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Research Article

PHYSICAL ACTIVITY, HEALTH AND ENVIRONMENT

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ABSTRACT

It is well known that physical activity has many benefits when performed at the levels and durations recommended by organizations. Physical inactivity and therefore certain diseases are on the rise worldwide. Many studies have shown that preventable diseases place a large financial burden on countries' healthcare systems and economies. In recent years, interest in the features of the built environment associated with physical activity has increased sharply. Creating supportive built environments in residential areas can be a strategy to increase physical activity in communities. Walkable neighborhoods are characterized by the presence of characteristics that promote physical activity, such as high housing density, diversity of land uses and routes, street connectivity, pedestrian infrastructure, traffic and crime safety, and aesthetics. Research has identified relationships between perceived and objectively measured characteristics of the built environment and physical activity in adults.

KEYWORDS

Physical activity, sedentary lifestyle, modern non-communicable diseases, built environment, sports, environment, society.

INTRODUCTION

For thousands of years, people have been physically active to feed, shelter, and protect themselves. He made weapons from stone, bone and wood for hunting and protection from predators. Sometimes he hunted for prey for several days and fought with the animals that attacked him. He domesticated animals

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and led a nomadic lifestyle. With the domestication of the horse, it became possible to travel further. After farming began on the land, they began to lead a settled life, and villages were built. Thanks to the technology he developed, he began to use his body less and less. Thanks to the industrial revolutions that began in the 17th century, people move less and therefore consume less energy, but eat more than their daily needs and struggle with a growing number of modern non-communicable diseases. The cumulative effects of sedentary lifestyles and accompanying dietary changes have led first to an epidemic of cardiovascular disease and, more recently, to an epidemic of overweight/obesity in post-industrial societies. It is estimated that pre-industrial people consumed a total of 3000 kcal per day. Comparable estimates for today's wealthy societies are around 2000 kcal. This change is explained by a decrease in energy expenditure during physical activity from approximately 20 kcal/kg/day in hunters to 5 kcal/kg/day in sedentary Westerners.

The adventures of inaction that we have attempted to summarize above led to efforts to take action around the world beginning in the third quarter of the twentieth century. Many questionnaires, diaries and observational methods have been developed to assess physical activity levels and are still widely used today. In addition to the developed subjective methods, in parallel with the development of technology, objective measurements using heart rate monitors (HR), pedometers, accelerometers, and geographic information systems (GIS) also have their place. Currently, research on increasing physical activity is gaining momentum. First, we see that research is focused on understanding the factors limiting physical activity and reducing these limitations.

Physical activity (PA) is defined as any movement of the body that results from contraction of skeletal muscles and requires energy expenditure. "Physical activity," "exercise," and "physical fitness" are terms that describe different concepts. However, they are often confused and the terms are sometimes used interchangeably. Exercise is a subcategory of physical activity that is planned, structured, repetitive, and goal-directed in the sense of improving or maintaining one or more components of physical fitness. Physical fitness is a set of characteristics related to health or skill. The extent to which people possess these characteristics can be measured using certain tests. These definitions are offered as a basis for interpreting research linking physical activity, exercise, and physical fitness to health. Physical activity includes play, work, active transport, housework and other activities that include physical activity as part of leisure time, as well as exercise.

Physical inactivity (PI) is defined as the absence of any or very little physical activity at work, at home, in transport or during leisure time and failure to comply

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with physical activity recommendations considered necessary for public health.

Sedentary lifestyle is a growing health and economic problem

Physical inactivity is reported to be responsible for 9% of premature deaths, or more than 5.3 million deaths in 2008. Strong evidence shows that physical inactivity increases life expectancy and reduces the risk of major non-communicable diseases, including coronary heart disease, type 2 diabetes, and breast and colon cancer. Since the majority of the world's population leads a sedentary lifestyle, this addiction poses a serious health problem. There are studies aimed at measuring the role of physical inactivity in causing major non-communicable diseases, at estimating how many diseases could be prevented if sedentary people became active, and at increasing community life expectancy. Physical inactivity and sedentary lifestyles create a significant economic burden worldwide and also increase the risk of many adverse health conditions, morbidity and mortality. It is reported that 3.6 million deaths worldwide could be prevented each year if two-thirds of sedentary people increased their activity to the level recommended by guidelines.

In 2013, the global economic cost of physical inactivity to healthcare systems worldwide was estimated at $53.8 billion. In addition, deaths associated with physical inactivity result in $13.7 billion in lost productivity.

In high-income countries, 26% of men and 35% of women are not physically active enough, compared with 12% of men and 24% of women in low-income countries. Low or declining physical activity usually corresponds to high or increasing gross national product.

On World Obesity Day, leading obesity organizations around the world are calling for collective action to tackle the global obesity problem. At the lower end of the range recommended by the 2020 WHO guidelines, engaging in at least 150 minutes of moderate-intensity physical activity per week would increase global gross domestic product (GDP) by 0.15–0.24% per year by 2050. Over a thirty-year forecast horizon (in 2019 prices), this increase is estimated at US$314–446 billion per year, with a total cost of US$6.0–8.6 trillion. Results vary by country due to differences in physical activity levels and per capita GDP. A systematic review of the literature identified 74 comparable studies that provided estimates of the risk of all-cause mortality associated with physical inactivity. The presented meta-regression estimates of mortality risk compare people with moderate and high levels of physical activity to a baseline group with low activity, after adjusting for health status and lifestyle factors. As a result, increasing physical activity in society leads to significant economic benefits for the global economy

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by reducing mortality and morbidity in working age and increasing productivity, in particular by reducing lost workdays. .

Our health is closely linked to where we live

In recent years, interest in the features of the built environment associated with physical activity has increased sharply. Creating supportive built environments in residential areas can be a strategy to increase physical activity in communities. Walkable neighborhoods are characterized by the presence of characteristics that promote physical activity, such as high housing density, diversity of land uses and routes, street connectivity, pedestrian infrastructure, traffic and crime safety, and aesthetics.

Research has identified relationships between perceived and objectively measured characteristics of the built environment and physical activity in adults. A meta-analysis found that the availability of physical activity spaces, sidewalks, shopping and services within walking distance, and road safety were positively associated with physical activity in adults. A multi-country study found that certain perceived environmental characteristics (e.g., housing density, access to land use, diversity of land use patterns, street connectivity or traffic safety, crime safety, and aesthetics) promote transit walking, leisure walking, or moderate to vigorous walking. Physical activity: A systematic review of 25 Canadian studies found that total walkability and land use were consistently associated with walking on public transport.

In women, general physical activity is determined to be 6-10% less than in men. Evidence suggests that the importance of some neighborhood characteristics in supporting physical activity may differ for men and women. The association between total walking and transit minutes was found to be stronger for women than for men. However, these data are particularly important for planning physical activity interventions aimed at increasing participation and/or duration of moderate-to-vigorous physical activity for both men and women.

Significantly higher levels of physical activity are reported among residents of areas where the built environment supports physical activity. A cross-sectional study examining the association of physical activity with the urban environment in 14 cities around the world provides a comprehensive overview of the quality of the built environment and physical activity outcomes across five continents (6822 adults) and provides an effective assessment. Four built environments: walking distance from residence (0.5 km), public parks; high density of public transport, such as bus, train or ferry stops, and the number of stops; Net residential density and more pedestrian intersections were positively and linearly associated with higher levels of physical activity in the single environment model. Geographic information systems

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and accelerometers are used to objectively assess the environment and physical activity. They noted a difference of 68–89 minutes of moderate to vigorous physical activity per week between the least and most affluent areas of the built environment; This is a significant difference, representing 45-59% of the moderate to vigorous physical activity recommended by the World Health Organization per week. According to the results of this study, almost two thirds of physically inactive people could meet international recommendations if they added 10 minutes of moderate to vigorous physical activity to their daily routine.

Traditionally, some of the world's most pedestrian-, physical-activity-, and bicycle-friendly cities have been built or developed for the broader public good and a general sense of citizenship, rather than specifically for physical activity or health. Wide sidewalks (shaded by trees to combat hot weather in tropical countries), bike paths, green areas for walking, parks and sports centers were built decades ago for the benefit of the public. Delhi and Mumbai in India were pedestrian-friendly cities, but they were ordinary. But rampant new construction has weakened their accessibility for pedestrians and cyclists. Likewise, cycling to work has significant health benefits, with the popular Danish cycling system providing transport for 25% of the population. The death rate among those who cycle to work is 30 percent lower than among those who use passive transport.

Historically, urban planning and the built environment have been heavily influenced by infectious diseases such as cholera, rheumatism, and tuberculosis.

Continuous and long-term multi-dimensional assessment of the existing urban built environment should be an integral part of urban planning and management. With rapidly increasing inactivity due to urbanization, we need initiatives that create an environment that changes our daily lifestyle.

International Organization for Physical Activity and the Environment (IPEN)

To change behavior in society, it is important to understand the underlying forces responsible for current patterns and trends. Among the many possible factors under consideration, physical environmental variables are particularly promising. In many countries, land development practices are increasingly based on car-centric suburban models, with risk factors for inactivity and obesity. A better understanding of how to create action-ready communities can lead to informed policy recommendations. Country-specific data are needed to provide reliable evidence to policymakers.

The main objectives of the IPEN study were: To determine the strength of the association between

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leisure-time physical activity, walking/cycling for transport, and BMI and environment in all participants using self-report data. environment. will be collected according to a common protocol.

What is walking ability?

Some may think of "walkable" neighborhoods as places where people enjoy walking. Of course, there may be conditions that encourage leisure time walking. However, the concept of "walkability" used in the IPEN project methodology is different as it comes from the field of transport and urban planning and primarily refers to environments that encourage people to walk or cycle for transport. In this context, "walkable" neighborhoods are places where multiple destinations can be easily reached on foot or by bike. Thus, two important factors in the "Walkability Index" (used to select neighborhoods for IPEN studies) are street connectivity and land use mix: schools, homes, offices, and shops are all within easy walking distance of each other in a given area.

What is a Geographic Information System (GIS)?

One of the most challenging parts of environmental research can be examining geographic information systems (GIS) and census data. GIS is computer software that links geographic information (where things are) with descriptive information (how things are). Unlike a simple paper map, where "what you see is what you are," a GIS can contain multiple layers of information.

Interdisciplinary team

The first step in designing and planning physical activity and environmental studies is to form an interdisciplinary team. It is important to work with specialists in the following areas:

- City planner
- Transport engineer
- GIS Specialist
- Architect
- Behavioral scientist
- Advocate; advocate
- Recreation Specialist

GIS has been used with great success in the study of physical activity and the environment. Although GIS is a technology that provides excellent objective data about environmental characteristics, the challenge is to transform this data into meaningful information. Collaboration with behavioral scientists, epidemiologists and researchers from other disciplines is especially important here. For example, in health research, behavioral scientists, epidemiologists, demographers, and other disciplines study the spatial determinants of health behavior. In the field of

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transportation and urban planning, researchers in social geography, urban studies, architecture, transportation engineering, and other disciplines study how urban form influences the choice of active versus passive transportation. Researchers in recreation studies and related fields have developed a wide range of knowledge, concepts, and methods for active recreation in parks, trails, and public spaces. Now these disciplines are uniting and finding a new common denominator.

The main goal of IPEN is to develop interdisciplinary connections that allow better collection of behavioral, social and spatial data.

DISCUSSION AND CONCLUSION

Technological development today is causing a gradual increase in inactivity. Rates of insufficient physical activity are rising in high-income countries and around the world, with women being less active than men. In many countries, significant strengthening of national efforts is needed to scale up effective policy implementation. As a result of inactivity, diseases such as cardiovascular disease, diabetes, high blood pressure and obesity are on the rise. The diseases that people face cause loss of labor at both individual and societal levels, place a burden on the health care system and the economy in treating the diseases and reach large numbers.

Better understanding of behavior and how it interactively influences health outcomes, health care utilization, and workforce productivity can help develop efficient land use and transportation initiatives and lead to specific policy changes to support health and well-being. communities. In addition, interdisciplinary collaboration between health, environment, land use, and transportation supports long-term institutional awareness of health benefits and costs. It helps bridge existing gaps between policy, planning, science, health and spending, resulting in healthier, more resilient and more equitable communities.

However, changing the status quo will require bold leadership and full coordination across sectors. Cross-sector collaboration can yield significant returns, as policies that promote physical activity contribute to health, local economies, community well-being and environmental sustainability, as well as the achievement of many development goals.

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