

HBEP FORTNIGHTLY LITERATURE REVIEW

| REFERENCE | DESCRIPTION | ALERT SOURCE | KEYWORDS |
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| GENERAL POLICY AND RESEARCH | | | |
| Salleh, B.S., Rahmat, R.A.A.O.K. & Ismail, A. 2014. 'A study on non-motorised (NMT) activities for urban environment.' <i>Research Journal of Applied Sciences, Engineering and Technology</i> 7 (2): 290-295. http://www.maxwellsci.com/print/rjaset/v7-290-295.pdf | This article defines strategies to improve opportunities for active transport. Five strategies are identified to improve walking and cycling: improved convenience and comfort; improved transport options; attractive and liveable communities; improved walking and cycling infrastructure; and improved land use efficiency. Methods to integrate active transport with public transport are also highlighted and stress bicycle integration; pedestrian access to stations; increased efficiency of public transport service; and improved safety. This paper provides planners and policymakers with a basic framework for a sustainable and healthy urban transport system. | SS | Active transport policy; strategy; Malaysia |
| National Heart Foundation of Australia (Victoria). 2013. <i>Spaces for active play, developing child-inspired play space for older children</i> . Melbourne: National Heart Foundation of Australia. http://www.heartfoundation.org.au/SiteCollectionDocuments/Space-for-active-play.pdf | This report builds upon the Healthy by Design guidelines by describing the development of active play spaces in four Melbourne demonstration sites. It discusses the child-centred approach of investigating the play needs of older children. It then documents the process of planning and developing such spaces with them. At these sites, planning for active play required the incorporation of access; action and adventure; opportunities to be creative; traditional play and natural features. A good overview for those interested in increasing children's levels of active play. | PCAL | Older children; play space; participation; case studies |
| Urban Land Institute. 2013. <i>Intersections: health and the built environment</i> . Washington, D.C.: Urban Land Institute. | This report explores the opportunities and benefits for improving health through design. It introduces the US and global health trends and suggests better health | PCAL | Health; design; community partnerships; case |

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| http://www.uli.org/wp-content/uploads/ULI-Documents/Intersections-Health-and-the-Built-Environment.pdf * | <p>through community design. Using statistics, economic indicators and best practice examples, it concentrates on active transportation, healthy buildings, access to healthy food and clean air and water. It concludes with a summation of the elements of healthy development.</p> | | <p>studies</p> |
| GETTING PEOPLE ACTIVE | | | |
| <p>Troped, P. J., Starnes, H. A., Puett, R. C., Tamura, K. Cromley, E. K., James, P. et al. 2014. 'Relationships between the built environment and walking and weight status among older women in three U.S. states.' <i>Journal of Aging and Physical Activity</i> 22 (1): 114-125. http://dx.doi.org/10.1123/JAPA.2012-0137</p> | <p>This article examines associations between measures of the built environment and walking and weight in older women from California, Massachusetts and Pennsylvania. Data was taken from 23,434 older women completing the 2004 Nurses Health Study. Responses related to walking frequency, walking pace and weight status were categorized. Three built environment variables (population density, intersection density and density of facilities) were geocoded based on each participant's home address. Logistic regression models show the three built environment variables being positively associated with walking. The strongest associations occurred between facility density and both walking (particularly services and physical activity facilities) and weight levels (convenience store) among women from higher density populated areas. These findings suggest greater access via greater intersection density and greater density of facilities may encourage older women's walking.</p> | <p>SS</p> | <p>Built environment; intersection density; facilities; older women; walking; weight</p> |
| <p>Pelclová, J., Frömel, K., Cuberek, R. 2014. 'Gender-specific associations between perceived neighbourhood walkability and meeting walking recommendations when walking for transport and recreation for Czech inhabitants over 50 years of age.' <i>International Journal of Environmental</i></p> | <p>This article inspects the gendered perspectives of neighbourhood walkability in relation to walking. A group of 2839 older residents living in the Czech Republic completed an abbreviated version of the Neighbourhood Environment Walkability Scale and the long version of the International Physical Activity Questionnaire. Logistic regressions of the data reveal</p> | <p>SS</p> | <p>Neighbourhood environment; walking; perception; gender</p> |

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| <p><i>Research and Public Health</i> 11 (1): 527-536. http://www.mdpi.com/1660-4601/11/1/527</p> | <p>that men living in areas with high street connectivity, higher traffic and higher crime safety were more likely to meet the recommended activity levels when walking for transport. For women, those with high proximity and greater aesthetics tended to meet walking recommendations. No neighbourhood attributes were found to be significantly associated with leisure walking. These findings suggest that different neighbourhood attributes appeal differently to men and women when considering walking for transport.</p> | | |
| <p>Sterdt, E., Liersch, S., Walter, U. 2014. 'Correlates of physical activity of children and adolescents: A systematic review of reviews.' <i>Health Education Journal</i> 73 (1) pp. 72-89. http://hej.sagepub.com/content/73/1/72</p> | <p>This article identifies the correlates of physical activity for children and adolescent through a systematic review of reviews. Correlates were categorized as demographic, psychological, behavioural, cultural and physical environment. From 2214 articles, a total of 10 reviews were included for analysis. In the category of physical environment, only transport infrastructure (e.g. footpaths, street condition) correlated positively to physical activity among children. Inconsistent associations were found between access to facilities and proximity to playgrounds and physical activity among children and adolescents. Inconsistent associations may be attributed to discrepancies in the way physical activity is measured as well as breadth of physical correlated studied.</p> | SS | Physical activity; children; adolescents; systematic review |
| <p>Ferrari, E. & Green, M.A. 2013. 'Travel to school and housing markets: A case study of Sheffield, England.' <i>Environment & Planning A</i> 45(11): 2771-2788. http://www.envplan.com/abstract.cgi?id=a45423</p> | <p>This paper investigates urban structure, choice and equality within education markets as it relates to active transport. Network analysis between school and home was conducted for 41,642 primary school students and 31,188 secondary students living in Sheffield. Housing prices were calculated along with the average building density, residential density and junction density. Results</p> | SS | Public health; active transport; school choice; housing price |

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| | <p>show that more than half of primary schools and approximately 60% of secondary students did not attend the nearest schools. Those students travelling to the nearest school tended to walk. Moreover, the higher the average price of the house, the more likely the child will walk to their school. Higher junction density and higher residential density increased the odds of children actively travelling to school. These findings suggest complex relationships between urban form, school quality and housing markets.</p> | | |
| CONNECTING AND STRENGTHENING COMMUNITIES | | | |
| <p>Zelenski, J. M. & Nisbet, E. K. 2014. 'Happiness and feeling connected: The distinct role of nature relatedness.' <i>Environment and Behaviour</i> 48(1): 3-23. http://eab.sagepub.com/content/46/1/3</p> | <p>This article explores connections with the natural environment and a broad assessment of happiness. Participants (Canadian students, N=331; community, N=415) completed an online questionnaire assessing self-identification with nature, connection with nature and connection with others as well as a range of happiness indicators (e.g. Subjective Happiness Scale and the Vitality Scale). Another group of participants (N=226) completed questionnaires assessing happiness and a range of social connectedness variables. Analysis of the data show that across the various happiness scales, personal growth and pleasant emotions were associated with natural connection. In addition to social connections, connection with nature may help to create conditions of being happy. These findings provide additional evidence to create and maintain accessibility to natural places (e.g. green space.)</p> | SS | Nature; connection; happiness |
| <p>Hawthorne, T.L. & Kwan, M.P. 2013. 'Exploring the unequal landscapes of healthcare accessibility in lower-income urban neighbourhoods through qualitative</p> | <p>This article examines the experiences and perceptions of healthcare accessibility of lower income central city residents. Sixty-five residents living in Ohio participated in in-depth interviews focussing on healthcare access</p> | SS | Healthcare accessibility; socio economic status; qualitative |

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| <p>inquiry.' <i>Geoforum</i> 50 (December 2013): 97-106. http://www.sciencedirect.com/science/article/pii/S0016718513001711</p> | <p>and the healthcare experiences. Review of the transcripts show that healthcare access is connected with interpersonal relationships, daily activities and identification with belonging to the urban poor. These findings suggest that sheer quantity of accessible healthcare does not necessarily equate to quality health care and a more nuanced understanding of accessibility is required.</p> | | |
| PROVIDING HEALTHY FOOD OPTIONS | | | |
| <p>Urban Land Institute. 2013. <i>Intersections: health and the built environment</i>. Washington, D.C.: Urban Land Institute. http://www.uli.org/wp-content/uploads/ULI-Documents/Intersections-Health-and-the-Built-Environment.pdf *</p> | <p>This report explores the opportunities and benefits for improving health through design. It introduces the US and global health trends and suggests better health through community design. Using statistics, economic indicators and best practice examples, it concentrates on active transportation, healthy buildings, access to healthy food and clean air and water. In relation to access to food, it profiles several public and private partnerships investing in urban food markets and urban agriculture. It concludes with a summation of the elements of healthy development.</p> | PCAL | <p>Urban food markets; urban agriculture; case studies; community partnerships</p> |

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