

HBEP FORTNIGHTLY LITERATURE REVIEW

REFERENCE	DESCRIPTION	ALERT SOURCE	KEYWORDS
GENERAL POLICY AND RESEARCH			
<p>United Nations Human Settlements Programme. 2013. <i>Global Report on Human Settlements 2013 - Planning and Design for Sustainable Urban Mobility</i>. New York: Routledge. http://www.unhabitat.org/content.asp?typ eid=19&catid=555&cid=12336</p>	<p>This report focuses on the challenges and solutions of planning and designing urban transport systems. It introduces the urban mobility challenge then goes on to explore the state of urban passenger transport, metro, light rail and bus rapid transit, and urban good transports. Key issues related to mobility and urban form, equitable access and the environment are then discussed. Through two sections, the economics and financing as well as the institutions and governance of urban mobility are reviewed to offer lessons for policy. The concluding chapter specifies policies and practices for reframing urban mobility and highlights policy and operational entry points. Policy makers, planners and other interested parties will benefit from this comprehensive insight in how to increase urban mobility sustainably and equitably.</p>	HBEP	Equitable access; urban mobility; sustainability; policy
<p>Lachowycz, K. and Jones, A.P. 2013. 'Towards a better understanding of the relationship between green space and health: Development of a theoretical framework.' <i>Landscape and Urban Planning</i> 118(October 2013): 62-69. http://www.sciencedirect.com/science/article/pii/S0169204612002939</p>	<p>This article develops a theoretical framework to highlight the relationships between access to green space and health outcomes. A comprehensive literature review was undertaken to identify quantitative studies related to green space access and health outcomes. Based on this review, a socio-ecological framework for the relationship between green space access and health was developed. Access to green space includes distance to and amount of green space in area. Health outcomes include physical and psychological health benefits. Potential moderating factors of this relationship include demographics, living context, characteristic of green space and climate.</p>	SS	Green space; health; wellbeing; theoretical framework

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	Potential mediators of this relationship include perceptions of the environment, aesthetic pleasures and use of green space. Acknowledgement of this framework with specific investigations into the potential moderators and mediators will allow future studies to be methodologically more robust.		
GETTING PEOPLE ACTIVE			
<p>Hanson, H.M., Schiller, C., Winters, M., Sims-Gould, J., Clarke, P., Curran, E., et al. In press. 'Concept mapping applied to the intersection between older adults' outdoor walking and the built and social environments.' <i>Preventive Medicine</i>. http://www.sciencedirect.com/science/article/pii/S0091743513003150</p>	<p>This article assesses the elements of the built and social environments that influence older adults' outdoor walking. A group of 75 stakeholders (those invested in the area of built and social environment and older adults' mobility) completed an online concept mapping process (idea generation, ranking and sorting). Seven aspects of the built and social environment were identified as influencing older people's walking: footpath and crosswalks; neighbourhood features; social opportunities; other social factors; perceptions of safety; aesthetics and personal ability. While a clear priority was the presence of footpaths and crosswalks, social factors may increase the desire for older people to navigate their neighbourhoods. Concept mapping is a novel approach to identify the relative importance and feasibility of strategies that may influence older adults' ability to walk outdoors.</p>	<p>APAN</p>	<p>Built environment; social environment; concept mapping; older adults</p>
<p>Ribeiro, A.I., Mitchell, R., Carvalho, M.S. & de Pina, M.D. 2013. 'Physical activity-friendly neighbourhood among older adults from a medium size urban setting in Southern Europe.' <i>Preventive Medicine</i> 57(5): 664-670. http://www.sciencedirect.com/science/article/pii/S0091743513003150</p>	<p>This article examines the socio-environmental neighbourhood characteristics and leisure time physical activity among older adults. A group of 580 Portuguese adults (aged 65 years and older) reported their frequency of physical activity. Neighbourhood characteristics for each participant were geocoded. Computation of the data suggests that neighbourhood characteristics were not significantly related to older people's participation in</p>	<p>APAN</p>	<p>Physical activity; neighbourhood environment; older adults; Portugal</p>

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http://www.sciencedirect.com/science/article/pii/S0091743513003253	<p>physical activity. However, for those who were active, distance to nearest destination and parks were predictors of frequency. For older Portuguese adults, the neighbourhood environment can help maintain the activity levels of those already leisurely active. However, more research is needed to understand how to initiate physical activity for this population group.</p>		
<p>Goodman, A., Panter, J., Sharp, S. J. & Ogilvie, D. 2013. 'Effectiveness and equity impacts of town-wide cycling initiatives in England: A longitudinal, controlled natural experimental study.' <i>Social Science & Medicine</i> 97 (November 2013): 228-237. http://www.sciencedirect.com/science/article/pii/S0277953613004826 *</p>	<p>This article evaluates cycling interventions and their impact on cycling and other modes of transport. Eighteen English towns were selected which represented 'whole town' intervention strategies including but not limited to: workplace cycling; cycling education; infrastructure improvements and bicycle parking. For each intervention town, a matched comparison town was selected for evaluation purposes. Census data on travel to work and measures on area deprivation were computed for all towns. Statistical analyses of the data show that prevalence of cycling and walking to work increased in all intervention towns. Driving to work decreased in intervention towns as well. Commuters living in areas of deprivation reported the most significant increase in cycling in the intervention towns. Town level interventions aimed at increasing cycling behaviours additionally impact active travel patterns. Such interventions can be beneficial in promoting active travel for those in economically deprived areas.</p>	<p>APAN</p>	<p>Active transport; cycling; intervention; natural experiment; economic deprivation</p>
<p>Beenackers, M.A., Kamphuis, C.B.M., Prins, R.G., Mackenbach, J.P., Burdorf, A., van Lenthe, F.J. In press. 'Urban form and psychosocial factors: Do they interact for leisure-time walking?' <i>Medicine & Science in</i></p>	<p>This article explores urban form characteristics and psychosocial factors for leisure time walking. A total of 736 Dutch adults completed survey questions related to attitude and intention toward leisure time walking, self-efficacy and social influence. Systematic observations of neighbourhood characteristics (accessibility, safety,</p>	<p>APAN</p>	<p>Leisure time walking; neighbourhood environment; psychosocial</p>

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<p><i>Sports & Exercise.</i> http://www.ncbi.nlm.nih.gov/pubmed/24051658</p>	<p>comfort, pleasurability) were conducted in 14 Dutch areas. Multilevel logistic regression models show that leisure walking was not directly associated with characteristics of the neighbourhood. Rather, walking was associated with psychosocial factors. Those who have a less positive attitude and intention towards physical activity may benefit from a more supportive environment to encourage walking. Neighbourhood accessibility contributed to leisure walking among residents who reported a positive social influence than those who reported less social influence. Interactions between characteristics of the neighbourhood environment and individual factors may explain leisure time walking.</p>		
<p>Vanhelst, J., Béghin, L., Salleron, J., Ruiz, J.R., Ortega, F.B., De Bourdeaudhuij, I. et al. 'In press. A favourable built environment is associated with better physical fitness in European adolescents.' <i>Preventive Medicine.</i> http://www.sciencedirect.com/science/article/pii/S0091743513003605</p>	<p>This article assesses the relationship between the built environment and physical fitness in adolescents. This paper draws data from 3528 participants completing the Healthy Lifestyle in Europe by Nutrition in Adolescence study conducted in 10 European cities. Participants completed fitness tests, wore an accelerometer for 7 days and completed questions about the built environment based on the Neighbourhood Environment Walkability Scale. Analyses of the data show that heavy neighbourhood traffic was negatively associated with physical activity and fitness. Participants with recreational facilities near home had better physical fitness but not physical activity. Features of the neighbourhood environment inhibit as well as support physically active behaviours of adolescents. However, the results suggest that recreational facilities promote behaviours that are not necessarily active but are integral to overall health (e.g. muscular strength).</p>	<p>APAN</p>	<p>Built environment; recreational facilities; traffic; physical activity; physical fitness; adolescents</p>

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<p>Van Dyck, D., Veitch, J., De Bourdeaudhuij, I., Thornton, L. & Ball, K. 2013.</p> <p>'Environmental perceptions as mediators of the relationship between the objective built environment and walking among socio-economically disadvantaged women.'</p> <p><i>International Journal of Behavioural Nutrition and Physical Activity</i> 10:108.</p> <p>http://www.ijbnpa.org/content/10/1/108</p>	<p>This article examines the role of neighbourhood perceptions in walking (for leisure and transport) among socio-economically disadvantaged women. A group of 4139 women completed a survey about their physical activity and neighbourhood perceptions related to aesthetics, physical activity environment, personal safety and social cohesion. Street connectivity and density of destinations were geocoded with an objective destinations/connectivity score subsequently calculated. Results indicate that a higher destination/connectivity score was positively associated with transport walking. A negative association was found with leisure walking and the destination/connectivity score. This negative association was attributed partly to negative perceptions of aesthetics, personal safety and social cohesion. Objective measures of the neighbourhood (destination/connectivity) as well as perceptions can influence walking patterns.</p>	<p>APAN</p>	<p>Neighbourhood perceptions; walking; women; socio-economic disadvantaged</p>
<p>Kirby, J., Levin, K.A. & Inchley, J. In press.</p> <p>'Socio-economic environmental influences on physical activity among young people: A qualitative study.'</p> <p><i>Health Education Research</i>.</p> <p>http://www.ncbi.nlm.nih.gov/pubmed/23969630</p>	<p>This article presents young people's perspectives on the opportunities to be physically active in the local environment. Maps, photography, computer blogs and focus group discussions were undertaken with young people attending schools in Edinburgh, Scotland. Four key themes emerged: places/facilities for being active, facilitators and barriers, social influences and school environment. Swimming pools, football pitches and local green spaces were commonly reported as a place to be active. Young people's activity was contingent upon an ease of access to such facilities. The presence of friends encouraged physical activity. Students reported spending one hour of active time at school and felt time for physical education could be increased. These findings suggest that</p>	<p>GPAN</p>	<p>Physical activity; school; neighbourhood; youth</p>

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	local access is important to facilitate physical activity. In areas where facilities are scarce, investments may be made to incorporate shared use of infrastructure supportive of active behaviours.		
CONNECTING AND STRENGTHENING COMMUNITIES			
<p>Doughty, K. In press. 'Walking together: The embodied and mobile production of a therapeutic landscape.' <i>Health & Place</i>. http://www.sciencedirect.com/science/article/pii/S1353829213001147</p>	<p>This paper explores how shared movement can produce therapeutic landscapes. A group of 40 adults (20-70 years) across 5 different walk groups participated in group led "walk and talks" in South-East England. For these participants, walking not only involved physical exertion and engagement with the country landscape but provided an avenue for social congregation. Walks were valued for the fleeting forms of companionship, a fluid form of sociability and intermittent movement and pauses. Walkers were responsive to each other as well as the environment and each opportunity offered moments for therapeutic reflection. These findings underscore the value of social interaction and the relationship between health and place.</p>	APAN	Therapeutic landscapes; walking; sociality
<p>Goodman, A., Panter, J., Sharp, S. J. & Ogilvie, D. 2013. 'Effectiveness and equity impacts of town-wide cycling initiatives in England: A longitudinal, controlled natural experimental study.' <i>Social Science & Medicine</i> 97 (November 2013): 228-237. http://www.sciencedirect.com/science/article/pii/S0277953613004826 *</p>	<p>This article evaluates cycling interventions and their impact on cycling and other modes of transport. Eighteen English towns were selected which represented 'whole town' intervention strategies including but not limited to: workplace cycling; cycling education; infrastructure improvements and bicycle parking. For each intervention town, a matched comparison town was selected for evaluation purposes. Census data on travel to work and measures on area deprivation were computed for all towns. Statistical analyses of the data show that prevalence of cycling and walking to work increased in all intervention towns. Driving to work decreased in intervention towns as well. Commuters living in areas of</p>	APAN	Active transport; cycling; intervention; natural experiment; economic deprivation

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	deprivation reported the most significant increase in cycling in the intervention towns. Town level interventions aimed at increasing cycling behaviours additionally impact active travel patterns. Such interventions can be beneficial in promoting active travel for those in economically deprived areas.		
PROVIDING HEALTHY FOOD OPTIONS			
<p>Ma, X., Battersby, S.E., Bell, B.A., Hibbert, J.D., Barnes, T.L. & Liese, A.D. 2013. 'Variation in low food access areas due to data source inaccuracies.' <i>Applied Geography</i> 45 (December 2013): 131-137. http://www.sciencedirect.com/science/article/pii/S0143622813002063</p>	<p>This article investigates the variation in designation of low food access areas. It compares the reporting of two agency- developed (GIS operationalized) community food access measures (USDA Economic Research Service food desert measure and CDC non-healthier food retail tract) with two secondary data sources (InfoUSA and Dun & Bradshaw) as well as reference data from an eight county field census. The study area included eight contiguous counties in South Carolina (US). Statistical analyses were run to determine the accuracy of community food access (supermarket, supercenter, warehouse club, large grocery store, green grocer) among all data sources. Secondary data sources revealed a similar count of food access when compared to field census data. However, measures were not consistent across counties. Moreover, USDA designations of areas of low food access were incongruent to CDC designations. Identification of low food access areas can vary substantially based on data source used. Designations of low food access area should be evaluated by field observations.</p>	SS	<p>Food environment; food desert; measurements; policy</p>

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