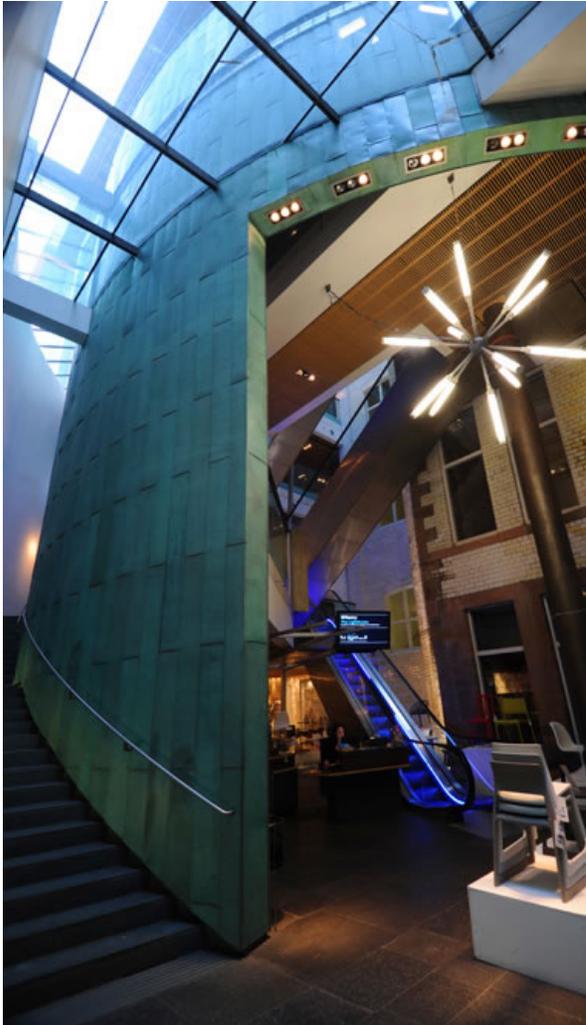# HIA of the Local Development Plan

Event report

The Lighthouse, Glasgow

Monday 25 August 2014

HIA of the Local Development Plan

This report describes a World Café event exploring the potential health impacts of Glasgow's draft Local Development Plan (LDP) and summarises the discussions held on the 25 August 2014. Over 25 people were in attendance at Architecture and Design Scotland's offices at the Lighthouse in Glasgow. An outline of the day is provided as appendix 1, while those in attendance are listed in appendix 2.

Russell Jones, Public Health Programme Manager at the Glasgow Centre for Population Health, welcomed attendees and briefly explained the purpose of the day: to rapidly assess aspects of the draft Glasgow LDP for potential health impacts, both positive and negative. Ultimately, the aim was to make suggestions that would enhance the positive impacts of the plan and mitigate the negative ones.

Gillian Dick, Principal Officer, Development Plan at Glasgow City Council, followed with a presentation which provided an overview of the LDP. The presentation set the scene by describing the city's profile. Gillian also described the LDP's purpose, its structure and the variety of national and local strategies that have informed the plan. She talked about the four strategic outcomes (Economy, Sustainable, Connected and Green) that shape the policies and proposals within the plan. She described mechanisms that had the potential to reduce health inequalities and also described the placemaking principle as one way that health inequalities could be addressed. Finally, she focussed on the role of supplementary guidance and how this workshop could feed into the guidance on placemaking. Gillian's slides are available on the GCPH website [here].

Martin Higgins, Coordinator of the Scottish Health Impact Assessment Network, facilitated an interactive discussion that began to identify populations who might be affected by the LDP, as well as whether there could be differential impacts for different groups, e.g. women, minority ethnic groups, different age groups, people with disabilities, etc. Martin also raised questions around whether any groups would be excluded from benefiting from the plan and whether differential impacts among groups could exacerbate inequalities. A couple of prompts were used: How or why do proposals impact on Glasgow's population? What needs to happen to ensure that health is promoted and health inequalities reduced? This led to a discussion around the persistence of inequalities in Glasgow, particularly among certain groups (e.g. the

elderly, young people, substance misusers, the poor and looked after and accommodated groups). There was also considerable discussion around the role of involving local people in decisions and the importance of neighbourhood teams in contributing to wellbeing and helping to alleviate inequalities.

After a break, the room divided into four groups sitting around facilitated tables. Each table had a topic based on either one or more policies within the LDP. All twelve policies within the LDP could not be covered during the day so four topics were chosen based on the evidence of their impacts on health. The four topics (which sometimes combined several policies) were **Place and Space**, **Housing**, **Transport** and **Greenspace**. Each group spent 30 minutes on one topic before moving on to the next table. This gave everyone an opportunity to comment on all of the topics.

The following section of the report records the facilitators' summary notes of the discussions at each of the four tables.

These four strategic outcomes and objectives shape the policies and proposals in this plan.
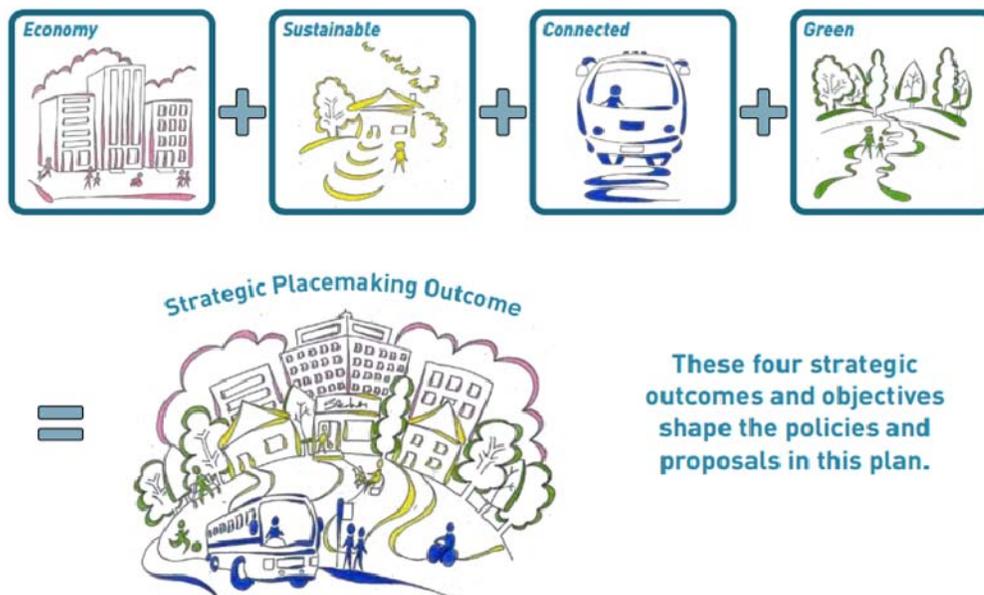
TOPIC 1 - PLACE AND SPACE

About this topic

This topic incorporated four of the twelve policies in the Local Development Plan: CDP1-The Placemaking Principle, CDP2-Sustainable Spatial Strategy, CDP3-Economic Development and CDP4-Network of Centres. To achieve the aim of creating and maintaining high quality and healthy places, the plan proposes that policies CDP1 and CDP2 will be applied to all development proposals throughout the city. These policies emphasise the importance of placemaking, sustainability and health in all aspects of development. CDP3 and CDP4 complement the first two policies by directing development into specific areas where economic growth has been prioritised and local services can be supported. The purpose of these policies is to encourage developers to think more holistically about how proposed developments might impact on the wider functioning, sustainability and liveability of places.

A vision for the city

To ensure that local people understand the importance of the LDP in shaping how the city might change, some felt that the LDP should make ambitious suggestions around how the city might look in the future (e.g. What will Glasgow look like in 2020 or 2030?). It was also felt that it could be beneficial to share information and communicate what is happening around the city to achieve the vision. Several commented that this was the most important message currently missing from the current LDP.

Addressing inequalities

It was hoped that the Placemaking principle could help planners exert more influence over the unequal distribution of poor quality neighbourhood environments and help to reduce inequalities. To ensure the effective implementation of the Placemaking Principle, a long-term focus on improving conditions for people who are socially excluded was felt to be important. It was stated by some that the tensions that exist between meeting local needs and ensuring economic growth for the city should be addressed, particularly as people living in more deprived parts of the city have often not benefited from policies for economic growth.

There was discussion as to what spatial planning could realistically do in terms of improving health and reducing health inequalities. It was suggested that policies can have an impact, but that it would also be useful to align planning policies with other related action, e.g. minimum pricing and location of alcohol outlets. While the LDP was seen to be limited in terms of the extent to which it could shape inequalities, it was felt that it could help to improve the quality of environments and support effective partnerships in many areas (e.g. developing better links to community planning).

Using planning powers more effectively

Discussion took place around how planners might use their powers more effectively and be bolder about asking for specific developer contributions – e.g. lighting, creating and adding to movement networks (walking and cycling), providing buildings/structures for local facilities, etc. However, many people expressed that they felt the current planning structure lacked the confidence to be more demanding with developers.

Networks of centres

Policy CDP4-Network of Centres was welcomed as a positive change which, alongside the placemaking and economy policy, was seen to be a potentially very powerful policy set. People felt that a positive step might be to carry out an audit of each centre as a way of better understanding how communities use local centres and would like to see them develop. It was suggested there is a need to learn from what effective area partnerships are doing at a local level and that these could be mapped to provide help with future approaches to land use. Past approaches to identifying community needs based on counting resources within communities (e.g. local assets, services and facilities) were seen as an ineffective driver for change, as it was felt that more needed to be done to truly understand what communities want and need. Although some thought that planning could do more to restrict health damaging resources which are more likely to be located in areas of deprivation (e.g. payday lenders; alcohol outlets; betting shops and hot food takeaways), others felt that that the LDP had very limited powers to address this.

Sustainable transport

Creating transport and community hubs based around people's movement patterns was seen to be a good starting point for developing a successful network of centres. There

was an overall agreement in favour of using travel surveys to explore movement patterns across the city to develop a sustainable transport strategy. It was suggested that this approach would have positive impacts across neighbourhoods by helping to establish population needs. This was considered important as it was felt that current travel statistics reflected commuting patterns in and out of the city rather than more local movement patterns. It was also suggested that more needed to be known about how to create truly 'walkable neighbourhoods'.

**Using evidence and local knowledge**

A number of people at the table felt that data derived from the Scottish Index of Multiple Deprivation (SIMD) could be used more effectively to shape decision-making, particularly as it was felt that more affluent parts of the city were continuing to gain the greatest benefits from development. Some felt that the quality of Glasgow's poorer neighbourhoods were not given sufficient attention in the LDP and there was a strong feeling that this oversight could contribute to widening inequalities. It was noted that although the SIMD was seen to be a valuable and underused resource, relying on statistics alone could be misleading. Issues within local areas were recognised as being complex and inter-related, and SIMD measures could only tell part of an area's story. It was noted that parts of Glasgow had changed dramatically in terms of SIMD ranking, but how this change has come about and what it meant for people living in these areas was less clear. Some felt that targeting specific approaches to local areas through a process of prioritisation and weighting could potentially lead to reductions in inequalities.

Placemaking was seen to be a concept based around local people's wishes, so it was considered important to have an understanding of needs and aspirations across different parts of the city. Overall it was felt that all LDP policies needed to be grounded in addressing the unique spatial condition of Glasgow. This, it was felt, could be addressed by combining SIMD statistics with more local community audits (see figure 1).

Summary

In summary, it was felt that there were still some key issues that were not addressed in the LDP which could exacerbate inequalities within the city. There was concern that a vision of the city (i.e. a positive message of change) was not adequately expressed and that in order to address existing inequalities within Glasgow there needed to be strong

political leadership. It was felt that more information needed to be gathered around what is being done locally in order to explore how best to involve communities in regenerating parts of the city.
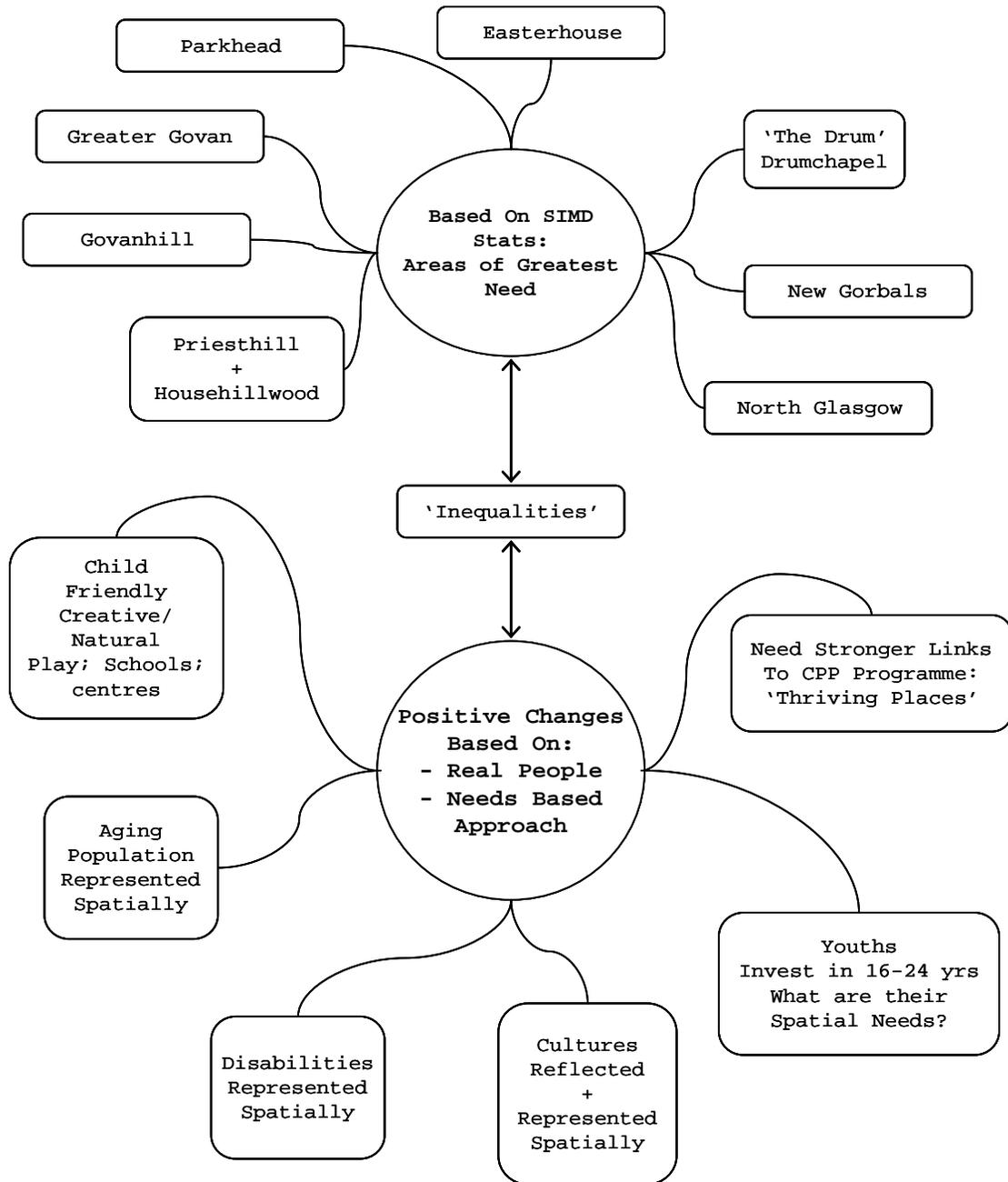
NOTE: *These are the same neighbourhoods identified in City Plan 1 in 2003.*

Figure 1: A diagrammatic representation of the discussion at table 1

TOPIC 2 – HOUSING

About this topic

The second group focussed on policy CDP10: Meeting Housing Needs, which addresses the need for providing land for the development of both private and affordable housing in Glasgow. The policy aims to ensure that the growth and diversification of the population is accounted for in terms of the provision of affordable and quality housing options. It also identifies areas for green belt release for private housing development, supporting mixed tenure in Transformational Regeneration Areas and helping to bring forward the development of brownfield sites.

Alignment with other strategies and policies

There was some uncertainty around whether supplementary guidance would identify what types of housing are needed in different city locations or whether this has already been identified in other strategies. This raised questions around how well the LDP linked in with existing strategies to ensure that due consideration was given to the LDP across other housing policies. For example, it was suggested that it was important that other GCC and Community Planning Partnership policies should align with and support the LDP. It was also thought by some that a review of the economic development policy might help to re-define suitable housing sites in future, while it was also acknowledged that decisions taken in Glasgow are affected by adjoining local authority plans.

Brownfield development

It was felt by many that house builders are not currently delivering the principles set out in Designing Streets, a national policy statement on Scotland's streets. It was suggested that the tension between what house builders and householders want could be alleviated, in part, by increasing developer requirements and by making local residents more aware of opportunities to make use of stalled brownfield sites. While it was recognised that brownfield sites continue to be the preferred housing option across the city, it was expressed that there have been few attempts to prioritise these. Some sites were viewed as being less costly to remediate or more attractive for housing than others, and it was hoped that this issue could be addressed in supplementary guidance. It was also suggested that important lessons could be learned about local communities from existing research such as that being carried out through the Go-Well study.

Neighbourhood regeneration vs. city centre growth

Some wondered whether the vision for Glasgow should be focussed on a vibrant city core, since natural suburbs are outside the city's boundaries. However, it was also argued that continuing to focus on the city core while ignoring deprived areas would only exacerbate existing inequalities. It was suggested that a positive narrative about city living needed to be created and marketed to attract people back to the city. At the same time, it was noted that attracting the wealthy back to the city could result in pricing people out of certain neighbourhoods.

Transport

It was thought to be important to link housing developments with town centres and to prioritise high density new development where (sustainable) transport links are already available. There was discussion about how roads can be barriers between some communities and it was suggested that an assessment of how existing roads impact on the connectivity of communities might lead to some existing roads being changed, such as the Clyde Expressway. On the subject of transport it was also noted that linking transport policy to public transport is challenging because of the deregulated bus market.

Adaptable housing

It was thought that more consideration needed to be given to how neighbourhoods might support the development of housing types that allow people to remain there for the duration of their life. This was seen to be important in terms of retrofitting existing properties and building new homes. It was suggested that all new housing should be future proofed in order to meet the changing needs of the city's population, both in terms of the ageing population and ensuring a child-friendly focus is prioritised.

Factoring and maintenance

Discussions around factoring and maintenance arose concerning people living in private dwellings or communal properties. It was felt that some people may not have the resources to make necessary property upgrades and that this could have long term implications for the state of the housing across the city. Discussions around factoring focussed on how to make housing more suitable for tenants needs. Some of the key concerns included communication, information, transparency, consistency and quality control.

The social impacts of housing

A discussion took place around the community resources required for a city where single person households are becoming increasingly common, as well as the need to better understand how good quality neighbourhood design can help to build social cohesion and social capital. Further discussion focussed on how local input into the creation and implementation of good quality neighbourhood design can positively affect the community.

Housing quality and design

Many noted that the quality of the housing stock remains a fundamental issue that needs to be addressed, and that at the very minimum, homes need to be warm, secure and affordable. There was also discussion about whether space standards in homes were adequate to meet people's needs (e.g. kitchens, bedrooms, bike storage, greenspace). In terms of design and sustainability, it was felt that there needed to be more assurances that housing would deliver value for money in terms of design quality and eco-standards, and there was discussion about enhancing regulations which reduce carbon emissions, improve fuel efficiency and enable new and existing homes to adapt to the challenges of climate change. There was criticism of BREEAM for not being a very challenging standard.

Three final questions were raised by the group in terms of issues that the LDP should consider:

What influence can be exerted to ensure the quality of private rental housing?

Are Travellers' sites mentioned in the LDP?

Can the LDP include provision for individual unit self-build?

Summary

Housing was seen to be a broad issue which is influenced by a range of organisations and strategies, and it was felt by many that connecting with other housing strategies would be important for ensuring that the policies set out in the LDP could be effectively implemented. It was felt by many that the housing stock in areas of deprivation was particularly poor and that throughout the city problems would arise around the future maintenance of properties. Links were also made to transport here, and it was strongly felt that developers should be contributing to the development of more walkable and attractive neighbourhoods as a way of helping to build social capital. Current design, space and sustainability standards were criticised for not being stringent enough, which was considered important as it could result in people living in inadequate housing and carbon reduction targets not being met.

TOPIC 3 - TRANSPORT

About this topic

The policy on transport within the LDP (policy CDP 11 – Sustainable Transport) safeguards existing and potential future transport routes (including roads and sustainable transport routes). It also aims to shape travel choices by aligning new development with existing public transport provision. It includes aspects of parking policy such as the maximum number of car parking spaces to be allocated for particular types of development and how city centre parking should be regulated.

The policy also provides a context for increasing active travel. Through the placemaking approach, it requires that new developments include a consideration for walking and cycling in their design. It also encourages integrated infrastructure (the integration of SUDS systems, green infrastructure and active travel routes), as well as encouraging developments that make active travel choices more appealing and realistic for people (e.g. showering facilities in new office space). Importantly, the policy does not cover decisions about the roads or highways (e.g. introducing cycle lanes or dropped curbs), as this falls within the remit of Land and Environmental Services.

Culture

It was stated that society is geared towards driving rather than other more sustainable forms of travel in Glasgow, with infrastructure budgets prioritising car use over walking and cycling. This point is illustrated using the example of the existing motorway system, which was seen by many to create a city divide. Although a range of approaches were seen to be necessary for encouraging more widespread active travel, increasing the budget for it was seen to be particularly important. It was suggested that the enforcement of road rules could be a problem in the city, and that car drivers, buses, taxis, cyclists and pedestrians were not always courteous and respectful to one another. Overall it was suggested that the LDP does not currently go far enough to encourage active travel; instead strengthening car-reliance (in particular around issues such as

retail) at a time when walking and cycling should be becoming more accessible. In terms of walking infrastructure, one suggestion was to put more thought into how high quality walkable connections to all public transport stops/stations could be developed. This, it was stated, should take local desire lines into consideration to assess how people move between different parts of the city. One challenge discussed was the hub and spoke bus system, which doesn't allow for orbital travel through the city outskirts; instead moving directly between the centre and the suburbs that are only accessible by linear routes.

Political buy-in and vested interests

Several people mentioned that a radical change to the way in which transport decisions were made would be dependent on the emergence of a political champion to support the cause. It was also stated that the delivery of the LDP required senior political support. One barrier to change was seen to be free parking, which was a perk that many decision makers were seen to benefit from currently. It was suggested that this perk should be removed.

Alignment with other strategies

As with other topics, aligning the LDP with existing strategies was seen to be important. Here, much of the discussion centred on the separateness of Land and Environmental Services (LES) and Development and Regeneration Services (DRS), and in particular how this needed to be overcome in order to align the LDP with the Transport Strategy. The requirement to update the Transport Strategy was seen to represent an opportunity to develop a city wide strategy for all modes of transport. One possible way forward was suggested as establishing a working group with staff from LES and DRS.

Social justice and demographic factors

There was discussion around the social justice dimension of travel, with travel options being experienced in different ways by different groups. It was stated that many people living in more deprived areas of the city were less likely to own a car, which while in theory should result in greater levels of walking, may not be the case because the surrounding environment is not conducive for walking. Other social factors were put forward as being important influences on travel choices such as demographic differences (e.g. gender and ethnicity were thought to influence perceptions of safety). Life stage differences were also seen to be an important influence of people's

experience of travel, and certain modes of transport were understood to be more or less desirable for people of a certain age.

Innovative communication/making things easier

There was discussion around the development of maps and apps in order to reach more people about local opportunities for walking (e.g. geological, heritage, public health walks). It was also thought that apps could be used to show city heritage trails (e.g. Dennistoun Community Council Walks) and that these could be promoted and used in schools. Further, it was suggested that it would be helpful to increase the amount of digital readouts on bus stops and to increase signage to facilitate the use of public transport and to make active travel choices more appealing.

Learning from the Commonwealth Games

It was noted that a great deal could be learned from the Commonwealth Games. It was felt that Glasgow should not be a difficult city to walk and cycle around given its size. It was also noted that during the Games the increased transport need was met with increased capacity, both in terms of making it easier to walk and cycle and in terms of providing access to public transport. However, it was suggested that there was no apparent legacy to this success in terms of reducing car dependency. Therefore, it was felt that it might be useful to explore why and how it worked, and to use this knowledge to implement further strategies. Another perceived success was the painted signage on streets/pavements during the Games, which was thought to be a creative way of encouraging people to walk.

Measures to increase feelings of safety

An important question posed was how the LDP could increase opportunities for mixed use developments as away of increasing footfall at all times of the day. To encourage more evening activity, it was suggested that spaces should not be designated for single use (e.g. offices) where footfall naturally decreases in the evening. Creating destinations for all hours was seen to be important for increasing feelings of safety after dark. It was thought that this could be addressed in the Placemaking Supplementary Guidance. Another suggestion for increasing feelings of safety and promoting active travel was to develop a strategy for lighting and natural surveillance (e.g. walkways being overlooked).

Thinking differently

Possible ideas around how to deliver a more effective transport system included potentially contested approaches such as dropping the 100% parking for houses in areas that are well served by public transport. There was also a call to reduce the width of roads to provide fewer lanes for motorised transport and to use the freed up lanes for integrated openspace for cycling, walking and linear parks. Finally, it was suggested that eco-village options could be applied in Glasgow (similar to those in Freiburg), after disappointment was expressed that eco-village options had been dropped from the LDP.

Suggestions to maximise positive health impacts and minimise negative the impacts of LDP in relation to transport were as follows:

- Gritting footpaths and cycle paths as well as roads in the winter.

- Undertaking a mapping exercise to match car ownership with retail catchment areas.

- Carrying out an assessment of the public transport infrastructure to guide town centre development.

- Finding ways to retrofit additional demand for transport within the existing transport infrastructure.

- Inserting ambitious and specific modal shift targets, specifying actions to support them and putting up adequate levels of investment to achieve them.

- Thinking 'outside the box' about transport – comparators included Copenhagen, London, Bristol, Amsterdam, New York, Freiburg, Bogata.

- Encouraging the provision of more charging points – encourage developers to put in charging points.

- Encouraging better integration of different transport providers.

- Joining up transport options (e.g. providing more bike racks on public transport).

- Encouraging the extension of Next bikes and adding children's bikes to fleet.

- Promoting more integrated green infrastructure projects.

It was recognised that some of these suggestions were within the remit of LES while others were the responsibility of DRS. However, it was also acknowledged that having better links between the departments would give some of the suggestions a better chance of being implemented.

Summary

Discussions covered a range of topics in relation to transport, with a particular focus on how to encourage people to choose to walk and cycle more. This was seen to a difficult task while budgets continued to support car use. Further, it was felt that more political buy-in would be needed for sustainable transport policies to become more common. It was also felt that within Glasgow City Council efforts to better align DRS and LES could help to deliver a more integrated strategy for transport in the city. Learning from the Commonwealth Games and from other cities was also seen to be potentially useful in terms of improving transport options within the city, while integrating different modes of transport was seen to be important in linking different places more effectively and ensuring a more user friendly transport system. Finally, there was a suggestion that more could be done to encourage night time activities in the city. This was seen to be potentially beneficial in terms of improving feelings of safety while cycling or walking at night.

TOPIC 4 - GREENSPACE

About this topic

The discussion at the table on greenspace brought together policies CDP6 – Green Belt and Green Network, CDP 7 – Natural Environment and CDP 8 – Water Environment. These policies aim to ensure that development does not encroach on the existing green belt. They also support the development and protection of the green network to enhance biodiversity, provide adaptation responses to climate change and to help to minimise and alleviate flood risks. The discussion covered a variety of points that have been grouped under three headings.

Making better use of vacant and derelict land

It was widely recognised that Glasgow is unique in terms of the inequalities that exist around access to good quality greenspace, with good quality environments often being situated in close proximity to bad ones. It was therefore suggested that areas which have particularly poor quality green spaces should be targeted for improvement. As a problem across much of Glasgow, vacant and derelict land (VDL) was seen to provide an opportunity for communities to get involved in local forms of regeneration. Rather than seeing VDL as being an entirely negative community feature, it was felt that this land could provide an important opportunity for communities to take ownership of neglected sites. The Stalled Spaces initiative was discussed as an example of good practice, particularly as it was considered to be playing a part in reducing poverty and inequalities. It was felt that this approach to development could become more widespread, particularly as there are a range of ways in which VDL can be usefully transformed (e.g. allotments, urban forestry, arts projects, local food growing and city farms).

The development of VDL was seen to be a way of galvanising communities around the use of spaces within their area. In terms of local issues, it was stated that communities would often self-organise around issues that are considered important to them. It was suggested that because the 'market' does not favour the development of brownfield sites, measures could be taken to 'green' VDL and allow communities to occupy them until market conditions improve. This was suggested as being one way in which the city could improve the quality of the environment and work in tandem with the market rather than against it. While such approaches were generally seen to be temporary measures, it was suggested that in some instances these could become permanent (parks, allotments, gardens, activity spaces, etc).

The multiple benefits of greenspace

Development which incorporates greenspace was thought to be important for the creation of new jobs in that companies are likely to locate in areas that are attractive. Multiple effects relating to sustainability and health were also cited in relation to greenspace. Improving green infrastructure (e.g. cycle paths), it was suggested, would have a positive impact on people's quality of life and make places more attractive to investors. More specifically, several people thought that more could be made of existing assets such as the River Clyde, with lessons from cities such as Paris or London being used to make better use of it for tourists, residents and businesses. Similarly with greenspace, taking a different approach was seen to be important in terms of changing perceptions about its community value. It was also felt to be important to create 'green' fingers to link outlying communities from the centre. This could help to establish 'green' transport links, enable communities to occupy and develop new spaces and help to create value along the edge of the new 'green'.

Partnership working

The need to work in partnership with other organisations to help to support behaviour change in relation to greenspace use was raised. While it was felt that the LDP could help to provide the infrastructure for walking and cycling, this alone was not seen to be

sufficient to encourage more people to walk and cycle (i.e. walking and cycling needed to be desirable for it be well used). Thus, it was felt that it was important to work with others to normalise walking and cycling in some areas. One suggestion for achieving this was to use peer leaders (e.g. the Glasgow Greeters) to raise awareness and encourage the use of the walking and cycling infrastructure within local areas. This, it was felt, could enhance social cohesion as people would feel better able to access different parts of the city and more proud of their own neighbourhood resources.

As with other themes, some people felt that better links could be made with community planning and community health partnerships as a way of addressing health issues in the city. In these discussions it was suggested that finding synergies could be important for joining up actions with existing groups. Rather than taking a singular approach, it was suggested that linking targeted actions on drainage, water management, sustainability, biodiversity and active travel could have a noticeable impact on health.

Summary

This topic covered three broad areas of discussion. From the conversations it would appear that there was a great deal of support for making better use of vacant and derelict land in the city, particularly as it was thought it could bring benefits which extended beyond improving the quality of the environment. Of all the topics discussed this appeared to be the one where communities could have the most significant impact on development and land use decision-making. Secondly, there was a strong argument that improving the green quality of the city made strong economic sense and would attract businesses to the city. There were also links made to transport here, with the further development of green infrastructure seen to be important in terms of encouraging people to walk and cycle in the city. Finally, as with other themes, there was a strong emphasis on partnership working to help deliver greenspace improvements. This was because multiple issues could be addressed by linking actions (e.g. greenspace provision, biodiversity, sustainable urban drainage, active travel).

Summary of the event

There was considerable enthusiasm and many good ideas generated throughout the event. Conversations ranged widely, although there was a great deal of overlap across the tables in terms of the themes or ideas being discussed. Due to the range of people involved there were varying levels of understanding of what the LDP could and could not do to influence the issues under discussion. One consistent topic of discussion was the existing inequalities within Glasgow and how this issue should be given greater consideration within the LDP. Other well cited or important issues raised were:

- The LDP should provide a strategic vision for how the city might look in the future.
- The LDP needs to align with other relevant strategies and connections need strengthening between DRS and other GCC departments where there are strong overlaps in terms of priorities and commitments.
- There is a need to work in partnership with organisations across the city to deliver improvements or to create new plans (particularly where other groups can provide important local knowledge).
- Community involvement should be encouraged in land use decision-making, particularly in areas where vacant and derelict land could be transformed into more productive uses.
- A priority should be to increase political buy-in iaround improving the environment, encouraging more walking and cycling and ensuring that the budget provided to achieve this is adequate.
- Connections throughout the city need improvement, not just in terms of improved public transport provisions, but also through improved walking and cycling connections, creating more integrated green infrastructure and creating possibilities for more night time activities.

People were actively engaged and many expressed that they wanted to see the ideas from the day move forward into practical solutions. There was a genuine desire to continue to engage with the Local Development Plan team to assist in the development of Supplementary Guidance.

How might these findings be used?

- To support the development of supplementary guidance to support the LDP.
- To help shape the development of the finalised LDP.
- To consider possibilities for connections to be made with existing and future policies and strategies.
- To help strengthen connections between GCC departments.
- To help guide the creation of future strategies in terms of how proposed policies might impact on health.
- To bring the issue of health inequalities and environmental justice to the forefront of future planning practice.
- To enable reflection on how existing evidence and local knowledge can be effectively used to shape planning practice and policy.

Appendix 1 – Outline of the day

HIA of the Local Development Plan

Agenda

Monday 25th August

The Lighthouse, 2nd Floor, ADS offices

11 Mitchell Lane, Glasgow G1 3NU

10.00	Registration (tea/coffee on arrival)
10.30	Welcome and introduction (why are we here?)
10.40	Gillian Dick - Intro to LDP
11.00	Questions for Gillian Dick
11.10	HIA screening: thinking about populations
11.40	Refreshment break
11.50	Intro to World Café - sessions 1 and 2
13.00	Lunch
13.45	World Café - sessions 3 and 4
15.15	Closing session
15.30	Finish

Appendix 2 - Attendees

Alan	Duff	Glasgow City Council
Alastair	Brown	Glasgow City Council
Stephen	Birrell	Dennistoun Community Council
Lucille	Brown	Glasgow City Council
Eamonn	Campbell	Glasgow City Council
Alastair	Corbett	Glasgow Clyde Valley Green Network
Etive	Currie	Glasgow City Council
Eric	Dawson	Architecture and Design Scotland
Gillian	Dick	Glasgow City Council
David	Dunlop	Glasgow City Council
Lorraine	Edwards	Glasgow City Council
Jackie	Erdman	NHS GG&C
Raffaele	Esposito	Glasgow City Council
Suzanne	Glennie	NHS GG&C
Calum	Guthrie	Glasgow Life
Martin	Higgins	NHS Lothian
Sue	Hilder	Glasgow City Council
Mhairi	Johnson	Glasgow City Council
Russell	Jones	Glasgow Centre for Population Health
Lorna	Kelly	Glasgow Centre for Population Health
Ruth	Kendall	NHS GG&C
Patti	MacLeod	Glasgow City Council
Suzanne	McShane	Glasgow City Council
Laura	Telford	Glasgow City Council
Emma	Thomson	Glasgow City Council
Bruce	Whyte	Glasgow Centre for Population Health
Gregor	Yates	Glasgow Centre for Population Health