

## HBEP FORTNIGHTLY LITERATURE REVIEW

REFERENCE	DESCRIPTION	ALERT SOURCE	KEYWORDS
<b>GENERAL POLICY AND RESEARCH</b>			
<p>Griffin, B.A., Eibner, C., Bird, C.E., Jewell, A., Margolis, K., Shih, R. et al. 2013. 'The relationship between urban sprawl and coronary heart disease in women'. <i>Health &amp; Place</i> 20: 51-61.  <a href="http://www.ncbi.nlm.nih.gov/pubmed/23376728">http://www.ncbi.nlm.nih.gov/pubmed/23376728</a></p>	<p>This article analyses the relationship between urban sprawl and coronary heart disease in a longitudinal population of US women. Data was taken from the Women's Health Initiative Clinical trial that included 68,000 postmenopausal women aged 50-79 years. Fifty-nine municipal statistical areas were measured for urban compactness (residential density; mixed land use; street connectivity; centredness) using the Rutgers-Cornell Metropolitan Statistical area level index. Modelling of the data shows that living in a more compact area is significantly associated with a decreased risk of coronary heart disease event. High residential density moderated by ethnicity and region had a noteworthy effect on outcomes. Smart growth initiatives, which counteract sprawl development, may have public health benefits.</p>	SS	Urban sprawl; coronary heart disease
<p>Snizek, B., Sick Nielsen, T.A. &amp; Skov-Petersen, H. 2013. 'Mapping bicyclists' experiences in Copenhagen'. <i>Journal of Transport Geography</i> 30: 227-233.  <a href="http://www.sciencedirect.com/science/article/pii/S096669231300015X">http://www.sciencedirect.com/science/article/pii/S096669231300015X</a>*</p>	<p>This paper provides an approach to collecting and analysing cyclists' experiences of the urban environment in Copenhagen. A group of 400 cyclists were invited to map their recent cycle route and indicate points of positive and negative cycling experiences. These experiences were then geocoded using Google maps. The method of mapping experiences can help pinpoint improvements to local cycling infrastructure. Bus stops, high traffic densities and intersections contribute to negative experiences for cyclists. Cycling amenities and attractive natural</p>	SS	Cycling; urban planning; experiences; Google maps

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	environments provided positive experiences for cyclists and therefore such amenities can encourage this form of active travel.		
<b>GETTING PEOPLE ACTIVE</b>			
<p>Ashbullby, K.J., Pahl, S., Webley, P. &amp; White, M. In press. 'The beach as a setting for families' health promotion: A qualitative study with parents and children living in coastal regions in Southwest England'. <i>Health &amp; Place</i>.  <a href="http://www.sciencedirect.com/science/article/pii/S1353829213000877">http://www.sciencedirect.com/science/article/pii/S1353829213000877</a></p>	<p>This article provides an understanding of the factors that either encourage or discourage families from spending time in natural environments. Fifteen families including 24 parents and 20 children living in Southwest England participated in semi-structured interviews about family leisure time and the beach. Four themes emerged from analysis of the audio transcripts: physical activity and active play as key features of beach visits; perceived health benefits; and barriers and enablers to beach visits. Beaches offer parents and children opportunities for in and out of water play. Such activities were cited to be beneficial for psychological wellbeing, physical health, and social connection. Parental connection with the beach enabled family beach trips. Perceived and actual distance, limited time and perception of effort to prepare to go to the beach were the main barriers to beach visits.</p>	APAN	Natural environment; family health; physical activity
<p>Han, B., Cohen. D. &amp; McKenzie, T.L. In press. 'Quantifying the contribution of neighbourhood parks to physical activity'. <i>Preventive Medicine</i>.  <a href="http://www.sciencedirect.com/science/article/pii/S0091743513002132">http://www.sciencedirect.com/science/article/pii/S0091743513002132</a></p>	<p>This article computes the physical activity expenditure occurring in 10 neighbourhood parks. Two parks from five US cities (Los Angeles, Albuquerque, Durham, Columbus and Philadelphia) were selected for observations. Trained assessors used the System for Observing Parks and Recreation in Communities to measure the physical activity levels of park users. A sample of park users (75-150 per park) were also interviewed. The results suggest that park users spend approximately 1500 moderate/vigorous hours per week. Approximately 50% of the recorded vigorous</p>	APAN	Parks; open space; physical activity; observations

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	<p>physical activity was undertaken by residents living within a half-mile radius of a park which included facilities to accommodate competitive sports or recreational play. Access to local parks and the type of opportunities available may help promote vigorous physical activity opportunities for local residents.</p>		
<p>Koohsari, M.J., Karakiewicz, J.A., Kaczynski, A.T. 2013. 'Public open space and walking: The role of proximity, perceptual qualities of the surrounding built environment, and street configuration'. <i>Environment and Behaviour</i> 45 (6): 706-736.  <a href="http://eab.sagepub.com/content/45/6/706">http://eab.sagepub.com/content/45/6/706</a></p>	<p>This article examines how proximity, perceptions of public open space and street configuration influences walking to and within public open spaces. Three Melbourne AU neighbourhoods with three differing types of street patterns (grid, hierarchical, mix) were chosen and geocoded. A total of 335 residents completed a questionnaire combining the Neighbourhood Environment Walkability Scale, the International Physical Activity Questionnaire and the Neighbourhood Physical Activity Questionnaire. Respondents also rated the attractiveness and proximity of public open spaces. Regression models of the data set show that proximity and attractiveness were not related to walking. Neighbourhood perceptions (safety and aesthetics) were significantly related to walking. Moreover, street configurations were negatively associated with walking. This finding suggests that when walking for leisure, distance and time may not be as an important factor.</p>	<p>SS</p>	<p>Public open space; street configuration; walking</p>
<p>Hamilton, K., Cuddihy, T. &amp; White, K. M. 2013. 'Perceived environmental correlates and physical activity: What neighbourhood aspects really matter for mothers and fathers of young children?' <i>Journal of Community Psychology</i> 41 (6): 679-691.</p>	<p>This article examines the influence of neighbourhood perception on parental physical activity. An Australian group of 252 mothers and 206 fathers completed questions from the International Physical Activity Questionnaire - Environmental Module about their neighbourhood perceptions and a 7 day reporting of their physical activity. Statistical analysis shows that</p>	<p>SS</p>	<p>Physical activity; parents; neighbourhood perceptions</p>

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<a href="http://onlinelibrary.wiley.com/doi/10.1002/jcop.21564/full">http://onlinelibrary.wiley.com/doi/10.1002/jcop.21564/full</a>	<p>mothers (61%) and fathers (71%) are not meeting physical activity requirements. Easily accessible shops and footpaths were associated with parental physical activity. Transport stop access and affordable recreational facilities were linked with mother's physical activity. These findings suggest that the pressures of parenthood require options that help integrate physical activity opportunities.</p>		
<p>Snizek, B., Sick Nielsen, T.A. &amp; Skov-Petersen, H. 2013. 'Mapping bicyclists' experiences in Copenhagen'. <i>Journal of Transport Geography</i> 30: 227-233.  <a href="http://www.sciencedirect.com/science/article/pii/S096669231300015X">http://www.sciencedirect.com/science/article/pii/S096669231300015X</a>*</p>	<p>This paper provides an approach to collecting and analysing cyclists' experiences of the urban environment in Copenhagen. A group of 400 cyclists were invited to map their recent cycle route and indicate points of positive and negative cycling experiences. These experiences were then geocoded using Google maps. The method of mapping experiences can help pinpoint improvements to local cycling infrastructure. Bus stops, high traffic densities and intersections contribute to negative experiences for cyclists. Cycling amenities and attractive natural environments provided positive experiences for cyclists and therefore such amenities can encourage this form of active travel.</p>	SS	Cycling; urban planning; experiences; Google maps
<b>CONNECTING AND STRENGTHENING COMMUNITIES</b>			
<p>de Vries, S., van Dillen, S.M.E., Groenewegen, P.P. &amp; Spreeuwenberg, P. In press. 'Streetscape greenery and health: Stress, social cohesion and physical activity as mediators'. <i>Social Science &amp; Medicine</i>.  <a href="http://www.sciencedirect.com/science/article/pii/S0277953613003742">http://www.sciencedirect.com/science/article/pii/S0277953613003742</a></p>	<p>This article focuses on how street greenery affects stress reduction, physical activity and social cohesion. A group of 1641 adults living in 80 neighbourhoods in four Dutch cities completed mail questionnaires assessing health, stress, levels of social cohesion and physical activity. Four streets within each neighbourhood were observed and assessed for their streetscape greenery. Multilevel statistical analyses show that residents living</p>	APAN	Streetscape greenery; stress reduction; physical activity; social cohesion

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	<p>in neighbourhoods with richer streetscape greenery perceived better overall health, experienced less health-related complaints and had better mental health status when compared to residents with poorer streetscape greenery. Stress and social cohesion (but not physical activity) were associated with the quantity and quality of greenery. Investments in the quality of streetscape greenery in neighbourhoods may produce several beneficial health outcomes.</p>		
<p>Crust, L., Henderson, H., &amp; Middleton, G. 2013. 'The acute effects of urban green and countryside walking on psychological health: A field-based study of green exercise'. <i>International Journal of Sport Psychology</i> 44 (2): 160-177.  <a href="http://www.ijsp-online.com/content/journal.php">http://www.ijsp-online.com/content/journal.php</a></p>	<p>This article investigates the psychological effects of short walks on mid to older aged adults in two different environments. A group of 83 recreational walkers drawn from urban and countryside areas completed questionnaires pre-and post- walks. Mixed model analysis of the data suggests moderate intensity walking in urban green and countryside environments were related to positive changes in self-esteem. Countryside walkers reported higher self-esteem and enjoyment than urban green walkers. Increasing the frequency of moderate level walking may contribute to better mental health.</p>	<p>SS</p>	<p>Mental health; self-esteem; recreational walking; urban green; countryside</p>
<p>Abdullah, A., Marzbali, M. H. &amp; Tilaki, M. J. M. 2013. 'Predicting the influence of CPTED on perceived neighbourhood cohesion: Considering differences across age'. <i>Journal of Environmental Psychology</i> 36 (December 2013): 54-64.  <a href="http://www.sciencedirect.com/science/article/pii/S0272494413000327">http://www.sciencedirect.com/science/article/pii/S0272494413000327</a></p>	<p>This article analyses the use of crime prevention through environmental design (CPTED) to increase social cohesion in elderly and non-elderly homeowners in Penang, Malaysia. A group of 294 residents from a typical terrace house neighbourhood answered questions related to state perceived cohesion and collective efficacy. The neighbourhood was observed and rated for CPTED features (surveillance, access control, territoriality and maintenance). Statistical structural models reveal that greater application of CPTED features is associated with high neighbourhood</p>	<p>SS</p>	<p>Crime prevention through environmental design; social cohesion; elderly</p>

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	cohesion. Moreover, there was a significant association between elderly residents perceiving a higher level of neighbourhood cohesion than non-elderly. Displaying security features, enhancing surveillance and providing seating can increase resident interaction while reducing perceptions of crime and fear.		
<b>PROVIDING HEALTHY FOOD OPTIONS</b>			
<p>Lamichhane, A. P., Warren, J., Puett, R., Porter, D. E., Bottai, M., Mayer-Davis, E. J. &amp; Liese, A. D. In press. 'Spatial patterning of supermarkets and fast food outlets with respect to neighbourhood characteristics'. <i>Health &amp; Place</i>.  <a href="http://www.sciencedirect.com/science/article/pii/S1353829213000890">http://www.sciencedirect.com/science/article/pii/S1353829213000890</a></p>	<p>This article explores the availability of supermarkets and fast food outlets with neighbourhood characteristics. Spatial statistical methods were applied to South Carolina in the US. Demographic and socioeconomic data was obtained to provide income and education levels, ethnic composition and poverty levels of neighbourhood block groups. A total of 700 supermarkets and 2600 fast food outlets were identified and geocoded. Statistical analysis shows that block groups with supermarkets showed significantly higher household income, higher housing value, lower minority population and lower proportion of population living in poverty compared to block groups without supermarkets. Neighbourhood characteristics were similarly observed for block groups with and without fast food outlets. Neighbourhoods with better socioeconomic conditions were more likely to have both supermarkets and fast food outlets. Supermarkets were spatially located with fast food outlets. The clustering of both healthy (supermarkets) and unhealthy (fast food) outlets is associated with a range of demographic and socioeconomic conditions.</p>		<p>Supermarkets; fast food outlets; spatial patterns; neighbourhood characteristics</p>

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