

## Appendix 1

**Table 1: Stages of the FSD Process**

<p>Stage 1: Planning</p>	<ul style="list-style-type: none"> <li>• Is this proposal/decision strategically important or not?</li> <li>• YES – Begin the Fairer Scotland assessment process during development of the proposal. Move to Stage 2.</li> <li>• NO – There is no requirement for a Fairer Scotland assessment. Move to Stage 5.</li> </ul>
<p>Stage 2: Evidence</p>	<ol style="list-style-type: none"> <li>1. What does the evidence suggest about the policy’s actual or likely impacts on socio-economic disadvantage and the key inequalities of outcome under consideration?</li> <li>2. What existing evidence do we have about the proposal being developed, including what could be done differently?</li> <li>3. Are some communities of interest or communities of place more affected by disadvantage in this case than others? What does our EQIA planning work – for this issue and previously – tell us about gender, ethnicity, disability and other protected characteristics that we may need to factor into our decisions.</li> <li>4. Is it possible to collect new evidence quickly in areas where we don’t currently have any? For example, through consultation meetings, focus groups or omnibus surveys?</li> <li>5. How do we involve communities of interest (including those with lived experience of poverty and disadvantage) in this process?</li> </ol>
<p>Stage 3: Investment and Improvement</p>	<ol style="list-style-type: none"> <li>1. What are the potential impacts of the proposal/decision as we currently understand them?</li> <li>2. How could the proposal/decision be improved so it reduces or further reduces inequalities of outcome, with a particular focus on socio-economic disadvantage?</li> <li>3. How will this policy assist us to reduce inequality in outcomes?</li> <li>4. If we are now planning to adjust the proposal/decision, could it be adjusted still further to benefit particular communities of interest or of place who are more at risk of inequalities of outcome?</li> </ol>
<p>Stage 4: Decision</p>	<ul style="list-style-type: none"> <li>• Appropriate officer confirms that due regard has been paid.</li> <li>• Satisfied the body has understood the evidence, considered whether the policy can narrow inequalities of outcome, considered improvements and the links to socio-economic disadvantage and equality.</li> </ul>
<p>Stage 5: Publication</p>	<ul style="list-style-type: none"> <li>• Public Bodies show that they have paid due regard to meeting the FSD in each case.</li> <li>• Set out clearly and accessibly, signed off by an appropriate official from the body in question.</li> </ul>

## **Appendix 2: Stakeholder participant list for 08 September 2020**

Director of Public Health, NHS Lanarkshire (Chair)

Health Improvement Lead, NHS Lanarkshire (Co-Chair)

Head of Planning and Development, NHS Lanarkshire

Business Intelligence Officer, North Lanarkshire Council

Chair of Plains Community Council

Senior Planning Officer, North Lanarkshire Council

Health and Social Work Service Manager, Airdrie

Vice-Chair of Wishaw Community Forum

Manager of Voluntary Action, North Lanarkshire

Head of Hotel Services, NHS Lanarkshire

Staff Partnership Representative, NHS Lanarkshire

Director of Hospital Services, University Hospital Monklands, NHS Lanarkshire

Health Improvement Team Leader, Airdrie/Coatbridge/North Localities, NHS Lanarkshire

Senior Health Promotion Officer, Financial Inclusion and Health and Homelessness, NHS Lanarkshire

Senior Health Promotion Officer, Health Promoting Health Service, NHS Lanarkshire

Senior Community Learning and Development Practitioner, Community Partnership Team, Airdrie, Bellshill and Coatbridge

Service Manager North Locality, NHS Lanarkshire

General Manager for Specialist Children's Services

### Appendix 3

**Table 1 Health Inequality Impact Assessment checklist**

Category	Impact	Glenmavis	Gartcosh	Wester Moffat
Transport and connections	Positive	<p>Proximity to current Monklands site</p> <p>Transport links will be developed to support this option if chosen.</p>	<p>By car Gartcosh is the most accessible and therefore best for emergency transport.</p> <p>Transport links will be developed to support this option if chosen.</p> <p>Proximity to motorway and railway station.</p> <p>Reduced travel time from many parts of Lanarkshire, including deprived areas in Coatbridge and Cumbernauld.</p> <p>Scored well across many of the transport options presented.</p> <p>Staff living to the west side of the site can get a train to Gartcosh, the group felt these staff would be predominantly medical staff.</p>	<p>Proximity to current Monklands site.</p> <p>Transport links will be developed to support this option if chosen</p> <p>New road being built in this area.</p> <p>There is a train station in Wester Moffat accessed from Glasgow, Airdrie and Coatbridge.</p> <p>Scored well across many of the transport options presented.</p>
	Negative	<p>Staff, patients and visitors living near Monklands will have an increased journey time with the current public transport provision.</p> <p>Scored less well across the transport options presented.</p>	<p>Staff, patients and visitors living near Monklands will have an increased journey time with the current public transport provision.</p> <p>Public transport to existing hospital is inadequate (particularly</p>	<p>Staff, patients and visitors living near Monklands will have an increased journey time with the current public transport provision.</p> <p>No guarantee that new road will be completed in time to coincide with new hospital.</p>

Category	Impact	Glenmavis	Gartcosh	Wester Moffat
		<p>No rail link.</p> <p>Single carriageway road.</p> <p>Planned road upgrade will coincide with hospital building work.</p> <p>Public transport to existing hospital is inadequate (particularly in Airdrie and surrounding rural areas). Concern re whether transport issues will be addressed.</p> <p>Less accessible for Airdrie and surrounding rural areas.</p> <p>Congestion issues in this area at the moment .</p> <p>Need to consider impact on those living further afield than the Monklands catchment area due to specialities being based at different acute sites across Lanarkshire.</p>	<p>in Airdrie and surrounding rural areas).</p> <p>Concern re whether transport issues will be addressed.</p> <p>68% of workers at Monklands, live locally. Concerns are travelling and time added onto day and also remuneration for these individuals. Many staff have said they would not want to move to the Gartcosh site.</p> <p>Community transport connections for those living in rural/ semi-rural locations may be a particular issue if Gartcosh chosen as a site.</p> <p>Need to consider impact on those living further afield than the Monklands catchment area due to specialities being based at different acute sites across Lanarkshire.</p>	<p>Public transport to existing hospital is inadequate (particularly in Airdrie and surrounding rural areas). Concern re whether transport issues will be addressed.</p> <p>Congestion issues (e.g. can be a bottle neck with schools) to allow people to access these routes but new road should resolve that.</p> <p>Need to consider impact on those living further afield than the Monklands catchment area due to specialities being based at different acute sites across Lanarkshire.</p>
<b>Employment</b>	<b>Positive</b>	<p>Construction jobs &amp; community benefits in procurement.</p> <p>Proximity of jobs for local people.</p> <p>May attract other businesses / services around hospital, so wider employment opportunities.</p>	<p>Construction jobs &amp; community benefits in procurement.</p> <p>Proximity of jobs for local people.</p> <p>May attract other businesses/ services around hospital, so wider employment opportunities.</p>	<p>Construction jobs &amp; community benefits in procurement.</p> <p>Proximity of jobs for local people.</p> <p>May attract other businesses/ services around hospital, so wider employment opportunities.</p>

Category	Impact	Glenmavis	Gartcosh	Wester Moffat
		<p>Improving transport links to support new hospital site will improve employability for residents around new site to access other areas.</p> <p>Opportunities for apprenticeships for young people.</p> <p>Potential for future employment in the new hospital for people from the local area.</p> <p>Opportunities for employment at the existing Monklands site within the new Community Hub.</p>	<p>Improving transport links to support new hospital site will improve employability for residents around new site to access</p> <p>Opportunities for apprenticeships for young people.</p> <p>Potential for future employment in the new hospital for people from this local area</p> <p>People living in areas of Glasgow may also benefit from employment opportunities in both the build and the hospital.</p> <p>A new hospital in Gartcosh would be larger in size due to cross boundary flow. This may result in a very small increase in employment opportunities compared to the other sites but would be very low numbers.</p> <p>Opportunities for employment at the existing Monklands site within the new Community Hub.</p>	<p>Improving transport links to support new hospital site will improve employability for residents around new site to access</p> <p>Opportunities for apprenticeships for young people.</p> <p>Potential for future employment in the new hospital for people from the local area</p> <p>People living in rural West Lothian may also benefit from employment opportunities in both the build and the hospital.</p> <p>Opportunities for employment at the existing Monklands site within the new Community Hub.</p>
	<b>Negative</b>	<p>Impact of longer/more difficult commute for staff who live in proximity to current site. Therefore, need to consider shift patterns and family friendly policies.</p>	<p>Impact of longer/more difficult commute for staff who live in proximity to current site. Therefore, need to consider shift patterns and family friendly policies.</p>	<p>Impact of longer/more difficult commute for staff who live in proximity to current site. Therefore, need to consider shift patterns and family friendly policies.</p>

Category	Impact	Glenmavis	Gartcosh	Wester Moffat
		<p>Lowest paid staff may have difficulty travelling to site by public transport.</p> <p>Feedback from similar large scale construction there has been little benefit to local employment.</p> <p>Maximisation of community benefit procurement criteria could mitigate this concern.</p> <p>Need to consider shift patterns and family friendly policies.</p> <p>Concern that current employees who are not supported or able to move location may lose their job. However, new community hub at current site could mitigate this.</p>	<p>Lowest paid staff may have difficulty travelling to site by public transport.</p> <p>Easier access to employment opportunities for people from neighbouring health boards which could reduce employment opportunities for Lanarkshire residents.</p> <p>Feedback from similar large scale construction there has been little benefit to local employment.</p> <p>Maximisation of community benefit procurement criteria could mitigate this concern.</p> <p>Major concern that current employees who are not supported or able to move location may lose their job. However, new community hub at current site could mitigate this.</p>	<p>Lowest paid staff may have difficulty travelling to site by public transport.</p> <p>Feedback from similar large scale construction there has been little benefit to local employment.</p> <p>Maximisation of community benefit procurement criteria could mitigate this concern.</p> <p>Need to consider shift patterns and family friendly policies.</p> <p>Concern that current employees who are not supported or able to move location may lose their job. However, new Community Hub at current site could mitigate this.</p>
Environment	Positive	Improved air quality at Monklands site due to reduced traffic	<p>Improved air quality at Monklands site due to reduced traffic.</p> <p>Constructed wildlife corridor.</p>	<p>Improved air quality at Monklands site due to reduced traffic.</p> <p>In green space area which research has found to be conducive to staff and patients' health and wellbeing and patient recovery.</p>
	Negative	Increased air pollution for those in local area due to traffic and construction.	Increased air pollution for those in local area due to traffic and construction.	Increased air pollution for those in local area due to traffic and construction

Category	Impact	Glenmavis	Gartcosh	Wester Moffat
		<p>Co-existing road-works would add to pollution.</p> <p>Area already has heavy traffic due to landfill site.</p> <p>Previous concerns about heavy traffic at the moment and new builds.</p>	<p>Area already has heavy traffic due to other developments at site.</p> <p>Previous concerns about heavy traffic at the moment and new builds.</p> <p>Further plans for more housing developments.</p> <p>Local people concerned about impact of construction already re all the housing new builds.</p> <p>Next to M73 motorway with known parking issues</p>	
Income and income inequality	Positive	As noted in employment above	As noted in employment above	As noted in employment above
	Negative	<p>Increase in costs to staff, e.g. longer childcare period required due to longer commute.</p> <p>Increased travelling expenses for staff (although can claim excess for 4 years)</p> <p>Increased travel expenses for patients and visitors who live near current site.</p>	<p>Increase in costs to staff, e.g. longer childcare period required due to longer commute.</p> <p>Increased travelling expenses for staff (although can claim excess for 4 years)</p> <p>Increased travel expenses for patients and visitors who live near current site.</p>	<p>Increase in costs to staff, e.g. longer childcare period required due to longer commute.</p> <p>Increased travelling expenses for staff (although can claim excess for 4 years)</p> <p>Increased travel expenses for patients and visitors who live near current site.</p>
Crime and fear of crime	Positive	Increased employment opportunities for local young people in the new hospital would help depress crime levels.	Located next to Scottish crime campus	Increased employment opportunities for local young people in the new hospital would help depress crime levels.
	Negative	<p>Building site could bring crime so negative impact on local residents.</p> <p>Derelict site at Monklands could result in crime.</p>	<p>Building site could bring crime so negative impact on local people.</p> <p>Derelict site at Monklands could result in crime.</p> <p><i>Note: this is no longer relevant due to proposed community hub.</i></p>	<p>Building site could bring crime so negative impact on local people.</p> <p>Derelict site at Monklands could result in crime.</p> <p><i>Note: this is no longer relevant due to proposed community hub.</i></p>

Category	Impact	Glenmavis	Gartcosh	Wester Moffat
		<i>Note: this is no longer relevant due to proposed community hub.</i>		
Family support and social networks	Positive	New community transport hub may improve local support networks  Potential for commercial nursery to be provided for staff to use, but need to ensure financially accessible for staff.	New community transport hub may improve local support networks  Potential for commercial nursery to be provided for staff to use, but need to ensure financially accessible for staff.	New community transport hub may improve local support networks  Potential for commercial nursery to be provided for staff to use, but need to ensure financially accessible for staff.
	Negative	Increased childcare requirements for staff living near current site.	Increased childcare requirements for staff living near current site.	Increased childcare requirements for staff living near current site.
Stress, resilience and community assets	Positive	Perhaps less impact of construction on local community as more rural area.  May bring additional services to area. Monklands community may feel less of a loss if hospital remains in Airdrie.	Perhaps less impact of construction on local community as more rural area.  May bring additional services to area.	Perhaps less impact of construction on local community as more rural area.  May bring additional services to area. Monklands community may feel less of a loss if hospital remains in Airdrie.
	Negative	Impact of construction and traffic on local area.  Removal of key community asset from current site.	Impact of construction and traffic on local area.  Removal of key community asset from current site.  Many in this area still use Glasgow hospitals as the site is very close to the Glasgow boundary.	Impact of construction and traffic on local area.  Removal of key community asset from current site.
Participation and social interaction	Positive	Improved transport as mentioned above	Improved transport as mentioned above	Improved transport as mentioned above



Category	Impact	Glenmavis	Gartcosh	Wester Moffat
	<b>Negative</b>	Disruption to social interaction for staff who live and work near Monklands site.	Disruption to social interaction for staff who live and work near Monklands site.	Potential disruption to social interaction for staff who live and work near the Monklands site.
<b>Influence and sense of control</b>	<b>Positive</b>	Airdrie community may feel less of a loss if hospital remains in Airdrie locality.		Airdrie community may feel less of a loss if hospital remains in Airdrie locality.
	<b>Negative</b>		<p>Perception that Gartcosh community already feel less control as area being damaged by development.</p> <p>Concerns raised that local people were initially given assurances that the new site would be in close proximity to the previous site. However, it is felt these assurances have not been met.</p>	
<b>Identity and belonging</b>	<b>Positive</b>	<p>Potential community identity built around new hospital.</p> <p>Site is still in Airdrie so may be more acceptable to local population as not losing hospital from area.</p>	<p>Residents in Cumbernauld and Northern Corridor will feel more sense of ownership.</p> <p>Opportunity to repatriate from GRI to new hospital.</p> <p>Potential community identity built around new hospital build.</p>	<p>Potential community identity built around new hospital.</p> <p>Site is still in Airdrie so may be more acceptable to local population as not losing hospital from area</p>
	<b>Negative</b>	Loss of community identity at Monklands site however this may be mitigated by new community hub.	<p>Loss of community identity at Monklands site however this may be mitigated by new community hub.</p> <p>As above in community asset section: Many in this area still use Glasgow hospitals and the site is very close to the Glasgow</p>	Loss of community identity at Monklands site however, this may be mitigated by new community hub.

Category	Impact	Glenmavis	Gartcosh	Wester Moffat
			<p>boundary. Concerns raised that local people were initially given assurances that the new site would be in close proximity to the previous site. However, it is felt these assurances have not been met.</p> <p>Lanarkshire people from this area would consider repatriating to this area instead of going to Glasgow hospitals.</p>	
Living conditions	Positive	No socio-economic impacts.	No socio-economic impacts.	<p>Less impact as there is not a lot of development going on in this area, compared to the other areas.</p> <p>There are opportunities for further developments in the area, for example, small businesses and retail.</p>
	Negative	Traffic congestion may be challenging in surrounding area for both hospital and locality staff. Timescale of new road would be critical.	Living conditions during construction may be difficult, particularly as there are already a lot of building developments in the area.	Traffic congestion may be challenging in surrounding area for both hospital and locality staff. Timescale of new road would be critical.
Working conditions	Positive	Large hospital with optimised clinical layout. Opportunity to create appealing work and rest spaces, enhanced catering facilities, healthy working environment.	Large hospital with optimised clinical layout. Opportunity to create appealing work and rest spaces, enhanced catering facilities, healthy working environment.	Large hospital with optimised clinical layout. Opportunity to create appealing work and rest spaces, enhanced catering facilities, healthy working environment.
	Negative	Unfamiliarity for staff.	Unfamiliarity for staff	Unfamiliarity for staff.
Natural space – make sure there are natural	Positive	Plenty of green space available to encouraging walking and exercise.	Proximity to nature reserve – encouraging walking and exercise.	Significant Green space opportunities – recognised as

Category	Impact	Glenmavis	Gartcosh	Wester Moffat
spaces build into the hospital sites.				<p>good for health and wellbeing and patient recovery.</p> <p>No formal structures or footpaths at the moment, but could be developed as part of the development.</p> <p>There is a Sustrans cycle route (NCR 75) approximately 600m north of the site. However, this may cross into private land as may walking routes. This needs to be clarified with the farm owner.</p> <p>Regarded as the only site with no contamination by the community.</p> <p>There is a golf club in the area which couldn't be used for walking.</p>
	<b>Negative</b>	<p>The site is above the snowline and will have issues re access in winter.</p> <p>Community think there may be contamination on this site. This has been refuted by owner during last consultation process, however, concerns remain.</p> <p>Concerns centre around ongoing contamination due to past sewage sludge deposits in this area.</p> <p>Plains Community Council have campaigned to address this issue since 2013. The land report from Curie and Brown is cited within the evidence section.</p>	<p>Concerns about negative impact on natural environments</p> <p>Next to a motorway. Therefore, may be at risk from exposure to air pollution caused by traffic fumes.</p> <p>Nature reserve is not always accessible to staff. Some prefer less formal spaces.</p>	<p>Stakeholder reported flooded quarry and tragic deaths over the years (swimming) in a surrounding area. However, feedback is that this is not part of the site.</p> <p>Green space not currently accessible as being used as farmland.</p>
	<b>Positive</b>			.

Category	Impact	Glenmavis	Gartcosh	Wester Moffat
Pollution and climate change	Negative	Increased traffic in area.	Increased traffic in area.  Given the proximity to the motorway there is an increased risk of exposure to air pollutants.	Increased traffic in area.
	Positive	Less risk as more rural site.	Site is not rural.	Less risk as more rural site.
Unintentional injuries and public safety	Negative	Increased traffic congestion.	Increased traffic congestion.	Increased traffic congestion.
	Positive	Larger infectious diseases unit and single room provision.	Larger infectious diseases unit and single room provision.	Larger infectious diseases unit and single room provision.
Transmission of infectious diseases	Negative	If population around current site need access to BBV services, they will have to travel further (although future service model may provide care in community location).	If population around current site need access to BBV services, they will have to travel slightly further (although future service model may provide care in community location).	If population around current site need access to BBV services, they will have to travel slightly further (although future service model may provide care in community location).
	Positive	Optimal clinical model can be achieved.	Optimal clinical model can be achieved. Recruitment and retention of staff likely to be facilitated. Easier access to educational institutions.	Optimal clinical model can be achieved. Recruitment and retention of staff likely to be facilitated. Easier access to educational institutions.
Healthcare service quality	Negative	Increased travelling distance from educational institutions and urban areas may make recruitment and retention of staff difficult with negative effect on patient care.	Increased travelling distance from educational institutions and urban areas may make recruitment and retention of staff difficult with negative effect on patient care.  Potential influx from Glasgow residents could overwhelm ED capacity. This has been factored in to considerations for the build at this site.	Increased travelling distance from educational institutions and urban areas may make recruitment and retention of staff difficult with negative effect on patient care.
	Positive	Space for additional houses near hospital but need to ensure they are low cost.	Significant number of new homes (3000) being built at Gartcosh.	Not aware of housing plans for this area as it is currently a working farm.

Category	Impact	Glenmavis	Gartcosh	Wester Moffat
		Potential for low cost housing to be built on existing site but not possible to confirm at this stage.  Housing being developed at Glenmavis.		
	<b>Negative</b>		Current Gartcosh housing is by private developers – not low cost.	
<b>Education provision</b>	<b>Positive</b>	No socio-economic impacts	No socio-economic impacts	No socio-economic impacts
	<b>Negative</b>	No socio-economic impacts	No socio-economic impacts	No socio-economic impacts
<b>Culture, leisure and play provision</b>	<b>Positive</b>	No socio-economic impacts	No socio-economic impacts	No socio-economic impacts
	<b>Negative</b>	No socio-economic impacts	No socio-economic impacts	No socio-economic impacts

## **Appendix 4 Staff focus groups 16<sup>th</sup> September 2020**

19 staff members participated in 2 focus groups on the 16<sup>th</sup> September 2020. They were asked to consider the three new shortlisted sites of Gartcosh, Glenboig and Wester Moffat and outline their preference and reasons for their choice. Participant's job roles and where they live were captured. Staff who participated lived in Airdrie or Coatbridge with a few in Bellshill. Job roles were catering assistants, domestic assistants, 2 domestic supervisors and 1 porter.

### **Key emerging themes:**

- Accessibility and transport.
- Local economy, amenities and greenspace.
- Keeping in local community (belonging and pride).
- Mixed preference between Glenmavis and Wester Moffat but no one supportive of Gartcosh with leaning towards Wester Moffat.

### **Accessibility and Transport**

- Split shift common and staff can go home in-between at present but couldn't if hospital further away.
- Many staff have two jobs as contracts are part-time, so travel and the time taken is very important.
- Many walk, take public transport or get lifts to work. In bad weather, staff can walk to work - this won't be possible if at Gartcosh.
- Transport options are more limited in the evenings and weekends.
- Concern for patients who won't pay taxi fares to get to Gartcosh but public transport will take too long and family won't visit.
- Concern if buses are put on for staff, will they be sustained in the long term.
- Concern about increased travel congestion in Airdrie but new road should help this.
- Wester Moffat having a railway line makes the site more appealing.

### **Local economy, amenities and greenspace**

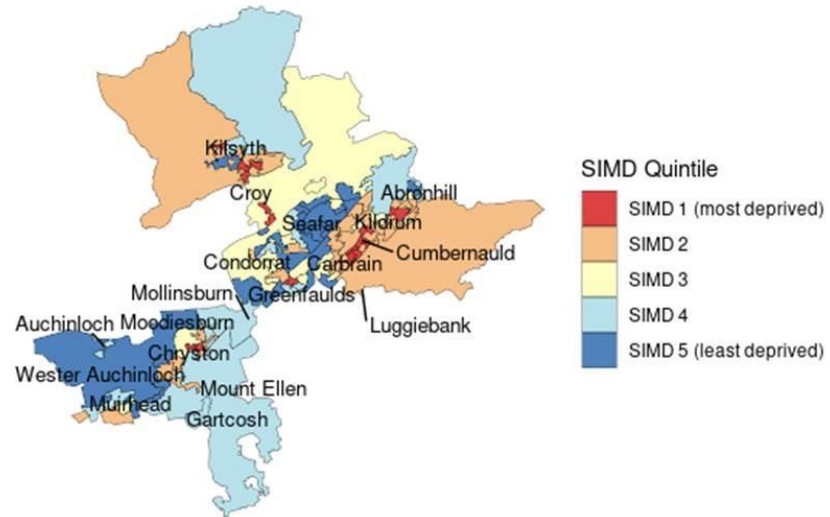
- Wester Moffat perceived to have more amenities and staff may support local economy whilst there but Glenmavis has only got one shop.
- Greenspace important for all and staff feel it would be good to go for a walk in their break.

### **Keeping in local community (belonging and pride)**

- Importance of keeping in local area (Airdrie) – no support for Gartcosh from those present and all keen it is kept as close to current site as possible with strong sense of pride. Lots of local people volunteer and fundraise for the hospital because of its location.
- Gartcosh is seen to be in Glasgow, with access to Glasgow hospitals already.

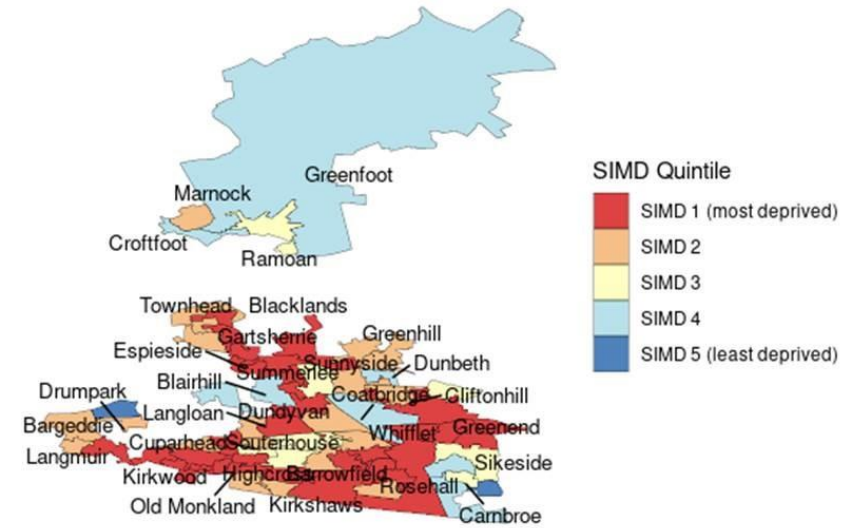
## Appendix 5 Locality SIMD maps

### North Locality



Source: Scottish Government, Public Health Scotland

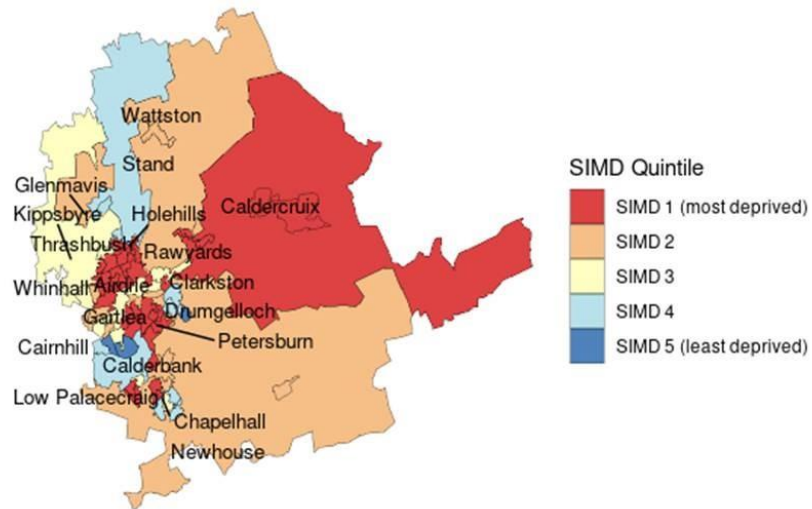
### Coatbridge Locality



Source: Scottish Government, Public Health Scotland

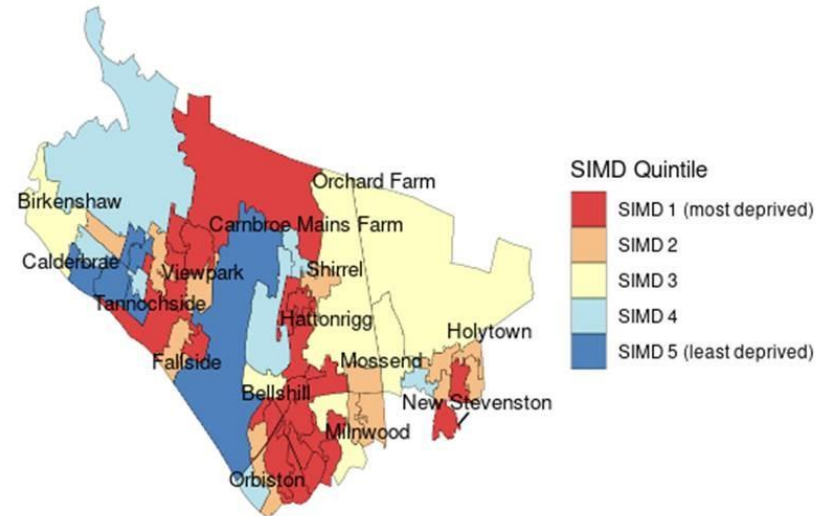


### Airdrie Locality



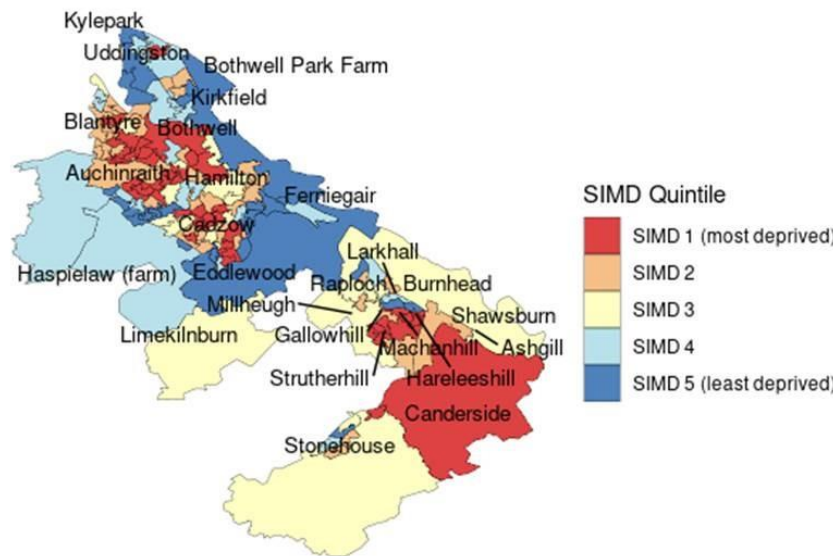
Source: Scottish Government, Public Health Scotland

### Bellshill Locality



Source: Scottish Government, Public Health Scotland

### Hamilton Locality



Source: Scottish Government, Public Health Scotland

## Appendix 6

### SIMD data

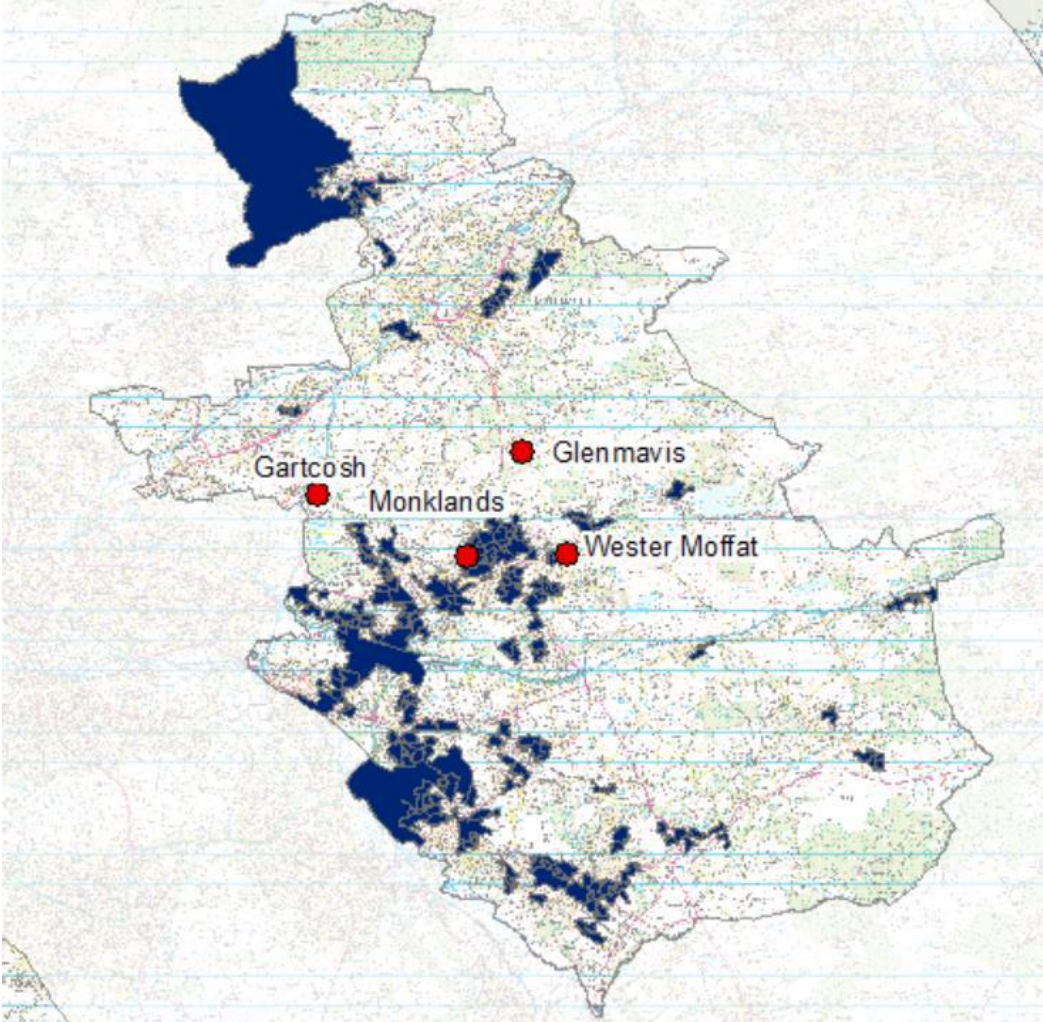
SIMD is the Scottish Index of Multiple Deprivation. Scotland is split into 6,976 datazones with 447 across North Lanarkshire. 35 per cent of North Lanarkshire's datazones are within the top 20 per cent most deprived in Scotland. SIMD data has been updated in 2020. Health profiles and information for different areas can be found on the Scottish Public Health Observatory (ScotPHO) online profile tool and accessed here:

<https://www.scotpho.org.uk/comparative-health/profiles/online-profiles-tool>

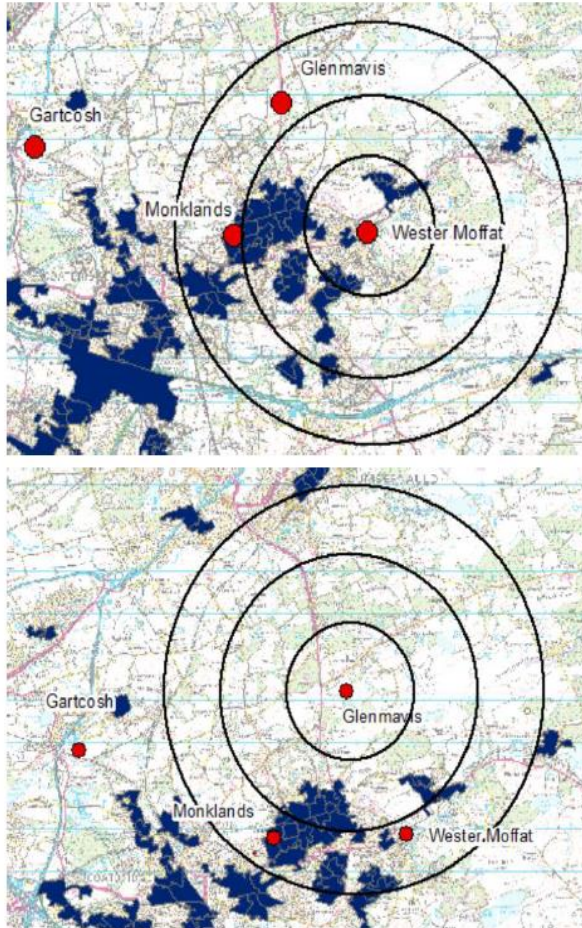
Figure 1 shows the datazones where more than 20% of the datazone population are income deprived. This includes adults and children dependent on those adults. The lines show the distance of 1m, 2m and 3m from each of the proposed sites.

Figure 2 shows the datazones around the UHM site that have more than 20% of the working age population employment deprived. That is; 1 in 5 of every person aged between 16-64 are not working. The lines show the distance of 1m, 2m and 3m from each of the proposed sites.

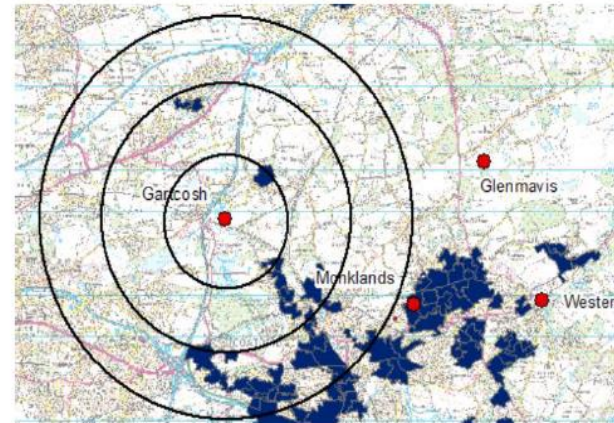
Figure 1: 20% most income deprived datazones around UHM sites (SIMD, 2020)



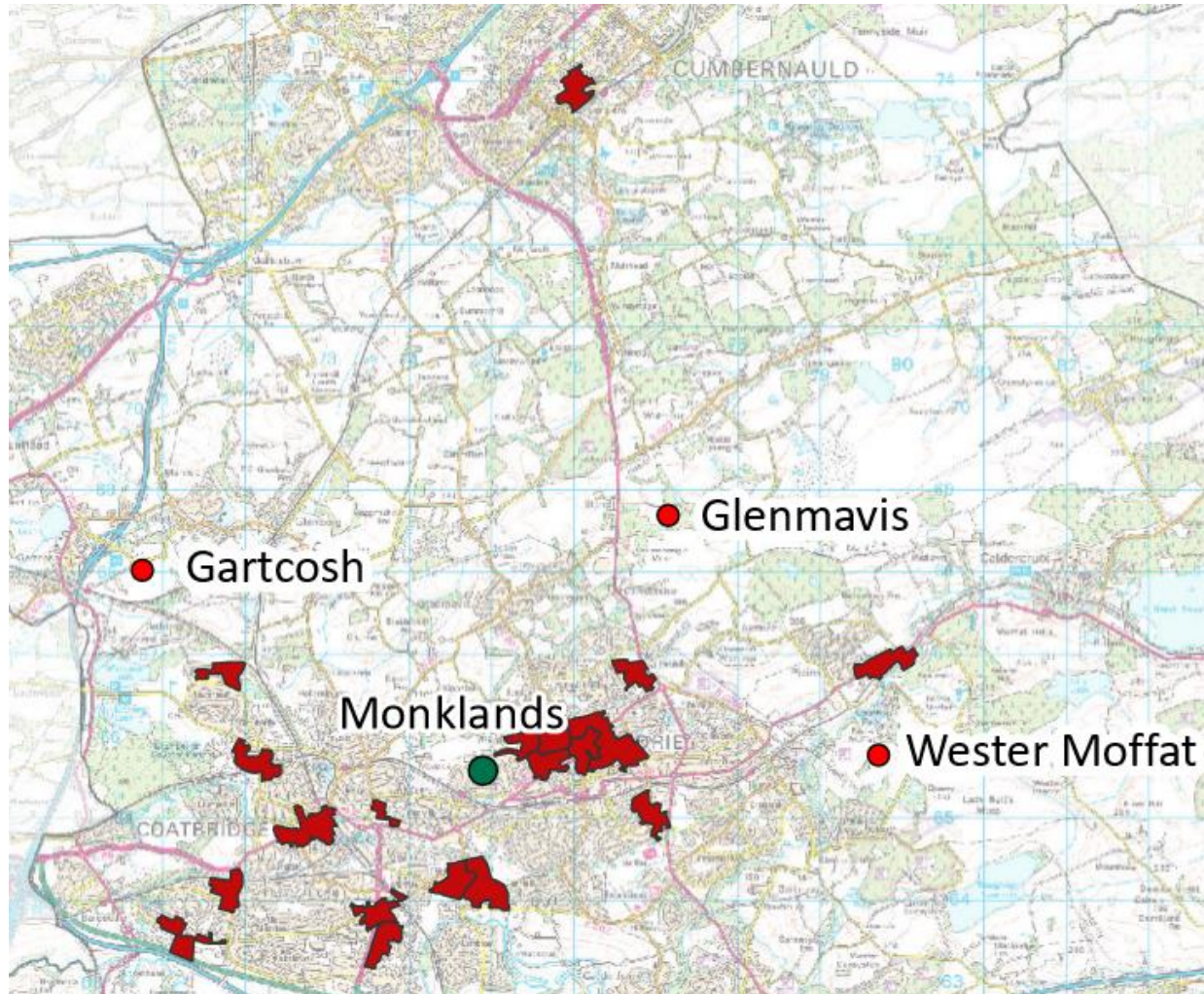
1 mile, 2 mile and 3 mile radius from each of the proposed sites and datazones with more than 20% **income deprived**



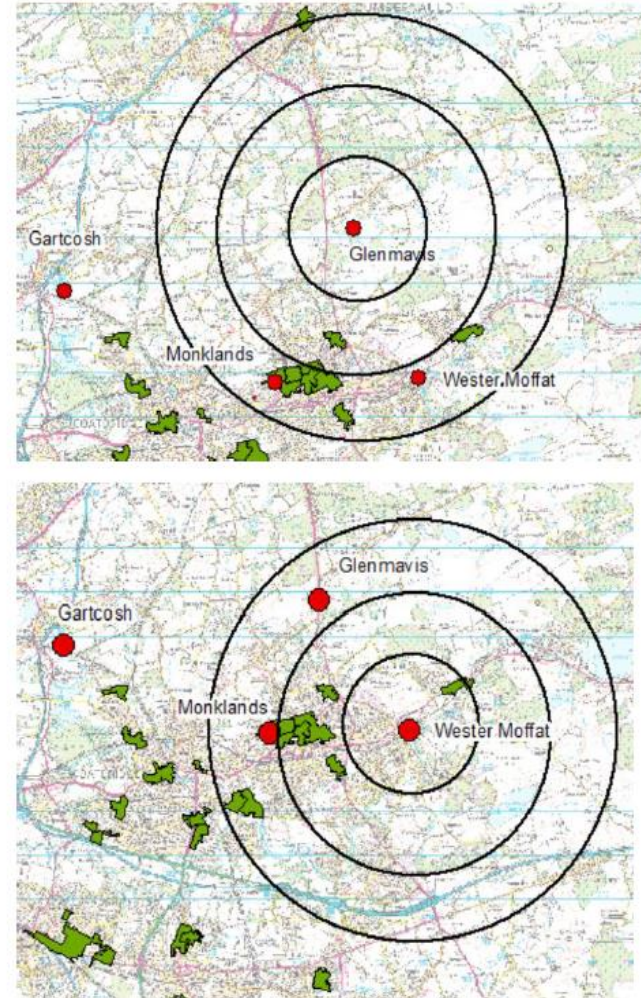
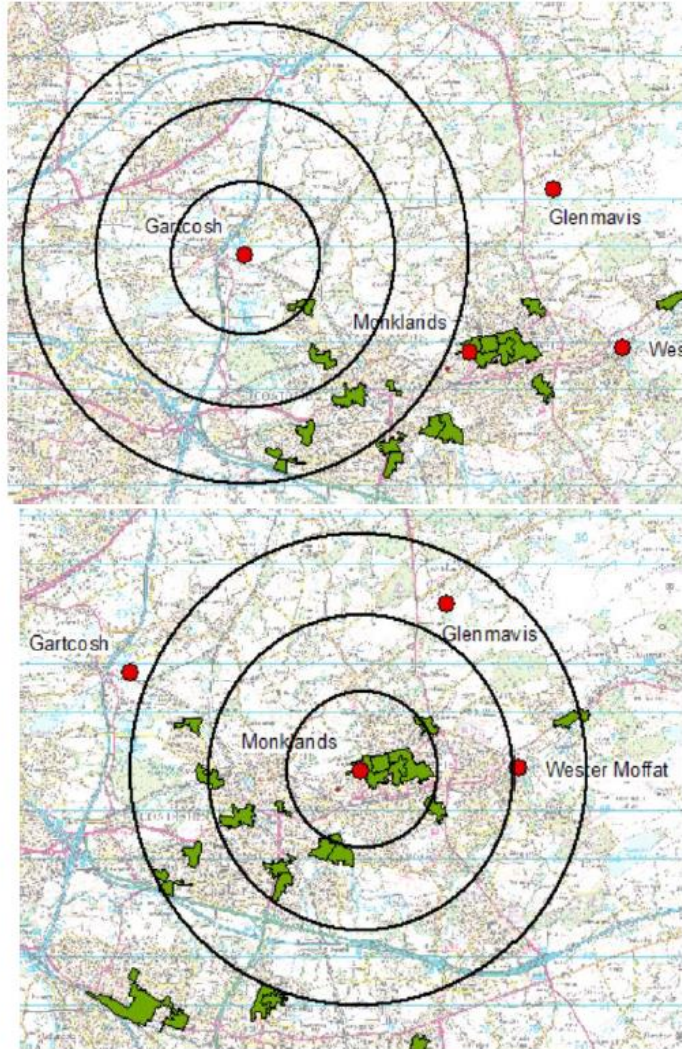
Income Deprivation is a count of all adults in the datazone who are income deprived and any dependants of those adults



**Figure 2: SIMD 2020 Employment Deprivation around UHM sites**



1 mile, 2 mile and 3 mile radius from each of the proposed sites and datazones with more than 20% employment deprived



**Table 2: Unemployment Claimant rate by ward area for UHM Catchment area**

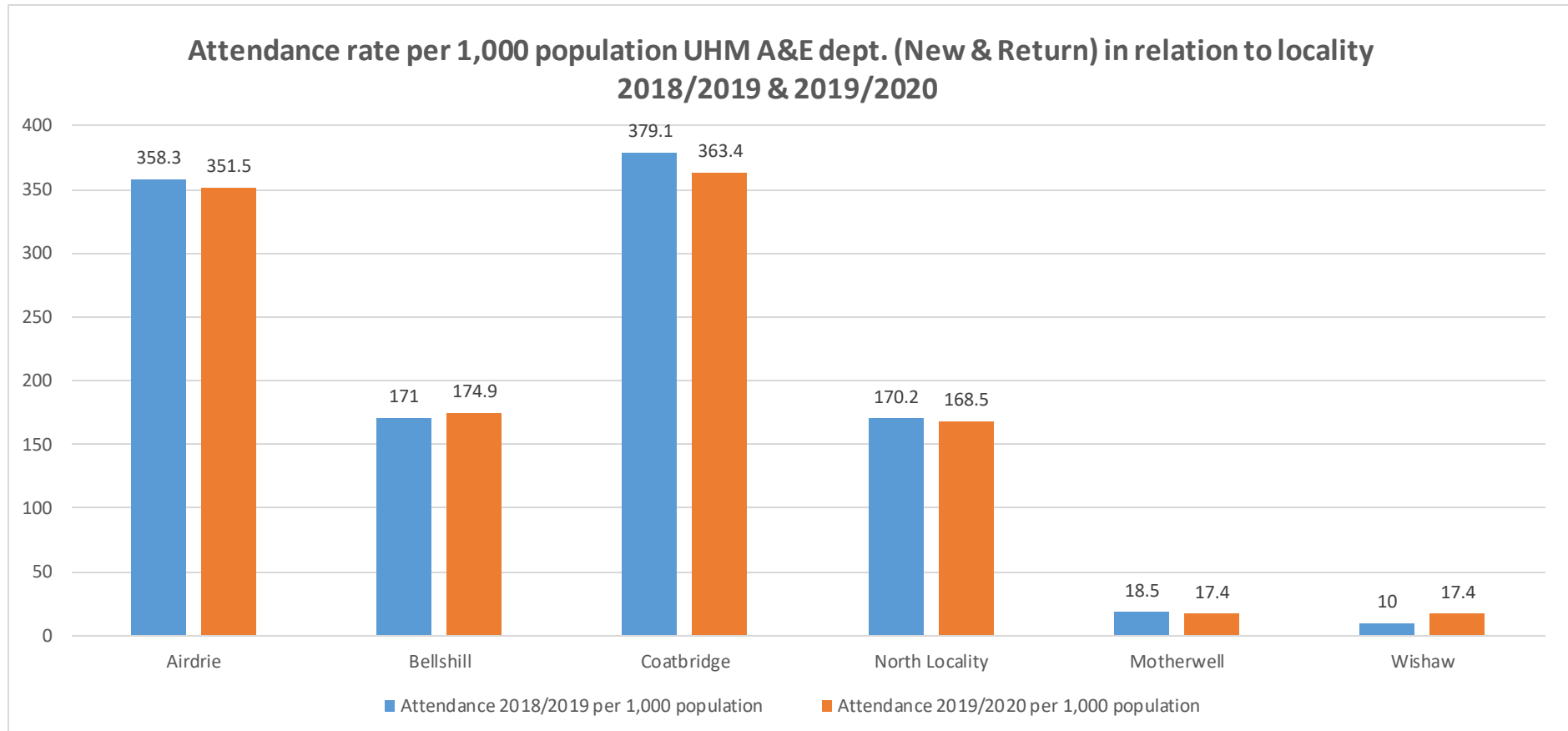
WARD NAME	March 2020		July 2020	
	No of claimants	% of 16-64 population	No of claimants	% of 16-64 population
Ward 1 Kilsyth	330	3.9	650	7.6
Ward 2 Cumbernauld North	145	1.2	450	3.8
Ward 3 Cumbernauld South	485	4.8	885	8.8
Ward 4 Cumbernauld East	450	4.3	850	8.2
Ward 5 Stepps, Chryston and Muirhead	150	2.0	390	5.2
Ward 6 Gartcosh, Glenboig and Moodiesburn	205	2.3	545	6.2
Ward 7 Coatbridge North	530	5.4	900	9.2
Ward 8 Airdrie North	505	3.9	935	7.1
Ward 9 Airdrie Central	620	5.9	1,020	9.7
Ward 10 Coatbridge West	340	3.6	655	6.8
Ward 11 Coatbridge South	400	3.7	830	7.6
Ward 12 Airdrie South	460	3.6	885	6.9
Ward 14 Thorniewood	255	2.9	595	6.6
Ward 15 Bellshill	440	4.5	820	8.5
Ward 16 Mossend and Holytown	345	3.8	645	7.1
North Lanarkshire	8,225	3.8	15,865	7.2

The Economic Update Report for NLC can be accessed here:

<https://www.northlanarkshire.gov.uk/CHttpHandler.ashx?id=24390&p=0>

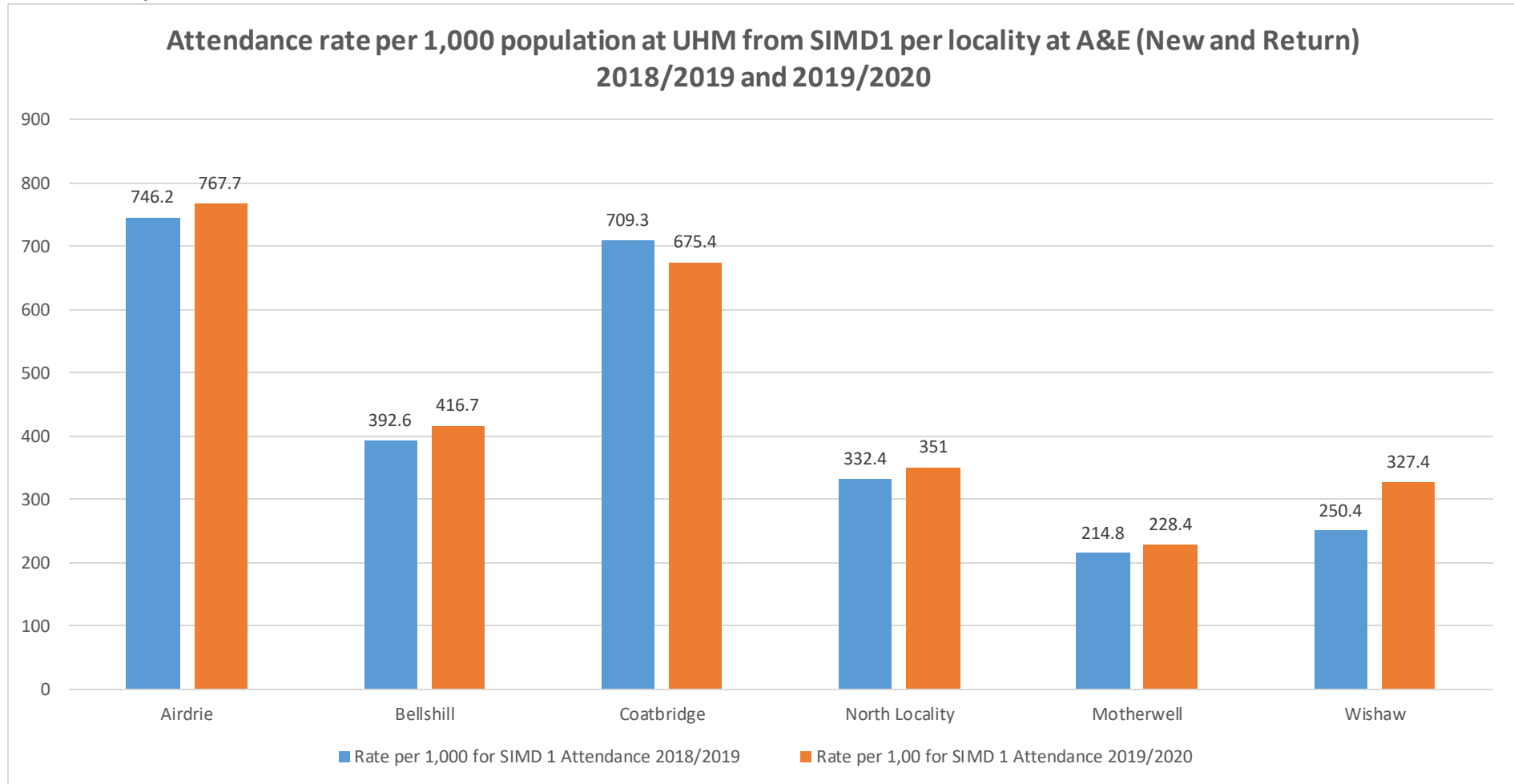
## Appendix 7: Hospital Activity Data

**Graph 1. Attendance rate per 1,000 population at University Hospital Monklands A&E department (New and Return) in relation to Locality**

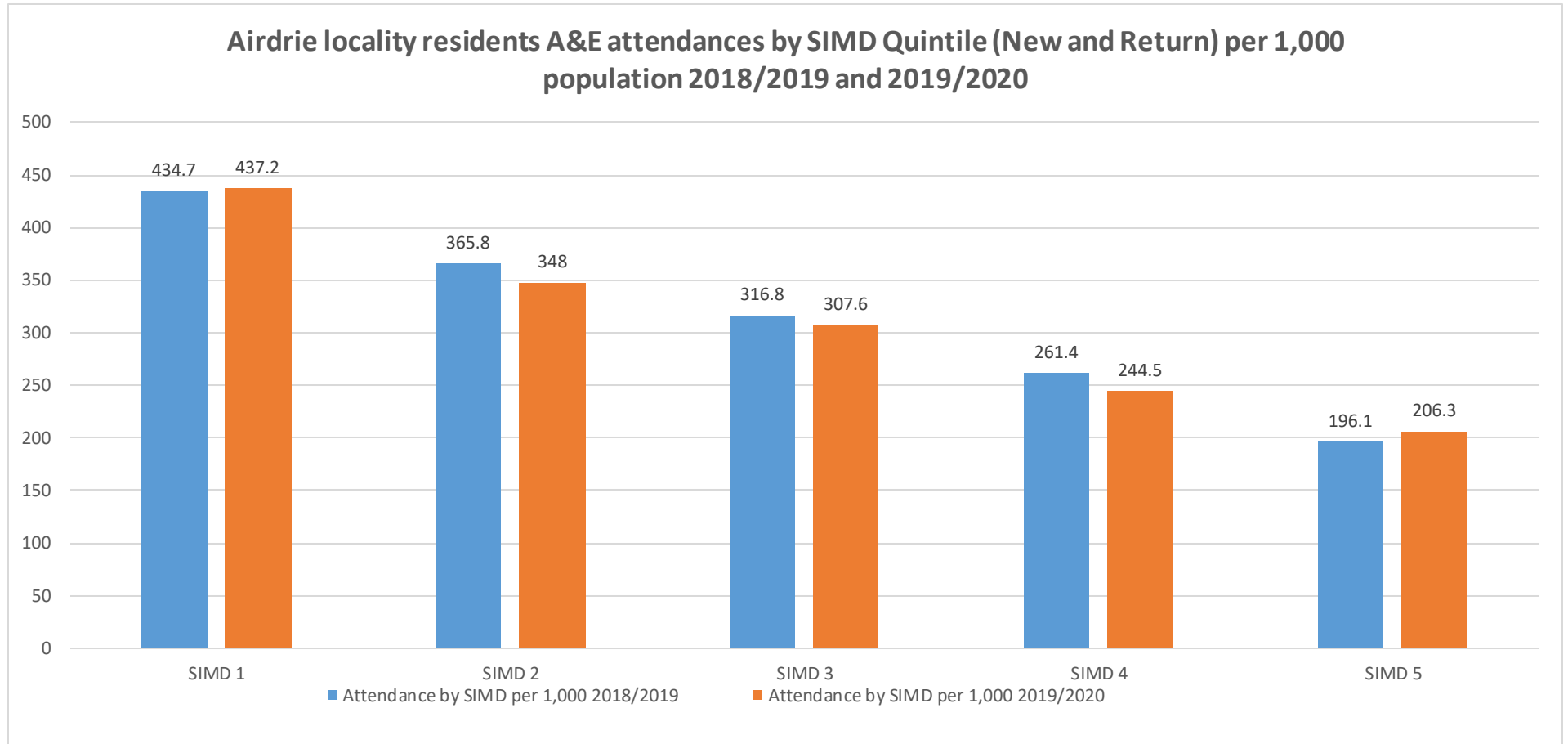




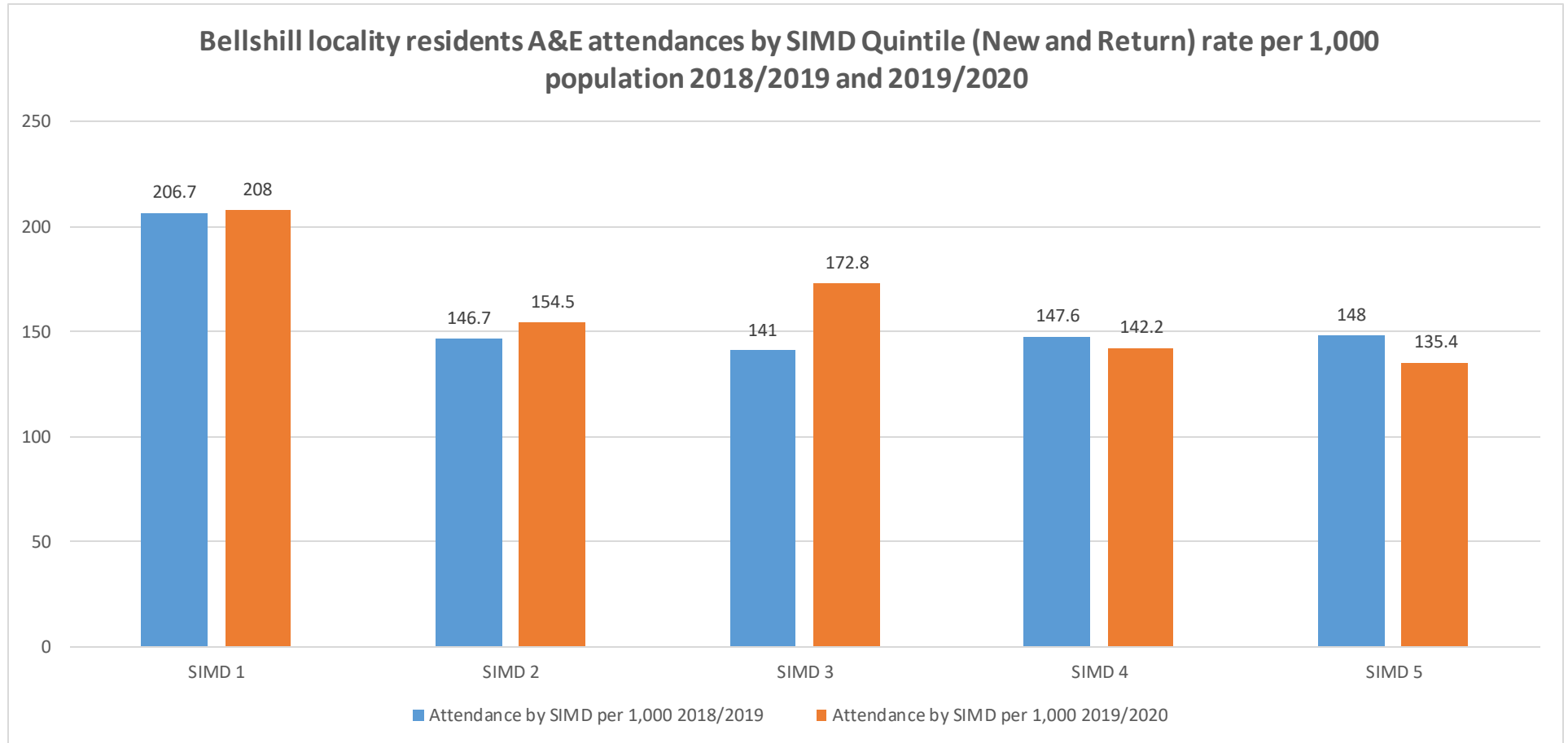
**Graph 1a: Attendance rate per 1,000 population at University Hospital Monklands from SIMD1 per locality at A&E (New and Return) 2018/2019 and 2019/2020**



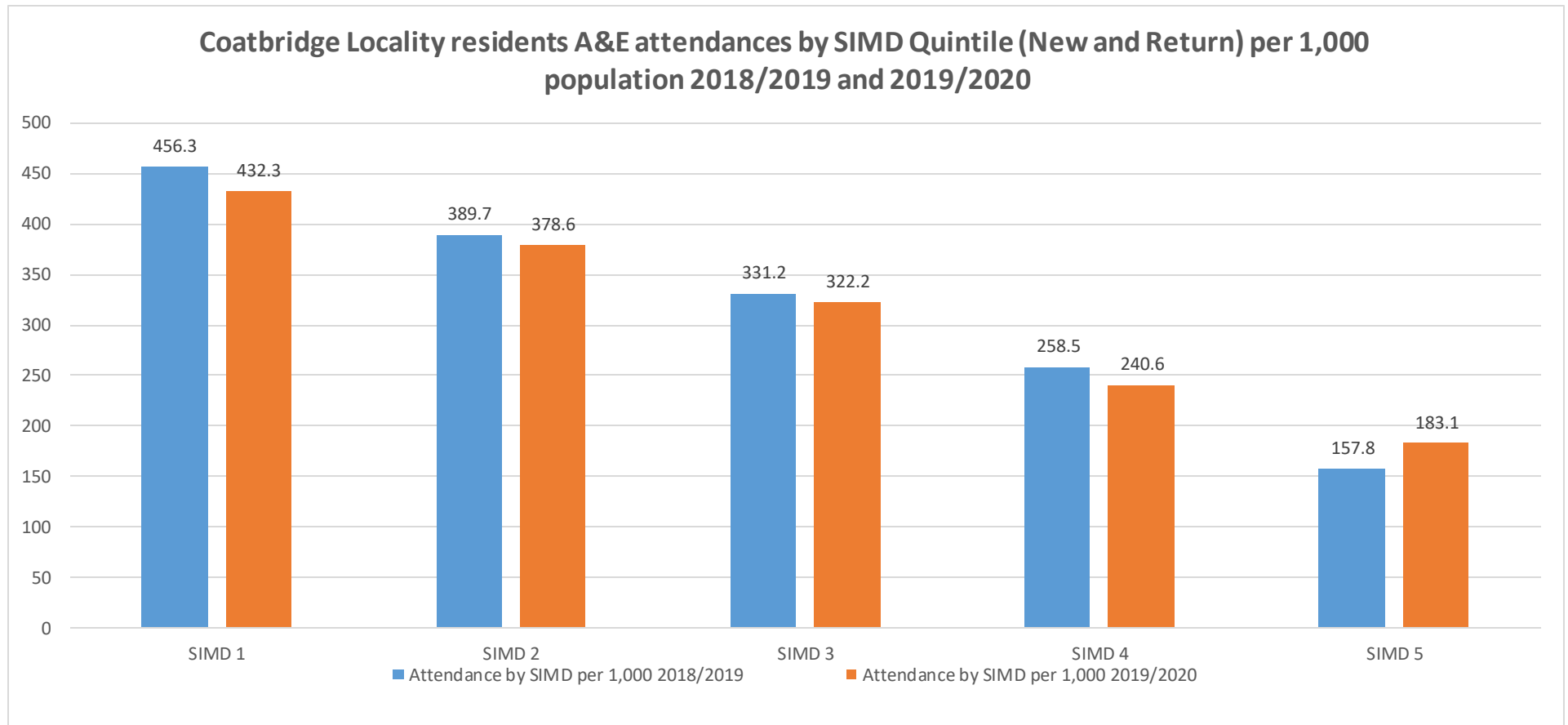
**Graph 1b: Airdrie residents A&E attendances by SIMD Quintile (New and Return) per 1,000 population 2018/2019 and 2019/2020**



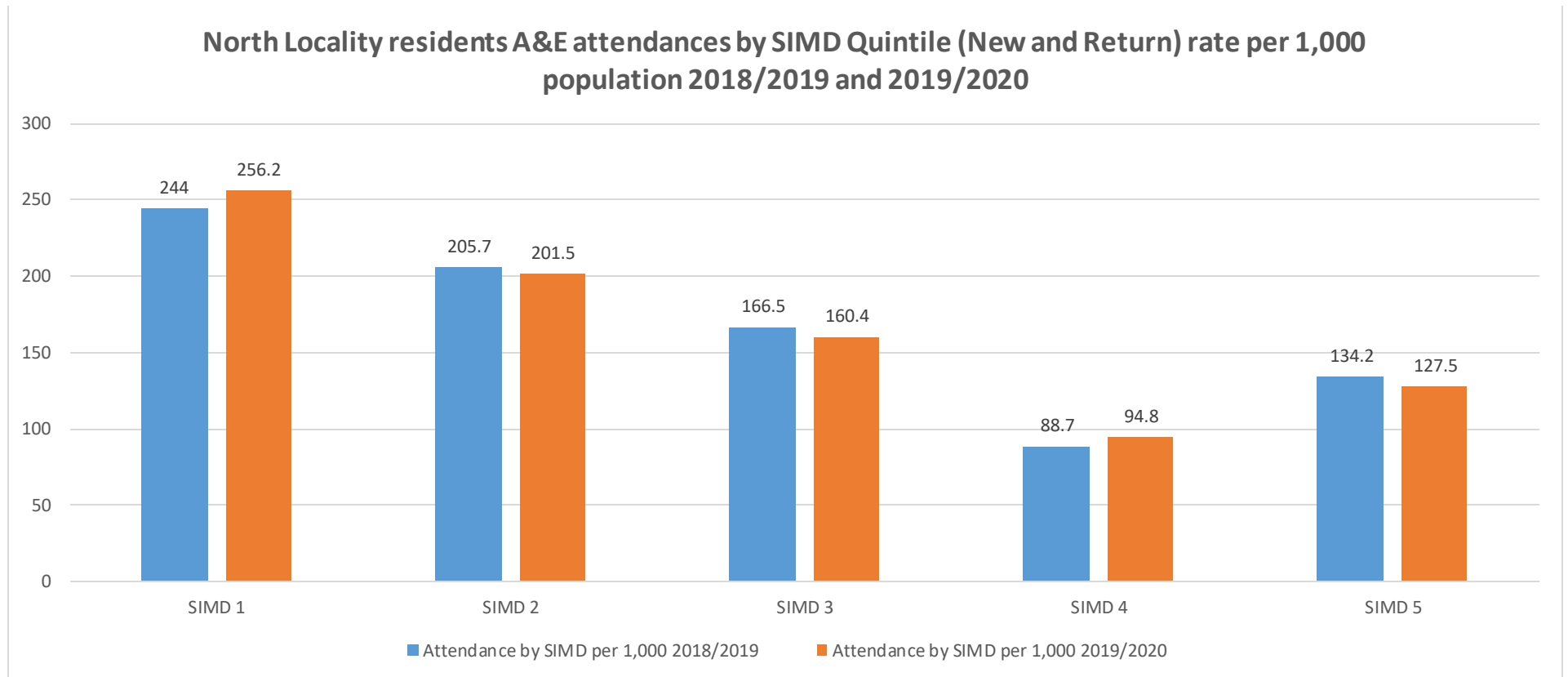
**Graph 1c: Bellshill residents A&E attendances by SIMD Quintile (New and Return) rate per 1,000 population 2018/2019 and 2019/2020**



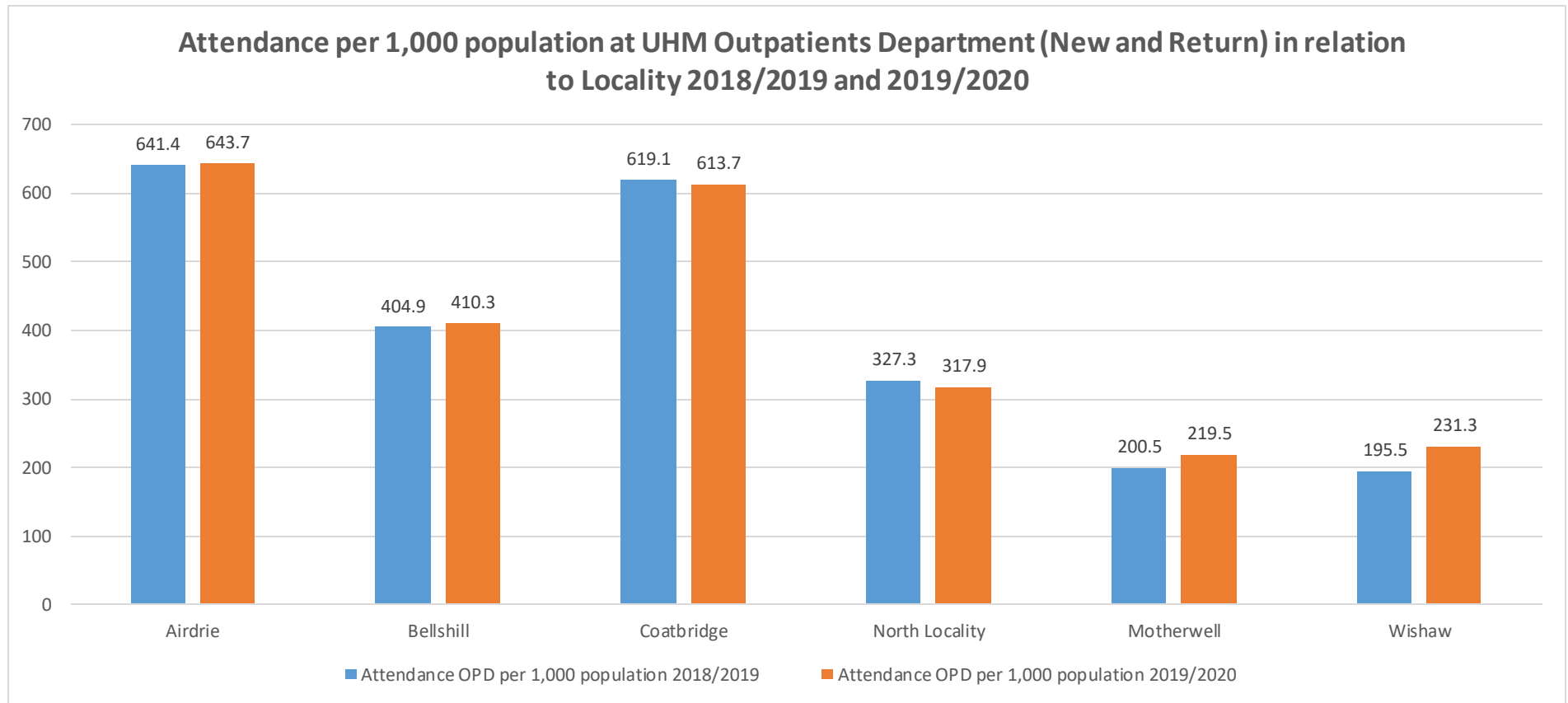
**Graph 1d: Coatbridge residents A&E attendances by SIMD Quintile (New and Return) rate per 1,000 population 2018/2019 and 2019/2020**



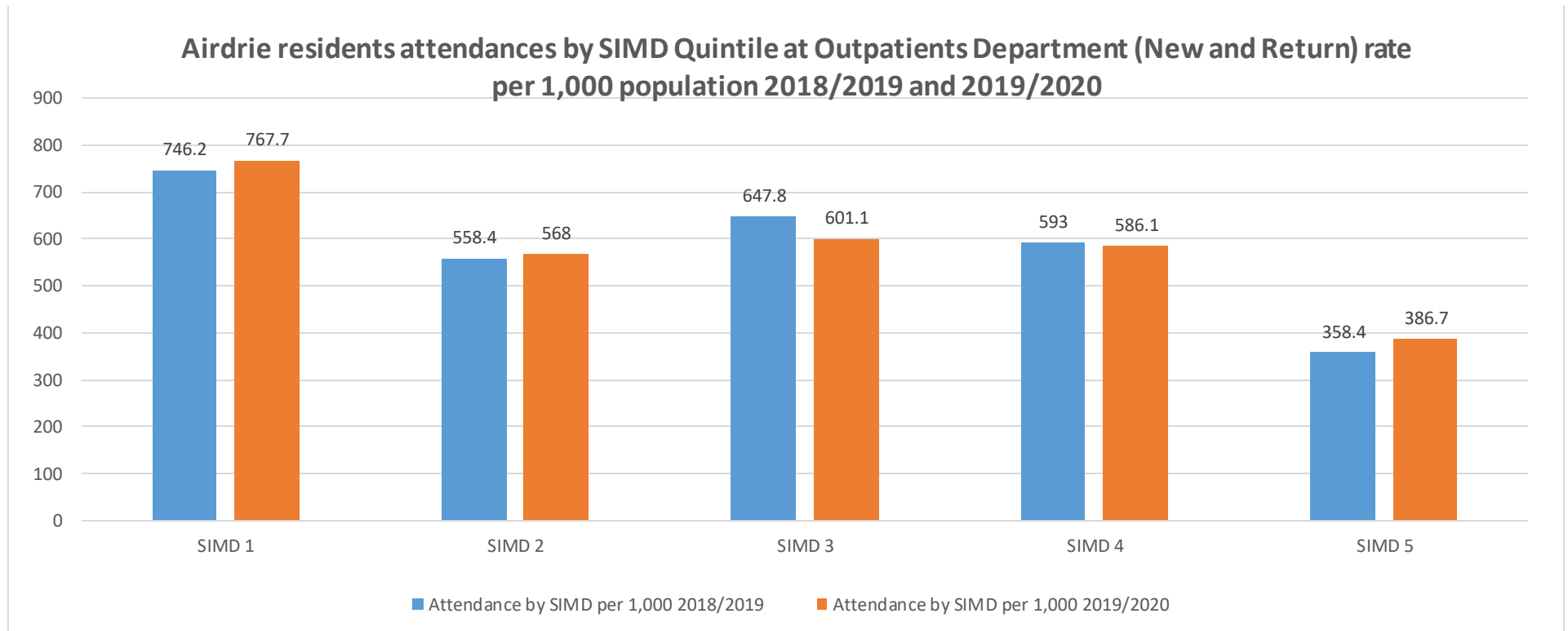
**Graph 1e: North Locality residents A&E attendances by SIMD Quintile (New and Return) rate per 1,000 population 2018/2019 and 2019/2020**



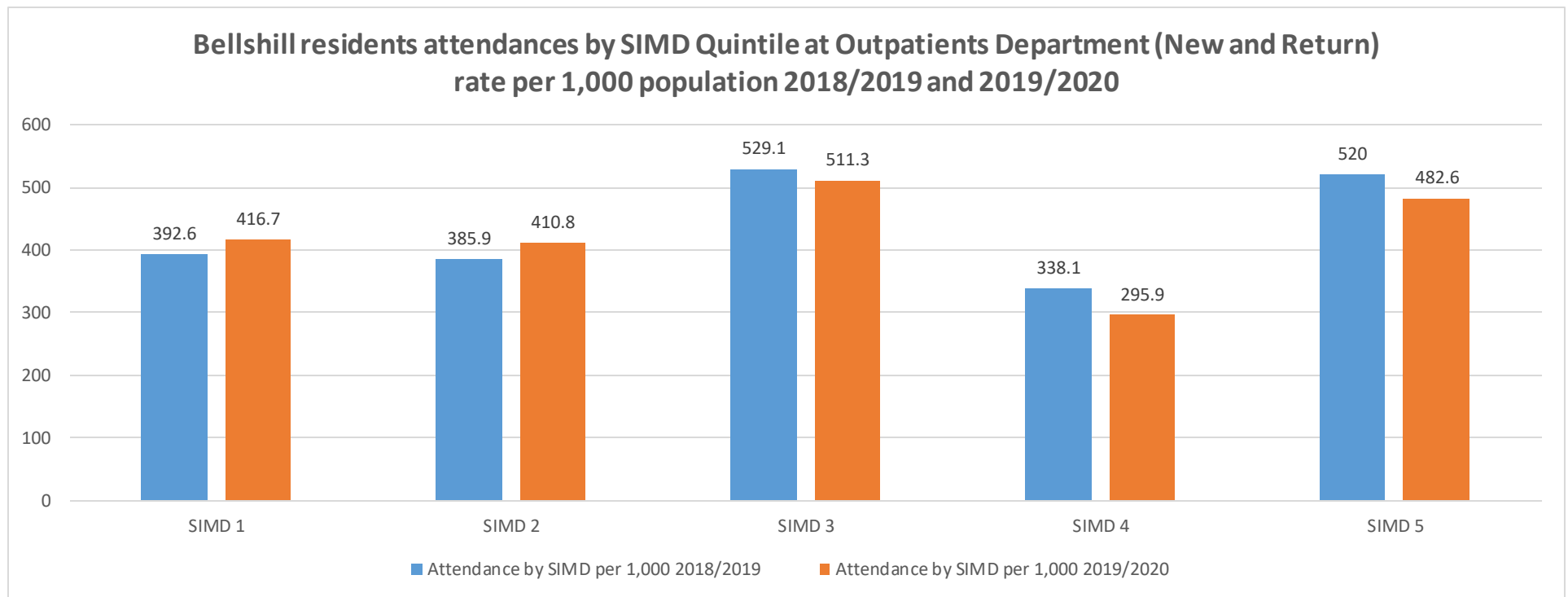
**Graph 2: Attendance per 1,000 population at University Hospital Monklands Outpatients Department (New and Return) in relation to Locality 2018/2019 and 2019/2020**



**Graph 2a: Airdrie residents attendances by SIMD Quintile at Outpatients Department (New and Return) rate per 1,000 population 2018/2019 and 2019/2020**

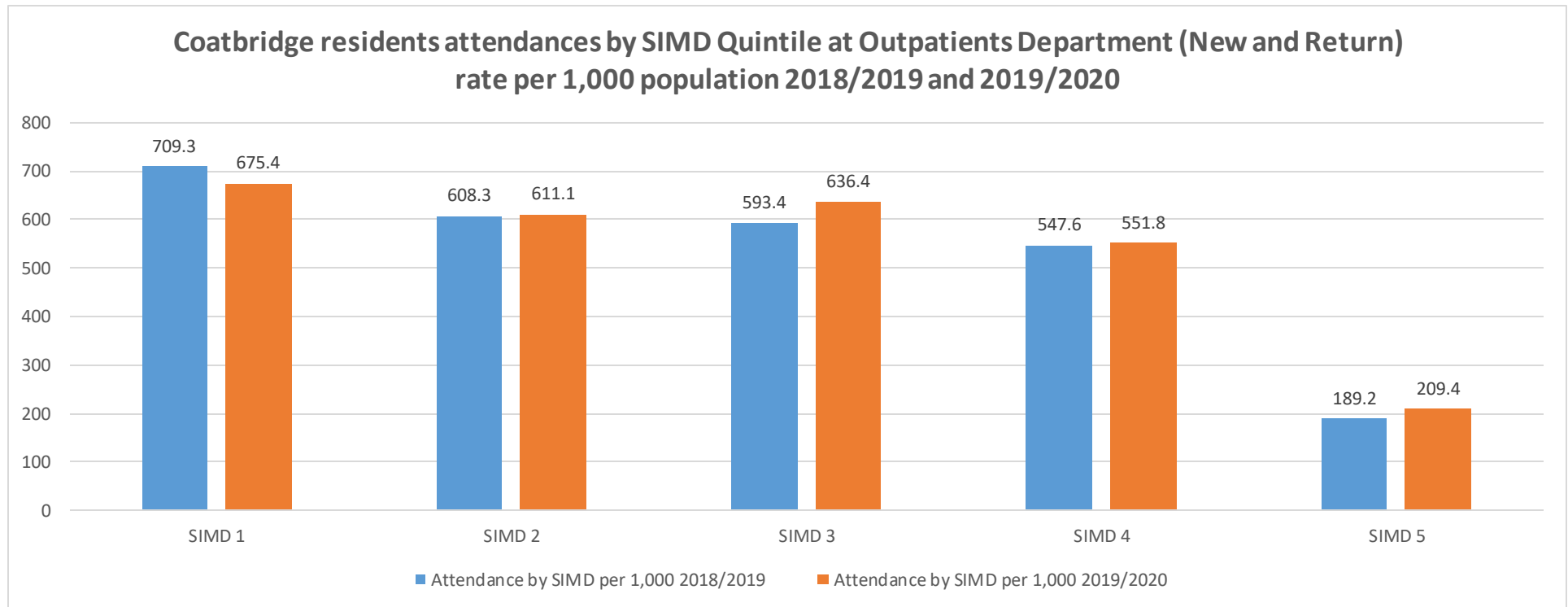


**Graph 2b: Bellshill residents attendances by SIMD Quintile at Outpatients Department (New and Return) rate per 1,000 population 2018/2019 and 2019/2020**

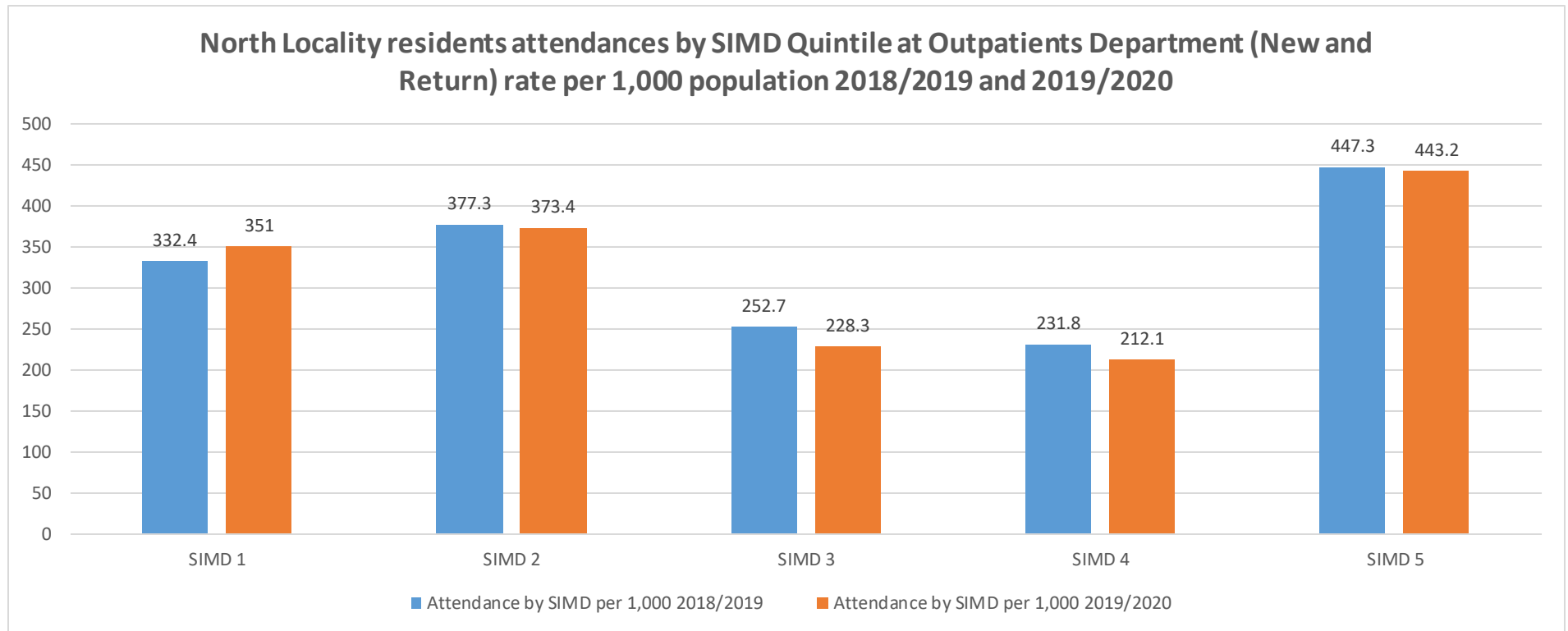




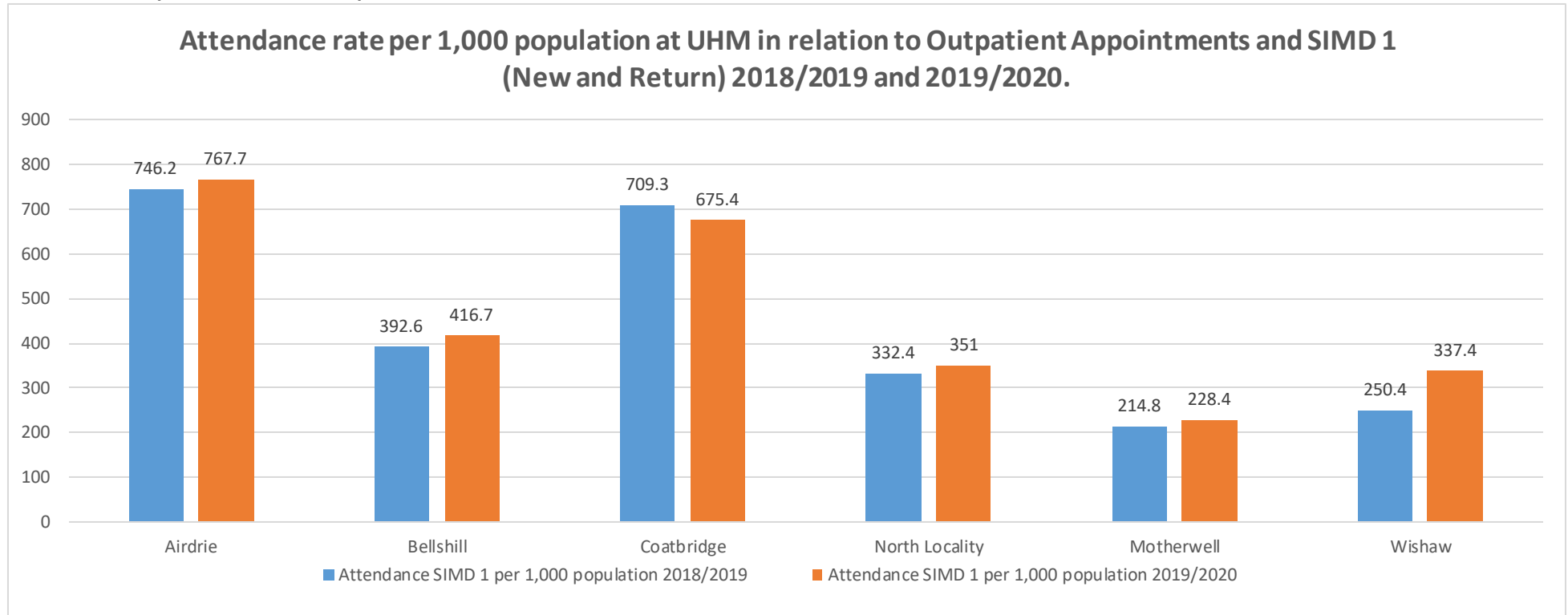
**Graph 2c: Coatbridge residents attendances by SIMD Quintile at Outpatients Department (New and Return) rate per 1,000 population 2018/2019 and 2019/2020**



**Graph 2d: North Locality residents attendances by SIMD Quintile at Outpatients Department (New and Return) rate per 1,000 population 2018/2019 and 2019/2020**



**Graph 3a: Attendance rate per 1,000 population at University Hospital Monklands in relation to Outpatient Appointments and SIMD 1 (New and Return) 2018/2019 and 2019/2020**



**Table 1: University Hospital Monklands Outpatient (New and Return) DNA rate per 1,000 population 2018/2019 and 2019/2020**

	<b>DNA Rate per 1,000 population 2018/2019</b>	<b>DNA Rate per 1,000 population 2019/2020</b>
<b>Airdrie Locality</b>		
SIMD 1	100	94.9
SIMD 2	61.2	55.3
SIMD 3	62.8	52.1
SIMD 4	43.6	38.8
SIMD 5	20.9	11.2
<b>Bellshill Locality</b>		
SIMD 1	52.1	52.2
SIMD 2	33	33.2
SIMD 3	38.5	39.5
SIMD 4	24.9	19.6
SIMD 5	32.3	23.7
<b>Coatbridge Locality</b>		
SIMD 1	107.7	100.8
SIMD 2	70.1	64.4
SIMD 3	21.5	64.2
SIMD 4	16.3	36.5
SIMD 5	31.0	23.9
<b>North Locality</b>		
SIMD 1	55.8	45.8
SIMD 2	46.6	39.3
SIMD 3	21.5	19.6
SIMD 4	16.3	12.9
SIMD 5	31	25.9

## Appendix 8 NHS Lanarkshire workforce data

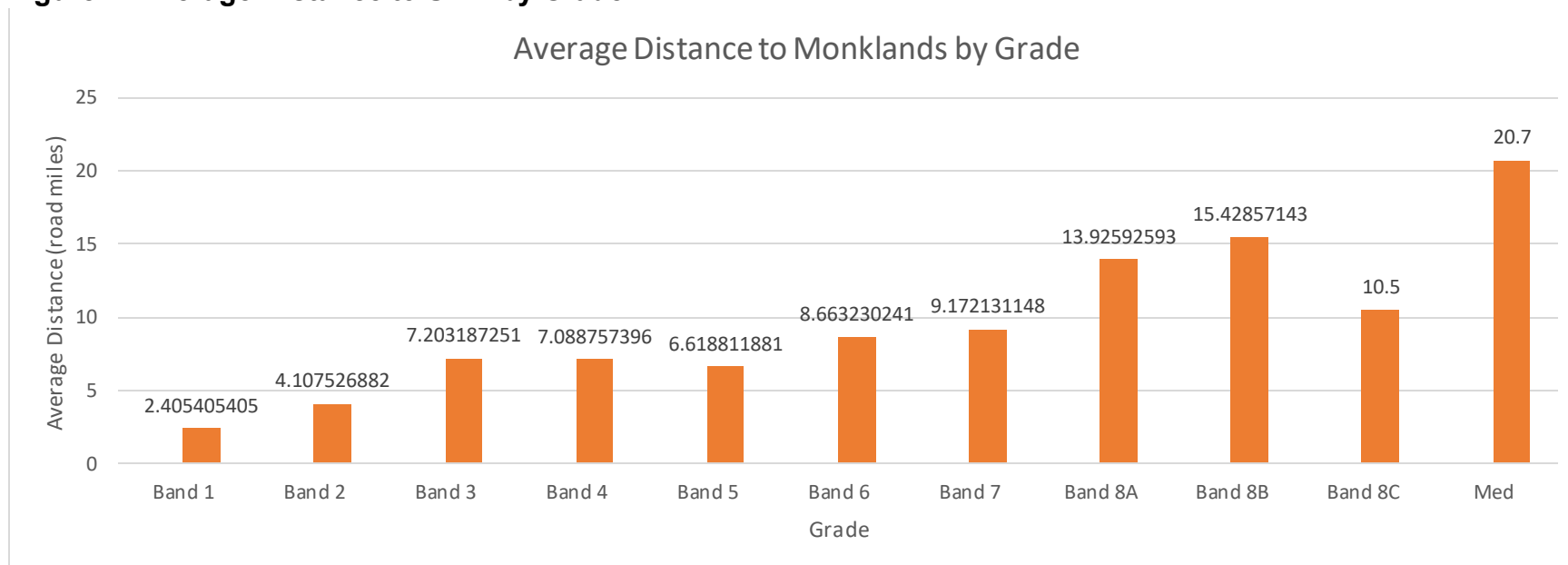
### Table 1 UHM staff by SIMD quintile and grade

Grade	2020 SIMD Quintile					Postcode not found/invalid
	1	2	3	4	5	
All grades %	29%	22%	16%	17%	13%	3%
Count						
Band 1	19	7	6	< 5	< 5	< 5
Band 2	325	162	84	61	13	14
Band 3	86	69	51	28	12	8
Band 4	38	37	35	39	16	6
Band 5	168	157	106	117	56	14
Band 6	48	58	44	79	58	7
Band 7	13	21	30	34	21	< 5
Band 8A-D	< 5	< 5	7	10	16	< 5
Medical and Dental (Non AfC)	9	12	18	50	120	7

**Table 2 Staff who reside in ML6 (Airdrie)**

ML6 Postcodes Only	2020 SIMD Quintile					
	1	2	3	4	5	Postcode not found/invalid
Band 1	15	5	<5	<5	<5	<5
Band 2	175	62	30	30	<5	7
Band 3	38	20	17	13	<5	<5
Band 4	13	8	7	8	5	<5
Band 5	44	35	29	34	8	<5
Band 6	11	13	6	21	<5	<5
Band 7	9	7	<5	9	<5	<5
Band 8 A-D	<5	<5	<5	<5	<5	<5
Medical and Dental (Non AfC)	<5	<5	<5	<5	<5	<5

**Figure 1: Average Distance to UHM by Grade**



**Table 3**

<b>Grade Name</b>	<b>Home Postcode</b>	<b>%</b>
<b>Band 1</b>	G67, 68 and 69	3%
	ML4	3%
	ML5	23%
	ML6	72%
<b>Band 2</b>	G71	2%
	G67, 68 and 69	5%
	ML4	7%
	ML5	23%
	ML6	47%
	All other Postcodes	17%
<b>Band 3</b>	G71	2%
	G67, 68 and 69	5%
	ML4	4%
	ML5	23%
	ML6	37%
	All other Postcodes	29%

## Appendix 9 North Lanarkshire Council Local Development Plan

The Development Plan consists of the Approved [Clydeplan](#) Strategic Development Plan<sup>22</sup> and the [Adopted North Lanarkshire Local Plan](#)<sup>23</sup>. The North Lanarkshire Local Development Plan [Modified Proposed Plan](#)<sup>24</sup> has been submitted to the Scottish Government's Planning and Environmental Appeals Division (DPEA) for Examination. There are some key points to highlight from these plans in relation to the 3 proposed new sites for University Hospital Monklands.

Gartcosh & Glenboig is identified as one of the 3 Community Growth areas in North Lanarkshire that were originally designated in 2006. The initial indicative overall capacity of 3,000 is subject to change, as different builders bring different individual sites forward at different times, as is the time it can take to complete. Housing developments are under way, with more activity on the Gartcosh (west) side of the M73. Strategic level housing sites can take very long times to deliver. A similar local example for comparison is the land for the new housing alongside the M8 at Chapelhall. This was released from the Green Belt in 1982 and was granted outline permission for 1,000 houses in 1989, but is only now nearing completion. The Gartcosh proposed site for University Hospital Monklands is on the Glenboig (east) side of the M73, on the former site of the former Gartcosh Steel Mill, which closed in 1986 and was demolished over the next 10 years or so. This has been designated for industrial use since and is currently designated as a Strategic Economic Investment Location/Strategic Business Centre. This has seen the development of a rail station, Scottish Crime Campus operated by the Scottish Police Authority, a link road to Glenboig and the establishment of a wildlife corridor.

Around Wester Moffat, the land east of the North Calder Water and north of Inver House is designated as Green Belt. Around Glenmavis, the land east of the A73 is designated as a mixture of Green Belt and Countryside, although there are unimplemented planning permissions for an Energy from Waste plant and a Data Centre at Drumshangie. An objection to the Modified Proposed Plan has been lodged on the grounds that the Council has not allocated land for a replacement University Hospital Monklands. This has been included with other objections passed onto the Scottish Government's Planning and Environmental Appeals Division (DPEA) for determination through Examination.

Within the Airdrie locality area (includes Wester Moffat and Glenmavis), the Modified Proposed Plan also states that there is:

- A Pan-Lanarkshire Orbital Transport Corridor Project (as part of the Glasgow City Region City Deal Infrastructure Fund).
- Potential Heat Energy Network Sources relating to current operations as well as extant (existing, but not yet implemented) planning permission



## **The Plan for North Lanarkshire**

“The Plan for North Lanarkshire” was approved in 2019, with an ambition of inclusive growth and prosperity. The Plan comprises five complementary priorities which are to:

- Improve economic opportunities and outcomes.
- Support all children and young people to realise their full potential.
- Improve the health and wellbeing of our communities.
- Enhance participation, capacity, and empowerment across our communities.
- Improve North Lanarkshire's resource base.

In 2020, a report (North Lanarkshire: The Place, The Vision) was published and set out a vision for each town and plans for a community hub within each town. There is consultation going on around these visions at the moment. For more information on the plans for each area please access: <https://www.northlanarkshire.gov.uk/index.aspx?articleid=35032>

We would propose NHS Lanarkshire links with the NLC planning team to consider how the regeneration of the old Monklands hospital site would be included within their town visions. We should also note that whilst it may take a maximum of 10 years for the town visions to be put in place, they should have a positive impact on the populations who stay there. The consultation on the visions and community hubs is ongoing so no further information can be given at present that would support our fairer Scotland duty assessment.

## Appendix 10

### Transport summary: demographics and concessionary travel

The population of North Lanarkshire (340,000 residents) is predominantly made up of those aged 16-64 years (working age) with 17% aged 65 years and over<sup>3</sup>. The 2011 Census for Scotland found that 70% of those age 16-64 were found to be economically active with 61% owning their own homes. 21% of residents with long-term health conditions or disabilities were limited by their health condition and 79% were not limited. 10% of North Lanarkshire residents provide unpaid care<sup>4</sup>. However, approximately 15% of the population is income deprived equating to 52,325 people<sup>5</sup>. Projected changes to the population indicates that the demography of North Lanarkshire is that of an ageing population. Those aged 65 and over will increase to make up 25% of the population by 2041 whilst those aged 64 and under, will make up 58%. These population changes will have an impact on the level of taxable income and the increased need for caring responsibilities and health and social care services<sup>3</sup>. Scottish Partnership for Transport (SPT) on behalf of North Lanarkshire Council (NLC), administered reduced fares on rail and subway services. In 2017/18, some 75,000 (22% of) North Lanarkshire residents benefitted from these concessions<sup>6</sup>. In the same year, 4,300 (1.3% of) residents with disabilities, accessed the national concessionary fare scheme on local bus services administered by the SPT Travel Card unit. SPT also provided subsidised travel for socially necessary local bus services for North Lanarkshire communities with limited commercial bus services. This helped older people and people with disabilities living in North Lanarkshire to make 99,000 journeys on MyBus services and arranged school day transport services for approximately 8,660 children<sup>6</sup>. This fits with SPT as Community Planning Partners via the Regional Transport Strategy framework (RTS)<sup>7</sup> and North Lanarkshire's Local Outcomes Improvement Plan (LOIP)<sup>5</sup>.

**Table 1: Private car Journey time analysis**

<b>Monklands catchment within</b>	<b>% population Existing site</b>	<b>% population Gartcosh</b>	<b>% population Glenmavis</b>	<b>% population Wester Moffat</b>
<b>5 minutes</b>	<b>9%</b>	<b>2%</b>	<b>7%</b>	<b>4%</b>
<b>10 minutes</b>	<b>37%</b>	<b>43%</b>	<b>41%</b>	<b>22%</b>
<b>15 minutes</b>	<b>66%</b>	<b>88%</b>	<b>79%</b>	<b>43%</b>
<b>20 minutes</b>	<b>93%</b>	<b>99%</b>	<b>100%</b>	<b>100%</b>
<b>25 minutes</b>	<b>99%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
<b>30 minutes</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**Table 2a General Drive Time Analysis (Off-Peak, 10:00 Tuesday) – Difference from Existing**

From Location	Difference from Existing Drive Time (minutes)		
	Gartcosh	Glenmavis (with EALR)	Wester Moffat (with EALR)
Kilsyth (Health Centre)	-13	-11	-8
Cumbernauld (Cumbernauld Centre)	-10	-8	-7
Moodiesburn (Kelvin Drive)	-10	-2	0
Stepps (A80 at Blenheim Avenue)	-10	-2	0
Coatbridge (Muiryhall Street at Jackson Street)	+5	+6	+8
Airdrie (Colston Road at Forrest Street)	+9	-2	-4
Plains (Main Street at McLelland Drive)	+7	-7	-11
Bellshill (Hamilton Road at Crossgates)	-2	+3	0
Bothwell (Uddingston Road at Blantyre Road)	-7	+2	-2
Uddingston (Main Street at Douglas Gardens)	-8	+1	-3
Hamilton (Hamilton West Train Station)	-6	+3	-1

<b>Motherwell (A721 at Airbles Road)</b>	<b>-7</b>	<b>-1</b>	<b>-5</b>
<b>Rutherglen (Toryglen Road at Glebe Place)</b>	<b>-14</b>	<b>-2</b>	<b>-6</b>
<b>Cambuslang (Clydeford Road at Mansion Street)</b>	<b>-12</b>	<b>+1</b>	<b>-4</b>
<b>Wishaw (B7032 at the A721)</b>	<b>-4</b>	<b>-5</b>	<b>-9</b>
<b>Carluke (A721 at Cairneymount Road)</b>	<b>0</b>	<b>-2</b>	<b>-7</b>
<b>Lanark (A743 at Wellgate)</b>	<b>-8</b>	<b>-5</b>	<b>-9</b>
<b>Douglas (Curries Close at Main Street)</b>	<b>-8</b>	<b>+1</b>	<b>-3</b>
<b>Biggar (Market Road at South Back Road)</b>	<b>-3</b>	<b>-2</b>	<b>-5</b>
<b>Shotts (B7066 at Duntilland Road)</b>	<b>-3</b>	<b>-4</b>	<b>-10</b>
<b>East Kilbride (West Mains Road at Glebe Crescent)</b>	<b>-5</b>	<b>+3</b>	<b>-1</b>
<b>Blantyre (A724 at Glasgow Road)</b>	<b>-6</b>	<b>+3</b>	<b>-1</b>

<https://www.nhslanarkshire.scot.nhs.uk/download/mrp-updated-drive-times/?ind=1583835829914&filename=MRP-Updated-Drive-Times.pdf&wpdmdl=9437&refresh=5f74b3f2117b91601483762>

**Table 2b General Drive Time Analysis (Peak, 08:00 Tuesday) – Difference from Existing**

From Location	Difference from Existing Drive Time (minutes)		
	Gartcosh	Glenmavis (with EALR)	Wester Moffat (with EALR)
Kilsyth (Health Centre)	-11	-10	-6
Cumbernauld (Cumbernauld Centre)	-10	-8	-7
Moodiesburn (Kelvin Drive)	-12	-5	-1
Stepps (A80 at Blenheim Avenue)	-13	-1	+4
Coatbridge (Muiryhall Street at Jackson Street)	+6	+7	+8
Airdrie (Colston Road at Forrest Street)	+11	-2	-3
Plains (Main Street at McLelland Drive)	+8	-7	-10
Bellshill (Hamilton Road at Crossgates)	-1	+4	0
Bothwell (Uddingston Road at Blantyre Road)	-8	+2	-2
Uddingston (Main Street at Douglas Gardens)	-9	-1	-5
Hamilton (Hamilton West Train Station)	-12	-1	-5
Motherwell (A721 at Airbles Road)	-12	-7	-11

<b>Rutherglen (Toryglen Road at Glebe Place)</b>	<b>-17</b>	<b>-2</b>	<b>-5</b>
<b>Cambuslang (Clydeford Road at Mansion Street)</b>	<b>-15</b>	<b>-1</b>	<b>-5</b>
<b>Wishaw (B7032 at the A721)</b>	<b>-2</b>	<b>-7</b>	<b>-10</b>
<b>Carluke (A721 at Cairneymount Road)</b>	<b>-4</b>	<b>-12</b>	<b>-15</b>
<b>Lanark (A743 at Wellgate)</b>	<b>-10</b>	<b>-11</b>	<b>-15</b>
<b>Douglas (Curries Close at Main Street)</b>	<b>-15</b>	<b>-4</b>	<b>-8</b>
<b>Biggar (Market Road at South Back Road)</b>	<b>-7</b>	<b>-8</b>	<b>-11</b>
<b>Shotts (B7066 at Duntilland Road)</b>	<b>-4</b>	<b>-7</b>	<b>-13</b>
<b>East Kilbride (West Mains Road at Glebe Crescent)</b>	<b>-13</b>	<b>-4</b>	<b>-8</b>
<b>Blantyre (A724 at Glasgow Road)</b>	<b>-7</b>	<b>+2</b>	<b>-2</b>

<https://www.nhslanarkshire.scot.nhs.uk/download/mrp-updated-drive-times/?ind=1583835829914&filename=MRP-Updated-Drive-Times.pdf&wpdmdl=9437&refresh=5f74b3f2117b91601483762>

**Table 3: Public transport existing accessibility**

<b>Monklands catchment within</b>	<b>% population Existing site</b>	<b>% population Gartcosh</b>	<b>% population Glenmavis</b>	<b>% population Wester Moffat</b>
<b>10 minutes</b>	<b>3%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>
<b>20 minutes</b>	<b>10%</b>	<b>2%</b>	<b>0%</b>	<b>11%</b>
<b>30 minutes</b>	<b>42%</b>	<b>15%</b>	<b>1%</b>	<b>23%</b>
<b>40 minutes</b>	<b>56%</b>	<b>24%</b>	<b>2%</b>	<b>33%</b>
<b>50 minutes</b>	<b>75%</b>	<b>39%</b>	<b>15%</b>	<b>44%</b>
<b>60 minutes</b>	<b>93%</b>	<b>82%</b>	<b>39%</b>	<b>62%</b>