

HBEP FORTNIGHTLY LITERATURE REVIEW

REFERENCE	DESCRIPTION	ALERT SOURCE	KEYWORDS
GENERAL POLICY AND RESEARCH			
<p>Leinberger, C. B. & Lynch, P. 2014. <i>Foot traffic ahead: Ranking walkable urbanism in America's largest metros</i>. Washington, DC: The George Washington School of Business. http://www.smartgrowthamerica.org/locations/foot-traffic-ahead/</p>	<p>This report identifies and ranks the United States' 30 largest metropolitan areas on the walkability of their urban places. Each area is categorised into one of four levels: high, moderate, tentative and low walkable urbanism. The analysis shows a correlation between the most walkable urban areas and substantially higher gross domestic product per capita. Moreover, walkable urban space commands a higher premium over rents in outer suburbs. These findings suggest that the walkability of urban places help to sustain the urban economy. Elected officials and developers thus have the potential to promote future growth of urban areas by focusing on walkability.</p>	PCAL	<p>Walkability; metropolitan areas; ranking; economy</p>
<p>Humanco, Inc. 2014. <i>This is how we move</i>. Humanco, Inc. http://cities.human.co</p>	<p>This website aggregates cycling, walking, running and motorised transport data in major international cities. Using a public social media application, people track their daily movements. This data is then spatially converted to show how people move in cities. Cities include but are not limited to Amsterdam, Cape Town, Hong Kong, Istanbul, Paris and Sydney. Results are then used to rank cities according to various modes of transport.</p>	PCAL	<p>Active transport; visual data; city ranking</p>
GETTING PEOPLE ACTIVE			
<p>Brewer, M. & Kimbro, R.T. 2014. 'Neighborhood context and immigrant children's physical activity.' <i>Social Science & Medicine</i> 116 (September 2014): 1-9.</p>	<p>This article investigates the effects of neighbourhood context and ethnicity on children's physical activity. Frequency of vigorous physical activity and ethnicity (consisting of seven ethnic categories) was taken from</p>	SS	<p>Physical activity; neighbourhood perceptions; socio-economic</p>

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http://www.sciencedirect.com/science/article/pii/S0277953614003815	<p>17,510 children participating in the Early Childhood Longitudinal Study - Kindergarten Cohort. Parental perception of neighbourhood safety, cleanliness, violence and vacant houses were recorded. Neighbourhood disadvantage data was gathered from the US Census. Analyses of the data suggest that foreign-born children reported lower levels of physical activity than US born children. Parental perceptions of physical and social disorder were associated with a greater likelihood of physical inactivity. These findings suggest that parental neighbourhood perceptions may affect immigrant children's levels of physical activity.</p>		<p>disadvantage; children</p>
<p>Henna, H.M., Tandon, P.S., Frank, L. D. & Saelens, B.E. 2014. 'Parental factors in children's active transport to school.' <i>Public Health</i> 128(7): 643-646. http://www.ncbi.nlm.nih.gov/pubmed/24999161</p>	<p>This article identifies the parental, home and environmental characteristics related to children's active travel to school. Parental participants of the Neighbourhood Impact on Kids Study completed questions related to their own and their children's physical activity levels, their general mode of transport and their own activity levels. Neighbourhood walkability was assessed using Geographic Information System. Analysis of the data shows that parental uses of active travel were positively related to children's active travel. Neighbourhood walkability was not found to be associated with children's active travel. These findings suggest that rather than the built environment, it was parental behavior that influences children's activity. Creating environments conducive to the active travel of adults may influence children's activity patterns.</p>	<p>SS</p>	<p>Active travel; parental perceptions; neighbourhood walkability; children</p>
<p>Forsyth, A. & Oakes, J.M. 2015. 'Cycling, the built environment, and health: Results of a Midwestern study.' <i>International Journal of Sustainable Transportation</i> 9 (1): 49-58.</p>	<p>This article assesses whether different levels of cycling are based on environmental characteristics and perceptions of such characteristics. Data was used from the Twin Cities Walking Study where participants</p>	<p>SS</p>	<p>Cycling; built environment</p>

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http://www.tandfonline.com/doi/abs/10.1080/15568318.2012.725801#.U_bDfmSyS_o	<p>completed a travel questionnaire, wore accelerometers and kept travel diaries. Height and weight measurements were also conducted. Perceptions of the built environment were also assessed (i.e. amenity accessibility; places for walking; attractiveness; safety; and, social cohesion). Modeling of the data shows that more cycling occurred when people lived near industrial land uses; in areas with visible graffiti; in areas with more parks and lower densities. Those who cycled more perceived the neighbourhood more positively. These findings begin to describe the types of environments where cyclists in Minneapolis tend to ride. Such environmental characteristics are in direct contrast to those characteristic of walkable environments (e.g. graffiti and low density).</p>		
<p>Meng, M., Koh, P.P., Wong, Y.D. & Zhong, Y.H. 2014. 'Influences of urban characteristics on cycling: Experiences of four cities.' <i>Sustainable Cities and Society</i> 13 (October 2014): 78-88. http://www.sciencedirect.com/science/article/pii/S2210670714000481</p>	<p>This article investigates the urban characteristics influencing cycling in Beijing, Berlin, Canberra and Singapore. Urban structure, transport policy, public transport service and cycling infrastructure were compared. Comparisons suggest that integrated land use and density resemblance between residential and employment areas (as depicted in Berlin and Singapore) promote distances easily covered by bicycles. Provision of complete and safe cycling networks along with public transport coordination and cycling infrastructure can help increase cycling usage in each city. The city of Berlin is promoted as having the best cycling attributes.</p>	SS	Cycling; urban structure; transport policy; comparison
CONNECTING AND STRENGTHENING COMMUNITIES			
<p>Kemperman, A. & Timmermans, H. 2014. 'Green spaces in the direct living environment and social contacts of the aging population.' <i>Landscape and Urban</i></p>	<p>This article analyses the effect of green space on an ageing population. A group of 1501 people aged 60 years and older living in the Netherlands completed questions on the use (physical and social activity) and</p>	SS	Green space; social connection; older adults; Netherlands

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<p><i>Planning</i> 129(September 2014): 44-54. http://www.sciencedirect.com/science/article/pii/S016920461400125X</p>	<p>perception of the social and green environments. Community gardens, number of trees, grassland and parks were measured within 100m radius of each participant's residence. The results indicate that the availability of trees and grass as well as the perception of green areas influenced social contact. Safety and maintenance was also conducive to supporting social connections. These findings may assist planners in developing green spaces and promoting the well-being of aging populations.</p>		
<p>Bjornstrom, E.E.S. & Ralston, M.L. 2014. 'Neighborhood built environment, perceived danger and perceived social cohesion.' <i>Environment and Behavior</i> 46(6): 718-744. http://eab.sagepub.com/content/early/2013/10/08/0013916513503833</p>	<p>This article evaluates the built environment and perceived social cohesion in communities of disadvantage. Perceived social cohesion data was taken from the Los Angeles Family and Neighbourhood Survey. The built environment was observed for commercial activity, presence of trees, footpaths and heavy traffic. Regression models show that lower levels of social cohesion were associated with concentrated socio-economic disadvantage and perceived danger. The effect of each of the four built environment variables on social cohesion was dependent on the extent of disadvantage, perception of danger, or a combination of the two. These findings showcase the contextual nuances of the relationship between social cohesion and safety in relation to disadvantaged communities.</p>	SS	Built environment; social cohesion; socio-economic deprivation
PROVIDING HEALTHY FOOD OPTIONS			
<p>Lachance, L., Carpenter, L., Quinn, M., Wilkin, M.K., Green, E., Tsuchiya, K. et al. 2014. 'Food & community: The cross-site evaluation of the W.K. Kellogg Food & Fitness community partnerships.' <i>Community Development</i> 45(3): 227-239.</p>	<p>This article describes an evaluation of a community intervention seeking change in food production, processing and distribution in 9 areas in the US. Evaluation tools assessed community partnerships, resource allocation and systems and policy change. Information is specifically collected on perceptions of</p>	SS	Food access; equity; community partnerships

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http://www.tandfonline.com/doi/abs/10.1080/15575330.2014.887131#.UwwLfmSySp	<p>food equity and proposed changes as a result of intervention on children and families in vulnerable communities. This process of evaluation can assist those seeking to evaluate the impact of community programs addressing food access and specifically highlights the importance of food equity issues.</p>		
<p>Hollands, S., Campbell, M.K., Gilliland, J. & Sarma, S. 2014. 'Association between neighbourhood fast-food and full-service restaurant density and body mass index: A cross-sectional study of Canadian adults.' <i>Canadian Journal of Public Health</i> 105 (3): e172-e178.</p> <p>http://journal.cpha.ca/index.php/cjph/article/view/4287</p>	<p>This article assesses the effects of restaurant densities on body mass index. The 2007-08 Canadian Community Health Survey provided body mass index levels for 84,341 participants. Fast food, full service and non-chain restaurants were geocoded. Multiple regression analyses suggest that full-service and non-chain restaurant densities were significantly and negatively associated with body mass index. Fast food densities were found to be positively associated with body mass index. It is speculated here that access to restaurants other than fast food may be based on social or entertainment purposes with food choices not driven by convenience. The accessibility to different types of restaurants has the potential to promote both healthy and unhealthy eating habits.</p>	<p>SS</p>	<p>Food access; body mass index; Canada</p>

* denotes an item which has been placed in a number of different categories