

## **DRAFT**

Minutes of the meeting of the  
**Reigate AND BANSTEAD LOCAL COMMITTEE**  
held at 2.00 pm on 17 September 2018  
at Reigate Town Hall, Castlefield Road, Reigate, Surrey RH2 0SH.

### **Surrey County Council Members:**

- \* Mr Jeff Harris (Chairman)
- \* Ms Barbara Thomson (Vice-Chairman)
- \* Mrs Natalie Bramhall
- \* Mr Jonathan Essex
- Mr Bob Gardner
- \* Dr Zully Grant-Duff
- \* Mr Ken Gulati
- \* Mrs Kay Hammond
- \* Mr Nick Harrison
- \* Mr Graham Knight

### **Borough / District Members:**

- \* Cllr Rod Ashford
- \* Cllr Richard Biggs
- \* Cllr Michael Blacker
- \* Cllr Hal Brown
- \* Cllr Gareth Owen
- \* Cllr Tony Schofield
- \* Cllr John Stephenson
- \* Cllr Mrs Rachel Turner
- \* Cllr Jonathan White
- \* Cllr Jonathan F White

\* In attendance

---

### **OPEN FORUM**

The questions and responses given during the open forum are annexed to the minutes.

#### **23/18 APOLOGIES FOR ABSENCE [Item 1]**

Apologies were received from Mr Bob Gardner.

#### **24/18 CHAIRMAN'S ANNOUNCEMENTS [Item 2]**

The chairman made the following announcements:

- St Bede's School will be expanding by two forms of entry from September 2019.
- The online form is now open for residents wishing to request changes to on-street parking restrictions, such as double yellow

lines, or permit zones. The form will be open until the end of November. Residents can find the form by going online to [www.surreysays.co.uk](http://www.surreysays.co.uk)

- All outstanding actions from the previous parking review are with the lining crew so that they can be finished. This may well include working at night in difficult locations.
- A reminder to all members to submit their requests for the Member Highways Fund to the Highway Maintenance Engineer as soon as possible.
- Parents can now apply for their child's September 2019 secondary school place using the online school admissions system. The deadline for applications is Wednesday 31 October 2018 but it's recommended parents apply by Friday 19 October before the half term holiday.
- The committee has fed back concerns over Highways England proposals for M25 Junction 8 and Highways England have subsequently requested to come back to the January informal to give a further update.
- At the last meeting members reported that two speed cameras on the A217 were not working. Officers have since advised all cameras are working and enforcement is taking place, with approximately 4000 offences to date.
- Preliminary design work is advanced for Chetwode Road, and officers will shortly be looking to speak to the relevant divisional and ward members and then move towards public consultation.

#### **25/18 MINUTES OF PREVIOUS MEETING [Item 3]**

It was noted that minute 20/18 in the Highways Update (Item 8) referred to 'Epsom hospital', which was incorrect, as it should have referred to 'East Surrey hospital'.

With this amend, the minutes were agreed.

#### **26/18 DECLARATIONS OF INTEREST [Item 4]**

No declarations of interest were received.

#### **27/18 PETITIONS [Item 5]**

**Declarations of Interest:** None

**Officers attending:** Zena Curry, Area Highway Manager, Claire Saunders, Senior Countryside Access Officer

**Petitions, Public Questions, Statements:** Two petitions were received.

Mr Jeff Harris, Chairman, had to leave the meeting at this point so Ms Barbara Thomson, Vice-Chairman, assumed the chair for the remainder of the meeting.

**Petition 1** – Mr John Goldney brought a petition asking to reduce traffic speed on the service road off London Road North, Merstham. Mr Goldney presented the petition on behalf of the Residents Action Group for the Environment (RAGE) - representing local environmental concerns of residents of London Road North and Glebe Road, Merstham, Surrey.

The petition had secured 20 signatures from the residents of the road. The petition and response were published as supplementary agenda papers.

During his presentation to the committee Mr Goldney made the following points:

- Increasing problems of congestion and pollution, as well as a growing safety concern;
- 50mph is too high for a short residential road with a blind bend;
- Drivers use this stretch of road as a rat run to avoid queuing traffic;
- Drivers do not realise the road is two-way;
- Pavement needs to be cut back as pedestrians are currently forced to walk on the road at points.
- Road should be 30mph with clear signage.

The Area Highway Manager stated that the first step, in line with the council's 'Setting Local Speed Limits' policy is to undertake a speed survey. The sign will be changed to make it visible, and vegetation cut back.

#### **Member Discussion – key points:**

- Before leaving the meeting, Mr Jeff Harris, Chairman, noted that the divisional member was away for this meeting, but that he had expressed his full support for the petition.
- Members expressed support for the petition, and queried why the road was 50mph at present. The Area Highway Manager explained that speed limits nationally can only be 30mph if there are street lights, unless it has been expressly changed by the county council.
- The Lead Cabinet Member for Highways, Mr Colin Kemp, confirmed that speed enforcement is the role of Surrey Police, and that the council needs their support – they will not enforce speed limits that are not set in line with the council's policy. The junction is being looked at with Highways England, as it does need reviewing. Mr Kemp agreed to take the petition with him to the next meeting with Highways England.

## **Resolved:**

The Local Committee is RESOLVED to agree:

- (i) That a speed survey in London Road North service road is carried out to assess whether or not vehicle speeds comply with Surrey County Council's speed limit policy for a reduction to 30mph.
- (ii) That the feasibility of relocating the existing two way traffic sign is investigated and that if this is not possible improvements are made to the existing sign.

**Petition 2** – Mrs Helen Slade brought a petition asking Surrey County Council to cut back and clear vegetation on or adjacent to bridleways around Reigate Heath. Vegetation should be cleared to allow two horses to pass easily on the bridleway which is currently a hazard.

The petition secured 60 signatures. The petition and response were published with the supplementary agenda papers.

Mrs Slade presented the petition to the committee and made the following points:

- Good sightlines on the bridleways is important for the safety of all users of the heath;
- Gullies in some areas are 1-2ft deep, making it very difficult for horses to pass one another. Would the county council consider levelling the paths?
- Two further paths that are overgrown are Ricebridge byway accessed off Flanchford Road, and a second accessed off Wonham Mill.

The Senior Countryside Access Officer confirmed that the county council's summer clearance programme has been much reduced, and they do rely on people reporting issues. She confirmed that the additional bridleways raised by the petitioner have been added to the final cut, and she would take the others away to look at.

## **Member Discussion – key points:**

- The divisional member thanked the resident for bringing this petition. She noted that the map provided with the response was helpful to see the division of responsibilities between the public bridleways, and the permissive bridleways owned by the borough council. Reigate Heath does have a steering committee, and she is aware of a trench due to be refilled. She urged Mrs Slade to leave a full list of issues with her.
- Most of the heath is under borough council control. There are new rangers in post, and a new work programme, and much of

what Mrs Slade has raised will feature in the 2018/19 work programme.

- Many bridleways and footpaths on the heath pass through areas covered by Higher Level Stewardship agreements with Natural England, and therefore SCC should liaise with the borough council's Greenspaces Team given the sensitive natural habitat. The Senior Countryside Access Officer confirmed that SCC was indeed aware of these requirements.

**Resolved:**

The Local Committee RESOLVED to:

- (i) Note the petition and officer's response.

**28/18 FORMAL PUBLIC QUESTIONS [Item 6]**

**Declarations of Interest:** None

**Officers attending:** Zena Curry, Area Highway Manager

**Petitions, Public Questions, Statements:** One question was received.

Borough Councillor Mrs Anna Tarrant asked if the committee would consider funding a refuge / crossing island at the junction of The Chase and Ringley Park Avenue in Reigate?

The question and response was published with the supplementary agenda papers.

Councillor Tarrant asked what would be the cost of a refuge, and argued that the focus should be on preventing accidents before they happen.

The Area Highway Manager stated that measures need to be carefully designed. In this instance, the footway is not to the width required. Costings would only be very approximate at this stage as detailed design can uncover many hidden costs, such as pipes under the road. To have a refuge, there would need to be a footway there.

**Member discussion – key points**

- The divisional member stated that there had not been any accidents at this location, and therefore she could not support this request.
- Members felt this was not the top priority for the committee or residents, but acknowledged that the road is very wide and residents would be advised to cross elsewhere.

## **29/18 FORMAL MEMBER QUESTIONS [Item 7]**

No written member questions had been received.

## **30/18 PEOPLE AND PLACES - PRESENTATION FROM SCC LEAD CABINET MEMBERS (SERVICE MONITORING AND ISSUES OF LOCAL CONCERN) [Item 8]**

**Declarations of Interest:** None

**Officers attending:** Sarah Parker, Director of Transformation, Surrey Heartlands Health and Care Partnership; Mr Colin Kemp, Lead Cabinet Member for Place; Mr Tim Oliver, Lead Cabinet Member for People.

**Petitions, Public Questions, Statements:** None.

Mr Oliver introduced the presentation. The aim of the session was to raise awareness locally of how council and partners are working together on health and wellbeing. The emphasis is on prevention and early intervention, to try and reduce the number of people needing critical care.

The presentation given by Mr Oliver and the Director of Transformation is attached to the minutes as an annex.

The following points were made:

- The county faces significant financial challenges, and cannot deliver on its own. During the recent 'vision for 2030' consultation, the most common theme raised was that of the environment, and this is something that does link closely to health and wellbeing. There are 'wider determinants of health' that contribute to an individual, and community's wellbeing, such as neighbourhood design, transport and pollution.
- While many parts of the county are affluent, other areas suffer real deprivation. Life expectancy varies significantly.
- Surrey Heartlands covers approximately 80% of Surrey, and part of Reigate and Banstead. Surrey and Sussex Healthcare cover the rest of Reigate and Banstead. Both work closely together.
- The Health and Wellbeing Board will be expanding so that all acute hospitals are represented on the Board.
- Surrey Heartlands are really keen to improve partnerships locally.
- They are working towards a devolved decision making role, where they can focus on local priorities, rather than having to bid for pots to address national priorities.
- There have been a number of successes to highlight – such as co-locating midwives with paramedics, so that they can provide telephone advice to patients. This has allowed them to stand down a number of ambulances.

- A campaign will be starting shortly to try and reduce strokes.
- The county council are waiting for the government's green paper on health and social care integration to be published.

**Member discussion – key points:**

- Members noted that Surrey Heartlands cover the north of the borough, but not the south. The north of the borough receives higher funding than the south.
- Members questioned how Surrey Heartlands and Surrey and Sussex Healthcare work together. The Director of Transformation confirmed that they are in regular conversation, often work from the same offices, and are working on improving information sharing.
- SCC needs to support the local CCG that has a high deficit, with their recovery. Welcome news that all acute hospitals will be represented on the health and wellbeing board.
- Would like to hear from Surrey and Sussex Healthcare as well.
- Public Health budget and highways budgets have been reduced, which impacts on health and wellbeing.
- The Ebbisham Centre has an extended surgery opening during the holidays – Surrey Heartlands need to feed this into their communications, so that residents know this resource is there. The extra public holidays at Christmas this year could stretch A&E even further. The Director of Transformation agreed to take this back.
- A Horley Town Councillor noted that the third tier of local government can also help – through village halls, activities, volunteers etc.
- County and NHS should focus more on value – contracts with private sector should ensure that residents are able to live well. Care Quality Commission only visits once a year, and it is vital that contracts are delivering for residents.
- Disputes seem to be increasing in relation to what the NHS will fund versus what social care will fund. In response, the Lead Cabinet Member for People noted that an agreement is being put into place to regulate how the health and social care budgets will come together.

**Resolved:**

There were no recommendations associated with this agenda item.  
The chairman thanked the Cabinet Members and officer for attending.

**31/18 A23 THREE ARCH ROAD JUNCTION - GREATER REDHILL SUSTAINABLE TRANSPORT PACKAGE (EXECUTIVE FUNCTION) [Item 9]**

**Declarations of Interest:** None

**Officers attending:** Neil McClure, Transport Strategy Project Manager; Peter Boarder, Horley Regeneration Project Manager

**Petitions, Public Questions, Statements:** Question received from Salfords and Sidlow Parish Council, which was asked during the Open Forum. The question is annexed to the minutes of the open forum agenda item.

The Transport Strategy Project Manager gave a verbal correction to the report – the affected division was listed as Salfords and Sidlow, but should have read Earlswood and Reigate South. He introduced the report, reminding members of the need for improvements at this junction, and the recommendations within the report.

**Member discussion – key points:**

- The chairman thanked officers and the member task group for getting the proposals to this point. With the committee's support, it will go out for public consultation, to inform the detailed design. Improving access to and from the hospital is a key priority.
- The chairman proposed an amendment to the first recommendation, to reflect that public consultation will be the first step. The proposal was seconded by Councillor Hal Brown.
- Members asked for the cost break down in terms of the split between feasibility, design and actual implementation. Officers responded quoting the estimate cost figures provided within the feasibility report. Total scheme cost estimate is £2.82m - £3.29m. The upper and lower estimates being dependent on the level of risk and contingency factored in to the scheme at this stage of design. The breakdown of costs is: scheme construction estimated at £1.61m; statutory undertakers costs £0.74m; with an additional £0.47m - £0.94m allocated for risk and contingency measures. Members expressed concern about the loss of parking places, and asked that this is reviewed as detailed design work progresses.
- Members questioned the expected timeline for securing funding. Officers confirmed that no bid to the Local Enterprise Partnership (LEP) had been made as they are waiting on an announcement for new funding opportunities. The Department for Transport may also be a possible source of funding. Reigate and Banstead Borough Council have committed funding through the Community Infrastructure Levy (CIL) but are not currently in a position to offer anything further. Officers are keen to have the scheme prepared so they are ready to respond quickly to new funding opportunities.
- Ian Mackenzie, Director of Information and Facilities at East Surrey Hospital was in attendance, and spoke of the importance of this junction for staff, patients and ambulances getting into and out of the hospital. The hospital strongly supports this proposal, and it needs to be treated as urgent.

- Members noted that members of the public had already started to make proposals for improving the outline design of the scheme, and these need to be considered during the public consultation.
- The Area Highway Manager noted that some smaller tweaks to the junction are being progressed now, in advance of the main scheme. This includes changing the give way arrangements to provide priority for vehicles exiting the hospital from Three Arch road, and discouraging the existing situation of vehicles using the junction to 'rat-run' when travelling southbound along the A23. This current situation is known to prevent vehicles from exiting the hospital via Three Arch Road, causing queues and delays back into the hospital site at peak times. This scheme is currently being costed separately, but would not be funded through the local committee's budget.
- Could the waste depot be part of the scope of the scheme, as this is another cause of congestion.

#### **Resolved:**

#### **The Local Committee (Reigate & Banstead) RESOLVED to:**

- Agree the Redhill STP Member Task Group recommendation to proceed with the preferred scheme option and to progress to **public consultation and then** detailed design stage ~~and public consultation~~.
- Note that the next steps will involve:
  - An application being made to the Planning Inspectorate on behalf of the Secretary of State for Environment, Food and Rural Affairs to deregister the necessary common land at the junction and to offer equivalent exchange land.
  - The acquisition of land at the Maple Road allotment site from Reigate and Banstead Borough Council.
  - Applications being made to secure additional funding to enable the delivery of the scheme.
- Delegate authority to the Area Highways Manager in consultation with the Chairman, Vice Chairman, Transport Strategy Project Manager and Electoral Division Member covered by the scheme to agree the consultation material.

#### **REASONS FOR RECOMMENDATIONS:**

1. Capacity improvements are needed at the junction to allow for current and expected increased future traffic volumes to operate effectively along the A23 corridor and through the junction with Three Arch Road and Maple Road.

2. Sustainable transport improvements are required at this junction to provide safer routes for cyclists and pedestrians travelling through the junction.

3. Improved traffic flow through the junction combined with measures to provide bus priority are needed to make bus travel in the area more reliable and attractive in order to increase passenger numbers, and provide a quality alternative to using the car.

4. Capacity and sustainable travel improvements to the junction are required for improved emergency and visitor access to East Surrey Hospital.

5. Further work is required to develop the scheme and associated costs; this includes identifying the extent of ground utility stats that will be affected by the proposed works, providing a plan for any displaced local parking, undertaking the process for common land exchange and proposed way forward, and developing a programme with provisional timescales for scheme delivery.

6. Holding a consultation with Council Members, stakeholders, local residents and businesses, and other members of the public will assist the development of a final detailed scheme design.

7. A number of possible funding sources have been identified for the anticipated costs of constructing this scheme. Greater detail and refinement of scheme costs is needed before a business case bid can be prepared to secure the full funding necessary for the scheme.

The reason for the amendment to the first recommendation was to make it clear that consultation with the public was the first step to inform the detailed design.

## **32/18 HIGHWAYS SCHEMES UPDATE (EXECUTIVE FUNCTION) [Item 10]**

**Declarations of Interest:** None

**Officers attending:** Zena Curry, Area Highway Manager, Neil McClure, Transport Strategy Project Manager; Peter Boarder, Horley Regeneration Project Manager

**Petitions, Public Questions, Statements:** None.

### **Member discussion – key points:**

- Members noted they had been asked to give feedback on winter gritting routes but had not heard anything further since. Members would like to know which suggestions were incorporated, and which had not. The Area Highway Manager confirmed that this list would be circulated shortly. Members wishing to fund grit bins should put their request to the Area Highway Maintenance Engineer.
- Members would like to see the pending list of what's programmed under the signs and markings budget heading. The Area Highway Manager agreed to circulate the prioritised list.
- Were the traffic light issues at Burgh Wood junction now resolved?
- Would the Transport Strategy Project Manager note that Mr Nick Harrison had sent through some points regarding Drift Bridge.
- Horley Masterplan work is now 4 months behind schedule – will it be completed by the end of the year? The Horley Regeneration Project Manager confirmed that costs had come out higher than expected, and so there had been some reviewing of the plan. A contractor is lined up and the works should be completed by the end of March.
- Drift Bridge should be looked at as a priority given the presentation from Mr Tim Oliver, Lead Cabinet Member for People, about the impact of neighbourhoods on people's health and wellbeing.
- Do the A217 average speed cameras generate any extra revenue? The Area Highway Manager confirmed they are not for income generation, but are there for road safety.

### **33/18 FORWARD PLAN [FOR INFORMATION] [Item 12]**

The forward plan was noted.

### **34/18 RECOMMENDATIONS AND DECISIONS TRACKER [FOR INFORMATION] [Item 11]**

The decision tracker was noted.

Meeting ended at: 4.45 pm

---

**Chairman**

This page is intentionally left blank

**Reigate and Banstead Local Committee - Open Forum**

**17.09.2018**

**Question 1**

Mr Ted Pottage, Vice-Chairman of the Disability Empowerment Board East Surrey asked:

- (i) There are a lot of useful new signs outside bus stops that tell passengers how they can contact the council to report a fault. It includes telephone and email details. But this is not enough – it should include the SMS number, or a QR code.
- (ii) Bus route 422, station stop – this appears to be called at on the new route, but it does not appear on the display board.

Officers agreed to forward these questions to the Passenger Transport Team to provide a response to Mr Pottage after the meeting.

Mr Pottage also noted that SCC were performing quite well in relation to the NHS Accessible Information Standard, but that East Surrey hospital is not doing so well. As SCC funds health and social care, it should make sure that the organisations it provides funding to are compliant with this standard.

Mr Ian Mackenzie, Director of Information and Facilities at East Surrey Hospital, was present at the meeting and agreed to talk with Mr Pottage further on this following the meeting.

**Question 2**

Mr Stephen Rolph, Salfords resident asked:

- i) The Real Time Passenger Information (RTPI) system is currently not able to handle late buses. It does not tell you how late they will be, and often late-running buses just disappear from the screen.
- ii) Many bus drivers often fail to stop at the raised kerbs that the county council put in some years ago across the county. Drivers often seem unaware of the kerbs. The kerbs are not marked, despite this being advocated by many guides to bus stop design. What can the county council do to mark the start and stop of the raised sections?
- iii) Great Western Railway will shortly be starting additional services, which will mean Reigate Level Crossing is down more frequently, with 6 trains per hour passing through. What plans do highways have to reduce the increased traffic congestion that further level crossing use will cause?

The Area Highway Manager acknowledged there had been some issues with the RTPI system, but that this was being upgraded, with a new officer appointed to look at the system in more detail.

The Area Highway Manager confirmed that Reigate Level Crossing was a well known issue, but that there was no easy solution. A transport study is being planned with Highways England to look at the problem, with a view to using technology to help drivers plan their route more effectively.

### **Question 3**

Councillor Jill Ashton from Salfords and Sidlow Parish Council asked about the A23 Three Arch Road junction. The parish council submitted a range of comments and questions on the design to the local committee ahead of the meeting, but after the deadline for formal public questions had passed. As the questions were detailed and complex, the questions are attached to the minutes as an annex.

The Chairman encouraged the parish council to feed all their views into the consultation.

### **Question 4**

Mr Richard Greaves from Horley stated that buses 422 and 424 are now routed along Meath Green Lane, mainly to serve Westvale Park. However there are no bus stops on Meath Green Lane. Buses going towards Horley town centre do not stop in Vicarage Lane, until before Court Lodge road junction. Can anything be done about this? Going towards Horley there is a wide grass verge between the roadway and pavement, preventing stops being on this stretch.

Officers agreed to forward these concerns to the Passenger Transport Team, for a response to be provided to Mr Greaves after the meeting.



## Question for Local Committee 17/09/18 from Salfords and Sidlow Parish Council

### This is in reference to agenda item 9

### A23 Three Arch Road junction (Greater Redhill Sustainable Transport Package)

The comments below are from Salfords and Sidlow Parish Council who have reviewed the detail and recommendations for changes to the junction.

We have used the descriptions within section 2, Preferred Scheme.

- **Extension of the left turn flare on the A23 Horley Road North arm by 40 metres to increase the stacking capacity.**
  - This seems positive but the drawing seems to show ahead or ahead and left turn arrows. Should one of these be a left turn only arrow?
  - Is it really proposed to have a (painted) triangle/ghost island at this junction, if so why?
- **Revision of the priority on the Three Arch Road gyratory to give priority to westbound traffic on Three Arch Road. This will prevent vehicles using the gyratory to 'rat-run'.**
  - This turn is also needed for south bound traffic turning right. Has the effect of build-up of traffic on this section, including delaying access to the hospital, and on the A23 itself been assessed?
  - If so, what does it show?
  - If not, the Parish Council believe this work needs to be undertaken.
  - Is it really proposed to have a (painted) triangle/ghost island at this junction, if so why?
- **Widening of the carriageway to provide two northbound ahead lanes and a right turn ghost island at the centre of the junction.**
  - At the northbound traffic light there are (at present) two lanes, one for ahead or left turning traffic and one for right turning (which is controlled by the filter traffic light for that turn).
  - It appears the idea is that both lanes before the light can be straight ahead, the drawing shows only ahead arrows at that point, and the lane for right turning traffic appears after the first traffic light.
  - The second new lane also serves the left hand turn out of Maple Road which used to have two lanes (one for left and one for the hospital, but again disappears soon afterwards.
  - We believe this could be an opportunity for confusion for drivers.

- **Providing an on-carriageway cycle route between the existing toucan crossing on Three Arch Road and approximately 15 metres east of the westbound bus stop.**
  - This is not shown on the plan!
- **Provision of intelligent bus priority at the traffic signals.**
  - There are no dedicated bus lanes leading to this junction so buses are just part of the traffic. How will bus priority be achieved?
  - Why is right turning north-bound traffic required to stop by a red traffic light? This means that even when there is no south bound traffic they have to wait for the green light. We believe it could be confusing for left turning south-bound drivers who have no indication of what these (right turning north-bound) vehicles, which have priority when allowed to turn, are going to do.
  - At any similar set of traffic lights right turning drivers know they must give way to traffic from the other direction so why not here?
  - Will there be any assessment to check if the predicted reductions in waiting time are achieved?
  - Has there been any assessment of any consequent increased congestion elsewhere i.e., is this simply moving the problem further down and up the A23?

Can we also please have a breakdown of the estimated cost of £2.8 – £3.3m?

Claire Minter  
Clerk to Salfords and Sidlow Parish Council

## **The Wider Determinants of Health**

How District and Borough Councils support the health and wellbeing of their residents.

Cllr Tim Oliver, Cabinet Lead for  
Health and Wellbeing, Surrey  
County Council



**SURREY**

# Content

1. Context- 2030 vision
2. Understanding the wider determinants of health
3. The role of local authorities
4. Evolving health and care systems in Surrey
5. Surrey Heartlands- case study
6. Discussion and questions

# 1. Context- 2030 vision



SURREY

# THE VISION FOR THE PEOPLE OF SURREY

BY 2030...

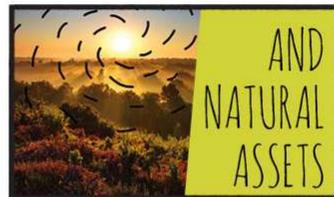


WE WANT SURREY TO BE A UNIQUELY SPECIAL PLACE

THAT BUILDS ON ITS LOCATION



AND NATURAL ASSETS



PEOPLE LIVE HEALTHY AND FULFILLING LIVES



WHERE EVERYONE HAS A GREAT START TO LIFE



EVERYONE ACHIEVES THEIR FULL POTENTIAL



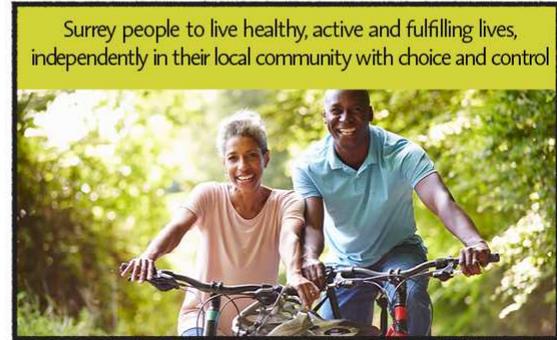
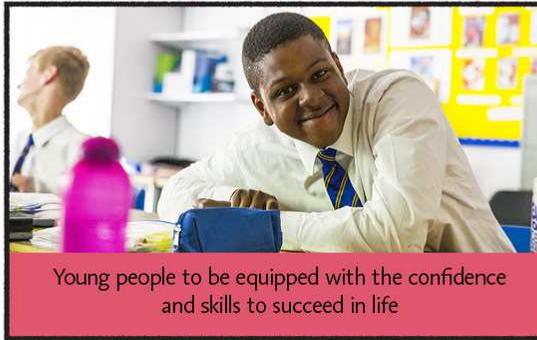
AND CONTRIBUTE TO THEIR COMMUNITY...



...NO ONE IS LEFT BEHIND



# OUR VISION IS FOR...



# THE VISION FOR SURREY AS A PLACE

BY 2030...



WE WANT OUR COUNTY'S  
ECONOMY TO BE...



SURREY IS SEEN  
AS A GREAT  
PLACE TO...



...LIVE, WORK  
AND LEARN

COMMUNITIES  
FEEL  
SUPPORTED

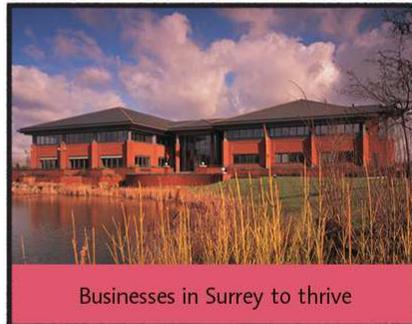
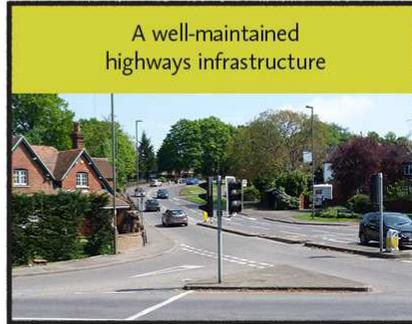


AND PEOPLE  
ARE ABLE TO...

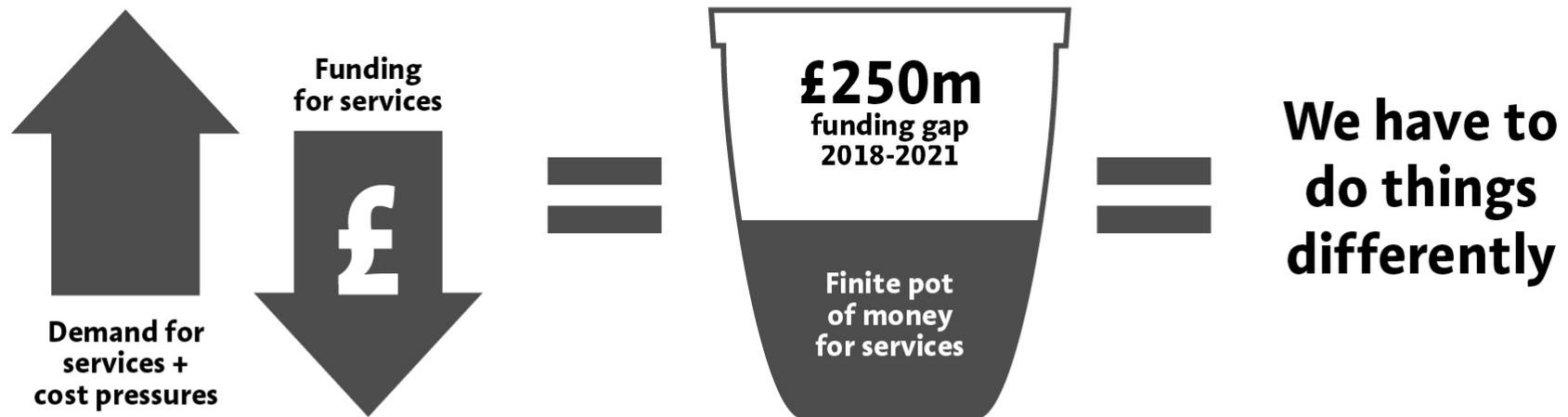
...SUPPORT EACH OTHER



# OUR VISION IS FOR...



# FINANCIAL FACTS ARE STARK



## **2. Understanding the wider determinants of health in Surrey**



**SURREY**

# Contributors to health outcomes



We have to concentrate action on all fronts

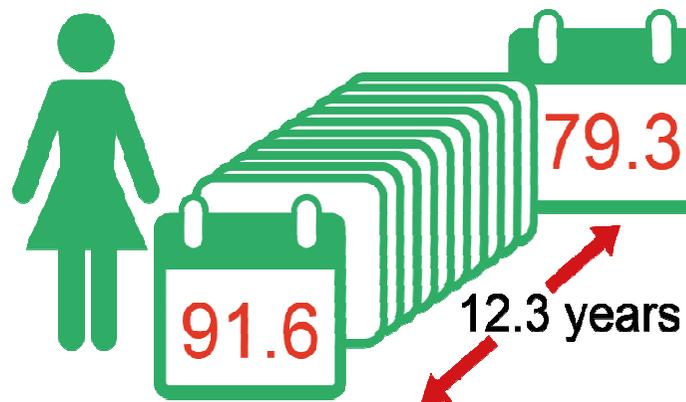
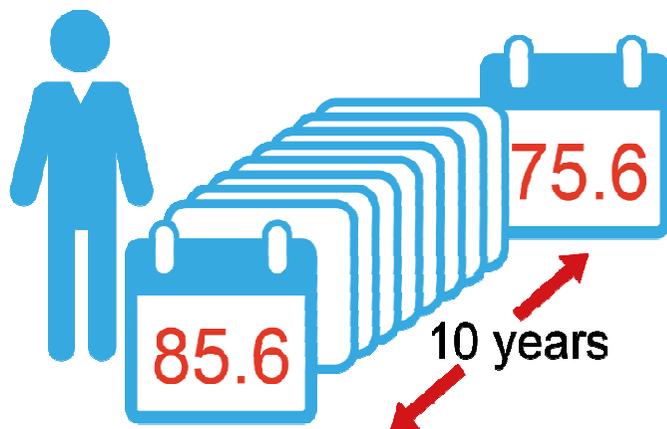


# Life expectancy



Life Expectancy gap for **males** living in **Haslemere East and Grayswood ward** (Waverley) which has the highest life expectancy and **Court ward** (Epsom and Ewell) which has the lowest.

Life Expectancy gap for **females** in **Godalming Holloway ward** which has the highest life expectancy and **Hindhead ward** which has the lowest (both in Waverley).



SURREY

# The wider determinants influence the proximate causes of ill health



# **3. The role of local authorities**



**SURREY**

# The role of local authorities



Source: Adapted from Campbell F (editor) (2010) [The social determinants of health and the role of local government](#)

# Neighbourhood design



Enhance Neighbourhood Walkability



Build Complete and Compact Neighbourhoods



Enhance connectivity with safe and efficient infrastructure

Modifiable features	Impact	Health outcomes
<p>Increase walkability                      Improve infrastructure to support walking and cycling                      Compact neighbourhoods                      Increased access to amenities and facilities                      Improved street connectivity                      Public realm improvements – e.g. street lighting</p>	<p>Social engagement                      Physical activity                      Mobility among older adults                      Social participation                      Pedestrian activity</p>	<p>Mental wellbeing                      Risk of CVD, type 2 diabetes, stroke, and some cancers                      Reduced BMI                      Risk of musculoskeletal conditions                      Road traffic collisions</p>

Adapted from PHE Spatial Planning for Health , 2017

# Housing



Improve Quality of Housing



Increase Provision of Affordable and Diverse Housing



Increase Provision of Affordable Housing for Groups with Specific Needs

Modifiable features	Impact	Health outcomes
<ul style="list-style-type: none"> <li>Energy efficient homes</li> <li>Removal of home hazards</li> <li>Housing refurbishment, retro-fitting</li> <li>Fuel Poverty</li> <li>Daylight and ventilation</li> <li>Provision of diverse housing types</li> <li>Provision of mixed use affordable housing</li> <li>Provision of affordable housing for specific vulnerable groups, groups with long term conditions, or for the homeless</li> </ul>	<ul style="list-style-type: none"> <li>Social outcomes among older adults</li> <li>Damp proofing, re-roofing and new windows</li> <li>Warmth and energy installation</li> <li>Daylight exposure, Indoor air quality</li> <li>Physical activity, Safety perceptions, Social behavioural and health related outcomes, Engagement with healthcare services, employment</li> </ul>	<ul style="list-style-type: none"> <li>General health, Mental health, Asthma, Mortality, Fall-related injuries among older adults, health inequalities among low income groups, excess winter deaths, prevalence of chronic conditions, risk of CVD, respiratory symptoms, some cancers, Substance misuse, QOL, Risk of CVD</li> </ul>

Adapted from PHE Spatial Planning for Health , 2017

# Food Environment



Provision of healthy, affordable food for the general population



Enhance community food infrastructure

Modifiable features	Impact	Health outcomes
<ul style="list-style-type: none"> <li>Increase access to healthier food for the general population</li> <li>Decrease exposure to unhealthy environments</li> <li>Increase access to healthy food in schools</li> <li>Access to retail outlets selling healthier food</li> <li>Urban food growing</li> <li>Provision of and access to allotments and adequate garden space</li> </ul>	<ul style="list-style-type: none"> <li>Dietary fat intake, Dietary behaviours, Fruit and vegetable consumption</li> <li>Attitudes towards fruit and vegetable consumption</li> <li>Dietary behaviours among children in low income areas</li> <li>Opportunities for social connectivity, physical activity</li> </ul>	<ul style="list-style-type: none"> <li>Maintenance of healthy weight</li> <li>Reduced risk of CVD, Nutrition related outcomes among children and adolescents</li> <li>Mental health and wellbeing</li> <li>Risk of CVD, type 2 diabetes, mental health problems, musculoskeletal problems</li> </ul>

Adapted from PHE Spatial Planning for Health , 2017



**SURREY**

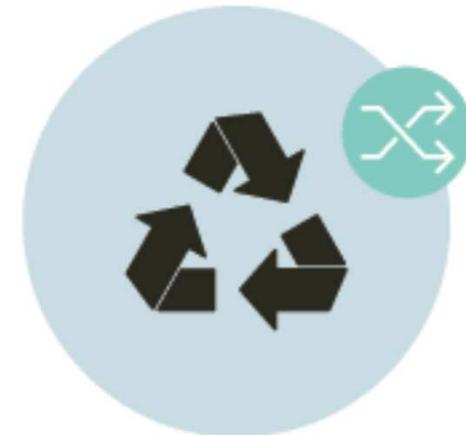
# Natural and sustainable environment



Reduce exposure to environmental hazards



Access to and engagement with the natural environment



Adaptation to climate change

Modifiable features	Impact	Health outcomes
<ul style="list-style-type: none"> <li>Improved air quality</li> <li>Exposure to air pollution</li> <li>Excessive noise</li> <li>Reduce impact of flooding</li> <li>Provision of access and engagement opportunities with natural environment</li> <li>Aesthetic park improvements</li> <li>Participation in physical activity in outdoor settings</li> <li>Prioritisation of neighbourhood tree planting</li> <li>Tackle climate change</li> </ul>	<ul style="list-style-type: none"> <li>Physical activity among older adults</li> <li>Exposure to particular matter and other gaseous matter</li> <li>Exposure to excessive noise</li> <li>Physical activity, Active Travel, Mobility, Social participation</li> <li>Motivation to engage with physical activity</li> <li>First-time park users</li> <li>Urban heat island effect, heat and cold extremes</li> </ul>	<ul style="list-style-type: none"> <li>Risk of CVD, type 2 diabetes, stroke, mental health problems, musculoskeletal conditions, mental wellbeing</li> <li>Cognitive function, improved birth outcomes, reduction in infant mortality, lung cancer, ischemic heart disease, risk of CO poisoning, physical health outcomes, improved bone health</li> </ul>

Adapted from PHE Spatial Planning for Health , 2017

# Transport



Provision of active travel infrastructure



Provision of public transport



Prioritise active travel and road safety



Enable mobility for all ages and activities

Modifiable features	Impact	Health outcomes
<p>Increase infrastructure for cycling and walking</p> <p>Encourage use of public transport</p> <p>Prioritise pedestrians and cyclists</p> <p>Traffic calming measures</p> <p>Public realm improvements</p> <p>Access to recreational spaces</p> <p>Active travel to work and school</p>	<p>Mobility, Physical activity, active travel</p> <p>Social participation</p> <p>Pedestrian activity</p>	<p>Risk of CVD, cancer, obesity and type 2 diabetes and some cancers. Promoting mental wellbeing.</p> <p>Risk of pedestrian injury, road traffic collisions</p>

Adapted from PHE Spatial Planning for Health , 2017



**SURREY**

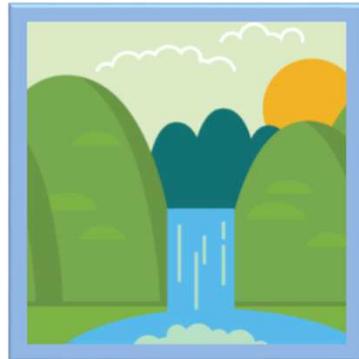
# Preventative approach

Upstream



- Preventative
- Increase the length and quality of life
- Address health inequalities
- Reduce emergency admissions
- Promote self-care
- Sustainable services

Downstream



- Reactive
- Pressure on services
- Worse health outcomes for citizens

# **3. Evolving health and care systems in Surrey**



**SURREY**

# Health and Wellbeing Board

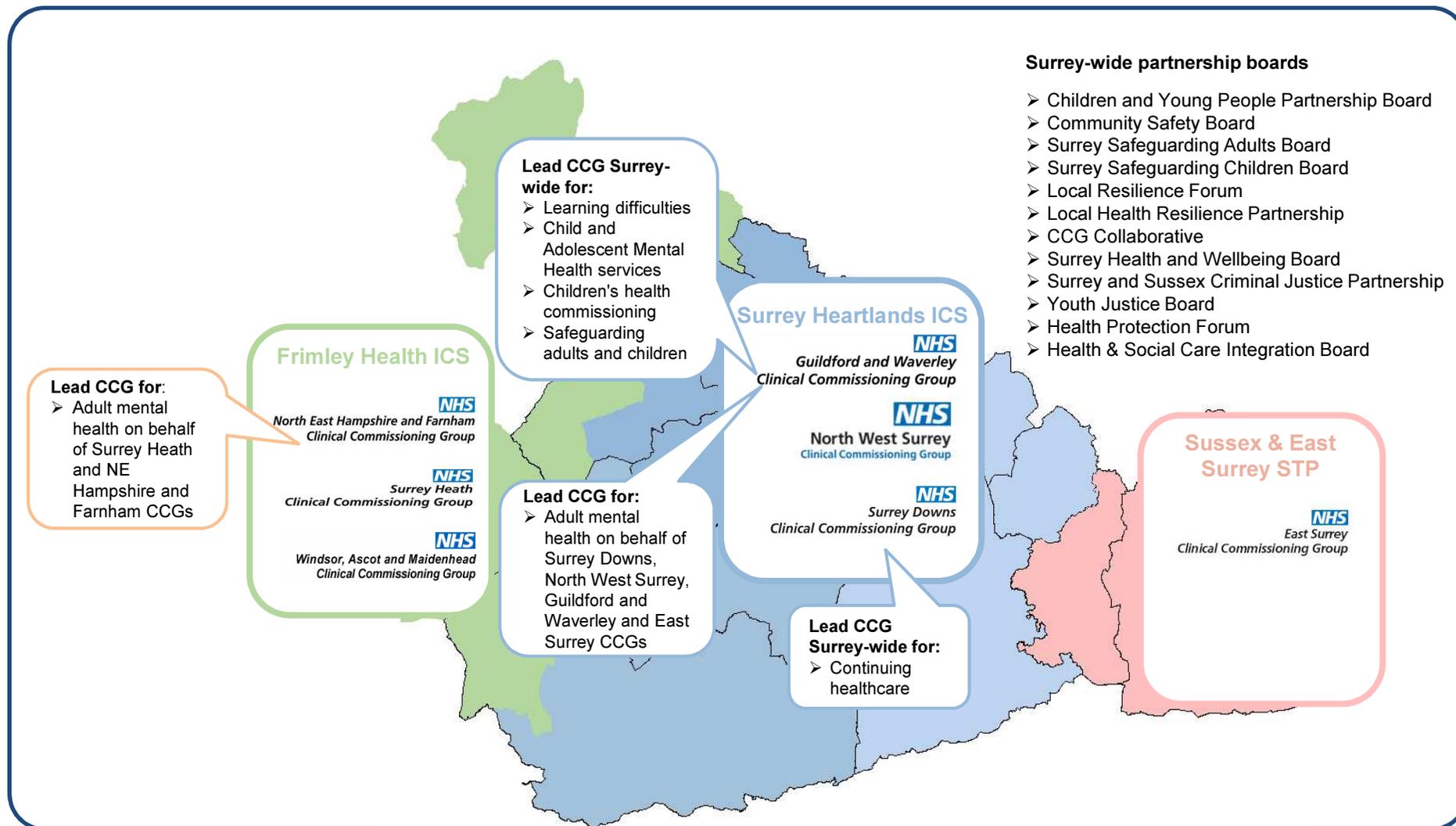
Duties of the Health and Wellbeing Board:

1. *Duty to prepare a joint strategic needs assessment (JSNA)*
2. *Duty to prepare a joint health and wellbeing strategy*
3. *Duty to encourage integrated working*

**JOINT  
STRATEGIC  
NEEDS  
ASSESSMENT**



# HEALTH AND SOCIAL CARE PARTNERSHIPS IN SURREY



**SURREY**

# Population footprints

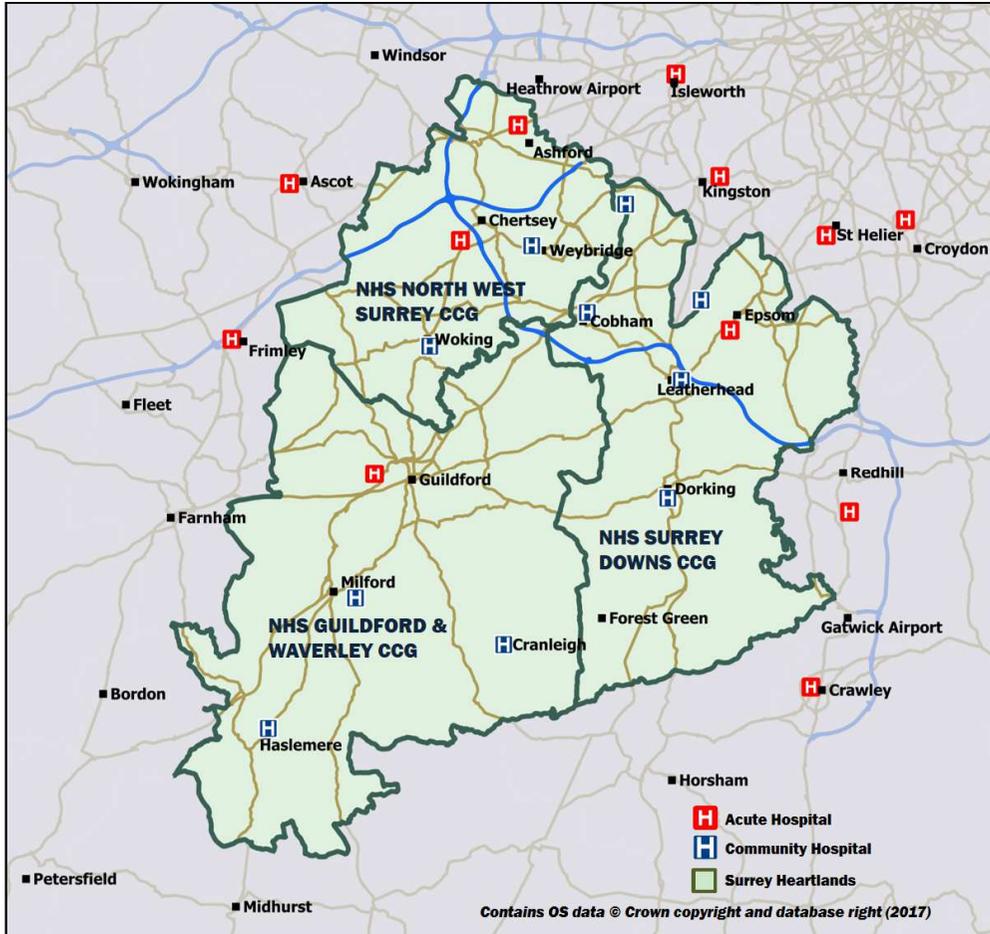


# **4. Case study: Surrey Heartlands**



**SURREY**

# Our partnership in more detail



- Serving 850,000 people across nine district/borough councils
- With health funding of c. £1bn and combined social care and public health budget of £328m
- 3 CCGs across eight GP-led localities
- 684 GPs in 95 practices
- **H** 4 acute hospital sites
- **H** 11 community hospital sites
- 1 community services provider
- 1 mental health provider (four in-patient sites and 22 community sites)
- 1 upper tier local authority (Surrey County Council) - social care and public health

There are three elements that really set our partnership apart:



**Devolution**



**Surrey Heartlands Clinical Academy**



**Citizen-led Engagement and Communications**

# Our priorities 2018/19

## Generational Change

- Better births programme
- Children & young peoples mental health
- system wide commitment to improving health of the next generation

## The role of the citizens of Surrey Heartlands

- Prevention and the wider determinants of health
- Self-care; shared decision making
- Citizen ambassadors and deliberative research & co-design
- Role of carers

## Working as one team

- Workforce (via SHWAB)
- Clinical (via the Academy) - GIRFT & RightCare opportunities, quality improvement & innovation & research
- Corporate and back office services; clinical support services

## Devolution & New Models of Care

- Integrated strategic commissioning and enabling workstreams e.g. digital, estates
- Becoming an integrated care system and creating integrated care partnerships
- Development of the new care model (including frailty / last 1000 days)

## National Priorities

- Mental health; Cancer; Urgent care; Primary care; Diabetes; Continuing healthcare

## An integrated system

- Surrey Heartlands is one of fourteen 'Integrated Care Systems' – a more evolved partnership where health and local Government are taking a collective responsibility for health and social care
- And through our devolution agreement, we are developing our specialist integrated commissioning role (across health and social care) to maximise benefits for local people



# Developing local partnerships

- At a more local level, we are developing three local partnerships – known as Integrated Care Partnerships – across the current CCG areas
- These are alliances of local health and care organisations, including CCGs, GP federations, our borough colleagues, the voluntary sector and others
- To make the changes needed at local level – in this first year their focus is on strengthening out of hospital services and ultimately reducing reliance on the acute hospital system



## Recent successes (1)

---

- **Our 24/7 Maternity Advice line** – v successful start - 4716 calls taken in the first month, with 3500 answered within 60 seconds. **42 ambulance attendances were avoided.**
- **Perinatal mental health** – successful bid totalling c£970k for 2018/19 with a new service due to start this autumn
- Working with the Academic Health Science Network on **cardiovascular prevention**, in particular to detect and treat hypertension and atrial fibrillation - both major contributors to strokes and heart attacks



## Recent successes (2)

---

- **MSK** - tool to support GPs in decision making and offer self-help advice to patients piloted in East Elmbridge, with roll out across Surrey Heartlands by April 2019
- **Diabetes** – new integrated diabetes specialist nurses now supporting patients at Ashford & St Peter's, Royal Surrey County and Epsom hospitals and in the community
- Collaborative working with adult social care to improve hospital discharge e.g. Home First at RSCH



## **Recent successes (3)**

---

- **Surrey Care Record** – first phase to go live from 29 August enabling sharing of GP records with local A&E departments
- Part of a successful bid for £7.5m investment to scale up digital records programme across Surrey Heartlands/Thames Valley
- **Woking Family Hub** – agreement with Woking BC to fund a large retail space in Woking town centre for a children/families hub to include health, social care, mental health services as part of our *Better Births* programme
- Further £6 million of transformation funding for local initiatives for 2018/19

## More information

---

- Look out for **monthly Surrey Heartlands newsletters**
- More information is available at:  
[www.surreyheartlands.uk](http://www.surreyheartlands.uk)



# *Questions*



SURREY

This page is intentionally left blank