



**MODELLI E AZIONI INTEGRATE NELLA
RIGENERAZIONE DEI QUARTIERI EUROPEI.
INDIRIZZI PER LA PROGETTAZIONE DEL
BENESSERE E DELLA QUALITÀ DELLA VITA
DEGLI SPAZI PUBBLICI**

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S A A D

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LA SALUTE DEGLI ABITANTI DELLA CITTA'



"...OUR HEALTH IS A FUNCTION OF WHERE WE LIVE"

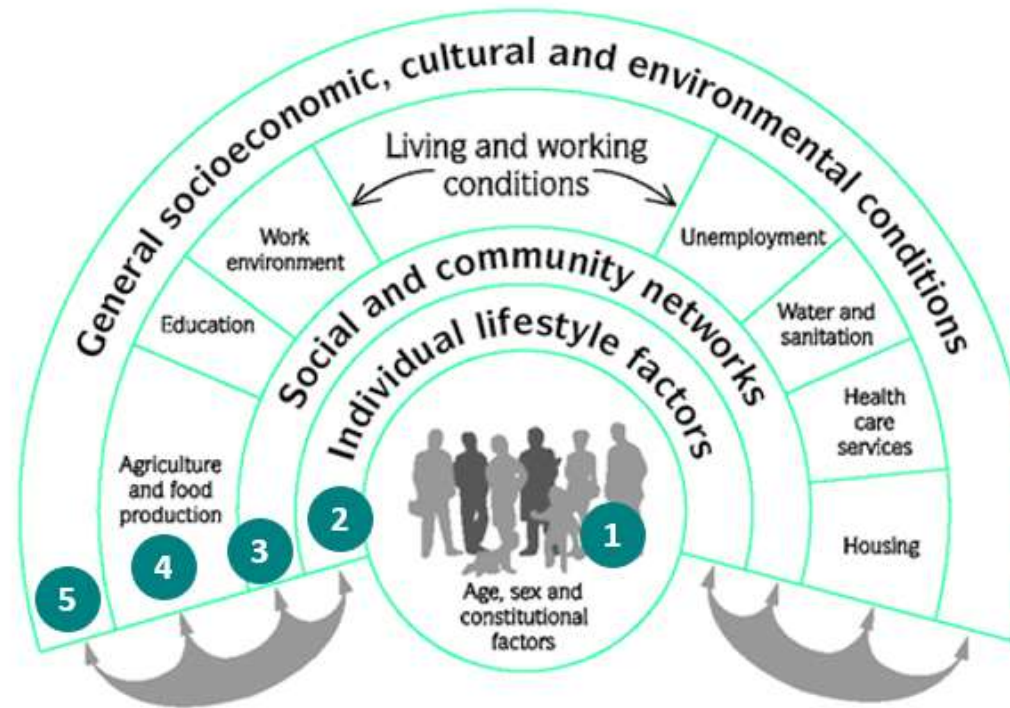
I determinanti di salute

Determinanti non modificabili:

- 1 sesso, età, patrimonio genetico

Determinanti modificabili:

- 2 stili di vita individuali (*alimentazione, attività fisica...*)
- 3 reti sociali e comunitarie (*supporto sociale, accesso alle risorse, comportamenti interpersonali*)
- 4 ambiente di vita e di lavoro (*istruzione, luogo di lavoro, disoccupazione, servizi sanitari*)
- 5 contesto politico, sociale, economico e culturale



Dahlgren G, Whitehead M. 1993

Secondo l'O.M.S. la salute è "uno stato di completo benessere fisico, mentale e sociale e non la semplice assenza dello stato di malattia o infermità". Questa definizione risale al 1948 ma ha incontrato molte difficoltà a diffondersi o meglio a tradursi in politiche di salute che coprano il suo intero significato.

Fino ad oggi, la maggior parte degli interventi per migliorare la salute si è concentrata principalmente sul benessere fisico, senza tenere conto che per ottenere un buon livello di salute non basta combattere le malattie attraverso le cure e l'assistenza sanitaria.

IL PESO... DI STILI DI VITA E AMBIENTE

Si stima che il 24% della malattie e il 23% delle morti possa essere attribuito ai fattori ambientali.
(16-20% in Europa-Italia)

Più di un terzo delle patologie nei bambini è dovuto a fattori ambientali modificabili.

Pruss-Ustun and C. Corvalan WHO, May 2006

Circa i 2/3 del burden of diseases globale sono attribuibili ai comportamenti
1/3 all'inquinamento atmosferico¹

Mortalità

- **Inattività fisica** → 5.3 milioni di morti³
- **Ipertensione** → 10.4 milioni di morti, 208 milioni di DALYs²
- **Obesità** → 4.4 milioni di morti, 134 milioni di DALYs²
- **Inquinamento atmosferico** → 5.5 milioni di morti, 142 milioni di DALYs²

¹ Feigin VL et al. Global burden of stroke and risk factors in 188 countries during 1990-2013: a systematic analysis for the Global Burden of Disease Study 2013. *Lancet Neurol* 2016; 15:913-24

² GBD 2013 Risk Factors Collaborators et al. Global, regional and national comparative risk assessment of 79 behavioural, environmental and occupational, and metabolic risks or clusters of risks in 188 countries, 1900-2013: a systematic analysis for the Global Burden of Disease Study 2013. *Lancet* 2015; 386:2287-323.

³ Lee IM et al. Effect of physical inactivity on major non-communicable diseases worldwide: an analysis of burden of disease and life expectancy. *Lancet* 2012; 380:219-29

Costi

- **Inattività fisica**: costa 67.5 miliardi di dollari nel 2013 (tra spesa sanitaria e perdita di produttività)¹
- **Pressione arteriosa non ottimale**: costa annualmente circa 100 miliardi di dollari³
- **Diabete**: spesa sanitaria aumentata nel 2014 da 612 a 1099 miliardi di dollari²
- **Inquinamento atmosferico**: stima della spesa sanitaria 21 miliardi di dollari nel 2015⁴

¹ Ding D et al. The economic burden of physical inactivity: a global analysis of major non-communicable diseases. *Lancet* 2016; published online July 27.

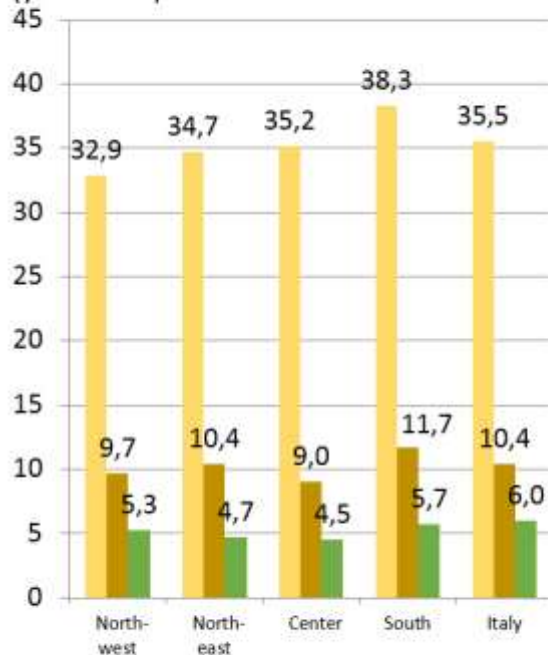
² da Rocha FJ et al. IDF Diabetes Atlas estimates of 2014 global health expenditures on diabetes. *Diabetes Res Clin Pract* 2016; 117:48-54.

³ Gaziano TA et al. The global cost of nonoptimal blood pressure. *J Hypertens* 2009; 27:1472-77

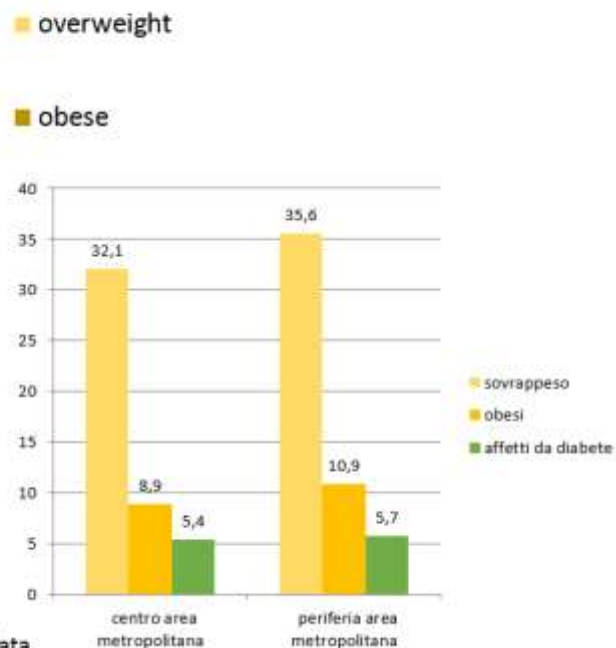
⁴ Organisation for Economic Co-operation and Development. The economic consequences of outdoor air pollution. Paris: Organisation for Economic Co-operation and Development Publishing, 2016.

L'IMPATTO DEL LUOGO DI VITA

Overweight and obese people over 18 years of age and people with diabetes over 5 years (year 2016)



Source: Censis processing on Istat data



Il sovrappeso e l'obesità in Italia

Diabetes in urban and rural environments

Diabetes in **urban** areas



2015 269.7 million
2040 477.9 million

Diabetes in **rural** areas



2015 145.1 million
2040 163.9 million

65%

Nel 2014

DELLE PERSONE CON DIABETE VIVEVA IN
AREE URBANE¹



Nel 2040

74%

DELLE PERSONE CON DIABETE
VIVRA' IN AREE URBANE¹

Il **52%** dei **3,3 milioni** di persone con diabete abita nei primi cento nuclei metropolitani e urbani italiani

30 mins of moderate activity, such as brisk walking, 5 days per week:

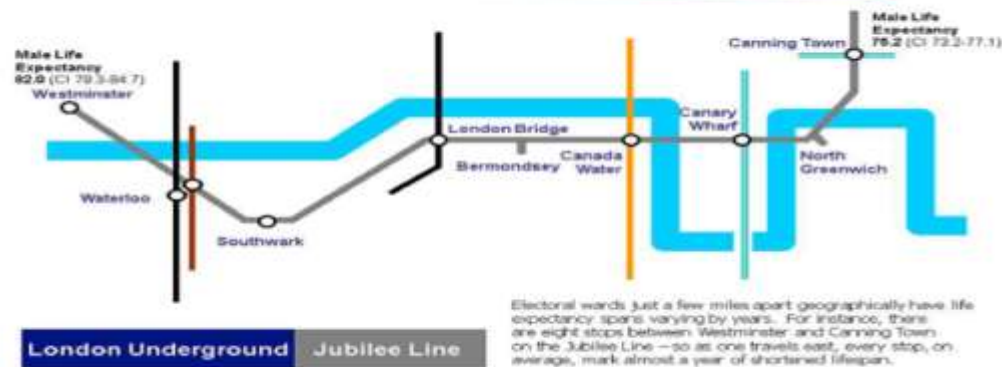
- 30-40% lower risk of type 2 diabetes
- 30% lower risk of colon cancer
- 20% lower risk of breast cancer
- 20-30% lower risk of dementia

Source: report on physical activity for health and the four home countries: CHOs



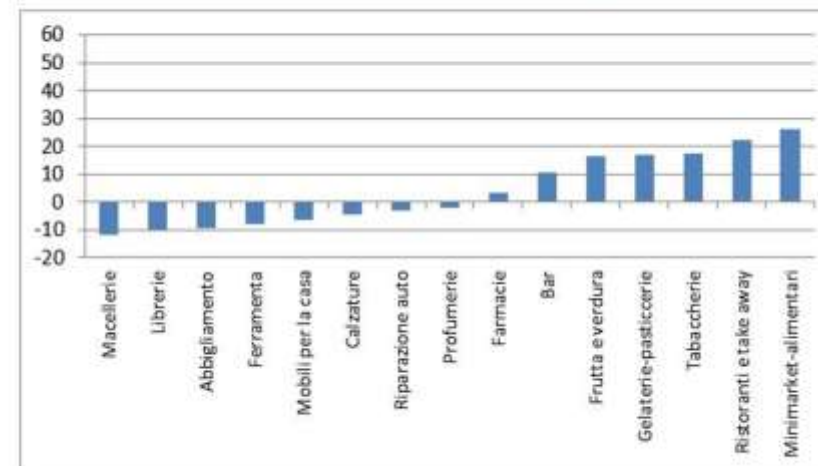
L'IMPATTO DEL LUOGO DI VITA NELLA CITTA'

Differences in male life expectancy within a small area in London
Travelling east from Westminster, every tube stop represents almost one year of life expectancy lost – Data revised to 2008-12

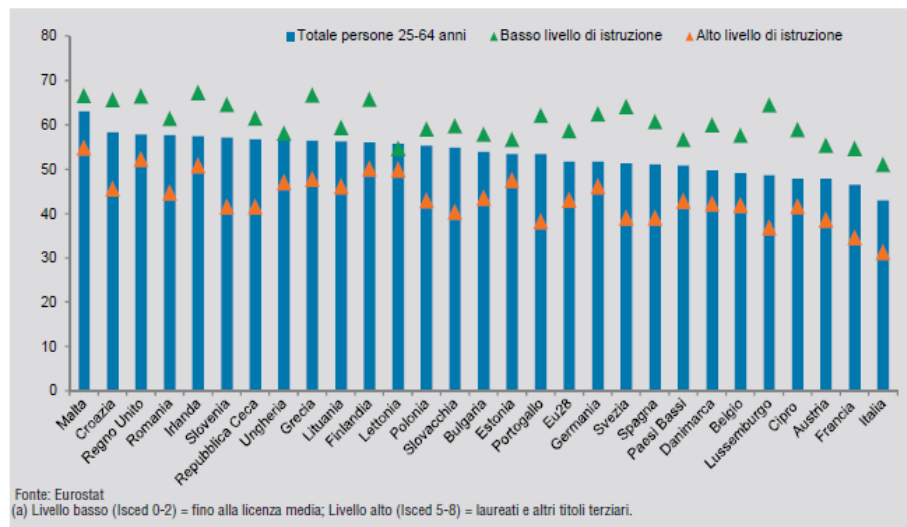


Source: Life expectancy data from PHE Local Health tool. Diagram produced by Department of Health and updated by PHE London Knowledge and Intelligence Team

- Andamento del numero di imprese nei settori del commercio al dettaglio
- e della ristorazione nel Comune di Roma, 2009-2015 (var. %)



L'Italia è il paese europeo con la percentuale più bassa di persone in eccesso di peso ma con ampie disuguaglianze sociali



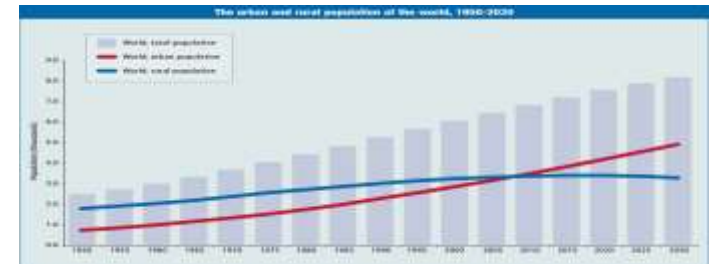
Fonte: Eurostat
(a) Livello basso (Isced 0-2) = fino alla licenza media; Livello alto (Isced 5-8) = laureati e altri titoli terziari.

Figura 3. Persone adulte (25-64 anni) che sono in sovrappeso o obese per livello di istruzione (a) nei paesi dell'Unione europea. Anno 2015

Fonte: elaborazione Censis su dati Infocamere



Ma quale ambiente di vita? Perché le città?



THE PERCENTAGE OF PEOPLE OVER THE AGE OF 65 IS EXPECTED TO **DOUBLE** BY 2050



Gli impatti diretti e indiretti dell'ambiente costruito sulla salute e sul benessere

Qualità dell'aria
Acqua
Clima
Rumore
Traffico

Gli **impatti diretti** dell'ambiente costruito sulla salute e sul benessere includono quelli tradizionalmente associati alla pianificazione delle infrastrutture e alla salute ambientale, come la qualità dell'aria (interno ed esterno), clima, quantità d'acqua e qualità, rumore e lesioni/morti causati dal traffico. **Gran parte delle prove relative agli impatti diretti sono quantificabili.**

Alloggi ed edifici
Quartieri
Ambienti sociali
Densità e uso
del suolo
Connettività
Aree verdi

Gli **impatti indiretti** sulla salute e sul benessere comprendono i modi in cui le caratteristiche dell'ambiente edificato e il loro design possono influenzare il comportamento di individui e popolazioni. Per esempio, la percezione del luogo in cui abitiamo, le relazioni sociali, l'accessibilità e i livelli di attività fisica sono tutti influenzati dalla qualità e dal design dell'ambiente costruito. **Questi impatti sono riconosciuti come ampiamente interdipendenti e sono associati alla salute fisica e mentale da numerosi studi scientifici.**

Spatial Planning for Health

An evidence resource for planning and designing healthier places



Neighbourhood Design

Quality of Evidence:

- ▲ Improved
- ▼ Reduced
- High Quality
- Medium Quality
- Low Quality
- NR (Not reported):
Methodological quality of the original research is unclear and should be treated with caution.

Greyed Out Text
Association between a health impact & health outcome not obtained as part of the umbrella review.

Best Available Evidence:
★ In some instances, more than one piece of review-level evidence reporting on the same health impacts and/or outcomes was identified as part of this umbrella review. In such instances this table highlights findings of the review(s) which reported evidence of the best methodological quality.

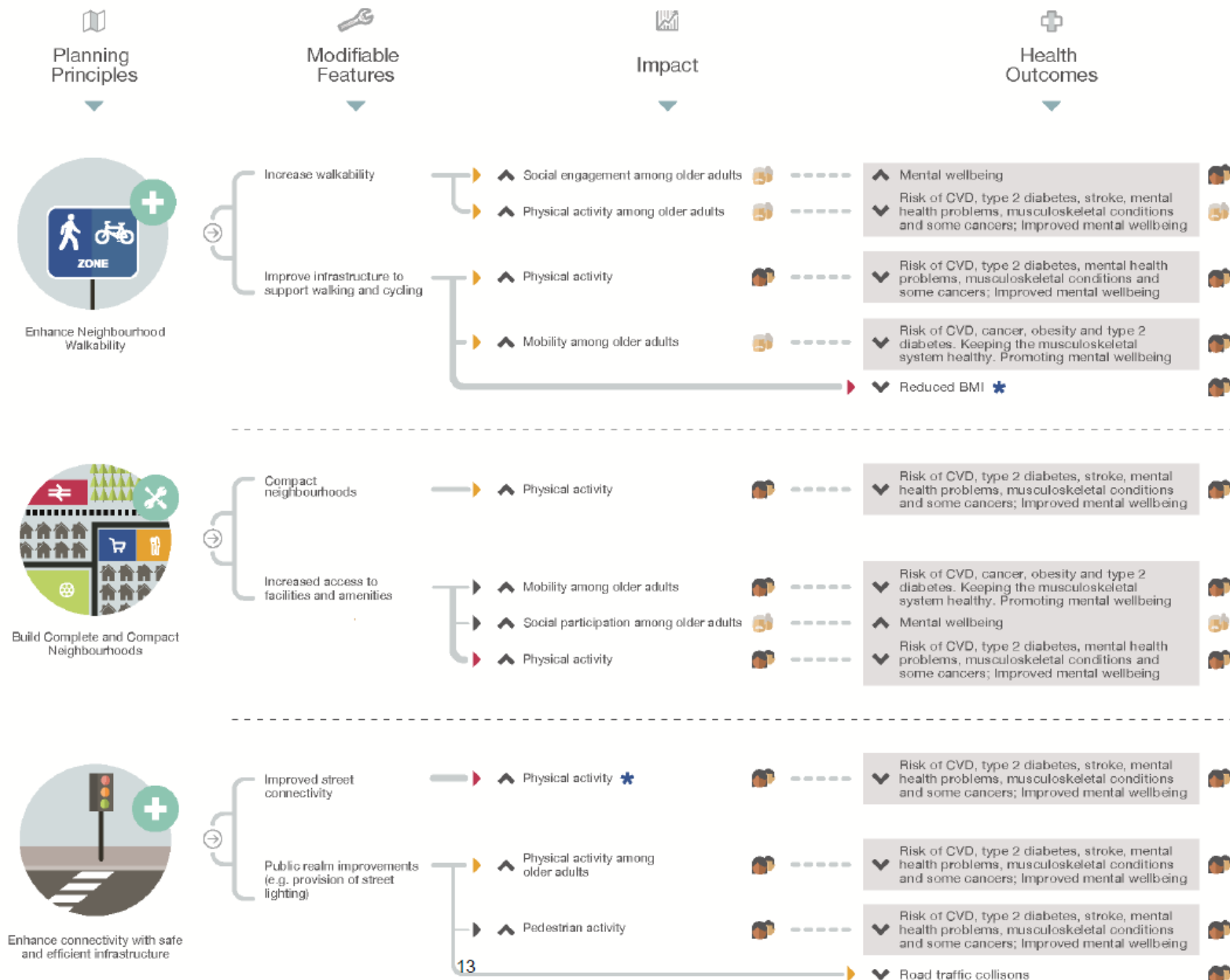
Population Groups:

- General Population
- Older Adults
- Children & Adolescents

Disclaimer:
This diagram has been produced as part of a wider evidence resource, commissioned by Public Health England and developed by the University of the West of England. Please see the document Spatial planning for health: an evidence resource for planning and designing healthier places for further information.

Cinque aspetti dell'ambiente costruito:

- design del quartiere
- alloggio
- cibo più sano
- ambiente naturale e sostenibile
- trasporto



Principles for building healthy neighbourhoods

1. Enhance neighbourhood walkability:

- improved street connectivity, mixed land use and compact residential design are considered to be important features of a walkable neighbourhood (Hajna et al., 2015)
- there is evidence to suggest that walkable neighbourhoods can encourage active travel and thereby promote physical activity
- improving neighbourhood walkability, and access to recreational and non-recreational destination (such as grocery stores, schools and other amenities) can also impact positively upon social interaction among older adults (Beard & Petitot, 2010; McCormack & Sheill, 2011)
- evidence suggests that investing in infrastructure to support walking can increase levels of physical activity among all age groups (Carlin et al., 2015; D'Hease et al., 2015; Grasser et al., 2013; Larouche et al., 2014; Mueller et al., 2015; Wanner et al., 2012)



Enhance Neighbourhood Walkability

2. Build complete and compact neighbourhoods:

- compact neighbourhoods, ie neighbourhoods with higher street connectivity (typically designed using finer grid patterns) with diverse land use mixes and greater residential densities are generally more conducive to non-motorised transport (Durand, 2001; Gomez, 2015; McCormack, 2011; WHO, 2007)
- long distance trips for travel or recreation, steep inclines, and increased proximity to amenities have been identified as having a negative impact on walking and cycling



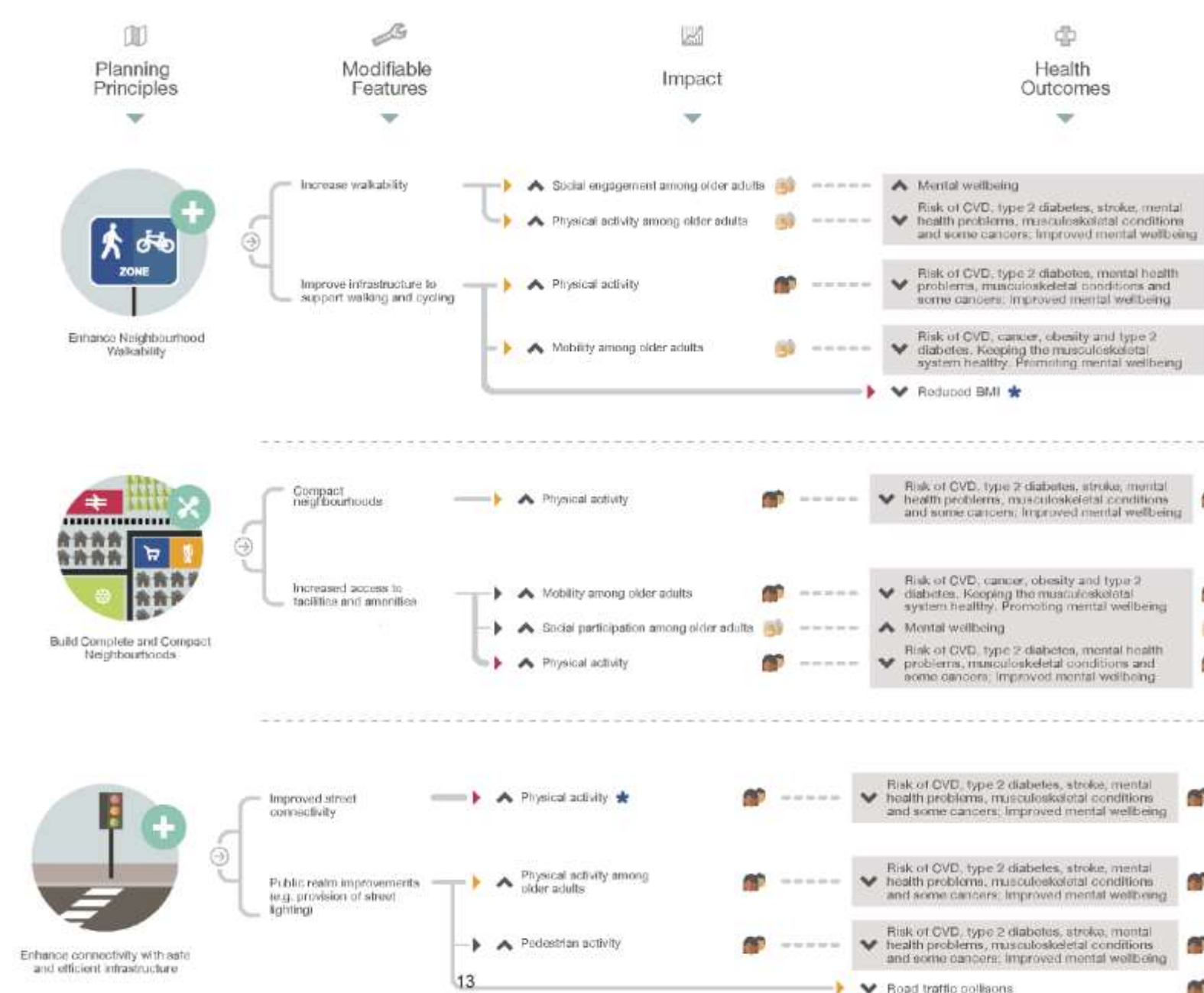
Build Complete and Compact Neighbourhoods

3. Enhance connectivity with safe and efficient infrastructure:

- enhancing street connectivity via provision of walking and cycling infrastructure and improving access to public transportation, can help reduce perceptions of long distance trips and provide alternative routes for active travel (Hajna et al., 2015)
- public realm improvements such as provision of street lighting in residential areas can prevent road traffic collisions (RTCs) (Beyer & Ker, 2009), and increase pedestrian activity. General environmental improvements have the potential to reduce fear of crime (McCormack, 2011)

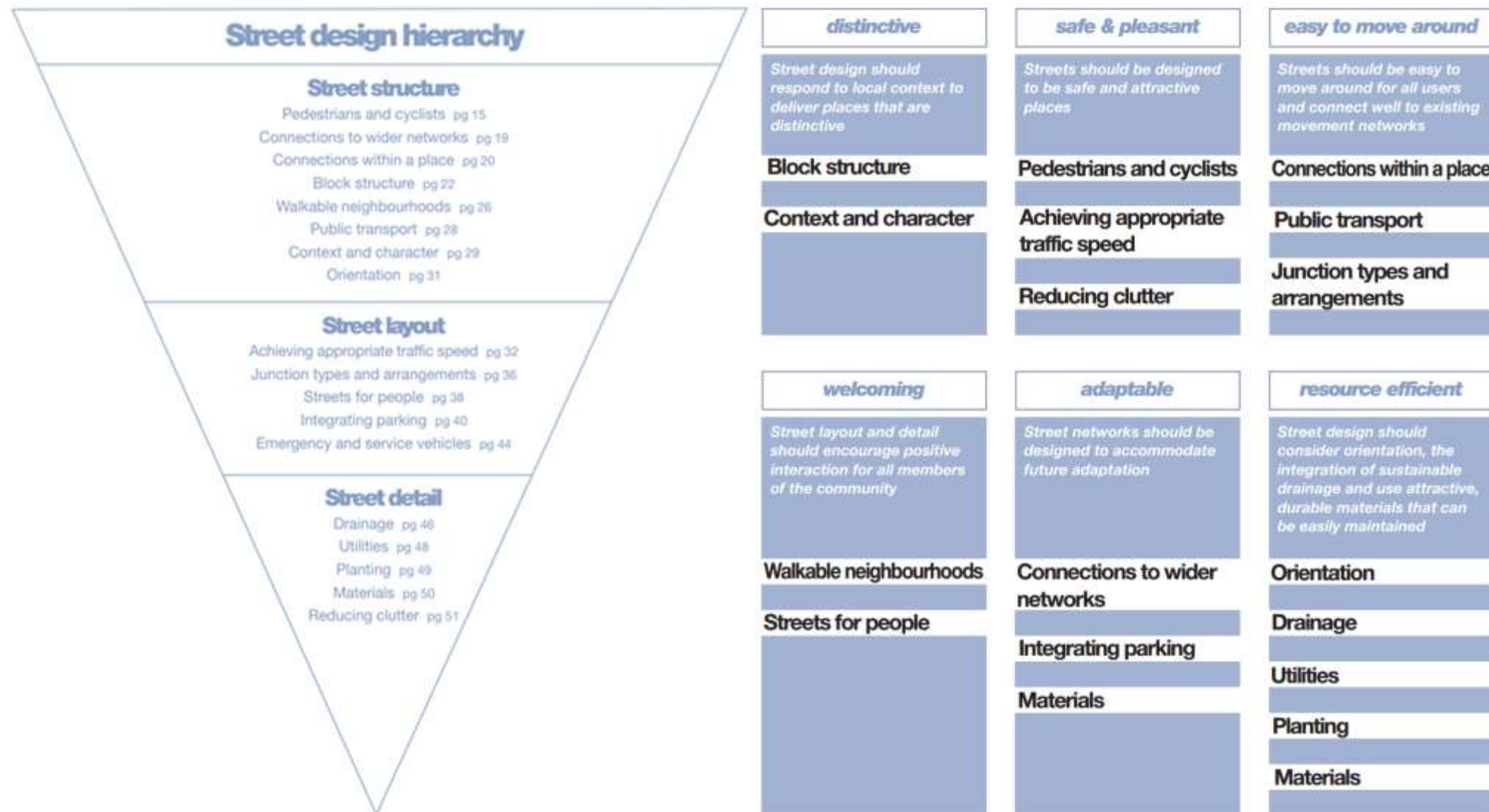


Enhance connectivity with safe and efficient infrastructure



designing streets

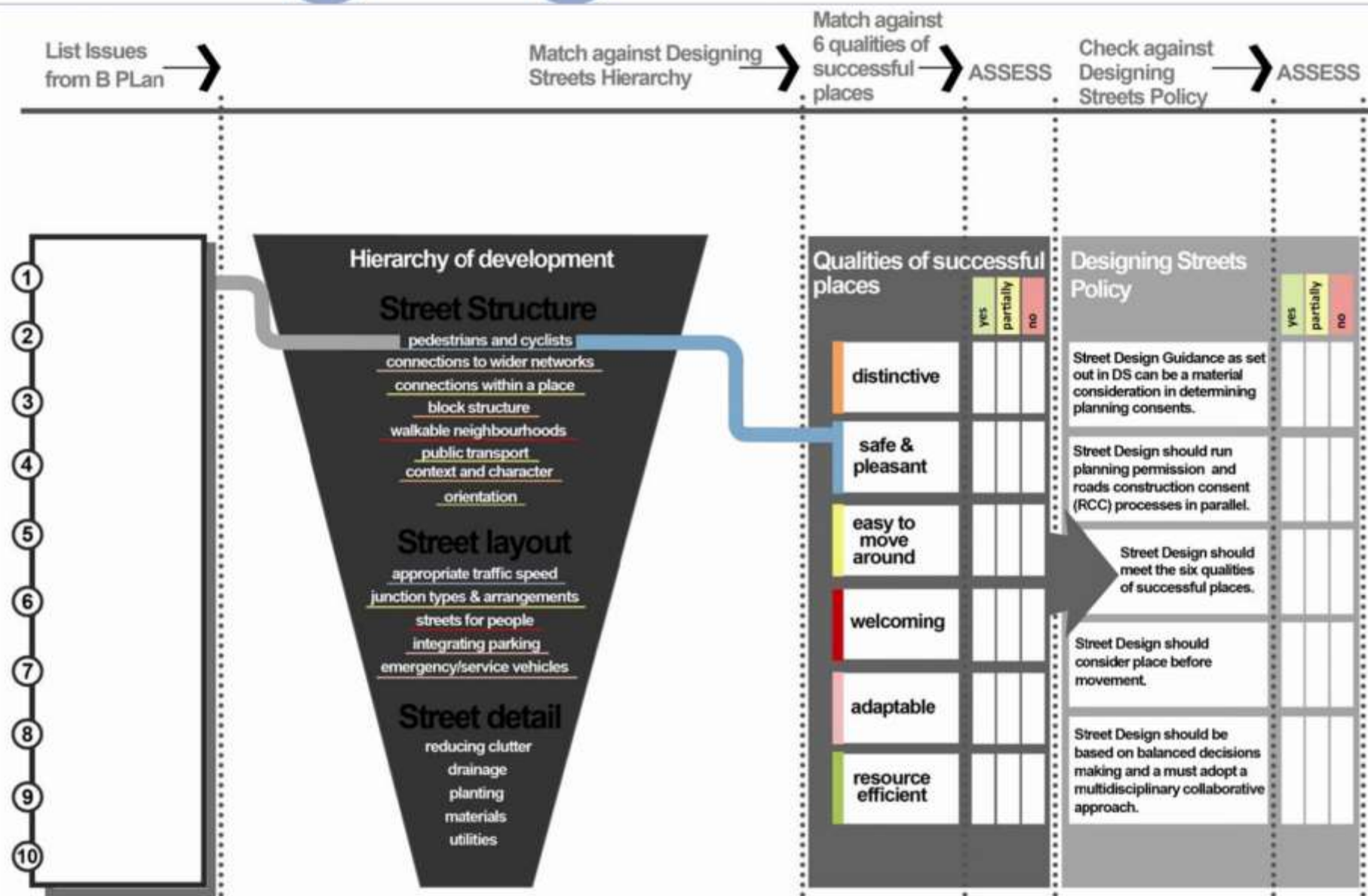
The six qualities of successful places: Key considerations for street design



designing streets

Street Tool

Assessing the development against Designing Streets Policy



designing streets

Case study Residential streets: Polnoon

B Plan: Bringing movement, buildings and open space all together

Layout



Before – Cui de sac



Before



Before

Before

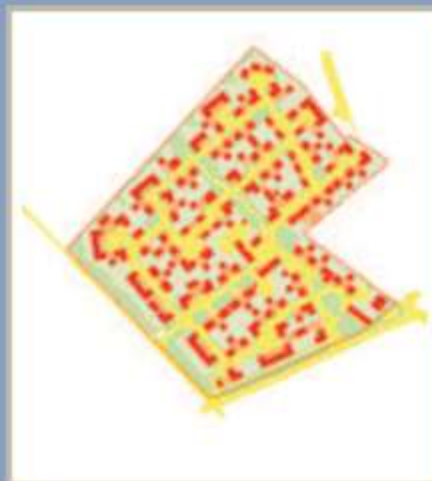
- 18% Movement
- 15% Buildings
- 15% Open space (Public)
- 52% Open space (Private)



After – Hierarchy of streets



After



After

After

- 23% Movement
- 20% Buildings
- 15% Open space (Public)
- 42% Open space (Private)

designing streets

Location: Wauchope Square, Edinburgh

Size: 6 hectares; 400 new homes

Type: New Residential

Stage: Phased construction currently completing

designing streets

case study

This development complies with four of the five Designing Streets Policies:

- ✓ Street Design should consider place before movement.
- ✓ Street Design Guidance as set out in Designing Streets can be a material consideration in determining planning applications and appeals.
- ✓ Street Design should meet the six qualities of successful places, as set out in Designing Places.
- ✓ Street Design should be based on balanced decision-making and must adopt a multidisciplinary collaborative approach.
- ✗ Street Design should run planning permission and roads construction consent (RCC) processes in parallel.

Site: Wauchope Square, Edinburgh

Developer: Parc Craigmillar
Size: 6ha; 250 Homes
Type: New Residential
Scale: Not to scale

The Masterplan is illustrated below, showing the context around the site.



Step 1: B-Plan the Masterplan

Produce a B-Plan to the same scale as the Masterplan. This uses colour coding to make analysis easier (illustrated on page 21 of Designing Streets). It highlights the relationships between the plan's elements of movement, buildings and green space.



Details of street design



Step 2: Movement Analysis

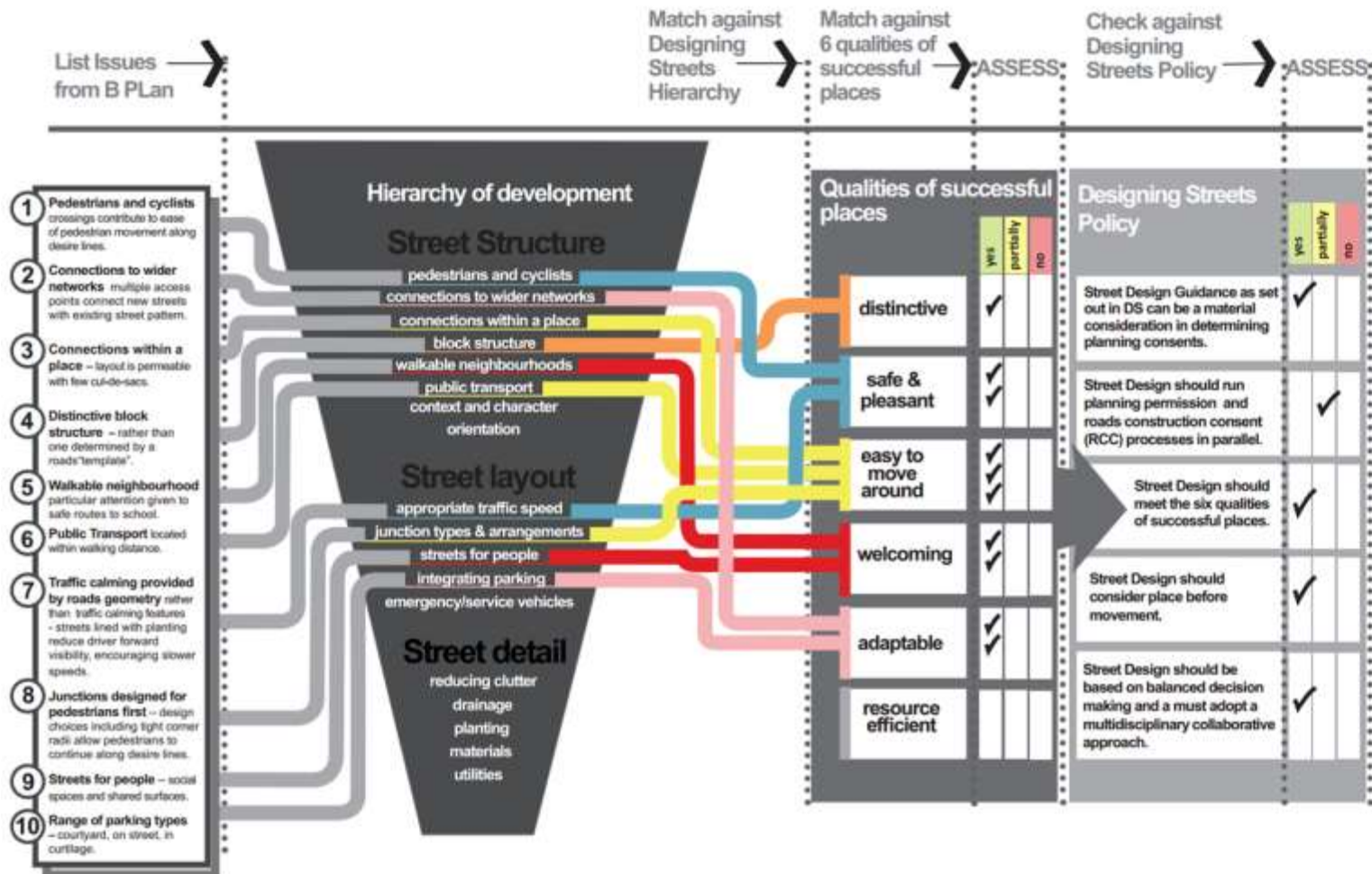
Extract the movement (yellow) layer from the B-Plan. This will consist of streets as well as paths, closes, ponds, squares etc. Annotate to specific points or places on the plan where the street design can be assessed against the key considerations within Designing Streets.

-
- ⑧ Junctions for pedestrians first – design choices including tight corner radii allow pedestrians to continue along desire lines.
 - ⑦ Traffic calming provided by roads geometry rather than traffic calming features – streets lined with appropriate planting reduce driver forward visibility, encouraging slower speeds.
 - ③ Layout is permeable, with minimal cul de sacs.
 - ① Pedestrians and cyclists – crossings contribute to ease of pedestrian movement along desire lines.
 - ⑤ Walkable neighbourhood – particular attention given to safe routes to school.
 - ⑨ Streets for people – social spaces and shared surfaces.
 - ⑩ Range of parking types – courtyard, on street, in outliege.
 - ④ Distinctive block structure – rather than one determined by a roads template.
 - ⑥ Public Transport – located within short walking distance.
 - ② Connections to wider networks – multiple access points connect new streets with existing street pattern.

designing streets

Street Tool

Assessing the development against Designing Streets Policy



Massing and scale integrates development into existing fabric



Hedges and trees line pedestrian spaces

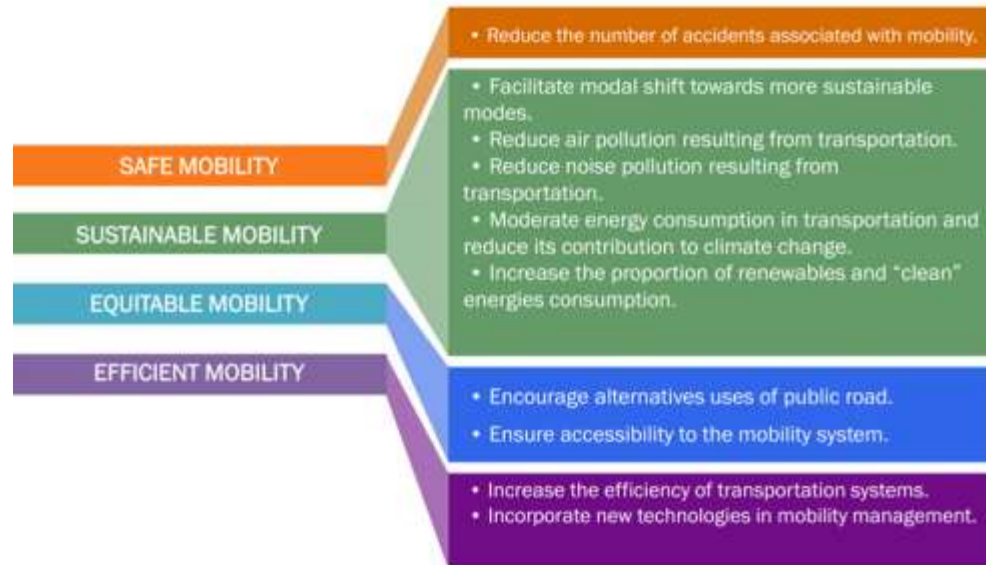


Connectivity between existing and new development



Views through pedestrian paths provides a means of navigation

OBJECTIVES OF PMU



		2012	2018
Safe Mobility	Implementation of Road Safety Local Plan	249 serious injuries 30 dead	-20% serious injuries -30% dead
Sustainable Mobility	Compliance of UE* parameters for NO ₂ and PM ₁₀	NO ₂ : 4 stations don't comply (out of 7) Annual average value	Compliance of UE parameters in all stations
Equitable Mobility	New bus network reduces waiting time by half	99% population has a bus stop <250 m. Average frequency 12'	99% population has a bus stop <250 m. Average frequency 6'
Efficient Mobility	Improvement of the logistic management of mobility	Conventional urban distribution system 2013 Pilot Test Ciutat Vella	Micro-logistics platforms and new technologies. Efficient use of public space and environmental improvements

MAIN LINES OF ACTION

1 ORGANIZATION OF THE CITY'S URBAN PATTERN IN SUPERBLOCKS AND OTHER CALMING MEASURES



2 IMPLEMENTATION OF THE NEW ORTHOGONAL BUS NETWORK



3 TOTAL DEVELOPMENT OF CYCLING NETWORK



4 MAINTAIN THE CURRENT LEVEL OF TRAFFIC SERVICE



5 COMPLIANCE WITH REGULATORY PARAMETERS OF ENVIRONMENTAL QUALITY



6 PROMOTION AND POSITIVE DISCRIMINATION MEASURES OF HIGH OCCUPANCY VEHICLES



7 REVIEW OF THE REGULATION OF PARKING ON AND OFF ROAD



8 IMPROVING THE EFFICIENCY OF LOADING AND UNLOADING



The Barcelona Superblock in Barcelona



The Superblocks:
Increased pacified space with pedestrian priority



Vila de Gràcia Square
2.035m²

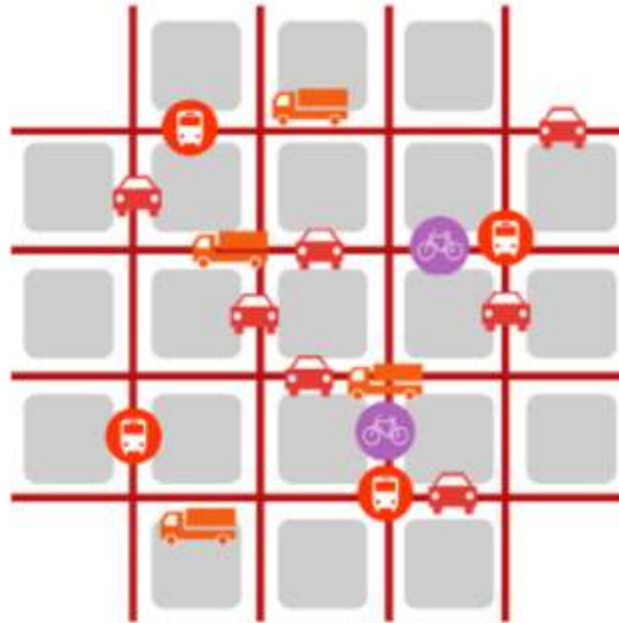


Eixample Intersection
1.916m²

SUPERBLOCKS MODEL



Current Model



Superblocks Model

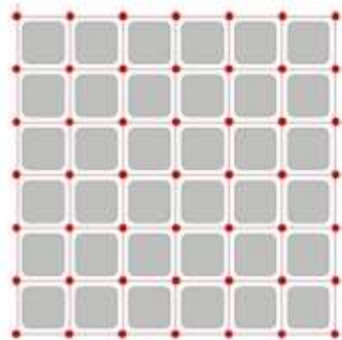


- | | | | | | |
|---|--|---|------------------------------|---|--|
|  | PUBLIC TRANSPORT NETWORK |  | PRIVATE VEHICLE PASSING |  | DUM PROXIMITY AREA |
|  | BICYCLES MAIN NETWORK (BIKE LANE) |  | RESIDENTS VEHICLES |  | ACCESS CONTROL |
|  | BICYCLES SIGNPOSTS (REVERSE DIRECTION) |  | URBAN SERVICES AND EMERGENCY |  | BASIC TRAFFIC NETWORK |
|  | FREE PASSAGE OF BICYCLES |  | DUM CARRIERS |  | SINGLE PLATFORM (PEDESTRIANS PRIORITY) |

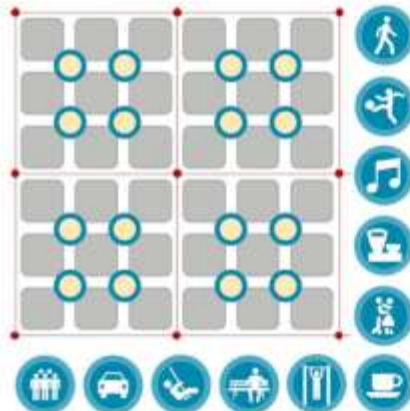
SUPERBLOCKS MODEL

Road hierarchy in a Superblock model

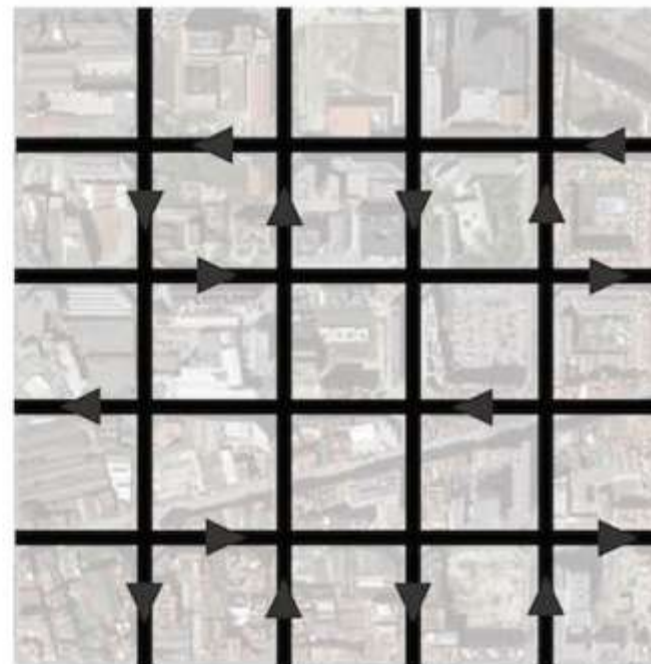
Current Model
SINGLE USE: RIGHT OF WAY



Superblocks Model
MULTIPLE USES AND FUNCTIONS



CURRENT SITUATION

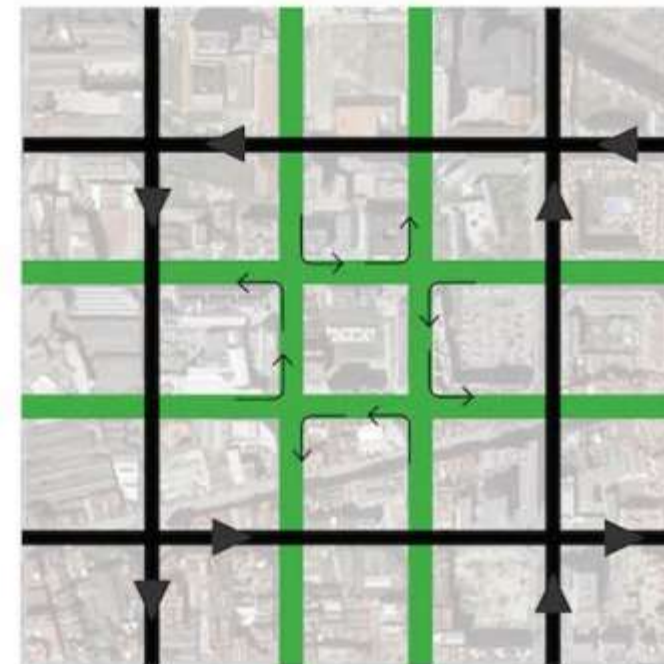


Basic network: 50 km/h



SOLE RIGHT: DISPLACEMENT.
HIGHEST AIM: PEDESTRIAN.

SUPERBLOCK



Local network: 10 km/h



**PASSING
VEHICLES
DO NOT GO
THROUGH**

EXERCISE OF ALL THE RIGHTS THAT THE CITY
OFFERS. HIGHEST AIM: CITIZEN.

The Barcelona Superblock of Poblenu



The new functions inside the superblock of Poblenu in four categories. Public space, play zones, sport zones and urban renewal locations.



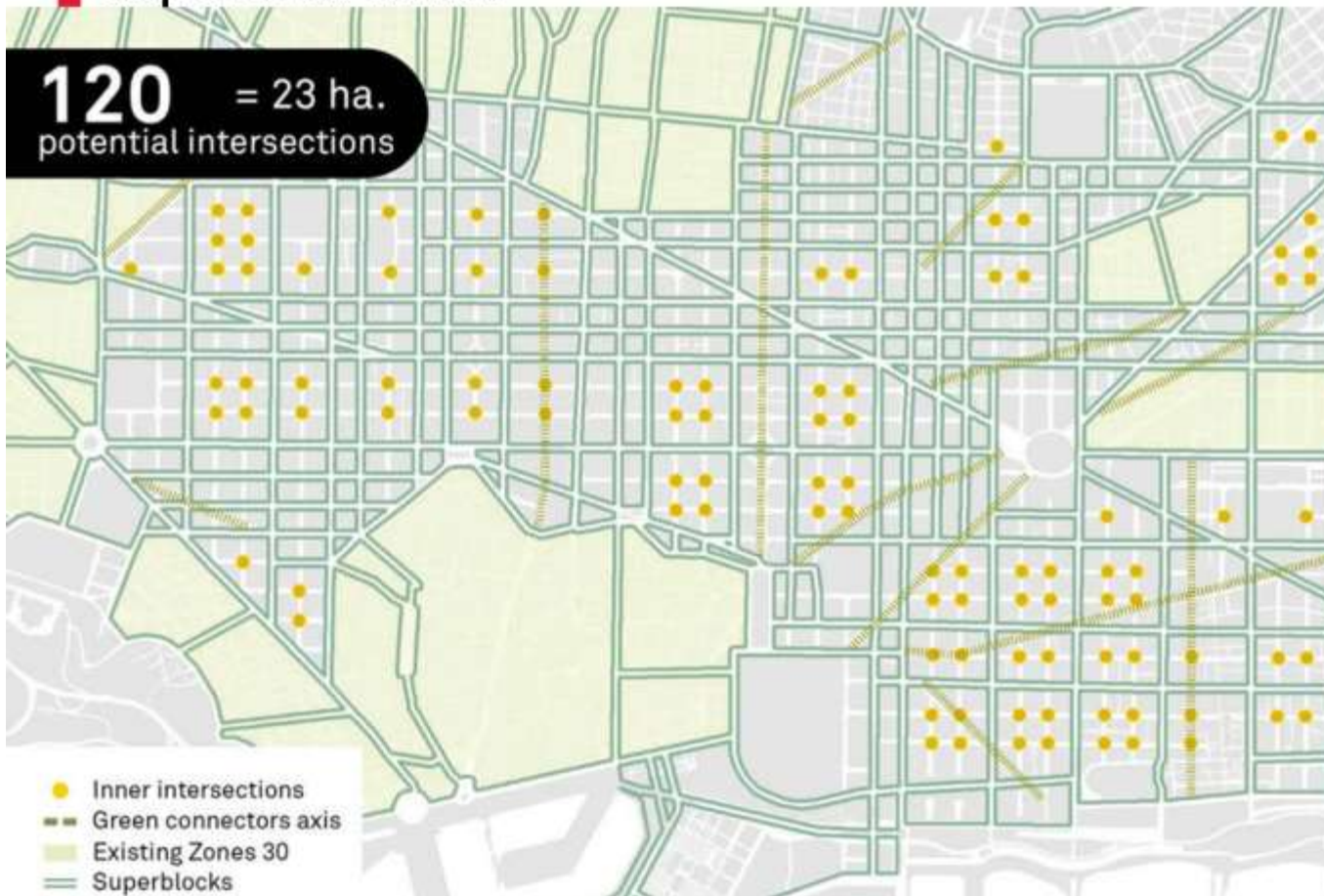
Poblenu
Situazione precedente in Roc Boronat



Poblenu
Carrer de Roc Boronat nell'ottobre 2017,
con il nuovo design

Superblock Model

120 = 23 ha.
potential intersections



Current Situation



Superblocks model



Urban quality
LES CORTS SUPERBLOCK



ACTIVE DESIGN GUIDELINES

PROMOTING PHYSICAL ACTIVITY

AND HEALTH IN DESIGN



Chapters

- 1) Environmental Design and Health: Past and Present
- 2) Urban Design: Creating an Active City
- 3) Building Design: Creating Opportunities for Daily Physical Activity
- 4) Synergies with Sustainable and Universal Design

URBAN DESIGN: CREATING AN ACTIVE CITY

Research on Urban Development and Travel: The Five “D” Variables

Density

describes the concentration of jobs and people in a given urban zone

Diversity

gauges the number, variety, and balance of land uses in the area

Design

includes the characteristics of a neighborhood's street network and streetscape

Destination accessibility

reflects the ease of travel to a central business district or other concentrated area of jobs and attractions

Distance to transit

measures the average distance from home or work to the nearest rail station or bus stop

Walking and transit use (a factor connected to higher levels of physical activity) increase with density, diversity, good design, destination accessibility, and transit access. Developing and maintaining these five qualities is therefore essential to promoting active living through urban design and planning.

URBAN DESIGN: CREATING AN ACTIVE CITY

Design

Imageability is the quality of a place that makes it distinct, recognizable, and memorable. A place has high imageability when specific physical elements and their arrangement capture attention, evoke feelings, and create a lasting impression.

Enclosure refers to the degree to which streets and other public spaces are visually defined by buildings, walls, trees, and other vertical elements.

Human scale refers to a size, texture, and articulation of physical elements that match the size and proportions of humans and, equally important, correspond to the speed at which humans walk.

Transparency refers to the degree to which people can see or perceive objects and activity—especially human activity—beyond the edge of a street.

Complexity refers to the visual richness of a place. The complexity of a place depends on the variety of the physical environment.

ACTIVE DESIGN GUIDELINES

PROMOTING PHYSICAL ACTIVITY

AND HEALTH IN DESIGN

URBAN DESIGN: CREATING AN ACTIVE CITY

2.1 Land Use Mix

When planning urban-scale developments, **provide for a mix of uses** - for example, residences, offices, schools, retail stores, cultural and community spaces, and recreational facilities.

Locate places of **residence and work near destinations such as parks**, walking paths, trails, and waterfront recreation areas to foster physical activity.

Develop supermarkets and **full-service grocery stores near places of work and residence** to promote healthier diets.

LEGEND

- One & Two Family Buildings
- MultiFamily Walkup Buildings
- MultiFamily Elevator Buildings
- Mixed Commercial/Residential Buildings
- Commercial/Office Buildings
- Industrial/Manufacturing
- Transportation/Utility
- Public Facilities & Institutions
- Open Space
- Parking Facilities
- Vacant Land
- All Others or No Data



ACTIVE DESIGN GUIDELINES

PROMOTING PHYSICAL ACTIVITY

AND HEALTH IN DESIGN

URBAN DESIGN: CREATING AN ACTIVE CITY

2.2 Transit and Parking

Locate buildings and building entrances near public transit stops and along transit corridors.

Place public transit stops along well-connected streets.

Provide signage at buildings, transit stops, and major intersections showing a map and the distance, time, route, and calories burned to the nearest or next transit stop

Encourage transit use by furnishing transit stops with pedestrian conveniences

When designing sites that include parking, consider how the provision of parking can affect the use of more active modes of travel such as walking, bicycling, and public transit.



Pedestrian waiting areas increase the convenience of using public transportation.
Plan and section of proposed bus station,
Nostrand Avenue, Brooklyn



Encourage transit use by furnishing transit stops with pedestrian conveniences like seating.
Bus stop shelter, Manhattan

ACTIVE DESIGN GUIDELINES

URBAN DESIGN: CREATING AN ACTIVE CITY

PROMOTING PHYSICAL ACTIVITY

AND HEALTH IN DESIGN

Parks, Open Spaces

Public Plazas

Programming Streetscape

Create partnerships with organizations to sponsor and maintain green spaces.

Stone Avenue Learning Garden in Brooklyn



Pedestrian-oriented programs increase street activity and can promote walking and bicycling.

Weekend Walks, Fifth Avenue, Brooklyn



Create attractive plazas that include trees, lighting, and movable and fixed seating.

Willoughby Street Plaza, Brooklyn



Incorporate public art into the streetscape.

Nature Matching Systems by Tattfoo Tan, a temporary art installation at the Port Authority Bus Terminal in Manhattan



In the design of parks and open spaces, provide facilities like paths, running tracks, playgrounds, and sports courts that accommodate a range of activities safely and securely.

Highbridge Mountain Bike Trail, Manhattan, and Bruckner Skate Park, the Bronx



ACTIVE DESIGN GUIDELINES

PROMOTING PHYSICAL ACTIVITY

AND HEALTH IN DESIGN

Traffic Calming

URBAN DESIGN: CREATING AN ACTIVE CITY

Features such as medians and curved roadway alignments help calm traffic and facilitate pedestrian movement.

The Bronx Hub



Median refuge islands reduce crossing distances and improve pedestrian experiences.

Broadway, Manhattan



ACTIVE DESIGN GUIDELINES

PROMOTING PHYSICAL ACTIVITY

AND HEALTH IN DESIGN

Design Pedestrian Pathways

URBAN DESIGN: CREATING AN ACTIVE CITY

Buffering pedestrian areas from vehicular traffic can help increase walking.

Broadway, Manhattan



Provide infrastructure such as benches to support increased frequency and duration of walking.

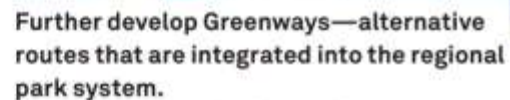
The High Line Park, Manhattan



URBAN DESIGN: CREATING AN ACTIVE CITY

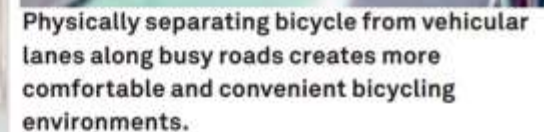
AND HEALTH IN DESIGN

Bikeways



Map of the Brooklyn-Queens Greenway

Grand Street, Manhattan



Ninth Avenue, Manhattan



A project commissioned by the Public Health Department at London Borough of Tower Hamlets

KEY INFORMATION

Start Date:	March 2015
Partner organisation:	Ocean Somali Community Association (OSCA)
Number of plots:	6
Growing area:	6m ²
Number of users:	6
Ethnicity of users:	Somali
Type of garden:	Communal plots
Involvement from corporate group:	No
Training delivered:	Ongoing training and support from March 2015 to July 2015. Topics covered: planting calendar, planning, seed sowing, transplanting
Facilities available:	Hose, secure area

Before



BACKGROUND

WEN worked with OSCA previously at their Burdett Road site, and they asked WEN to work with them to set up a garden at their new site on Mile End Road. The garden was mostly paved and decked and in need of some attention.

ACHIEVEMENTS

- Regular gardening sessions with the women's group
- Set up six raised beds growing a mixture of herbs, salads and vegetables

CHALLENGES

- Small group who are new to gardening and therefore not very confident

After



Ocean Somali Community Association (OSCA) Garden

 **LOCATION:**
MILE END ROAD
LONDON



A project commissioned by the Public Health Department at London Borough of Tower Hamlets

Oban House Community Garden

 **LOCATION:**
POPLAR
E14

KEY INFORMATION

Start Date:	April 2014
Partner organisation:	Poplar HARCA
Number of plots:	21
Growing area:	42m ²
Number of users:	21 households
Ethnicity of users:	Bangladeshi, Black African, White
Mixed or single sex group:	Mixed
Type of garden:	Allocated plots in communal garden
Involvement from corporate group:	Bow School Sixth Form, Price Waterhouse Cooper
Training delivered:	Gardeners invited to training at the Aberfeldy Centre
Facilities available:	Hose

Before



After



Progettare luoghi sani: una sfida complessa

- **Affrontare le disuguaglianze nella salute attraverso miglioramenti dell'ambiente di vita**
- **Il ruolo della comunità e la scelta di strumenti decisionali complementari**
- **Prevedere una prospettiva a lungo termine**

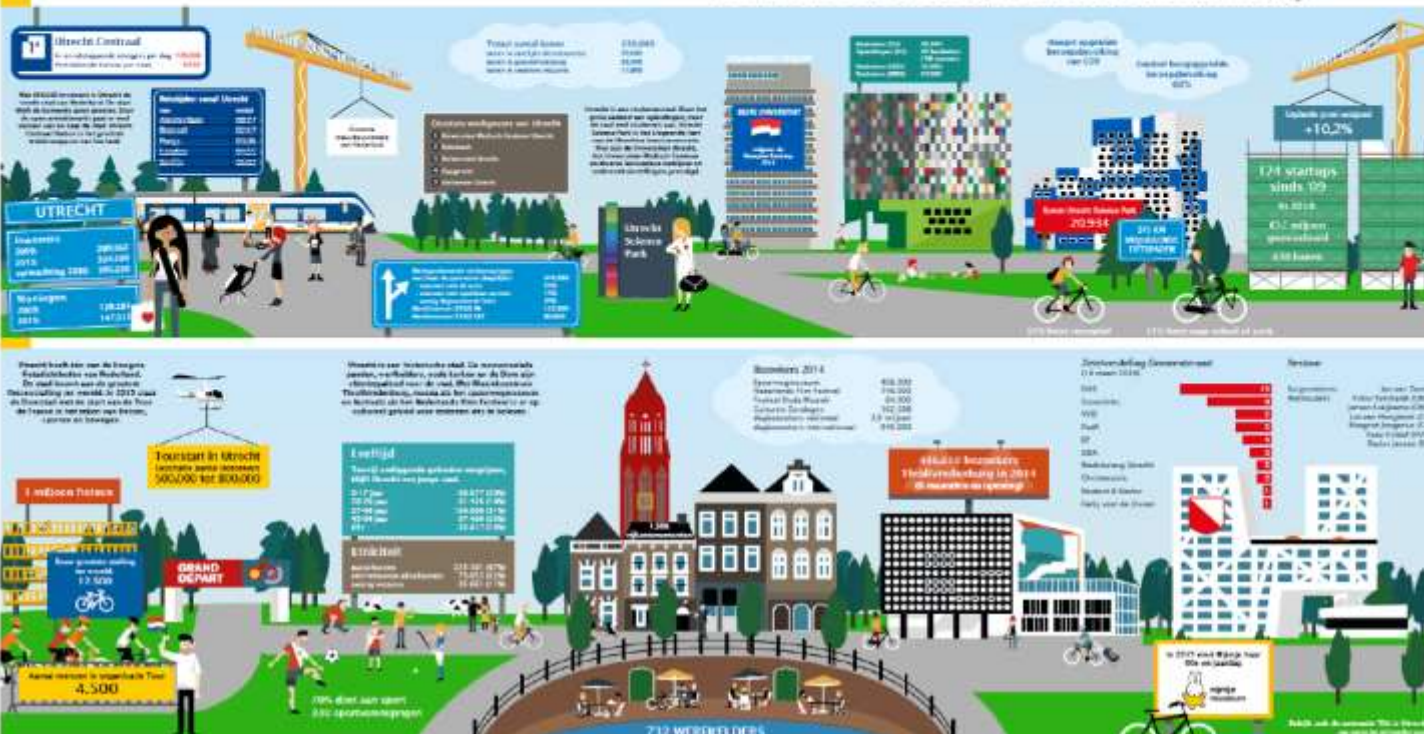
1) VALUTAZIONE DELLO STATO DI SALUTE E DELLA QUALITA' DELLA VITA DEGLI ABITANTI DI UN QUARTIERE

- Go! Utrecht

-The Place Standard Project- Scozia

This is Utrecht!

- Utrecht is the 4th city in NL
- Population of 335.000; young citizens
- Number of dwellings 150.000
- 230.000 jobs: business services, health and creative sectors
- Highest educated population of G50
- 72.500 students
- Tourist: Dom tower, werfkelders and Miffy



Building a healthy future – an invitation to the city **Public health policy 2015-2018**

Five basic principles

1. Positive approach to health
2. Preventing problems and helping people to lead 'normal lives'
3. Reducing health inequalities
4. Everyone must be able to live in dignity
5. Public health monitoring

Vast differences between neighbourhoods in life expectancy

Life expectancy

at birth:

- Vleuten–De Meern
- Overvecht

79,6

82,6

77,8

4,8

in good health

- Noordoost
- Overvecht

67,3

71,8

59,7

12,1

without chronic diseases

- Oost
- Overvecht

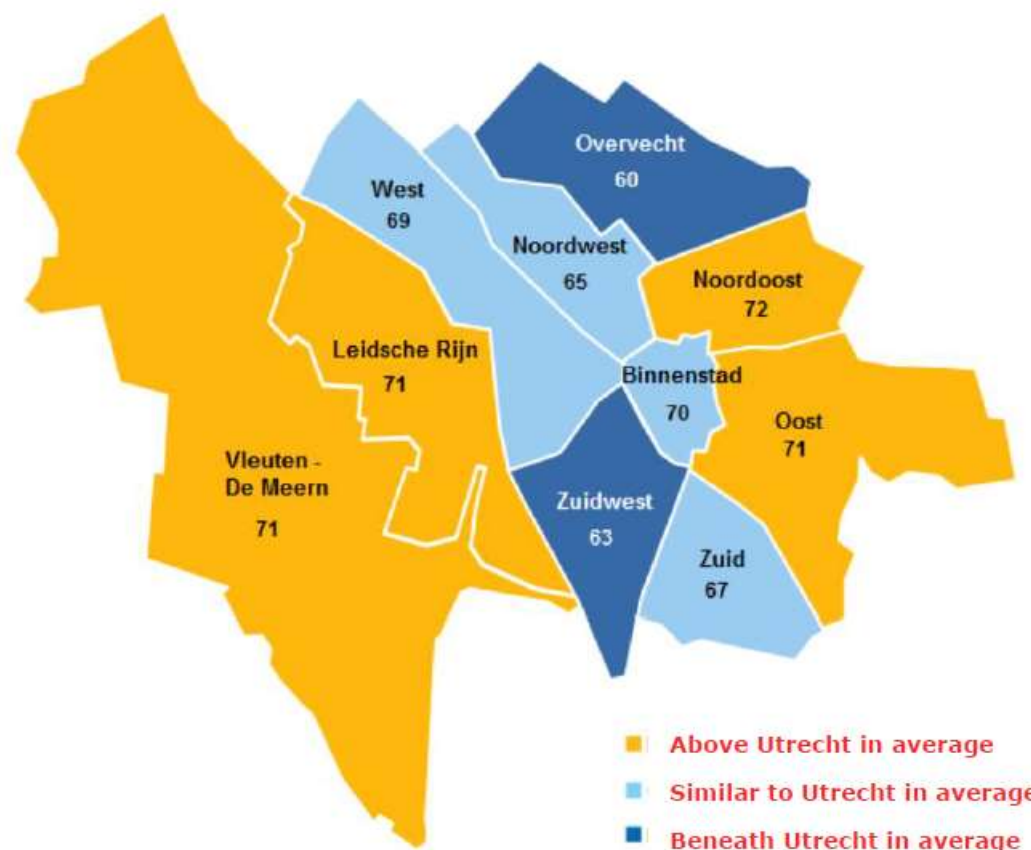
44,1

50,7

34,9

15,8

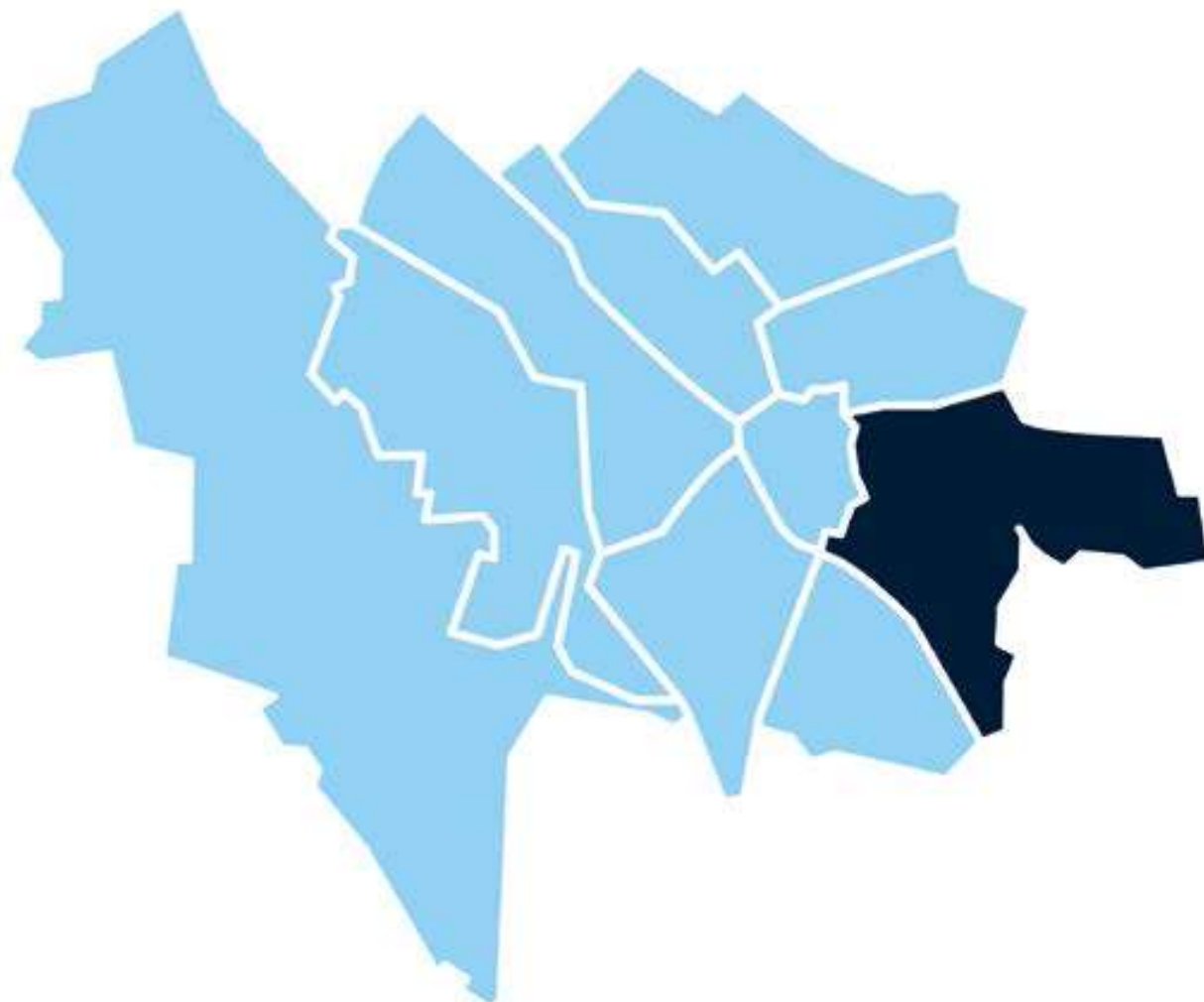
Life expectancy in good health, per neighbourhood - 2012



Gemeente Utrecht

Utrecht.nl

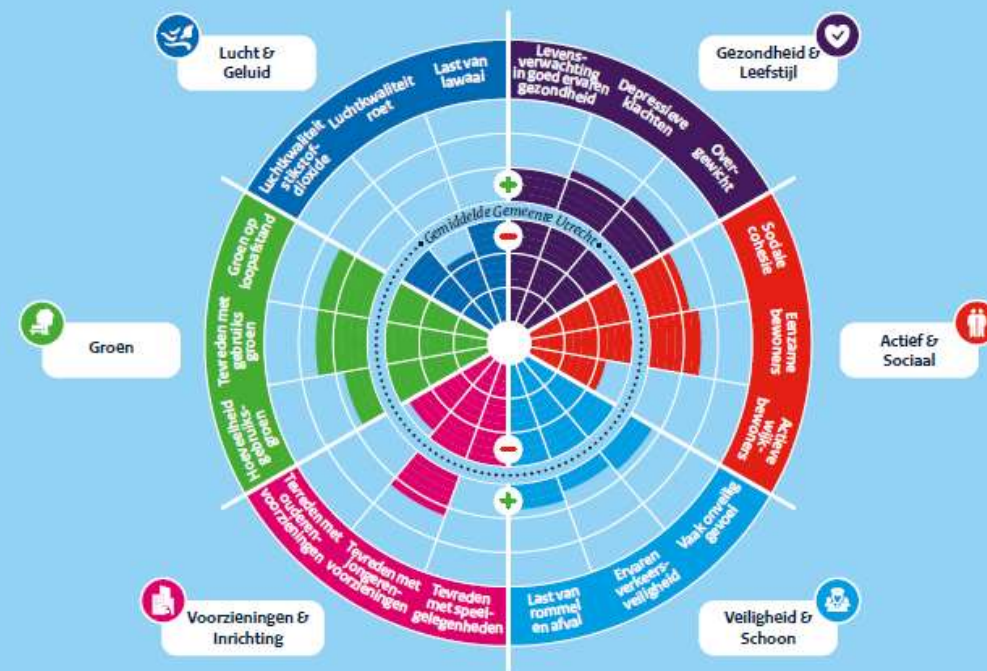
Oost Utrecht



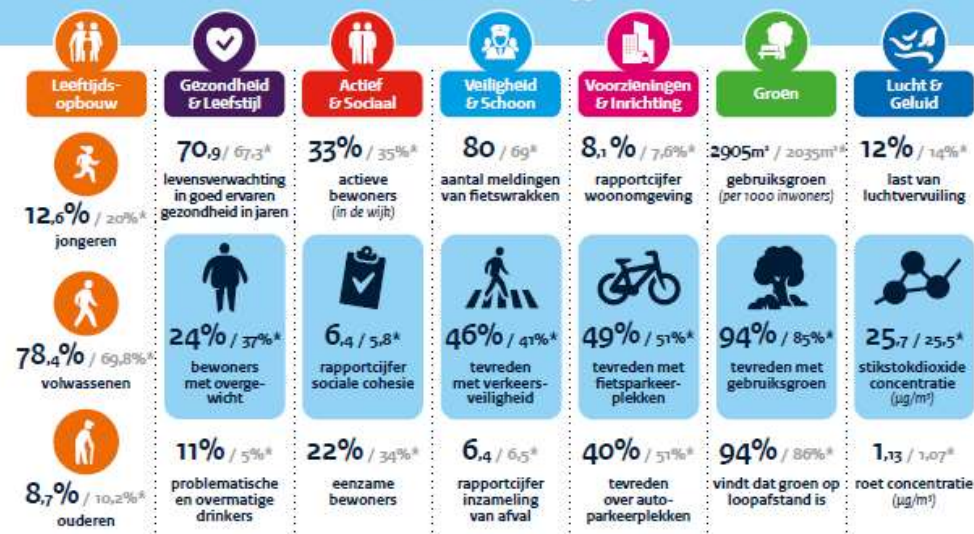
Met een + en - laat de infographic zien welke indicator gunstig of ongunstig scoort. Binnen de stippellijn (-) scoort de indicator ongunstiger in de wijk ten opzichte van het gemiddelde van de gemeente Utrecht.



Wijk Oost



Feiten & Cijfers



INDICATORI (51/18)

ARIA E RUMORE

Qualità dell'aria- polveri sottili
Qualità dell'aria-biossido di azoto
Rumore

VERDE

Verde a pochi passi
Soddisfazione nell'uso delle aree verdi
Quantità dei diversi usi

SERVIZI E ATTREZZATURE

Soddisfazione per le strutture dedicate agli anziani
Soddisfazione per le strutture dedicate ai giovani
Soddisfazione aree per il gioco

SICUREZZA E PULIZIA

Produzione di spazzatura e rifiuti
Sicurezza del traffico
Percezione del pericolo

ATTIVI E INTEGRATI

Coesione Sociale
Residenti solitari
Residenti attivi

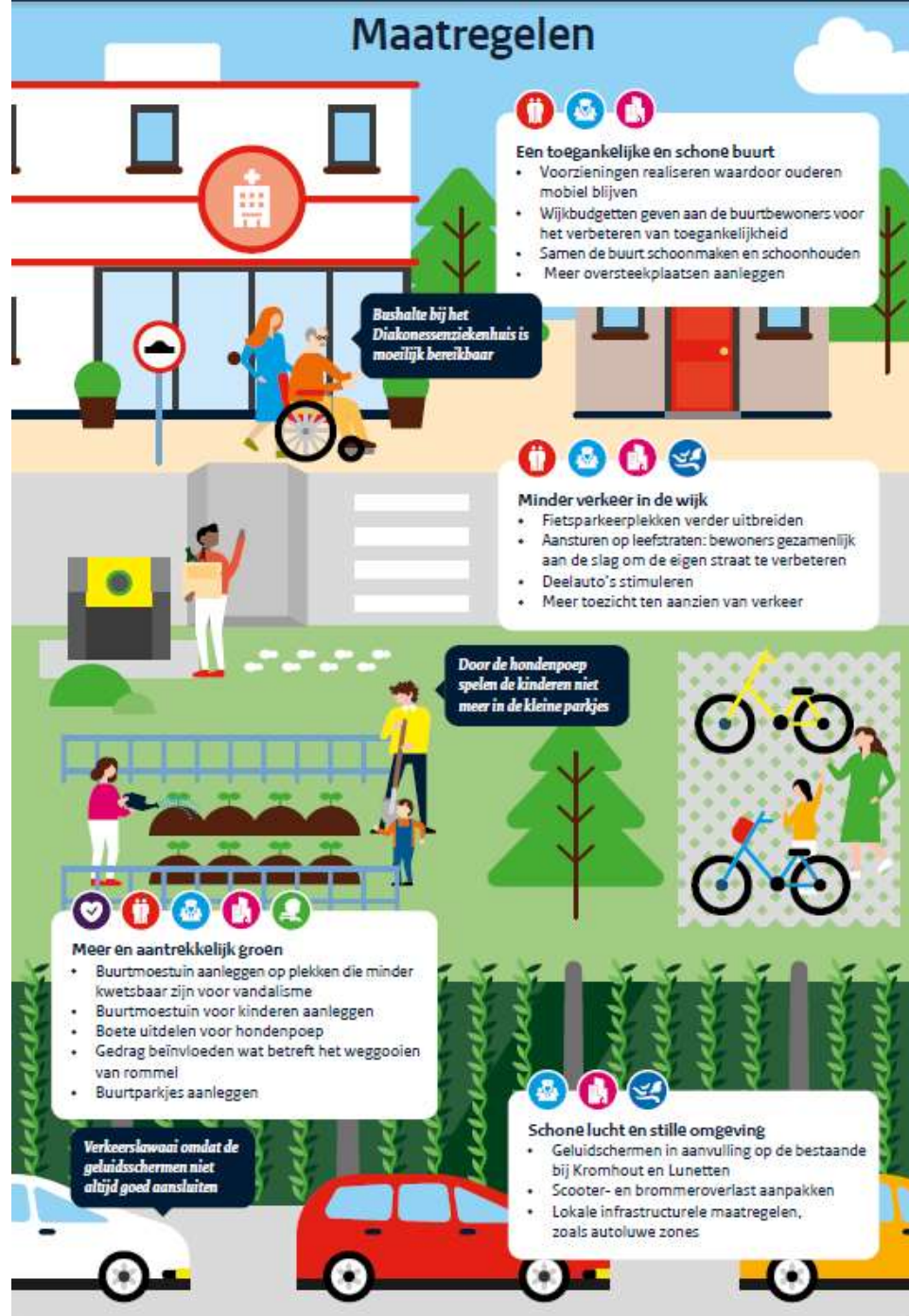
SALUTE E STILI DI VITA

Vivere in salute
Sintomi depressivi
Sovrappeso

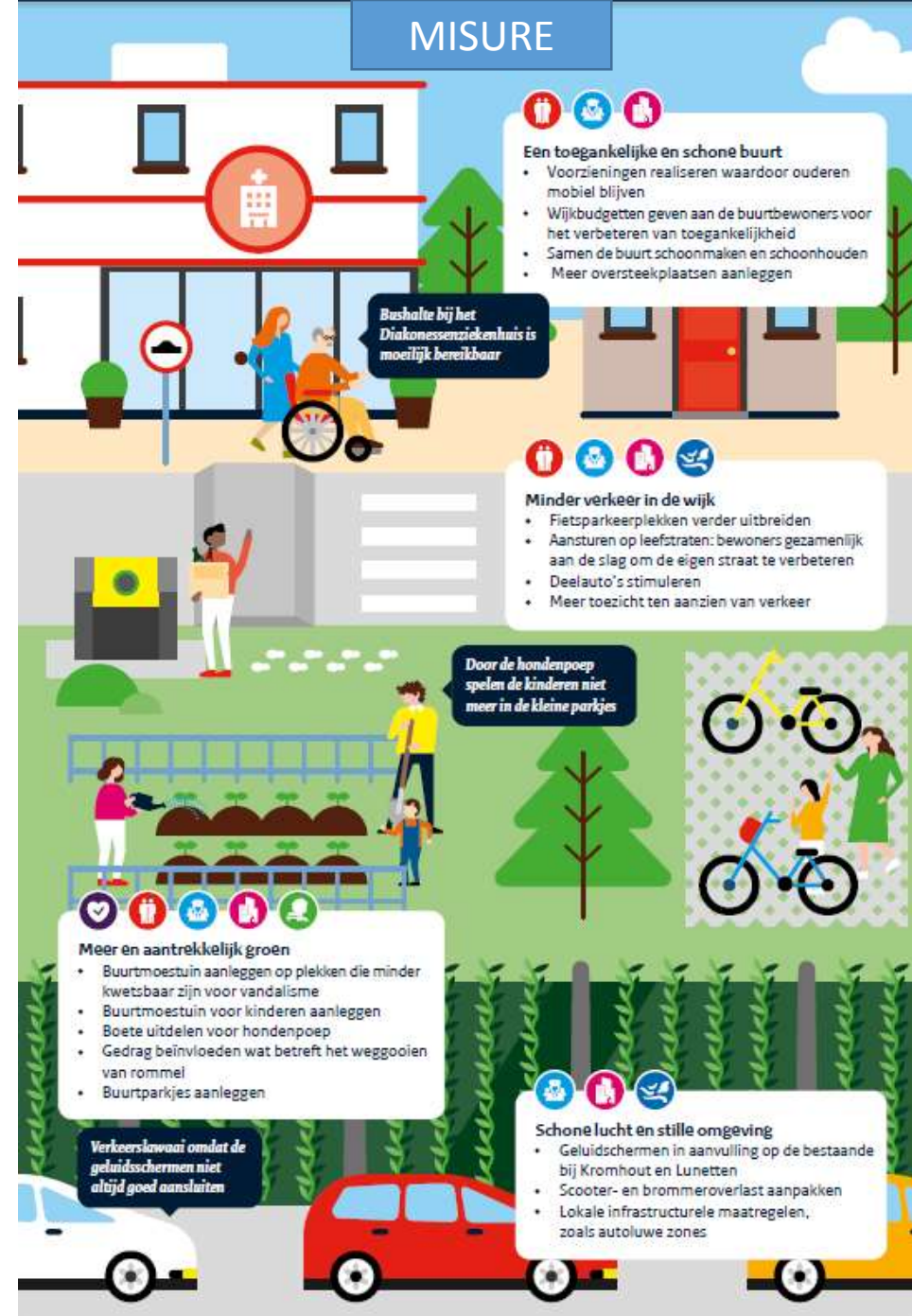
Struttura
per età

	Salute e stili di vita	Attivi e «social»	Sicurezza e pulizia	Servizi e attrezzature	Verde	Aria e rumore	
	 Leeftijds- opbouw	 Gezondheid & Leefstijl	 Actief & Sociaal	 Veiligheid & Schoon	 Voorzieningen & Inrichting	 Groen	 Lucht & Geluid
		70,9 / 67,3*	33% / 35%*	80 / 69*	8,1 % / 7,6%*	2905m² / 2035m²*	12% / 14%*
	 12,6% / 20%* jongeren	levensverwachting in goed ervaren gezondheid in jaren	actieve bewoners (in de wijk)	aantal meldingen van fietswrakken	rapportcijfer woonomgeving	gebruiksgroen (per 1000 inwoners)	last van luchtvervuiling
	 78,4% / 69,8%* volwassenen	 24% / 37%* bewoners met overge- wicht	 6,4 / 5,8* rapportcijfer sociale cohesie	 46% / 41%* tevreden met verkeers- veiligheid	 49% / 51%* tevreden met fietsparkeer- plekken	 94% / 85%* tevreden met gebruiksgroen	 25,7 / 25,5* stikstofdioxide concentratie (µg/m³)
	 8,7% / 10,2%* ouderen	11% / 5%* problematische en overmatige drinkers	22% / 34%* eenzame bewoners	6,4 / 6,5* rapportcijfer inzameling van afval	40% / 51%* tevreden over auto- parkeerplekken	94% / 86%* vindt dat groen op loopafstand is	1,13 / 1,07* roet concentratie (µg/m³)

Maatregelen



MISURE



Un quartiere accessibile e pulito

Consentire agli anziani di spostarsi con facilità
Migliorare l'accessibilità
Pulire il quartiere con l'aiuto di tutti
Creazione di incroci sicuri

Meno traffico nel quartiere

Ampliare i parcheggi per le biciclette
Manutenzione delle strade da parte dei residenti
Maggiore controllo del traffico

Aree verdi di maggiore qualità

Realizzare un giardino per bambini
Allestimento di un giardino di quartiere in luoghi meno attaccabili da atti vandalici
Aumentare le multe per le feci dei cani

Aria pulita e quartiere silenzioso

-barriere acustiche
-contrasto nei confronti dei ciclomotori
-zone a traffico limitato

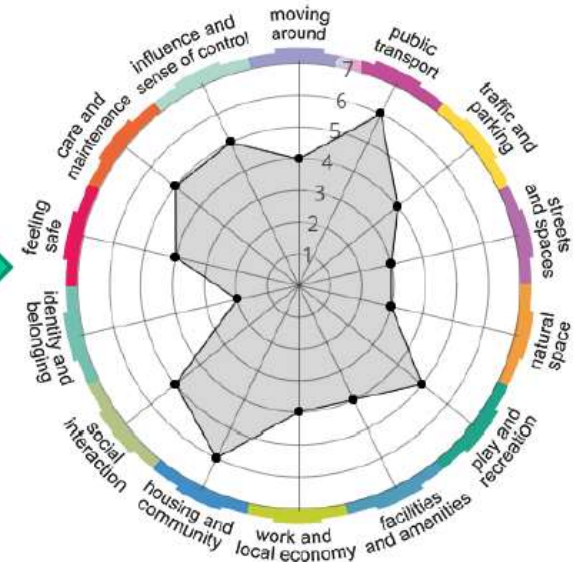
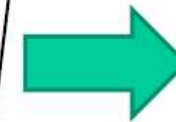
Good Places, Better Health:
recommendations of the
Evaluation Group:

"We wish to see a Scotland
where a Scottish
Neighbourhood Quality
Standard is used as
a standard for
neighbourhood asset
development."

Creating Places: a policy
statement on
architecture & place in
Scotland

"We will develop a Place
Standard
assessment tool, which
will... address quality in
relation to places that
support healthy
and sustainable lifestyles."

The Place Standard Project



Partners:

- ☐ Scottish Government (Architecture & Place)
- ☐ NHS Health Scotland
- ☐ Architecture & Design Scotland



The Place Standard is intended to:-

- Support the delivery of high quality places in Scotland & improve the quality of both existing places and new places.
- Maximise the potential of the physical and social environment in supporting health, wellbeing and a high quality of life.
- Set a framework for structured conversations and processes which deliver places of high quality through articulating what makes a good, sustainable place.

PLACE STANDARD: HOW GOOD is our Place?

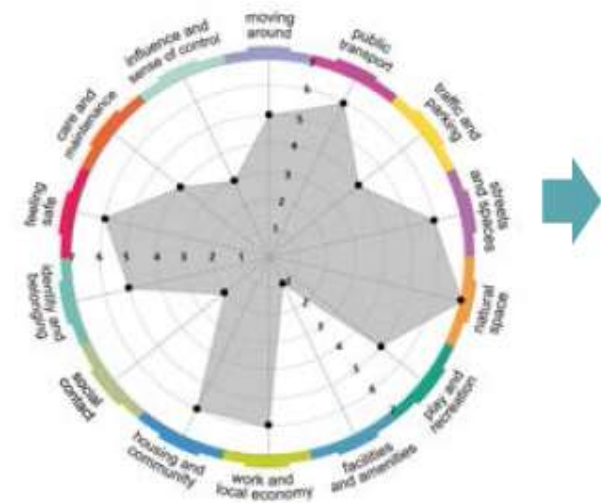
-Sostenere la realizzazione di luoghi sostenibili di alta qualità e promuovere il benessere attraverso modifiche progettuali degli ambienti di vita.

-Migliorare la qualità dei luoghi esistenti e di quelli nuovi.

-Fornire un quadro di riferimento per conversations strutturate, sostenendo gli sforzi dei settori pubblico e privato e le comunità a lavorare insieme per dar vita a luoghi di alta qualità.

-Massimizzare il contributo dell'ambiente alla riduzione delle disuguaglianze sanitarie

Theme	Question
 Moving Around	Can I easily walk and cycle around using good quality routes?
 Public Transport	Does public transport meet my needs?
 Traffic And Parking	Do traffic and parking arrangements allow people to move around safely and meet community needs?
 Streets & Spaces	Do buildings, streets and public spaces create an attractive place that is easy to get around?
 Natural Space	Can I regularly experience good quality natural space?
 Play & Recreation	Do I have access to a range of spaces and opportunities for play and recreation?
 Facilities & Amenities	Do facilities and amenities meet my needs?
 Work & Local Economy	Is there an active local economy and the opportunity to access good quality work?
 Housing & Community	Does housing support the needs of the community and contribute to a positive environment?
 Social Interaction	Is there a range of spaces and opportunities to meet people?
 Identity & Belonging	Does this place have a positive identity and do I feel I belong?
 Feeling Safe	Do I feel safe?
 Care & Maintenance	Are buildings and spaces well cared for?
 Influence & Sense of Control	Do I feel able to participate in decisions and help change things for the better?

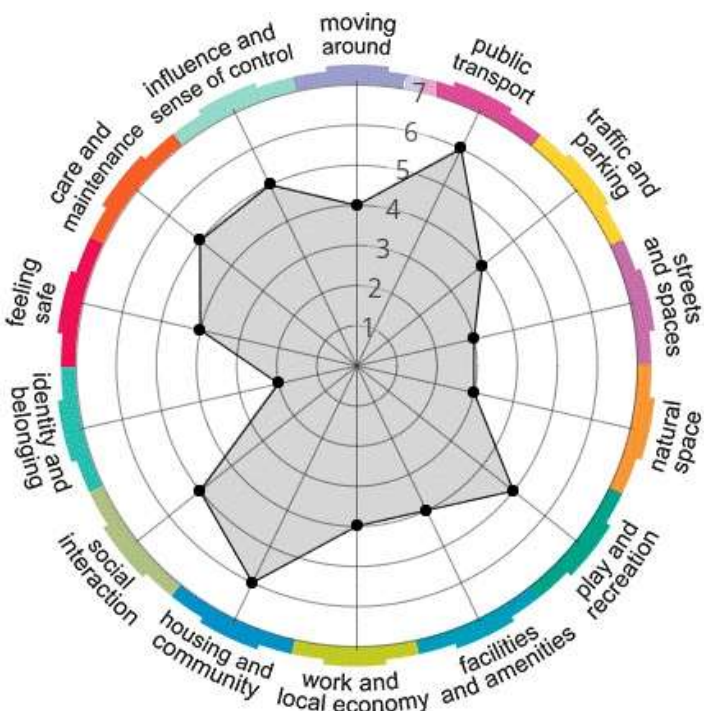


Indicazioni per identificare le azioni prioritarie importanti Per avere luoghi di buona qualità.
Individuazione di standard mirati

Azioni per migliorare la qualità dei luoghi

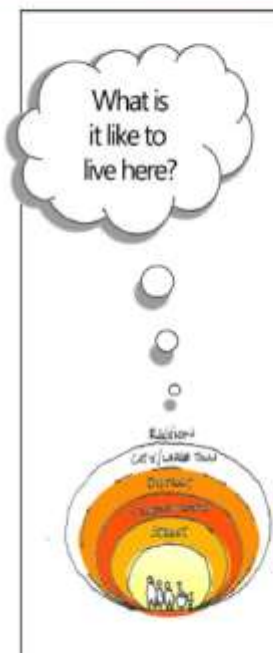
Miglioramento del benessere per la comunità e riduzione delle disuguaglianze sanitarie

. Place Standard Logic Model



In questo esempio, l'identità ,gli spazi naturali, sono i punti di debolezza, mentre il trasporto pubblico, l'edilizia abitativa e la comunità sono i punti di forza.





Moving around



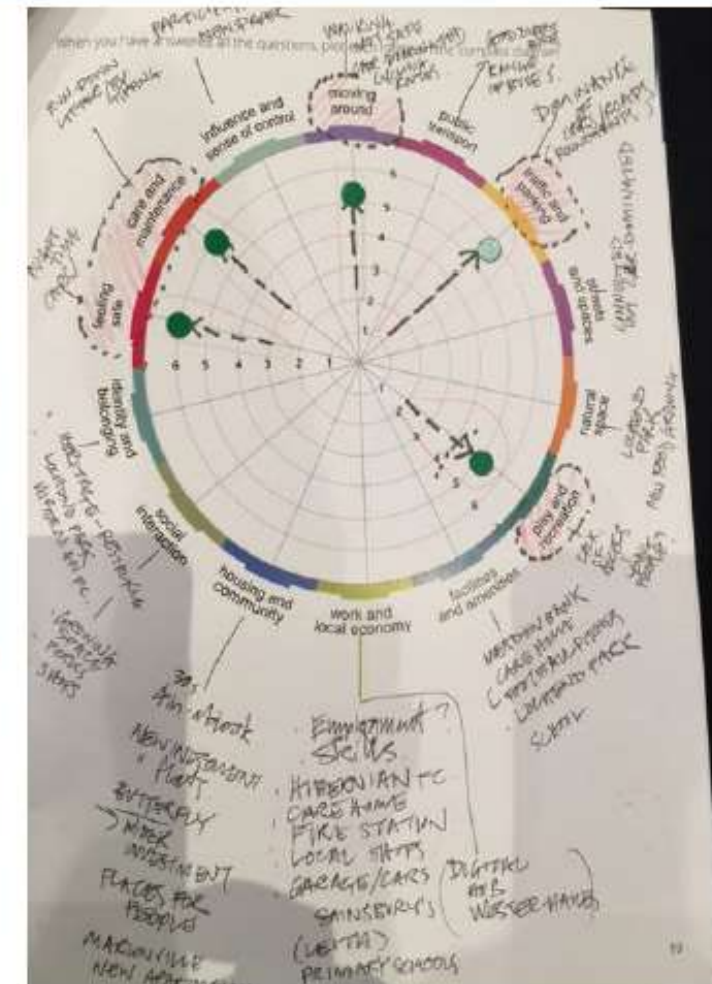
Can I easily walk and cycle around using good quality routes?

Public transport



Does public transport meet my needs?

Place Standard – Edinburgh City Council Masterclass



MOVING AROUND

Walking and cycling are good for both our health and the environment. The design and layout of a place can encourage walking and cycling by providing pleasant and safe routes that connect people to where they want to go.

Now consider the question:

Can I easily walk and cycle around using good quality routes?

Next, rate your place on the scale from 1 to 7 where 1 means there is a lot of room for improvement and 7 means there is very little room for improvement. There are some points on the right to help you consider your response.

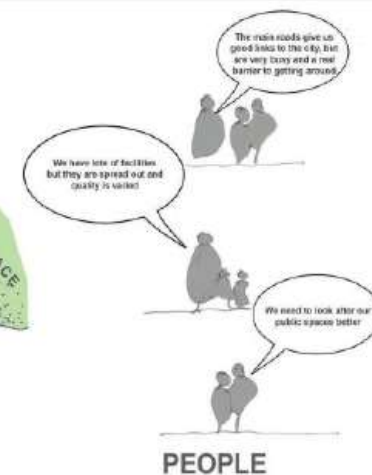
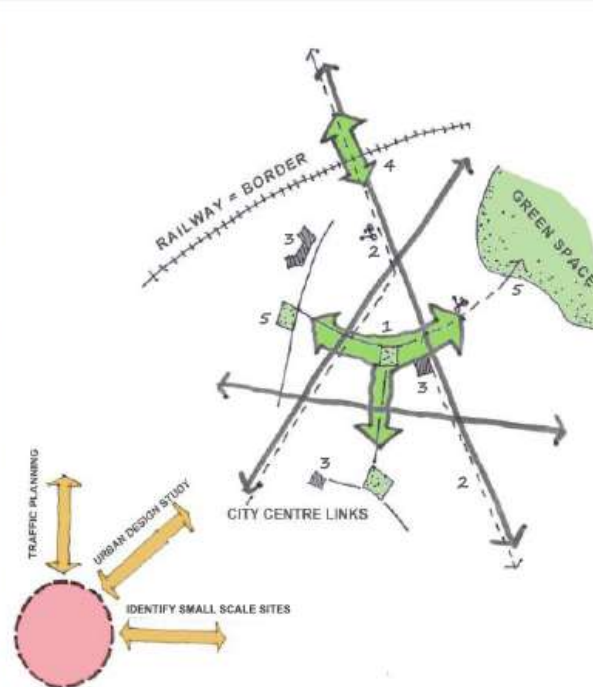
1 2 3 4 5 6 7

If you wish, note why you rated your answer the way you did below:

- ☐ Accessibility for prams and bicycles could be improved
- ☐ Better paths and lighting is needed for hill paths,
- ☐ More emphasis on pedestrians and cycles.

You might want to think about the following:

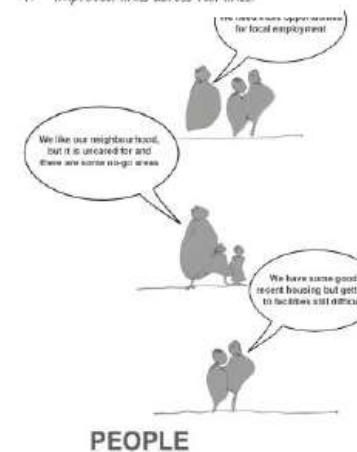
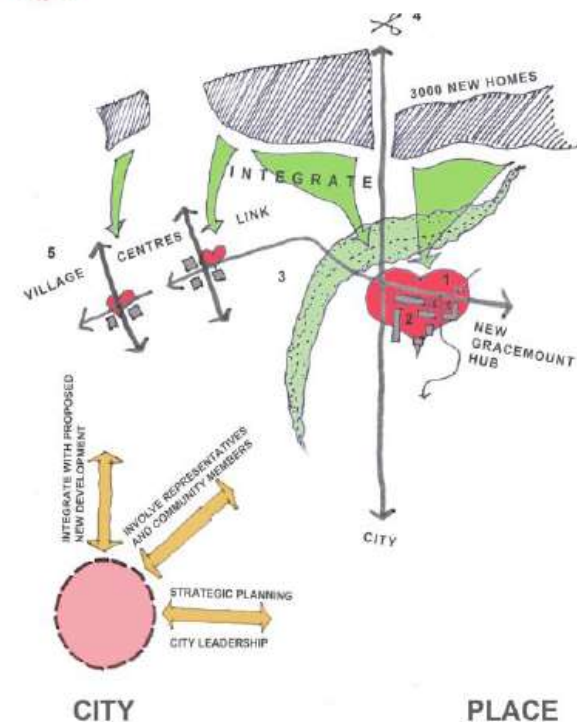
- Are there enough routes for walking and cycling? Are these given priority over cars and other traffic as much as possible?
- Do routes provide obvious and direct links with the places that people want to go, such as schools, shops, parks and public transport?
- Are routes of good quality, in an attractive environment and pleasant to use?
- Do routes meet the needs of all people regardless of age, mobility or disability? Is seating available for those who may need it?
- Do routes feel safe to use all year round and at different times of the day?



PEOPLE

KEY

1. Build on secondary routes and existing green spaces to create a walkable network of green space.
2. Re-imagine primary road corridors to give space for cycle lanes and active travel.
3. Existing schools, facilities and public services.
4. Improved links across rail lines.



PEOPLE

KEY

1. Proposed regeneration of local retail offer, existing squares and local employment opportunities.
2. Proposed transformed and more coherent education campus.
3. Overcome social divide with burn corridor working better for all.
4. Risk to overcome of spend leaking to out-of-town retail.
5. Upgrade linked and adjoining smaller village facilities and centres.

Place Standard – priority actions

Feeling Safe

- General feeling that Queensferry is a safe place to live and travel around.
- However, the lack of a visible police presence was raised by a number of respondents, and seen as a concern with the rising population.
- The recent spate of burglaries was mentioned a number of times.

Work and Local Economy

- The overwhelming view was that Queensferry is a dormitory town for Edinburgh and other settlements, and that access to work in these places is good – if you have a car.
- There is an active local economy, but it is centred on the tourist trade and service sector roles – restaurants, hotels, Tesco etc.
- A number of respondents highlighted the lack of 'professional'-type jobs locally, and how big employers (eg Hewlett Packard) previously located there had left.

Moving Around

- General feeling Queensferry is easy to move around on foot.
- Most groups mentioned the poor state of the High Street.
- Views on cycle paths were mixed – some commented on their increased quality due to recent improvements and others commented on they are not well connected.

Public Transport

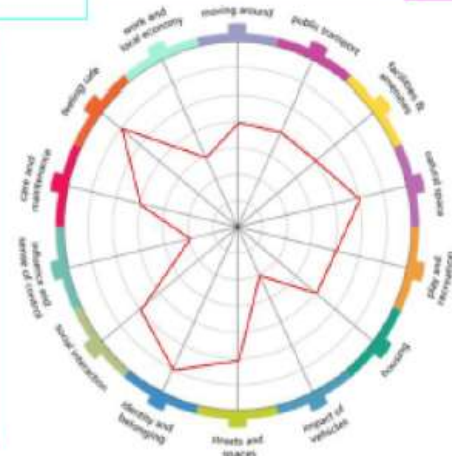
- Generally the bus services are seen as poor, both within Queensferry and for connections to other places. Comments centred on their prices, irregularity, and the withdrawal of services into Fife and West Lothian.
- There was also a view that some areas in Queensferry are much better serviced than others.
- Train services are viewed more positively, but are seen as expensive and overcrowded.

Facilities and Amenities

- Concern over the capacity of existing school and medical facilities being reached.
- Leisure facilities are limited, and those available (e.g. the pool at Queensferry High School) are in poor condition. Facilities are available in surrounding settlements, but usage depends on access to a car.
- The town has a fair number of shops, but they are seen as catering more towards tourists than residents.

Influence and Sense of Control

- Many respondents felt their opinions were lost within the system.
- There was a view that public involvement in important issues has been lacking in the past, and where their views would not make a difference.
- Generally respondents felt they had little control or influence over events (particularly young people).



Natural Space

- Although there are few natural spaces within the town, Queensferry benefits from being surrounded by publicly accessible estates.
- However, access to these is dependent on having a car.
- There is concern that access to a lot of these will be lost with the new housing developments.

Play and Recreation

- While there are play parks within Queensferry, they are not distributed evenly. Some families have trouble accessing them.
- There is a general lack of recreational facilities (e.g. bowling alley, quality swimming pool, cinema).
- Teenagers and younger people are poorly catered for in terms of activities.

Care and Maintenance

- Buildings are generally well maintained.
- There are problems with litter, dog fouling and graffiti in streets and parks.
- Gritting in winter can be selective
- Issues with cobbles on the High Street

Social Interaction

- Queensferry offers a lot of clubs and organisations.
- Some felt there was a lack of facilities for these organisations, e.g. no dedicated community centre.
- Others identified the High School as a good space for such activities.

Identity and Belonging

- Queensferry is seen as having a strong community identity, separate from Edinburgh.
- However, some respondents felt this was more tied to their local area than Queensferry as a whole.
- There is a fear this sense may be lost with the new housing developments.

Streets and Spaces

- Queensferry has a number of quality historic buildings, making it pleasant to walk around.
- However, the signage is quite poor in the centre, and should be improved to assist tourists with finding their way around.
- The poor quality of pavements and roads (e.g. potholes) was raised.

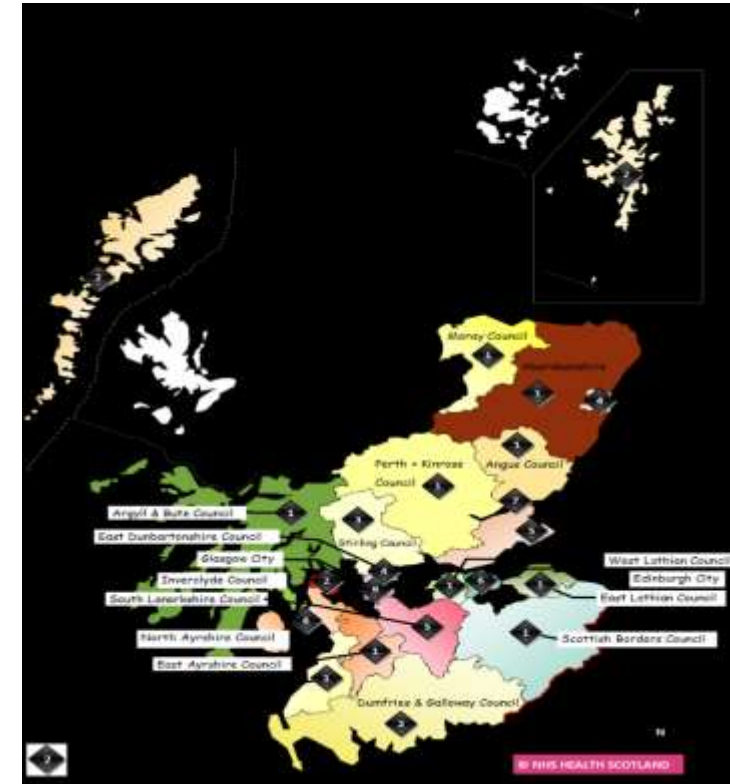
Impact of Vehicles

- Traffic congestion is seen as a problem across the town, especially along the High Street and the schools along Station Road. This is increased when there is an incident on the Forth Road Bridge.
- The High Street needs better traffic management, as it is constantly blocked by delivery trucks and tourist coaches.
- There is a lack of parking along the Waterfront.

Housing

- The existing housing mix caters mainly for families, and there is a lack of smaller 1 or 2 bedroom properties for those seeking either an affordable first home or to downsize.
- Lack of a care home and sheltered accommodation.
- There was a general concern that the new housing sites will not cater towards these needs and provide more large and expensive family housing.

- june 2017
- 80 casi (11.000 persone) in tutta la Scozia (fino a 1000 partecipanti per caso)
- Circa il 70% degli Enti Locali
- Uno strumento per sostenere l'impegno della comunità



Application – Where?

LOCAL AUTHORITY AREA	No
Aberdeen City Council	6
Aberdeenshire Council	8
Angus Council	2
Argyll and Bute Council	1
Comhairle nan Eilean Siar	3
Dumfries and Galloway Council	2
Dundee City Council	8
East Ayrshire Council	1
East Dunbartonshire Council	1
East Lothian Council	1
Edinburgh City Council	6
Fife Council	5
Glasgow City Council	9
Highland Council	3
Inverclyde Council	4
North Ayrshire Council	6
Perth & Kinross Council	1
Scottish Borders Council	1
Shetland Islands Council	2
South Ayrshire Council	1
South Lanarkshire Council	5
West Lothian Council	1
(Other)	3
TOTAL	80

Application – For What?

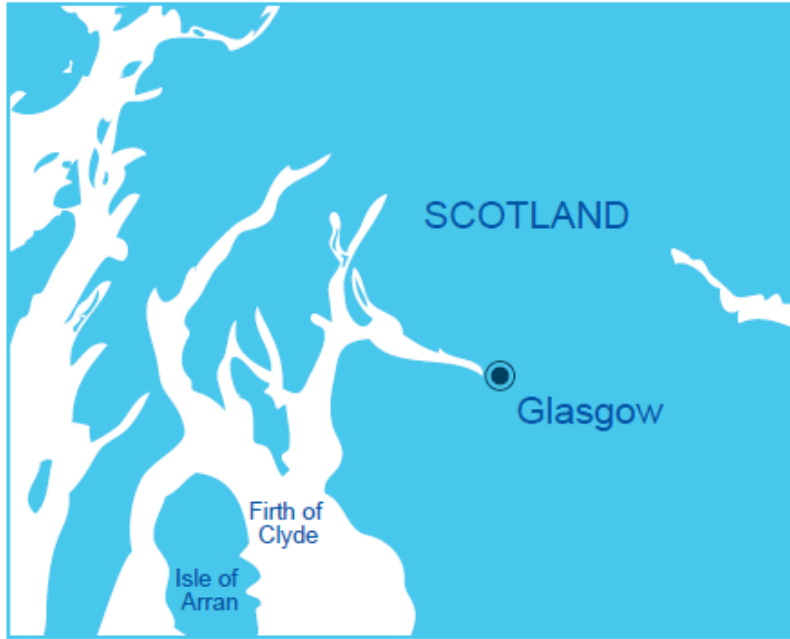
PURPOSE	No.
Local Development Plan F. Masterplan	1
LOIP/Locality Plan / C. Local Development Plan	1
LOIP/Locality Plan / C. Local Development Plan / H. Other (State in Comments)	1
LOIP/Locality Plan Development	20
LOIP/Locality Plan Development / B. Funding Requirement	2
Funding Requirement	1
Local Development Plan	14
Strategic Development	3
Local Development Framework	1
Masterplan	2
Other (State in Comments)	30
Community Engagement	4
TOTAL	80

*Based on Returns to
Date June 2017*

**2) COME SI PASSA ALLA PIANIFICAZIONE E ALLA PROGETTAZIONE
DEGLI SPAZI DELLA CITTA'**

-GLASGOW CITY DEVELOPMENT PLAN

Glasgow: city profile



Population: 584,470¹

Life expectancy at birth: 70.1 (Scotland average: 80)²

Working age employment rate: 62% (Scotland average: 71%)³

Adults consuming fewer than two portions of fresh fruit and vegetables a day: 31% (Scotland average: 17%)⁴

Sources:

¹ 'Glasgow Economic Facts', Glasgow City Council 2011.

² UK Office for National Statistics 2011.

³ Glasgow Economic Partnership 2011.

⁴ The Scottish Health Survey 2010.

Scotland's health inequality

A boy born in the deprived inner city area of Calton, Glasgow, can expect to live to **54** years compared with a boy born in the nearby suburb of Lenzie, who can expect to live to **82**.

World Health Organisation 2008



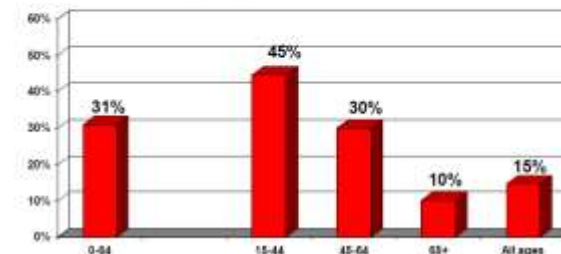
'Glasgow Effect'

- Strong evidence of a 'Glasgow Effect', even in relation to its two most comparable (and equally deprived) UK cities - Liverpool & Manchester
- 'Effect' (excess mortality) seen across all population:
 - Males and females
 - All ages (except very young)
 - In deprived and non-deprived areas

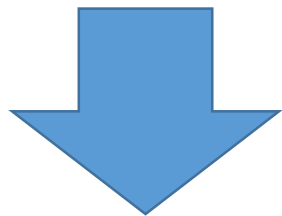


Excess mortality, Glasgow relative to Liverpool & Manchester

Excess mortality in Glasgow, standardised by age, sex and 3-city deprivation decile, 2003-07



Gli **Equally Well Test Sites** sono stati istituiti in Scozia nel 2008. Essi erano destinati a sperimentare nuove idee per ridisegnare e riorientare i servizi pubblici, con l'obiettivo di affrontare disuguaglianze sanitarie.



Gli obiettivi del Glasgow Test Site sono i seguenti:

- Sviluppare buone pratiche per integrare la salute all'interno del processo di pianificazione.
- Imparare dalle lezioni apprese
- Fornire strumenti nuovi e innovativi per i pianificatori, i professionisti della salute pubblica, altri settori e le comunità locali per un impegno reciproco..
- Offrire nuovi tool per verificare l'impatto sulla salute degli investimenti del settore privato.
- Valutare l'impatto di tali cambiamenti sul benessere della salute delle popolazioni locali, con un focus sulle disuguaglianze.

-Città di Glasgow

- guardando all'integrazione della salute nella città attuale e futura e nella pianificazione locale.

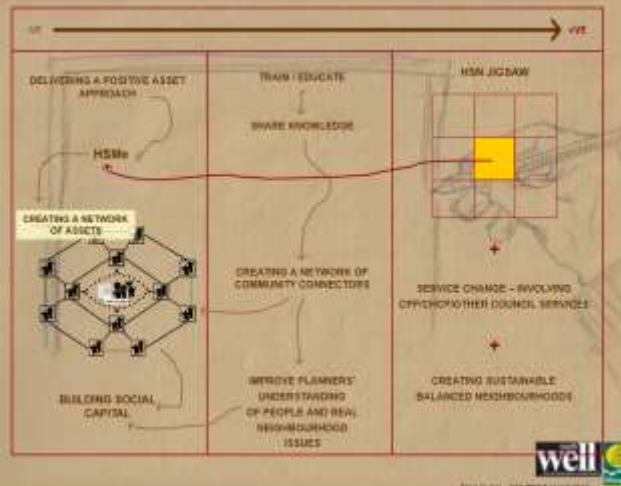
- Govanhill, Glasgow

- guardando alla rigenerazione e allo sviluppo della comunità attraverso l'adozione di un approccio di gestione del quartiere che coinvolge tutti i principali partner di pianificazione e la comunità.



PLANNING FOR BETTER HEALTH:

A story of the Equally Well Glasgow city test site's approach towards addressing health inequalities through integrating health and wellbeing into the planning system



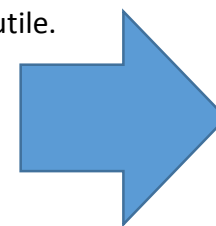
Prova di tecniche innovative di coinvolgimento della comunità (mappatura delle risorse, raccoglitori di scrapbook in merito ai fattori determinanti della salute) e offre alle popolazioni locali più voce in capitolo in merito alle decisioni di pianificazione nella propria area.

-Progettato per riunire i pianificatori e gli operatori sanitari - Basato su valutazioni di impatto sulla salute (HIA) / Opportunità di lavoro congiunto / toolkit / esempi di buone pratiche.

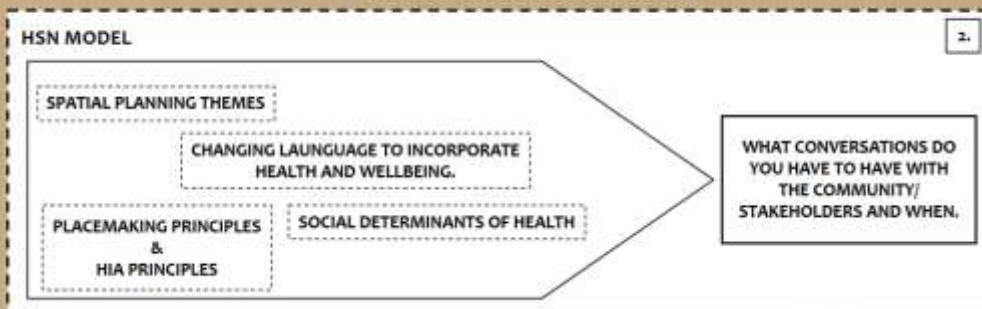
Toolkit MODEL (HSN) Healthy Sustainable Neighborhood (HSN) sviluppato per incoraggiare i pianificatori a riflettere con maggiore attenzione su come le diverse componenti dell'ambiente costruito e naturale influiscono sulla nostra salute e sul nostro benessere. Basato su esempi di migliori pratiche e principi di produzione di placemaking

HSN PLACEMAKER TOOLKIT-Toolkit interattivo in fase di sviluppo che consentirà ai pianificatori / professionisti correlati di interagire con i membri della comunità. Toolkit consente di apportare modifiche alle diapositive del quartiere per consentire alle persone di visualizzare i cambiamenti. Le opzioni di modifica sono varie e hanno incorporato esempi di principi di produzione di placemaking e opzioni di sostenibilità.

Monitoraggio e valutazione continui per garantire che il lavoro completato sia utile.



▶ PLACEMAKING PRINCIPLE





GLASGOW

CITY DEVELOPMENT PLAN

POLICIES

CDP1	The Placemaking Principle
CDP2	Sustainable Spatial Strategy
CDP3	Economic Development
CDP4	Network of Centres
CDP5	Resource Management
CDP6	Green Belt and Green Network
CDP7	Natural Environment
CDP8	Water Environment
CDP9	Historic Environment
CDP10	Meeting Housing Needs
CDP11	Sustainable Transport
CDP12	Delivering Development



Key Aims of The Plan

- Creating and maintaining a high quality,healthy place.*
- Developing a compact city form that supports sustainable development.*

GLASGOW WHAT IS PLACEMAKING?

1. Mettere le persone al primo posto

IPG1 ha lo scopo di garantire che le considerazioni di "persone e comunità locali" siano al centro dello sviluppo e del processo decisionale; In che modo le persone useranno un posto? In che modo potranno trarne beneficio o goderne? Cosa rende attraente un posto? Cosa rende un posto unico?

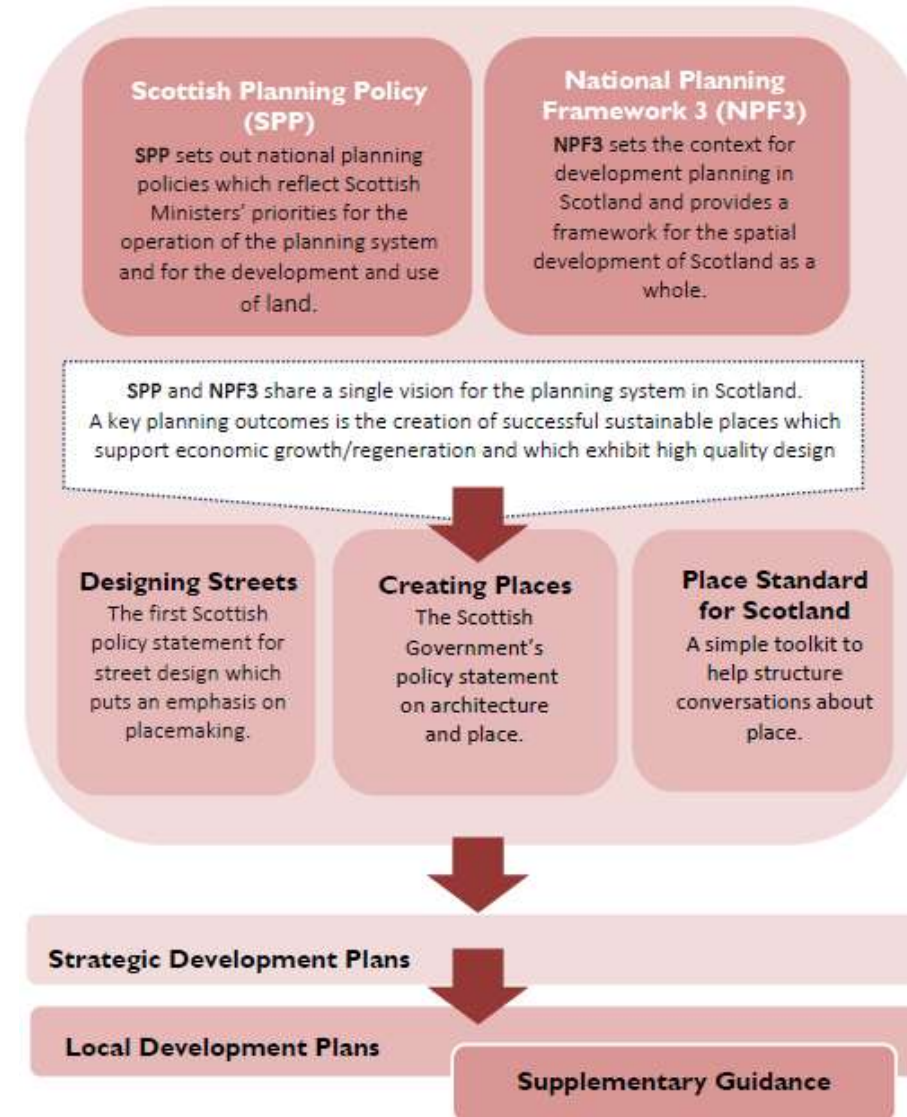
2. Un processo guidato dal design inclusivo

Il successo del principio del «Placemaking» deve considerare come le persone interagiranno e utilizzeranno parte dell'ambiente urbano o naturale (un pre-requisito essenziale per rendere qualsiasi parte dell'ambiente un "luogo"). Al fine di ottenere i migliori risultati possibili per la comunità, questa comprensione dovrebbe dimostrare come un luogo funziona, riconosce e risponde ai punti di forza, alle debolezze e alle opportunità di un'area. Il «placemaking» dovrebbe essere un processo collaborativo che si basa sugli attributi esistenti di un sito. Il processo di Placemaking si applica ugualmente a nuovi sviluppi e retrofitting all'interno dell'ambiente urbano esistente.

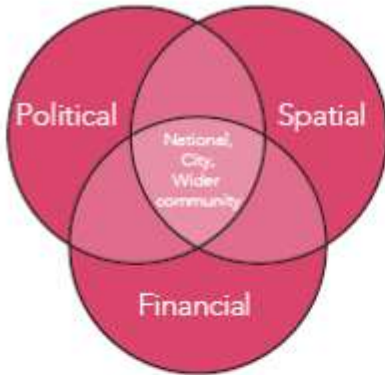
Il *placemaking* è un approccio condiviso alla progettazione degli spazi pubblici per farne il cuore pulsante d'iniziative di rigenerazione di quartieri o città.

La metodologia del *placemaking* si concentra sul processo collaborativo fra gli attori pubblici e privati, sia nella fase progettuale che in quella gestionale

Placemaking at the National Level



Constraints



SOCIAL DETERMINANTS WITHIN HEALTHY URBAN PLANNING CONTROL

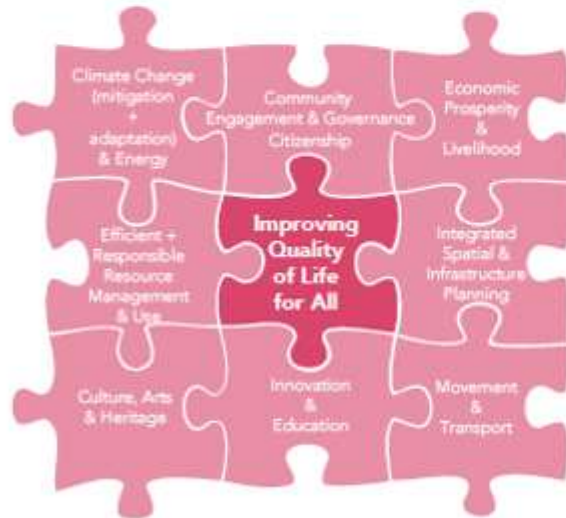
- Living & Working Conditions (quality of place)
- Social & Community Networks (Building Social Capital)
- Building Diversity (Life-long living)
- Integrated Transport (connected places)
- Green Engineering (integrated infrastructure - Green + walking + cycling + SUDs)
- Access & Connectivity to Services
- Closing employability Gap
- Training + Peer Education + Informal Training
- Competitive Place - Why people come to Glasgow
- Education (Life-long learning)
- Flexible Sustainable Design
- Air Quality
- Water Quality

Mentre la salute e il benessere sono modellati da una serie di fattori, molti dei quali sono al di là dell'influenza diretta della pianificazione, è ampiamente accettato che l'ambiente sociale e fisico in cui viviamo è un fattore determinante della salute.

Miglioramenti della qualità dell'ambiente, quindi, possono migliorare notevolmente l'esperienza di vita delle persone e la qualità della vita. L'uso dello Strumento Place Standard sarà attivamente incoraggiato, se del caso.

Progettato con il coinvolgimento del Servizio sanitario nazionale e di altre agenzie chiave, questo strumento aiuta efficacemente a identificare e comprendere l'impatto delle proposte di sviluppo sui risultati sanitari. Come tale, lo strumento sarà un requisito per tutte le aree principali del piano urbano e tutti i nuovi principali assi di sviluppo.

Healthy Sustainable Glasgow



PLACEMAKING PRINCIPLES

STRATEGIC SPATIAL STRATEGY

I developers, i progettisti e gli architetti devono prendere in considerazione attentamente, ed essere in grado di dimostrare pienamente attraverso i piani e i progetti, in che modo le loro proposte di sviluppo possono offrire benefici per la salute e il benessere

Il nuovo sviluppo dovrebbe aspirare a raggiungere le «sei qualità dei luoghi» definite nella «Scottish Planning Policy» e presenti anche in «Creating Places» and «Designing Streets».

- È riconoscibile;
- È sicuro e piacevole;
- È facile da percorrere;
- È accogliente;
- È adattabile;
- È efficiente in termini di risorse.

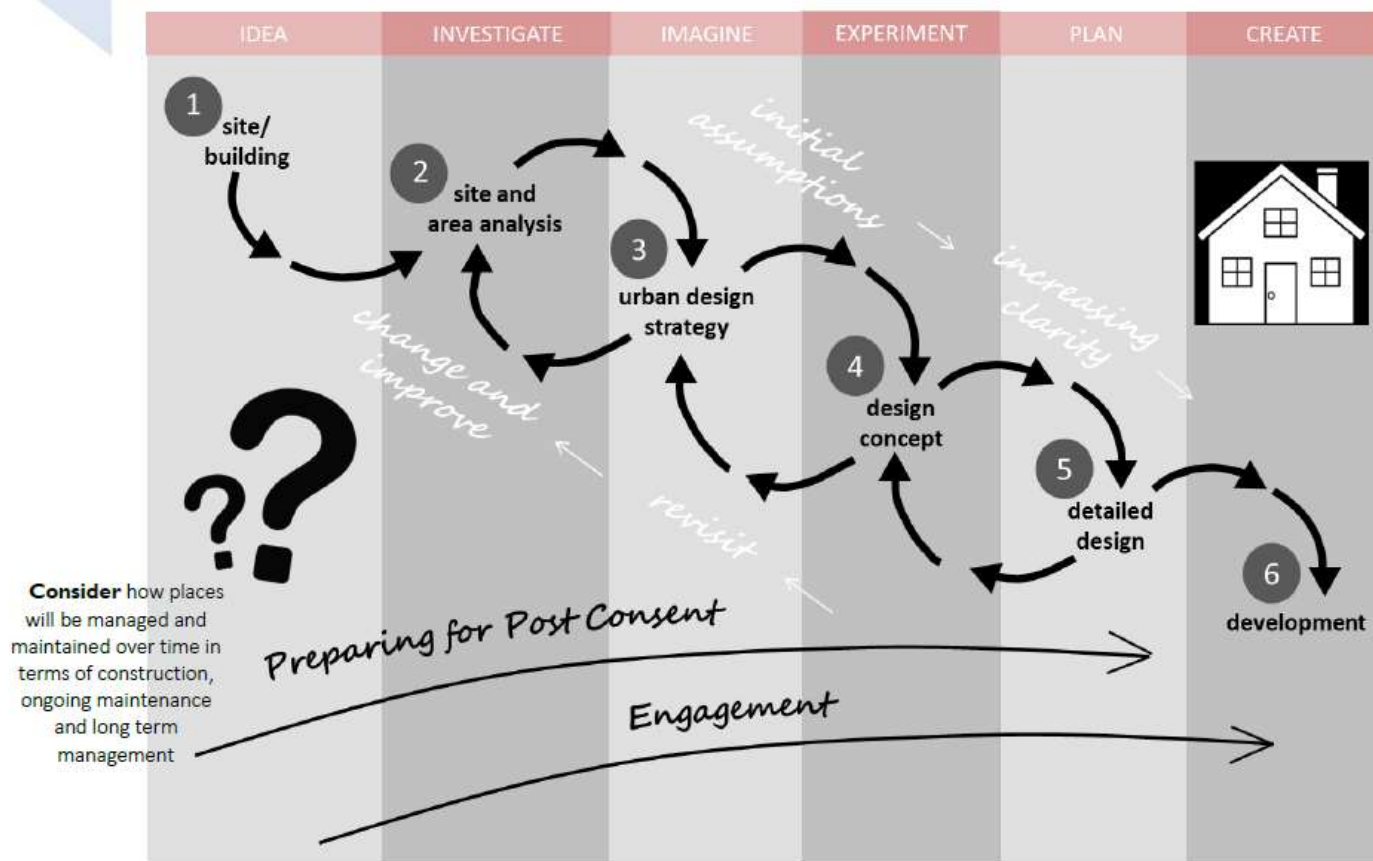
CDP 1

THE PLACEMAKING PRINCIPLE

1. Making the City an appealing place to live, work and visit;
2. Embedding community facilities and local shopping facilities in communities and recognising the needs of all members of society; (refer to *Policy CDP4: Network of Centres*);
3. Creating healthy and more equitable environments and promoting healthy lifestyle opportunities, including opportunities for communities to grow food;
4. Delivering sustainable buildings, areas and spaces that are attractive and enhance the quality of life for everyone;
5. Demonstrating efforts to responsively engage with all stakeholders;
6. Demonstrating a creative and iterative process in developing proposals;
7. Delivering highly creative, innovative, and technical standards in design of buildings, structures, infrastructures and their setting;
8. Respecting the historic and natural environment by responding to its qualities and character and encouraging their appropriate use;
10. Promoting connectivity, active travel and public transport use rather than private car use;
11. Taking the opportunity to deliver an integrated approach to infrastructure delivery;
12. Bringing, where possible, vacant and derelict land back into effective use via both short term (e.g. Stalled Spaces) or long term solutions;
13. Ensuring new activity does not result in the deterioration of air quality particularly in, or adjacent to, Air Quality Management Areas (see Figure 7);
14. Ensuring new activity does not introduce unacceptable additional noise particularly in, or adjacent to, Noise Management Areas nor have an adverse effect on Quiet Areas (see Figure 7); and
15. Assessing major developments using the Glasgow Healthy Sustainable Neighbourhood Model and demonstrating healthy outcomes have been considered (via application forms).

Where relevant, the planning process will expect to see evidence of all the key stages of design

The Placemaking Design Process



SUMMARY

- 1 **Identify** site or development opportunity
- 2 **Acquire** a thorough knowledge and understanding of the site and its context.
- 3 **Identify** the core strategy that the design will develop from.
- 4 **Use** the knowledge acquired in Steps 2 & 3 to draw up an overall Design Concept.
- 5 **Develop** the design in response to engagement with the Council/local communities and submit a planning application and design statement.
- 6 **Complete** development

INTEGRARE LA REALIZZAZIONE ALL'INTERNO DEL PROCESSO DI PIANIFICAZIONE

-La previsione di luoghi di buona qualità e ben progettati dipende dall'impegno per la qualità in ogni fase del processo di pianificazione, progettazione e sviluppo.

-Tutti i nuovi processi possono contribuire alla creazione di luoghi di successo. Esattamente come le singole proposte possono ottenere questo obiettivo



GLASGOW CITY DEVELOPMENT PLAN

IPG1 Placemaking

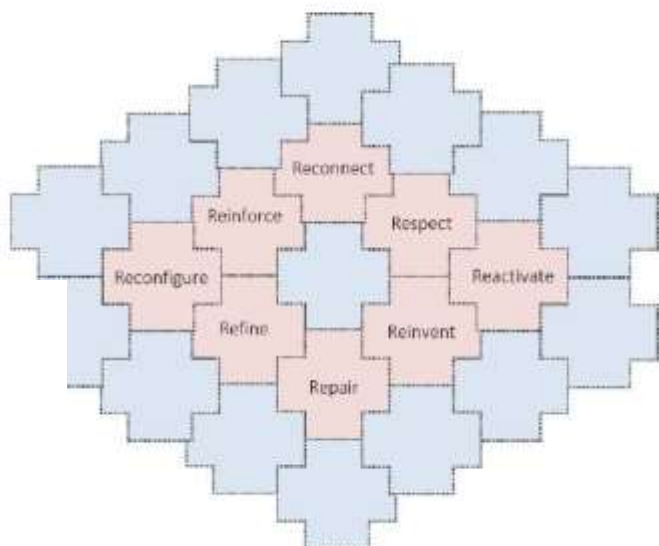
Part 1

INTERIM PLANNING GUIDANCE

SG1 Parte 1 fornisce i principi fondamentali del « Placemaking» e SG1 Parte 2 fornisce i dettagli di supporto.

La Parte 1 fornisce il contesto e l'approccio del Placemaking . Comprende l'interpretazione di Glasgow «Qualities of Place» e una descrizione dei processi da intraprendere nella preparazione di una proposta di sviluppo.

The Different Elements of a Placemaking Strategy



What type of placemaking strategy could best be employed ?

THE 10 CHARACTER AREAS



	Reinforce	Reinvent	Reconfigure	Refine	Respect	Reconnect	Repair	Reactivate
City Centre	●			●	●	●	●	●
Inner Urban Area	●					●	●	●
Town Centres	●	●				●	●	●
Historic Environment	●				●			
High Density Housing	●				●	●		●
Low Density Housing	●				●	●		●
Economic Areas	●	●	●			●	●	●
Derelict Land		●	●			●	●	●
Green Network				●	●	●		●
River Clyde		●				●	●	●

In each of the Character Areas above, different elements of **ALL** the above strategies will be relevant to greater or lesser degree. The above table focuses on the **KEY** thrust of Placemaking objectives in each respective Character Area.

La parte 2 contiene criteri di valutazione dettagliati relativi alla progettazione fisica. Ciò include una guida aggiornata sullo sviluppo residenziale da utilizzare come riferimento incrociato alla Guida alla progettazione residenziale. Introduce inoltre nuovi orientamenti in relazione al patrimonio culturale, agli usi temporanei, alle strutture comunitarie e agli edifici efficienti dal punto di vista energetico.

CITY CENTRE

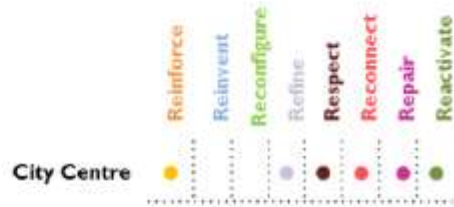
City Centre

7.3 Glasgow has a diverse and vibrant City Centre. The City Centre is the primary location for retail, office, education, commercial, leisure, tourism and civic uses serving the City Region and is a national transport hub. The City Centre has a strong urban character and Glasgow has a significant number of exceptional individual buildings, many with their own distinct identity. The character of the City Centre must be preserved and enhanced.

7.4 One of the key aims of the City Development Plan is to maintain and strengthen the role of Glasgow's City Centre as the key economic driver in the West of Scotland. New development should reflect the collective urban character of the City Centre by providing the highest quality individual buildings that demonstrate the strongest examples of innovative and contemporary design.

7.5 The placemaking priorities in the City Centre are:

- Retaining and enhancing townscape and civic character;
- Promoting high quality, innovative design;
- Safeguarding and supporting investment and existing uses;
- Improving the pedestrian and cycling experience;
- Ensuring that public spaces are well activated with appropriate levels of activity at different times of the day and night; and
- Encouraging and supporting a mix of complementary uses.

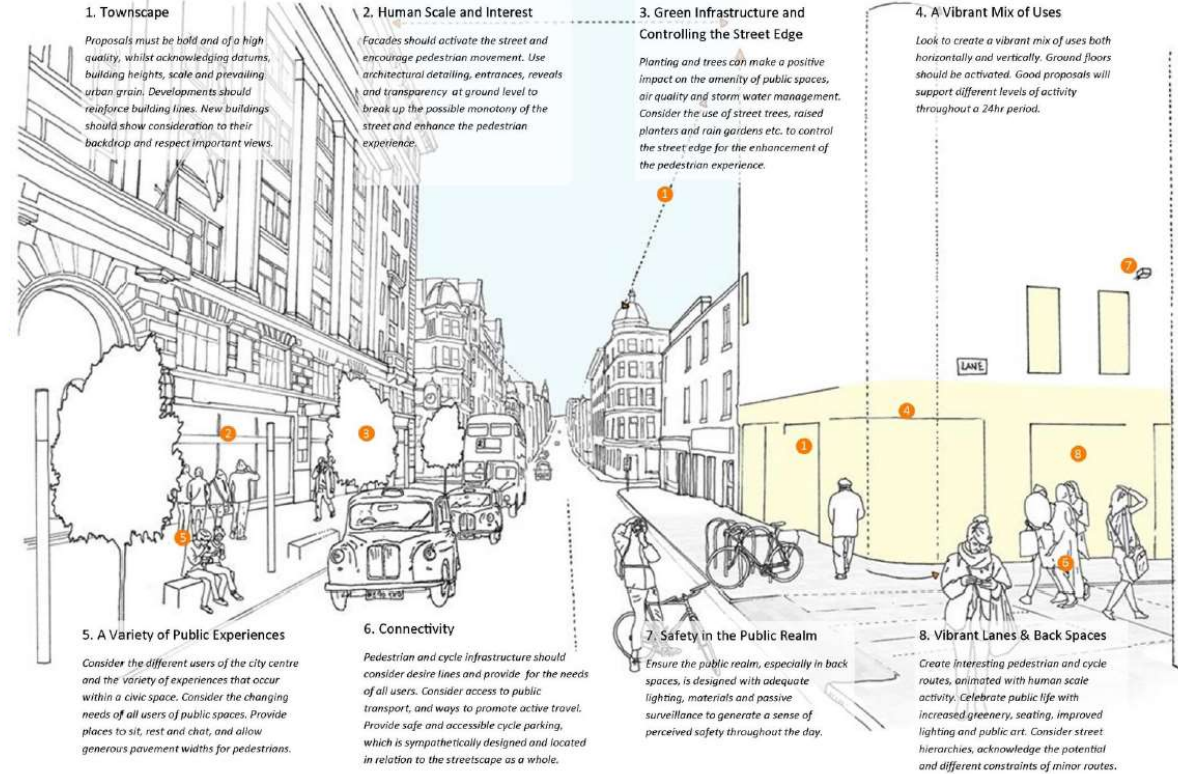


7.6 These priorities will help to **reinforce, reactivate and reconnect** the City Centre as Scotland's commercial and cultural hub whilst **repairing, respecting, refining** and enhancing its distinctive character and sense of place.

OTHER POLICY GUIDANCE:

CDP4/SG4: Network of Centres, CDP5/SG5: Resource Management CDP9/SG9: Historic Environment, CDP11/SG11: Sustainable Transport, Central Conservation Area Appraisal

CITY CENTRE: THINK ABOUT...



CITY CENTRE: THINK ABOUT...

1. Townscape

Proposals must be bold and of a high quality, whilst acknowledging datums, building heights, scale and prevailing urban grain. Developments should reinforce building lines. New buildings should show consideration to their backdrop and respect important views.

2. Human Scale and Interest

Facades should activate the street and encourage pedestrian movement. Use architectural detailing, entrances, reveals and transparency at ground level to break up the possible monotony of the street and enhance the pedestrian experience.

3. Green Infrastructure and Controlling the Street Edge

Planting and trees can make a positive impact on the amenity of public spaces, air quality and storm water management. Consider the use of street trees, raised planters and rain gardens etc. to control the street edge for the enhancement of the pedestrian experience.

4. A Vibrant Mix of Uses

Look to create a vibrant mix of uses both horizontally and vertically. Ground floors should be activated. Good proposals will support different levels of activity throughout a 24hr period.

5. A Variety of Public Experiences

Consider the different users of the city centre and the variety of experiences that occur within a civic space. Consider the changing needs of all users of public spaces. Provide places to sit, rest and chat, and allow generous pavement widths for pedestrians.

6. Connectivity

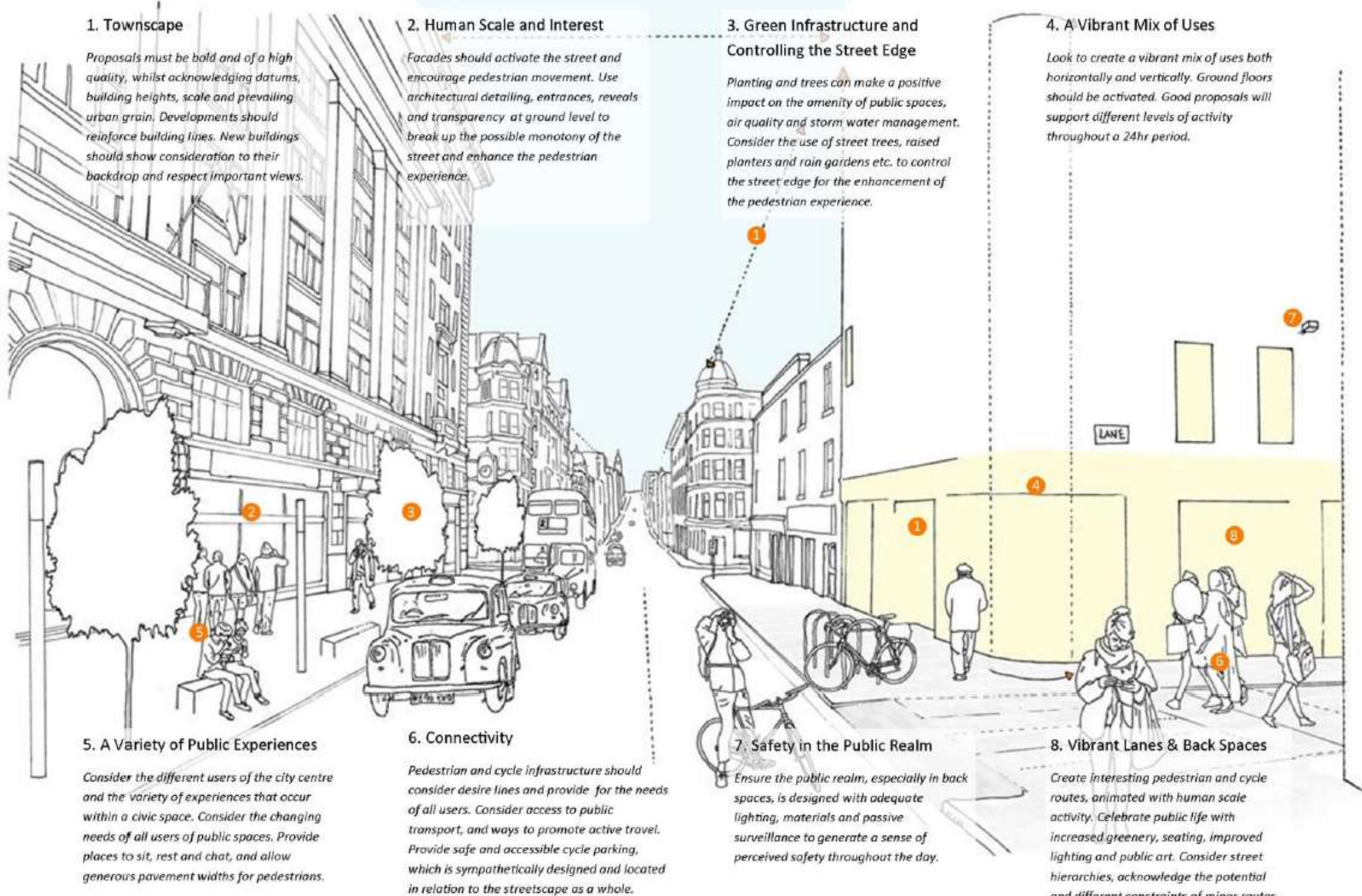
Pedestrian and cycle infrastructure should consider desire lines and provide for the needs of all users. Consider access to public transport, and ways to promote active travel. Provide safe and accessible cycle parking, which is sympathetically designed and located in relation to the streetscape as a whole.

7. Safety in the Public Realm

Ensure the public realm, especially in back spaces, is designed with adequate lighting, materials and passive surveillance to generate a sense of perceived safety throughout the day.

8. Vibrant Lanes & Back Spaces

Create interesting pedestrian and cycle routes, animated with human scale activity. Celebrate public life with increased greenery, seating, improved lighting and public art. Consider street hierarchies, acknowledge the potential and different constraints of minor routes.



DERELICT LAND

Derelict Land

7.26 Glasgow has the largest amount of vacant urban land in Scotland. An estimated 61% of the population live within 500m of a derelict site (Scottish Vacant and Derelict Land Survey). This can make places feel unsafe and be a visual blight on the character of an area.

7.27 Many vacant and derelict sites have significant potential and their development is very important to Glasgow. In areas of significant vacant and derelict land, there may not be the same pressures with regards to respecting the historic built context or responding to neighbouring built forms. This creates an opportunity to develop an innovative new character for a place that responds to Glasgow's history and identity in a contemporary and inventive way. New development should be ambitious in these areas and illustrate a highly considered urban design strategy. Regenerating derelict land is a major challenge for the City. Many sites contain contamination and there often significant resource implications.

7.28 The Placemaking priorities for vacant and derelict sites are:

- a) Reaffirming the character and identity of places;
- b) Repairing street edges and improving legibility to make environments safer and more vibrant places to be;
- c) Developing a strong 'Glasgow-appropriate' architecture with its own distinctive identity and character; and
- d) Retaining informally established green infrastructure (e.g. woodland), where appropriate.

Derelict Land



7.29 These priorities will help to **repair** and **reconnect** the urban fabric and **reinvent/reactivate** areas, where appropriate, **reconfiguring** some areas with a new sense of place.

OTHER POLICY GUIDANCE:

CDP3/SG3: Economic Development, CDP6/SG6: Green Belt and Green Network, CDP10/SG10: Meeting Housing Needs, CDP11/SG11: Sustainable Transport

SMALL SCALE VACANT & DERELICT LAND: THINK ABOUT...

1. Animation of Blank Gables

Inanimate spaces can be made more vibrant and achieve a sense of community ownership through simple creative treatments of blank gables and the refurbishment of site boundaries.

2. Reaffirm and Reinvent Character

Celebrate important social and historic features of the area. Creative responses which reinvent stalled spaces and buildings will help to rebuild confidence in blighted areas.

3. Integrated Networks:

Vacant and derelict land can often form large barriers separating communities. Integrated infrastructure networks should be considered as a first phase of development on derelict land. Consider starting with safe and pleasant walking & cycling routes and the green network (including SUDs).

4. Temporary Community Uses

Consider the wider benefits of assisting with basic maintenance and management of nearby vacant and derelict sites. Investigate animating derelict spaces through temporary community uses and events, such as markets, gardens and growing spaces.



5. Safety

Derelict land can often feel unsafe and unwelcoming. Help alleviate these concerns through improved lighting, passive surveillance management of vegetation and the animation of spaces.

6. Embedded Future Urban Features

When implementing a temporary solution consider embedding urban design features which can later be adopted by the final uses of the site, such as routes, lighting or public artwork.

7. The Involvement of the Local Community

The involvement of the local community will help with understanding of social character and context, whilst also creating a sense of shared custodianship.

8. Repairing Urban Form

Vacant sites often suffer from poor edge conditions. Consider reinforcing street edges and ensure that open spaces are activated and have a clear identity and sense of custodianship.

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HIGH DENSITY HOUSING

High Density Housing

- 7.15 Glasgow's high density housing principally takes the form of tenements and high rise blocks. Tenements are the archetypal Glasgow built form and have played a significant role in the historical development of the City, its memories and in the way communities live and interact. Glasgow's tenements are ingrained in the physical character of the City and the social life of its citizens. Tenements help to create a strong sense of place and they give Glasgow a clearly defined identity, with their height, density, materials, façade articulation and distinctive courtyard form. While many tenements were demolished in the 1960s, their cultural significance and the merits of their housing provision are now widely recognised and supported. Creative modern interpretation of the tenement is welcomed, especially where height, façade articulation and materials respond to the City's existing outstanding tenemental areas in innovative and contemporary ways.
- 7.16 New developments in inner urban housing areas should consider the success/failure of previous Glasgow housing typologies.
- 7.17 The Placemaking priorities for High Density Housing are:

- Providing high quality community facilities and levels of amenity;
- Creating vibrant communal open spaces that seek to foster a sense of custodianship and encourage the adaptability of

- gray open space (multifunctional grey spaces can often be used and adapted for play, transport and leisure use);
- Promoting development of an appropriate density; and
 - Integrating public transport and active travel connections



- 7.18 These priorities will contribute towards **reinforcing** the sense of community within high density areas. By promoting a range of community amenities and improving links, the aim is to **reactivate** these areas and **reconnect** them to other parts of the City.

OTHER POLICY GUIDANCE:

CDP5/SG5: Resource Management, CDP6/SG6: Green Belt and Green Network, CDP10/SG10: Meeting Housing Needs, CDP11/SG11: Sustainable Transport, Design Guide for New Residential Areas.

HIGHER DENSITY RESIDENTIAL: THINK ABOUT...

1. Street Edge

Reinforce the street edge, while ensuring that the public-private interface is clearly understood. Enhance thresholds should respond to street hierarchy. On secondary streets this can be achieved through the provision of buffer spaces (defensible spaces) for ground floor residents.

2. The Successful Elements of Glasgow Tenemental Living

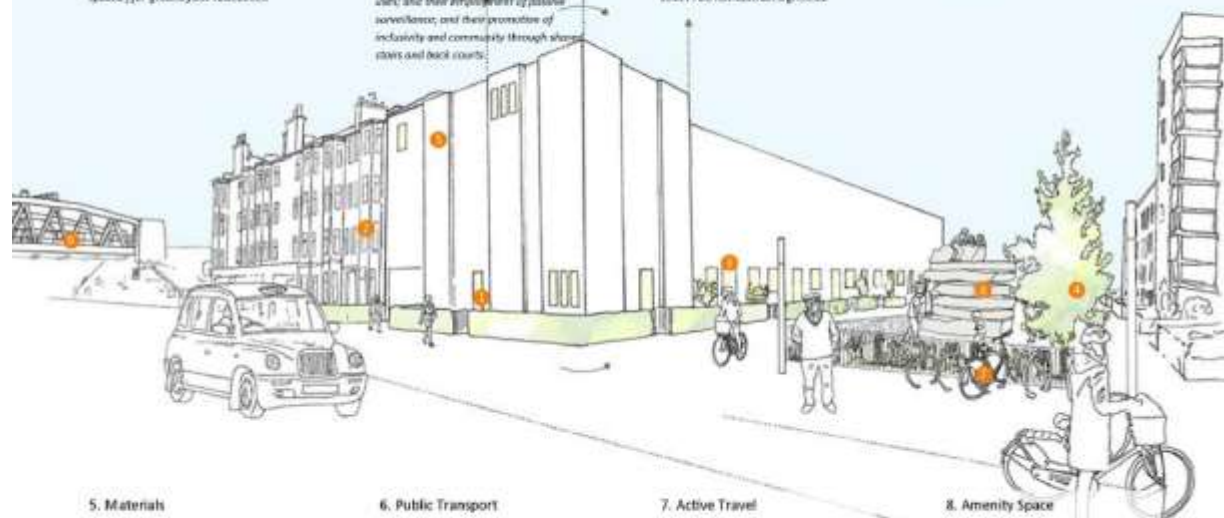
Where appropriate capitalise on the successful traits of the tenement, such as: the finely grained facades; the activation of ground floor facades; their considered relationship with the street; mix of uses; and their employment of passive surveillance; and their promotion of inclusivity and community through shared stairs and back courts.

3. Legibility

Developments should be clearly understandable and easily navigable. Look to designing buildings with frequent, well located entrances along with ground floor windows that activate routes and public space whilst providing 'eyes on the street'. Do not obstruct sightlines.

4. Connected Sustainable Infrastructure

Incorporate integrated infrastructure which brings together walking, cycling, green spaces and SUDs in a usable network.



5. Materials

Developments should be constructed with robust materials which age gracefully and complement their surroundings.

6. Public Transport

Enhance connections with nearby public transport nodes. Housing density around existing hubs should be maximised where possible.

7. Active Travel

Walking and cycling should be encouraged through the provision of accessible, safe, legible routes and sufficient sheltered cycle parking facilities. Vehicle parking provisions should not compromise provision for walking and cycling.

8. Amenity Space

High quality amenity space which offers family and life-long activity options is a priority. Such spaces should have a sense of custodianship and a clear identity, with opportunities to garden and play.

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Healthy Monticelli



La proposta metodologica di Healthy Monticelli si articola in 5 fasi, attualmente il gruppo di ricerca sta sviluppando la prima fase:

1) Ricognizione esigenze di Salute del Quartiere

Attraverso la stretta collaborazione con l'ASUR Area Vasta 5, si opererà la somministrazione del Questionario PASSI (Progressi delle Aziende Sanitarie per la Salute in Italia) agli abitanti del Quartiere opportunamente rivisto sulla base del confronto con gli esperti presenti nel gruppo di ricerca e degli obiettivi stessi della ricerca.

-Attraverso l'attivazione di "Focus Group" su temi specifici individuati dal gruppo di ricerca sulla base del questionario saranno aperti alla cittadinanza e ai diversi portatori d'interesse. Due dei temi specifici sono quelli della percezione della qualità della vita in città, della sicurezza e della qualità dell'aria. Altri potrebbero venir fuori dal confronto con gli abitanti e gli esperti.

Dall'attività di ricognizione e di confronto dovrà emergere il profilo di salute della popolazione e i "temi cardine" in tema di salute e di benessere su cui dovrà concentrarsi la ricerca.

Questa attività è in corso di implementazione in collaborazione tra UNICAM, ASUR, ed esperti esterni.

I risultati attesi da questa prima fase (in corso di redazione), sono: Profilo di Salute e individuazione dei "Temi Cardine" della Salute a Monticelli.

2) Confronto tra i risultati della ricerca scientifica e le esigenze di salute del quartiere Monticelli

Individuazione delle linee di ricerca scientifica che hanno indagato le relazioni tra i "temi cardine" selezionati dai Focus Group e il profilo di salute emerso nella prima fase; individuazione dei "topics" della progettazione urbanistica e dell'urban design più significativi nel caso di Monticelli; individuazione delle prestazioni degli spazi della città da garantire in tema di salute e di benessere.

I risultati attesi da questa seconda fase, sono:

- a) database delle ricerche scientifiche che sostengono le relazioni tra salute, benessere e progettazione dell'ambiente urbano;
- b) selezione dei "topics" della progettazione urbanistica e dell'urban design da approfondire, tra: uso del suolo; mobilità; housing; accesso al cibo; spazi aperti e spazi di aggregazione; ambiente naturale, emersi nella prima fase e che sono stati affrontati dalle ricerche scientifiche selezionate;
- c) matrice delle relazioni e delle esigenze prestazionali del quartiere Monticelli in tema di salute e di benessere con riferimento alle esigenze di salute individuate, ai topics della progettazione urbanistica e del design approfonditi e ai riscontri emersi sulla base delle ricerche scientifiche selezionate.

3) Valutazione delle prestazioni di salute del Quartiere Monticelli

Con riferimento alle istanze di salute e di benessere emerse dal Profilo di Salute e dal database delle ricerche scientifiche, si realizzerà una checklist per la valutazione dello:

- Stato di fatto del quartiere;
- Previsioni progettuali del "Piano Periferie";

I risultati attesi di questa terza fase, sono:

- a) Scheda delle prestazioni del quartiere con riferimento alle esigenze di salute e di benessere: criticità e aspetti positivi. Elaborazione di cartografia e di un Report. Individuazione delle criticità e delle positività.

4) Individuazione delle azioni da mettere in campo per la progettazione di "Healthy Monticelli"

Individuazione delle misure da mettere in campo per risolvere le criticità emerse nella terza fase, dallo stato di fatto e dal Piano Periferie con il supporto di una schedatura di alcune best practices internazionali organizzate per temi ricorrenti.

I risultati attesi da questa fase, sono:

Elenco di azioni e di combinazioni di azioni da mettere in campo per la progettazione di Monticelli e loro quadro prestazionale.

5) Healthy Monticelli: dall'Urban Planning all'Urban Design

Costruzione di un database sulle esperienze di "Guidelines for Healthy urban planning and design" elaborate dalle diverse esperienze internazionali; individuazione di possibili alternative/integrazioni progettuali per Monticelli.

I risultati attesi da questa fase, sono:

Data base di best practices; Linee guida per la progettazione.

GRAZIE!