

HBEP FORTNIGHTLY LITERATURE REVIEW

REFERENCE	DESCRIPTION	ALERT SOURCE	KEYWORDS
GENERAL POLICY AND RESEARCH			
<p>Carty, T. & Magrath, J. 2013. <i>Growing disruption, climate change, food and the fight against hunger</i>. Oxfam International. http://www.oxfam.org/en/grow/policy/growing-disruption-climate-change-food-hunger*</p>	<p>This briefing paper explores climate change, food and the fight against hunger. Through five sections, it highlights four elements of food security (availability, access, utilization and stability) and assesses how climate change is likely to disrupt these elements. It discusses food availability and how climate change affects both production and distribution of food. The ability to access food is then described in light of increasing food prices. Threats to the quality and safety of food are then portrayed. This paper then concludes with recommendations to build a resilient food system including but not limited to investing in clean energy and small-scale local agriculture.</p>	SIA	Climate change; food security; availability; access
<p>Jilcott Pitts, S. B., Edwards, M. B., Moore, J. B., Shores, K. A., DuBose, K. D. & McGranahan, D. 2013. 'Obesity is inversely associated with natural amenities and recreation facilities per capita.' <i>Journal of Physical Activity & Health</i> 10(7): 1032-1038. http://www.ncbi.nlm.nih.gov/pubmed/23136370</p>	<p>This paper investigates associations between natural amenities, recreational facilities and obesity prevalence among US counties. Data was drawn from the US Department of Agriculture Economic Research Service Food Environment Atlas and consisted of county-level natural amenities and density of recreational facilities. County-level obesity prevalence was also obtained. Multilevel linear regression models show significant negative associations between percentage of obesity and both natural amenities and recreational facilities. Policies seeking to increase county level exposure to natural amenities as well as access to recreational facilities may help decrease rates of obesity.</p>	GPAN	Natural amenities; recreational facilities; obesity

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GETTING PEOPLE ACTIVE			
<p>Oyeyemi, A.L., Deforche, B., Sallis, J.F., De Bourdeaudhuij, I. & Dyck, D.V. 2013. 'Behavioural mediators of the association between neighbourhood environment and weight status in Nigerian adults.' <i>American Journal of Health Promotion</i> 28(1): 23-31. http://www.ncbi.nlm.nih.gov/pubmed/23458369</p>	<p>This paper examines associations between neighbourhood environment and body mass index in Nigerian adults. A group of 1411 adults completed the International Physical Activity Questionnaire and reported their perceptions to 16 environmental factors (e.g. residential density, access to destinations, aesthetics, and safety). Statistical analyses show that walking and total physical activity mediated the association between body mass index and perception of higher residential density, absence of garbage, and perceived safety at night. Levels of physical activity as well as several neighbourhood environmental characteristics influence body mass index. This is one of the first studies to direct how Nigerian policies can plan for better health outcomes in the face of rapid urban development.</p>	GPAN	Neighbourhood environment; physical activity; Nigeria
<p>DeWeese, R.S., Yedidia, M.J., Tulloch, D.L. & Ohri-Vachaspati, P. 2013. 'Neighborhood perceptions and active school commuting in low-income cities.' <i>American Journal of Preventive Medicine</i> 45 (4): 393-400. http://www.ajpmonline.org/article/S0749-3797(13)00371-1/abstract</p>	<p>This article identifies the association of parents' perceptions of the neighbourhood and active travel among children (3-18 years). Data was collected from households in four low-income New Jersey cities. Parents were asked to report the frequency of their child's active travel to school; safety from traffic and crime; pleasantness for walking; footpath condition; social cohesion and, distance to school. Multivariate logistic regression analyses predict that students whose parents perceived the neighbourhood as unpleasant were less likely to actively travel. There was a 6% reduction in active travel for every .16km increase in distance to school. Perceptions of traffic, crime and footpath conditions were not significant. Efforts to increase the aesthetics/ pleasantness of the</p>	SS	Neighbourhood perception; active travel; children; low-income

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	neighbourhood may encourage the likelihood of active travel among children.		
<p>Jerrett, M., Almanza, E., Davies, M., Wolch, J., Dunton, G., Spruitj-Metz, D. & Pentz, M.A. 2013. 'Smart growth community design and physical activity in children.' <i>American Journal of Preventive Medicine</i> 45 (4): 386-392.</p> <p>http://www.ajpmonline.org/article/S0749-3797(13)00392-9/abstract</p>	<p>This article assesses the association between living in a smart growth community and leisure time physical activity in children. Smart growth community design includes features likely to promote physical activity (e.g. walkability, green space, mixed use). A group of 147 children aged 8-14 years were recruited from one smart growth ("The Preserve" located in Chino, California) and eight conventional communities within a 30-minute drive of "The Preserve." Children wore an accelerometer and GPS for 7 days. Negative binomial modeling of the data shows that moderate to vigorous physical activity for children living in "The Preserve" was 46% greater than that of children living in the other communities. A simulation model further suggests that there would be a 10-minute average increase in daily local MVPA for children living in "The Preserve". The design of smart growth communities may contribute to children's daily leisure-time physical activity.</p>	SS	Smart growth; leisure time physical activity; children
<p>Salmon, J., Veitch, J., Abbott, G., ChinAPaw, M., Brug, J.J., teVelde, S.J., Cleland, V., Hume, C., Crawford, D. & Ball, K. 2013. 'Are associations between the perceived home and neighbourhood environment and children's physical activity and sedentary behaviour moderated by urban/rural location?' <i>Health & Place</i> 24 (November 2013): 44-53.</p> <p>http://www.sciencedirect.com/science/article/pii/S1353829213000993</p>	<p>This article examines parents' perceptions of neighbourhood and home environments and children's physical activity and sedentary time. A group of 613 children (5-12 years) and their mothers completed a questionnaire related to the home environment (e.g. levels of social support; importance of family physical activity; child's screen time) and neighbourhood environment (perception as a good place to play; neighbourhood social network, personal safety, road safety). Residential addresses were geocoded and classified as urban or rural. Children wore accelerometers to provide objective measurements of</p>	SS	Urban/rural environments; physical activity; sedentary time; children

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	<p>their physical activity. Statistical analyses of the data suggest no significant difference in the average time per day spent in moderate to vigorous physical activity between urban and rural children. Children's neighbourhood social network and perceived personal safety were positively associated with children's physical activity. Similar neighbourhood features appear to be important for both rural and urban children's physical activity.</p>		
<p>Saris, C., Kremers, S., Van Assema, P., Hoefnagels, C., Droomers, M. & De Vries, N. 2013. 'What moves them? Active transport among inhabitants of Dutch deprived districts.' <i>Journal of Obesity</i> 2013, Article ID 153973. http://www.hindawi.com/journals/jobs/2013/153973/ *</p>	<p>This article investigates associations between personal and neighbourhood environmental characteristics and active transport. Data was derived from the longitudinal URBAN40 study that evaluates the health impact of area-based interventions in the 40 most severely deprived neighbourhoods in the Netherlands. A total of 740 adults chosen from a random sample of 5000 adults completed a questionnaire about their active transport and perceptions of neighbourhood characteristics (access to services, neighbourhood surroundings, safety from crime and traffic). Multivariate regression analyses show that perceived speed of traffic was the only neighbourhood variable significantly associated with walking. Migrants and women tended to report more walking when they perceived slower speeds of traffic. More attractive neighbourhoods were significantly associated with more cycling among migrants. A combination of environmental and personal characteristics influence active transport in severely deprived Dutch neighbourhoods. Subsequent interventions should cater to specific subgroup population preferences.</p>	<p>GPAN</p>	<p>Neighbourhood environment; deprived neighbourhoods; active transport</p>

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CONNECTING AND STRENGTHENING COMMUNITIES			
<p>Wang, D. & Lin, T. 2013. 'Built environments, social environments, and activity-travel behavior: A case study of Hong Kong.' <i>Journal of Transport Geography</i> 31 (July 2013): 286-295. http://www.sciencedirect.com/science/article/pii/S0966692313000768</p>	<p>This article considers the built and social environment and their impact on active transport. A total of 770 randomly selected Hong Kong residents completed an online questionnaire related to their social contacts and active transport. Data from the census and completed questionnaires generated built environment variables (population density, percentage of people living and working in the same district, percentage in public housing and an accessibility measure). Structural equation modelling of the data reveals that people living in environments with high population density and good accessibility have more social contacts. Those with more social contacts tend to spend more time in out-of-home social and recreational activities. For a group of residents in Hong Kong, the built environment affects trip generation, travel time and social contacts; all of which may contribute to beneficial health outcomes.</p>	SS	Built environment; social environment; active transport
<p>Saris, C., Kremers, S., Van Assema, P., Hoefnagels, C., Droomers, M. & De Vries, N. 2013. 'What moves them? Active transport among inhabitants of Dutch deprived districts.' <i>Journal of Obesity</i> 2013, Article ID 153973. http://www.hindawi.com/journals/jobs/2013/153973/*</p>	<p>This article investigates associations between personal and neighbourhood environmental characteristics and active transport. Data was derived from the longitudinal URBAN40 study that evaluates the health impact of area-based interventions in the 40 most severely deprived neighbourhoods in the Netherlands. A total of 740 adults chosen from a random sample of 5000 adults completed a questionnaire about their active transport and perceptions of neighbourhood characteristics (access to services, neighbourhood surroundings, safety from crime and traffic). Multivariate regression analyses show that perceived speed of traffic was the only neighbourhood variable significantly associated with walking. Migrants and women tended to report more</p>	GPAN	Neighbourhood environment; deprived neighbourhoods; active transport

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PROVIDING HEALTHY FOOD OPTIONS			
Carty, T. & Magrath, J. 2013. <i>Growing disruption, climate change, food and the fight against hunger</i> . Oxfam International. http://www.oxfam.org/en/grow/policy/growing-disruption-climate-change-food-hunger *	This briefing paper explores climate change, food and the fight against hunger. Through five sections, it highlights four elements of food security (availability, access, utilization and stability) and assesses how climate change is likely to disrupt these elements. It discusses food availability and how climate change affects both production and distribution of food. The ability to access food is then described in light of increasing food prices. Threats to the quality and safety of food are then portrayed. This paper then concludes with recommendations to build a resilient food system including but not limited to investing in clean energy and small-scale local agriculture.	SIA	Climate change; food security; availability; access
Gustafson, A., Lewis, S., Perkins, S., Damewood, M., Buckner, E., Vail, A., Mullins, J. & Jilcott-Pitts, S.B. 2013. 'Association between the retail food environment, neighborhood deprivation, and county-level dietary outcomes among supplemental nutrition assistance program-education (SNAP-Ed) recipients in Kentucky, 2010-2011.' <i>Journal of Hunger and Environmental Nutrition</i> 8(3): 362-377.	This paper examines the association between the retail food environment, neighbourhood deprivation and diet quality. A group of 1585 adults representing 57 Kentucky (US) counties completed a 24-hour diet recall. The retail food environment was identified and categorized (convenience store, grocery store, supercentres, petrol stations with food marts, farmers' markets and fast food restaurant). The density of each food category was created for each county. A neighbourhood deprivation index was calculated using	SS	Food store; retail access; food insecurity; neighbourhood deprivation

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http://www.tandfonline.com/doi/abs/10.1080/19320248.2013.816993#UIH9T2T0_Fk	<p>US Census data. Statistical analyses demonstrate that participants living in counties with 3 or more petrol stations with food marts tended to have a higher mean aggregate consumption of calories and fat grams. There was no association between dietary intake and neighbourhood deprivation. This finding suggests that the stocking of fresh and healthy food items at petrol stations may help counter the consumption of unhealthy food among residents living in Kentucky.</p>		
<p>Hollands, S., Campbell, M.K., Gilliland, J. & Sarma, S. 2013. 'A spatial analysis of the association between restaurant density and body mass index in Canadian adults.' <i>Preventive Medicine</i> 57(4): 258-264. http://www.sciencedirect.com/science/article/pii/S0091743513002260</p>	<p>This paper investigates the association between fast food restaurant density and adult body mass index for those adults living in ten Canadian provinces. Self-reported body mass index values were taken from the 2007/08 Canadian Community Health Survey. Fast food, full-service and non-chain restaurants were defined and geocoded. Restaurant outlet densities were then calculated per 10,000 populations. Statistical analyses determine that an additional fast food restaurant per 10,000 people results in .022kg increase in body mass index. Independent non-chain restaurants were found to be negatively associated with body mass index. Restricting the availability of fast food restaurants in local neighbourhoods may help promote healthier eating habits. More research is needed to understand the types and effects of independent restaurants on healthy consumption patterns.</p>	<p>SS</p>	<p>Fast food restaurants; body mass index</p>

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