

HBEP FORTNIGHTLY LITERATURE REVIEW

| REFERENCE | DESCRIPTION | ALERT SOURCE | KEYWORDS |
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| GENERAL POLICY AND RESEARCH | | | |
| <p>Udell, T., Daley, M., Johnson, B. & Tolley, R. 2014. <i>Does density matter? The role of density in creating walkable neighbourhoods</i>. Melbourne: National Heart Foundation of Australia.</p> <p>http://www.heartfoundation.org.au/active-living/built-environment/Pages/Density-and-Health.aspx?utm_medium=Email&utm_source=ExactTarget&utm_campaign=</p> | <p>This discussion paper argues higher density neighbourhoods that are well located and designed contribute beneficially to active transport and opportunities for physical activity. It discusses why Australians need compactly developed neighbourhoods. It then provides a brief overview regarding the association between high density and walkable neighbourhoods. Related land use features promoting walkability (e.g. diversity, design, destination accessibility, distance to public transport) are then explored. Australian and international case studies of higher density neighborhoods with environments supportive of walking are provided. This paper is useful for those interested in promoting and integrating walking and physical activity in neighbourhoods.</p> | APAN | Physical activity; active transport; high density; compact development; policy |
| <p>Suminski, R.R., Wasserman, J.A., Mayfield, C.A., Freeman, E. & Brandl, R. 2014. 'Bicycling policy indirectly associated with overweight/obesity.' <i>American Journal of Preventive Medicine</i> 47(6): 715-721.</p> <p>http://www.ncbi.nlm.nih.gov/pubmed/25241195</p> | <p>This article assesses the relationship between bicycle policies and levels of overweight/obesity in the 48 largest US cities. Percentages of overweight and obese employed adults were taken from the Behavioural Risk Factor Surveillance System. Percentages of work commutes by bicycle were taken from the US Census Bureau. The ABW Benchmarking Project provided information about cycling policies and cycling infrastructure. Statistical analyses show that bicycle policies are not directly related to overweight/obese percentages. However, those cities with more cycling policies tended to have more infrastructure supportive</p> | APAN | Cycling; policies; US |

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| | of cycling as well as higher percentages of workers cycling to work. Policies related to supportive biking infrastructure may help create fewer incidences of overweight/obese individuals particularly if they relate to cycling to work. | | |
| Premier's Council for Active Living. 'November Bulletin.' <i>PCAL Bulletin</i> 9(10) http://www.pcal.nsw.gov.au/resources/pcal_monthly_bulletin | This issue has a wealth of information regarding the built form, active transport and community engagement. In particular, there are three references detailing the economic value of walkability. The City of Melbourne's Draft Walking Plan, the European Health Economic Assessment Tool, and an article on "reverse toll money" all depict significant economic benefits when considering active transport interventions and promotions. | PCAL | Active transport; built environment; community engagement; economic viability |
| GETTING PEOPLE ACTIVE | | | |
| Bajracharya, B., Too, L. & Khanjanasthiti, I. 2014. 'Supporting active and healthy living in master-planned communities: a case study.' <i>Australian Planner</i> 51 (4): 349-361. http://www.tandfonline.com/doi/full/10.1080/07293682.2014.901980#.VIPngmSUdVM | This article examines master-planned communities and active living in Queensland. A framework for promoting active and healthy living using three components (provision of supportive built environment and infrastructure, initiatives for social interaction and inclusion, and governance and management) is proposed. These components are then assessed and discussed using a case study of Varsity Lakes. Findings suggest that provision of sport and recreation amenities are insufficient in promoting active lifestyles unless proper promotion of such amenities is provided. Active participation from all members of the community should be sought when organising recreation and sport programs. Street connectivity and active transport amenities may encourage residents to engage in incidental yet daily physical activity. These findings suggest that the design of communities with a focus on | SS | Active living; social connection; master-planned communities; framework |

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| | social inclusion along with governance structures can provide a framework for promoting healthy lifestyles in master-planned communities. | | |
| <p>Fan, J.X., Wen, M. & Kowaleski-Jones, L. 2014. 'An ecological analysis of environmental correlates of active commuting in urban U.S.' <i>Health & Place</i> 30(November 2014): 242-250. http://www.sciencedirect.com/science/article/pii/S1353829214001440</p> | <p>This article analyses the neighbourhood characteristics of 39,660 urban tracts in the US over a five-year period. Method of transport to work, population, street connectivity, tree canopy density, air quality, sprawl index, crime index and commuting distance data were taken from the 2010 Decennial Census, the 2007-2011 American Community Survey and the National Land Cover Database 2001. Multilevel regression analyses suggest that higher intersection density promotes higher levels of walking and cycling to work but not public transport. Greater green canopy density and shorter distances to parks were associated with lower prevalence of walking or cycling. Higher rates of walking and public transport were found in tracts with more compact counties. Certain neighbourhood characteristics can be influential in encouraging different modes of active transport. This finding suggests that neighbourhood characteristics are contextual and to improve active transport, localised analysis and interventions are required.</p> | SS | Active transport; neighbourhood characteristics; street connectivity; park access; tree canopy; US |
| <p>Coughenour, C., Coker, L. & Bungum, T. J. 2014. 'Environmental and social determinants of youth physical activity intensity levels a neighbourhood parks in Las Vegas, NV.' <i>Journal of Community Health</i> 39(6): 1092-1096. http://www.ncbi.nlm.nih.gov/pubmed/24610562</p> | <p>This article evaluates the relationship of environmental and social characteristics and physical activity at local parks among youth. Ten neighbourhood parks in Las Vegas were assessed using the System for Observing Play and Leisure Activity in Youth. Park environments were evaluated for amenities, incivilities, traffic speeds and footpath condition using the Physical Activity Resource Assessment. Park size was measured using Geographic Information Systems. Statistical analyses</p> | SS | Physical activity; park characteristics; traffic speed; footpath condition; youth; US |

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| | <p>revealed that amenities and incivilities were associated with greater odds of being physically active. Increased traffic speed, footpath condition and low-income neighbourhoods were associated with decreased odds of being vigorously active. To encourage greater bouts of physical activity intensity, parks should contain an adequate number of amenities. While incivilities are often a measure for neighbourhood safety, the findings here suggest that a greater number of incivilities is indicative of high park use and thus a greater likelihood of observing more activity. In addition to observations, this study would benefit from a qualitative understanding of park use among young adults.</p> | | |
| <p>Butte, N.F., Gregorich, S.E., Tschann, J.M., Penilla, C., Pasch, L.A., De Groat, C.L. et al. 2014. 'Longitudinal effects of parental, child and neighbourhood factors on moderate-vigorous physical activity and sedentary time in Latino children.' <i>International Journal of Behavioral Nutrition and Physical Activity</i> 11: 108. http://www.ijbnpa.org/content/11/1/108</p> | <p>This article identifies the neighbourhood factors influencing physical activity in Latino children (8-10 years). A group of 282 children living in San Francisco were measured for their body mass index and wore accelerometers for three days at baseline. Parental perceptions of neighbourhood characteristics related to disorder (e.g. trash, graffiti) and safety (e.g. walking alone) were assessed using the Neighbourhood Context Scale. Measurements were taken two years later. Statistical analyses show that over time, physical activity levels decreased among the children. While neighbourhood disorder and safety were not significant predictors of children's activity levels, sedentary behaviours or body mass index, future studies should assess how other factors in the neighbourhood environment (e.g. walking and cycling infrastructure, proximity of parks) may affect such levels.</p> | <p>GPAN</p> | <p>Physical activity; body mass index; neighbourhood disorder; safety; Latino children</p> |

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| CONNECTING AND STRENGTHENING COMMUNITIES | | | |
| <p>Walton, E. 2014. 'Vital places: Facilitators of behavioral and social health mechanisms in low-income neighborhoods.' <i>Social Science & Medicine</i> 122 (December 2014): 1-12. http://www.ncbi.nlm.nih.gov/pubmed/25313992 *</p> | <p>This article explores the interaction of health behaviours and the use of neighbourhood spaces by low-income residents. Semi-structured interviews among 27 residents of a Wisconsin neighbourhood and three focus groups were conducted to determine which, and how, neighbourhood spaces might contribute to health-related behaviours and social mechanisms. Analysis of the transcripts reveals three important spaces. The grocery store was found to be convenient and stocked a variety of ethnic and fresh foods at an affordable price. The nearby park was reported to be attractive, accessible and a safe recreational facility. Neighbourhood courtyards provided a casual space to develop relations with neighbours over time. These findings promote the existing assets of a disadvantaged neighbourhood and show how residents find ways to improve their quality of life in places where social support networks can be established.</p> | SS | Social connection; healthy behaviours; neighbourhood spaces; socio-economic conditions |
| <p>Cutumisu, N., Bélanger-Gravel, A., Laferté, M., Lagarde, F., Lemay, J.F. & Gauvin, L. 2014. 'Influence of area deprivation and perceived neighbourhood safety on active transport to school among urban Quebec preadolescents.' <i>Canadian Journal of Public Health</i> 105 (5): e376-e382. http://www.ncbi.nlm.nih.gov/pubmed/25365273</p> | <p>This article investigates socio-economic conditions, perceived safety and active transport among young people. Telephone interviews were conducted with a group of young adults (aged 9-13) and one parent living in Quebec to determine methods of transport to school and assess perceptions of neighbourhood safety. Census data was analysed to determine area deprivation. Logistic regression analysis shows that parents' rather than young people's perceptions of safety were associated with a greater likelihood of active transport. Young people living in a neighbourhood with higher socio-economic deprivation were more likely to actively travel to school. Visible improvements to increase traffic</p> | SS | Neighbourhood safety; socio-economic deprivation; walk to school |

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| | safety for both pedestrians and cyclists may result in more favourable perceptions among parents and thus foster encouragement of active transport to school. | | |
| PROVIDING HEALTHY FOOD OPTIONS | | | |
| Walton, E. 2014. 'Vital places: Facilitators of behavioral and social health mechanisms in low-income neighborhoods.' <i>Social Science & Medicine</i> 122 (December 2014): 1-12. http://www.ncbi.nlm.nih.gov/pubmed/25313992 * | This article explores the interaction of health behaviours and the use of neighbourhood spaces by low-income residents. Semi-structured interviews among 27 residents of a Wisconsin neighbourhood and three focus groups were conducted to determine which, and how, neighbourhood spaces might contribute to health-related behaviours and social mechanisms. Analysis of the transcripts reveals three important spaces. The grocery store was found to be convenient and stocked a variety of ethnic and fresh foods at an affordable price. The nearby park was reported to be attractive, accessible and a safe recreational facility. Neighbourhood courtyards provided a casual space to develop relations with neighbours over time. These findings promote the existing assets of a disadvantaged neighbourhood and show how residents can maintain healthy diets when whole foods from residents' native cuisines can be purchased locally and affordably. | SS | Food access; native cuisine; socio-economic conditions |
| Cannuscio, C.C., Hillier, A., Karpyn, A. & Glanz, K. 2014. 'The social dynamics of healthy food shopping and store choice in an urban environment.' <i>Social Science & Medicine</i> 122 (December 2014): 13-20. http://www.sciencedirect.com/science/article/pii/S0277953614006510 | This article reports food-shopping behaviours in an urban neighbourhood of Philadelphia. Twenty-five in-depth interviews were undertaken to explore residents' local shopping experiences and food purchases. An audit of 373 food environments assessed the variety and healthfulness of available foods. The results indicate that in shopping decisions, participants prioritised the cost of food, described a preference for food stores where they were treated with familiarity and friendliness and sought stores that provided ease of | SS | Food desert; access; social environment |

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| | <p>accessibility (e.g. (impaired mobility, children). In addition to shopping for food at stores closest to home, participants sought to find a fit with their own needs. These findings suggest that when focusing on food deserts, in addition to providing accessible food sources, there are ranges of social dynamics that also need to be considered.</p> | | |

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