

HBEP FORTNIGHTLY LITERATURE REVIEW

REFERENCE	DESCRIPTION	ALERT SOURCE	KEYWORDS
GENERAL POLICY AND RESEARCH			
<p>Partnership for Active Transportation. 2014. <i>Safe routes to everywhere: Building healthy places for healthy people through active transportation networks</i>. Washington, DC: Partnership for Active Transportation. http://www.partnership4at.org/resources</p>	<p>This report provides recommendations fundamental to improving balanced transport systems in healthy neighbourhoods. It re-envision transport as a mechanism that connects people and places and advocates the inclusion of active transport. A key recommendation is the establishment of an active transport program through increased investments, network prioritization, a specific investment fund and transport alternatives. It suggests the implementation of innovative financing strategies; the maximization of incentives for innovative finance; the promotion of healthy transport; and, the creation of a health impact assessment pilot program.</p>	HCDN	Active transport; economic incentives; health impacts
<p>Cloutier, S., Larson, L. & Jambeck, J. 2014. 'Are sustainable cities "happy" cities? Associations between sustainable development and human well-being in urban areas of the United States.' <i>Environment, Development and Sustainability</i> 16 (3): 633-647. http://link.springer.com/article/10.1007%2Fs10668-013-9499-0</p>	<p>This article assesses the associations between US Sustainability Indices and self-reported measures of happiness/wellbeing. Happiness measures (life evaluation, emotional health, physical behaviour, healthy behaviour, work environment and basic access) were drawn from the 2012 Gallup Healthways Well-Being Index. Four sustainability measures were used and cover topics such as transport, smart growth, green living and energy. Correlation analysis found positive associations between sustainable development and wellbeing. Cities striving for sustainability may provide greater opportunities for wellbeing. These findings highlight the influence of urban development on measures of wellbeing and should be considered in</p>	SS	Wellbeing; happiness; sustainability; indicators

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<p>Wineman, J.D., Marans, R.W., Schulz, A.J., van der Westhuizen, D.L., Mentz, G.B. & Max, P. 2014. 'Designing healthy neighborhoods: Contributions of the built environment to physical activity in Detroit.' <i>Journal of Planning Education and Research</i> 34 (2): 180-189. http://jpe.sagepub.com/content/34/2/180.abstract</p>	<p>measurements of sustainability.</p> <p>This article explores the relationships between the built environment and walking. Street network characteristics, household density and land use mix were calculated for three representative Detroit, MI neighbourhoods. Physical activity was measured using items from the International Physical Activity Questionnaire. Linear modeling of the data show that people living in neighbourhoods connected to the wider city reported higher levels of walking than those in less connected neighbourhoods. Land use mix had negative associations with walking and it was suggested that higher proportions of vacant land uses were perceived as deterrents to walking. These findings suggest that neighbourhood characteristics can be dependent on the social characteristics of the neighbourhood (e.g. indicators of physical disorder).</p>	SS	Physical activity; neighbourhood design; socio-economic status
<p>Cohen, J.M., Boniface, S. & Watkins, S. 2014. 'Health implications of transport planning, development and operations.' <i>Journal of Transport and Health</i> 1 (1) pp. 63-72. http://www.sciencedirect.com/science/article/pii/S2214140513000169</p>	<p>This paper provides an overview of the range of impacts that transport can have on health. It first reviews briefly the evidence related to transport impacts on health (physical, mental, social, inequity and safety) and the health benefits of sustainable transport. It is recommended that future transport assessments should incorporate all facets of health impacts. Health impact assessments are also recommended as a method to recognise benefits and appropriate mitigations of transport initiatives.</p>	SS	Active travel; wellbeing; health impacts
GETTING PEOPLE ACTIVE			
<p>Soares, J., Epping, J., Owens, C., Brown, D., Lankford, T.J., Simoes, E. & Caspersen C. In press. 'Odds of getting adequate physical activity by dog walking.' <i>Journal of Physical</i></p>	<p>This article assesses the literature to determine the relationship between dog walking and moderate intensity physical activity (150 minutes per week). A systematic search of 6 databases revealed 200 records</p>	HCDN	Physical activity; dog walking

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<p><i>Activity & Health.</i> http://www.ncbi.nlm.nih.gov/pubmed/24733365</p>	<p>with 9 studies meeting inclusion criteria. Dog owners who walk dogs are 2.74 times more likely to achieve 150 minutes of PA per week than owners who do not walk their dogs. Dog walking is a viable strategy to promote physical activity among dog owners.</p>		
<p>Chillón, P., Hales, D., Vaughn, A., Gizlice, Z., Ni, A. & Ward, D.S. 2014. 'A cross-sectional study of demographic, environmental and parental barriers to active school travel among children in the United States.' <i>International Journal of Behavioural Nutrition and Physical Activity</i> 11 (1), art. no. 61. http://www.ijbnpa.org/content/11/1/61</p>	<p>This article examines the association among children's active school travel, physical environment, perceived barriers and social norms. Data was taken from the US National Evaluation of Walk to School Project that reports modes of school travel as well as parental perceptions (safety and weather; route suitability; time issues; companions; and child resistance) and child perceptions (traffic; weather; no time; too tired; parental permission). The walkability, bikeability and temperature of each school zone were assessed. Statistical analyses of the data reveal significant associations between active travel and the percentage of children living within a one-mile radius of the school, the walkability/bikeability of the route and all of the parental perceptions except time issues. Parents' perceptions of safety showed a negative association with active travel. These results suggest that a combination of factors affect children's active travel. Increasing the perception and actual levels of safety through environmental, engineering and educational solutions are recommended.</p>	<p>APAN</p>	<p>Active travel; school; environment; perceptions</p>
<p>Oyeyemi, A.L., Ishaku, C.M., Deforche, B., Oyeyemi, A.Y., De Bourdeaudhuij, I., Van Dyck & D. 2014. 'Perception of built environmental factors and physical activity among adolescents in Nigeria.' <i>International Journal of Behavioral</i></p>	<p>This study assesses the perceptions of the built environment and physical activity among adolescents in Nigeria. A group of 1006 young people aged 12-19 years self-reported their active transportation to school and leisure time physical activity over a period of seven days. They also recorded their perceptions of residential</p>	<p>SS</p>	<p>Physical activity; active transport; built environment; adolescents; Nigeria</p>

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<p><i>Nutrition and Physical Activity</i> 11 (1): art. no. 56. http://www.ijbnpa.org/content/11/1/56</p>	<p>density, access to destinations, street network connectivity, infrastructure, social environment, aesthetics and neighbourhood safety. Statistical analyses of the data reveal that access to destinations was positively associated with active transport to school and leisure time MVPA was positively associated with residential density and infrastructure availability. These findings were only significant for boys and suggest that there are limited opportunities for girls to use the environment for physical activity. Such opportunities may be a reflection of social-cultural norms.</p>		
CONNECTING AND STRENGTHENING COMMUNITIES			
<p>Haluza, D., Schönbauer, R. & Cervinka, R. 2014. 'Green perspectives for public health: A narrative review on the physiological effects of experiencing outdoor nature.' <i>International Journal of Environmental Research and Public Health</i> 11 (5): 5445-5461. http://www.mdpi.com/1660-4601/11/5/5445</p>	<p>This article reviews literature regarding the physiological effects of experiencing nature. An evidence evaluation system to rank research articles yielded 17 articles with 12 articles reflecting studies conducted in Japan. Four body systems were found to be affected by contact with nature: brain activity, cardiovascular activity, endocrine system and immune function. The authors suggest that short-term restorative effects underlie all measured physiological parameters. All reported effects of exposure to outdoor nature were found to be heterogeneous, the majority of studies reported significant positive effects. Contact with nature can provide beneficial health outcomes.</p>	SS	Nature contact; health effects
<p>Van Dijk, H.M., Cramm, J.M. & Nieboer, A.P. 2014. 'Social cohesion as perceived by community-dwelling older people: The role of individual and neighbourhood characteristics.' <i>International Journal of Ageing and Later Life</i> 8 (2): 9-31. http://www.ep.liu.se/ej/ijal/ijal_article.asp</p>	<p>This article identifies the individual and neighbourhood characteristics influencing social cohesion among older people living in Rotterdam. A group of 945 residents aged 70 years or older from 72 neighbourhoods completed a questionnaire about social cohesion, health status, adequacy of neighbourhood facilities and services and neighbourhood security. Multilevel</p>	SS	Social cohesion; neighbourhood amenity; older people

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?DOI=10.3384/ijal.1652-8670.13210	regression analyses of the data show that age was negatively associated with social cohesion; social cohesion was positively related to self-rated health and neighbourhood safety but not amenity. Social cohesion is an important facet in supporting the independent lifestyles of older community dwelling residents and may be promoted by initiatives improving the overall health of this population as well as providing mechanisms to improve neighbourhood perceptions of safety.		
PROVIDING HEALTHY FOOD OPTIONS			
Kelly, B., Bauman, A. E. & Baur, L. A. 2014. 'Population estimates of Australian children's exposure to food and beverage sponsorship of sports clubs.' <i>Journal of Science and Medicine in Sport</i> 17(4): 394-398. http://www.jsams.org/article/S1440-2440(13)00151-5/abstract	This article compares children's time spent in specific sports with patterns of exposure to unhealthy food advertisements. Data was taken from the 2009/2010 Australian Sports Commission's Exercise, Recreation & Sport Survey detailing median weekly time spent in sport participation. A prior survey of food/beverage sponsorship at sports clubs for children living in NSW was used. Analysis of the data reveals that more than 75% of Australian children aged 5-14 years participated in organised sport. Children enrolled in rugby league and outdoor cricket were at the highest risk of food/beverage advertisement exposure with exposure being two to four hours each week. Children participating in swimming, tennis and martial art clubs were generally spared from any fast food promotions. These findings suggest that although children are engaged in a healthy activity (sport), unhealthy advertisement exposure may undermine the benefits of this activity.	SIA	Unhealthy food advertisements; organised sports; children
Horner, M.W. & Wood, B.S. 2014. 'Capturing individuals' food environments	This article describes an approach for quantifying food environments. It specifically advocates for the	SS	Food; accessibility;

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<p>using flexible space-time accessibility measures.' <i>Applied Geography</i> 51 (July 2014): 99-107. http://www.sciencedirect.com/science/article/pii/S0143622814000575</p>	<p>measurement of accessibility to local food vendors given activity patterns, transport options and available time. A small case study of 11 households in Florida was conducted to explore this approach. Travel activity data was provided by 11 individuals. Locations of food stores (supermarkets and warehouse clubs, smaller/specialty food stores) were geocoded. Mapping the two datasets highlights which food opportunities were the most accessible and used. The findings show that both individual (time availability) and environment (transportation opportunities, route characteristics, availability of food sources) characteristics of food accessibility should be measured.</p>		<p>transportation; health</p>
<p>Kruger, D.J., Greenberg, E., Murphy, J.B., DiFazio, L.A. & Youra, K.R. 2014. 'Local concentration of fast-food outlets is associated with poor nutrition and obesity.' <i>American Journal of Health Promotion</i> 28 (5): 340-343. http://www.ncbi.nlm.nih.gov/pubmed/23941104</p>	<p>This article investigates the availability of fast-food restaurants and levels of obesity and patterns of diet. A group of 1345 Michigan residents completed a questionnaire about their vegetable and fruit consumption as well as their height and weight measurements. Addresses of fast food restaurants and participant residences were geocoded. Findings indicate that while participants generally had eight fast food restaurants within two miles of their home, it was the individuals living in close proximity to such restaurants who had higher BMI levels and lower vegetable and fruit consumption. The ease of access to unhealthy food may contribute to patterns of decreased healthy food consumption. Strategies to promote healthier meals at fast food outlets as well as incentives to increase local fresh foods are recommended.</p>	<p>SS</p>	<p>Fast food outlets; accessibility; fruit and vegetable consumption; body mass index</p>

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