Shaping Places for Wellbeing Programme

Clydebank Project Town

Clydebank Health & Care Centre Travel Plan
Place and Wellbeing Assessment Report
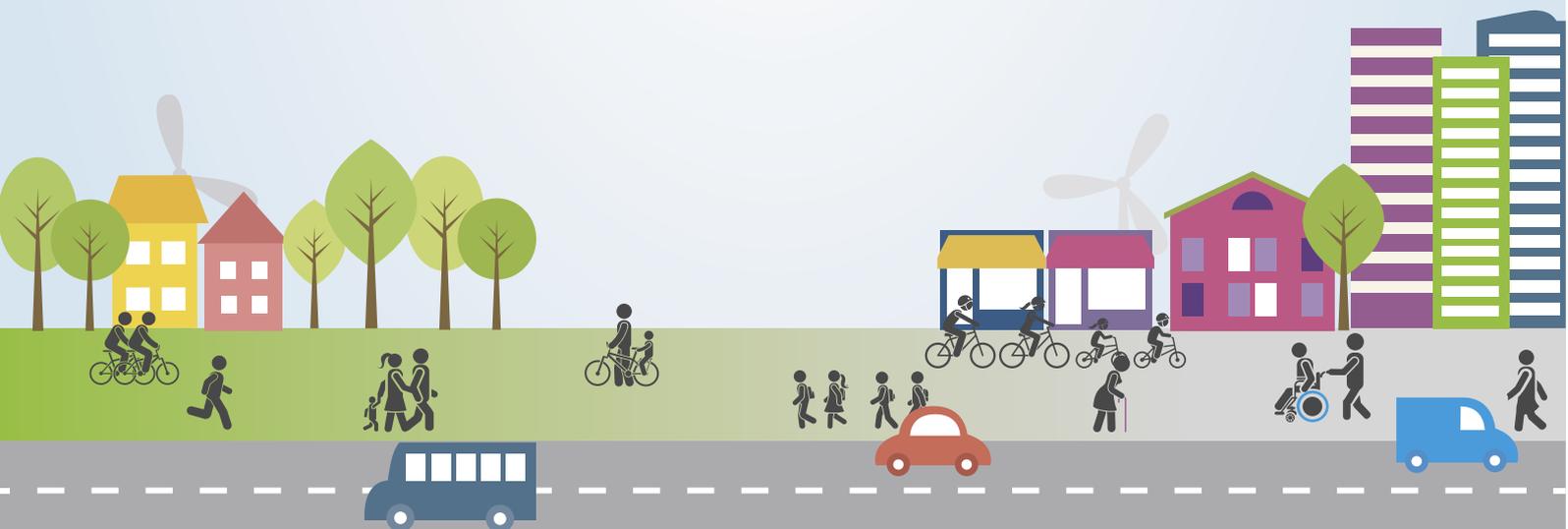
About the report

This is a report of a Place and Wellbeing Assessment held in May 2023 to consider the draft Clydebank Health & Care Centre Travel Plan and how it could affect the health and wellbeing of the Clydebank population.   West Dunbartonshire Health & Social Care Partnership has a major role to play in encouraging staff, patients and the general public to use sustainable travel and this Travel Plan provides an opportunity for the Partnership to implement best practice at the Clydebank Health & Care Centre site and lead by example.

We know that the places we create impact on those who live, work and relax in them and can have a positive or negative influence on their health and wellbeing. The process applied during the workshop takes a place-based approach considering the consequences of our actions on creating a place that has a positive impact for those who live, work and relax there.

Participants were asked to use their knowledge and expertise to consider how the Travel Plan is likely to impact on creating a place that enables wellbeing. Using the data gathered by Public Health Scotland's Local Intelligence Support Team (LIST), as part of the Shaping Places for Wellbeing Programme, discussions also considered population groups highlighted in this data as being impacts by inequality. This included:

- **People living in poverty**
- People experiencing mental health issues
- People experiencing substance use (focus on alcohol)
- Premature morbidity

The report begins with a Report Summary detailing the broad themes identified from the assessment process. This is followed by a summary of the plan under consideration; information about the Shaping Places programme and the assessment process; and details of participants in this assessment session. The remainder of the report outlines the discussion that took place and shares recommendations to consider to enhance the strategy's contribution to health and wellbeing, themed by the Place and Wellbeing Outcomes. Included alongside these is relevant evidence from Public Health research papers that inform the Place and Wellbeing Outcomes.

Report Summary

The Clydebank Health & Care Centre Travel Plan contributes to delivering and supporting many of the aspects of a place that enables the wellbeing of those who live, work and relax in Clydebank and wider West Dunbartonshire. The review of the Travel Plan is an opportunity to broaden the contribution of place to both overall wellbeing and to reducing inequality in some communities.

The following broad themes were identified:

- The importance of equity of access to health and care services and other essential assets and resources within the community is key to improving health and wellbeing and reducing health inequalities.
- Collaboration amongst organisations is required to identify and understand the barriers to accessing services and the contribution of walking, cycling and public transport in opening up more choice particularly for those with no access to car. Working across organisations and sectors is key to developing joined-up approaches to address and overcome these issues, for example, to deliver improvements in local infrastructure.
- Developing a wide range of accessible activities and opportunities in and around the centre that address the needs of different population groups will play a key role in communicating and achieving the centre's wellbeing ambitions for the local community.
- The need for improved communication was highlighted in terms of disseminating key messages on all aspects of the Travel Plan and will also be vital in engaging communities and local stakeholders to progress any emerging developments.
- Community involvement and engagement, particularly with those population groups identified as experiencing inequality, emerged as important in understanding barriers and developing solutions to a range of issues.

Overarching recommendations include:

- A named contact/job role within West Dunbartonshire Health & Social Care Partnership with responsibility for implementing the Travel Plan is identified and referenced in the Plan.
- A named contact/job role within West Dunbartonshire Council with responsibility for active travel is identified and referenced in the Plan.
- The Plan includes reference to "unmet infrastructure needs" required to deliver the Travel Plan ambition and highlights the importance of these needs as a high priority in the 'Pipeline of Projects' for Clydebank.

Summary of Clydebank Health & Care Centre Travel Plan, links with Shaping Places for Wellbeing Programme Context and Participants

Summary of background of the Clydebank Health & Care Centre Travel Plan

Clydebank Health & Care Centre is managed by West Dunbartonshire Health and Social Care Partnership and serves an estimated population of over 30,000 across Clydebank.

The Travel Plan is a document developed to identify a package of measures tailored to the specific needs of this new Clydebank Health & Care Centre site that will encourage use of sustainable transport modes. With the new site being fully operational for over a year, the Clydebank Health & Care Centre Travel Plan is currently due for review.

Follow up staff and patient travel surveys were carried out earlier this year to inform the review and similarly the Place & Wellbeing Assessment will contribute to this process.

As West Dunbartonshire Health & Social Care Partnership has a major role to play in encouraging staff, patients and the general public to use sustainable travel this Travel Plan provides an opportunity for the organisations to implement best practice at the Clydebank Health & Care Centre site, lead by example and promote their active travel ambitions.

It is intended that the updated Clydebank Health & Care Centre Travel Plan will be submitted via the appropriate regulatory processes and then be implemented.

Links to Shaping Places for Wellbeing Programme

In line with the Place Principle the Shaping Places for Wellbeing Programme ambition is to improve Scotland's wellbeing by reducing the significant inequality in the health of its people. The Programme objective focusses on the evidenced impact that the places where we live, work and relax have on our health and wellbeing. This impact can be positive or negative and this Programme aims to ensure these unintended consequences are fully considered when we make decisions about a place.

All of the evidenced features that a place needs to exhibit for it to have a positive impact on health and well-being are set out in the Place and Wellbeing Outcomes. Our objective is to support delivery of these outcomes. A process used for doing so is a Place and Wellbeing Assessment. This paper is the output of one of these assessments.

A Place and Wellbeing Assessment involves a workshop pulling together expertise and perspectives from attendees to consider a plan, policy or decisions impact on delivering a place that enables wellbeing. It asks attendees to consider each of the Place and Wellbeing Outcomes with a lens on who is experiencing the most significant impact from inequality in that place.

Inequalities data

To get a better understanding about inequalities in the Project Towns, the Public Health Scotland's Local Intelligence Support Team (LIST) has been gathering data. This data will be used during the Shaping Places for Wellbeing Programme to highlight the people within each town who are being impacted most by poor health and wellbeing.

As well as having focused discussions on each of the five Place and Wellbeing Outcomes, the Place and Wellbeing Assessment also aims to place emphasis on the key groups/areas highlighted in the data in order to ensure strategic decision making considers the impact on those experiencing inequalities.

The LIST data for Clydebank has highlighted four key areas of focus. These are:

- **People living in poverty**
- People experiencing mental health issues
- People experiencing substance use (especially alcohol)
- Premature morbidity

Participants

- Alan Karas (Communities Project Worker, West Dunbartonshire Council)
- Alex Wilde (Chair, Shaping Places for Wellbeing Programme)
- Chris Kelly (Health Improvement Lead, West Dunbartonshire Health & Social Care Partnership)
- Colin Smith (Communities Team Leader, Communities Team, West Dunbartonshire Council)
- Donald Booth (Bus Development Manager, Strathclyde Passenger Transport)
- Gary Robertson (Network Analysis & Design Manager, Strathclyde Passenger Transport)

- Irene Beautyman (Programme Manager, Shaping Places for Wellbeing Programme)
- Joshua Doyle (Place-making Coordinator, West Dunbartonshire Council)
- Laura Evans (Service Improvement Lead, West Dunbartonshire Health & Social Care Partnership)
- Leigh Rennie (Project Officer and note taker, Shaping Places for Wellbeing Programme)
- Liam Greene (Roads & Transportation Manager, West Dunbartonshire Council)
- Liz Kerr (Business Manager, West Dunbartonshire Health & Social Care Partnership)
- Margaret-Jane Cardno (Head of Strategy & Transformation, West Dunbartonshire Health & Social Care Partnership)
- Mary Sinclair (Clydebank Project Lead, Shaping Places for Wellbeing Programme)
- Pamela Clifford (Planning, Building Standards & Environmental Health Manager, West Dunbartonshire Council)

Outline of Discussion and Recommendations by Place and Wellbeing Outcome

Movement

Active Travel

Everyone can:

- easily move around using good-quality, accessible, well-maintained and safe segregated wheeling, walking and cycling routes and access secure bike parking.
- wheel, walk and cycle through routes that connect homes, destinations and public transport, are segregated from, and prioritised above, motorised traffic and are part of a local green network.

Evidence and research:

- Active travel has the potential to improve health by increasing physical activity, weight loss and reducing obesity.[1]
- Active travel can increase social interactions.[2]
- Active travel has the potential to minimise health harms by reducing motorised traffic.[3]
- Protected bike lanes and secure bike parking increases diversity and inclusion.[4]
- Active travel has the potential to provide benefits to local economies.[5]
- West Dunbartonshire is ranked 8th lowest local authority for active travel across Scotland.[6]

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[1] Rissel C, Curac N, Greenaway M, et al. Physical Activity Associated with Public Transport Use - A Review and Modelling of Potential Benefits. International Journal of Environmental Research and Public Health 2012 9: 2454-2478

[2] Boniface S, Scantlebury, R, Watkins SJ, et al. Health implications of transport: Evidence of effects of transport on social interactions. Journal of Transport & Health, 2015. 2(3): p. 441-446.

[3] Staatsen B et al. INHERIT: exploring triple-win solutions for living, moving and consuming that encourage behavioural change, protect the environment, promote health and health equity. Brussels: EuroHealthNet; 2017. www.inherit.eu/wp-content/uploads/2017/06/INHERIT-Report-A4- Low-res_s.pdf

[4] (Women and Biking: A Case Study on the use of San Francisco Bike Lanes. University of California, Berkley).

[5] www.livingstreets.org.uk/media/3890/pedestrian-pound-2018.pdf

[6] https://scotland.shinyapps.io/ScotPHO_profiles_tool/

Summary of discussion:

The promotion of active travel features strongly throughout the Plan with good coverage of the associated positive impacts and health benefits. However, it would benefit from clearer objectives, targets, measures / actions in relation to active travel. Developing these within a local context would enable recognition of current challenges and exploration of potential opportunities and available resources to address these.

 The Plan is weighted heavily towards staff travel and would be improved by demonstrating a detailed understanding of patient travel, especially given the estimated numbers of staff (300+) and patient population (50,000). Objectives, targets and measures / actions should also specify whether they relate to staff or patients.

There was agreement amongst the group that local walking and cycling routes require improvement. The Plan would benefit from acknowledging this and referencing the support required from key service areas to improve the local infrastructure. Highlighting unmet need and considering the role of partners to secure funding and deliver improvements would demonstrate the value and benefits of a joined-up whole system approach. This approach is required to fully enable realisation of the Plan's active travel ambitions.

A West Dunbartonshire Active Travel document is currently being commissioned by West Dunbartonshire Council and is expected to address the need for improved walking and cycling routes.

Although the Plan includes reference to cycling and staff initiatives it would be improved by similar consideration of cycling accessibility for patients. Further detail on secure cycle parking, including appropriate e-bikes parking would also strengthen the Plan.

The Plan would benefit from detailed attention on walking from both patient and staff perspectives. Consideration of how walking can be combined with public transport usage and car use is important given the reported distance travelled by both patients and staff in recent travel surveys.

A campaign targeting staff and patients that live within walking distance of the centre, to promote the health benefits of walking and encourage walking would be beneficial, especially if this was accompanied by staff engaging patients on this subject.

Safety was recognised as a key feature in active travel and this is covered in the 'Streets & Spaces' and 'Feeling Safe'.

Recommendations to consider:

- Include reference in the Plan to West Dunbartonshire Health & Social Care Partnership Strategic Plan's active travel ambition.
- Ensure the Plan provides equal consideration to patients in relation to active travel.
- Develop clear active travel objectives, targets, measures / actions for inclusion in the Plan.
- Include reference to partners and service areas with a role to play in improving local infrastructure in the Plan.
- Include reference to identifying solutions for safe and secure parking and storage of bikes, including electric bikes in the Plan.
- Include reference to the development of a walking campaign targeting patients and staff living within walking distance of the centre.
- Ensure the Plan's supporting Communication Strategy includes wide-ranging coverage of active travel benefits, information and available opportunities for both patients and staff.
- West Dunbartonshire Health & Social Care Partnership to engage with West Dunbartonshire Council and commissioned consultants on West Dunbartonshire Active Travel to progress implementation of the final Plan.

Public Transport

Everyone has access to a sustainable, affordable, accessible, available, appropriate, and safe public transport service.

Evidence and research:

- Public transport has the potential to reduce carbon emissions. [7]
- Public transport has the potential to encourage active travel.[8]

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[7] Patterson R, Webb E, Hone T, et al. Associations of Public Transportation Use With Cardiometabolic Health: A Systematic Review and Meta-Analysis. American Journal of Epidemiology 2019 188(4):785- 795   Aether Evidence Review of the Potential Wider Impacts of Climate Change Mitigation options: Transport sector. Report to the Scottish Government 2017 Available from https://www.gov.scot/binaries/content/documents/govscot/publications/research-andanalysis/2017/01/evidence-review-potential-wider-impacts-climate-change-mitigation-optionstransport/documents/00513155-pdf/00513155-pdf/govscot%3Adocument/00513155.pdf

[8] www.inherit.eu/wp-content/uploads/2017/06/INHERIT-Report-A4-Low-res_s.pdf

- Links between public transport and reduced obesity, physical activity, and mental health.[9]
- Public transport has the potential to improve access to services and facilities and connect communities.[10]
- Certain groups such as women, students and older people are likely to be at higher risk of transport poverty.[11]
- One third of Scotland's households do not own a car and this increases to half the households in deprived areas. [12]
- Certain groups in the population are disproportionately affected by the lack of available and affordable public transport. [13]
- Community Transport offers a range of health benefits, including improved access to health services, fewer missed appointments and the continued ability to live at home. [14]

Summary of discussion:

Clydebank is generally considered to be well served by public transport, with many destinations reachable by bus or rail. However, some areas within the patient catchment area of the centre are not well served.

Travel survey patient feedback suggests that Queens Quay is generally not perceived to be served well by bus. This has potentially been exacerbated by patient expectations that a bus stop would be located directly outside the new site, as existed at the previous centre.

However, it was highlighted that many of the bus routes serving Clydebank include a bus stop that is located within 3 to 4-minute walking distance of the centre. The group agreed that an understanding of the reasons for current perceptions of the route is required, along with the reasons underlying a reluctance to walk this short distance. This requires consideration of a range of factors including: signage, information availability & accessibility, knowledge and experience of the 3-4-minute walk and feelings towards it.   See 'Streets and Spaces' section.

[9] Patterson R, Webb E, Hone T, et al. Associations of Public Transportation Use With Cardiometabolic Health: A Systematic Review and Meta-Analysis. American Journal of Epidemiology 2019 188(4):785-795

[10] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/847884/Transport__health_and_wellbeing.pdf

[11] Transport and inequality: an evidence review for the Department for Transport https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/843487/Transport_and_inequality_report.pdf

[12] Scottish Household Survey, 2018

[13] Cooper E, Gates S, Grollman C, et al. Transport, health, and wellbeing: an evidence review for the Department for Transport. London: NatCen; 2019. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/847884/Transport__health_and_wellbeing.pdf

[14] Research into the Social and Economic Benefits of Community Transport in Scotland – Transport Scotland 2015

The Plan would be improved by providing comprehensive information on the bus services currently available and information on alternatives available for patients for whom public transport is not suitable or accessible for, e.g. MyBus and other assisted travel schemes.

Recognising the lower levels of car ownership and dependence on public transport in areas with high levels of poverty is important, especially given the high levels of poverty across Clydebank. The Plan would therefore benefit from consideration of potential barriers to public transport usage for people experiencing poverty. People experiencing poverty may not make the journey to the centre because they cannot afford it. As transport poverty is a key barrier to making use of public transport, it would be useful for the Plan to consider how this could be addressed through various approaches such as voucher schemes, capping commercial bus fares, free bus service to access the health centre, shuttle bus provision, etc.

Recommendations to consider:

- Ensure the Plan provides equal consideration to patients in relation to public transport.
- Develop clear public transport objectives, targets, measures / actions for inclusion in the Plan.
- Ensure the Plan's supporting Communication Strategy includes promotion of public transport information and provision for both patients and staff.
- Include details of assisted transport available in the Plan.
- Include reference in the Plan to the importance of West Dunbartonshire Health & Social Care Partnership working with West Dunbartonshire Council to develop a collaborative approach to understand the current perceptions on bus provision and reasons for reluctance to walk 3-4minute distance.
- Include reference in the Plan to West Dunbartonshire Health & Social Care Partnership working with key partners to assess the extent of poverty hindering use of public transport to access health services in Clydebank and to explore opportunities to prevent this barrier.

Traffic and parking

Everyone can benefit from:

- reducing traffic and traffic speeds in the community.
- traffic management and design, where traffic and car parking do not dominate or prevent other uses of space and car parking is prioritised for those who don't have other options.

Evidence and research:

- Motorised transport has the potential to reduce levels of physical activity and social interactions. [15]
- Motorised transport has the potential to increase air and noise pollution and greenhouse gases. [16]
- Cars can help people to access services and communities. [17]
- Parking should be prioritised for people who don't have other options. [18]
- People in deprived areas can be exposed to higher levels of air and noise pollution and certain groups of the population can be more adversely affected by poorer air quality. [19]

Summary of discussion:

The usage and management of the centre's onsite car park was the main focus for this outcome. The majority of travel survey respondents (75% patients & 88% staff) reported travelling to the centre by car with the majority reporting use of onsite parking (94% patients & 89% staff). Further research is currently underway to assess car park usage and establish peak times and this will inform future management of the onsite car park.

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[15] Mueller N, Rojas-Rueda D, Cole-Hunter T, et al. Health impact assessment of active transportation: A systematic review. Preventative Medicine 2015;76:103–114

[16] Transport Scotland. National Transport Strategy. Edinburgh; Transport Scotland; 2020. www.transport.gov.scot/our-approach/national-transport-strategy/

[17] Transport, health, and wellbeing: an evidence review for the Department for Transport https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/847884/Transport__health_and_wellbeing.pdf

[18] Transport use, health and health inequalities: The impact of measures to reduce the spread of COVID-19. https://publichealthscotland.scot/downloads/transport-use-health-and-health-inequalitiesthe-impact-of-measures-to-reduce-the-spread-of-covid-

[19] Marmot M, Allen J, Boyce T, et al. Health equity in England: The Marmot Review 10 years on. London: Institute of Health Equity; 2020. www.health.org.uk/publications/reports/the-marmot-review-10-years-on

The group agreed that parking should be prioritised for those who are unable to use other methods of transport, with disabled space provision a priority. A new policy around use of mobility scooters is also being considered.

Recognising that 'convenience' was one of the most frequently reported reasons in the travel survey for travelling by car to the centre, the group was keen to consider how it could become less convenient to travel by car, but in a way that positively encourages use of public transport and active travel. There was discussion on what would encourage people to think about making different choices and whether this should include only making parking convenient for those who needed to use a car due to mobility issues. This would then be accompanied by improved connectivity with walking and cycling routes around the area.

The group recognised that there would be value in exploring parking restrictions, including staff permit parking with consideration of priority for those participating in car sharing schemes.

Concern was expressed about unsafe and potentially dangerous parking at the front of the health centre where currently there are no yellow lines. West Dunbartonshire Council reported that an evaluation of the requirement for single and double yellow lines is currently underway and that this will result in improvements by early 2024, with speed controls also being looking at.

Recommendations to consider:

- Ensure the Plan provides equal consideration to patients in relation to traffic and parking.
- Consider the inclusion of clear objectives, targets, measures / actions for inclusion on traffic and parking in the Plan.
- Parking management approaches informed by the car park usage assessment are referenced in the Plan.
- Prioritised parking for those who are unable to use other methods of transport and review of disabled space provision is referenced in the Plan.
- Include reference in the Plan to the important contribution of West Dunbartonshire Health & Social Care Partnership collaborating with key partners to deliver this outcome and improve travel options for households in deprived areas with no access to a car.
- Include reference in the Plan to West Dunbartonshire Health & Social Care Partnership connecting with West Dunbartonshire Council Roads & Transport to discuss specific asks regarding yellow lines and speed controls around the centre.
- Ensure the Plan's supporting Communication Strategy includes promotion of drop off point and all parking related developments.

Space

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Streets and spaces

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Everyone can access:

- buildings, streets and public spaces that create an attractive place to use, enjoy and interact with others.
- streets and spaces that are well-connected, well-designed and maintained, providing multiple functions and amenities to meet the varying needs of different population groups.

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Evidence and research:

- Navigable streets and spaces allow people to move around easily, safely and access facilities and services. [20]
- Inadequate or poor spaces can lead to reduced social interactions. [21]
- Walkable neighbourhoods can provide opportunities to socially interact. [22]
- If neighbourhoods are attractive this can improve mental wellbeing.[23]
- Intergenerational connection and sharing of resources to support health, including the sharing of community assets, can strengthen communities. [24]

Summary of discussion:

The need to focus on the connectivity of the streets linking the closest bus stops and the health centre, especially Chalmers Street, was recognised by the group. This short walk may not be perceived as pleasant and there is potential to improve the route to create a more enjoyable walking experience and encourage use. Key to this is identifying, prioritising and

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[20] Quality of Life Foundation. Quality of life literature review; 2019. www.qolf.org/wpcontent/uploads/2021/02/Literature-Review-of-Quality-of-Life-in-the-Built-Environment-Publica-4- 1.pdf

[21] https://www.gov.uk/government/publications/local-action-on-health-inequalities-reducing-social-isolation

[22] Carmona M. Place value: place quality and its impact on health, social, economic and environmental outcomes. Journal of Urban Design 2019;24:1–48.

[23] https://www.livingstreets.org.uk/media/3890/pedestrian-pound-2018.pdf

[24] O'Connor, Alfrey, Hall & Burke Intergeneration understandings of personal, social and community assets for health. Health & Place 2019, 57:218-227

addressing any unmet needs. For example, is the route suitable for someone pushing a pram? Do older people feel safe on this route?

The importance of clear signage and accompanying information promoting this as the quickest route from the bus stop to the centre was also highlighted. There was enthusiasm amongst the group on the potential to do something unique from Chalmers Street to promote this as a key walkway to the health centre.

 It was suggested that potential developments could feed into the 'pipeline of projects' emerging from the Clydebank Town Centre Development Framework assessment recommendations. This would enable potential developments to be progressed as and when funding becomes available. It was also recognised that increasing the range of activities available at the health centre location (both within and around the centre) could attract more people, especially if the activities and services were addressing currently unmet needs of different population groups.

It was acknowledged that over the past year efforts have been made to encourage people to interact with the area, particularly within the centre, e.g. tai chi in the garden and carol singing at Christmas. However, it was recognised that this requires work to identify opportunities and resources to support developments that would encourage people to use the area to engage in physical activity, including walking and other recreational activities.

Recommendations to consider:

- Include reference in the Plan to West Dunbartonshire Health & Social Care Partnership and other stakeholders developing a collaborative approach to understand the current connectivity between local streets, bus stops and the centre and to identify unmet needs and the barriers preventing use of these routes.
- Include reference in the Plan to West Dunbartonshire Health & Social Care Partnership and other stakeholders developing a collaborative approach to improving the routes / spaces.
- Exploring the potential for additional activities and services within and surrounding the health centre location in collaboration with key stakeholders to be referenced in the Plan.
- Ensure the Plan's supporting Communication Strategy includes promotion and communication of the quickest routes from bus stops and train stations.
- Inclusion of "unmet infrastructure need" within the 'Pipeline of Projects' for Clydebank Town Centre with the Regeneration Team, West Dunbartonshire Council to be referenced in the Plan.

Natural Space

Everyone can:

- access good-quality natural spaces that support biodiversity and are well-connected, well-designed, safe, and maintained, providing multiple functions and amenities to meet the varying needs of different population groups.
- be protected from environmental hazards including air/water/soil pollution or the risk of flooding.
- access community food growing opportunities and prime quality agricultural land is protected.

Evidence and research:

- Natural spaces can have an impact on health through facilitation of physical activity, improved social interactions/relationships and stress reduction.[25]
- Natural spaces can encourage social interactions and a sense of community and belonging.[26]
- There are wider environmental benefits to increasing natural space which can protect population health. [27]
- The type, size, quantity, quality, accessibility and proximity of natural spaces to where people live can influence whether infrastructures and spaces are used. [28]
- Urban green and open spaces contribute to public health and wellbeing, particularly mental health and wellbeing. [29]

Summary of discussion:

Including reference to the garden space within the health centre and the surrounding open space within the Plan could provide an opportunity to promote the health benefits of accessing open space for physical activity (particularly walking) to staff.

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[25]www.gov.uk/government/publications/local-action-on-health-inequalities-reducing-social-isolation

[26] Hartig T, Mitchell R, de Vries S, et al. Nature and health. Annual Review of Public Health 2014;35:207–228.

[27] INHERIT: exploring triple-win solutions for living, moving and consuming that encourage behavioural change, protect the environment, promote health and health equity www.inherit.eu/wpcontent/uploads/2017/06/INHERIT-Report-A4-Low-res_s.pdf
[28] Public Health England. Improving access to Greenspace https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904439/Improving_access_to_greenspace_2020_review.pdf
[29] Environmental and Human Health - The contribution of green and open space in public health and wellbeing.

Encouraging staff to access the garden area and open space along the River Clyde during breaks or as part of the work commute, was recognised as a first step in staff then encouraging local people to do likewise. Building on this was the suggestion of 15-minute walking tours.

The group also considered the possibility of the centre's garden space being developed as a community garden or growing space with the local community involved in the development and maintenance of this.

Recommendations to consider:

- Include reference to the health benefits of accessing open space and physical activity (including walking) in the Plan.
- Ensure the Plan's supporting Communication Strategy includes promotion of the health benefits of accessing open space and physical activity, including walking and any relevant opportunities developed.
- Exploring the potential for a community garden / growing space development involving the local community is referenced in the Plan.
- Exploring the potential for the development of 15-minute walking tours around the health centre in collaboration with key stakeholders, including the third sector is referenced in the Plan.

Play and recreation

Everyone can access a range of high quality, safe, well-maintained, accessible places with opportunities for play and recreation to meet the varying needs of different population groups and the community itself.

Evidence and research:

- Play and recreation is beneficial for the health of both adults and children through the encouragement of physical activity and social interactions. [30]
- There are health benefits of undertaking play and recreation in outdoor environments, in particular natural spaces. There are specific benefits for children

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[30] https://www.gov.uk/government/publications/local-action-on-health-inequalities-reducing-socialisolation;http://www.playscotland.org/wp-content/uploads/Power-of-Play-an-evidence-base.pdf 24 Play

such as the development of motor skills, understanding risk and environmental awareness. [31]

Summary of discussion:

The group was inspired by the centre's aspiration of being recognised as a location associated with wellness rather than poor health. Referencing this within the Plan would highlight the centre's wellbeing ambitions for the local community and provide a clear context for exploring a range of activities.

The development of a range of activities and opportunities (e.g. walking tours) that address the needs of different population groups was welcomed by the group and recognised as contributing towards this outcome. It was recognised that the provision of activities in and around the centre requires the involvement of a wide range of partners, including the third sector.

It was highlighted that the communication and promotion of the range of activities is crucial in demonstrating that the health centre is a location identified with wellbeing.

Recommendations to consider:

- Highlight the centre's aspiration to be recognised as a location of wellness the Plan.
- Ensure the Plan's supporting Communication Strategy includes promotion wider range of activities and opportunities available in and around the centre.
- Exploring the potential for additional 'play and recreation' activities and services within and surrounding the centre location in collaboration with key stakeholders to be referenced in the Plan.

Resources

Services and support

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[31] Play Scotland. Getting it right for play power of play: an evidence base. www.playscotland.org/wpcontent/uploads/Power-of-Play-an-evidence-base.pdf

Everyone can access:

- health enhancing, accessible, affordable and well-maintained services, facilities and amenities. These are informed by community engagement, responsive to the needs and priorities of all local people.
- a range of spaces and opportunities for communities to meet indoors and outdoors.
- information and resources necessary for an included life in a range of digital and non-digital formats.

Evidence and research:

- People need local facilities and services to live and enjoy healthy independent lives. [32]
- Accessibility to services can be exacerbated by poor transport links and safety of wider environment. [33]
- Access to facilities, services and communities can also help to increase social interactions and the inaccessibility can affect certain groups disproportionately. [34]
- There can be poor availability or accessibility of facilities in some rural and deprived areas. [35]

Summary of discussion:

The centre accommodates a wide range of health and care services available for the local population. In line with the commitment to accessible services in West Dunbartonshire Health & Social Care Partnership Strategic Plan, it would be beneficial for the plan to consider how it ensures these services are accessible for all local people.

The group recognised the importance of understanding who is not making use of the centre or accessing services and the reasons behind this. In the earlier 'Public Transport' section, consideration was given to poverty as a barrier to public transport. In addition to concern that this will increase health inequalities, it was also highlighted that in long term this will result in the need for more costly health interventions e.g. visits to A&E.

[32] https://www.tandfonline.com/doi/abs/10.1080/10511482.2014.900102; https://www.instituteofhealtheq uity.org/resources-reports/spatial-planning-and-health-nice

[33] https://www.transport.gov.scot/our-approach/national-transport-strategy/

[34] Scottish Government. Building the evidence base on tackling poverty paper 1 – a discussion paper on the drivers of poverty. Edinburgh: Scottish Government; 2017. www.gov.scot/publications/driversof-poverty/

[35] Geddes I, Allen J, Allen M, et al. The Marmot Review: implications for spatial planning. Institute of Health Equity/NICE Spatial Planning; 2012. www.instituteofhealthequity.org/resources-reports/spatial-planning-and-healthnice/

Discussion followed on how this could be avoided. Suggestions included consideration of outreach provision, i.e. taking some of the health centre's services out to communities, thus reducing the need for travel. The importance of ensuring the availability of key assets and resources within communities such as good access to pharmacies and schools was also highlighted.

The availability and offer of online and telephone appointments was recognised as a continuing option, although it was acknowledged that the level of service provision delivered in this way is difficult to quantify due to issues accessing data from GP practices. It was also agreed that this is not accessible for people without digital access.

Reducing or eliminating the cost of travel to the centre was also noted. See 'Public Transport'.

Recommendations to consider:

- Include reference to West Dunbartonshire's Health & Social Care Partnership Strategic Plan's commitment to accessible services for all in the Plan.
- Ensure the Plan's supporting Communication Strategy includes promotion of commitment to accessible services and equity of access.
- Include reference in the Plan to West Dunbartonshire Health & Social Care Partnership and other stakeholders identifying which population groups are not accessing the centre or health and care services and develop an understanding of the reasons behind this.
- Include reference in the Plan to West Dunbartonshire Health & Social Care Partnership working with other stakeholder to develop a collaborative approach to identify and develop different solutions to overcome barriers accessing the centre or services.

Work and economy

Everyone benefits equally from a local economy that provides:

- essential goods & services produced or procured locally
- good quality paid and unpaid work
- access to assets such as wealth & capital and the resources that enable people to participate in the economy such as good health and education
- a balanced value ascribed across sectors such as female dominated sectors and the non-monetary economy
- the resources that enable people to participate in the economy such as good health and education.

Evidence and research:

- Work is beneficial for health if it is 'good' work. 'Good' work is defined as work which improves income, job security, does not increase employee's risk of illness or injury, or does not negatively impact mental health. [36]
- Transport is a key barrier to employment for many residents living in low-income neighbourhoods.[37]
- The cost and accessibility of public transport can affect access to employment opportunities, which can disproportionately disadvantage those on the lowest incomes. [38]

Summary of discussion:

It was acknowledged that as a local asset, the centre enables people to participate in the economy through its contribution to good health. As equitable access is key to this, consideration of how people experiencing barriers to accessing the centre can keep well and participate in work and life activities is important.

It was suggested that notice boards within the centre could provide information on local employment related opportunities, training and support.

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[36] Local Government Association. Nobody left behind: maximising the health benefits of an inclusive local economy. London: Local Government Association; 2019. www.local.gov.uk/sites/default/files/documents/22.15%20inclusive%20growth_04.1.pdf
[37] Crisp, Ferrari, Gore, Green, McCarthy, Rae, Reeve & Stevens (2018) Tackling transport-related barriers to employment in low-income neighbourhoods.
[38] Scottish Government. Building the evidence base on tackling poverty paper 1 – a discussion paper on the drivers of poverty; 2017.

Recommendations to consider:

No recommendations suggested

Housing and community

Everyone has access to:

- a home that is affordable, energy efficient, high quality and provides access to private outdoor space.
- a variety of housing types, sizes and tenancies to meet the needs of the community. And of a sufficient density to sustain existing or future local facilities, services and amenities.
- a home that is designed and built to meet need and demand, is adaptable to changing needs and includes accessible/wheelchair standard housing.
- new homes that are located and designed to provide high levels of climate resilience and use sustainable materials and construction methods.
- homes that are designed to promote community cohesion.

Evidence and research:

- Provision of good quality affordable housing is associated with improved physical and mental health outcomes including quality of life. [39]
- Certain groups of the population can sometimes find it difficult to access good quality affordable housing, which meets their needs. [40]
- Housing should be located close enough to enable residents to easily access facilities and services including employment, social networks and transport. [41]

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[39] www.health.org.uk/publications/reports/the-marmot-review-10-years-on

[40] Jones R. The built environment and health: an evidence review; 2013.
www.gcph.co.uk/publications/472_concepts_series_11the_built_environment_and_health_an_eviden ce_review?date_from%5Bmonth %5D=1&date_from%5Byear%5D=2013&date_to%5Bmonth%5D=12&date_to%5 Byear%5D=2013

[41] Higgins M, Cain T, Lowther M, et al. 50,000 affordable homes: A health impact assessment. Edinburgh: Scottish Health and Inequalities Impact Assessment Network and Scottish Public Health Network (ScotPHN); 2017. www.scotphn.net/wp-content/uploads/2015/11/2017_06_27-FINALSHIIAN-50000-New-Homes-HIA-Report-ES.pdf

Summary of discussion:

Overall, the group did not consider it appropriate for this Plan to contribute to this particular outcome. However, there was recognition that the development of additional housing provision around the health centre will have an impact on the local infrastructure and the attraction of additional investment.

Recommendations to consider:

- Include reference in the Plan to West Dunbartonshire Health & Social Care Partnership supporting good quality walking and cycling links with future housing developments on Queens Quay.

Civic

Identity and belonging

Everyone can benefit from a place that has a positive identity, culture and history, where people feel like they belong and are able to participate and interact positively with others.

Evidence and research:

- Landmarks or something distinctive about the neighbourhood can also help to create a sense of place and belonging, which is beneficial for health.[42]
- Attachment to place can be associated with good-quality and well-designed public spaces, how welcoming a place is and its aesthetics. [43]
- The physical attributes of a place including its design, quality and maintenance can influence perceptions and its reputation. [44]
- If people are involved in helping to design and maintain the places they live in this can build a sense of ownership, belonging and attachment. [45]
- Social interaction is positively associated with health.[46]

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[42] Design for social sustainability – a framework for creating thriving new communities. https://youngfoundation.org/publications/design-for-social-sustainability/

[43] Talen E, Koschinsky J. Compact, walkable, diverse neighborhoods: assessing effects on residents. Housing Policy Debate 2014;24:717–750.

[44] Williams LM. Between Health and place understanding the built environment. Wellesley Institute; 2013. www.wellesleyinstitute.com/wpcontent/uploads/2013/05/Between-Health-and-Place.pd

[45] Durcan D, Bell R. Reducing social isolation across the life course. London: Public Health England; 2015. www.gov.uk/government/publications/local-action-on-health-inequalities-reducing-socialisolation

[46] https://www.gov.uk/government/publications/local-action-on-health-inequalities-reducing-social-isolation

- Social isolation and fewer social interactions can be exacerbated by a poor physical environment.[47]
- A sense or feeling of belonging to a community is associated positively with mental health, and an improved quality of life. [48]

Summary of discussion:

The location of the health centre next to the Titan Crane and River Clyde is recognised as having a clear association with Clydebank's industrial history and identity that some local people may identify with. There is potential to incorporate this into activities and events in and around the centre that promote its role as a centre for wellbeing maximising opportunities for people to engage and interact positively with others.

Recommendations to consider:

- A consideration of 'Identity & Belonging' is referenced in the Plan in relation to potential additional activities and services developed in collaboration with key stakeholders.

Feeling safe

Everyone feels safe and secure in their own home and their local community taking account of the experience of different population groups.

Evidence and research:

- Fear of crime, antisocial behaviour or crime itself can make places feel unsafe. [49]
- A fear of crime can impact negatively on physical and mental health.[50]
- A lack of maintenance can lead to a place feeling unsafe. [51]

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[47] https://vhscotland.org.uk/the-zubairi-report/

[48] Quality of life literature review www.qolf.org/wp-content/uploads/2021/02/Literature-Review-ofQuality-of-Life-in-the-Built-Environment-Publica-4-1.pdf

[49] NHS Health Scotland. Place and communities. Edinburgh: NHS Health Scotland; 2016. www.healthscotland.scot/publications/place-and-communities

[50] https://www.youngfoundation.org/our-work/publications/design-for-social-sustainability/

[51] Talen E, Koschinsky J. Compact, walkable, diverse neighborhoods: assessing effects on residents. Housing Policy Debate 2014;24:717–750

- Perceptions of place feeling unsafe can lead to negative impacts on health, for example mental wellbeing and can reduce outdoor activities. [52]
- A place can be perceived as unsafe if there are a large number of speeding vehicles because of the potential impact of vehicles on health. [53]
- Protected bike lanes and secure bike parking increases diversity and inclusion[54]
- Safety is a key barrier to increasing women's use of active travel[55]

Summary of discussion:

The issue of safety and feeling safe in traveling to the health centre was recognised as a key factor in encouraging active travel and the use of public transport. It was acknowledged that factors influencing feelings of safety will vary for different population groups.

Considering how safe people feel in accessing the routes from key streets to the centre, in addition to how safe people feel in accessing the route from their home to public transport access points was highlighted as particularly important This includes consideration of a range of issues including anti-social behaviour and vandalism, alongside people's experiences and perceptions of these issues. The routes between the Chalmers Street bus station and the Health and Social Care Centre is of particular importance to this Plan and feeds into earlier comments on "unmet infrastructure need" recommended for inclusion in earlier sections of the report.

Communication is essential to providing reassurance on perceived safety and key messages may need to vary for different population groups.

Local communities could be engaged to the assess the safety and accessibility of local routes. The National Performance Framework 4 highlights the importance of promoting people to move around their local area, with this including a range of factors including what makes a route safe, lighting, width of pavements, etc.

Recommendations to consider:

- Include reference to the importance of feelings of safety in encouraging walking and cycling within the Plan, and include how this needs to be addressed when identifying "unmet needs" for inclusion in a Clydebank 'Pipeline for Projects'.

[52] Lorenc T, Clayton S, Neary D, et al. Crime, fear of crime, environment, and mental health and wellbeing: mapping review of theories and causal pathways. Health Place 2012;18:757–765.

[53] Staatsen B et al. INHERIT: exploring triple-win solutions for living, moving and consuming that encourage behavioural change, protect the environment, promote health and health equity. Brussels: EuroHealthNet; 2017.
www.inherit.eu/wpcontent/uploads/2017/06/INHERIT-Report-A4-Low-res_s.p

[54] (Women and Biking: A Case Study on the use of San Francisco Bike Lanes. University of California, Berkley).

[55] (How Women Travel Around our City – A Case Study on Active Transport across Sydney. City of Sydney Council

- Ensure the Plan's supporting Communication Strategy includes key messages in relation to safety and feelings of safety.
- Include reference in the Plan to the benefits of West Dunbartonshire Health & Social Care Partnership, West Dunbartonshire Council Planning and partners exploring the development of a collaborative approach that involves the local community in assessing the safety of spaces and routes.

Stewardship

Care and maintenance

Everyone has access to:

- buildings, spaces and routes that are well cared for in a way that is responsive to the needs and priorities of local communities.
- good facilities for recycling and well organised refuse storage and collection.

Evidence and research:

- If people perceive their neighbourhoods as being poorly maintained with high levels of environmental incivilities they are likely to experience worse health outcomes such as lower levels of mental wellbeing. [56]
- If a place is not well maintained this can lead to negative perceptions of a place, which can lead to investors disinvesting and people not wanting to go to that place. [57]
- Those living in areas of greater deprivation are more likely to be exposed to harmful environmental factors such as environmental incivilities (vandalism, graffiti, litter, dog fouling) vacant and derelict land, and poor maintenance. [58]
- Vacant and derelict land can negatively impact on health. [59]

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[56] https://www.gcph.co.uk/assets/0000/4174/BP_11_-_Built_environment_and_health_-_updated.pdf
[57] A connected Scotland: our strategy for tackling social isolation and loneliness and building stronger social connections. www.gov.scot/publications/connected-scotland-strategy-tackling-social-isolationloneliness-building-stronger-social-connections/
[58] Geddes I, Allen J, Allen M, et al. The Marmot Review: implications for spatial planning. Institute of Health Equity/NICE Spatial Planning; 2012. www.instituteofhealthequity.org/resources-reports/spatial-planning-and-healthnice/
[59] Maantay J. Derelict land, deprivation and health inequality in Glasgow, Scotland: The collapse of place. New York; 2013

Summary of discussion:

The care and maintenance of the streets and spaces around the centre is an important factor in encouraging use of these routes.   See 'Streets and Spaces' section of this report for the discussion on this.

Recommendations to consider:

- Ensure consideration of care and maintenance for the following 'Streets & Spaces' recommendations:
    - Include reference in the Plan to West Dunbartonshire Health & Social Care Partnership and stakeholders developing a collaborative approach to understand the current connectivity between local streets, bus stops and the centre and to identify unmet needs and the barriers preventing use of these routes.
    - Include reference in the Plan to West Dunbartonshire Health & Social Care Partnership, with support from stakeholders developing a collaborative approach to improving the routes / spaces.
- Ensure consideration of care and maintenance for the following 'Natural Spaces' recommendation:
    - Exploring the potential for a community garden / growing space development involving the local community is referenced in the Plan.
- Consideration of potential linkages with the 'Pipeline of Projects' for Clydebank with Regeneration Team, West Dunbartonshire Council to be referenced in the Plan.

Influence and sense of control

Everyone is empowered to be involved a place in which:

- Local outcomes are improved by effective collaborations between communities, community organisations and public bodies.
- Decision making processes are designed to involve communities as equal partners.
- Community organisations co-produce local solutions to issues.
- Communities have increased influence over decisions.
- Democratic processes are developed to be accessible to all citizens.

Evidence and research:

- Sense of control can be beneficial for mental health and quality of life. [60]
- Empowerment can help to reduce isolation and can be beneficial for mental health and wellbeing. [61]
- People living in more socio-economic deprived areas felt less confident about being involved in decision-making compared to less deprived areas. [62]
- People on lower incomes tend to have a lower sense of control compared to people on higher incomes. [63]
- Those with a long-term health condition or disability can feel less empowered in decisions about their neighbourhood. [64]

Summary of discussion:

The group recognised that involving local groups and engaging with the community is key to developing community solutions to ensure equal access to the centre and the services it provides. The importance of engaging with people in places that suit them (from bus stops to pharmacies) and the need to maximise feedback from a wide range of areas and diverse population groups was also highlighted.

The West Dunbartonshire Council Communities Team has established relationships with a range of groups and organisations (including West Dunbartonshire Community Transport Action Group). This access to the community provides a foundation to capture opinions and ideas to inform thinking. Recognising the desire to make best use of resources available it was suggested that partners work collaboratively to explore engagement methods and approaches.

Communication and sharing information on active travel, public transport and the associated health benefits is a crucial part of engaging local people on the Plan. It was suggested that once the technical content of the plan is finalised, that the format be reviewed to ensure that is presents as an outward facing document that visually appeals to local people and organisations to engage.

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[60] Bell R. Psychosocial pathways and health outcomes: Informing action on health inequalities. London: Public Health England/UCL Institute of Health Equity; www.instituteofhealthequity.org/resources-reports/psychosocial-pathways-andhealth-outcomes-informing-action-on-health-inequality

[61] What works to boost social relations. What Works Centre for Wellbeing; 2015. https://whatworkswellbeing.org/blog/what-works-to-boost-social-relations/

[62] Whitehead M, Pennington A, Orton L, et al. How could differences in 'control over destiny' lead to socio-economic inequalities in health? A synthesis of theories and pathways in the living environment. Health & Place 2016 39: 51-61

[63] Orton LC, Pennington A, Nayak S, et al. What is the evidence that differences in 'control over destiny' lead to socioeconomic inequalities in health? A theory-led systematic review of high-quality longitudinal studies on pathways in the living environment. Journal of Epidemiological and Community Health 2019;0:1–6.

[64] Dodds S. Social contexts and health. Glasgow Centre for Population Health; 2016 www.gcph.co.uk/publications/620_social_contexts_and_health

With several strands of community engagement identified through the assessment discussion and a collaborative approach being supported, the planning of any engagement was highlighted as important. It was noted that clarity on the purpose and careful planning on the strands of engagement, details on who is being consulted and the timing of activity this is crucial. Equally working with community groups, who are best placed to coproduce realistic solutions should be included in this consideration.

Recommendations to consider:

- Include references to National Planning Framework 4 within the Plan to replace out of date references to Scottish Planning Policy.
- Include reference in the Plan to West Dunbartonshire Health & Social Care Partnership and stakeholders developing a collaborative and well-coordinated approach to active travel related community engagement.
- Develop an engaging version of the Plan suitable for promotional and engagement use.