

Raynes Park Community Forum

Agenda

- | | | |
|----------|----------------------------------|-------------------|
| 1 | Welcome and Introductions | 1 -
32 |
| 2 | Open forum | |
| 3 | Date of next meeting | |

Date: Thursday 7 December 2017

Time: 7.15 pm

Venue: Raynes Park Library Hall, Approach Road,
Raynes Park, SW20 8BA

For further information please contact:

Email getinvolved@merton.gov.uk

Call: 020 8545 3896

Visit: www.merton.gov.uk/communityforums

This page is intentionally left blank

Raynes Park Community Forum Thursday 14 September 2017 Chair's Report

The meeting was held in Raynes Park Library Hall, and chaired by Councillor Brian Lewis-Lavender, with Chris Edge from the Raynes Park Association (RPA). Approximately 30 residents attended, as well as Merton Councillors, and officers from the council and its partners. Chris Edge opened the meeting, welcoming everyone and introducing Councillor Lewis-Lavender as the Chair.

Open Forum

Nell Allen reported that following the submission of the No Wheelies Please petition to the Council the response has not adequately addressed the proposals that had been and as a result she planned to escalate this to the Overview and Scrutiny Commission.

Nell had a meeting with Veolia where they were in favour of her suggestions that:

1. All Merton's future bins and recycling boxes should be one colour (brown)
2. All bins should be without a Merton Council logo
3. Stickers should be provided that residents can place on each bin to establish content.

A clear majority of those present agreed that these suggestions will now be put to the Council in a motion in conjunction with the Wimbledon Community Forum.

Councillor Suzanne Grocott provided an update following a recent Street stall to talk to residents. A number of street lights were out and need fixing; cycling on the pavement under the Arch remains an issue; a filter on the traffic lights on Grand Drive into Bushey Road could be suggested and the phasing of the lights could be adjusted. Councillor Grocott has raised these issues with the Council. A resident suggested a roundabout at the Grand Drive junction would be helpful. Another resident commented that a resolution to the cycling on pavement issue would be to improve cycling safety on the road.

A resident raised concerns about a recent spate of burglaries in the area, especially on the Apostles. The local Safer Neighbourhood Team had provided some crime prevention advice including making use of the Alley-gates scheme and joining Neighbourhood Watch. It was agreed to invite the SNT to a future meeting.

Flooding in Raynes Park area

Carl Leadbeater from Thames Water attended the forum to provide an update on the issues raised at the last meeting and the flooding on Abbot Avenue in July. Following the last meeting Thames Water has begun a catchment study to understand the hydraulic issues that are causing the problems.

In response to questions from residents Carl said that blocked gullies maybe a factor but until the study was complete they could not be certain. Recent price increases in water bills have been in-line with inflation and many customers found they could reduce their bills by installing a water meter. Water pressure is maintained at 1 bar as that is the requirement for most domestic appliances whilst higher pressure

increases the risk of leaks. If pressures are not at this level, please report to Thames Water.

Thames Water agreed to come back to a future Raynes Park Community Forum meetings to provide further updates.

Stephen Hammond MP

Wimbledon Police Station closure – Stephen will be taking this up with the Borough Commander at a meeting as well as writing to the Mayor of London. The Consultation Institute said this had been the worst consultation of 2017. Stephen said that the decision should be reconsidered on operational grounds, including the impact on shift patterns; the close access to the night time economy; and joint use by British Transport Police.

Crossrail 2 – discussions on the funding package is on-going. The timing of when money from TfL is available is the critical element at the moment.

South Western Railway – residents said the new franchisee has so far not been an improvement with a number of strikes scheduled as well. Stephen responded that it was unfortunate the new franchise started at the same time as the major works at Waterloo but there remains an ongoing issue with a shortage of drivers. They should soon be providing longer trains and improved frequency, especially at weekends.

Boundary Commission Review – the revised proposals in October included a complete Wimbledon constituency and Stephen thanked all those who had responded to the previous consultation. After the current consultation concludes the Commission will finalise their proposals and report to Parliament in autumn 2018.

Raynes Park Station – Stephen would be meeting with Network Rail along with the Raynes Park Association in mid-February.

Jerusalem – In answer to a question Stephen said the UK Government's position is clear. We recognise and believe that Tel Aviv should remain Israel's capital. Donald Trump's suggestion/ recognition of Jerusalem as the capital was surprising and likely to impede any peace negotiations. The UK Government did not agree with the President's comments.

Feedback

Christmas Fair

Raynes Park Christmas Fair took place on Friday 1 December and Nick Coke provided an update. This was the best attended Christmas event to date with more than 800 estimated to have come along; as well as more stalls and activities. Nick wanted to thank the 15 local businesses who had supported the event and the many volunteers who were crucial in managing such a large crowd. Nick asked residents for their feedback and comments included dry weather helping increase the crowd; a lack of signage on the south side of the Arch. Nick explained that Merton Council pay for the tree and its installation but local volunteers decorate it. In Wimbledon their tree is paid for by Wimbledon BID.

Town centre

Tony Edwards wanted to draw resident's attention to the consultation on the draft London Plan. This could have an impact on the height of new developments and density around stations. Details can be found at <https://www.london.gov.uk/what-we-do/planning/london-plan/new-london-plan>

Volunteers have weeded planting areas and used Tesco funding to improve them. Astro turf has been laid where the bins have been removed and additional seating might be installed in the summer. Tony agree to check on the access around the Astro turf.

Negotiations with Network Rail are ongoing over access to the embankment but no progress to date.

If the parking space outside Man's Chinese Restaurant was removed there would be room for an island to improve road safety but further discussions were needed on this.

Reviewing the CPZs was due and it should be possible to make the timings more flexible. Tony said there would be a need for public meetings to discuss the options.

Crossrail 2

Chris Curtis from Network Rail provided an update on Crossrail 2. This slides from his presentation can be found at.

<https://www.merton.gov.uk/council-and-local-democracy/community-forums/raynes-park-community-forum>

Network Rail will be responsible for the sections of the route that are above ground, including south of Wimbledon. Work is already underway to increase capacity in the area, with the upgrade of Waterloo meaning longer trains from December 2017; a new wider concourse from December 2018 and new 10 coach trains from 2019/20. Even after this work there will still be a need to increase capacity as London and South East continue to grow. The benefits of Crossrail 2 will extend as far as Portsmouth and Southampton.

The issue of level crossings is a significant challenge. With the increased frequency of trains, the current crossings will not be adequate, so work continues to find an appropriate solution, the first priority will be to not take any homes. Building bridges could resolve congestion caused by closing level crossings.

The new trains will also require changes at Raynes Park station with longer, straighter platforms and all stations on the route will be step free. Whilst these works could be delivered in the early stages of construction it would not be viable to introduce step free access before Crossrail 2.

The funding arrangements currently require 50% of the construction costs to be met during the construction phase. Routes have been reviewed but it should be noted that the route south of Wimbledon accounts for 5% of the cost of the project but 30-40% of the benefit.

Chris agreed with residents that Crossrail 2 could offer an opportunity to provide wider improvements to public realm in Raynes Park and said that one of the lessons from Crossrail was the importance of working with local authorities and communities.

The next consultation should take place in 2018, the Hybrid Bill completed by 2023 and then a ten-year construction period would take place.

Merton Clinical Commissioning Group (CCG)

Hannah Pearson from Merton CCG updated the forum on future commissioning intentions. The slides from her presentation can be found at:

<https://www.merton.gov.uk/council-and-local-democracy/community-forums/raynes-park-community-forum>

In response to questions from residents Hannah said Mental Health policy is a high priority for the CCG and there had been a number of recent improvements to local mental health services including:

- Improving Access to Psychological Therapies (**IAPT**) service – provides support for anxiety, depression and other conditions
- Merton Rapid Intervention service – a multi-disciplinary team that includes Mental Health professionals and aims to prevent hospital admissions
- Crisis Cafés – informal, drop-in support service.

Feedback from LBM Raynes Park Champion

Neil Milligan was unable to attend the meeting but said there was nothing significant to report. Following concerns raised he is looking in the advert at 1 Durham Road.

The Chair thanked residents for attending and closed the meeting.

Date of next meeting: 8 March 2018 7.15pm, in the Library Hall.

Crossrail 2

Raynes Park Community Forum

Chris Curtis, Head of Crossrail 2







Page 7



© Bradley Page



© REXMAILPIX

Table 4.1 Anticipated percentage increase in the number of rail passengers travelling to central London during peak hours (2011 to 2043)

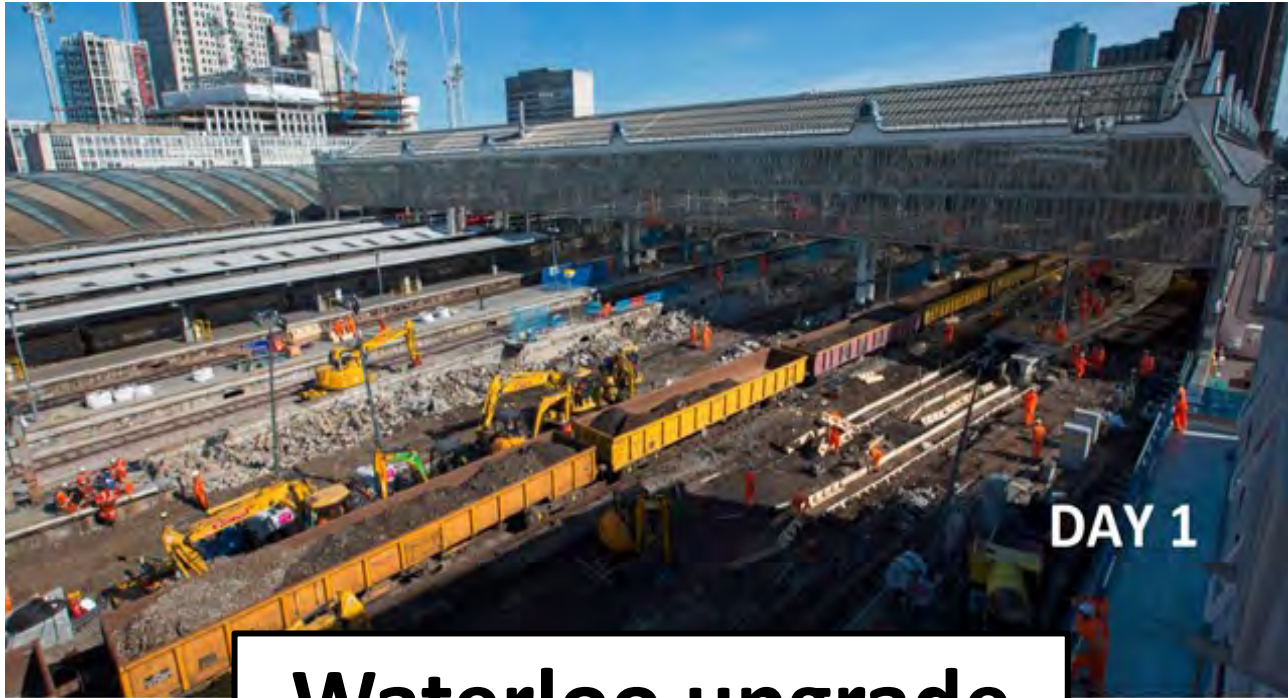
Windsor Line services	37%
Main Suburban services	40%
Main Line long distance services	40%

Source: [London and South East Market Study](#), Network Rail, October 2013



2017

Page 9



DAY 1

Waterloo upgrade

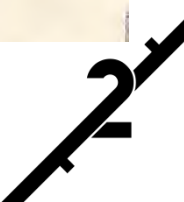


DAY 23

2018

Waterloo upgrade

Page 10



2019/20

90 new trains
















Page 11



FIRST GROUP

2

Key

-  Stations
-  London Underground
-  London Overground
-  Crossrail 1
-  National Rail
-  Highspeed 1
-  Highspeed 2
-  Tramlink
-  Central core of route
-  Regional branches
-  Potential future Eastern branch
-  Route previously consulted on via Tooting Broadway
-  Newly proposed route
-  Option via Turnpike Lane and Alexandra Palace
-  Option via Wood Green

Page 12



Crossrail 2

47
stations

£31bn cost

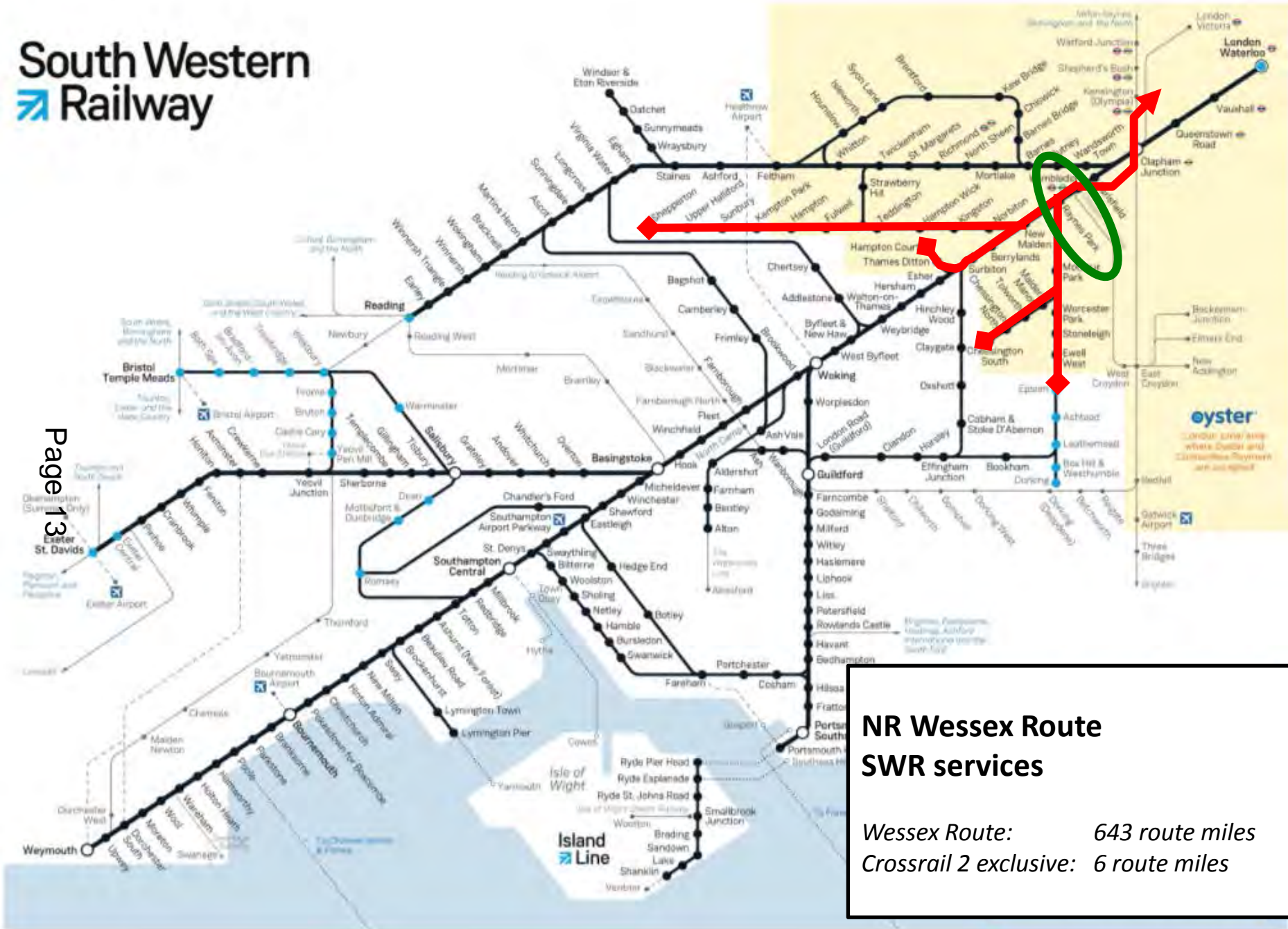
30 trains/hour

70km
of tunnels

2030s
Operational

£150bn
net benefit

270,000
people in morning
peak



**NR Wessex Route
SWR services**

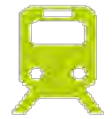
Wessex Route: 643 route miles
Crossrail 2 exclusive: 6 route miles

Supporting productivity



Improved interchanges

- Reduce congestion by **15%** and eliminate planned station control at Waterloo



Increased capacity

- **7 extra long-distance trains per hour** to Waterloo on the SWML



New homes

- Unlock up to **55,000** along the SWML corridor – up to **200,000 along the whole route**



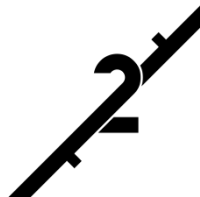
Access to new jobs

- Support economic growth along the M3 corridor – e.g. Kingston will see half a million more jobs accessible **within 50 min commute**



Reduced crowding

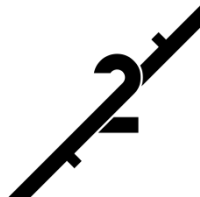
- Reduce number of standing passengers on **SWML** by **up to 40%** - to below current levels

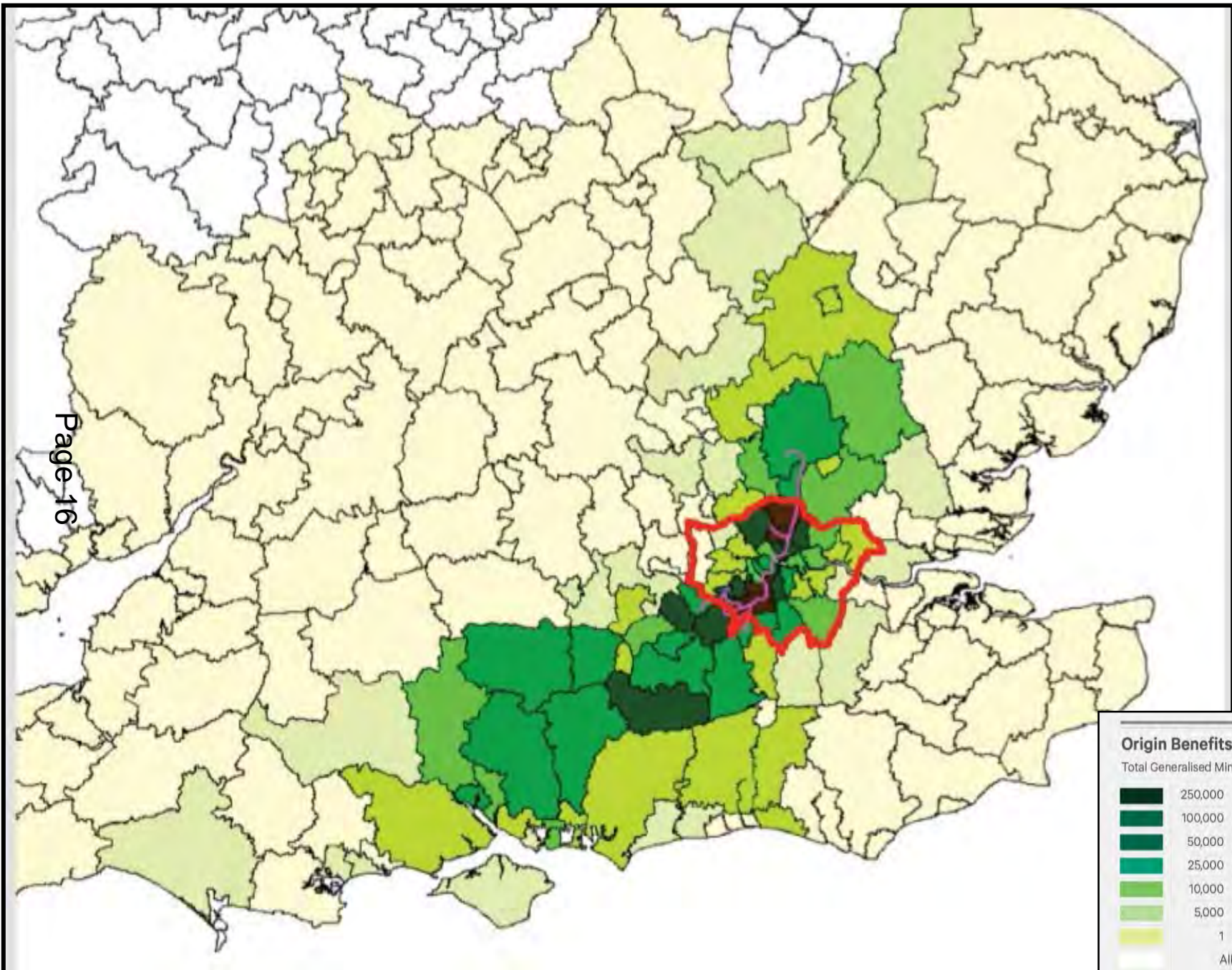


Crossrail 2 – transport benefits beyond London

- Releases capacity on approaches to Waterloo for new longer distance services to Surrey and Hampshire (7 trains per hour in peak)
- Easy connections to Crossrail 2 at Clapham Junction; quicker journeys to West End / North London
- Releases capacity on approaches to Liverpool St for new services from Cambridge or Stansted Airport
- Reduces journey times to London for passengers on WAML

Page 15







Eden Road, New Malden

Page 17



West Barnes Lane, Raynes Park

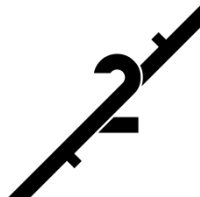
The Budget

Page 18



“continue to work with TfL on Crossrail 2”

4.72– The government recognises the need for investment in London’s infrastructure to support its growth, and will continue to work with Transport for London on developing fair and affordable plans for Crossrail 2, including through an independent review of funding and financing.

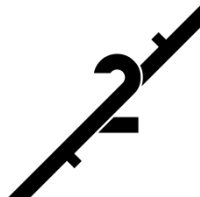


London Plan

Crossrail 2 is a key part
of the plan
“essential to London’s
future”

Page 9
Consultation event:
Council Chamber
Civic Centre
Morden

Tuesday 9 January
2018; 2pm – 4.30pm



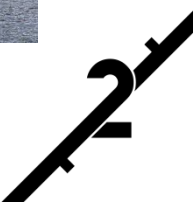
Draft programme - key dates

- **Current** – Strategic Outline Business Case submitted - ongoing review by DfT
- **2018** - Public consultation
- **Early 2020s** - Hybrid Bill submission
- **Early 2020s-2030s** – Construction and testing
- **2030s** – Crossrail 2 opens to the public

Page 20



Department
for Transport



Thank You

This page is intentionally left blank

Commissioning Intentions

2018/2019

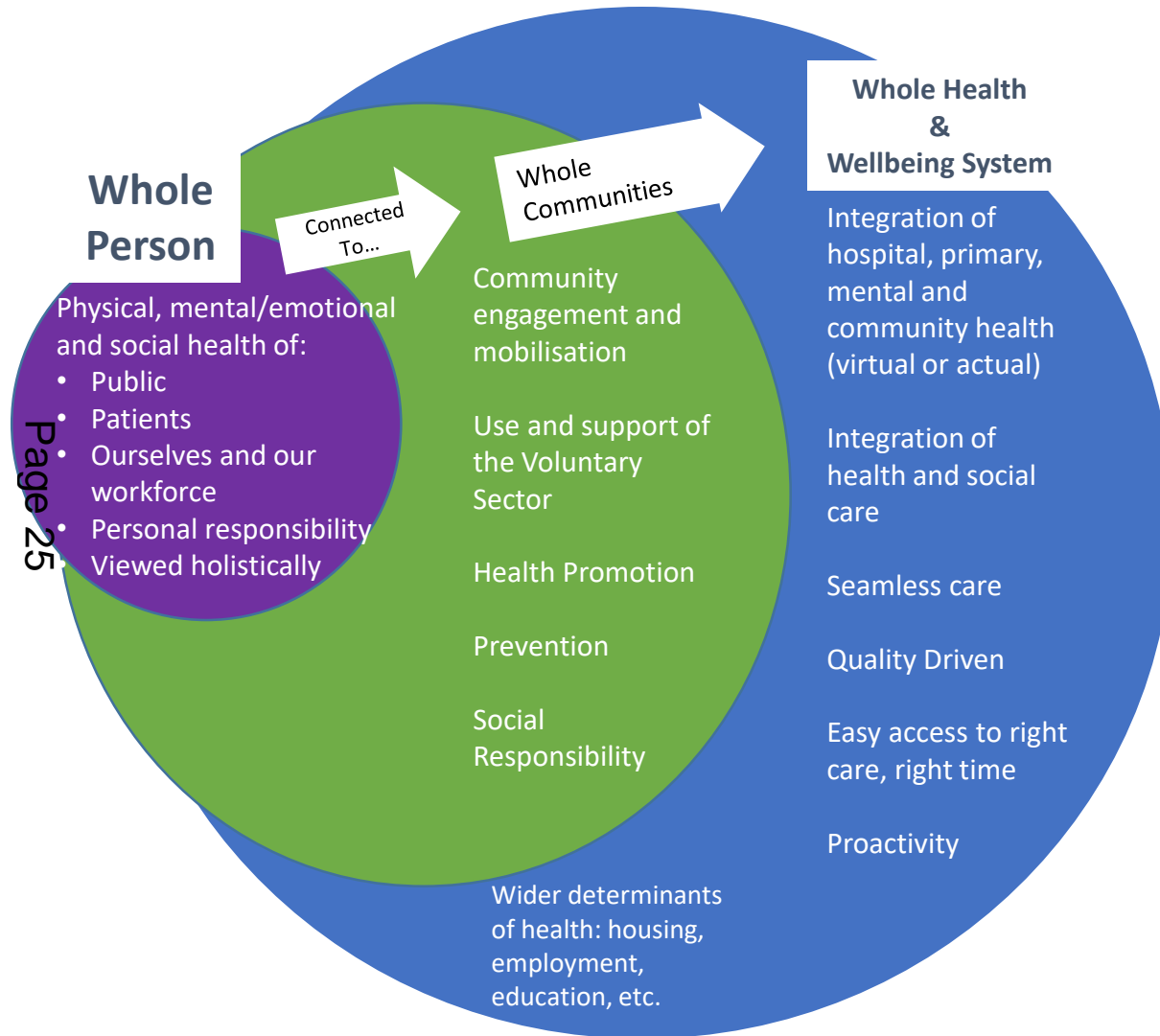
Merton and Wandsworth
Local Transformation Board

What will this mean ... for Patients/Communities/Population ... you ?

Delivering Patient Centred Care.

- We will engage and listen to patient representatives through our Commissioning process.
- All Merton patients should have consistent access to high quality care regardless of where in the borough they live.
- Services should be safe, evidence-based and focused on improving outcomes for patients.
- Services should target health inequalities.
- Proactive and preventative care will support people earlier in the pathway.
- Integrated, holistic and personalised care; (e.g. risk stratification, case management and MDT will deliver improved patient outcomes and significantly reduce avoidable/unnecessary secondary care attendance).
- The promotion of patient self-care and activation will improve patient health and well-being and encourage better self-management of conditions.
- Where services can be effectively provided out of hospital and closer to patients' homes, they should be.

Merton 'Whole Person' Vision



Page 25

For example; Neurology

Patient 'Activation'

- Group education for acute headache/migraine sufferers.

Primary Care Alignment

- Headache referral pathway to avoid unnecessary visits.

Community Integration

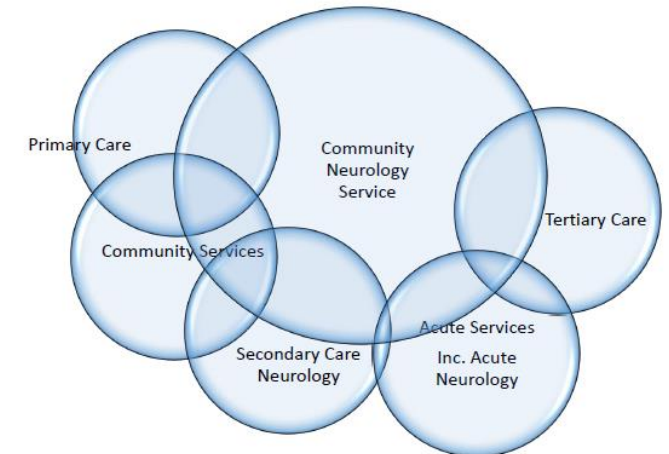
- Integrated Consultant-led, specialist nurse delivered service; with proactive case finding (through risk stratification) and MDTs.
- Aligns with Merton's HARI and MERIT, and Wandsworth's ECP500 service models.
- Mental Health teams also integrated with this model.

Acute Integration

- Clinical thresholds agreed, so patients with multiple long term conditions over 65 years are managed by Consultant Geriatrician, and not many individual acute departments, (e.g. neurology, cardiology etc).

Emergency Integration

- Direct 'emergency' GP referral to Consultant, avoiding A&E.



Commissioning Intentions Merton & Wandsworth Local Transformation Board

Background to development of Commissioning Intentions

- Five Year Forward View
- Right Care Opportunities
- Financial position and NHSE directions
- Priorities for Merton & Wandsworth
- SWL STP & Commissioning Intentions

Page 26

Local Transformation Boards – set up to oversee the delivery of initiatives across the Local Delivery Unit

- Partnership developing an agreed set of priorities
- Aligned to the South West London commissioning intentions
- Deliver improved outcomes for local residents.

The first time LTBs will be overseeing the development and delivery of sub regional commissioning intentions, which are aligned to year two of the SWL 17/19 commissioning intentions . This means we are working closely with patients and stakeholders to develop our priorities for 17/19

LTB Commissioning Intentions & System Impact

Whole Merton Vision

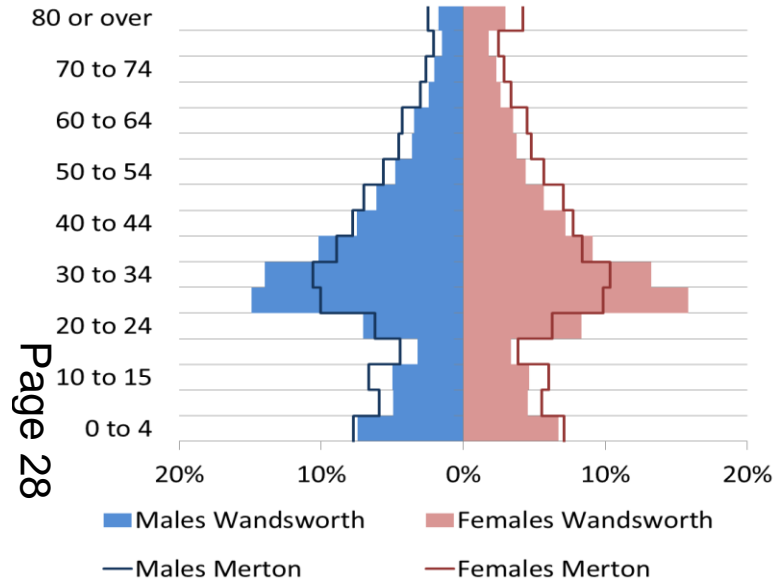
Commissioning Programme:

- Urgent Care
- Primary Care
- Planned Care
- Integrated Care
- Children
- Mental Health

Outcomes to deliver

- Appropriate use of ambulance call outs
- Using alternatives to A&E to reduce inappropriate A&E attendances and emergency admissions
- Ensuring good use of hospital beds – ensuring patients are only in hospital for as long as necessary and are supported on discharge
- Providing community based diagnostics
- Providing community based outpatient clinics
- Ensuring delays in discharge from hospital are reduced

The demographic context



East Merton has the highest levels of health inequality within Merton

Morbidity in adults (%)

50%



20%



Rethink Mental Illness.

10%



5%

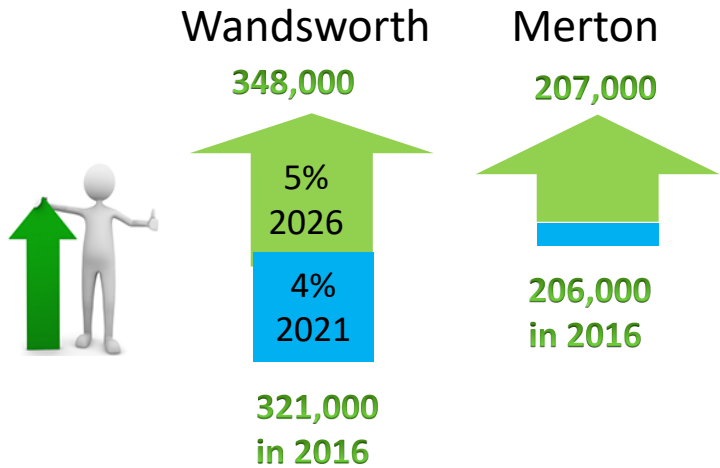


Page 28

Educational Health and Care Plans for children have risen across both areas

An additional 1000 people in each borough will have restricted mobility by 2025, an increase of 23%

In the population aged over 65 there will be an increase in diagnosed dementia by 600 in Wandsworth and 500 in Merton by 2025. The combined total will be 5,000 across both areas



By 2026 the Merton population is not expected to grow significantly. With Nine Elms the Wandsworth population will grow by 27,000

STP Deliverables – *Proactive, accessible & appropriate*

- Care closer to home
- Improve care for residents of care homes
- Improve identification and support for people at end of life, increasing Quality of Life and patient preferences
- One stop shop models of care where clinical and diagnostic treatment plans are delivered in one visit
- Embed triage and navigation, to improve access to appropriate urgent and emergency care support
- Increase access to primary and community based urgent and emergency care
- Improving access to primary care and increase access to community based crisis care and home based integrated care packages
- Supporting enhanced primary/community services to be delivered on a locality basis to align with the primary care model of care
- Making best use of acute resources to deliver timely and effective urgent and emergency care
- Right Time Right Care Right Setting

Opportunities and challenges

- **We want to make the patient journey better but we also need to make efficiency savings**

- Clearer pathways
- Reducing inappropriate use of acute services
- Improving access to community services and care closer to home
- Improving discharges from hospital
- Making the system work better together e.g. looking at integrated approach across programme

- **New approaches**

- First time provider Cost Improvement Plans are considered and built into Commissioning Intentions - recognition we are one health economy across the STP.
- Agreement transformation can bring longer term benefit to patient care and affordability but needs careful management
- Need to explore ways to develop fair and transparent ways of working across the local health and care economy.

Questions

- **Have we got the approach right?**
- **Are we missing something?**

Please send feedback to Debbie.Baronti@swlondon.nhs.uk

Thank you