Yes	Yes	B	C	A	E	D
No date	LOSRA	Respondent 318	Yes	No	B	C	A	E	D
No date	LOSRA	Respondent 319	Yes	Yes	B	A	C	D	E
No date	LOSRA	Respondent 320	Yes	Yes	B	C	E	D	A
No date	LOSRA	Respondent 323	Yes	Yes	B				E
No date	LOSRA	Respondent 324	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 325	Yes	Yes	B	C	A	D	E
No date	LOSRA	Respondent 326			B	C	A	D	E
No date	LOSRA	Respondent 328			B	C	D	E	A
No date	LOSRA	Respondent 329	Yes	Yes	B	C	E	D	A
No date	LOSRA	Respondent 330	Yes	Yes	B	C	A	D	E
No date	LOSRA	Respondent 331	Yes	Yes	B	C	D	A	E
No date	LOSRA	Respondent 332	Yes	Yes	B	E	D	C	A
No date	LOSRA	Respondent 333	Yes	Yes	B	E	C	D	A
No date	LOSRA	Respondent 334	Yes	No	B	C	D	A	E
No date	LOSRA	Respondent 335	Yes	Yes	B	C	D	A	E
No date	LOSRA	Respondent 336	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 337	Yes	Yes	B	C	E	D	A
No date	LOSRA	Respondent 340	Yes	Yes	B				
No date	LOSRA	Respondent 341	Yes	No	B	D	E	C	A

No date	LOSRA	Respondent 342	Yes	Yes	B	C	D	A	E
No date	LOSRA	Respondent 343	Yes	No	B	C	D	E	A
No date	LOSRA	Respondent 344			B	D	A	E	C
No date	LOSRA	Respondent 345	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 346	Yes	No	B	C	D	E	A
No date	LOSRA	Respondent 348	Yes	No	B	A	E	C	D
No date	LOSRA	Respondent 349	Yes	No	B	C	A	D	E
No date	LOSRA	Respondent 350	Yes	No	B				
No date	LOSRA	Respondent 351	Yes	No	B	E			
No date	LOSRA	Respondent 353	Yes	No	B	C	E	D	A
No date	LOSRA	Respondent 354	Yes	Yes	B	C	A	E	D
No date	LOSRA	Respondent 355	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 356	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 357	Yes	Yes	B	D	A	C	E
No date	LOSRA	Respondent 359	Yes	Yes	B	C	D	A	E
No date	LOSRA	Respondent 361	Yes	No	B	C	D	E	A
No date	LOSRA	Respondent 362	Yes	Yes	B	C	A	D	E
No date	LOSRA	Respondent 363	Yes	Yes	B	A	UNCL EAR DATA	UNCL EAR DATA	UNCL EAR DATA
No date	LOSRA	Respondent 369	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 370	Yes	Yes	B	C	E	D	A
No date	LOSRA	Respondent 371	Yes	Yes	B	E	C	A	D
No date	LOSRA	Respondent 372	Yes	No	B	D	E	A	C
No date	LOSRA	Respondent 373	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 374	Yes	Yes	B				E
No date	LOSRA	Respondent 375	Yes	Yes	B	C	A	D	E
No date	LOSRA	Respondent 376	Yes		B	C	D	A	E
No date	LOSRA	Respondent 378	Yes	No	B	C	E	D	A
No date	LOSRA	Respondent 379	Yes	No	B	D	C	E	A
No date	LOSRA	Respondent 383	Yes	No	B	A	E	D	C
No date	LOSRA	Respondent 385	Yes	Yes	B	C	D	A	E
No date	LOSRA	Respondent 386	Yes	No	B	C	D	E	A
No date	LOSRA	Respondent 387	Yes	No	B	C	D	E	E
No date	LOSRA	Respondent 389	Yes	Yes	B	E	C	D	A
No date	LOSRA	Respondent 390	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 392	Yes	Yes	B	D	C	E	A
No date	LOSRA	Respondent 395	Yes	No	B	C	D	A	E
No date	LOSRA	Respondent 399	Yes	No	B	A	C	D	E
No date	LOSRA	Respondent 400	Yes	Yes	B	E	C	D	A
No date	LOSRA	Respondent 401	Yes	No	B	C	D	E	A
No date	LOSRA	Respondent 404	Yes	Yes	B	C	A	D	E
No date	LOSRA	Respondent 405			B	C	E	D	A
No date	LOSRA	Respondent 406	Yes	Yes	B	C	D	A	E
No date	LOSRA	Respondent 410	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 411	Yes	Yes	B	C	E	D	A

Statement of Community Involvement - Sunbury River Crossing

No date	LOSRA	Respondent 412	Yes		B	E	D	A	C
No date	LOSRA	Respondent 413	Yes	No	B	D	C		
No date	LOSRA	Respondent 415	Yes	Yes	B	D	C	E	A
No date	LOSRA	Respondent 416	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 417	Yes	No	B	D	E	C	A
No date	LOSRA	Respondent 418	Yes	No	B	C	D	E	A
No date	LOSRA	Respondent 419	Yes	No	B	C	D	E	A
No date	LOSRA	Respondent 420	Yes	Yes	B	C	A	D	E
No date	LOSRA	Respondent 423	Yes	Yes	B	E	A	D	C
No date	LOSRA	Respondent 424	Yes	Yes	B	A	E	C	D
No date	LOSRA	Respondent 425	Yes	No	B	C	D	A	E
No date	LOSRA	Respondent 426	Yes	No	B	A	C	E	D
No date	LOSRA	Respondent 427			B				
No date	LOSRA	Respondent 429	Yes	No	B	C	D	A	E
No date	LOSRA	Respondent 431	Yes	No	B	C			
No date	LOSRA	Respondent 434	Yes	Yes	B	C	E	D	A
No date	LOSRA	Respondent 436	Yes	Yes	B				
No date	LOSRA	Respondent 438	Yes	No	B				
No date	LOSRA	Respondent 441	Yes	No	B	C	E	D	A
No date	LOSRA	Respondent 442	Yes	Yes	B				
No date	LOSRA	Respondent 444	Yes	Yes	B				
6/8/15	Online	Respondent 449	Yes	Yes	B	A	C	D	E
5/15/15	Online	Respondent 450	Yes	Yes	B	C	D	E	A
4/17/15	Online	Respondent 452	Yes	Yes	B	C	D	A	E
6/2/15	Online	Respondent 453	Yes	Yes	B	E	D	C	A
3/23/15	Online	Respondent 454	Yes	Yes	B	C	D	A	E
4/3/15	Online	Respondent 457	Yes	Yes	B	A	D	C	E
5/5/15	Online	Respondent 460	Yes	Yes	B	C	E	A	D
4/26/15	Online	Respondent 463	Yes	Yes	B	C	A	D	E
5/13/15	Online	Respondent 468	Yes	Yes	B	C	A	D	E
5/11/15	Online	Respondent 469	Yes	Yes	B	C	D	A	E
3/27/15	Online	Respondent 470	Yes	Yes	B				E
6/27/15	Online	Respondent 472	Yes	Yes	B	C	A	D	E
5/18/15	Online	Respondent 475	Yes	Yes	B	A	D	C	E
6/5/15	Online	Respondent 476	Yes	Yes	B	C	A	D	E
6/15/15	Online	Respondent 478	Yes	Yes	B	C	A	E	D
4/28/15	Online	Respondent 479	Yes	Yes	B	D	C	E	A
4/20/15	Online	Respondent 480	Yes	Yes	B	C	D	E	A
4/27/15	Online	Respondent 481	Yes	Yes	B	C	D	E	A
6/5/15	Online	Respondent 484	Yes	Yes	B	D	E	A	C
5/14/15	Online	Respondent 486	Yes	Yes	B	D	C	A	E
5/16/15	Online	Respondent 490	Yes	Yes	B	C	D	A	E
3/23/15	Online	Respondent 491	Yes	Yes	B				

Statement of Community Involvement - Sunbury River Crossing

6/2/15	Online	Respondent 492	Yes		B	C	D	E	A
6/24/15	Online	Respondent 495	Yes	Yes	B	D	C	A	E
5/31/15	Online	Respondent 496	Yes	Yes	B	D	C	E	A
4/26/15	Online	Respondent 497	Yes		B	C	D	E	A
6/2/15	Online	Respondent 501	Yes	No	B	C	D	E	A
4/7/15	Online	Respondent 502	Yes	Yes	B	C	A	D	E
3/23/15	Online	Respondent 504	Yes	No	B	C	E	D	A
6/8/15	Online	Respondent 507	Yes	Yes	B	C	A	D	E
5/28/15	Online	Respondent 508	Yes	Yes	B	C	D	E	
4/23/15	Online	Respondent 509	Yes	Yes	B	C	A	D	E
5/11/15	Online	Respondent 511	Yes	Yes	B	C	A	D	E
6/8/15	Online	Respondent 512	Yes	Yes	B	C	E	A	D
6/8/15	Online	Respondent 516	Yes	Yes	B	C	D	A	E
5/5/15	Online	Respondent 517	Yes	Yes	B	C	D	A	E
4/24/15	Online	Respondent 520	Yes	No	B	C	D	E	A
6/7/15	Online	Respondent 524	Yes	Yes	B	C	E	D	A
3/23/15	Online	Respondent 525	Yes	Yes	B	C	A	D	E
6/30/15	Online	Respondent 527	Yes	Yes	B	C	E	D	A
5/11/15	Online	Respondent 528	Yes	Yes	B	A	C	D	E
4/27/15	Online	Respondent 529	Yes	Yes	B				
4/23/15	Online	Respondent 530	Yes	No	B	C	D	E	A
3/23/15	Online	Respondent 531	Yes	No	B	C	A	D	E
4/28/15	Online	Respondent 533	Yes	Yes	B	A	E	C	D
4/27/15	Online	Respondent 537	Yes	Yes	B	C	A	D	E
3/26/15	Online	Respondent 538	Yes	Yes	B	C	D	A	E
4/5/15	Online	Respondent 539	Yes		B	C	D	E	A
3/17/15	Online	Respondent 540	Yes	No	B	A	C	E	D
5/15/15	Online	Respondent 541	Yes	Yes	B	A	C	D	E
5/1/15	Online	Respondent 542	Yes	Yes	B				
6/16/15	Online	Respondent 547	Yes	Yes	B	E	C	D	A
5/15/15	Online	Respondent 548	Yes	Yes	B	C	D	E	A
4/26/15	Online	Respondent 550	Yes	Yes	B	D	C	E	A
4/27/15	Online	Respondent 551	Yes	Yes	B	C	D	E	A
4/26/15	Online	Respondent 552	Yes	Yes	B				E
4/18/15	Online	Respondent 554	Yes	Yes	B	C	A	D	E
4/25/15	Online	Respondent 555	Yes	Yes	B	C	D	E	A
4/15/15	Online	Respondent 556	Undecided	Yes	B	D	C	E	A
6/23/15	Online	Respondent 557	Yes	Yes	B	A	E	C	D
5/5/15	Online	Respondent 558	Yes	Yes	B	E	A	D	C
4/28/15	Online	Respondent 559	Yes	No	B	C	E	D	A
3/23/15	Online	Respondent 560	Yes	Yes	B	C	E	D	A
6/16/15	Online	Respondent 561	Yes	Yes	B	D	C	A	E

6/4/15	Online	Respondent 563	Yes	Yes	B	C	D	E	A
6/1/15	Online	Respondent 564	Yes	Yes	B	C	A	D	E
6/1/15	Online	Respondent 565	Yes	Yes	B	C	D	E	A
4/29/15	Online	Respondent 569	Yes	Yes	B	C	E	A	D
5/13/15	Online	Respondent 570	Yes	Yes	B	E	A	B	C
6/17/15	Online	Respondent 575	Yes	Yes	B	A	C	D	E
4/23/15	Online	Respondent 576	Yes	Yes	B	C	D	A	E
4/17/15	Online	Respondent 577	Yes	Yes	B	C	D	E	A
5/31/15	Online	Respondent 582	Yes	Yes	B	C	D	E	A
4/24/15	Online	Respondent 583	Yes	No	B	C	D	E	A
5/16/15	Online	Respondent 584	Yes	Yes	B	C	A	D	E
4/20/15	Online	Respondent 585	Yes	Yes	B	C	D	E	A
4/28/15	Online	Respondent 586	Yes	Yes	B	D	C	A	E
5/3/15	Online	Respondent 587	Yes	Yes	B	C	D	E	A
6/4/15	Online	Respondent 589		Yes	B	C	A	D	E
6/7/15	Online	Respondent 591	Yes	Yes	B	C	E	D	A
4/27/15	Online	Respondent 595	Yes	Yes	B	C	D	E	A
4/20/15	Online	Respondent 596	Yes	Yes	B	C	D	E	A
6/1/15	Online	Respondent 597	Yes	No	B	C	A	E	D
5/5/15	Online	Respondent 603	Yes		B	C	A	D	E
5/13/15	Online	Respondent 605	Yes	Yes	B	C	D	E	A
4/26/15	Online	Respondent 606	Yes	Yes	B	C	D	E	A
5/31/15	Online	Respondent 607	Yes	Yes	B	C	D	E	A
6/8/15	Online	Respondent 611	Yes	Yes	B	C	E	A	D
6/21/15	Online	Respondent 612	Yes	Yes	B	E	C	D	A
5/13/15	Online	Respondent 613			B	C	A	D	E
4/26/15	Online	Respondent 615	Yes	Yes	B	C	E	D	A
5/3/15	Online	Respondent 616	Yes	Yes	B	D	C	A	E
4/5/15	Online	Respondent 618	Yes	Yes	B	C	D	E	A
4/22/15	Online	Respondent 619	Yes	Yes	B	C	D	E	A
5/30/15	Online	Respondent 623	Yes	Yes	B	A	C	D	E
4/24/15	Online	Respondent 626	Yes	Yes	B				
6/6/15	Online	Respondent 627	Yes	Yes	B	C	A	D	E
3/23/15	Online	Respondent 628	Yes	Yes	B	A	C	E	D
3/23/15	Online	Respondent 630	Yes		B	C	E	D	A
4/8/15	Online	Respondent 631	Yes	Yes	B	A	E	C	D
6/3/15	Online	Respondent 633	Yes	Yes	B	E	C	D	A
5/8/15	Online	Respondent 635	Yes	Yes	B	C	A	D	E
4/30/15	Online	Respondent 638	Yes	Yes	B	C	D	E	A
6/8/15	Online	Respondent 639	Yes	Yes	B	D	C	A	E
6/12/15	Online	Respondent 642	Yes	No	B	D	C	E	A
7/2/15	Online	Respondent 643	Yes	Yes	B				

Statement of Community Involvement - Sunbury River Crossing

6/23/15	Online	Respondent 645	Yes	Yes	B	D	C	E	A
4/17/15	Online	Respondent 646	Yes	Yes	B	C	D	E	A
4/26/15	Online	Respondent 647	Yes	Yes	B	A	E	D	C
6/7/15	Online	Respondent 648	Yes	No	B	C	A	D	E
4/20/15	Online	Respondent 649	Yes	Yes	B	C	D	E	A
5/3/15	Online	Respondent 650	Yes	Yes	B	C	D	E	A
4/26/15	Online	Respondent 651	Yes	Yes	B	C	D	E	A
6/1/15	Online	Respondent 653	Yes	Yes	B	C	D	A	E
6/16/15	Online	Respondent 657	Yes	Yes	B	C	A	D	E
5/11/15	Online	Respondent 658	Yes	Yes	B	C	E	D	A
5/15/15	Online	Respondent 659	Yes	No	B				
4/28/15	Online	Respondent 660	Yes	No	B	C	D	A	E
4/28/15	Online	Respondent 662	Yes	Yes	B	C	D	E	A
6/1/15	Online	Respondent 664	Yes	Yes	B	E	D	C	A
6/8/15	Online	Respondent 665	Yes	Yes	B				
3/25/15	Online	Respondent 666	Yes		B	C	A	D	E
3/30/15	Online	Respondent 667	Yes	Yes	B	C	A	D	E
5/16/15	Online	Respondent 668	Yes	Yes	B	C	A	D	E
7/4/15	Online	Respondent 669	Yes	Yes	B	C	D	E	A
3/23/15	Online	Respondent 672	Yes	No	B	E	A	C	D
7/27/15	Online	Respondent 674	Yes	No	B	A	C	D	E
6/8/15	Online	Respondent 676	Yes	Yes	B	C	E	D	A
4/20/15	Online	Respondent 677	Yes	Yes	B	C	D	E	A
4/27/15	Online	Respondent 681	Yes		B	C			
5/15/15	Online	Respondent 682	Yes	Yes	B	A	D	C	E
5/20/15	Online	Respondent 683	Yes	Yes	B	C	E		A
4/28/15	Online	Respondent 684	Yes	No	B	C	D	E	A
4/27/15	Online	Respondent 685	Yes	Yes	B	D	E	B	C
4/27/15	Online	Respondent 688	Yes	Yes	B	C	E		A
6/10/15	Online	Respondent 690	Yes	Yes	B	E	C	D	A
4/30/15	Online	Respondent 692	Yes	Yes	B	D	C		A
5/11/15	Online	Respondent 693	Yes	Yes	B	C	D	A	E
6/26/15	Online	Respondent 695	Yes	Yes	B	C	A	D	E
5/16/15	Online	Respondent 696	Yes	Yes	B	C	D	A	E
4/27/15	Online	Respondent 699	Yes	Yes	B	C	D	E	A
4/28/15	Online	Respondent 701	Yes	Yes	B	C	D	A	E
4/27/15	Online	Respondent 702	Yes	No	B	B	B	B	B
4/22/15	Online	Respondent 704	Yes	Yes	B	C	D	A	E
4/26/15	Online	Respondent 706	Yes	No	B	C	D	E	A
4/22/15	Online	Respondent 707	Yes	No	B	C	D	E	A
4/28/15	Online	Respondent 708	Yes	Yes	B	D	C	E	A
7/19/15	Online	Respondent 710	Yes	Yes	B				

Statement of Community Involvement - Sunbury River Crossing

4/29/15	Online	Respondent 712	Yes	Yes	B	C	D	E	A
6/14/15	Online	Respondent 713	Yes	Yes	B	A	C	D	E
4/28/15	Online	Respondent 715	Yes	No	B	C	D	E	A
6/3/15	Online	Respondent 716	Yes	Yes	B	C	A	D	E
5/29/15	Online	Respondent 718	Yes	Yes	B	D	C	A	E
6/7/15	Online	Respondent 719	Yes	Yes	B	C	D	A	E
7/7/15	Online	Respondent 721	Yes	Yes	B	C	A	E	D
6/5/15	Online	Respondent 723	Yes	Yes	B	C	E	D	A
5/11/15	Online	Respondent 725	Yes	Yes	B	C	A	D	E
7/16/15	Online	Respondent 728	Yes	Yes	B	C	D	A	E
4/17/15	Online	Respondent 729	Yes	Yes	B	C	A	E	D
5/1/15	Online	Respondent 730	Yes	Yes	B	C	D	A	E
6/2/15	Online	Respondent 731	Yes	Yes	B	C	A	D	E
4/19/15	Online	Respondent 732	Yes	Yes	B	C	D	E	A
7/13/15	Online	Respondent 734	Yes	Yes	B	C	A	E	D
6/3/15	Online	Respondent 735	Yes	Yes	B	C	A	D	E
4/3/15	Online	Respondent 736	Yes	Yes	B	C	D	E	A
6/5/15	Online	Respondent 737	Yes	Yes	B	C	A		
4/20/15	Online	Respondent 738	Yes	No	B	C	D	E	A
4/20/15	Online	Respondent 743	Yes	Yes	B	C	D	A	E
4/20/15	Online	Respondent 744	Yes	Yes	B	C	D	A	E
6/23/15	Online	Respondent 745	Yes	Yes	B	C	A	E	D
4/22/15	Online	Respondent 746			B	C	D	E	A
4/27/15	Online	Respondent 747	Yes	Yes	B				
4/23/15	Online	Respondent 748	Yes		B	A	C	E	D
5/11/15	Online	Respondent 749	Yes	Yes	B	C	D	A	E
4/20/15	Online	Respondent 750	Yes	Yes	B	C	D	E	A
5/14/15	Online	Respondent 752	Yes	Yes	B	D	E	C	A
4/20/15	Online	Respondent 753	Yes	No	B	C	D	E	A
6/29/15	Online	Respondent 756	Yes	No	B	D	C	E	A
7/6/15	Online	Respondent 757	Yes	Yes	B	E	D	C	A
6/8/15	Online	Respondent 758	Yes	Yes	B	E	C	D	A
6/7/15	Online	Respondent 759	Yes	Yes	B	A	C	E	D
5/11/15	Online	Respondent 762	Yes	Yes	B	C	D	A	E
5/1/15	Online	Respondent 764	Yes	Yes	B	C	D	A	E
5/4/15	Online	Respondent 765	Yes	Yes	B	C	A	E	E
5/4/15	Online	Respondent 767	Yes	No	B	D	C	E	A
4/5/15	Online	Respondent 768	Yes	Yes	B	C	D	E	A
4/6/15	Online	Respondent 770	Yes		B	C	A	D	E
6/22/15	Online	Respondent 772	Yes	Yes	B	C	D	A	E
4/28/15	Online	Respondent 774	Yes	Yes	B	C	A	D	E
5/16/15	Online	Respondent 777	Yes	No	B	E	C	D	A

Statement of Community Involvement - Sunbury River Crossing

6/5/15	Online	Respondent 780	Yes	Yes	B	D	E	A	C
4/16/15	Online	Respondent 781	Yes	Yes	B	C	D	E	A
5/13/15	Online	Respondent 783	Yes	No	B	C	E	D	A
4/22/15	Online	Respondent 784	Yes	Yes	B	C	D	E	A
6/22/15	Online	Respondent 785	Yes	Yes	B	D	C	E	A
4/24/15	Online	Respondent 787	Yes	Yes	B	C	E	D	A
4/29/15	Online	Respondent 788	Yes	Yes	B	C	D	E	A
4/27/15	Online	Respondent 790	Yes	No	B	C	A	D	E
4/22/15	Online	Respondent 792	Yes	Yes	B	C	D	A	E
6/6/15	Online	Respondent 793	Yes	Yes	B	A	C	E	D
3/30/15	Online	Respondent 797	Yes	No	B	C	D	E	A
6/11/15	Online	Respondent 798	Yes	Yes	B	C	D	E	A
4/27/15	Online	Respondent 799	Yes	Yes	B	C	D	A	E
5/29/15	Online	Respondent 800	Yes	Yes	B	D	C	E	A
4/12/15	Online	Respondent 801	Yes	Yes	B	C	D	A	E
5/1/15	Online	Respondent 804	Yes	Yes	B	C	D	A	E
4/27/15	Online	Respondent 806	Yes	Yes	B	D	C	A	E
3/31/15	Online	Respondent 809	Yes	Yes	B	C	D	E	A
6/6/15	Online	Respondent 810	Yes	Yes	B	C	D	E	A
5/31/15	Online	Respondent 814	Yes		B	C	D	A	E
5/31/15	Online	Respondent 817	Yes	Yes	B	A	A		
6/12/15	Online	Respondent 819	Yes		B	C			
4/27/15	Online	Respondent 820	Yes	No	B	C	E	D	A
5/11/15	Online	Respondent 824	Yes	Yes	B	C	A	D	E
5/19/15	Online	Respondent 825	Yes	Yes	B	E	C	D	A
5/29/15	Online	Respondent 827	Yes	Yes	B	A	C	E	D
5/1/15	Online	Respondent 830	Yes	No	B	C	D	A	E
6/8/15	Online	Respondent 831	Yes	Yes	B	D	C	A	E
4/20/15	Online	Respondent 833	Yes	Yes	B	C	D	E	A
4/28/15	Online	Respondent 835	Yes	Yes	B	E	D	C	A
4/9/15	Online	Respondent 836	Yes	No	B	A	C	D	E
4/4/15	Online	Respondent 837	Yes	No	B	A	C	D	E
5/22/15	Online	Respondent 839	Yes	No	B	C	D	E	A
4/27/15	Online	Respondent 842	Yes	Yes	B	A	D	C	E
5/11/15	Online	Respondent 843	Yes	Yes	B	C	D	A	E
4/3/15	Online	Respondent 845	Yes	Yes	B	C	E	D	A
3/31/15	Online	Respondent 846	Yes	Yes	B	C	A	D	E
4/27/15	Online	Respondent 847	Yes	Yes	B	D	C	E	A
4/3/15	Online	Respondent 848	Yes	Yes	B	A	C	D	E
6/6/15	Online	Respondent 849	Yes	No	B	C	A	E	D
4/21/15	Online	Respondent 850	Yes		B	C	D	E	A
4/28/15	Online	Respondent 851	Yes	Yes	B	E	A	C	D

Statement of Community Involvement - Sunbury River Crossing

4/26/15	Online	Respondent 855	Yes	Yes	B	C	D	E	A
5/11/15	Online	Respondent 856	Yes	Yes	B	C	D	A	E
4/22/15	Online	Respondent 857	Yes	Yes	B	C	D	E	A
4/22/15	Online	Respondent 859	Yes	Yes	B	D	A	E	C
6/2/15	Online	Respondent 866	Yes	Yes	B	D	C	A	E
4/8/15	Online	Respondent 867	Yes	No	B	C	E	D	A
6/28/15	Online	Respondent 870	Yes	Yes	B	A	C	D	E
6/12/15	Online	Respondent 871	Yes	Yes	B	E	D	C	A
5/11/15	Online	Respondent 873	Yes		B	C	A	D	E
4/20/15	Online	Respondent 874	Yes	Yes	B	C	D	E	A
6/8/15	Online	Respondent 875	Yes	Yes	B	D	C	E	A
4/14/15	Online	Respondent 880	Yes	Yes	B	E	A	D	E
6/7/15	Online	Respondent 881	Yes	No	B				
6/4/15	Online	Respondent 883	Yes	Yes	B	C	E	D	A
5/5/15	Online	Respondent 884	Yes	Yes	B	C	D	A	E
6/2/15	Online	Respondent 885	Yes	No	B	C	D	E	A
6/15/15	Online	Respondent 886	Yes	Yes	B	C	D		
4/28/15	Online	Respondent 887	Yes	Yes	B	C	A	E	D
5/19/15	Online	Respondent 890	Yes	No	B	A	E	D	C
5/15/15	Online	Respondent 893	Yes		B	C	D	A	E
5/4/15	Online	Respondent 895	Yes	Yes	B	C	D	A	E
6/6/15	Online	Respondent 896	Yes	Yes	B	C	A	D	E
6/21/15	Online	Respondent 898	Yes	Yes	B	E	C	A	D
4/27/15	Skinnners Batch 1	Respondent 902	Yes	No	B				
4/20/15	Skinnners Batch One	Respondent 907	Yes	Yes	B	D	C	A	E
4/20/15	Skinnners Batch One	Respondent 908	Yes	Yes	B	D	C	A	E
4/20/15	Skinnners Batch One	Respondent 909	Yes	Yes	B	D	C	A	E
4/20/15	Skinnners Batch One	Respondent 910	Yes	Yes	B	D	C	A	E
4/20/15	Skinnners Batch Two	Respondent 911	Yes	Yes	B				
4/17/15	Event 2	Respondent 70	Yes	Yes	B or C	B or C	D	A	E
4/20/15	Event 1	Respondent 14	Yes	Yes	C	D	B	A	E
4/17/15	Event 2	Respondent 60	Yes	No	C	D	B	A	E
No date	LOSRA	Respondent 109	Yes	Yes	C	B	E	D	A
No date	LOSRA	Respondent 113	Yes	No	C	B	D	A	E
No date	LOSRA	Respondent 120	Yes	Yes	C	B	A	E	D
No date	LOSRA	Respondent 133	Yes	Yes	C	D	B	A	E
No date	LOSRA	Respondent 156			C	B	D	E	A
No date	LOSRA	Respondent 190	Yes	No	C	B	D	E	A
No date	LOSRA	Respondent 193	Yes	No	C	D	E	B	A
No date	LOSRA	Respondent 199	Yes	Yes	C	B	D	E	A

Statement of Community Involvement - Sunbury River Crossing

No date	LOSRA	Respondent 230	Yes	Yes	C	B	D	A	E
No date	LOSRA	Respondent 247	Yes	No	C	B	D	E	A
No date	LOSRA	Respondent 260	Yes	Yes	C	B	D	E	A
No date	LOSRA	Respondent 261	Yes	No	C	B	E	D	A
No date	LOSRA	Respondent 312	Yes	Yes	C	B	D	A	E
No date	LOSRA	Respondent 316	Yes	No	C	B	D	E	A
No date	LOSRA	Respondent 322	Yes	Yes	C	B	D	A	E
No date	LOSRA	Respondent 338	Yes	Yes	C	B	D	E	A
No date	LOSRA	Respondent 388	Yes	No	C	B	A	D	E
No date	LOSRA	Respondent 398	Yes	No	C	D	E	A	B
No date	LOSRA	Respondent 414	Yes	Yes	C	D	B	E	A
No date	LOSRA	Respondent 421	Yes	Yes	C	B	D	E	A
No date	LOSRA	Respondent 433	Yes	Yes	C	B	UNCL EAR DATA	UNCL EAR DATA	UNCL EAR DATA
5/11/15	Magpie	Respondent 446	Yes	Yes	C	B			
5/11/15	Magpie	Respondent 447	Yes	Yes	C	B			
6/8/15	Online	Respondent 451	Yes	Yes	C	D	B	E	A
6/28/15	Online	Respondent 461	Yes	Yes	C	B	D	A	E
6/7/15	Online	Respondent 471	Yes	Yes	C	B	D	E	A
4/28/15	Online	Respondent 489	Yes	No	C	B	D	A	E
5/24/15	Online	Respondent 493	Yes	Yes	C	D	B	A	E
5/15/15	Online	Respondent 498	Yes		C	B	E	D	A
3/23/15	Online	Respondent 503	Yes	Yes	C	D	B	A	E
4/27/15	Online	Respondent 521	Yes	Yes	C	B	D	A	E
5/11/15	Online	Respondent 532	Yes	Yes	C	B	A	D	E
3/30/15	Online	Respondent 534	Yes	No	C	B	E	D	A
4/9/15	Online	Respondent 545	Yes		C	B	D	A	E
4/4/15	Online	Respondent 546	Yes	Yes	C	A	B		D
4/19/15	Online	Respondent 553	Yes	Yes	C	B	A	D	E
5/2/15	Online	Respondent 567	Yes	Yes	C	D	E	B	A
5/16/15	Online	Respondent 581	Yes	Yes	C	A	D	E	B
5/11/15	Online	Respondent 593	Yes	Yes	C	B	A	D	E
5/1/15	Online	Respondent 594	Yes	Yes	C	B	E		
6/16/15	Online	Respondent 599	Yes	Yes	C	D	B	A	E
6/1/15	Online	Respondent 604	Yes	Yes	C	B	D	E	A
4/20/15	Online	Respondent 610	Yes	Yes	C	B	D	E	A
4/27/15	Online	Respondent 621	Yes	Yes	C	B	D	E	A
4/23/15	Online	Respondent 625	Yes	No	C	B	A	D	E
6/5/15	Online	Respondent 634	Yes	Yes	C	B	A	D	E
6/13/15	Online	Respondent 652	Yes	Yes	C	B	A	D	E
6/1/15	Online	Respondent 670	Yes	Yes	C	E	B	D	A
5/11/15	Online	Respondent 680	Yes	Yes	C	B	D	E	A
4/14/15	Online	Respondent 697	Yes	Yes	C	D	B	A	E

Statement of Community Involvement - Sunbury River Crossing

4/30/15	Online	Respondent 717	Yes	Yes	C	E	D	B	A
4/27/15	Online	Respondent 733	Yes	Yes	C	A	B	E	D
3/23/15	Online	Respondent 741	Yes	Yes	C	D	B	A	E
5/4/15	Online	Respondent 751	Yes	Yes	C	B	A	D	E
4/17/15	Online	Respondent 760	Undecided	Yes	C	D	B	E	A
6/5/15	Online	Respondent 771	Yes	No	C	B	A	D	E
6/4/15	Online	Respondent 778	Yes		C	B	D	E	A
4/17/15	Online	Respondent 786	Yes	Yes	C	A	E	D	B
6/30/15	Online	Respondent 807	Yes	Yes	C	B	E	D	A
3/29/15	Online	Respondent 811	Yes	Yes	C	E	B	D	A
3/30/15	Online	Respondent 815	Yes	Yes	C	B	A	D	E
3/29/15	Online	Respondent 823	Yes	Yes	C	B	A	D	E
3/23/15	Online	Respondent 832	Yes	Yes	C	B	E	A	D
4/22/15	Online	Respondent 838	Yes	Yes	C	B	A	D	E
3/31/15	Online	Respondent 854	Yes	No	C	B	E	D	A
4/29/15	Online	Respondent 863	Yes	Yes	C	D	E	B	A
6/5/15	Online	Respondent 869	Yes	Yes	C	B	A	D	E
5/2/15	Online	Respondent 879	Yes	Yes	C	B	A	D	E
4/28/15	Online	Respondent 894	Yes	Yes	C	D	B	A	E
4/29/15	Skinner's Batch 2	Respondent 904	Yes	Yes	C				
4/20/15	Event 1	Respondent 9	Yes	Yes	D				
4/22/15	Event 1	Respondent 26	Yes	Yes	D				
4/17/15	Event 2	Respondent 48	Yes	Yes	D	E	C	B	A
4/17/15	Event 2	Respondent 51	Yes	Yes	D	B	C	A	E
4/17/15	Event 2	Respondent 57	Yes	Yes	D	E			
4/17/15	Event 2	Respondent 59	Yes	Yes	D	E			
4/27/15	Event 3	Respondent 77	No	Yes	D				
4/30/15	Event 3	Respondent 80	Yes	Yes	D	E	C	B	A
5/15/15	Event 3	Respondent 86	Yes	Yes	D	E	A	B	C
4/27/15	Event 3	Respondent 92	No	Yes	D				
No date	LOSRA	Respondent 124	Yes	No	D	E	B	C	A
No date	LOSRA	Respondent 188	Yes	No	D	E	C	A	B
No date	LOSRA	Respondent 241	Yes	Yes	D	B	C	A	E
No date	LOSRA	Respondent 256	Yes	Yes	D	C	E	A	
No date	LOSRA	Respondent 262	Yes	No	D	E	C	B	A
No date	LOSRA	Respondent 302	Yes	Yes	D	C	A	E	B
No date	LOSRA	Respondent 309	Yes	Yes	D	B	C	E	A
No date	LOSRA	Respondent 327	Yes	Yes	D	C	B	E	A
No date	LOSRA	Respondent 377	Yes	Yes	D	C	B	E	A
No date	LOSRA	Respondent 391	Yes	Yes	D	B	A	C	E
No date	LOSRA	Respondent 393			D	E	A	B	C
No date	LOSRA	Respondent 394	Yes	Yes	D	C	B	E	A
No date	LOSRA	Respondent 409	Yes	No	D	C	B	E	A

Statement of Community Involvement - Sunbury River Crossing

No date	LOSRA	Respondent 432	Yes	Yes	D	E	C	B	A
No date	LOSRA	Respondent 440	Yes	No	D	A	E	B	C
6/3/15	Online	Respondent 459	Yes	Yes	D	C	B	E	A
4/2/15	Online	Respondent 467	Yes		D	D	D	D	D
6/2/15	Online	Respondent 473	Yes	Yes	D	C	E	B	A
4/24/15	Online	Respondent 506	Yes	Yes	D	C	B	E	A
4/6/15	Online	Respondent 519	Yes	Yes	D	C	B	A	E
3/23/15	Online	Respondent 522	Yes	Yes	D	C	B	E	A
3/23/15	Online	Respondent 543	Yes	Yes	D				
4/28/15	Online	Respondent 562	Yes	Yes	D	E	C	B	A
5/15/15	Online	Respondent 571	Yes	Yes	D	E	C	B	A
5/20/15	Online	Respondent 573	Yes	Yes	D	B	A	C	E
4/29/15	Online	Respondent 578	Yes	Yes	D	E	C	B	A
4/28/15	Online	Respondent 600	Yes	Yes	D	C	B	A	E
4/13/15	Online	Respondent 636	Yes	No	D	C	B	E	A
4/21/15	Online	Respondent 640	Undecided	Yes	D	C	B	E	A
4/26/15	Online	Respondent 687	Yes	Yes	D	B	C	E	A
5/30/15	Online	Respondent 703	Yes	Yes	D	E	A	B	C
5/11/15	Online	Respondent 720	Yes	Yes	D	B	C	A	E
4/27/15	Online	Respondent 726	Yes	No	D	C	B	A	E
4/7/15	Online	Respondent 739	Yes		D	B	A	C	E
6/7/15	Online	Respondent 795	Yes	Yes	D	C	E	B	A
5/15/15	Online	Respondent 805	Yes	Yes	D	E	C	B	A
5/29/15	Online	Respondent 812	Yes	Yes	D	B	C	A	E
3/23/15	Online	Respondent 844	Yes	Yes	D	B	C	A	E
7/23/15	Online	Respondent 852	Yes	Yes	D	E	C	A	B
4/6/15	Online	Respondent 853	Yes	Yes	D				
4/20/15	Event 1	Respondent 7	Yes	Yes	E				
5/7/15	Event 1	Respondent 15	Yes	Yes	E				
4/20/15	Event 1	Respondent 20	Yes	Yes	E	D			
4/16/15	Event 1	Respondent 21	Yes	Yes	E	B	D	C	A
4/20/15	Event 1	Respondent 23	Yes	Yes	E	B	A	D	C
4/20/15	Event 1	Respondent 24		Yes	E				
4/16/15	Event 1	Respondent 30	Yes	Yes	E	A	B	D	C
4/29/15	Event 2	Respondent 47	No	Yes	E	D	C	B	A
4/17/15	Event 2	Respondent 52	Yes	No	E	A	B		
4/17/15	Event 2	Respondent 61	Yes	No	E	C	D	B	A
4/20/15	Event 2	Respondent 62	Yes	Yes	E				
4/30/15	Event 2	Respondent 64	No	No	E	D	C	B	A
4/17/15	Event 2	Respondent 65			E				
5/5/15	Event 2	Respondent 66	Yes	Yes	E				
4/29/15	Event 3	Respondent 72	Undecided	Yes	E				

Statement of Community Involvement - Sunbury River Crossing

4/29/15	Event 3	Respondent 76	Undecided	Yes	E				
5/5/15	Event 3	Respondent 82	Yes	Yes	E				
4/29/15	Event 3	Respondent 85	Yes	No	E				
4/27/15	Event 3	Respondent 87	Yes	Yes	E				
4/27/15	Event 3	Respondent 91	Yes	Yes	E				
No date	LOSRA	Respondent 106	Yes	Yes	E	C	A	B	D
No date	LOSRA	Respondent 122	Yes	Yes	E	D	C	B	A
No date	LOSRA	Respondent 127	Yes	No	E				
No date	LOSRA	Respondent 135			E	D	B	C	A
No date	LOSRA	Respondent 136	Yes	Yes	E	B	D	C	A
No date	LOSRA	Respondent 147	Yes	Yes	E				
No date	LOSRA	Respondent 159	Yes	Yes	E	B	A	C	D
No date	LOSRA	Respondent 160	Yes	No	E	C	B	D	A
No date	LOSRA	Respondent 161	Yes	Yes	E	A	B	C	D
No date	LOSRA	Respondent 162			E	B	A	D	C
No date	LOSRA	Respondent 168	Yes	Yes	E	D	B	C	A
No date	LOSRA	Respondent 195	Yes	Yes	E	D	C	A	B
No date	LOSRA	Respondent 198	Yes	Yes	E	D	C	B	A
No date	LOSRA	Respondent 201	Yes	Yes	E	B	D	C	A
No date	LOSRA	Respondent 213	Yes	Yes	E	D	A	C	B
No date	LOSRA	Respondent 215	Yes		E	A	D		
No date	LOSRA	Respondent 233	Yes	Yes	E	D	C	B	A
No date	LOSRA	Respondent 251	Yes	Yes	E	B	C	D	A
No date	LOSRA	Respondent 270	Yes	Yes	E	D	A	C	B
No date	LOSRA	Respondent 277	Yes	Yes	E	C	B	A	D
No date	LOSRA	Respondent 289	Yes	Yes	E				
No date	LOSRA	Respondent 303	Yes	Yes	E	B	D	C	A
No date	LOSRA	Respondent 311	Yes	No	E	D	B	C	A
No date	LOSRA	Respondent 321	Yes	Yes	E	A	UNCL EAR DATA	UNCL EAR DATA	UNCL EAR DATA
No date	LOSRA	Respondent 339	Yes	Yes	E	B	D	C	A
No date	LOSRA	Respondent 360	Yes	Yes	E	D	C	A	B
No date	LOSRA	Respondent 364	Yes	Yes	E	D	C	B	A
No date	LOSRA	Respondent 365	Yes	Yes	E	UNCL EAR DATA	UNCL EAR DATA	UNCL EAR DATA	UNCL EAR DATA
No date	LOSRA	Respondent 367	Yes	Yes	E	B	C	D	A
No date	LOSRA	Respondent 368	Yes		E	B	D	C	A
No date	LOSRA	Respondent 380	Yes	Yes	E	D	A	C	B
No date	LOSRA	Respondent 382	Yes	Yes	E	A	UNCL EAR DATA	UNCL EAR DATA	UNCL EAR DATA
No date	LOSRA	Respondent 384	Yes		E				
No date	LOSRA	Respondent 396	Yes	No	E	D	C	B	A
No date	LOSRA	Respondent 397	Yes	Yes	E	B	D	C	A
No date	LOSRA	Respondent 403	Yes	Yes	E	B	C	D	A

No date	LOSRA	Respondent 407	Yes	Yes	E	A	D	B	C
No date	LOSRA	Respondent 408	Yes	No	E	A	B	C	D
No date	LOSRA	Respondent 422	Yes	No	E	A	B	C	D
No date	LOSRA	Respondent 435	Yes	Yes	E	C	D	B	A
No date	LOSRA	Respondent 443	Yes	Yes	E	B	C	D	A
6/2/15	Online	Respondent 455	Yes	Yes	E	B	C	D	A
6/6/15	Online	Respondent 474	Yes	Yes	E	A	B	D	C
3/30/15	Online	Respondent 485	Yes	No	E	C	B	D	A
3/24/15	Online	Respondent 487	Yes	Yes	E	C	A	C	B
6/8/15	Online	Respondent 488	Yes		E	B	A	C	D
6/2/15	Online	Respondent 494	Yes	Yes	E	C	B	A	D
3/23/15	Online	Respondent 505	Yes	Yes	E	B	C	A	D
3/30/15	Online	Respondent 510	Yes	Yes	E	B	D	A	C
3/31/15	Online	Respondent 513	Yes	Yes	E	B	D	C	A
3/31/15	Online	Respondent 515	Yes	Yes	E	B	D	C	A
4/16/15	Online	Respondent 523	Yes	Yes	E	C	B	D	A
4/3/15	Online	Respondent 526	Yes	Yes	E	B	A	C	D
6/14/15	Online	Respondent 544	Yes	Yes	E	B	A	C	D
3/17/15	Online	Respondent 568	Yes	Yes	E	C	B	D	A
4/27/15	Online	Respondent 572	Yes	Yes	E	B	C	D	A
5/11/15	Online	Respondent 574	Yes	Yes	E	A	B	D	C
6/8/15	Online	Respondent 579	Yes	Yes	E	D	C	B	A
4/1/15	Online	Respondent 588	Yes	Yes	E	B	D	C	A
6/15/15	Online	Respondent 590	Yes	Yes	E	B	D	C	A
6/2/15	Online	Respondent 592	Yes	Yes	E	D	C	A	B
4/27/15	Online	Respondent 598	Yes	Yes	E	D	C	B	A
4/20/15	Online	Respondent 601	Yes	Yes	E	D	C	B	A
4/28/15	Online	Respondent 617	Yes	Yes	E	B	C	D	A
5/31/15	Online	Respondent 622	Yes	Yes	E	D	C	A	B
6/22/15	Online	Respondent 624	Yes	No	E	D	C	B	A
6/6/15	Online	Respondent 629	Yes	Yes	E	D	C	B	A
3/30/15	Online	Respondent 641	Yes	Yes	E	D	C	B	A
7/2/15	Online	Respondent 655	Yes	Yes	E	B	D	C	A
6/2/15	Online	Respondent 656	Yes	Yes	E	A	B	D	C
5/15/15	Online	Respondent 675	Yes	Yes	E	A	D	C	B
4/4/15	Online	Respondent 679	Yes	Yes	E	D	B	A	C
4/16/15	Online	Respondent 700	Yes	Yes	E	C	B	D	A
6/22/15	Online	Respondent 722	Yes	Yes	E	D	B	C	A
5/4/15	Online	Respondent 724	Yes	Yes	E	D	C	B	A
6/7/15	Online	Respondent 727	Yes	No	E	B	C	D	A
4/1/15	Online	Respondent 755	Yes	Yes	E	D	C	B	A
4/27/15	Online	Respondent 761	No	No	E	B	C	A	D

6/6/15	Online	Respondent 769	Yes	Yes	E	D	C	B	A
6/8/15	Online	Respondent 775	Yes	Yes	E	D	A	B	C
5/15/15	Online	Respondent 776	Yes	Yes	E	D	C	B	A
4/22/15	Online	Respondent 791	Yes	No	E	B	C	D	A
3/30/15	Online	Respondent 794	Yes	Yes	E	B	D	C	A
6/8/15	Online	Respondent 796	Yes	Yes	E				
7/2/15	Online	Respondent 803	Yes	Yes	E	B	D	C	A
6/2/15	Online	Respondent 813	Yes	Yes	E	D	C	B	A
6/1/15	Online	Respondent 821	Yes	Yes	E				
5/30/15	Online	Respondent 828	Yes	Yes	E	C	B	D	A
4/8/15	Online	Respondent 858	Yes	Yes	E	C	D	B	A
6/16/15	Online	Respondent 860	Yes		E	D	B	C	A
4/16/15	Online	Respondent 861	Yes	Yes	E	D	B	C	A
6/11/15	Online	Respondent 868	Yes	No	E	B	D	A	C
6/3/15	Online	Respondent 872	Yes	Yes	E	D	C	B	A
6/10/15	Online	Respondent 878	Yes	Yes	E	D	C	B	A
5/30/15	Online	Respondent 891	Yes	Yes	E	B	C	D	A
5/6/15	Skidders Batch 1	Respondent 899	Yes		E				
5/6/15	Skidders Batch 1	Respondent 900	Yes	Yes	E				
5/15/15	Skidders Batch 2	Respondent 903	Yes	Yes	E				
4/27/15	Skidders Batch 2	Respondent 905	Yes	Yes	E				
5/11/15	Skidders Batch 2	Respondent 906	Yes	Yes	E				
4/17/15	Event 2	Respondent 67	No	NA	NA	NA	NA	NA	NA
5/22/15	Event 1	Respondent 13	No	Yes					
5/21/15	Event 1	Respondent 33	No						
No date	LOSRA	Respondent 99	No	Yes					
No date	LOSRA	Respondent 110	No	No					
No date	LOSRA	Respondent 155	No	Yes					
No date	LOSRA	Respondent 185	Yes	Yes		UNCL EAR DATA			UNCL EAR DATA
No date	LOSRA	Respondent 208	No	Yes					
No date	LOSRA	Respondent 210	No	No					
No date	LOSRA	Respondent 218	No	Yes					
No date	LOSRA	Respondent 222	No	Yes					
No date	LOSRA	Respondent 228	Yes	Yes					
No date	LOSRA	Respondent 238	No						
No date	LOSRA	Respondent 280	No	Yes					
No date	LOSRA	Respondent 358	Yes	No					
No date	LOSRA	Respondent 366	Yes	No					
No date	LOSRA	Respondent 381	No						
No date	LOSRA	Respondent 402	Yes	Yes		B			E
No date	LOSRA	Respondent 428	No	Yes					

No date	LOSRA	Respondent 430	No	Yes					
No date	LOSRA	Respondent 437	No	Yes					
No date	LOSRA	Respondent 439	Yes	No					
No date	LOSRA	Respondent 445							
4/14/15	Online	Respondent 466	Yes	No					
3/31/15	Online	Respondent 477	Yes	Yes					
4/12/15	Online	Respondent 482	Yes	Yes					
7/29/15	Online	Respondent 514	Yes	Yes					
4/27/15	Online	Respondent 518	Yes	Yes					
3/26/15	Online	Respondent 566	Yes	Yes					E
5/20/15	Online	Respondent 580	No	Yes					A
4/7/15	Online	Respondent 632	Yes	Yes					
6/5/15	Online	Respondent 661	Yes	No					
4/27/15	Online	Respondent 671	Yes	Yes					
4/28/15	Online	Respondent 709	Yes	No					
6/16/15	Online	Respondent 773	No	Yes					
5/1/15	Online	Respondent 816	Yes	No					
6/24/15	Online	Respondent 822	Yes	Yes					
4/28/15	Online	Respondent 841	Yes	No					
6/13/15	Online	Respondent 865	Yes	No					
6/8/15	Online	Respondent 888	Yes	Yes					

Appendix Eight

Name	Site A - Weir crossing (Comments)	Site B - Flowerpot Green (Comments)	Site C - Church Street (Comments)	Site D - King's Lawn (Comments)	Site E - Rivermead (Comments)
Respondent 1	I have put this as #2 purely on the basis of the higher projected cost - otherwise it would be my #1 preference				
Respondent 2					
Respondent 3		Love the idea of a foot/cycle path crossing the Thames here. This site would protect the view of the church, be close to the village and parking. To be safe for pedestrians, cyclists should be asked to dismount.			
Respondent 4					
Respondent 5					
Respondent 6					
Respondent 7	I understand this option the bridge would be low and we wouldn't get our boat under it.				As long as the bridge is high enough for our boat to get under.
Respondent 8	Terrible location, shouldn't even be considered	Best location as it is on major road links and easily accessibly - an underused site as it is!	Good location to major road links but too much disruption to look at	Not a bad location but not the best as it is off the main road links	Terrible location, shouldn't even be considered
Respondent 9				Hope all goes well. It would be lovely for the grand children to take their bikes across to the tow path.	
Respondent 10		As a keen local cyclist, I am all in favour of a crossing at Sunbury which will obviate the need to use the narrow Fordbridge Road to go to Walton. Site B seems to have the most favourable responses to the various criteria.			
Respondent 11		Seemed to offer the best option considering cost/ disruption/access etc.			
Respondent 12					

Respondent 13	Why not a ferry crossing instead of a footbridge? I imagine there must have been a ferry in years gone by? Possibly near Monksbridge? We already have far too many cyclists using our roads in Lower Sunbury - from Twickenham Cycle Club and others - especially at weekends. HOWEVER, there is areal need for another proper bridge for cars to use - possibly by the Bell Inn at Hampton - so as to reduce the congestion and traffic jams which often occur on the Stanes Road and Hampton Court Road,.				
Respondent 14	A rather convoluted crossing	A reasonable route	Most discreet route	An interesting crossing	A long shot.
Respondent 15					Open public access, minimum impact on congested Thames St village area scope to develop public space in future
Respondent 16		Make logical sense, shortest points etc.			
Respondent 17	Please see our letter attached [scanned under Letter - Mr and Mrs Marshall]				
Respondent 18	Please see our letter attached [scanned under Letter - Mr and Mrs Marshall]				
Respondent 19	While health and safety require upgrades the fact is there is a way of getting across in one place. Why trouble other areas?				No! Rivermead Island is a quiet cul-de-sac - No, Boat club!!
Respondent 20	Concerned about what height the bridge will be. Study states a low-level bridge such as the existing bridge in the Creek which our boat could not get under. We live in Finn Land, in the Creek and have our boat moored there (Willow Way). Concerns are that we would not be able to get under a low brudge; thus making our boat unsuable.	As A	As A	Provided the bridge accommodates longer craft	This seems to be the best option

Respondent 21	Overly complicated and expensive. Not central to village and away from the main bus routes	A busy traffic location where additional street parking should be avoided. Also green floods yearly!	Would lose valuable moorings in only area where tourists can spend the night and hire a boat	Loss of boat trips, major loss of views down the river. A busy road position with limited parking	A good position where the locals have historically walked and viewed the Thames. Adequate parking and good proximity to main bus route.
Respondent 22	A strong preference. The closeness to the weir would provide an attraction in itself and would offer a very interesting route to cross the river. Complex temporary works are only temporary.				
Respondent 23					Least impact on the views at Lower Sunbury. Style of bridge would not have to fit with older buildings.
Respondent 24					This is a parkland area where people go to relax. For a security point of view it keeps people off the island where Wilsons boat sheds are.
Respondent 25					
Respondent 26				Well situated for buses, walled garden and availability of places for tea or coffee - and public lavatory. Also access to Walton.	
Respondent 27					
Respondent 28	Good facilities here i.e. car park. Probably the cheapest option and very scenic crossing the weir.				
Respondent 29	I have selected this first in the end as the Weir is there already so it may not obstruct the view much more than the Weir does at present. Also this position is nearer if people wanted to walk into Walton. Disadvantaged people living near the Weir may protest against this plan. Also it is further from the Bus route. Still worth the extra expense!	The Bridge would obstruct the view up the river and it would spoil the Conservation area. This area floods too, we need to keep this small green area as this and the green areas at King's Lawn, Rivermead Island and by Fordbridge Rd Car Park is all we have left by Sunbury Riverside.	The bridge would spoil the view of the river, the Ferry House and the Conservation area. This could spoil the view looking across from the Lock island over to the Church and over to King's Lawn on the Sunbury riverside.	King's Lawn would be spoilt by a bridge. It would spoil the view of the river and the Conservation area. Also looking across from the Lock island would be spoilt. King's Lawn is popular for mooring boats, fishing and people relaxing by the river.	I have selected this next as it would not interfere with a view of the river as much as B, C and D. This is liable to flood. The 216 bus stop is nearby.
Respondent 30					
Respondent 31		IT WILL BE GREAT!			

Respondent 32					
Respondent 33					
Respondent 34	Least obtrusive site, would provide interesting views of river upstream and downstream for people using the footbridge. The extra expense in the long run would be worth it.	Would overwhelm and spoil the quiet atmosphere and character of the green and spoil river views there.	Would spoil open views across river and along river in direction of weir.	Would encroach on park like area of Kings Lawn and spoil views along the river	More obtrusive than site A, but less obtrusive than sites B, C and D
Respondent 35	I feel the weir crossing will be the best and least intrusive plus a dramatic way to cross river				
Respondent 36		GOOD IDEA			
Respondent 37		Best option all round			
Respondent 38					
Respondent 39		Room for Sunbury entrance Can be watched over by lockkeeper			
Respondent 40					
Respondent 41		Can't wait!			
Respondent 42		GREAT HERE! BUT ANYWHERE GOOD. I REALLY HOPE THIS 'GOES'			
Respondent 43	By far the best option. Would be most attractive to walk and ride. Least obtrusive and ultimately may not be as expensive	Best of the rest - but far behind #1 as a first choice	Design would probably be taken out of LOSRAs hands	Not suitable for construction	Reducing a green area
Respondent 44	Simplest, nicest, easier best location, central	Central location	Nice but complicated		
Respondent 45	Parking nearby	Ideal location natural route walk/ bike	Low cost, re:use Donkey Bridge?	Close to parking	Far away
Respondent 46					

Respondent 47	Weir very dangerous especially in winter. Would have to be caged. Very expensive and complicated to construct. 3/4 of mile from village. Privacy and especially security of properties in Parke Rd and Wheatley's AIT badly affected. Obvious magnet for yobs and drunks from pub. Sluices very vulnerable to interference. Both ends flood. Maintenance of weir, especially regular clearance of heavy rubbish from top of weir, would close crossing.	Destroys popular much-used green space. River wide. Much too close to Habitation. Busy, dangerous road junction.	Totally impractical. Busy junction, close to property.	Close to village. Very safe part of river. Good Weilhton Middx Bank some distance from property.	Away from habitation. Cheapest. Big site so would not cause disruption in Thames Street parking. Not too far from village. No properties affected badly.
Respondent 48	Difficult to navigate in winter			Easy to construct, less cost	
Respondent 49	Existing route would be a benefit - would therefore be easily built in stages and create a wonderful walk/ride	All the others listed here would take valuable land and create ugly (no matter how well designed) infrastructure	Lacks space for approaches	Lacks space for approaches	Too distant from the 'village'
Respondent 50		Just about gets the nod ahead of site E...			
Respondent 51					
Respondent 52	Weir crossing has curves and leads to a pub and island	It's easy to get to the Sunbury lock island			I like this one best because you can build different shapes to an empty space
Respondent 53		I'd rather have any bridge than no bridge - B is the best option because its the best position for walking and cycling			
Respondent 54		Easy access and best feasibility score according to your info			
Respondent 55					
Respondent 56					
Respondent 57					
Respondent 58	Would be happy with any of the options. I think this is	A long overdue project which would provide a significant community benefit	Thank you LOSRA for the hard work put in on this and for going us input		
Respondent 59					
Respondent 60					

Respondent 61	Too difficult and complex. Away from main part of Sunbury village.		Good links		This isn't 'remote' if you live in Sunbury East. People are already using the island for walks and leisure and may decide to cross the river if they have the chance.
Respondent 62	This is a pedestrian bridge so location of parking seems irrelevant if most users come from Sunbury - surely they will walk to the bridge!	This is already a busy junction so it does not seem appropriate to add further congestion at this point		Positioning a bridge here would spoil the views along the river	Best site as there is already a bridge. Trees along the bank and on the island would shield the new bridge from Sunbury side and there is a waterworks building on the far bank. Also a bus stop nearby.
Respondent 63					
Respondent 64	Obviously very dangerous particularly in winter. Very complicated and expensive to construct. Security of nearby properties jeopardised. Long way from the village. Obtrusive in very attractive part of the river.	Ruins very popular recreation/fishing area. Construction would badly affect traffic in road. Too close to houses.	Too close to properties. Very busy road junction.	Wouldn't affect properties too badly. River narrow. Close to village high bank on north side.	Construction wouldn't affect traffic too much. Away from properties. Parking close by. Cheap. No important view affected. Much less obtrusive than other options.
Respondent 65					The excitement of crossing
Respondent 66					Undecided between option B and E; both very good suggestions
Respondent 67					
Respondent 68					
Respondent 69					
Respondent 70	Parking nearby	Low cost, natural flow	Connect bike route, re-use Donkey Bridge?	Close to walled garden parking	Far away, not logical place
Respondent 71	Difficult - look at crossing by weir just upstream of Henley. Environment Agency have history of opposition to even pedestrian usage of weir! It was used sometime before 1900 under Thames Conservancy.	Preferred option. Probably best for keeping existing atmosphere around the old buildings.			
Respondent 72					Next to bus stop; parking; nice area to picnic and park bikes; does not spoil view of Sunbury village.
Respondent 73		Both [B and D] seem to have logical links on Sunbury side of river for access for more residents across Sunbury.			

Respondent 74					
Respondent 75					
Respondent 76					If there is to be a river crossing it seems sensible to choose the apparent easiest route. It looks as if the crossing in this location would cause less disruption to the commercial area and does not spoil the village area.
Respondent 77				This site. Most beneficial to Sunbury village.	
Respondent 78		This is best as it is central, convenient and not too expensive. An attractive bridge would be a great boon situated here.			This is my last choice as the position would put a lot of strain on the narrow part of Thames Street. But any bridge is better than no bridge!
Respondent 79	Main concern for any bridge is the impact on river views.				
Respondent 80					
Respondent 81	Although a bit remote - prefer to keep open aspect of King's Lawn	Least impact and close to amenities (both sides of river) important for security that both ends of route are near to assistance if required. Also bridge must not encourage reckless and dangerous behaviour - example jumping into the river - strong undertow	We have such a small amount of open river frontage that I believe Kings Lawn should remain as open a view as possible	See C	Although this is further away from centre, prefer to preserve open aspect of King's Lawn
Respondent 82					First and only
Respondent 83			Would not like to spoil the view of the church	The walled garden would lose visitors parking for people using the bridge. Where would the yacht club go?	
Respondent 84		Connections for myself with this path site is best. Especially cycle route along the tow paths on the other side for commuting. The cost and the view considerations I feel are the most acceptable here/			
Respondent 85					But, I would prefer a ferry crossing from Wilsons Boat Yard.
Respondent 86					
Respondent 87					Car parking?

Respondent 88	Visually probably the least intrusive. Central for Lower Sunbury with reasonable connecting with Walton. Sports Centre over river				Need to be aware of flooding at end of island proposed at access site for bridge
Respondent 89					
Respondent 90		Good location for access both sides of the river - near shops, cafes, pubs - moderate costing.			
Respondent 91					
Respondent 92				This site, it is the most direct and is of most benefit to the village	
Respondent 93					
Respondent 94					
Respondent 95					
Respondent 96					
Respondent 97					
Respondent 98					
Respondent 99					
Respondent 100					
Respondent 101					
Respondent 102					
Respondent 103					
Respondent 104					
Respondent 105					
Respondent 106					
Respondent 107					
Respondent 108					
Respondent 109					
Respondent 110					
Respondent 111					
Respondent 112					
Respondent 113					
Respondent 114					
Respondent 115					
Respondent 116					
Respondent 117					
Respondent 118					
Respondent 119					
Respondent 120					

Respondent 121					
Respondent 122					
Respondent 123					
Respondent 124					
Respondent 125					
Respondent 126					
Respondent 127					
Respondent 128					
Respondent 129					
Respondent 130					
Respondent 131					
Respondent 132					
Respondent 133					
Respondent 134					
Respondent 135					
Respondent 136					
Respondent 137					
Respondent 138					
Respondent 139					
Respondent 140					
Respondent 141					
Respondent 142					
Respondent 143					
Respondent 144					
Respondent 145					
Respondent 146					
Respondent 147					
Respondent 148					
Respondent 149					
Respondent 150					
Respondent 151					
Respondent 152					
Respondent 153					
Respondent 154					
Respondent 155					
Respondent 156					
Respondent 157					
Respondent 158					
Respondent 159					

Respondent 160					
Respondent 161					
Respondent 162					
Respondent 163					
Respondent 164					
Respondent 165					
Respondent 166					
Respondent 167					
Respondent 168					
Respondent 169					
Respondent 170					
Respondent 171					
Respondent 172					
Respondent 173					
Respondent 174					
Respondent 175					
Respondent 176					
Respondent 177					
Respondent 178					
Respondent 179					
Respondent 180					
Respondent 181					
Respondent 182					
Respondent 183					
Respondent 184					
Respondent 185					
Respondent 186					
Respondent 187					
Respondent 188					
Respondent 189					
Respondent 190					
Respondent 191					
Respondent 192					
Respondent 193					
Respondent 194					
Respondent 195					
Respondent 196					
Respondent 197					
Respondent 198					

Respondent 199					
Respondent 200					
Respondent 201					
Respondent 202					
Respondent 203					
Respondent 204					
Respondent 205					
Respondent 206					
Respondent 207					
Respondent 208					
Respondent 209					
Respondent 210					
Respondent 211					
Respondent 212					
Respondent 213					
Respondent 214					
Respondent 215					
Respondent 216					
Respondent 217					
Respondent 218					
Respondent 219					
Respondent 220					
Respondent 221					
Respondent 222					
Respondent 223					
Respondent 224					
Respondent 225					
Respondent 226					
Respondent 227					
Respondent 228					
Respondent 229					
Respondent 230					
Respondent 231					
Respondent 232					
Respondent 233					
Respondent 234					
Respondent 235					
Respondent 236					
Respondent 237					

Respondent 238					
Respondent 239					
Respondent 240					
Respondent 241					
Respondent 242					
Respondent 243					
Respondent 244					
Respondent 245					
Respondent 246					
Respondent 247					
Respondent 248					
Respondent 249					
Respondent 250					
Respondent 251					
Respondent 252					
Respondent 253					
Respondent 254					
Respondent 255					
Respondent 256					
Respondent 257					
Respondent 258					
Respondent 259					
Respondent 260					
Respondent 261					
Respondent 262					
Respondent 263					
Respondent 264					
Respondent 265					
Respondent 266					
Respondent 267					
Respondent 268					
Respondent 269					
Respondent 270					
Respondent 271					
Respondent 272					
Respondent 273					
Respondent 274					
Respondent 275					
Respondent 276					

Respondent 277					
Respondent 278					
Respondent 279					
Respondent 280					
Respondent 281					
Respondent 282					
Respondent 283					
Respondent 284					
Respondent 285					
Respondent 286					
Respondent 287					
Respondent 288					
Respondent 289					
Respondent 290					
Respondent 291					
Respondent 292					
Respondent 293					
Respondent 294					
Respondent 295					
Respondent 296					
Respondent 297					
Respondent 298					
Respondent 299					
Respondent 300					
Respondent 301					
Respondent 302					
Respondent 303					
Respondent 304					
Respondent 305					
Respondent 306					
Respondent 307					
Respondent 308					
Respondent 309					
Respondent 310					
Respondent 311					
Respondent 312					
Respondent 313					
Respondent 314					
Respondent 315					

Respondent 316					
Respondent 317					
Respondent 318					
Respondent 319					
Respondent 320					
Respondent 321					
Respondent 322					
Respondent 323					
Respondent 324					
Respondent 325					
Respondent 326					
Respondent 327					
Respondent 328					
Respondent 329					
Respondent 330					
Respondent 331					
Respondent 332					
Respondent 333					
Respondent 334					
Respondent 335					
Respondent 336					
Respondent 337					
Respondent 338					
Respondent 339					
Respondent 340					
Respondent 341					
Respondent 342					
Respondent 343					
Respondent 344					
Respondent 345					
Respondent 346					
Respondent 347					
Respondent 348					
Respondent 349					
Respondent 350					
Respondent 351					
Respondent 352					
Respondent 353					
Respondent 354					

Respondent 355					
Respondent 356					
Respondent 357					
Respondent 358					
Respondent 359					
Respondent 360					
Respondent 361					
Respondent 362					
Respondent 363					
Respondent 364					
Respondent 365					
Respondent 366					
Respondent 367					
Respondent 368					
Respondent 369					
Respondent 370					
Respondent 371					
Respondent 372					
Respondent 373					
Respondent 374					
Respondent 375					
Respondent 376					
Respondent 377					
Respondent 378					
Respondent 379					
Respondent 380					
Respondent 381					
Respondent 382					
Respondent 383					
Respondent 384					
Respondent 385					
Respondent 386					
Respondent 387					
Respondent 388					
Respondent 389					
Respondent 390					
Respondent 391					
Respondent 392					
Respondent 393					

Respondent 394					
Respondent 395					
Respondent 396					
Respondent 397					
Respondent 398					
Respondent 399					
Respondent 400					
Respondent 401					
Respondent 402					
Respondent 403					
Respondent 404					
Respondent 405					
Respondent 406					
Respondent 407					
Respondent 408					
Respondent 409					
Respondent 410					
Respondent 411					
Respondent 412					
Respondent 413					
Respondent 414					
Respondent 415					
Respondent 416					
Respondent 417					
Respondent 418					
Respondent 419					
Respondent 420					
Respondent 421					
Respondent 422					
Respondent 423					
Respondent 424					
Respondent 425					
Respondent 426					
Respondent 427					
Respondent 428					
Respondent 429					
Respondent 430					
Respondent 431					
Respondent 432					

Respondent 433					
Respondent 434					
Respondent 435					
Respondent 436					
Respondent 437					
Respondent 438					
Respondent 439					
Respondent 440					
Respondent 441					
Respondent 442					
Respondent 443					
Respondent 444					
Respondent 445					
Respondent 446		Second preferred	Preferred		
Respondent 447					
Respondent 448					
Respondent 449					
Respondent 450		Clearly the most sensible option! Would really open up the area and boost commerce in both Sunbury and Walton. Great idea, so really hope it happens.			
Respondent 451					
Respondent 452		Best option in my opinion.			
Respondent 453	Should be as free to accomplish with EA support and cooperation on their weir works. Minimal boost for Sunbury's economy and tourism however. Last resort.	Significantly economically and geometrically best option. Simple to promote and access.	An attractive green route. Long curves lengthen distance to other side and evoke motorway crossings unless made out of carved stone or expensive artistic railings.	Narrow access. Likely to inconvenience or cause nuisance to adjacent properties through being too secluded between them and not in the public view. Too closely associated with the pubs themselves.	
Respondent 454					
Respondent 455					
Respondent 456	Won't spoil the view from the village. Car park available.				

Respondent 457		It make perfect seems to use the simplest and less intrusive structure, which would be accessible for all. Future of the dynamic and economic value of having a link would I believe families for both sides with direct access to the river walk ways and shops and resturants. This would also create a cycle map for those cyclist that clog up the current road networks, further feasibility should be looked at cycle routes away from walk ways at either end of tHe bridge.			
Respondent 458	Access to the Excel leisure centre	Access to lower Sudbury amenities from the walton side for residents from Walton	Access to lower Sudbury amenities from the walton side for residents from Walton		
Respondent 459	This is to far out from the village	I think the structure in this location will be to imposing and cause traffic problems	Good option	Preferred option	
Respondent 460					
Respondent 461					
Respondent 462					
Respondent 463					
Respondent 464	Testing to double check, a double submission is possible.				
Respondent 465					
Respondent 466	I would be supportive of options A, B, C, D or E. I've just moved to Sunbury so don't feel I know the area well enough yet to say which option I think is best. I'm a keen cyclist, and not having to cycle to Walton Bridge would be safer and would transform the experience of getting to the Thames Tow path which is such an incredible asset. Thank you to everyone involved in making the effort to push this forward.				

Respondent 467				<p>The Kingslawn site looks to be the best situated and cheapest option, it therefore is the most likely option to get the go ahead.</p> <p>Also the island has public Infrastructure already in place, the Kingslawn bridge also looks like the shortest route.</p>	
Respondent 468		most straight and great location			
Respondent 469					
Respondent 470					
Respondent 471	I like the plan to use the existing weir as access but I dont like accessing it from the busy Fordbridge road.				
Respondent 472					
Respondent 473					
Respondent 474	Least visually intrusive using low level bridge across top of weir. Possible funding from Environment Agency as part of weir upgrade?				
Respondent 475					
Respondent 476	A reasonable choice, but really too far from the village centre.	A perfect location - would connect straight from the mini-roundabout to The Weir PH. Assuming a good design, this could look fantastic.	A good choice.	Too central - might have an overbearing impact.	
Respondent 477					
Respondent 478					
Respondent 479					
Respondent 480					
Respondent 481	Don't think this is the best position	This one looks best to me			

Respondent 482	<p>As a cyclist I would be happy with any option, and would leave the choice to those living close by to whom relative distances may be important.</p> <p>When we looked at this in 1999 one major constraint was the question of gradients. The bridge must allow boats to pass, so must be high (or have a moving section, which is awkward), but should be accessible to wheelchair users, so must have gentle gradients. Hence need big ramps at ends, unless use a spot with high banks. This point seems to have been addressed in evaluating the options, but not in great detail.</p>				
Respondent 483	<p>Appears to have the least visual impact and would keep cyclists separate from people who currently enjoy the riverside.</p>	<p>This will have a strong visual effect but does cross at a point less used by pedestrians and people sitting at the riverside, and would conceivably be good for business for the Flower Pot, however it would bring cyclists into the road network at the roundabout by the Flowerpot potentially causing traffic chaos. It must be accepted that the bridge would not just be used by locals but will attract traffic from people simply using the bridge as a short cut</p>	<p>No. It would ruin an historic view and bring cyclists into the midst of people and traffic at a major amenity point.</p>	<p>No. This is one of the most iconic views of the river in Sunbury, and would bring the cyclists into the midst of traffic and pedestrians in an area where people go for relaxation.</p>	<p>This has the advantage of using a route on to the thames already distinct. There will be some detriment to the view, but from a distance this should be diminished by the trees. There will need to be some widening of the bridge onto the island or possibly a separate bridge for the cyclists as in my experience cyclists and pedestrians do not mix well as cyclists often expect to be able to continue travelling at street speed or approaching street speed and often pass pedestrians leaving only inches to spare. I've had this experience on tow paths and on shared pedestrian/cyclist paved ways in parks etc.</p>
Respondent 484					
Respondent 485					

Respondent 486	<p>Would benefit local familys who cycle Also it would bring people over to our lovely riverside pubs and restaurants</p> <p>AlwAys thought it was a shame that we could not walk any length of the Thames and had to drive and park in Walton. It would be a pure joy A lovely addition to our beautiful sunbury</p>	Above	Above	Above	
Respondent 487		Unacceptable impact on an area of historic importance and natural beauty.			
Respondent 488	The 1 giving least impact to the environment, but concerned that people would not find it sufficient benefit together with the length of span, cyclist would probably continue to use Walton Bridge.				
Respondent 489					
Respondent 490					
Respondent 491		Better placement, more practical.			
Respondent 492		space for ramps - most direct crossing			
Respondent 493					
Respondent 494					
Respondent 495		Good location for crossing as a more direct route to walton			
Respondent 496	Out of town, poor bus connections, too long and exposed in bad weather. Rubbish.	Ticks all my boxes, including car set down and pick up. Needs drop off/pick up area?	Ticks all my boxes, including car set down and pick up. Needs drop off/pick up area?	Ticks all my boxes, including car set down and pick up. Needs drop off/pick up area?	
Respondent 497					
Respondent 498					
Respondent 499	This would have the least visual impact on the local community, whilst being a pleasant crossing for those on foot or bicycle with closer access to Walton. It would also facilitate the upgrading and enhancement of the weir structure.				

Respondent 500	Least intrusive visually.	Very concerned about spoiling historic village views with intrusive bridge..	Very concerned about spoiling historic village views with intrusive bridge.	Very concerned about spoiling historic village views with intrusive bridge.	Less intrusive by being on edge of village
Respondent 501					
Respondent 502		Seems the most sensible option.			
Respondent 503			This crossing looks interesting for its shape and proximity to the centre of lower sunbury		
Respondent 504					
Respondent 505	Miles from anywhere - will just end up being cyclists				
Respondent 506					
Respondent 507					
Respondent 508					
Respondent 509					
Respondent 510	Not keen on this position	Space away from already busy road to create bridge and fairly centrally accessed by all Sunbury residents.	Too much danger at that junction by the church already - cyclists being knocked off bikes by drivers turning right, also disruptive to the pretty corner by the church.	Enough space further along from Church and set back from road.	
Respondent 511	Looks complex and a little remote but uses the natural weir crossing.	The best in my opinion, natural fit with the old village and low environmental impact	Next best, design looks interesting and neatly set next to St. Marys church	Nice for access to the walled garden but could be disruptive.	
Respondent 512	<p>penton lock currently allows public access to a crossing similar to the private crossing at sunbury. would minor upgrades to wier crossing safety barriers and donkey bridge improvements avoid the cost of a new crossing?</p> <p>does the river authority have funding to replace or upgrade the weir crossing? is any funding available via the recent hydro-screw power generation proposal?</p>				
Respondent 513					
Respondent 514					
Respondent 515					
Respondent 516					

Respondent 517	Seems most sensible (as weir is already there), but report says most expensive/complex, plus is away from centre of Sunbury, so will put pressure on footpaths leading to weir, as roads are constricted getting there.	Best option (IMHO) - as open space there in form of green, plus footpaths & connections already past Walled Garden etc to shops in Sunbury, but still centre of Sunbury as a link.	I like the design of bridge here. Worried that might spoil view of weir. Might also make the Church Road crossing crowded and cause problems with traffic there?	If isn't B, then this seems next best option as a practical link into Sunbury from other side of Thames.	
Respondent 518					
Respondent 519				This would be good as it is a central location for Sunbury residents plus the benefit of access ground not being vulnerable to bad weather conditions.	
Respondent 520					
Respondent 521					
Respondent 522					
Respondent 523					
Respondent 524	TOO complicated				
Respondent 525		This crossing looks to be the easiest, but I think any of the suggestions would work. It will be great for the area to have the footbridge.			
Respondent 526					
Respondent 527					
Respondent 528	I think it is an absolutely brilliant idea. I would much rather cycle to Walton than drive but it is a horrendous bike ride especially with children. I have tried it. Busy main road with fast cars and narrow pavements.				
Respondent 529					
Respondent 530					
Respondent 531					
Respondent 532	Dramatic views. However, I feel there are too many complications with this option that will delay the building of it and the upkeep of it.	A good option that means it is just a short bridge and close for pedestrians in Sunbury to go across.	A very good option for Sunbury residents to walk and cycle from Sunbury straight down Church Street and across and also those easy for those coming from the East or west.	Not as good as the other three and further away from Walton	

Respondent 533		Well positioned in terms of road access etc.			
Respondent 534					
Respondent 535	Least intrusion on the natural views of the river	Spoils the view of the river and will mean building on the green.	as above	as above	
Respondent 536	least intrusive as structure already across river. car park. large area for bridge's footprint. not in conservation area	fairly direct. close to village. no close parking. would spoil view	would ruin view	too close to yacht club. would clutter the view	
Respondent 537					
Respondent 538					
Respondent 539					
Respondent 540					
Respondent 541					
Respondent 542	The part of the road to access the bridge is very fast and dangerous route. Young children would be in danger. Adults in rush hour would also be at risk. it is quite a remote area and so safety for lone woman and older children could be an issue. Also being a remote area might attract teenagers to hang around after dark.	the "Green grassy" area is off the busy road but near enough to centre of Sunbury for good and safe access. It is near the pub for refreshments (but not too many of them) and is not remote so won't be an unsafe area or have teenagers hanging around.			
Respondent 543					
Respondent 544	Looks complex and has the danger of a weir crossing				
Respondent 545					
Respondent 546					
Respondent 547					
Respondent 548	Not central at all for people in Sunbury, location wise the worst option for Sunbury residents or visitors but location on Walton side quite good	This is my preference as it is central on the sunbury side as is C and D but has a good landing point on the Walton side.	my second choice - same comments as for Site B	my third choice - same comments as for Site B but a little further away from good landing place on Walton Side	
Respondent 549					
Respondent 550	Not central enough	Good Central location			
Respondent 551		First choice			

Respondent 552		The location of Site B gives excellent access to and from the heart of historic Sunbury and it's transport links, whilst minimising visual impact, cost and buildability. Not the cheapest option but also not the most expensive but perfect location.			
Respondent 553		Closer to facilities in sunbury and walton	Closer to facilities in sunbury and walton		
Respondent 554					
Respondent 555					
Respondent 556	I am very concerned that Site A could seriously compromise the security and privacy of the residents who live on Wheatleys Eyot				
Respondent 557	Looks a little complex and perhaps costs more to build? A nice spot to cycle through though.	I believe this to be the best option. There is less congestion at this point and plenty of space	I think the road would be too congested here.	I think the road would be too congested here.	I think this is a bit too far out in the middle of nowhere, but plenty of space to build, less disruption perhaps?
Respondent 558		Would provide a easily accessible route for walking groups, such as the spelthorne walking for health programme, of which I am a member.			
Respondent 559					
Respondent 560					
Respondent 561					
Respondent 562					
Respondent 563					
Respondent 564	too remote from bus stop and areas of good lighting prone to flooding , natural flora and fauna may be disrupted .	directly connects with bustop 216 and station ,well lit direct , looks least expensive and least disruption ,best for traffic flow as at base of triangle. best site for arriving cyclists , no risk flooding , no disruption to local swans , not close to magpie and local congestion	looks good also , less space on sunbury side for cyclists coming off bridge , further away from natural traffic flow of sunbury triangle	less space , for cyclists coming off bridge close to sires of congestion outside magpie	
Respondent 565					
Respondent 566					
Respondent 567					
Respondent 568					
Respondent 569					

Respondent 570					
Respondent 571					
Respondent 572	Too long and the weir pathway isn't very wide so would be hard if you were cycling to pass people or you would have to walk the bike across well then you may as well cycle the long way round	nice curved bridge but I guess straight would be quicker unless there is a reason for that			
Respondent 573					
Respondent 574					
Respondent 575	This is our second choice as a low visual impact is important to us.				
Respondent 576					
Respondent 577	road busy and it's also a bit remote for lone women and children	good safe access and close to centre of Sunbury	central and near zebra crossing for children etc	ok, near to Avenue for shops	
Respondent 578					
Respondent 579					
Respondent 580	FOR ALL THE PROPOSALS This is a waste of money as it benefits mainly cyclists. Any such construction will disfigure the locality and, possibly, could be dangerous coming out, possibly without regard to traffic, onto a very busy road in Sunbury. It is of no use to Sunbury residents as the Walton side is too far from the Town Centre. Conversely, Walton residents are unlikely to want to come to Sunbury for shopping! The money, if available for general purposes, could be put to better use elsewhere. For example, to prevent the axing of the School Bus runs.				

Respondent 581			Don't really mind where the bridge goes- we just need it somewhere! I often drive for short journeys in the terrible traffic (contributing to it) as I find it too far to walk to either of the bridges. With this bridge I could walk or cycle safely- it would make a huge difference for commuters and local residents!!!!		
Respondent 582					
Respondent 583					
Respondent 584	Good location. Easy access.	Good location. Easy access.	Good location. Easy access.	Good location. Easy access.	
Respondent 585	Remoteness from heart of Sunbury and high cost make this the least desirable choice.	Access to roads and near the heart Sunbury make this a good choice. Also the roundabout makes the road safer to access. Cost of bridge from this position also one of the cheaper options.	Site near the church so may spoil the view around this area but pedestrian crossing could help to link the bridge. Near the heart of Sunbury but many boating activities are started here.	Close to car park and in the heart of sunbury but bridge may spoil river views. Road busy to cross here.	
Respondent 586					
Respondent 587	Too expensive, don't like the location	Convenient location, good views, moderate cost	Convenient location, great view, cost more of an issue	Good location, like the idea of making greater use of donkey bridge	
Respondent 588	Too far from village	Too close to busy road junction	Too close to busy road junction	Attractive site - hard to choose between this and Rivermead	
Respondent 589					
Respondent 590					
Respondent 591					
Respondent 592					
Respondent 593	A complicated site	great for pedestrians	the best for pedestrians and cyclists like myself	will not take users close enough to walton	
Respondent 594					
Respondent 595					
Respondent 596	This area looks too remote and unsafe.	This area is off the busy road but near enough to centre of Sunbury for good and safe access. It is not remote so won't be an unsafe area or attract groups of teenagers hanging around.	This is quite central and has a zebra crossing nearby for safe crossing of the road. My only concern would be for the proximity of the boat hire centre, or perhaps it would provide extra business potential?	This is quite central too, though near where boats and yachts are moored which could make it unsafe. There are a lot of pedestrians in this area who feed ducks, so could be a potential conflict with an increase of cyclists.	
Respondent 597					
Respondent 598					
Respondent 599					

Respondent 600				I believe Kings Lawn to be the most appropriate location due to it's location with respect to the heart of Sunbury Village and in terms of cost.	
Respondent 601	Worst by far! The site is a long way out from the 'centre' of Lower Sunbury (Avenue Parade shops etc). For most Sunbury residents it would involve a significant walk down Fordbridge Road which is not a pleasant one for pedestrians - the pavements are either very narrow or non existent with heavy traffic thundering by. Better than no footbridge at all but would be a real 'own goal'.	Good	Good	Good	
Respondent 602	I like this one best. The most unobtrusive, and most picturesque, cycling over the weir with water on both sides.				
Respondent 603	Too expensive and too remote	Location, location, location - already connected to roads/ cycle route and appears to be most cost effective. Any concerns about visual impact can be opportunity to come up with clever design.	If 'B' is ruled out then this is the next best option even with the higher cost involved.	Not much going for this option - location, visual impact and cost are all a concern	
Respondent 604	Too far away from usable access, difficult pavement / road access	Just a little away, pavement access cramped and would need further road works.	Ideal as it on the site of an original ferry. Good pedestrian access, chance to enhance river frontage, easy access from car parks and local transport.	Interesting option but now compromised by MTYC expansion of moorings.	
Respondent 605					
Respondent 606	Too far out. too deserted. safety issues	best option. central and safe			
Respondent 607	Out of the way	Good handy site to village	Again in centre of village, we don't want it to be in a lonely place.	Not to bad.	
Respondent 608					
Respondent 609					
Respondent 610	If it's a cycle/ pedestrian crossing this isn't the best place	Good place.	Definitely the preferred option	Not ideal but better than A or E	

Respondent 611	Could be the best solution but it is hard to imagine the Sunbury side. Would help to have a artists impression.				
Respondent 612	Too remote, potential hazard for the drunk/fool going over the side into weir	No massive disabled/pushchair ramp, convenient for bus routes and general amenities. Car park at Sunbury Park Pubs, amenities for visitors from South bank. Direct crossing	Don't like the dog leg	Awkward on North side	Most convenient from French Street , but isolated from rest of village
Respondent 613					
Respondent 614	Most spectacular and interesting for the future - enhancing local interest				
Respondent 615					
Respondent 616	Lengthy crossing	Super handy and surely the best 'line of desire' of all the options	Bit nervous about change of view but very useful position in terms of onward journeys	As above	
Respondent 617					
Respondent 618					
Respondent 619					
Respondent 620					
Respondent 621					
Respondent 622		This area is too congested already and would pose a H&S risk to pedestrians			
Respondent 623	Equally central to both sunbury and the access roads to Walton	Equally central to both sunbury and the access roads to Walton	Further away from the town of Walton and bus stops	Quite far from both sunbury and Walton to be useful to pedestrians	
Respondent 624					
Respondent 625					
Respondent 626		gives access nearer to Walton town centre. It does not spoil the beauty of rivermead island.			
Respondent 627					
Respondent 628					
Respondent 629					
Respondent 630	My feeling is that this is not connected to the hub of the village and the connecting road is dangerous for children and adults alike to reach the bridge.	This is my favourite option. Right in the heart of the village and utilising this under-used green space - perhaps could bring this little area back to life.	A bit more in your face, but could make a new bridge a real feature of the area.	I think this area might cause problems with the view and with the yacht clubs facilities.	

Respondent 631	Distant from centre of Lower Sunbury Village but has the advantage of a car park. Also would provide a great view over the river with the weir gushing beneath it.	A well designed construction at this site which fits in with the riverscape and street scene could prove to be a real landmark for the whole of the Village.			
Respondent 632	i was a member of the TOPS committee who advocated a river crossing in the area. I have no preference for siting but fully support the principal				
Respondent 633		Strongly in favour of the the crossing. i have no strong preference although the flowerpot seems preferable with low visual impact, good car park access and okay connectivity. My choices have been based on the biggest chance of the scheme being implemented - choice B being my no.1 choice as moderate cost and good builability. and choice A least likely with high cost and difficult build. Good luck.			
Respondent 634					
Respondent 635					
Respondent 636	Seems a tortious route. Probably most expensive.				
Respondent 637	Best option for the least visual impact, and good car parking available.	It would not be a good idea to introduce more cyclists and pedestrians to what is already a badly designed mini roundabout outside the Flowerpot. Sites B, C and D. A bridge here will destroy Lower Sunbury's most breathtaking vista.	Sites B, C and D. A bridge here will destroy Lower Sunbury's most breathtaking vista.	Sites B, C and D. A bridge here will destroy Lower Sunbury's most breathtaking vista.	
Respondent 638					
Respondent 639					

Respondent 640	<p>Awful location. The approach ramp will destroy the old bathing field park and cause devastating flooding to Willow Way and Parke Road by blocking and filling in the flood plain. The charming wild wooded end to Wheatleys Ait island will be destroyed. The crossing over the weir will be incredibly dangerous, anybody falling in here will definitely drown, whereas every other location they will just get wet and can probably wade out. The approach ramp and the rebuilt weir crossing is the most obtrusive to the maximum number of residents of all the schemes. The route is outside sunbury village, well away from the desire line for users. The route would mean that any visitors following the Thames and using the bridge would be forced to avoid the village, therefore bringing no trade to the the Sunbury shops, pubs and restaurants. The route is very long and circuitous compared with all the other routes. Not only is it outstandingly the worst route, it is also the most expensive, as confirmed by two professional reports.</p>	<p>This route has a simple logic, utilising the raised former tennis court on Thames street to make an easy approach, whilst giving headheight to walk underneath. the shallowness of the river would permit a low level bridge deck near the shore, rising to a full yacht clearance over the deep water. It would land on lock island clear of the boatyard. The big disadvantage is that it would visually intrude on quite a large number of residential properties. There is not a lot to choose between the three central locations (B, C and D), they all serve the centre of the village and its businesses well, but this is possibly the least favoured.</p>	<p>This location could exploit the raised terrace near the boatyard to avoid the need for an approach ramp. It would make a fine location from which to view the church and for wedding photos. It would exploit the lock island, which is already open to the public. A few residents would have visually intrusion, but this would be minimal.</p>	<p>This is probably the best location. It exploits the high level of the road and footpath at Kings Lawn to avoid the need for an approach ramp - people will walk straight off the pavement onto the bridge. It is the shortest route by far and goes directly from the centre of the village to the Thames path. It will be an obvious route to use for all walkers. It will lead people to the Walled Garden, the wonderful river font of Kings Lawn as well as all the shops, pubs and restaurants of Sunbury. It has the advantage that it could reuse the existing donkey bridge over the lock cut, since it lands exactly at that bridge. The precise position would probably need to be tweaked to ensure that it avoided the trees on Kings Lawn.</p>	
Respondent 641					
Respondent 642					
Respondent 643					
Respondent 644					
Respondent 645					
Respondent 646					
Respondent 647					
Respondent 648					
Respondent 649					
Respondent 650					

Respondent 651					
Respondent 652					
Respondent 653					
Respondent 654					
Respondent 655					
Respondent 656			The panoramic view along the river by Church St is too beautiful to be interrupted by a bridge crossing		
Respondent 657	I think the benefit of the car park is offset/outweighed by the 'cost' of it being a more remote location and off the main 216/235 bus routes.				
Respondent 658	Too complex and dangerous in my mind, but potentially better than not at all.	Looks to be the simplest and safest route.	Similar to Flowerpot green, but not as straightforward.	OK, but Flowerpot green looks to be most suitable.	
Respondent 659					
Respondent 660					
Respondent 661					
Respondent 662	Too out of the way. More danger involved as part of the weir.				
Respondent 663	This one will be of most benefit to Walton residents- the others are a bit far from any residential areas and access to the other sites on the walton side is very difficult. Looking from the other side, coming over the bridge the other sites take you into the middle of the towpath	not near anything useful.			
Respondent 664	Too remote from centre of village.	Good access from centre of village and less intrusive on St. Mary's Church views.			
Respondent 665					
Respondent 666	MIGHT BE MORE PRATICAL, WITH STRUCTRAL OF THE WEIR ALREADY IN PLACE.	CENTRAL TO SUNBURY, ALSO TO THE WEIR HOTEL AND THE LEISURE CENTRE. IN WALTON.	ALSO CENTRAL , TO BOTH SIDES OF THE RIVER		
Respondent 667					
Respondent 668					
Respondent 669					
Respondent 670					

Respondent 671					
Respondent 672					
Respondent 673	Least intrusive. Close enough to other transport links. Close proximity to transport links. Makes use of existing infrastructure. I like the use of the existing lock ait.			I do not support this option from a purely visual point of view. Kings Lawn in unique and should remain unspoilt. I feel that the other options are still in close enough proximity to support the local shops/heritage/etc.	
Respondent 674					
Respondent 675					
Respondent 676	looks too complex, expensive and will take a long time to plan and build				
Respondent 677					
Respondent 678	This would then create the longest possible cycling route and of course give access to the Weir Pub only drivable before or long walk from Walton Bridge	This is also a good spot but not sure regarding road safety by the round a bout	Another ideal spot but is the river not widest here? also listed boathouse building mentioned in various books such as oliver twist	Too far down	
Respondent 679					
Respondent 680	Seems dangerous with small children				
Respondent 681					
Respondent 682					
Respondent 683					
Respondent 684					
Respondent 685					
Respondent 686					
Respondent 687					
Respondent 688		Favourite one.			

Respondent 689	This was an original crossing until gates where put in place on the weir crossing. A crossing here would be ideal as it is linking the aits in the Thames together and provides a crossing over the River. There is a real opportunity to create a great pedestrian route between Spelthorne and Elmbridge, that would shorten distance time of traveling and providing a safer route, while also bring people close to the River Thames and to use it its full potential.				
Respondent 690					
Respondent 691	I would be happy for the crossing to be located where the residents of Lower Sunbury feel best. It does seem to me to be best closer to Walton in order to enjoy all its facilities.				
Respondent 692	Too hidden and remote	Perfect site, safe for bikers and pedestrians alike. Great access to Sunbury village and all its amenities	ok but I feel it would spoil the beauty of this area	ok and better than site C but still I feel that this would have an adverse effect on families visiting this lovely island	
Respondent 693					
Respondent 694	Structure is there. will not require massive ramps. far less intrusive.	Least worse but will spoil a very popular spot for enjoying the river.	This, and Kings lawn. Church Wharf, Wilsons area is at the heart of historic Sunbury. No need to spoil it.	This, and Kings lawn. Church Wharf, Wilsons area is at the heart of historic Sunbury. No need to spoil it	
Respondent 695					
Respondent 696					
Respondent 697	I've always wanted this foot crossing to be accessible, so it's a logical choice, but modifications to the weir may make it more expensive and time-consuming.	Hard to choose between the top three. This is close to the Weir and the Leisure Centre, which is in its favour.	I like the imaginative double curve. There is plenty of space for the 'arrival' on the Walton side.	A spectacular piece of the river, emerging near Sunbury Lock. Hard, really, to choose between the top three.	
Respondent 698					

Respondent 699		Seems like the easiest crossing point - could be a nice landmark bridge. I would really like my children to reach the towpath on the other side so they could cycle to their friends and future school rather than us adding to the traffic!!! Please build this bridge - SUCH A GOOD IDEA!!!			
Respondent 700					
Respondent 701					
Respondent 702	Either would be brilliant - no preference. Only preference is to have a bridge.	Either would be brilliant - no preference. Only preference is to have a bridge.	Either would be brilliant - no preference. Only preference is to have a bridge.	Either would be brilliant - no preference. Only preference is to have a bridge.	
Respondent 703					
Respondent 704					
Respondent 705	I don't really care about the precise location but support the general idea and general location				
Respondent 706					
Respondent 707	Still requires cyclists to use part of the busy Lower Sunbury road What provision would be needed for pedestrians / cyclists to cross road?	Central to village Easy access to cross road by round about	Central to village Can use traffic islands to assist road crossing	Central to village Can use traffic islands to assist road crossing	
Respondent 708	Complexities associated with brownfield modification of the weir make this a less attractive option, with a high risk of cost escalation. Complexities associated with construction in flood zone 3b also make this a less attractive option, with a high risk of cost escalation. A potential advantage of this site is proximity to the planned Waterside Drive Sports Hub - to the extent that it may be viable to campaign for the river crossing to be included within the next stage of the planning process.	Based on the feasibility study, this appears to be the strongest option overall. A potential advantage of this site is proximity to the planned Waterside Drive Sports Hub - to the extent that it may be viable to campaign for the river crossing to be included within the next stage of the planning process.	Complexities associated with construction so close to a grade 2 listed church make this a less attractive option, with a substantial risk of stakeholder intervention & cost escalation. A potential advantage of this site is proximity to the planned Waterside Drive Sports Hub - to the extent that it may be viable to campaign for the river crossing to be included within the next stage of the planning process.	Based on the feasibility study, this is probably the logical choice from an engineering perspective, but not the best option overall. Complexities associated with construction so close to a grade 2 listed church make this a less attractive option, with a substantial risk of stakeholder intervention & cost escalation. A potential advantage of this site is proximity to the planned Waterside Drive Sports Hub - to the extent that it may be viable to campaign for the river crossing to be included within the next stage of the planning process.	

Respondent 709					
Respondent 710					
Respondent 711	<p>I consider this "My Scheme". Standing in the Old Bathing field, as it was known, as a child the "Other Side" of the river was tantalisingly close if I could just get across the creek cut..... This scheme is the only one that utilises existing structures. It also has the lowest visual impact of the 5. Not mentioned anywhere is the proposed Football Stadium on the Walton side which would encourage Fans to take a short cut to & from matches via the Bridge. The Only scheme with a car park it would be ideal for this inevitability. Correction: The report in error claims this scheme does not connect to any cycle route having already mentioned Fordbridge Road AS a cycle Route! A large number of Local walkers would welcome the chance (and already DO via Walton Bridge) to walk to Hampton Court via the Walton riverside, as well as Walton Town so the Direction of "Flow" of this bridge mentioned as a downside is immaterial.</p>	<p>The visual impact on the view of the weir from Kings Lawn (currently under debate Re: the proposed Walton stadium floodlights) of this Bridge would be devastating. Football fans parking along Thames street would be equally devastating to the area.</p>	<p>The visual impact of this Bridge on the River view downstream from Flowerpot green & upstream from Kings Lawn would be unacceptable. The famous view of Wilsons Ferry House would be "No More". Football fans parking along Thames street would bring chaos to a very busy junction.</p>	<p>The visual impact of this Bridge on the River view downstream from Flowerpot green would be unacceptable. The river bank structural anchorage footprint is restricted. Football fans parking along Thames street would bring chaos & fill up the Walled Garden car park preventing local use.</p>	<p>On the contrary, this facility is NOT Under-used, it is the largest riverside park in Sunbury big enough for Families to take their children without fear they may topple in to the water. A bridge would severely impact this Space.</p>
Respondent 712		Preferred route.			
Respondent 713					
Respondent 714	<p>My preferred option. Least intrusive and most pleasing to use. It has always seemed a shame to me that the path over the weir cannot currently be used</p>	<p>If the weir site were ruled out as too difficult/expensive I would favour this as the least intrusive. The bridge would need to be sensitively designed to complement rather than diminish the attractiveness of the site as it is at present</p>	<p>I am less keen on this. While conveniently situated it carries a high risk of seriously damaging the currently very high visual amenity of the area. It would also add pressure on the Walled Garden car park which is already heavily used</p>	<p>I would be opposed to a bridge at this site. It would destroy the view upstream, and seriously diminish the attractiveness and useability of the King's Lawn area itself. Even more pressure on the over used Walled Garden car park</p>	
Respondent 715					
Respondent 716					
Respondent 717	Long way to walk	Closest to sunbury and Walton	good but not as good as flowerpot	good but not as good as flowerpot	

Respondent 718					
Respondent 719	Practical in terms of utilising existing structures, but neither end of the bridge makes land fall anywhere useful.				
Respondent 720					
Respondent 721					
Respondent 722					This would suit best as I would not have to cycle through the narrow part of Thames Street I would use the crossing to cycle to work (in Hampton) and any of your proposed crossings would make a much better option than my current cycle route
Respondent 723					
Respondent 724	Too close to Walton Bridge.				
Respondent 725					
Respondent 726					
Respondent 727					
Respondent 728		Great location at Apex of Thames St and Green Street taking you to go spot on South side of River not too far from Walton	Again excellent central location for both sides of the river		Closer to Shepperton so not beneficial for Sunbury Residents
Respondent 729					
Respondent 730		Think this one has the most scope for creativity and practicality			
Respondent 731	Slightly detached from the core commercial centre of Lower Sunbury and, therefore, less likely to generate the desired influx of business that local traders would be hoping for. Also somewhat remote from a Lower Sunbury residents' perspective. That said, it would make for an interesting crossing.	The best option from an accessibility perspective (for cyclists/pedestrians making the crossing in either direction).	Second best option from an accessibility perspective.	King's Lawn is an attractive feature of Lower Sunbury already. It would be best left that way.	

Respondent 732	Looks a bit complicated and potentially very expensive - will increase health & safety considerations and design delivery will be impacted by inevitable collaboration with water authority	Looks to be the best location, minimum impact on views and its most central and provides great access to the facilities on the other side and Walton	Next best spot in terms of location, access to resources but potential impact to views?	reasonably central but potential issues with ~ Yacht club and moorings	
Respondent 733	Seems to be Longest crossing . Possibly conflict with sight-seers looking at the weir,			Map shows Right turn @ Kings Lawn side - why is this ?	
Respondent 734	Bit distant from village				
Respondent 735					
Respondent 736		i think this is a great idea, i normally have to cycle to walton bridge to cross the river, i think this location would be good, but any of them would be good, i hope the bridge does get built			
Respondent 737					
Respondent 738					
Respondent 739	An unusual but interesting route.	The river is quite wide at this point but a bridge would not affect many boat users.	This area is popular for wedding photographs. A bridge here would also spoil views of the church.	The bridge could spring from an elevated point on the riverbank and connect more conveniently with the old Donkey Bridge.	
Respondent 740	My favourite due to the minimal change to the appearance of the area and this in effect being the restoration of an already-existing crossing	Plans seem sensible	Plans seem sensible	St Mary's is historically significant; a shame to impair the view of it..	Concerned about traffic from Rivermead to The Avenue and the current lack of infrastructure to support it. Also, as a resident of the island, I dispute that it is an underused amenity; it's a lovely spot to take the children to play and to walk the dog presently which would be a lot less enjoyable if bikes were racing across.
Respondent 741					

Respondent 742	As a supporter of Walton's New Sports Hub project of which has just had go ahead, I feel there is already a need for more access to Walton from Sunbury and a traffic calming measure required for Walton Bridge. We currently drive my child to Walton athletics club but with the new complex and for all concerned to utilise the new Sports Hub for Sunbury residents, feel the closer the bridge to the New Walton Sports Hub the better to avoid unnecessary increase in road traffic, cyclist and people passing Sunbury residential roads/areas and reduce car use. If the bridge is further away, more passing traffic by persons and cyclists might annoy residents as the bridge users have to transport across unnecessary paths/roads etc..	As a supporter of Walton's New Sports Hub project of which has just had go ahead, I feel there is already a need for more access to Walton from Sunbury and a traffic calming measure required for Walton Bridge. We currently drive my child to Walton athletics club but with the new complex and for all concerned to utilise the new Sports Hub for Sunbury residents, feel the closer the bridge to the New Walton Sports Hub the better to avoid unnecessary increase in road traffic, cyclist and people passing Sunbury residential roads/areas and reduce car use. If the bridge is further away, more passing traffic by persons and cyclists might annoy residents as the bridge users have to transport across unnecessary paths/roads etc	As a supporter of Walton's New Sports Hub project of which has just had go ahead, I feel there is already a need for more access to Walton from Sunbury and a traffic calming measure required for Walton Bridge. We currently drive my child to Walton athletics club but with the new complex and for all concerned to utilise the new Sports Hub for Sunbury residents, feel the closer the bridge to the New Walton Sports Hub the better to avoid unnecessary increase in road traffic, cyclist and people passing Sunbury residential roads/areas and reduce car use. If the bridge is further away, more passing traffic by persons and cyclists might annoy residents as the bridge users have to transport across unnecessary paths/roads etc	As a supporter of Walton's New Sports Hub project of which has just had go ahead, I feel there is already a need for more access to Walton from Sunbury and a traffic calming measure required for Walton Bridge. We currently drive my child to Walton athletics club but with the new complex and for all concerned to utilise the new Sports Hub for Sunbury residents, feel the closer the bridge to the New Walton Sports Hub the better to avoid unnecessary increase in road traffic, cyclist and people passing Sunbury residential roads/areas and reduce car use. If the bridge is further away, more passing traffic by persons and cyclists might annoy residents as the bridge users have to transport across unnecessary paths/roads etc	As a supporter of Walton's New Sports Hub project of which has just had go ahead, I feel there is already a need for more access to Walton from Sunbury and a traffic calming measure required for Walton Bridge. We currently drive my child to Walton athletics club but with the new complex and for all concerned to utilise the new Sports Hub for Sunbury residents, feel the closer the bridge to the New Walton Sports Hub the better to avoid unnecessary increase in road traffic, cyclist and people passing Sunbury residential roads/areas and reduce car use. If the bridge is further away, more passing traffic by persons and cyclists might annoy residents as the bridge users have to transport across unnecessary paths/roads etc
Respondent 743					
Respondent 744					
Respondent 745	not certain about this route	the best site for the bridge does not spoil the view down the river to the church.	posable may cause a lot of disruption to traffic going through the village	as above but allso spoils the view down river	good choice may be to far from centre of village shops
Respondent 746	Too dangerous and too far out of the village.				
Respondent 747		This looks to be the best option in terms of limited impact and costings.			
Respondent 748	Not sure where it is	Would be nice just after the village as it is a narrow and busy road	Good too but a bit further	Do not know the location	
Respondent 749					
Respondent 750		Should think this would be a very popular site a very good location and a short crossing	Equally as good	Has the car park which would be handy for visitors	
Respondent 751			This site is the most accessible by all residents of Sunbury, and with the access of Green Street may not increase traffic through the village.		
Respondent 752					

Respondent 753					
Respondent 754	This is the best proposal as it won't affect any views of the river from the village.				
Respondent 755					
Respondent 756	Too expensive	This seems the most practical solution and is moderately expensive	Also a good site but expensive	A little remote but not out of the question and moderately expensive	Further away than all the rest of the options but the least expensive. Fine for cyclists but not so good if one wants to walk into Walton for
Respondent 757					
Respondent 758	Looks attractive but most difficulties of planning/building				
Respondent 759					
Respondent 760	The most dangerous, most expensive crossing, with the most residents negatively affected on Wheatley's Eyot, Parke Rd, Willow Way and Fordbridge Road. The Old Bathing Field is in the Green Belt and the floodplain, so it may not even be allowed. The long approach structure would cut this park in two and ruin the public leisure amenity. It's not central and leads in the opposite direction to where people want to go, from either side of the river.	It's nearer to the centre of the village and it could start at pavement level using the old tennis court, but the same problem applies in that the structure will cut a small recreation area in half, and there are neighbours either side. The water is shallower at this edge so the height could be lower, but it is still a long crossing. My third choice.	This is favourite because of good connections to bus services, the road network and three car parks. It is also a destination with shops pubs and cafes on Green Street or the Avenue or the walled garden to attract visitors. The pavement on Thames Street is already about the right height for disabled or wheeled access. The right design could be iconic and provide views of Sunbury village, St Mary-s church etc.	This site is central for Sunbury, well-connected by the road network, buses and car parks, and well-located within Sunbury for shops, pubs and other facilities. It is already at the right height, with easy access from the pavement on Thames Street for the disabled and parents with prams, so a lengthy ramped approach is not necessary, making it less visually or physically intrusive, by using less space on the Sunbury bank. The right design could be iconic and provide views of Sunbury village, St Mary-s church etc. Possibly a compromise between these options C and D would be best of all!	
Respondent 761					
Respondent 762	It would be nice to include the weir in the plans, however, it looks like a very complicated structure which also seems to be the most expensive one.	This is my preferred option as it is closest to where we live, plus it looks very straight forward in terms of structural planning.	My second preference. Very nice location and it would definitely add to the character of the town.		
Respondent 763					

Respondent 764	This plan takes the wrong direction and would be too difficult and expensive	A good solution should be easier to implement with minimum disruption ... leads straight onto existing roads/paths in both directions.	Still a good solution but leads cyclists onto a round the houses route heading north ... would encourage cycling on the path to avoid extra leg work.	Too complicated and not great for through traffic.	
Respondent 765	Acceptable.	Acceptable.	Acceptable.	Not acceptable as it would adversely affect the Lawn area. A least option.	
Respondent 766	<p>This is a splendid idea! I used to work at BP Sunbury and mostly commuted by bike - a bridge would have made the route much more direct (and traffic free). Now I cycle along both sides quite a lot for leisure and was once approached by a foreign couple with bikes at Sunbury Lock who were hoping for a crossing before Hampton Court. If the bridge were there I would not have had to tell them the bad news. From my semi-retired point of view now it would open up more routes to the NW for an hour or two's jaunt.</p> <p>The main thing about all the crossings for cycling is to have enough length so that the gradient isn't too steep for children, the elderly, mobility scooters and the like. A seems to fit that best. However, once onto the Sunbury Lock Ait going north to south the C crossing might be best.</p>	Possibly too steep.	See A. I'm not keen of any of the routes that bring you out on or close to the narrow built up part of Thames Street, mainly because of the potential blind spots.	Possibly too steep.	
Respondent 767	Too long to cross	Very accessible. Ideal crossing point	Good, but maybe too in your face	Good, but spoils feeding the ducks	
Respondent 768					
Respondent 769					

Respondent 770		I walk to sunbury village from,walton every day to get the bus 235 to hounslow so,any of these bridge ideas is great news and I would,visit lower sunbury more to,try out the pubs and restaurants with my girlfriend.I prefer bridge b as its more direct and ideal for my journey to work,this bridge cant be built quick enough in my eyes,bring it on,Pat			
Respondent 771					
Respondent 772	Too remote at far end of village and appears unnecessarily complicated	A simple plan, at moderate price , in central position in village			
Respondent 773					
Respondent 774					
Respondent 775	If the crossing is to be west or east of Sunbury, then east should attract more users from East Moseley, in addition to those from Walton.				
Respondent 776					
Respondent 777					
Respondent 778	The advantages of existing car park nearby (+, given existing structure it being visibly unobtrusive) are far outweighed by Site A's (i) Distance from Lower Sunbury's amenities (shops etc) (ii) Length of actual crossing (iii) Ugliness of Weir & (iv) High Estimated Cost. Why Site A is my least preferred option.	In my opinion a central location is crucial to the best use being made of a new pedestrian/ cycle bridge having ready access to Lower Sunbury's amenities (especially in The Avenue). As I would rather have a pedestrian/cycle bridge in any of the 5 proposed locations than not have one at all, the more moderate estimated cost of Site B cannot be ignored.	My preferred option because of it central location + access to Lower Sunbury's amenities +like idea of a curved bridge. However, I am concerned the high estimated cost of Site C may make it a non-starter.	Am concerned at its buildability + safety concerns given the proximity of the river to Thames Street.	
Respondent 779					
Respondent 780					

Respondent 781	My least Favourite. The part of the road to access the bridge is very fast and dangerous route. Young children would be in danger. Adults in rush hour would also be at risk. it is quite a remote area and so safety for lone woman and older children could be an issue. Also being remote might attract teenagers to hang around when dark.	My favourite. the "Green grassy" area is off the busy road but near enough to centre of Sunbury for good and safe access. It is near the pub for refreshments (but not too many of them) and is not remote so wont be an unsafe area or have teenagers hanging around.	My 2nd favourite. It is central and there is a zebra crossing nearby for safe crossing of the road. Is there enough space for the bridge as this is near the hire boat centre? Or perhaps they would welcome the extra business potential?	My 3rd favourite. Again it is central but is near where boats and yachts are moored so would this be safe? Also people tend to walk here and feed the ducks so would cyclists create a possible conflict in the area. However, it is very central near the Avenue shops.	
Respondent 782	Most interesting, however technically challenging. Local residents will probably object.	The most practical crossing point and attractive location	Attractive location	There will probably be problems with this location.	
Respondent 783					
Respondent 784					
Respondent 785					
Respondent 786			This would provide the most direct link to Sunbury.		
Respondent 787	Appears to be longer and more complicated route	Nearest to be bus stops at end green street	Another good option	Any footbridge would be fantastic	
Respondent 788					
Respondent 789					
Respondent 790		Connectivity is key purpose of the bridge, and this option seems to provide the best connection			
Respondent 791					
Respondent 792		Please can we just have a bridge!!			
Respondent 793					
Respondent 794					
Respondent 795					
Respondent 796					
Respondent 797					
Respondent 798					
Respondent 799					
Respondent 800	Seems complex and remote that might mean less people using it	Best option as central and accessible	Another good central option	Seems another good option apart from impact on distant view of church	
Respondent 801	To out of the way, security issues complicated layout	Good access open position good security	As above	no comment	

Respondent 802	Seems to make sense with most, if not all the infrastructure in situ and there fore the least disruptive or intrusive option.				
Respondent 803					
Respondent 804					
Respondent 805					
Respondent 806					
Respondent 807	concern is health and safety related	Second most logical pouint for those using Green Street but a two span bridging required	Most logical point for those using Green Street but a two span bridging required	Third most logical for those using Green Street but a two span bridging required	more convenient for properties that far along towards Hampton but only the need for a single bridging point, but not the most convenient for me.
Respondent 808	Whilst I appreciate this is the most expensive option, this will have the least visual impact. Having the car park at the Old Bathing Station is an advantage and the access will also be nearer to residences/sport centre/The Weir pub on the Walton side of the river.	Any bridge construction here will ruin the wonderful view.	Any bridge construction here will ruin the wonderful view.	Any bridge construction here will ruin the wonderful view.	
Respondent 809		Great idea			
Respondent 810					
Respondent 811	Weirs are work sites and inherently dangerous places. Any vandalism on the equipment could result in serious consequences such as equipment failure. The site is well away from the centre of Sunbury, on the other hand it would be convenient for the Weir Hotel	The Right of Navigation does not get a mention yet is a primary right on the Thames. The normal rule is that of maintaining the height of any bridge to not restrict below those downstream. This applies to all river and lock cut crossings.	This appears a good site from the centre of town. There should be no access from any of the bridges to the island. Floods are refered to but not the high speed of the current in the weir stream which causes scour to structures in the stream.	A poor site. Visually obruective. MTYC would be adversely affected but note that all craft have rights and that includes the creek. I believe there will be criticism that wheelchairs and push chairs have not been considered. They do use the towpath in area	
Respondent 812					
Respondent 813					
Respondent 814					
Respondent 815	Interesting, but complex building issues. Good for Weir pub.	Good location in heart of Sunbury	Good location in heart of Sunbury	Bit far from Sunbury village	
Respondent 816					
Respondent 817		I feel this is the most accessible			
Respondent 818					
Respondent 819					

Respondent 820					
Respondent 821					
Respondent 822	I just have a general question before I vote on which bridge. It seems none of the plans are using the footbridge from the Old Lock House to the Island, is there a problem with this bridge or am I misunderstanding your maps				
Respondent 823	The real draw is the panorama once on the weir crossing. But not ideal access, sounds expensive and lengthy.	Ideal position. Concerned about visual impact on the only 'safe and calm' area of riverside access	Ideal position. Agree visual impact needs to be considered, but if design is sympathetic, this makes it a great option	Odd position for access, although fairly central	
Respondent 824					
Respondent 825					
Respondent 826	Personally, this is the only choice despite it's potential costs. The existing landing points will guarantee a low lying structure and not effect the views from the village of the river. Utilising the existing car park is an added bonus. The Water Authority would also benefit in the upgrading of the weir.				
Respondent 827					
Respondent 828					
Respondent 829					
Respondent 830					
Respondent 831					
Respondent 832					
Respondent 833					
Respondent 834					
Respondent 835	The most complicated looking option	Central location & good use of the current space. Less impact on views than other options			

Respondent 836	although i live in esher i was born in north walton,most of my family still live in that area,i have an allotment there,and have not had a car for 6 years.i cycle everywhere,and a bridge at some point east of sunbury lock would open up the red bus network to a lot of people as the routes this side of the river.i never thought i would see the day that this could become a reality.feel free to email me,as you have 100% of my support.the only thing that comes to mind is that elmbridge council dont really like to do things,it will object for some reason and it will cost thousands more.look at how long it took to build the new walton bridge.	for me this would be the best for cycling as the route is straight.i wrote to someone about a crossing some where around sunbury lock about 8 years ago.			
Respondent 837					
Respondent 838					
Respondent 839	It looks much longer and therefore more costly and also it may affect the view of the river				E
Respondent 840					
Respondent 841					
Respondent 842	Existing infrastructure and arguable existing use, even if current structure not suitable	Seems the best proposal in terms of route, cost and impact			
Respondent 843					
Respondent 844					
Respondent 845					
Respondent 846					
Respondent 847		This one is best			
Respondent 848					
Respondent 849	Good idea to link social areas of the wire and lower sunbury				
Respondent 850					

Respondent 851	Good use of existing structure, would open up this area for the enjoyment of all	Seems straightforward, good use of an underused site. Long span, but this could look really good with right design	Very central, people may be opposed to changing the well loved sky line here.	A well used area, walled garden would be a popular destination	
Respondent 852					
Respondent 853				Central to the village.	
Respondent 854					
Respondent 855		My favourite			
Respondent 856		This is a ideal spot for this most welcome development	This is a ideal spot for this most welcome development	This is a ideal spot for this most welcome development	
Respondent 857	Quite, out of town, busy access road.	Local to Sunbury residents with easy access, not remote, not too quiet, central to village, good pub link and village links.	Central to village, good pub and shop links but near busy road.		
Respondent 858	I have no strong preference for this site	This site appears a good choice	This site appears a good choice	This site appears a good choice	
Respondent 859					
Respondent 860					
Respondent 861					
Respondent 862					
Respondent 863					
Respondent 864	Will bring opportunity to enhance area and utilisation/ improvements to weir infrastructure whilst avoiding need for extensive and visually intrusive higher level crossing. Proposal also seems to offer least disruption to roads and area in construction phases. Crossing could also be made visually impressive, and provide visual interest of the river for walker & cyclists.	Not a good place for a cyclist 'confluence' point, and construction difficult and disruptive as well as visually intrusive.	Not a good place for a cyclist 'confluence' point, and construction difficult and disruptive as well as visually intrusive.	Not a good place for a cyclist 'confluence' point, and construction difficult and disruptive as well as visually intrusive.	
Respondent 865					
Respondent 866		A bridge to the heart of Sunbury Village. Could look very picturesque at this crossing point. Our preferred option, although we would support a bridge at any of the other 4 locations.			
Respondent 867					

Respondent 868					
Respondent 869					
Respondent 870					
Respondent 871					
Respondent 872					
Respondent 873					
Respondent 874		Centrally located, therefore practical and safe. Less obtrusive than at Church St or Kingslawn.			
Respondent 875	Too long a route and expensive				
Respondent 876					
Respondent 877	I don't understand why the report says this is the most expensive, unless they are adding in the costs for flood prevention as well. In fact it should be the cheapest as a by product of the flood prevention scheme.	The best solution in the report if you believe the weir crossing argument.	Church Street and Kings Lawn would be too imposing on the environment.	Church Street and Kings Lawn would be too imposing on the environment.	
Respondent 878					
Respondent 879					
Respondent 880					
Respondent 881					
Respondent 882	Least obtrusive and a more interesting crossing. Objections from immediate neighbours could be addressed by having dusk closure (in common with and managed by closure of Walled Garden) Possible co-funding from Environment Agency when they upgrade the weir				
Respondent 883		looks like the best option			
Respondent 884					
Respondent 885		It's the best link into the road network and facilities on the south side and the safest for access as it fits in with roundabout and one way system.			
Respondent 886					

Respondent 887	Bit out of the way.	Looks like it would be used by a lot of people. Easy to access.	Easy to access	Seems a bit on the way - wouldn't look as nice as something a bit further down.	
Respondent 888	After experiencing a shared Cycle & Pedestrian bridge viewing the Walton Regatta I strongly recommend that a notice for cyclists to dismount before crossing making the bridge a pedestrian area only, thus avoiding accidents with children, dogs etc.				
Respondent 889					
Respondent 890	Could be tricky to cycle as tight turns	Direct and simple route	Not so close to local pubs and shops so with Church street with buses turning, which could be dangerous for cyclist	Good direct route, some cyclist may miss this crossing as it wouldn't be visible from the road	
Respondent 891					
Respondent 892					
Respondent 893					
Respondent 894			Best connection between Thames Tow Path and access in to Sunbury and BP site		
Respondent 895	I am surprised that this was the most expensive option as a bridge already exists. It's location is however further away from the centre of Lower Sunbury and any bridge has to be easily accessible to the village to encourage use.	An excellent option with limited impact on local views and river residents. Any objections obviously have to be considered but the views of a few should not stop any of the options as the immense benefit to the many is more important. All options would encourage greater use of bikes, reduce traffic levels over Walton Bridge and make the journey by bike to Walton much safer without having to face the deadly Fordbridge Road! And roundabout. Come on Spelthorne build it !	Another good location that provides easy access to Sunbury with limited impact on river side residents. Any objections obviously have to be considered but the views of a few should not stop any of the options as the immense benefit to the many is more important.	A good location. I note there may be concerns from the Boat club, surely it would provide easy access to the club and will be built in a manner that does not cause any obstruction. Any objections obviously have to be considered but the views of a few should not stop any of the options as the benefit to the many is more important.	
Respondent 896					
Respondent 897	Most discreet		This would spoil the vista to the weir from the Village and Thames Street	This would spoil the vista to the weir from the Village and Thames Street.	
Respondent 898					
Respondent 899					The least obtrusive but still central

Respondent 900					The least obtrusive but still central
Respondent 901	Any of the sites welcome. I agree with pros and cons of all sites. Site A leaves room for second bridge on Site E further downstream.				
Respondent 902		Here for the Weir Pub. ASAP			
Respondent 903					This site provides a larger area for the crossing to link into and will be less intrusive/disruptive to the existing riverside views.
Respondent 904	Not a good option - pavements on Fordbridge Road too narrow and difficult to walk with dog, even dangerous	Option OK	I am not against options B,C,D,E but Option A could be a problem because of the very narrow pavements on Fordbridge Road making it difficult to walk with a dog.	Option OK	Option OK
Respondent 905					I feel this is 1) the safest option as on busy days and/or when cycling children are using it. Both entry and exit points will be well away from the road. 2) this will have minimum impact on more congested areas of Lower Sunbury
Respondent 906					Best site: 1) Longer area for people - therefore less disruptive 2) less intrusive on buildings and people 3) serves useful part of Sunbury
Respondent 907					
Respondent 908					
Respondent 909					
Respondent 910		Most central to lower Sunbury and direct route			
Respondent 911		Appears best position to encourage most use and therefore best longer term investment.			

Appendix Nine

Statement of Community Involvement - Sunbury River Crossing

Submission Date	Medium	Name	Are you supportive of a river crossing at Sunbury?	Have you read the feasibility report?	Preference				
					1st	2nd	3rd	4th	5th
4/27/15	Event 1	Respondent 4			A				
5/18/15	Event 1	Respondent 17	No	Yes	A				
5/18/15	Event 1	Respondent 18	No	Yes	A				
7/3/15	Event 1	Respondent 19	Yes	Yes	A	B	C	D	
4/30/15	Event 1	Respondent 22	Yes	Yes	A	E	B	C	D
4/11/15	Event 1	Respondent 28	Yes	Yes	A				
5/11/15	Event 1	Respondent 29	Yes	Yes	A	E	B	C	D
5/15/15	Event 1	Respondent 34	Yes	Yes	A	E	D	C	B
4/20/15	Event 1	Respondent 35	Yes	Yes	A	B	C	D	E
4/16/15	Event 1	Respondent 1	Yes	Yes	B	A	C	D	E
4/16/15	Event 1	Respondent 2	Yes	Yes	B	A	E	C	D
4/20/15	Event 1	Respondent 3	Yes	Yes	B				
4/16/15	Event 1	Respondent 5	Yes	Yes	B	D	C	E	A
4/14/15	Event 1	Respondent 6	Yes	Yes	B	D	C	E	A
4/17/15	Event 1	Respondent 8	Yes	Yes	B	C	E	D	A
4/22/15	Event 1	Respondent 10	Yes	Yes	B				
5/19/15	Event 1	Respondent 11	Yes	Yes	B				
4/11/15	Event 1	Respondent 12	Yes	Yes	B	A			
5/11/15	Event 1	Respondent 16	Yes	Yes	B				
4/16/15	Event 1	Respondent 25	Yes	Yes	B	E	A	D	C
4/11/15	Event 1	Respondent 27	Yes	Yes	B				
4/20/15	Event 1	Respondent 31	Yes	Yes	B	C	A	D	E
4/16/15	Event 1	Respondent 32	Yes	Yes	B	C	D	A	E
4/20/15	Event 1	Respondent 36	Yes	Yes	B	C	A	D	E
4/11/15	Event 1	Respondent 37	Yes	No	B	A	C	D	E
4/17/15	Event 1	Respondent 38	Yes	No	B	C	A	D	E
5/6/15	Event 1	Respondent 39	Yes	Yes	B				
4/11/15	Event 1	Respondent 40	Yes	Yes	B	C	E	D	A
5/19/15	Event 1	Respondent 41			B				
4/20/15	Event 1	Respondent 42	Yes	Yes	B	A	C	D	E
4/20/15	Event 1	Respondent 14	Yes	Yes	C	D	B	A	E
4/20/15	Event 1	Respondent 9	Yes	Yes	D				
4/22/15	Event 1	Respondent 26	Yes	Yes	D				
4/20/15	Event 1	Respondent 7	Yes	Yes	E				
5/7/15	Event 1	Respondent 15	Yes	Yes	E				
4/20/15	Event 1	Respondent 20	Yes	Yes	E	D			
4/16/15	Event 1	Respondent 21	Yes	Yes	E	B	D	C	A
4/20/15	Event 1	Respondent 23	Yes	Yes	E	B	A	D	C

Statement of Community Involvement - Sunbury River Crossing

4/20/15	Event 1	Respondent 24		Yes	E				
4/16/15	Event 1	Respondent 30	Yes	Yes	E	A	B	D	C
5/22/15	Event 1	Respondent 13	No	Yes					
5/21/15	Event 1	Respondent 33	No						
4/17/15	Event 2	Respondent 43	Yes	Yes	A	B	C	E	D
4/17/15	Event 2	Respondent 49	Yes	Yes	A	B	C	E	D
4/17/15	Event 2	Respondent 44	Yes	Yes	B	C	A	E	D
4/17/15	Event 2	Respondent 45	Yes	Yes	B	C	D	A	E
5/5/15	Event 2	Respondent 46	Yes	Yes	B	C	A	D	E
5/5/15	Event 2	Respondent 50	Yes	Yes	B				
4/17/15	Event 2	Respondent 53	Yes	Yes	B	C	D	A	E
5/6/15	Event 2	Respondent 54	Yes	No	B	C			
4/17/15	Event 2	Respondent 55	Yes	Yes	B	C	D		
4/17/15	Event 2	Respondent 56	Yes	Yes	B	A	E	C	D
4/28/15	Event 2	Respondent 58	Yes	No	B	D	E	C	A
4/17/15	Event 2	Respondent 63	Yes	Yes	B	E	A	C	D
5/5/15	Event 2	Respondent 68			B	C	D		
4/17/15	Event 2	Respondent 69	Yes	Yes	B	C	A	D	E
4/17/15	Event 2	Respondent 70	Yes	Yes	B or C	B or C	D	A	E
4/17/15	Event 2	Respondent 60	Yes	No	C	D	B	A	E
4/17/15	Event 2	Respondent 48	Yes	Yes	D	E	C	B	A
4/17/15	Event 2	Respondent 51	Yes	Yes	D	B	C	A	E
4/17/15	Event 2	Respondent 57	Yes	Yes	D	E			
4/17/15	Event 2	Respondent 59	Yes	Yes	D	E			
4/29/15	Event 2	Respondent 47	No	Yes	E	D	C	B	A
4/17/15	Event 2	Respondent 52	Yes	No	E	A	B		
4/17/15	Event 2	Respondent 61	Yes	No	E	C	D	B	A
4/20/15	Event 2	Respondent 62	Yes	Yes	E				
4/30/15	Event 2	Respondent 64	No	No	E	D	C	B	A
4/17/15	Event 2	Respondent 65			E				
5/5/15	Event 2	Respondent 66	Yes	Yes	E				
4/17/15	Event 2	Respondent 67	No	NA	NA	NA	NA	NA	NA
4/27/15	Event 3	Respondent 75	Yes	Yes	A				
5/5/15	Event 3	Respondent 83	Yes	Yes	A	E	B	C	D
4/27/15	Event 3	Respondent 71	Yes	Yes	B	D	C	A	E
4/27/15	Event 3	Respondent 73			B	D			
4/30/15	Event 3	Respondent 74	Yes	Yes	B	A	C	D	E
5/5/15	Event 3	Respondent 78	Yes	Yes	B	C	D	A	E
5/18/15	Event 3	Respondent 79	Undecided	Yes	B	A			
5/7/15	Event 3	Respondent 81	Yes	Yes	B	E	A	C	D

Statement of Community Involvement - Sunbury River Crossing

5/15/15	Event 3	Respondent 84	Yes	Yes	B				
4/27/15	Event 3	Respondent 88	Yes	Yes	B	A	CDE		
4/27/15	Event 3	Respondent 89	Yes	Yes	B	C			
4/29/15	Event 3	Respondent 90	Yes	Yes	B				
4/27/15	Event 3	Respondent 77	No	Yes	D				
4/30/15	Event 3	Respondent 80	Yes	Yes	D	E	C	B	A
5/15/15	Event 3	Respondent 86	Yes	Yes	D	E	A	B	C
4/27/15	Event 3	Respondent 92	No	Yes	D				
4/29/15	Event 3	Respondent 72	Undecided	Yes	E				
4/29/15	Event 3	Respondent 76	Undecided	Yes	E				
5/5/15	Event 3	Respondent 82	Yes	Yes	E				
4/29/15	Event 3	Respondent 85	Yes	No	E				
4/27/15	Event 3	Respondent 87	Yes	Yes	E				
4/27/15	Event 3	Respondent 91	Yes	Yes	E				
No date	LOSRA	Respondent 107	Yes	Yes	A	E	B	D	C
No date	LOSRA	Respondent 123	Yes	Yes	A	D	E	C	B
No date	LOSRA	Respondent 142	Yes	No	A	B	C	D	E
No date	LOSRA	Respondent 152	Yes	Yes	A	B	C	D	E
No date	LOSRA	Respondent 234	Yes	No	A	B	C	D	E
No date	LOSRA	Respondent 249	Yes	Yes	A	B	C	D	E
No date	LOSRA	Respondent 250	Yes	Yes	A	B	E	C	D
No date	LOSRA	Respondent 297	Yes	Yes	A	B	E	C	E
No date	LOSRA	Respondent 307	No		A				
No date	LOSRA	Respondent 347			A	B	C	D	E
No date	LOSRA	Respondent 352	No	No	A	B			E
No date	LOSRA	Respondent 93	Yes	No	B	D	C	E	A
No date	LOSRA	Respondent 94	Yes	Yes	B				
No date	LOSRA	Respondent 95	Yes	Yes	B	E	C	D	A
No date	LOSRA	Respondent 96	Yes	Yes	B				
No date	LOSRA	Respondent 97	Yes	No	B	C	D	A	E
No date	LOSRA	Respondent 98	Yes	Yes	B	C	D	A	E
No date	LOSRA	Respondent 100	Yes	Yes	B	D	C	E	A
No date	LOSRA	Respondent 101	Yes		B	C			UNCL EAR DATA
No date	LOSRA	Respondent 102	Yes	Yes	B	E	D	C	A
No date	LOSRA	Respondent 103	Yes	Yes	B	C	E	D	A
No date	LOSRA	Respondent 104	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 105	Yes	No	B	C	D	E	A
No date	LOSRA	Respondent 108	Yes	Yes	B	C	A	D	E
No date	LOSRA	Respondent 111	Yes	Yes	B	C	A	E	D
No date	LOSRA	Respondent 112	Yes	No	B	E	C	D	A

Statement of Community Involvement - Sunbury River Crossing

No date	LOSRA	Respondent 114	Yes	No	B				
No date	LOSRA	Respondent 115	Yes	Yes	B	A	C	D	E
No date	LOSRA	Respondent 116	Yes		B	C	D	E	A
No date	LOSRA	Respondent 117	Yes	No	B	C	E	A	D
No date	LOSRA	Respondent 118	Yes	Yes	B	E	D	C	A
No date	LOSRA	Respondent 119			B	C	A	D	E
No date	LOSRA	Respondent 121	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 125	Yes	Yes	B	E	D	C	A
No date	LOSRA	Respondent 126	Yes	No	B				
No date	LOSRA	Respondent 128	Yes	Yes	B	C	D	A	E
No date	LOSRA	Respondent 129	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 130	Yes	No	B	E	D	C	A
No date	LOSRA	Respondent 131	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 132			B	C	A	D	E
No date	LOSRA	Respondent 134	Yes	Yes	B	C	D		E
No date	LOSRA	Respondent 137	Yes	No	B	E	C	D	A
No date	LOSRA	Respondent 138	Yes	No	B	C	A	D	E
No date	LOSRA	Respondent 139	Yes	Yes	B	C	D	A	E
No date	LOSRA	Respondent 140	Yes	Yes	B				
No date	LOSRA	Respondent 141	Yes	No	B	C	D	E	A
No date	LOSRA	Respondent 143	Yes	Yes	B	C			
No date	LOSRA	Respondent 144	Yes	Yes	B	C	E	D	A
No date	LOSRA	Respondent 145	Yes	Yes	B	D	C	A	E
No date	LOSRA	Respondent 146	Yes	Yes	B	D	C	A	E
No date	LOSRA	Respondent 148	Yes	No	B	C	D	E	A
No date	LOSRA	Respondent 149	Yes	Yes	B	D	E	A	C
No date	LOSRA	Respondent 150	Yes	Yes	B	A	C	D	E
No date	LOSRA	Respondent 151	Yes	Yes	B	C	D	A	E
No date	LOSRA	Respondent 153	Yes	Yes	B	C	A	D	E
No date	LOSRA	Respondent 154	Yes	Yes	B	D	C	A	E
No date	LOSRA	Respondent 157	Yes	Yes	B	C	E	D	A
No date	LOSRA	Respondent 158	Yes	No	B	C	D	E	A
No date	LOSRA	Respondent 163	Yes	Yes	B	C	E	D	A
No date	LOSRA	Respondent 164	Yes	No	B	C	E	D	A
No date	LOSRA	Respondent 165	Yes	No	B	C	D	E	A
No date	LOSRA	Respondent 166	Yes	Yes	B	D	C	E	A
No date	LOSRA	Respondent 167	Yes	Yes	B	C	A	D	E
No date	LOSRA	Respondent 169	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 170	Yes	No	B	C	D	A	E
No date	LOSRA	Respondent 171	Yes	Yes	B	E	C	A	D

Statement of Community Involvement - Sunbury River Crossing

No date	LOSRA	Respondent 172	Yes	No	B	D			
No date	LOSRA	Respondent 173	Yes	Yes	B				
No date	LOSRA	Respondent 174			B	C	E	A	D
No date	LOSRA	Respondent 175	Yes	No	B	E	C	A	D
No date	LOSRA	Respondent 176	Yes	Yes	B	C	E	A	D
No date	LOSRA	Respondent 177	Yes	Yes	B	C	E	D	A
No date	LOSRA	Respondent 178			B	C	D	A	E
No date	LOSRA	Respondent 179	Yes	No	B	C	D	A	E
No date	LOSRA	Respondent 180	Yes	Yes	B	C	A	D	E
No date	LOSRA	Respondent 181	Yes	No	B	C	D	E	A
No date	LOSRA	Respondent 182	Yes	Yes	B	C	A	D	E
No date	LOSRA	Respondent 183	Yes	Yes	B	C	D	A	E
No date	LOSRA	Respondent 184	Yes	Yes	B				
No date	LOSRA	Respondent 186	Yes	No	B	C	D	A	E
No date	LOSRA	Respondent 187	Yes	Yes	B	E	C	A	D
No date	LOSRA	Respondent 189	Yes	No	B	UNCL EAR DATA	UNCL EAR DATA	UNCL EAR DATA	UNCL EAR DATA
No date	LOSRA	Respondent 191	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 192	Yes	Yes	B	C	A	D	E
No date	LOSRA	Respondent 194	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 196	Yes		B	A	D	C	E
No date	LOSRA	Respondent 197	Yes	No	B	D	E	C	A
No date	LOSRA	Respondent 200	Yes	No	B	E	C	A	D
No date	LOSRA	Respondent 202	Yes		B	C	D	E	A
No date	LOSRA	Respondent 203	Yes	Yes	B	C	A	D	E
No date	LOSRA	Respondent 204	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 205	Yes	Yes	B	C	D	A	E
No date	LOSRA	Respondent 206	Yes	Yes	B	D	C	E	A
No date	LOSRA	Respondent 207	Yes	Yes	B	E	C	D	A
No date	LOSRA	Respondent 209			B	C	E	D	A
No date	LOSRA	Respondent 211	Yes	Yes	B				
No date	LOSRA	Respondent 212	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 214	Yes	Yes	B				
No date	LOSRA	Respondent 216	Yes		B				
No date	LOSRA	Respondent 217	Yes	Yes	B	E	C	D	A
No date	LOSRA	Respondent 219	Yes	Yes	B	A	C	D	E
No date	LOSRA	Respondent 220	Yes	No	B	E	C	A	D
No date	LOSRA	Respondent 221	Yes	Yes	B	C	A	D	E
No date	LOSRA	Respondent 223	Yes	Yes	B	D	C	E	A
No date	LOSRA	Respondent 224	Yes	Yes	B	C	E	E	D
No date	LOSRA	Respondent 225	Yes		B	A	C	D	E

No date	LOSRA	Respondent 226			B	C	D	E	A
No date	LOSRA	Respondent 227	Yes	Yes	B	C	D	A	E
No date	LOSRA	Respondent 229	Yes	Yes	B	C	D		
No date	LOSRA	Respondent 231	Yes	Yes	B	D	C	E	A
No date	LOSRA	Respondent 232	Yes	Yes	B	D	C	A	E
No date	LOSRA	Respondent 235	Yes	No	B	C	D	E	A
No date	LOSRA	Respondent 236	Yes	Yes	B	D	E	A	C
No date	LOSRA	Respondent 237	Yes	No	B	E	C	D	A
No date	LOSRA	Respondent 239			B	C	D	E	A
No date	LOSRA	Respondent 240			B	C	D	E	A
No date	LOSRA	Respondent 242	Yes	Yes	B	C	D	A	E
No date	LOSRA	Respondent 243	Yes	No	B	A	C	D	E
No date	LOSRA	Respondent 244	Yes	No	B	C	A	D	E
No date	LOSRA	Respondent 245	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 246	Yes	Yes	B	C	E	D	A
No date	LOSRA	Respondent 248	Yes	Yes	B		D		
No date	LOSRA	Respondent 252	Yes	No	B	E	C	D	A
No date	LOSRA	Respondent 253	Yes	Yes	B	C	A	D	E
No date	LOSRA	Respondent 254	Yes	Yes	B	A	E	C	D
No date	LOSRA	Respondent 255	Yes	Yes	B	E	C	A	D
No date	LOSRA	Respondent 257	Yes	No	B	E	C	D	A
No date	LOSRA	Respondent 258	Yes	Yes	B	D	C	E	A
No date	LOSRA	Respondent 259	Yes	Yes	B	C	D	A	E
No date	LOSRA	Respondent 263	Yes	Yes	B	E	C	D	A
No date	LOSRA	Respondent 264	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 265	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 266	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 267	Yes	No	B	C	A	D	E
No date	LOSRA	Respondent 268	Yes	Yes	B	D	C	E	A
No date	LOSRA	Respondent 269	Yes	Yes	B	C	E	D	A
No date	LOSRA	Respondent 271	Yes	No	B	C	E	D	A
No date	LOSRA	Respondent 272	Yes	Yes	B	C	A	D	E
No date	LOSRA	Respondent 273	Yes	Yes	B	C	A	D	E
No date	LOSRA	Respondent 274	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 275	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 276	Yes	No	B	E	C	A	D
No date	LOSRA	Respondent 278	Yes	No	B	C	D	A	E
No date	LOSRA	Respondent 279	Yes	No	B	E	D	C	A
No date	LOSRA	Respondent 281	Yes	Yes	B	C	D		
No date	LOSRA	Respondent 282	Yes	Yes	B	C	D	A	E

Statement of Community Involvement - Sunbury River Crossing

No date	LOSRA	Respondent 283	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 284	Yes	Yes	B	C	A	D	E
No date	LOSRA	Respondent 285	Yes		B				
No date	LOSRA	Respondent 286	Yes	Yes	B	C	E	A	D
No date	LOSRA	Respondent 287	Yes	No	B	A	C	D	E
No date	LOSRA	Respondent 288	Yes	Yes	B	C	E	D	A
No date	LOSRA	Respondent 290	Yes	Yes	B	C	D	A	E
No date	LOSRA	Respondent 291	Yes	Yes	B	C	D	A	E
No date	LOSRA	Respondent 292	Yes	No	B	C	E	D	A
No date	LOSRA	Respondent 293	Yes	No	B	D	E	C	A
No date	LOSRA	Respondent 294	Yes	Yes	B	C	D	A	E
No date	LOSRA	Respondent 295	Yes	No	B	C	A	E	D
No date	LOSRA	Respondent 296	Yes	No	B	C	A	D	E
No date	LOSRA	Respondent 298	Yes	Yes	B	C	E	D	A
No date	LOSRA	Respondent 299	Yes	Yes	B	E	C	A	D
No date	LOSRA	Respondent 300	Yes	Yes	B	C	E	A	D
No date	LOSRA	Respondent 301	Yes	Yes	B	C	D	A	E
No date	LOSRA	Respondent 304	Yes	No	B	C	D	E	A
No date	LOSRA	Respondent 305	Yes	Yes	B	C	A	D	E
No date	LOSRA	Respondent 306	Yes	No	B	D	E	A	C
No date	LOSRA	Respondent 308	Yes	No	B	E	A	D	C
No date	LOSRA	Respondent 310	Yes	Yes	B	C	E	D	A
No date	LOSRA	Respondent 313	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 314			B	A	E	C	D
No date	LOSRA	Respondent 315	Yes	Yes	B	D	C	E	A
No date	LOSRA	Respondent 317	Yes	Yes	B	C	A	E	D
No date	LOSRA	Respondent 318	Yes	No	B	C	A	E	D
No date	LOSRA	Respondent 319	Yes	Yes	B	A	C	D	E
No date	LOSRA	Respondent 320	Yes	Yes	B	C	E	D	A
No date	LOSRA	Respondent 323	Yes	Yes	B				E
No date	LOSRA	Respondent 324	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 325	Yes	Yes	B	C	A	D	E
No date	LOSRA	Respondent 326			B	C	A	D	E
No date	LOSRA	Respondent 328			B	C	D	E	A
No date	LOSRA	Respondent 329	Yes	Yes	B	C	E	D	A
No date	LOSRA	Respondent 330	Yes	Yes	B	C	A	D	E
No date	LOSRA	Respondent 331	Yes	Yes	B	C	D	A	E
No date	LOSRA	Respondent 332	Yes	Yes	B	E	D	C	A
No date	LOSRA	Respondent 333	Yes	Yes	B	E	C	D	A
No date	LOSRA	Respondent 334	Yes	No	B	C	D	A	E

Statement of Community Involvement - Sunbury River Crossing

No date	LOSRA	Respondent 335	Yes	Yes	B	C	D	A	E
No date	LOSRA	Respondent 336	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 337	Yes	Yes	B	C	E	D	A
No date	LOSRA	Respondent 340	Yes	Yes	B				
No date	LOSRA	Respondent 341	Yes	No	B	D	E	C	A
No date	LOSRA	Respondent 342	Yes	Yes	B	C	D	A	E
No date	LOSRA	Respondent 343	Yes	No	B	C	D	E	A
No date	LOSRA	Respondent 344			B	D	A	E	C
No date	LOSRA	Respondent 345	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 346	Yes	No	B	C	D	E	A
No date	LOSRA	Respondent 348	Yes	No	B	A	E	C	D
No date	LOSRA	Respondent 349	Yes	No	B	C	A	D	E
No date	LOSRA	Respondent 350	Yes	No	B				
No date	LOSRA	Respondent 351	Yes	No	B	E			
No date	LOSRA	Respondent 353	Yes	No	B	C	E	D	A
No date	LOSRA	Respondent 354	Yes	Yes	B	C	A	E	D
No date	LOSRA	Respondent 355	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 356	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 357	Yes	Yes	B	D	A	C	E
No date	LOSRA	Respondent 359	Yes	Yes	B	C	D	A	E
No date	LOSRA	Respondent 361	Yes	No	B	C	D	E	A
No date	LOSRA	Respondent 362	Yes	Yes	B	C	A	D	E
No date	LOSRA	Respondent 363	Yes	Yes	B	A	UNCL EAR DATA	UNCL EAR DATA	UNCL EAR DATA
No date	LOSRA	Respondent 369	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 370	Yes	Yes	B	C	E	D	A
No date	LOSRA	Respondent 371	Yes	Yes	B	E	C	A	D
No date	LOSRA	Respondent 372	Yes	No	B	D	E	A	C
No date	LOSRA	Respondent 373	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 374	Yes	Yes	B				E
No date	LOSRA	Respondent 375	Yes	Yes	B	C	A	D	E
No date	LOSRA	Respondent 376	Yes		B	C	D	A	E
No date	LOSRA	Respondent 378	Yes	No	B	C	E	D	A
No date	LOSRA	Respondent 379	Yes	No	B	D	C	E	A
No date	LOSRA	Respondent 383	Yes	No	B	A	E	D	C
No date	LOSRA	Respondent 385	Yes	Yes	B	C	D	A	E
No date	LOSRA	Respondent 386	Yes	No	B	C	D	E	A
No date	LOSRA	Respondent 387	Yes	No	B	C	D	E	E
No date	LOSRA	Respondent 389	Yes	Yes	B	E	C	D	A
No date	LOSRA	Respondent 390	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 392	Yes	Yes	B	D	C	E	A

Statement of Community Involvement - Sunbury River Crossing

No date	LOSRA	Respondent 395	Yes	No	B	C	D	A	E
No date	LOSRA	Respondent 399	Yes	No	B	A	C	D	E
No date	LOSRA	Respondent 400	Yes	Yes	B	E	C	D	A
No date	LOSRA	Respondent 401	Yes	No	B	C	D	E	A
No date	LOSRA	Respondent 404	Yes	Yes	B	C	A	D	E
No date	LOSRA	Respondent 405			B	C	E	D	A
No date	LOSRA	Respondent 406	Yes	Yes	B	C	D	A	E
No date	LOSRA	Respondent 410	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 411	Yes	Yes	B	C	E	D	A
No date	LOSRA	Respondent 412	Yes		B	E	D	A	C
No date	LOSRA	Respondent 413	Yes	No	B	D	C		
No date	LOSRA	Respondent 415	Yes	Yes	B	D	C	E	A
No date	LOSRA	Respondent 416	Yes	Yes	B	C	D	E	A
No date	LOSRA	Respondent 417	Yes	No	B	D	E	C	A
No date	LOSRA	Respondent 418	Yes	No	B	C	D	E	A
No date	LOSRA	Respondent 419	Yes	No	B	C	D	E	A
No date	LOSRA	Respondent 420	Yes	Yes	B	C	A	D	E
No date	LOSRA	Respondent 423	Yes	Yes	B	E	A	D	C
No date	LOSRA	Respondent 424	Yes	Yes	B	A	E	C	D
No date	LOSRA	Respondent 425	Yes	No	B	C	D	A	E
No date	LOSRA	Respondent 426	Yes	No	B	A	C	E	D
No date	LOSRA	Respondent 427			B				
No date	LOSRA	Respondent 429	Yes	No	B	C	D	A	E
No date	LOSRA	Respondent 431	Yes	No	B	C			
No date	LOSRA	Respondent 434	Yes	Yes	B	C	E	D	A
No date	LOSRA	Respondent 436	Yes	Yes	B				
No date	LOSRA	Respondent 438	Yes	No	B				
No date	LOSRA	Respondent 441	Yes	No	B	C	E	D	A
No date	LOSRA	Respondent 442	Yes	Yes	B				
No date	LOSRA	Respondent 444	Yes	Yes	B				
No date	LOSRA	Respondent 109	Yes	Yes	C	B	E	D	A
No date	LOSRA	Respondent 113	Yes	No	C	B	D	A	E
No date	LOSRA	Respondent 120	Yes	Yes	C	B	A	E	D
No date	LOSRA	Respondent 133	Yes	Yes	C	D	B	A	E
No date	LOSRA	Respondent 156			C	B	D	E	A
No date	LOSRA	Respondent 190	Yes	No	C	B	D	E	A
No date	LOSRA	Respondent 193	Yes	No	C	D	E	B	A
No date	LOSRA	Respondent 199	Yes	Yes	C	B	D	E	A
No date	LOSRA	Respondent 230	Yes	Yes	C	B	D	A	E
No date	LOSRA	Respondent 247	Yes	No	C	B	D	E	A

Statement of Community Involvement - Sunbury River Crossing

No date	LOSRA	Respondent 260	Yes	Yes	C	B	D	E	A
No date	LOSRA	Respondent 261	Yes	No	C	B	E	D	A
No date	LOSRA	Respondent 312	Yes	Yes	C	B	D	A	E
No date	LOSRA	Respondent 316	Yes	No	C	B	D	E	A
No date	LOSRA	Respondent 322	Yes	Yes	C	B	D	A	E
No date	LOSRA	Respondent 338	Yes	Yes	C	B	D	E	A
No date	LOSRA	Respondent 388	Yes	No	C	B	A	D	E
No date	LOSRA	Respondent 398	Yes	No	C	D	E	A	B
No date	LOSRA	Respondent 414	Yes	Yes	C	D	B	E	A
No date	LOSRA	Respondent 421	Yes	Yes	C	B	D	E	A
No date	LOSRA	Respondent 433	Yes	Yes	C	B	UNCL EAR DATA	UNCL EAR DATA	UNCL EAR DATA
No date	LOSRA	Respondent 124	Yes	No	D	E	B	C	A
No date	LOSRA	Respondent 188	Yes	No	D	E	C	A	B
No date	LOSRA	Respondent 241	Yes	Yes	D	B	C	A	E
No date	LOSRA	Respondent 256	Yes	Yes	D	C	E	A	
No date	LOSRA	Respondent 262	Yes	No	D	E	C	B	A
No date	LOSRA	Respondent 302	Yes	Yes	D	C	A	E	B
No date	LOSRA	Respondent 309	Yes	Yes	D	B	C	E	A
No date	LOSRA	Respondent 327	Yes	Yes	D	C	B	E	A
No date	LOSRA	Respondent 377	Yes	Yes	D	C	B	E	A
No date	LOSRA	Respondent 391	Yes	Yes	D	B	A	C	E
No date	LOSRA	Respondent 393			D	E	A	B	C
No date	LOSRA	Respondent 394	Yes	Yes	D	C	B	E	A
No date	LOSRA	Respondent 409	Yes	No	D	C	B	E	A
No date	LOSRA	Respondent 432	Yes	Yes	D	E	C	B	A
No date	LOSRA	Respondent 440	Yes	No	D	A	E	B	C
No date	LOSRA	Respondent 106	Yes	Yes	E	C	A	B	D
No date	LOSRA	Respondent 122	Yes	Yes	E	D	C	B	A
No date	LOSRA	Respondent 127	Yes	No	E				
No date	LOSRA	Respondent 135			E	D	B	C	A
No date	LOSRA	Respondent 136	Yes	Yes	E	B	D	C	A
No date	LOSRA	Respondent 147	Yes	Yes	E				
No date	LOSRA	Respondent 159	Yes	Yes	E	B	A	C	D
No date	LOSRA	Respondent 160	Yes	No	E	C	B	D	A
No date	LOSRA	Respondent 161	Yes	Yes	E	A	B	C	D
No date	LOSRA	Respondent 162			E	B	A	D	C
No date	LOSRA	Respondent 168	Yes	Yes	E	D	B	C	A
No date	LOSRA	Respondent 195	Yes	Yes	E	D	C	A	B
No date	LOSRA	Respondent 198	Yes	Yes	E	D	C	B	A
No date	LOSRA	Respondent 201	Yes	Yes	E	B	D	C	A

Statement of Community Involvement - Sunbury River Crossing

No date	LOSRA	Respondent 213	Yes	Yes	E	D	A	C	B
No date	LOSRA	Respondent 215	Yes		E	A	D		
No date	LOSRA	Respondent 233	Yes	Yes	E	D	C	B	A
No date	LOSRA	Respondent 251	Yes	Yes	E	B	C	D	A
No date	LOSRA	Respondent 270	Yes	Yes	E	D	A	C	B
No date	LOSRA	Respondent 277	Yes	Yes	E	C	B	A	D
No date	LOSRA	Respondent 289	Yes	Yes	E				
No date	LOSRA	Respondent 303	Yes	Yes	E	B	D	C	A
No date	LOSRA	Respondent 311	Yes	No	E	D	B	C	A
No date	LOSRA	Respondent 321	Yes	Yes	E	A	UNCL EAR DATA	UNCL EAR DATA	UNCL EAR DATA
No date	LOSRA	Respondent 339	Yes	Yes	E	B	D	C	A
No date	LOSRA	Respondent 360	Yes	Yes	E	D	C	A	B
No date	LOSRA	Respondent 364	Yes	Yes	E	D	C	B	A
No date	LOSRA	Respondent 365	Yes	Yes	E	UNCL EAR DATA	UNCL EAR DATA	UNCL EAR DATA	UNCL EAR DATA
No date	LOSRA	Respondent 367	Yes	Yes	E	B	C	D	A
No date	LOSRA	Respondent 368	Yes		E	B	D	C	A
No date	LOSRA	Respondent 380	Yes	Yes	E	D	A	C	B
No date	LOSRA	Respondent 382	Yes	Yes	E	A	UNCL EAR DATA	UNCL EAR DATA	UNCL EAR DATA
No date	LOSRA	Respondent 384	Yes		E				
No date	LOSRA	Respondent 396	Yes	No	E	D	C	B	A
No date	LOSRA	Respondent 397	Yes	Yes	E	B	D	C	A
No date	LOSRA	Respondent 403	Yes	Yes	E	B	C	D	A
No date	LOSRA	Respondent 407	Yes	Yes	E	A	D	B	C
No date	LOSRA	Respondent 408	Yes	No	E	A	B	C	D
No date	LOSRA	Respondent 422	Yes	No	E	A	B	C	D
No date	LOSRA	Respondent 435	Yes	Yes	E	C	D	B	A
No date	LOSRA	Respondent 443	Yes	Yes	E	B	C	D	A
No date	LOSRA	Respondent 99	No	Yes					
No date	LOSRA	Respondent 110	No	No					
No date	LOSRA	Respondent 155	No	Yes					
No date	LOSRA	Respondent 185	Yes	Yes		UNCL EAR DATA			UNCL EAR DATA
No date	LOSRA	Respondent 208	No	Yes					
No date	LOSRA	Respondent 210	No	No					
No date	LOSRA	Respondent 218	No	Yes					
No date	LOSRA	Respondent 222	No	Yes					
No date	LOSRA	Respondent 228	Yes	Yes					
No date	LOSRA	Respondent 238	No						

Statement of Community Involvement - Sunbury River Crossing

No date	LOSRA	Respondent 280	No	Yes					
No date	LOSRA	Respondent 358	Yes	No					
No date	LOSRA	Respondent 366	Yes	No					
No date	LOSRA	Respondent 381	No						
No date	LOSRA	Respondent 402	Yes	Yes		B			E
No date	LOSRA	Respondent 428	No	Yes					
No date	LOSRA	Respondent 430	No	Yes					
No date	LOSRA	Respondent 437	No	Yes					
No date	LOSRA	Respondent 439	Yes	No					
No date	LOSRA	Respondent 445							
5/11/15	Magpie	Respondent 446	Yes	Yes	C	B			
5/11/15	Magpie	Respondent 447	Yes	Yes	C	B			
4/17/15	Online	Respondent 448	Yes	Yes	A	E	D	C	B
4/17/15	Online	Respondent 456	Yes	Yes	A	E			C
6/24/15	Online	Respondent 458	Yes	Yes	A	C	B	D	E
5/2/15	Online	Respondent 462	Yes	Yes	A	B	C	D	E
3/24/15	Online	Respondent 464	Yes	Yes	A	B	C	D	E
3/31/15	Online	Respondent 465	Yes	Yes	A	B	E	C	D
6/26/15	Online	Respondent 483	Undecided	No	A	E	B	C	D
6/1/15	Online	Respondent 499	Yes	Yes	A	B	C	D	E
6/20/15	Online	Respondent 500	Undecided	Yes	A	E	B	C	D
3/23/15	Online	Respondent 535	Yes	No	A				
4/16/15	Online	Respondent 536	Yes	Yes	A	E	B	D	C
6/12/15	Online	Respondent 549	Yes	Yes	A	B	C	D	E
6/15/15	Online	Respondent 602	Yes	Yes	A	D	E	B	C
3/23/15	Online	Respondent 608	Yes	Yes	A	B	C	D	E
5/28/15	Online	Respondent 609	Yes	No	A	C	B	D	E
6/1/15	Online	Respondent 614	Yes	Yes	A	E	C	B	D
4/4/15	Online	Respondent 620	Yes	Yes	A	C	B	D	E
4/29/15	Online	Respondent 637	Yes	Yes	A	E			
3/23/15	Online	Respondent 644	Yes	Yes	A	E	B	C	D
3/30/15	Online	Respondent 654	Yes	Yes	A	B	D	E	C
4/5/15	Online	Respondent 663	Yes		A	B	C	D	E
3/23/15	Online	Respondent 673	Yes	Yes	A	B	C	E	D
4/17/15	Online	Respondent 678	Yes	No	A	B	C	D	E
7/7/15	Online	Respondent 686	Yes	Yes	A	E	B	D	C
4/7/15	Online	Respondent 689	Yes	Yes	A	B	C	D	E
6/20/15	Online	Respondent 691	Yes	Yes	A	B	C	D	E
3/24/15	Online	Respondent 694	Yes		A	B	C	D	E
7/16/15	Online	Respondent 698	Yes	Yes	A	B	C	D	E

Statement of Community Involvement - Sunbury River Crossing

4/26/15	Online	Respondent 705	Yes	No	A	B	C	D	E
6/27/15	Online	Respondent 711	Yes	Yes	A	E	B	C	D
3/23/15	Online	Respondent 714	Yes	Yes	A	B	E	C	D
6/25/15	Online	Respondent 740	Yes	Yes	A	B	C	D	E
7/16/15	Online	Respondent 742	Yes	Yes	A	B	C	D	E
4/26/15	Online	Respondent 754	Yes	Yes	A				
4/4/15	Online	Respondent 763	Yes	Yes	A	B	C	D	E
4/5/15	Online	Respondent 766	Yes	Yes	A	C	B	E	D
6/2/15	Online	Respondent 779	Yes	Yes	A	B	C	D	E
5/8/15	Online	Respondent 782	Yes	Yes	A	B	C	E	D
4/27/15	Online	Respondent 789	Yes	Yes	A	C	D	B	E
4/13/15	Online	Respondent 802	Yes	Yes	A	B	E	D	C
3/24/15	Online	Respondent 808	Yes	Yes	A	E			
4/4/15	Online	Respondent 818	Yes	No	A	C	B	E	D
4/26/15	Online	Respondent 826	Yes	Yes	A				
3/30/15	Online	Respondent 829	Yes	Yes	A	B	E	D	C
5/11/15	Online	Respondent 834	Yes	Yes	A	B	C	D	E
6/9/15	Online	Respondent 840	Yes	No	A	B	C	D	E
3/24/15	Online	Respondent 862	Yes	Yes	A	E	B	C	D
4/28/15	Online	Respondent 864	Yes	Yes	A	E	D	B	C
6/2/15	Online	Respondent 876	Yes	Yes	A	C	D	E	B
3/23/15	Online	Respondent 877	Yes	Yes	A	B	D	D	E
6/2/15	Online	Respondent 882	Yes	Yes	A	B	C	D	E
4/13/15	Online	Respondent 889	Yes	Yes	A	C	B	D	E
4/14/15	Online	Respondent 892	Yes	Yes	A	E	D	C	B
3/25/15	Online	Respondent 897	Yes	Yes	A	B	E	C	D
6/8/15	Online	Respondent 449	Yes	Yes	B	A	C	D	E
5/15/15	Online	Respondent 450	Yes	Yes	B	C	D	E	A
4/17/15	Online	Respondent 452	Yes	Yes	B	C	D	A	E
6/2/15	Online	Respondent 453	Yes	Yes	B	E	D	C	A
3/23/15	Online	Respondent 454	Yes	Yes	B	C	D	A	E
4/3/15	Online	Respondent 457	Yes	Yes	B	A	D	C	E
5/5/15	Online	Respondent 460	Yes	Yes	B	C	E	A	D
4/26/15	Online	Respondent 463	Yes	Yes	B	C	A	D	E
5/13/15	Online	Respondent 468	Yes	Yes	B	C	A	D	E
5/11/15	Online	Respondent 469	Yes	Yes	B	C	D	A	E
3/27/15	Online	Respondent 470	Yes	Yes	B				E
6/27/15	Online	Respondent 472	Yes	Yes	B	C	A	D	E
5/18/15	Online	Respondent 475	Yes	Yes	B	A	D	C	E
6/5/15	Online	Respondent 476	Yes	Yes	B	C	A	D	E

Statement of Community Involvement - Sunbury River Crossing

6/15/15	Online	Respondent 478	Yes	Yes	B	C	A	E	D
4/28/15	Online	Respondent 479	Yes	Yes	B	D	C	E	A
4/20/15	Online	Respondent 480	Yes	Yes	B	C	D	E	A
4/27/15	Online	Respondent 481	Yes	Yes	B	C	D	E	A
6/5/15	Online	Respondent 484	Yes	Yes	B	D	E	A	C
5/14/15	Online	Respondent 486	Yes	Yes	B	D	C	A	E
5/16/15	Online	Respondent 490	Yes	Yes	B	C	D	A	E
3/23/15	Online	Respondent 491	Yes	Yes	B				
6/2/15	Online	Respondent 492	Yes		B	C	D	E	A
6/24/15	Online	Respondent 495	Yes	Yes	B	D	C	A	E
5/31/15	Online	Respondent 496	Yes	Yes	B	D	C	E	A
4/26/15	Online	Respondent 497	Yes		B	C	D	E	A
6/2/15	Online	Respondent 501	Yes	No	B	C	D	E	A
4/7/15	Online	Respondent 502	Yes	Yes	B	C	A	D	E
3/23/15	Online	Respondent 504	Yes	No	B	C	E	D	A
6/8/15	Online	Respondent 507	Yes	Yes	B	C	A	D	E
5/28/15	Online	Respondent 508	Yes	Yes	B	C	D	E	
4/23/15	Online	Respondent 509	Yes	Yes	B	C	A	D	E
5/11/15	Online	Respondent 511	Yes	Yes	B	C	A	D	E
6/8/15	Online	Respondent 512	Yes	Yes	B	C	E	A	D
6/8/15	Online	Respondent 516	Yes	Yes	B	C	D	A	E
5/5/15	Online	Respondent 517	Yes	Yes	B	C	D	A	E
4/24/15	Online	Respondent 520	Yes	No	B	C	D	E	A
6/7/15	Online	Respondent 524	Yes	Yes	B	C	E	D	A
3/23/15	Online	Respondent 525	Yes	Yes	B	C	A	D	E
6/30/15	Online	Respondent 527	Yes	Yes	B	C	E	D	A
5/11/15	Online	Respondent 528	Yes	Yes	B	A	C	D	E
4/27/15	Online	Respondent 529	Yes	Yes	B				
4/23/15	Online	Respondent 530	Yes	No	B	C	D	E	A
3/23/15	Online	Respondent 531	Yes	No	B	C	A	D	E
4/28/15	Online	Respondent 533	Yes	Yes	B	A	E	C	D
4/27/15	Online	Respondent 537	Yes	Yes	B	C	A	D	E
3/26/15	Online	Respondent 538	Yes	Yes	B	C	D	A	E
4/5/15	Online	Respondent 539	Yes		B	C	D	E	A
3/17/15	Online	Respondent 540	Yes	No	B	A	C	E	D
5/15/15	Online	Respondent 541	Yes	Yes	B	A	C	D	E
5/1/15	Online	Respondent 542	Yes	Yes	B				
6/16/15	Online	Respondent 547	Yes	Yes	B	E	C	D	A
5/15/15	Online	Respondent 548	Yes	Yes	B	C	D	E	A
4/26/15	Online	Respondent 550	Yes	Yes	B	D	C	E	A

Statement of Community Involvement - Sunbury River Crossing

4/27/15	Online	Respondent 551	Yes	Yes	B	C	D	E	A
4/26/15	Online	Respondent 552	Yes	Yes	B				E
4/18/15	Online	Respondent 554	Yes	Yes	B	C	A	D	E
4/25/15	Online	Respondent 555	Yes	Yes	B	C	D	E	A
4/15/15	Online	Respondent 556	Undecided	Yes	B	D	C	E	A
6/23/15	Online	Respondent 557	Yes	Yes	B	A	E	C	D
5/5/15	Online	Respondent 558	Yes	Yes	B	E	A	D	C
4/28/15	Online	Respondent 559	Yes	No	B	C	E	D	A
3/23/15	Online	Respondent 560	Yes	Yes	B	C	E	D	A
6/16/15	Online	Respondent 561	Yes	Yes	B	D	C	A	E
6/4/15	Online	Respondent 563	Yes	Yes	B	C	D	E	A
6/1/15	Online	Respondent 564	Yes	Yes	B	C	A	D	E
6/1/15	Online	Respondent 565	Yes	Yes	B	C	D	E	A
4/29/15	Online	Respondent 569	Yes	Yes	B	C	E	A	D
5/13/15	Online	Respondent 570	Yes	Yes	B	E	A	B	C
6/17/15	Online	Respondent 575	Yes	Yes	B	A	C	D	E
4/23/15	Online	Respondent 576	Yes	Yes	B	C	D	A	E
4/17/15	Online	Respondent 577	Yes	Yes	B	C	D	E	A
5/31/15	Online	Respondent 582	Yes	Yes	B	C	D	E	A
4/24/15	Online	Respondent 583	Yes	No	B	C	D	E	A
5/16/15	Online	Respondent 584	Yes	Yes	B	C	A	D	E
4/20/15	Online	Respondent 585	Yes	Yes	B	C	D	E	A
4/28/15	Online	Respondent 586	Yes	Yes	B	D	C	A	E
5/3/15	Online	Respondent 587	Yes	Yes	B	C	D	E	A
6/4/15	Online	Respondent 589		Yes	B	C	A	D	E
6/7/15	Online	Respondent 591	Yes	Yes	B	C	E	D	A
4/27/15	Online	Respondent 595	Yes	Yes	B	C	D	E	A
4/20/15	Online	Respondent 596	Yes	Yes	B	C	D	E	A
6/1/15	Online	Respondent 597	Yes	No	B	C	A	E	D
5/5/15	Online	Respondent 603	Yes		B	C	A	D	E
5/13/15	Online	Respondent 605	Yes	Yes	B	C	D	E	A
4/26/15	Online	Respondent 606	Yes	Yes	B	C	D	E	A
5/31/15	Online	Respondent 607	Yes	Yes	B	C	D	E	A
6/8/15	Online	Respondent 611	Yes	Yes	B	C	E	A	D
6/21/15	Online	Respondent 612	Yes	Yes	B	E	C	D	A
5/13/15	Online	Respondent 613			B	C	A	D	E
4/26/15	Online	Respondent 615	Yes	Yes	B	C	E	D	A
5/3/15	Online	Respondent 616	Yes	Yes	B	D	C	A	E
4/5/15	Online	Respondent 618	Yes	Yes	B	C	D	E	A
4/22/15	Online	Respondent 619	Yes	Yes	B	C	D	E	A

Statement of Community Involvement - Sunbury River Crossing

5/30/15	Online	Respondent 623	Yes	Yes	B	A	C	D	E
4/24/15	Online	Respondent 626	Yes	Yes	B				
6/6/15	Online	Respondent 627	Yes	Yes	B	C	A	D	E
3/23/15	Online	Respondent 628	Yes	Yes	B	A	C	E	D
3/23/15	Online	Respondent 630	Yes		B	C	E	D	A
4/8/15	Online	Respondent 631	Yes	Yes	B	A	E	C	D
6/3/15	Online	Respondent 633	Yes	Yes	B	E	C	D	A
5/8/15	Online	Respondent 635	Yes	Yes	B	C	A	D	E
4/30/15	Online	Respondent 638	Yes	Yes	B	C	D	E	A
6/8/15	Online	Respondent 639	Yes	Yes	B	D	C	A	E
6/12/15	Online	Respondent 642	Yes	No	B	D	C	E	A
7/2/15	Online	Respondent 643	Yes	Yes	B				
6/23/15	Online	Respondent 645	Yes	Yes	B	D	C	E	A
4/17/15	Online	Respondent 646	Yes	Yes	B	C	D	E	A
4/26/15	Online	Respondent 647	Yes	Yes	B	A	E	D	C
6/7/15	Online	Respondent 648	Yes	No	B	C	A	D	E
4/20/15	Online	Respondent 649	Yes	Yes	B	C	D	E	A
5/3/15	Online	Respondent 650	Yes	Yes	B	C	D	E	A
4/26/15	Online	Respondent 651	Yes	Yes	B	C	D	E	A
6/1/15	Online	Respondent 653	Yes	Yes	B	C	D	A	E
6/16/15	Online	Respondent 657	Yes	Yes	B	C	A	D	E
5/11/15	Online	Respondent 658	Yes	Yes	B	C	E	D	A
5/15/15	Online	Respondent 659	Yes	No	B				
4/28/15	Online	Respondent 660	Yes	No	B	C	D	A	E
4/28/15	Online	Respondent 662	Yes	Yes	B	C	D	E	A
6/1/15	Online	Respondent 664	Yes	Yes	B	E	D	C	A
6/8/15	Online	Respondent 665	Yes	Yes	B				
3/25/15	Online	Respondent 666	Yes		B	C	A	D	E
3/30/15	Online	Respondent 667	Yes	Yes	B	C	A	D	E
5/16/15	Online	Respondent 668	Yes	Yes	B	C	A	D	E
7/4/15	Online	Respondent 669	Yes	Yes	B	C	D	E	A
3/23/15	Online	Respondent 672	Yes	No	B	E	A	C	D
7/27/15	Online	Respondent 674	Yes	No	B	A	C	D	E
6/8/15	Online	Respondent 676	Yes	Yes	B	C	E	D	A
4/20/15	Online	Respondent 677	Yes	Yes	B	C	D	E	A
4/27/15	Online	Respondent 681	Yes		B	C			
5/15/15	Online	Respondent 682	Yes	Yes	B	A	D	C	E
5/20/15	Online	Respondent 683	Yes	Yes	B	C	E		A
4/28/15	Online	Respondent 684	Yes	No	B	C	D	E	A
4/27/15	Online	Respondent 685	Yes	Yes	B	D	E	B	C

Statement of Community Involvement - Sunbury River Crossing

4/27/15	Online	Respondent 688	Yes	Yes	B	C	E		A
6/10/15	Online	Respondent 690	Yes	Yes	B	E	C	D	A
4/30/15	Online	Respondent 692	Yes	Yes	B	D	C		A
5/11/15	Online	Respondent 693	Yes	Yes	B	C	D	A	E
6/26/15	Online	Respondent 695	Yes	Yes	B	C	A	D	E
5/16/15	Online	Respondent 696	Yes	Yes	B	C	D	A	E
4/27/15	Online	Respondent 699	Yes	Yes	B	C	D	E	A
4/28/15	Online	Respondent 701	Yes	Yes	B	C	D	A	E
4/27/15	Online	Respondent 702	Yes	No	B	B	B	B	B
4/22/15	Online	Respondent 704	Yes	Yes	B	C	D	A	E
4/26/15	Online	Respondent 706	Yes	No	B	C	D	E	A
4/22/15	Online	Respondent 707	Yes	No	B	C	D	E	A
4/28/15	Online	Respondent 708	Yes	Yes	B	D	C	E	A
7/19/15	Online	Respondent 710	Yes	Yes	B				
4/29/15	Online	Respondent 712	Yes	Yes	B	C	D	E	A
6/14/15	Online	Respondent 713	Yes	Yes	B	A	C	D	E
4/28/15	Online	Respondent 715	Yes	No	B	C	D	E	A
6/3/15	Online	Respondent 716	Yes	Yes	B	C	A	D	E
5/29/15	Online	Respondent 718	Yes	Yes	B	D	C	A	E
6/7/15	Online	Respondent 719	Yes	Yes	B	C	D	A	E
7/7/15	Online	Respondent 721	Yes	Yes	B	C	A	E	D
6/5/15	Online	Respondent 723	Yes	Yes	B	C	E	D	A
5/11/15	Online	Respondent 725	Yes	Yes	B	C	A	D	E
7/16/15	Online	Respondent 728	Yes	Yes	B	C	D	A	E
4/17/15	Online	Respondent 729	Yes	Yes	B	C	A	E	D
5/1/15	Online	Respondent 730	Yes	Yes	B	C	D	A	E
6/2/15	Online	Respondent 731	Yes	Yes	B	C	A	D	E
4/19/15	Online	Respondent 732	Yes	Yes	B	C	D	E	A
7/13/15	Online	Respondent 734	Yes	Yes	B	C	A	E	D
6/3/15	Online	Respondent 735	Yes	Yes	B	C	A	D	E
4/3/15	Online	Respondent 736	Yes	Yes	B	C	D	E	A
6/5/15	Online	Respondent 737	Yes	Yes	B	C	A		
4/20/15	Online	Respondent 738	Yes	No	B	C	D	E	A
4/20/15	Online	Respondent 743	Yes	Yes	B	C	D	A	E
4/20/15	Online	Respondent 744	Yes	Yes	B	C	D	A	E
6/23/15	Online	Respondent 745	Yes	Yes	B	C	A	E	D
4/22/15	Online	Respondent 746			B	C	D	E	A
4/27/15	Online	Respondent 747	Yes	Yes	B				
4/23/15	Online	Respondent 748	Yes		B	A	C	E	D
5/11/15	Online	Respondent 749	Yes	Yes	B	C	D	A	E

Statement of Community Involvement - Sunbury River Crossing

4/20/15	Online	Respondent 750	Yes	Yes	B	C	D	E	A
5/14/15	Online	Respondent 752	Yes	Yes	B	D	E	C	A
4/20/15	Online	Respondent 753	Yes	No	B	C	D	E	A
6/29/15	Online	Respondent 756	Yes	No	B	D	C	E	A
7/6/15	Online	Respondent 757	Yes	Yes	B	E	D	C	A
6/8/15	Online	Respondent 758	Yes	Yes	B	E	C	D	A
6/7/15	Online	Respondent 759	Yes	Yes	B	A	C	E	D
5/11/15	Online	Respondent 762	Yes	Yes	B	C	D	A	E
5/1/15	Online	Respondent 764	Yes	Yes	B	C	D	A	E
5/4/15	Online	Respondent 765	Yes	Yes	B	C	A	E	E
5/4/15	Online	Respondent 767	Yes	No	B	D	C	E	A
4/5/15	Online	Respondent 768	Yes	Yes	B	C	D	E	A
4/6/15	Online	Respondent 770	Yes		B	C	A	D	E
6/22/15	Online	Respondent 772	Yes	Yes	B	C	D	A	E
4/28/15	Online	Respondent 774	Yes	Yes	B	C	A	D	E
5/16/15	Online	Respondent 777	Yes	No	B	E	C	D	A
6/5/15	Online	Respondent 780	Yes	Yes	B	D	E	A	C
4/16/15	Online	Respondent 781	Yes	Yes	B	C	D	E	A
5/13/15	Online	Respondent 783	Yes	No	B	C	E	D	A
4/22/15	Online	Respondent 784	Yes	Yes	B	C	D	E	A
6/22/15	Online	Respondent 785	Yes	Yes	B	D	C	E	A
4/24/15	Online	Respondent 787	Yes	Yes	B	C	E	D	A
4/29/15	Online	Respondent 788	Yes	Yes	B	C	D	E	A
4/27/15	Online	Respondent 790	Yes	No	B	C	A	D	E
4/22/15	Online	Respondent 792	Yes	Yes	B	C	D	A	E
6/6/15	Online	Respondent 793	Yes	Yes	B	A	C	E	D
3/30/15	Online	Respondent 797	Yes	No	B	C	D	E	A
6/11/15	Online	Respondent 798	Yes	Yes	B	C	D	E	A
4/27/15	Online	Respondent 799	Yes	Yes	B	C	D	A	E
5/29/15	Online	Respondent 800	Yes	Yes	B	D	C	E	A
4/12/15	Online	Respondent 801	Yes	Yes	B	C	D	A	E
5/1/15	Online	Respondent 804	Yes	Yes	B	C	D	A	E
4/27/15	Online	Respondent 806	Yes	Yes	B	D	C	A	E
3/31/15	Online	Respondent 809	Yes	Yes	B	C	D	E	A
6/6/15	Online	Respondent 810	Yes	Yes	B	C	D	E	A
5/31/15	Online	Respondent 814	Yes		B	C	D	A	E
5/31/15	Online	Respondent 817	Yes	Yes	B	A	A		
6/12/15	Online	Respondent 819	Yes		B	C			
4/27/15	Online	Respondent 820	Yes	No	B	C	E	D	A
5/11/15	Online	Respondent 824	Yes	Yes	B	C	A	D	E

Statement of Community Involvement - Sunbury River Crossing

5/19/15	Online	Respondent 825	Yes	Yes	B	E	C	D	A
5/29/15	Online	Respondent 827	Yes	Yes	B	A	C	E	D
5/1/15	Online	Respondent 830	Yes	No	B	C	D	A	E
6/8/15	Online	Respondent 831	Yes	Yes	B	D	C	A	E
4/20/15	Online	Respondent 833	Yes	Yes	B	C	D	E	A
4/28/15	Online	Respondent 835	Yes	Yes	B	E	D	C	A
4/9/15	Online	Respondent 836	Yes	No	B	A	C	D	E
4/4/15	Online	Respondent 837	Yes	No	B	A	C	D	E
5/22/15	Online	Respondent 839	Yes	No	B	C	D	E	A
4/27/15	Online	Respondent 842	Yes	Yes	B	A	D	C	E
5/11/15	Online	Respondent 843	Yes	Yes	B	C	D	A	E
4/3/15	Online	Respondent 845	Yes	Yes	B	C	E	D	A
3/31/15	Online	Respondent 846	Yes	Yes	B	C	A	D	E
4/27/15	Online	Respondent 847	Yes	Yes	B	D	C	E	A
4/3/15	Online	Respondent 848	Yes	Yes	B	A	C	D	E
6/6/15	Online	Respondent 849	Yes	No	B	C	A	E	D
4/21/15	Online	Respondent 850	Yes		B	C	D	E	A
4/28/15	Online	Respondent 851	Yes	Yes	B	E	A	C	D
4/26/15	Online	Respondent 855	Yes	Yes	B	C	D	E	A
5/11/15	Online	Respondent 856	Yes	Yes	B	C	D	A	E
4/22/15	Online	Respondent 857	Yes	Yes	B	C	D	E	A
4/22/15	Online	Respondent 859	Yes	Yes	B	D	A	E	C
6/2/15	Online	Respondent 866	Yes	Yes	B	D	C	A	E
4/8/15	Online	Respondent 867	Yes	No	B	C	E	D	A
6/28/15	Online	Respondent 870	Yes	Yes	B	A	C	D	E
6/12/15	Online	Respondent 871	Yes	Yes	B	E	D	C	A
5/11/15	Online	Respondent 873	Yes		B	C	A	D	E
4/20/15	Online	Respondent 874	Yes	Yes	B	C	D	E	A
6/8/15	Online	Respondent 875	Yes	Yes	B	D	C	E	A
4/14/15	Online	Respondent 880	Yes	Yes	B	E	A	D	E
6/7/15	Online	Respondent 881	Yes	No	B				
6/4/15	Online	Respondent 883	Yes	Yes	B	C	E	D	A
5/5/15	Online	Respondent 884	Yes	Yes	B	C	D	A	E
6/2/15	Online	Respondent 885	Yes	No	B	C	D	E	A
6/15/15	Online	Respondent 886	Yes	Yes	B	C	D		
4/28/15	Online	Respondent 887	Yes	Yes	B	C	A	E	D
5/19/15	Online	Respondent 890	Yes	No	B	A	E	D	C
5/15/15	Online	Respondent 893	Yes		B	C	D	A	E
5/4/15	Online	Respondent 895	Yes	Yes	B	C	D	A	E
6/6/15	Online	Respondent 896	Yes	Yes	B	C	A	D	E

Statement of Community Involvement - Sunbury River Crossing

6/21/15	Online	Respondent 898	Yes	Yes	B	E	C	A	D
6/8/15	Online	Respondent 451	Yes	Yes	C	D	B	E	A
6/28/15	Online	Respondent 461	Yes	Yes	C	B	D	A	E
6/7/15	Online	Respondent 471	Yes	Yes	C	B	D	E	A
4/28/15	Online	Respondent 489	Yes	No	C	B	D	A	E
5/24/15	Online	Respondent 493	Yes	Yes	C	D	B	A	E
5/15/15	Online	Respondent 498	Yes		C	B	E	D	A
3/23/15	Online	Respondent 503	Yes	Yes	C	D	B	A	E
4/27/15	Online	Respondent 521	Yes	Yes	C	B	D	A	E
5/11/15	Online	Respondent 532	Yes	Yes	C	B	A	D	E
3/30/15	Online	Respondent 534	Yes	No	C	B	E	D	A
4/9/15	Online	Respondent 545	Yes		C	B	D	A	E
4/4/15	Online	Respondent 546	Yes	Yes	C	A	B		D
4/19/15	Online	Respondent 553	Yes	Yes	C	B	A	D	E
5/2/15	Online	Respondent 567	Yes	Yes	C	D	E	B	A
5/16/15	Online	Respondent 581	Yes	Yes	C	A	D	E	B
5/11/15	Online	Respondent 593	Yes	Yes	C	B	A	D	E
5/1/15	Online	Respondent 594	Yes	Yes	C	B	E		
6/16/15	Online	Respondent 599	Yes	Yes	C	D	B	A	E
6/1/15	Online	Respondent 604	Yes	Yes	C	B	D	E	A
4/20/15	Online	Respondent 610	Yes	Yes	C	B	D	E	A
4/27/15	Online	Respondent 621	Yes	Yes	C	B	D	E	A
4/23/15	Online	Respondent 625	Yes	No	C	B	A	D	E
6/5/15	Online	Respondent 634	Yes	Yes	C	B	A	D	E
6/13/15	Online	Respondent 652	Yes	Yes	C	B	A	D	E
6/1/15	Online	Respondent 670	Yes	Yes	C	E	B	D	A
5/11/15	Online	Respondent 680	Yes	Yes	C	B	D	E	A
4/14/15	Online	Respondent 697	Yes	Yes	C	D	B	A	E
4/30/15	Online	Respondent 717	Yes	Yes	C	E	D	B	A
4/27/15	Online	Respondent 733	Yes	Yes	C	A	B	E	D
3/23/15	Online	Respondent 741	Yes	Yes	C	D	B	A	E
5/4/15	Online	Respondent 751	Yes	Yes	C	B	A	D	E
4/17/15	Online	Respondent 760	Undecided	Yes	C	D	B	E	A
6/5/15	Online	Respondent 771	Yes	No	C	B	A	D	E
6/4/15	Online	Respondent 778	Yes		C	B	D	E	A
4/17/15	Online	Respondent 786	Yes	Yes	C	A	E	D	B
6/30/15	Online	Respondent 807	Yes	Yes	C	B	E	D	A
3/29/15	Online	Respondent 811	Yes	Yes	C	E	B	D	A
3/30/15	Online	Respondent 815	Yes	Yes	C	B	A	D	E
3/29/15	Online	Respondent 823	Yes	Yes	C	B	A	D	E

Statement of Community Involvement - Sunbury River Crossing

3/23/15	Online	Respondent 832	Yes	Yes	C	B	E	A	D
4/22/15	Online	Respondent 838	Yes	Yes	C	B	A	D	E
3/31/15	Online	Respondent 854	Yes	No	C	B	E	D	A
4/29/15	Online	Respondent 863	Yes	Yes	C	D	E	B	A
6/5/15	Online	Respondent 869	Yes	Yes	C	B	A	D	E
5/2/15	Online	Respondent 879	Yes	Yes	C	B	A	D	E
4/28/15	Online	Respondent 894	Yes	Yes	C	D	B	A	E
6/3/15	Online	Respondent 459	Yes	Yes	D	C	B	E	A
4/2/15	Online	Respondent 467	Yes		D	D	D	D	D
6/2/15	Online	Respondent 473	Yes	Yes	D	C	E	B	A
4/24/15	Online	Respondent 506	Yes	Yes	D	C	B	E	A
4/6/15	Online	Respondent 519	Yes	Yes	D	C	B	A	E
3/23/15	Online	Respondent 522	Yes	Yes	D	C	B	E	A
3/23/15	Online	Respondent 543	Yes	Yes	D				
4/28/15	Online	Respondent 562	Yes	Yes	D	E	C	B	A
5/15/15	Online	Respondent 571	Yes	Yes	D	E	C	B	A
5/20/15	Online	Respondent 573	Yes	Yes	D	B	A	C	E
4/29/15	Online	Respondent 578	Yes	Yes	D	E	C	B	A
4/28/15	Online	Respondent 600	Yes	Yes	D	C	B	A	E
4/13/15	Online	Respondent 636	Yes	No	D	C	B	E	A
4/21/15	Online	Respondent 640	Undecided	Yes	D	C	B	E	A
4/26/15	Online	Respondent 687	Yes	Yes	D	B	C	E	A
5/30/15	Online	Respondent 703	Yes	Yes	D	E	A	B	C
5/11/15	Online	Respondent 720	Yes	Yes	D	B	C	A	E
4/27/15	Online	Respondent 726	Yes	No	D	C	B	A	E
4/7/15	Online	Respondent 739	Yes		D	B	A	C	E
6/7/15	Online	Respondent 795	Yes	Yes	D	C	E	B	A
5/15/15	Online	Respondent 805	Yes	Yes	D	E	C	B	A
5/29/15	Online	Respondent 812	Yes	Yes	D	B	C	A	E
3/23/15	Online	Respondent 844	Yes	Yes	D	B	C	A	E
7/23/15	Online	Respondent 852	Yes	Yes	D	E	C	A	B
4/6/15	Online	Respondent 853	Yes	Yes	D				
6/2/15	Online	Respondent 455	Yes	Yes	E	B	C	D	A
6/6/15	Online	Respondent 474	Yes	Yes	E	A	B	D	C
3/30/15	Online	Respondent 485	Yes	No	E	C	B	D	A
3/24/15	Online	Respondent 487	Yes	Yes	E	C	A	C	B
6/8/15	Online	Respondent 488	Yes		E	B	A	C	D
6/2/15	Online	Respondent 494	Yes	Yes	E	C	B	A	D
3/23/15	Online	Respondent 505	Yes	Yes	E	B	C	A	D
3/30/15	Online	Respondent 510	Yes	Yes	E	B	D	A	C

Statement of Community Involvement - Sunbury River Crossing

3/31/15	Online	Respondent 513	Yes	Yes	E	B	D	C	A
3/31/15	Online	Respondent 515	Yes	Yes	E	B	D	C	A
4/16/15	Online	Respondent 523	Yes	Yes	E	C	B	D	A
4/3/15	Online	Respondent 526	Yes	Yes	E	B	A	C	D
6/14/15	Online	Respondent 544	Yes	Yes	E	B	A	C	D
3/17/15	Online	Respondent 568	Yes	Yes	E	C	B	D	A
4/27/15	Online	Respondent 572	Yes	Yes	E	B	C	D	A
5/11/15	Online	Respondent 574	Yes	Yes	E	A	B	D	C
6/8/15	Online	Respondent 579	Yes	Yes	E	D	C	B	A
4/1/15	Online	Respondent 588	Yes	Yes	E	B	D	C	A
6/15/15	Online	Respondent 590	Yes	Yes	E	B	D	C	A
6/2/15	Online	Respondent 592	Yes	Yes	E	D	C	A	B
4/27/15	Online	Respondent 598	Yes	Yes	E	D	C	B	A
4/20/15	Online	Respondent 601	Yes	Yes	E	D	C	B	A
4/28/15	Online	Respondent 617	Yes	Yes	E	B	C	D	A
5/31/15	Online	Respondent 622	Yes	Yes	E	D	C	A	B
6/22/15	Online	Respondent 624	Yes	No	E	D	C	B	A
6/6/15	Online	Respondent 629	Yes	Yes	E	D	C	B	A
3/30/15	Online	Respondent 641	Yes	Yes	E	D	C	B	A
7/2/15	Online	Respondent 655	Yes	Yes	E	B	D	C	A
6/2/15	Online	Respondent 656	Yes	Yes	E	A	B	D	C
5/15/15	Online	Respondent 675	Yes	Yes	E	A	D	C	B
4/4/15	Online	Respondent 679	Yes	Yes	E	D	B	A	C
4/16/15	Online	Respondent 700	Yes	Yes	E	C	B	D	A
6/22/15	Online	Respondent 722	Yes	Yes	E	D	B	C	A
5/4/15	Online	Respondent 724	Yes	Yes	E	D	C	B	A
6/7/15	Online	Respondent 727	Yes	No	E	B	C	D	A
4/1/15	Online	Respondent 755	Yes	Yes	E	D	C	B	A
4/27/15	Online	Respondent 761	No	No	E	B	C	A	D
6/6/15	Online	Respondent 769	Yes	Yes	E	D	C	B	A
6/8/15	Online	Respondent 775	Yes	Yes	E	D	A	B	C
5/15/15	Online	Respondent 776	Yes	Yes	E	D	C	B	A
4/22/15	Online	Respondent 791	Yes	No	E	B	C	D	A
3/30/15	Online	Respondent 794	Yes	Yes	E	B	D	C	A
6/8/15	Online	Respondent 796	Yes	Yes	E				
7/2/15	Online	Respondent 803	Yes	Yes	E	B	D	C	A
6/2/15	Online	Respondent 813	Yes	Yes	E	D	C	B	A
6/1/15	Online	Respondent 821	Yes	Yes	E				
5/30/15	Online	Respondent 828	Yes	Yes	E	C	B	D	A
4/8/15	Online	Respondent 858	Yes	Yes	E	C	D	B	A

Statement of Community Involvement - Sunbury River Crossing

6/16/15	Online	Respondent 860	Yes		E	D	B	C	A
4/16/15	Online	Respondent 861	Yes	Yes	E	D	B	C	A
6/11/15	Online	Respondent 868	Yes	No	E	B	D	A	C
6/3/15	Online	Respondent 872	Yes	Yes	E	D	C	B	A
6/10/15	Online	Respondent 878	Yes	Yes	E	D	C	B	A
5/30/15	Online	Respondent 891	Yes	Yes	E	B	C	D	A
4/14/15	Online	Respondent 466	Yes	No					
3/31/15	Online	Respondent 477	Yes	Yes					
4/12/15	Online	Respondent 482	Yes	Yes					
7/29/15	Online	Respondent 514	Yes	Yes					
4/27/15	Online	Respondent 518	Yes	Yes					
3/26/15	Online	Respondent 566	Yes	Yes					E
5/20/15	Online	Respondent 580	No	Yes					A
4/7/15	Online	Respondent 632	Yes	Yes					
6/5/15	Online	Respondent 661	Yes	No					
4/27/15	Online	Respondent 671	Yes	Yes					
4/28/15	Online	Respondent 709	Yes	No					
6/16/15	Online	Respondent 773	No	Yes					
5/1/15	Online	Respondent 816	Yes	No					
6/24/15	Online	Respondent 822	Yes	Yes					
4/28/15	Online	Respondent 841	Yes	No					
6/13/15	Online	Respondent 865	Yes	No					
6/8/15	Online	Respondent 888	Yes	Yes					
5/26/15	Skinnners Batch 1	Respondent 901	Yes	Yes	A				
4/27/15	Skinnners Batch 1	Respondent 902	Yes	No	B				
5/6/15	Skinnners Batch 1	Respondent 899	Yes		E				
5/6/15	Skinnners Batch 1	Respondent 900	Yes	Yes	E				
4/29/15	Skinnners Batch 2	Respondent 904	Yes	Yes	C				
5/15/15	Skinnners Batch 2	Respondent 903	Yes	Yes	E				
4/27/15	Skinnners Batch 2	Respondent 905	Yes	Yes	E				
5/11/15	Skinnners Batch 2	Respondent 906	Yes	Yes	E				
4/20/15	Skinnners Batch One	Respondent 907	Yes	Yes	B	D	C	A	E
4/20/15	Skinnners Batch One	Respondent 908	Yes	Yes	B	D	C	A	E
4/20/15	Skinnners Batch One	Respondent 909	Yes	Yes	B	D	C	A	E
4/20/15	Skinnners Batch One	Respondent 910	Yes	Yes	B	D	C	A	E
4/20/15	Skinnners Batch Two	Respondent 911	Yes	Yes	B				

Appendix Ten

General remarks

"Would be happy with any of the options. I think this is A long overdue project which would provide a significant community benefit Thank you LOSRA for the hard work put in on this and for going us input"

"I would be supportive of options A, B, C, D or E. I've just moved to Sunbury so don't feel I know the area well enough yet to say which option I think is best. I'm a keen cyclist, and not having to cycle to Walton Bridge would be safer and would transform the experience of getting to the Thames Tow path which is such an incredible asset. Thank you to everyone involved in making the effort to push this forward."

"I don't really care about the precise location but support the general idea and general location"

"Either would be brilliant - no preference. Only preference is to have a bridge."

"Why not a ferry crossing instead of a footbridge? I imagine there must have been a ferry in years gone by? Possibly near Monksbridge? We already have far too many cyclists using our roads in Lower Sunbury - from Twickenham Cycle Club and others - especially at weekends. HOWEVER, there is areal need for another proper bridge for cars to use - possibly by the Bell Inn at Hampton - so as to reduce the congestion and traffic jams which often occur on the Stanes Road and Hampton Court Road,."

"FOR ALL THE PROPOSALS - This is a waste of money as it benefits mainly cyclists. Any such construction will disfigure the locality and, possibly, could be dangerous coming out, possibly without regard to traffic, onto a very busy road in Sunbury. It is of no use to Sunbury residents as the Walton side is too far from the Town Centre. Conversely, Walton residents are unlikely to want to come to Sunbury for shopping! The money, if available for general purposes, could be put to better use elsewhere. For example, to prevent the axing of the School Bus runs."

"Main concern for any bridge is the impact on river views."

"This is a splendid idea! I used to work at BP Sunbury and mostly commuted by bike - a bridge would have made the route much more direct (and traffic free). Now I cycle along both sides quite a lot for leisure and was once approached by a foreign couple with bikes at Sunbury Lock who were hoping for a crossing before Hampton Court. If the bridge were there I would not have had to tell them the bad news. From my semi-retired point of view now it would open up more routes to the NW for an hour or two's jaunt."

The main thing about all the crossings for cycling is to have enough length so that the gradient isn't too steep for children, the elderly, mobility scooters and the like. A seems to fit that best. However, once onto the Sunbury Lock Ait going north to south the C crossing might be best."

"i was a member of the TOPS committee who advocated a river crossing in the area. I have no preference for siting but fully support the principal"

"Don't really mind where the bridge goes- we just need it somewhere! I often drive for short journeys in the terrible traffic (contributing to it) as I find it too far to walk to either of the bridges. With this bridge I could walk or cycle safely- it would make a huge difference for commuters and local residents!!!!"

"I am not against options B,C,D,E but Option A could be a problem because of the very narrow pavements on Fordbridge Road making it difficult to walk with a dog."

Site A comments in full:

Note: Comments are replicated here as were provided to the consultation.

"Obviously very dangerous particularly in winter. Very complicated and expensive to construct. Security of nearby properties jeopardised. Long way from the village. Obtrusive in very attractive part of the river."

"Appears to have the least visual impact and would keep cyclists separate from people who currently enjoy the riverside."

"Weir crossing has curves and leads to a pub and island."

"Too difficult and complex. Away from main part of Sunbury village."

"Least intrusion on the natural views of the river".

"although i live in esher i was born in north walton,most of my family still live in that area,i have an allotment there,and have not had a car for 6 years.i cycle everywhere,and a bridge at some point east of sunbury lock would open up the red bus network to a lot of people as the routes this side of the river.i never thought i would see the day that this could become a reality.feel free to email me,as you have 100% of my support.the only thing that comes to mind is that elmbridge council dont really like to do things,it will object for some reason and it will cost thousands more.look at how long it took to build the new walton bridge."

"Seems a tortious route. Probably most expensive."

"This would then create the longest possible cycling route and of course give access to the Weir Pub only drivable before or long walk from Walton Bridge".

"Still requires cyclists to use part of the busy Lower Sunbury road".

"What provision would be needed for pedestrians / cyclists to cross road?".

"Too long to cross".

"Could be tricky to cycle as tight turns".

"Good idea to link social areas of the wire and lower Sunbury".

"Too expensive".

"Good facilities here i.e. car park. Probably the cheapest option and very scenic crossing the weir."

"Weir very dangerous especially in winter. Would have to be caged. Very expensive and complicated to construct. 3/4 of mile from village. Privacy and especially security of properties in Parke Rd and Wheatley's AIT badly affected. Obvious magnet for yobs and drunks from pub. Sluices very vulnerable to interference. Both ends flood. Maintenance of weir, especially regular clearance of heavy rubbish from top of weir, would close crossing."

"I am very concerned that Site A could seriously compromise the security and privacy of the residents who live on Wheatleys Eyot".

"The most dangerous, most expensive crossing, with the most residents negatively affected on Wheatley's Eyot, Parke Rd, Willow Way and Fordbridge Road. The Old Bathing Field is in the Green Belt and the floodplain, so it may not even be allowed. The long approach structure would cut this park in two and ruin the public leisure amenity. It's not central and leads in the opposite direction to where people want to go, from either side of the river."

"Awful location. The approach ramp will destroy the old bathing field park and cause devastating flooding to Willow Way and Parke Road by blocking and filling in the flood plain. The charming wild wooded end to Wheatleys Ait island will be destroyed. The crossing over the weir will be incredibly dangerous, anybody falling in here will definitely drown, whereas every other location they will just get wet and can probably wade out.The approach ramp and the rebuilt weir crossing is the most obtrusive to the maximum number of residents of all the schemes. The route is outside sunbury village, well away from the desire line for users. The route would mean

that any visitors following the Thames and using the bridge would be forced to avoid the village, therefore bringing no trade to the the Sunbury shops, pubs and restaurants. The route is very long and circuitous compared with all the other routes. Not only is it outstandingly the worst route, it is also the most expensive, as confirmed by two professional reports."

"Least intrusive visually."

"I have put this as #2 purely on the basis of the higher projected cost - otherwise it would be my #1 preference".

"Overly complicated and expensive. Not central to village and away from the main bus routes".

"Terrible location, shouldn't even be considered".

"I feel the weir crossing will be the best and least intrusive plus a dramatic way to cross river".

"A rather convoluted crossing".

"I understand this option the bridge would be low and we wouldn't get our boat under it."

"Concerned about what height the bridge will be. Study states a low-level bridge such as the existing bridge in the Creek which our boat could not get under. We live in Finn Land, in the Creek and have our boat moored there (Willow Way). Concerns are that we would not be able to get under a low bridge; thus making our boat unsuabe."

"A strong preference. The closeness to the weir would provide an attraction in itself and would offer a very interesting route to cross the river. Complex temporary works are only temporary."

"I have selected this first in the end as the Weir is there already so it may not obstruct the view much more than the Weir does at present. Also this position is nearer if people wanted to walk into Walton. Disadvantaged people living near the Weir may protest against this plan. Also it is further from the Bus route. Still worth the extra expense!"

"Least obtrusive site, would provide interesting views of river upstream and downstream for people using the footbridge. The extra expense in the long run would be worth it."

"While health and safety require upgrades the fact is there is a way of getting across in one place. Why trouble other areas?"

"By far the best option. Would be most attractive to walk and ride. Least obtrusive and ultimately may not be as expensive".

"Existing route would be a benefit - would therefore be easily built in stages and create a wonderful walk/ride".

"Simplest, nicest, easier best location, central".

"Parking nearby".

"Difficult to navigate in winter".

"This is a pedestrian bridge so location of parking seems irrelevant if most users come from Sunbury - surely they will walk to the bridge!"

"Difficult - look at crossing by weir just upstream of Henley. Environment Agency have history of opposition to even pedestrian usage of weir! It was used sometime before 1900 under Thames Conservancy."

"Visually probably the least intrusive. Central for Lower Sunbury with reasonable connecting with Walton. Sports Centre over river".

"Although a bit remote - prefer to keep open aspect of King's Lawn".

"Miles from anywhere - will just end up being cyclists".

"Least intrusive. Close enough to other transport links. Close proximity to transport links. Makes use of existing infrastructure. I like the use of the existing lock ait."

"My preferred option. Least intrusive and most pleasing to use. It has always seemed a shame to me that the path over the weir cannot currently be used".

"I don't understand why the report says this is the most expensive, unless they are adding in the costs for flood prevention as well. In fact it should be the cheapest as a by product of the flood prevention scheme."

"Whilst I appreciate this is the most expensive option, this will have the least visual impact. Having the car park at the Old Bathing Station is an advantage and the access will also be nearer to residences/sport centre/The Weir pub on the Walton side of the river."

"Most discreet".

"Weirs are work sites and inherently dangerous places. Any vandalism on the equipment could result in serious consequences such as equipment failure. The site is well away from the centre of Sunbury, on the other hand it would be convenient for the Weir Hotel".

"The real draw is the panorama once on the weir crossing. But not ideal access, sounds expensive and lengthy."

"Interesting, but complex building issues. Good for Weir pub. "

"Not keen on this position".

"Too far from village".

"This was an original crossing until gates were put in place on the weir crossing. A crossing here would be ideal as it is linking the aits in the Thames together and provides a crossing over the River. There is a real opportunity to create a great pedestrian route between Spelthorne and Elmbridge, that would shorten distance time of traveling and providing a safer route, while also bring people close to the River Thames and to use it its full potential."

"Distant from centre of Lower Sunbury Village but has the advantage of a car park. Also would provide a great view over the river with the weir gushing beneath it."

"I have no strong preference for this site".

"To out of the way, security issues complicated layout".

"As a cyclist I would be happy with any option, and would leave the choice to those living close by to whom relative distances may be important. When we looked at this in 1999 one major constraint was the question of gradients. The bridge must allow boats to pass, so must be high (or have a moving section, which is awkward), but should be accessible to wheelchair users, so must have gentle gradients. Hence need big ramps at ends, unless use a spot with high banks. This point seems to have been addressed in evaluating the options, but not in great detail."

"Seems to make sense with most, if not all the infrastructure in situ and there fore the least disruptive or intrusive option."

"I've always wanted this foot crossing to be accessible, so it's a logical choice, but modifications to the weir may make it more expensive and time-consuming."

"least intrusive as structure already across river. car park. large area for bridge's footprint. not in conservation area".

"My least Favourite. The part of the road to access the bridge is very fast and dangerous route. Young children would be in danger. Adults in rush hour would also be at risk. it is quite a remote area and so safety for lone woman and older children could be an issue. Also being remote might attract teenagers to hang around when dark."

"Won't spoil the view from the village. Car park available."

"road busy and it's also a bit remote for lone women and children".

"Looks a bit complicated and potentially very expensive - will increase health & safety considerations and design delivery will be impacted by inevitable collaboration with water authority".

"This area looks too remote and unsafe."

"If it's a cycle/pedestrian crossing this isn't the best place".

"Worst by far! The site is a long way out from the 'centre' of Lower Sunbury (Avenue Parade shops etc). For most Sunbury residents it would involve a significant walk down Fordbridge Road which is not a pleasant one for pedestrians - the pavements are either very narrow or non-existent with heavy traffic thundering by. Better than no footbridge at all but would be a real 'own goal'."

"Remoteness from heart of Sunbury and high cost make this the least desirable choice."

"Quite, out of town, busy access road."

"Appears to be longer and more complicated route".

"Too far out. too deserted. safety issues".

"Personally, this is the only choice despite its potential costs. The existing landing points will guarantee a low lying structure and not affect the views from the village of the river. Utilising the existing car park is an added bonus. The Water Authority would also benefit in the upgrading of the weir."

"This is the best proposal as it won't affect any views of the river from the village."

"Not central enough".

"Don't think this is the best position".

"Seems to be longest crossing. Possibly conflict with sight-seers looking at the weir."

"Existing infrastructure and arguable existing use, even if current structure not suitable".

"Too long and the weir pathway isn't very wide so would be hard if you were cycling to pass people or you would have to walk the bike across well then you may as well cycle the long way round".

"Too out of the way. More danger involved as part of the weir."

"Will bring opportunity to enhance area and utilisation/improvements to weir infrastructure whilst avoiding need for extensive and visually intrusive higher level crossing. Proposal also seems to offer least disruption to roads and area in construction phases. Crossing could also be made visually impressive, and provide visual interest of the river for walker & cyclists."

"Good use of existing structure, would open up this area for the enjoyment of all".

"The most complicated looking option".

"Bit out of the way."

"Long way to walk".

"Too hidden and remote".

"This plan takes the wrong direction and would be too difficult and expensive".

"The part of the road to access the bridge is very fast and dangerous route. Young children would be in danger. Adults in rush hour would also be at risk. It is quite a remote area and so safety for lone woman and older children could be an issue. Also being a remote area might attract teenagers to hang around after dark."

"Too expensive, don't like the location".

"Lengthy crossing".

"I am surprised that this was the most expensive option as a bridge already exists. Its location is however further away from the centre of Lower Sunbury and any bridge has to be easily accessible to the village to encourage use."

"Acceptable."

"Too close to Walton Bridge."

"Seems most sensible (as weir is already there), but report says most expensive/complex, plus is away from centre of Sunbury, so will put pressure on footpaths leading to weir, as roads are constricted getting there."

"Most interesting, however technically challenging.
Local residents will probably object."

"Dramatic views. However, I feel there are too many complications with this option that will delay the building of it and the upkeep of it."

"A complicated site".

"Too complex and dangerous in my mind, but potentially better than not at all."

"Looks complex and a little remote but uses the natural weir crossing."

"Seems dangerous with small children".

"It would be nice to include the weir in the plans, however, it looks like a very complicated structure which also seems to be the most expensive one."

"I think it is an absolutely brilliant idea. I would much rather cycle to Walton than drive but it is a horrendous bike ride especially with children. I have tried it. Busy main road with fast cars and narrow pavements."

"Would benefit local families who cycle. Also it would bring people over to our lovely riverside pubs and restaurants. Always thought it was a shame that we could not walk any length of the Thames and had to drive and park in Walton. It would be a pure joy A lovely addition to our beautiful Sunbury".

"Not central at all for people in Sunbury, location wise the worst option for Sunbury residents or visitors but location on Walton side quite good"

"Good location. Easy access."

"Seems complex and remote that might mean less people using it".

"Equally central to both sunbury and the access roads to Walton".

"Out of town, poor bus connections, too long and exposed in bad weather. Rubbish.

Out of the way".

"Too far away from usable access, difficult pavement /road access".

"too remote from bus stop and areas of good lighting prone to flooding , natural flora and fauna may be disrupted ."

"Too remote from centre of village."

"Most spectacular and interesting for the future - enhancing local interest".

"Least obtrusive and a more interesting crossing. Objections from immediate neighbours could be addressed by having dusk closure (in common with and managed by closure of Walled Garden)".

"Possible co-funding from Environment Agency when they upgrade the weir".

"Slightly detached from the core commercial centre of Lower Sunbury and, therefore, less likely to generate the desired influx of business that local traders would be hoping for. Also somewhat remote from a Lower Sunbury residents' perspective. That said, it would make for an interesting crossing."

"Should be as free to accomplish with EA support and cooperation on their weir works. Minimal boost for Sunbury's economy and tourism however. Last resort."

"This is too far out from the village".

"A reasonable choice, but really too far from the village centre."

"Least visually intrusive using low level bridge across top of weir. Possible funding from Environment Agency as part of weir upgrade?"

"TOO complicated".

"I like the plan to use the existing weir as access but I don't like accessing it from the busy Fordbridge road."

"Practical in terms of utilising existing structures, but neither end of the bridge makes land fall anywhere useful."

"After experiencing a shared Cycle & Pedestrian bridge viewing the Walton Regatta I strongly recommend that a notice for cyclists to dismount before crossing making the bridge a pedestrian area only, thus avoiding accidents with children, dogs etc."

"looks too complex, expensive and will take a long time to plan and build".

Looks attractive but most difficulties of planning/building".

"If the crossing is to be west or east of Sunbury, then east should attract more users from East Moseley, in addition to those from Walton."

"Could be the best solution but it is hard to imagine the Sunbury side. Would help to have an artist's impression."

"Too long a route and expensive".

"Penton Lock currently allows public access to a crossing similar to the private crossing at Sunbury. Would minor upgrades to weir crossing safety barriers and donkey bridge improvements avoid the cost of a new crossing?"

"Does the river authority have funding to replace or upgrade the weir crossing? Is any funding available via the recent hydro-screw power generation proposal?"

"Looks complex and has the danger of a weir crossing".

"I like this one best. The most unobtrusive, and most picturesque, cycling over the weir with water on both sides."

"I think the benefit of the car park is offset/outweighed by the 'cost' of it being a more remote location and off the main 216/235 bus routes."

"This is our second choice as a low visual impact is important to us."

"I would be happy for the crossing to be located where the residents of Lower Sunbury feel best. It does seem to me to be best closer to Walton in order to enjoy all its facilities."

"Too remote, potential hazard for the drunk/fool going over the side into weir".

"Too remote at far end of village and appears unnecessarily complicated".

"Looks a little complex and perhaps costs more to build? A nice spot to cycle through though."

"Not certain about this route".

"Access to the Excel leisure centre".

"I just have a general question before I vote on which bridge. It seems none of the plans are using the footbridge from the Old Lock House to the Island, is there a problem with this bridge or am I misunderstanding your maps?"

"My favourite due to the minimal change to the appearance of the area and this in effect being the restoration of an already-existing crossing".

"I consider this 'My Scheme'. Standing in the Old Bathing field, as it was known, as a child the 'Other Side' of the river was tantalisingly close if I could just get across the creek cut..... This scheme is the only one that utilises existing structures. It also has the lowest visual impact of the 5. Not mentioned anywhere is the proposed Football Stadium on the Walton side which would encourage fans to take a short cut to & from matches via the Bridge. The only scheme with a car park it would be ideal for this inevitability. Correction: The report in error claims this scheme does not connect to any cycle route having already mentioned Fordbridge Road AS a cycle route! A large number of local walkers would welcome the chance (and already do via Walton Bridge) to walk to Hampton Court via the Walton riverside, as well as Walton Town so the direction of 'flow' of this bridge mentioned as a downside is immaterial."

"concern is health and safety related".

"Bit distant from village".

"Not a good option - pavements on Fordbridge Road too narrow and difficult to walk with dog, even dangerous".

"Any of the sites welcome. I agree with pros and cons of all sites. Site A leaves room for second bridge on Site E further downstream."

"My feeling is that this is not connected to the hub of the village and the connecting road is dangerous for children and adults alike to reach the bridge."

"Structure is there. will not require massive ramps. far less intrusive."

"MIGHT BE MORE PRATICAL,WITH STRUCTRAL OF THE WEIR ALREADY IN PLACE. CENTRAL TO SUNBURY, ALSO TO THE WEIR HOTEL AND THE LEISURE CENTRE. IN WALTON. ALSO CENTRAL , TO BOTH SIDES OF THE RIVER".

"This one will be of most benefit to Walton residents- the others are a bit far from any residential areas and access to the other sites on the walton side is very difficult. Looking from the other side, coming over the bridge the other sites take you into the middle of the towpath".

"An unusual but interesting route."

"Not sure where it is".

"Too expensive and too remote".

"The advantages of existing car park nearby (+, given existing structure it being visibly unobtrusive) are far outweighed by Site A's (i) Distance from Lower Sunbury's amenities (shops etc) (ii) Length of actual crossing (iii) Ugliness of Weir & (iv) High Estimated Cost. Why Site A is my least preferred option."

"The 1 giving least impact to the environment, but concerned that people would not find it sufficient benefit together with the length of span, cyclist would probably continue to use Walton Bridge.

Too dangerous and too far out of the village."

Site B comments in full:

Note: Comments are replicated here as were provided to the consultation.

"Ruins very popular recreation/fishing area. Construction would badly affect traffic in road. Too close to houses."

"This will have a strong visual effect but does cross at a point less used by pedestrians and people sitting at the riverside, and would conceivably be good for business for the Flower Pot, however it would bring cyclists into the road network at the roundabout by the Flowerpot potentially causing traffic chaos. It must be accepted that the bridge would not just be used by locals but will attract traffic from people simply using the bridge as a short cut".

"Best option all round".

"It's easy to get to the Sunbury lock island".

"A long overdue project which would provide a significant community benefit".

"Easy access and best feasibility score according to your info".

"Spoils the view of the river and will mean building on the green."

"for me this would be the best for cycling as the route is straight.i wrote to someone about a crossing some where around sunbury lock about 8 years ago."

"This is also a good spot but not sure regarding road safety by the round a bout".

"Central to village Easy access to cross road by round about".

"Connectivity is key purpose of the bridge, and this option seems to provide the best connection".

"Very accessible. Ideal crossing point".

"Direct and simple route".

"It's the best link into the road network and facilities on the south side and the safest for access as it fits in with roundabout and one way system."

"This seems the most practical solution and is moderately expensive".

"Here for the Weir Pub. ASAP".

"Destroys popular much-used green space. River wide. Much too close to Habitation. Busy, dangerous road junction."

"It's nearer to the centre of the village and it could start at pavement level using the old tennis court, but the same problem applies in that the structure will cut a small recreation area in half, and there are neighbours either side. The water is shallower at this edge so the height could be lower, but it is still a long crossing. My third choice."

"This route has a simple logic, utilising the raised former tennis court on Thames street to make an easy approach, whilst giving headheight to walk underneath. the shallowness of the river would permit a low level bridge deck near the shore, rising to a full yacht clearance over the deep water. It would land on lock island clear of the boatyard. The big disadvantage is that it would visually intrude on quite a large number of residential properties. There is not a lot to choose between the three central locations (B, C and D), they all serve the centre of the village and its businesses well, but this is possibly the least favoured."

"Very concerned about spoiling historic village views with intrusive bridge.."

"A busy traffic location where additional street parking should be avoided. Also green floods yearly!"

"Best location as it is on major road links and easily accessibly - an underused site as it is!"

"Love the idea of a foot/cycle path crossing the Thames here. This site would protect the view of the church, be close to the village and parking. To be safe for pedestrians, cyclists should be asked to dismount."

"IT WILL BE GREAT!"

"GOOD IDEA".

"GREAT HERE! BUT ANYWHERE GOOD. I REALLY HOPE THIS 'GOES'".

"A reasonable route".

"Concerned about what height the bridge will be. Study states a low-level bridge such as the existing bridge in the Creek which our boat could not get under. We live in Finn Land, in the Creek and have our boat moored there (Willow Way). Concerns are that we would not be able to get under a low bridge; thus making our boat unsuitable."

"As a keen local cyclist, I am all in favour of a crossing at Sunbury which will obviate the need to use the narrow Fordbridge Road to go to Walton. Site B seems to have the most favourable responses to the various criteria."

"Room for Sunbury entrance Can be watched over by lockkeeper".

"The Bridge would obstruct the view up the river and it would spoil the Conservation area. This area floods too, we need to keep this small green area as this and the green areas at King's Lawn, Rivermead Island and by Fordbridge Rd Car Park is all we have left by Sunbury Riverside."

"Make logical sense, shortest points etc."

"Would overwhelm and spoil the quiet atmosphere and character of the green and spoil river views there."

"Seemed to offer the best option considering cost/disruption/access etc."

"Best of the rest - but far behind #1 as a first choice [Edit note: the respondent has chosen Site A as first choice]"

"All the others listed here would take valuable land and create ugly (no matter how well designed) infrastructure".

"Central location".

"Ideal location natural route walk/bike".

"I'd rather have any bridge than no bridge - B is the best option because it's the best position for walking and cycling".

"Low cost, natural flow".

"This is already a busy junction so it does not seem appropriate to add further congestion at this point".

"Just about gets the nod ahead of site E..."

"Preferred option. Probably best for keeping existing atmosphere around the old buildings."

"Good location for access both sides of the river - near shops, cafes, pubs - moderate costing."

"This is best as it is central, convenient and not too expensive. An attractive bridge would be a great boon situated here."

"Least impact and close to amenities (both sides of river) important for security that both ends of route are near to assistance if required. Also bridge must not encourage reckless and dangerous behaviour - example jumping into the river - strong undertow".

"Connections for myself with this path site is best. Especially cycle route along the tow paths on the other side for commuting. The cost and the view considerations I feel are the most acceptable here".

"Second preferred".

"This crossing looks to be the easiest, but I think any of the suggestions would work. It will be great for the area to have the footbridge."

"If the weir site were ruled out as too difficult/expensive I would favour this as the least intrusive. The bridge would need to be sensitively designed to complement rather than diminish the attractiveness of the site as it is at present".

"The best solution in the report if you believe the weir crossing argument."

"Better placement, more practical."

"Any bridge construction here will ruin the wonderful view."

"Unacceptable impact on an area of historic importance and natural beauty."

"The Right of Navigation does not get a mention yet is a primary right on the Thames. The normal rule is that of maintaining the height of any bridge to not restrict below those downstream. This applies to all river and lock cut crossings."

"Ideal position. Concerned about visual impact on the only 'safe and calm' area of riverside access".

"Good location in heart of Sunbury".

"Space away from already busy road to create bridge and fairly centrally accessed by all Sunbury residents."

"Great idea".

"Too close to busy road junction".

"It make perfect seems to use the simplest and less intrusive structure, which would be accessible for all. Future of the dynamic and economic value of having a link would I believe families for both sides with direct access to the river walk ways and shops and restaurants. This would also create a cycle map for those cyclist that clog up the current road networks, further feasibility should be looked at cycle routes away from walk ways at either end of the bridge."

"i think this is a great idea, i normally have to cycle to walton bridge to cross the river, i think this location would be good, but any of them would be good, i hope the bridge does get built".

"Possibly too steep."

"Seems the most sensible option."

"A well designed construction at this site which fits in with the riverscape and street scene could prove to be a real landmark for the whole of the Village."

"This site appears a good choice".

"Good access open position good security".

"Hard to choose between the top three. This is close to the Weir and the Leisure Centre, which is in its favour."

"fairly direct. close to village. no close parking. would spoil view".

"My favourite. the "Green grassy" area is off the busy road but near enough to centre of Sunbury for good and safe access. It is near the pub for refreshments (but not too many of them) and is not remote so wont be an unsafe area or have teenagers hanging around."

"good safe access and close to centre of Sunbury".

"Best option in my opinion."

"Closer to facilities in sunbury and Walton".

"Looks to be the best location, minimum impact on views and its most central and provides great access to the facilities on the other side and Walton".

"This area is off the busy road but near enough to centre of Sunbury for good and safe access. It is not remote so won-t be an unsafe area or attract groups of teenagers hanging around."

"Good place."

"Centrally located, therefore practical and safe. Less obtrusive than at Church St or Kingslawn."

"Should think this would be a very popular site a very good location and a short crossing".

"Good".

"Access to roads and near the heart Sunbury make this a good choice. Also the roundabout makes the road safer to access. Cost of bridge from this position also one of the cheaper options."

"Local to Sunbury residents with easy access, not remote, not too quiet, central to village, good pub link and village links."

"Please can we just have a bridge!!"

"Nearest to be bus stops at end green street".

"gives access nearer to Walton town centre. It does not spoil the beauty of rivermead island."

"best option. central and safe".

"The location of Site B gives excellent access to and from the heart of historic Sunbury and it's transport links, whilst minimising visual impact, cost and buildability. Not the cheapest option but also not the most expensive but perfect location."

"Good Central location".

"My favourite".

"This one looks best to me".

"Seems like the easiest crossing point - could be a nice landmark bridge. I would really like my children to reach the towpath on the other side so they could cycle to their friends and future school rather than us adding to the traffic!!! Please build this bridge - SUCH A GOOD IDEA!!!"

"This looks to be the best option in terms of limited impact and costings."

"Favourite one."

"First choice".

"This one is best".

"Seems the best proposal in terms of route, cost and impact".

"nice curved bridge but I guess straight would be quicker unless there is a reason for that".

"Not a good place for a cyclist 'confluence' point, and construction difficult and disruptive as well as visually intrusive."

"Seems straightforward, good use of an underused site. Long span, but this could look really good with right design".

"Well positioned in terms of road access etc."

"Central location & good use of the current space. Less impact on views than other options".

"Looks like it would be used by a lot of people. Easy to access."

"Based on the feasibility study, this appears to be the strongest option overall."

A potential advantage of this site is proximity to the planned Waterside Drive Sports Hub - to the extent that it may be viable to campaign for the river crossing to be included within the next stage of the planning process."

"It would not be a good idea to introduce more cyclists and pedestrians to what is already a badly designed mini roundabout outside the Flowerpot. Sites B, C and D. A bridge here will destroy Lower Sunbury's most breathtaking vista."

"Preferred route."

"Closest to sunbury and Walton".

"Perfect site, safe for bikers and pedestrians alike. Great access to Sunbury village and all its amenities".

"Think this one has the most scope for creativity and practicality".

"A good solution should be easier to implement with minimum disruption ... leads straight onto existing roads/paths in both directions."

"the "Green grassy" area is off the busy road but near enough to centre of Sunbury for good and safe access. It is near the pub for refreshments (but not too many of them) and is not remote so won't be an unsafe area or have teenagers hanging around."

"Convenient location, good views, moderate cost".

"Super handy and surely the best 'line of desire' of all the options".

"An excellent option with limited impact on local views and river residents. Any objections obviously have to be considered but the views of a few should not stop any of the options as the immense benefit to the many is more important. All options would encourage greater use of bikes, reduce traffic levels over Walton Bridge and make the journey by bike to Walton much safer without having to face the deadly Fordbridge Road! And roundabout. Come on Spelthorne build it !"

"Acceptable."

"Best option (IMHO) - as open space there in form of green, plus footpaths & connections already past Walled Garden etc to shops in Sunbury, but still centre of Sunbury as a link."

"Would provide a easily accessible route for walking groups, such as the spelthorne walking for health programme, of which I am a member."

"The most practical crossing point and attractive location".

"A good option that means it is just a short bridge and close for pedestrians in Sunbury to go across."

"great for pedestrians".

"Looks to be the simplest and safest route."

"The best in my opinion, natural fit with the old village and low environmental impact".

"This is my preferred option as it is closest to where we live, plus it looks very straight forward in terms of structural planning."

"This is a ideal spot for this most welcome development".

"most straight and great location".

"Would benefit local families who cycle. Also it would bring people over to our lovely riverside pubs and restaurants".

"Always thought it was a shame that we could not walk any length of the Thames and had to drive and park in Walton. It would be a pure joy. A lovely addition to our beautiful sunbury".

"This is my preference as it is central on the sunbury side as is C and D but has a good landing point on the Walton side."

"Clearly the most sensible option! Would really open up the area and boost commerce in both Sunbury and Walton. Great idea, so really hope it happens."

"Good location. Easy access."

"Best option as central and accessible".

"Equally central to both sunbury and the access roads to Walton".

"This area is too congested already and would pose a H&S risk to pedestrians".

"I feel this is the most accessible".

"Ticks all my boxes, including car set down and pick up. Needs drop off/pick up area?"

"Good handy site to village".

"Just a little away, pavement access cramped and would need further road works."

"directly connects with bustop 216 and station ,well lit direct , looks least expensive and least disruption ,best for traffic flow as at base of triangle. best site for arriving cyclists , no risk flooding , no disruption to local swans , not close to magpie and local congestion".

"Good access from centre of village and less intrusive on St. Mary's Church views."

"The best option from an accessibility perspective (for cyclists/pedestrians making the crossing in either direction)."

"Significantly economically and geometrically best option. Simple to promote and access."

"A bridge to the heart of Sunbury Village. Could look very picturesque at this crossing point. Our preferred option, although we would support a bridge at any of the other 4 locations."

"I think the structure in this location will be to imposing and cause traffic problems".

"Strongly in favour of the the crossing. i have no strong preference although the flowerpot seems preferable with low visual impact, good car park access and okay connectivity. My choices have been based on the biggest chance of the scheme being implemented - choice B being my no.1 choice as moderate cost and good builability. and choice A least likely with high cost and difficult build. Good luck."

"looks like the best option".

"A perfect location - would connect straight from the mini-roundabout to The Weir PH. Assuming a good design, this could look fantastic."

"No massive disabled/pushchair ramp, convenient for bus routes and general amenities. Car park at Sunbury Park Pubs, amenities for visitors from South bank. Direct crossing".

"A simple plan, at moderate price , in central position in village".

"I believe this to be the best option. There is less congestion at this point and plenty of space".

"the best site for the bridge does not spoil the view down the river to the church."

"Access to lower Sudbury amenities from the walton side for residents from Walton".

"Good location for crossing as a more direct route to Walton".

"Plans seem sensible".

"The visual impact on the view of the weir from Kings Lawn (currently under debate Re: the proposed Walton stadium floodlights) of this Bridge would be devastating. Football fans parking along Thames street would be equally devastating to the area."

"Second most logical pouint for those using Green Street but a two span bridging required"

"Option OK".

"Most central to lower Sunbury and direct route".

"Appears best position to encourage most use and therefore best longer term investment. "

"This is my favourite option. Right in the heart of the village and utilising this under-used green space - perhaps could bring this little area back to life."

"Least worse but will spoil a very popular spot for enjoying the river."

"CENTRAL TO SUNBURY, ALSO TO THE WEIR HOTEL AND THE LEISURE CENTRE. IN WALTON."

"not near anything useful."

"I walk to sunbury village from, walton every day to get the bus 235 to hounslow so, any of these bridge ideas is great news and I would, visit lower sunbury more to, try out the pubs and restaurants with my girlfriend. I prefer bridge b as its more direct and ideal for my journey to work, this bridge cant be built quick enough in my eyes, bring it on, Pat".

"The river is quite wide at this point but a bridge would not affect many boat users."

"Would be nice just after the village as it is a narrow and busy road".

"Location, location, location - already connected to roads/cycle route and appears to be most cost effective. Any concerns about visual impact can be opportunity to come up with clever design."

"space for ramps - most direct crossing".

"In my opinion a central location is crucial to the best use being made of a new pedestrian/cycle bridge having ready access to Lower Sunbury's amenities (especially in The Avenue). As I would rather have a pedestrian/cycle bridge in any of the 5 proposed locations than not have one at all, the more moderate estimated cost of Site B cannot be ignored."

"Can't wait!"

"Both [B and D] seem to have logical links on Sunbury side of river for access for more residents across Sunbury."

Site C comments in full:

Note: Comments are replicated here as were provided to the consultation.

"Too close to properties. Very busy road junction."

"No. It would ruin an historic view and bring cyclists into the midst of people and traffic at a major amenity point."

"Good links".

"Thank you LOSRA for the hard work put in on this and for going us input".

"Spoils the view of the river and will mean building on the green."

"This is also a good spot but not sure regarding road safety by the round a bout"

"Central to village Can use traffic islands to assist road crossing".

"Either would be brilliant - no preference. Only preference is to have a bridge."

"Good, but maybe too in your face".

"Not so close to local pubs and shops so with Church street with buses turning, which could be dangerous for cyclist".

"Also a good site but expensive".

"Totally impractical. Busy junction, close to property."

"This is favourite because of good connections to bus services, the road network and three car parks. It is also a destination with shops pubs and cafes on Green Street or the Avenue or the walled garden to attract visitors. The pavement on Thames Street is already about the right height for disabled or wheeled access. The right design could be iconic and provide views of Sunbury village, St Mary-s church etc."

"This location could exploit the raised terrace near the boatyard to avoid the need for an approach ramp. It would make a fine location from which to view the church and for wedding photos. It would exploit the lock island, which is already open to the public. A few residents would have visually intrusion, but this would be minimal."

"Very concerned about spoiling historic village views with intrusive bridge."

"Would lose vaulable moorings in only area where tourists can spend the night and hire a boat".

"Good location to major road links but too much disruption to look at".

"Most discreet route".

"Concerned about what height the bridge will be. Study states a low-level bridge such as the existing bridge in the Creek which our boat could not get under. We live in Finn Land, in the Creek and have our boat moored there (Willow Way). Concerns are that we would not be able to get under a low brudge; thus making our boat unsuable."

"As a keen local cyclist, I am all in favour of a crossing at Sunbury which will obviate the need to use the narrow Fordbridge Road to go to Walton. Site B seems to have the most favourable responses to the various criteria."

"The bridge would spoil the view of the river, the Ferry House and the Conservation area. This could spoil the view looking across from the Lock island over to the Church and over to King's Lawn on the Sunbury riverside."

"Would spoil open views across river and along river in direction of weir."

"Design would probably be taken out of LOSRAs hands".

"Lacks space for approaches".

"Nice but complicated".

"Low cost, re-use Donkey Bridge?"

"Connect bike route, re-use Donkey Bridge?"

"Would not like to spoil the view of the church".

"We have such a small amount of open river frontage that I believe Kings Lawn should remain as open a view as possible".

"Preferred".

"This crossing looks interesting for its shape and proximity to the centre of lower Sunbury".

"I am less keen on this. While conveniently situated it carries a high risk of seriously damaging the currently very high visual amenity of the area. It would also add pressure on the Walled Garden car park which is already heavily used".

"Church Street and Kings Lawn would be too imposing on the environment."

"Any bridge construction here will ruin the wonderful view."

"This would spoil the vista to the weir from the Village and Thames Street".

"This appears a good site from the centre of town. There should be no access from any of the bridges to the island. Floods are referred to but not the high speed of the current in the weir stream which causes scour to structures in the stream."

"Ideal position. Agree visual impact needs to be considered, but if design is sympathetic, this makes it a great option".

"Good location in heart of Sunbury".

"Too much danger at that junction by the church already - cyclists being knocked off bikes by drivers turning right, also disruptive to the pretty corner by the church."

"Too close to busy road junction".

"I'm not keen of any of the routes that bring you out on or close to the narrow built up part of Thames Street, mainly because of the potential blind spots."

"This site appears a good choice".

"Good access open position good security".

"I like the imaginative double curve. There is plenty of space for the 'arrival' on the Walton side."

"would ruin view".

"My 2nd favourite. It is central and there is a zebra crossing nearby for safe crossing of the road. Is there enough space for the bridge as this is near the hire boat centre? Or perhaps they would welcome the extra business potential?"

"central and near zebra crossing for children etc".

"This would provide the most direct link to Sunbury."

"Closer to facilities in sunbury and Walton".

"Next best spot in terms of location, access to resources but potential impact to views?"

"This is quite central and has a zebra crossing nearby for safe crossing of the road. My only concern would be for the proximity of the boat hire centre, or perhaps it would provide extra business potential?"

"Definitely the preferred option".

"Equally as good".

"Good".

"Site near the church so may spoil the view around this area but pedestrian crossing could help to link the bridge. Near the heart of Sunbury but many boating activities are started here."

"Central to village, good pub and shop links but near busy road."

"Another good option".

"Not a good place for a cyclist 'confluence' point, and construction difficult and disruptive as well as visually intrusive."

"Very central, people may be opposed to changing the well loved sky line here."

"Best connection between Thames Tow Path and access in to Sunbury and BP site".

"Easy to access".

"Complexities associated with construction so close to a grade 2 listed church make this a less attractive option, with a substantial risk of stakeholder intervention & cost escalation.

A potential advantage of this site is proximity to the planned Waterside Drive Sports Hub - to the extent that it may be viable to campaign for the river crossing to be included within the next stage of the planning process."

"Sites B, C and D. A bridge here will destroy Lower Sunbury's most breathtaking vista."

"good but not as good as flowerpot".

"ok but I feel it would spoil the beauty of this area".

"Still a good solution but leads cyclists onto a round the houses route heading north ... would encourage cycling on the path to avoid extra leg work."

"Convenient location, great view, cost more of an issue".

"Bit nervous about change of view but very useful position in terms of onward journeys".

"Another good location that provides easy access to Sunbury with limited impact on river side residents. Any objections obviously have to be considered but the views of a few should not stop any of the options as the immense benefit to the many is more important."

"Acceptable."

"This site is the most accessible by all residents of Sunbury, and with the access of Green Street may not increase traffic through the village."

"I like the design of bridge here. Worried that might spoil view of weir. Might also make the Church Road crossing crowded and cause problems with traffic there?"

"Attractive location".

"A very good option for Sunbury residents to walk and cycle from Sunbury straight down Church Street and across and also those easy for those coming from the East or west."

"the best for pedestrians and cyclists like myself".

"Similar to Flowerpot green, but not as straightforward."

"Next best, design looks interesting and neatly set next to St. Mary's church".

"My second preference. Very nice location and it would definitely add to the character of the town."

"This is a ideal spot for this most welcome development".

"Would benefit local families who cycle. Also it would bring people over to our lovely riverside pubs and restaurants".

"Always thought it was a shame that we could not walk any length of the Thames and had to drive and park in Walton. It would be a pure joy. A lovely addition to our beautiful sunbury".

"my second choice - same comments as for Site B [Editor note, site B comment: This is my preference as it is central on the sunbury side as is C and D but has a good landing point on the Walton side.]"

"Good location. Easy access."

"Another good central option".

"Further away from the town of Walton and bus stops".

"Ticks all my boxes, including car set down and pick up. Needs drop off/pick up area?"

"Again in centre of village, we don't want it to be in a lonely place."

"Ideal as it on the site of an original ferry. Good pedestrian access, chance to enhance river frontage, easy access from car parks and local transport."

"looks good also , less space on sunbury side for cyclists coming off bridge , further away from natural traffic flow of sunbury triangle"

"The panoramic view along the river by Church St is too beautiful to be interrupted by a bridge crossing"

"Second best option from an accessibility perspective."

"An attractive green route. Long curves lengthen distance to other side and evoke motorway crossings unless made out of carved stone or expensive artistic railings."

"Good option"

"A good choice."

"Don't like the dog leg".

"I think the road would be too congested here."

"posable may cause a lot of disruption to traffic going through the village".

"Access to lower Sudbury amenities from the walton side for residents from Walton".

"Plans seem sensible".

"The visual impact of this Bridge on the River view downstream from Flowerpot green & upstream from Kings Lawn would be unacceptable. The famous view of Wilsons Ferry House would be "No More". Football fans parking along Thames street would bring chaos to a very busy junction."

"Most logical point for those using Green Street but a two span bridging required".

"A bit more in your face, but could make a new bridge a real feature of the area."

"This, and Kings lawn. Church Wharf, Wilsons area is at the heart of historic Sunbury. No need to spoil it."

"ALSO CENTRAL, TO BOTH SIDES OF THE RIVER".

"This area is popular for wedding photographs. A bridge here would also spoil views of the church."

"Good too but a bit further".

"If 'B' is ruled out then this is the next best option even with the higher cost involved."

"My preferred option because of it central location + access to Lower Sunbury's amenities +like idea of a curved bridge. However, I am concerned the high estimated cost of Site C may make it a non-starter."

Site D comments in full:

Note: Comments are replicated here as were provided to the consultation.

"Wouldn't affect properties too badly. River narrow. Close to village high bank on north side."

"No. This is one of the most iconic views of the river in Sunbury, and would bring the cyclists into the midst of traffic and pedestrians in an area where people go for relaxation."

"Too far down".

"Central to village. Can use traffic islands to assist road crossing".

"Either would be brilliant - no preference. Only preference is to have a bridge."

"Good, but spoils feeding the ducks".

"Good direct route, some cyclist may miss this crossing as it wouldn't be visible from the road".

"A little remote but not out of the question and moderately expensive".

"Close to village. Very safe part of river. Good Weillton Middx Bank some distance from property."

"This site. Most beneficial to Sunbury village."

"This site, it is the most direct and is of most benefit to the village".

"This site is central for Sunbury, well-connected by the road network, buses and car parks, and well-located within Sunbury for shops, pubs and other facilities. It is already at the right height, with easy access from the pavement on Thames Street for the disabled and parents with prams, so a lengthy ramped approach is not necessary, making it less visually or physically intrusive, by using less space on the Sunbury bank. The right design could be iconic and provide views of Sunbury village, St Mary's church etc. Possibly a compromise between these options C and D would be best of all!"

"This is probably the best location. It exploits the high level of the road and footpath at Kings Lawn to avoid the need for an approach ramp - people will walk straight off the pavement onto the bridge. It is the shortest route by far and goes directly from the centre of the village to the Thames path. It will be an obvious route to use for all walkers. It will lead people to the Walled Garden, the wonderful river front of Kings Lawn as well as all the shops, pubs and restaurants of Sunbury. It has the advantage that it could reuse the existing donkey bridge over the lock cut, since it lands exactly at that bridge. The precise position would probably need to be tweaked to ensure that it avoided the trees on Kings Lawn."

"Very concerned about spoiling historic village views with intrusive bridge."

"Loss of boat trips, major loss of views down the river. A busy road position with limited parking".

"Not a bad location but not the best as it is off the main road links".

"An interesting crossing".

"Hope all goes well. It would be lovely for the grand children to take their bikes across to the tow path."

"Provided the bridge accommodates longer craft".

"Well situated for buses, walled garden and availability of places for tea or coffee - and public lavatory. Also access to Walton."

"King's Lawn would be spoilt by a bridge. It would spoil the view of the river and the Conservation area. Also looking across from the Lock island would be spoilt. King's Lawn is popular for mooring boats, fishing and people relaxing by the river."

"Would encroach on park like area of Kings Lawn and spoil views along the river".

"Not suitable for construction".

"Lacks space for approaches".

"Close to parking".

"Close to walled garden parking".

"Easy to construct, less cost".

"Positioning a bridge here would spoil the views along the river".

"The walled garden would lose visitors parking for people using the bridge. Where would the yacht club go?"

"We have such a small amount of open river frontage that I believe Kings Lawn should remain as open a view as possible".

"I do not support this option from a purely visual point of view. Kings Lawn is unique and should remain unspoilt. I feel that the other options are still in close enough proximity to support the local shops/heritage/etc."

"I would be opposed to a bridge at this site. It would destroy the view upstream, and seriously diminish the attractiveness and usability of the King's Lawn area itself. Even more pressure on the over used Walled Garden car park".

"Church Street and Kings Lawn would be too imposing on the environment."

"Any bridge construction here will ruin the wonderful view."

"This would spoil the vista to the weir from the Village and Thames Street."

"A poor site. Visually obtrusive. MTYC would be adversely affected but note that all craft have rights and that includes the creek. I believe there will be criticism that wheelchairs and push chairs have not been considered. They do use the towpath in area".

"Odd position for access, although fairly central".

"Bit far from Sunbury village".

"Enough space further along from Church and set back from road."

"Attractive site - hard to choose between this and Rivermead".

"Possibly too steep."

"Central to the village."

"This would be good as it is a central location for Sunbury residents plus the benefit of access ground not being vulnerable to bad weather conditions."

"This site appears a good choice".

"A spectacular piece of the river, emerging near Sunbury Lock. Hard, really, to choose between the top three."

"too close to yacht club. would clutter the view".

"My 3rd favourite. Again it is central but is near where boats and yachts are moored so would this be safe? Also people tend to walk here and feed the ducks so would cyclists create a possible conflict in the area. However, it is very central near the Avenue shops."

"ok, near to Avenue for shops".

"reasonably central but potential issues with ~ Yacht club and moorings".

"This is quite central too, though near where boats and yachts are moored which could make it unsafe. There are a lot of pedestrians in this area who feed ducks, so could be a potential conflict with an increase of cyclists."

"Not ideal but better than A or E".

"Has the car park which would be handy for visitors".

"Good".

"Close to car park and in the heart of sunbury but bridge may spoil river views. Road busy to cross here."

"Any footbridge would be fantastic".

"Map shows Right turn @ Kings Lawn side - why is this ?"

"Not a good place for a cyclist 'confluence' point, and construction difficult and disruptive as well as visually intrusive."

"A well used area, walled garden would be a popular destination".

"I believe Kings Lawn to be the most appropriate location due to it's location with respect to the heart of Sunbury Village and in terms of cost."

"Seems a bit on the way - wouldn't look as nice as something a bit further down."

"Based on the feasibility study, this is probably the logical choice from an engineering perspective, but not the best option overall."

"Complexities associated with construction so close to a grade 2 listed church make this a less attractive option, with a substantial risk of stakeholder intervention & cost escalation.

A potential advantage of this site is proximity to the planned Waterside Drive Sports Hub - to the extent that it may be viable to campaign for the river crossing to be included within the next stage of the planning process."

"Sites B, C and D. A bridge here will destroy Lower Sunbury's most breathtaking vista."

"good but not as good as flowerpot".

"ok and better than site C but still I feel that this would have an adverse effect on families visiting this lovely island".

"Too complicated and not great for through traffic."

"Good location, like the idea of making greater use of donkey bridge".

"Super handy and surely the best 'line of desire' of all the options".

"A good location. I note there may be concerns from the Boat club, surely it would provide easy access to the club and will be built in a manner that does not cause any obstruction. Any objections obviously have to be considered but the views of a few should not stop any of the options as the benefit to the many is more important."

"Not acceptable as it would adversely affect the Lawn area. A least option."

"If isn't B, then this seems next best option as a practical link into Sunbury from other side of Thames."

"There will probably be problems with this location."

"Not as good as the other three and further away from Walton".

"will not take users close enough to Walton".

"OK, but Flowerpot green looks to be most suitable."

"Nice for access to the walled garden but could be disruptive."

"This is a ideal spot for this most welcome development".

"Would benefit local families who cycle. Also it would bring people over to our lovely riverside pubs and restaurants".

"AlwAys thought it was a shame that we could not walk any length of the Thames and had to drive and park in Walton. It would be a pure joy. A lovely addition to our beautiful Sunbury".

"my third choice - same comments as for Site B but a little further away from good landing place on Walton Side [Editor note, respondents comments for Site B: This is my preference as it is central on the sunbury side as is C and D but has a good landing point on the Walton side.]"

"Good location. Easy access."

"Seems another good option apart from impact on distant view of church".

"Quite far from both sunbury and Walton to be useful to pedestrians".

"Ticks all my boxes, including car set down and pick up. Needs drop off/pick up area? Not to bad."

"Interesting option but now compromised by MTYC expansion of moorings."

"less space , for cyclists coming off bridge close to sires of congestion outside magpie".

"King's Lawn is an attractive feature of Lower Sunbury already. It would be best left that way."

"Narrow access. Likely to inconvenience or cause nuisance to adjacent properties through being too secluded between them and not in the public view. Too closely associated with the pubs themselves."

"Preferred option".

"Too central - might have an overbearing impact."

"Awkward on North side".

"I think the road would be too congested here."

"St Mary's is historically significant; a shame to impair the view of it.."

"The visual impact of this Bridge on the River view downstream from Flowerpot green would be unacceptable. The river bank structural anchorage footprint is restricted. Football fans parking along Thames street would bring chaos & fill up the Walled Garden car park preventing local use."

"Third most logical for those using Green Street but a two span bridging required".

"Option OK".

"I think this area might cause problems with the view and with the yacht clubs facilities."

"This, and Kings lawn. Church Wharf, Wilsons area is at the heart of historic Sunbury. No need to spoil it".

"The Kingslawn site looks to be the best situated and cheapest option, it therefore is the most likely option to get the go ahead."

"Also the island has public Infrastructure already in place, the Kingslawn bridge also looks like the shortest route."

"The bridge could spring from an elevated point on the riverbank and connect more conveniently with the old Donkey Bridge."

"Do not know the location".

"Not much going for this option - location, visual impact and cost are all a concern".

"Am concerned at its buildability + safety concerns given the proximity of the river to Thames Street."

Site E comments in full:

Note: Comments are replicated here as were provided to the consultation.

"The excitement of crossing".

"Construction wouldn't affect traffic too much. Away from properties. Parking close by. Cheap. No important view affected. Much less obtrusive than other options."

"This has the advantage of using a route on to the Thames already distinct. There will be some detriment to the view, but from a distance this should be diminished by the trees. There will need to be some widening of the bridge onto the island or possibly a separate bridge for the cyclists as in my experience cyclists and pedestrians do not mix well as cyclists often expect to be able to continue travelling at street speed or approaching street speed and often pass pedestrians leaving only inches to spare. I've had this experience on tow paths and on shared pedestrian/cyclist paved ways in parks etc."

"I like this one best because you can build different shapes to an empty space".

"This isn't 'remote' if you live in Sunbury East. People are already using the island for walks and leisure and may decide to cross the river if they have the chance."

"But, I would prefer a ferry crossing from Wilsons Boat Yard."

"Further away than all the rest of the options but the least expensive. Fine for cyclists but not so good if one wants to walk into Walton".

"Away from habitation. Cheapest. Big site so would not cause disruption in Thames Street parking. Not too far from village. No properties affected badly."

"Next to bus stop; parking; nice area to picnic and park bikes; does not spoil view of Sunbury village."

"If there is to be a river crossing it seems sensible to choose the apparent easiest route. It looks as if the crossing in this location would cause less disruption to the commercial area and does not spoil the village area."

"Less intrusive by being on edge of village".

"A good position where the locals have historically walked and viewed the Thames. Adequate parking and good proximity to main bus route."

"Terrible location, shouldn't even be considered".

"A long shot."

"As long as the bridge is high enough for our boat to get under."

"This seems to be the best option".

"Least impact on the views at Lower Sunbury. Style of bridge would not have to fit with older buildings."

"Open public access, minimum impact on congested Thames St village area scope to develop public space in future".

"I have selected this next as it would not interfere with a view of the river as much as B, C and D. This is liable to flood. The 216 bus stop is nearby."

"More obtrusive than site A, but less obtrusive than sites B, C and D".

"No! Rivermead Island is a quiet cul-de-sac - No, Boat club!!"

"Reducing a green area".

"Too distant from the 'village'".

"Far away".

"Far away, not logical place".

"Best site as there is already a bridge. Trees along the bank and on the island would shield the new bridge from Sunbury side and there is a waterworks building on the far bank. Also a bus stop nearby."

"Undecided between option B and E; both very good suggestions".

"Need to be aware of flooding at end of island proposed at access site for bridge".

"Car parking?"

"This is my last choice as the position would put a lot of strain on the narrow part of Thames Street. But any bridge is better than no bridge!"

"First and only".

"Although this is further away from centre, prefer to preserve open aspect of King's Lawn".

"Most convenient from French Street, but isolated from rest of village".

"This would suit best as I would not have to cycle through the narrow part of Thames Street I would use the crossing to cycle to work (in Hampton) and any of your proposed crossings would make a much better option than my current cycle route".

"I think this is a bit too far out in the middle of nowhere, but plenty of space to build, less disruption perhaps?"

"good choice may be to far from centre of village shops".

"Concerned about traffic from Rivermead to The Avenue and the current lack of infrastructure to support it. Also, as a resident of the island, I dispute that it is an underused amenity; it's a lovely spot to take the children to play and to walk the dog presently which would be a lot less enjoyable if bikes were racing across."

"On the contrary, this facility is NOT Under-used, it is the largest riverside park in Sunbury big enough for Families to take their children without fear they may topple in to the water. A bridge would severely impact this Space."

"more convenient for properties that far along towards Hampton but only the need for a single bridging point, but not the most convenient for me."

"The least obtrusive but still central".

"I feel this is 1) the safest option as on busy days and/or when cycling children are using it. Both entry and exit points will be well away from the road. 2) this will have minimum impact on more congested areas of Lower Sunbury".

"Option OK".

"Best site: 1) Longer area for people - therefore less disruptive 2) less intrusive on buildings and people 3) serves useful part of Sunbury".

"This site provides a larger area for the crossing to link into and will be less intrusive/disruptive to the existing riverside views."

"This is a parkland area where people go to relax. For a security point of view it keeps people off the island where wilsons boat sheds are."

"The least obtrusive but still central".



Address West Wing
25 Lavington Street
London
SE1 0NZ

Phone 020 3198 5790

Email team@cratus.co.uk

Web www.cratus.co.uk

Company Number - 06796481
Registered in England and Wales
Registered Address - 124 Finchley Road, London NW3 5JS