

## HBEP FORTNIGHTLY LITERATURE REVIEW

REFERENCE	DESCRIPTION	ALERT SOURCE	KEYWORDS
<b>GENERAL POLICY AND RESEARCH</b>			
<p>Keune, H., Kretsch, C., De Blust, G., Gilbert, M., Flandroy, L., Van Den Berge, K., et al. 2013. 'Science-policy challenges for biodiversity, public health and urbanization: Examples from Belgium'. <i>Environmental Research Letters</i> 8(2) art. no. 025015.  <a href="http://iopscience.iop.org/1748-9326/8/2/025015">http://iopscience.iop.org/1748-9326/8/2/025015</a></p>	<p>This article illustrates the challenges of integrating efforts to address biodiversity, public health and urbanisation issues. Firstly, the interplay between these three fields and the scientific challenges of their integration are highlighted. Belgian initiatives coordinated by the science, policy and community sectors are then examined. Of particular note are the urban green space and health discussion as well as the emerging biodiversity-public health community practice examples. These examples highlight the importance of bridging disciplines and professional communities as well as fostering collaborations between science, policies and practice.</p>	SS	Biodiversity; public health; urbanisation; policy; integration
<p>Grasser, G., Van Dyck, D., Titze, S. &amp; Stronegger, W. 2013. 'Objectively measured walkability and active transport and weight-related outcomes in adults: A systematic review'. <i>International Journal of Public Health</i> 58 (4) pp. 615-625.  <a href="http://link.springer.com/article/10.1007/s12500-012-0435-0">http://link.springer.com/article/10.1007/s12500-012-0435-0</a> *</p>	<p>This article investigates geographic information system-based measures of neighbourhood walkability and association with active transport and weight. A systematic review of English publications was conducted and restricted to populations of healthy, white adults older than 19 years living in urban or suburban neighbourhoods. Neighbourhood measures include density, land-use mix, connectivity and walkability indexes). Nineteen studies producing a total of 34 publications were included in the review. Gross population density, housing unit density, intersection density and walkability indexes were the identified factors that consistently promoted walking. Information for overall active transport and cycling for transport</p>	SS	Neighbourhood walkability; active transport; weight; literature review

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	<p>was scarce. Associations with weight-related outcomes were inconsistent. Confounding factors include self-selection and socioeconomic characteristics. Prospective studies are needed to explore causal links between neighbourhood characteristics, active travel and weight.</p>		
<p>Healthy Built Environments Program. 2013. <i>Healthy Built Environment Activities in New South Wales: A status review</i>. New South Wales: The University of New South Wales. <a href="http://www.be.unsw.edu.au/programs/healthy-built-environments-program/reports">http://www.be.unsw.edu.au/programs/healthy-built-environments-program/reports</a></p>	<p>This report provides the results of a research project that mapped local initiatives designed to support healthy built environments. Eighty-one New South Wales organisations were identified as being active in the healthy built environment area. A group of 46 organisations completed on-line questions related to their organisation, healthy built environment activities, partnership arrangements, evaluation, funding, and dissemination. Analysis of the data shows that advocacy, policy development and research were the predominant initiatives related to healthy built environments. Governmental organisations and those with partial, if not exclusive, focus on health primarily undertake initiatives. More health and environment research about rural and remote communities as well as indigenous populations and people with disabilities need to be undertaken. Overall, healthy built environments initiatives have a solid foundation in New South Wales and future endeavours should forge collaborations to share and consolidate information.</p>	<p>City Futures</p>	<p>Healthy built environments; initiatives</p>
<p>Lowe, M., Whitzman, C., Badland, H., Davern, M., Hes, D., Aye, L., Butterworth, I. &amp; Giles-Corti, B. 2013. <i>Liveable, healthy, sustainable: What are the key indicators for Melbourne neighbourhoods? Research Paper 1</i>. Melbourne: Place, Health and Liveability</p>	<p>This paper provides an overview of the literature on liveability indicators. Methods of the review are provided along with definitions of liveability. Eleven indicators are identified (crime and safety; housing; education; employment and income; health and social services; transport; public open space; social cohesion; leisure and culture; food and natural environments).</p>	<p>PCAL</p>	<p>Liveability indicators; social determinants of health; sustainability; policy; literature review</p>

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Research Program University of Melbourne. <a href="http://mccaugheycentre.unimelb.edu.au/research/health_and_liveability">http://mccaugheycentre.unimelb.edu.au/research/health_and_liveability</a>	There is a strong overlap among liveability, social determinants of health and sustainability. The extensive appendix provides examples of how the indicators might be applied in Melbourne AU.		
<b>GETTING PEOPLE ACTIVE</b>			
Vandebona, U. & Tsukaguchi, H. 2013. 'Impact of urbanization on user expectations related to public transport accessibility'. <i>International Journal of Urban Sciences</i> 17 (2): 199-211. <a href="http://www.tandfonline.com/doi/abs/10.1080/12265934.2013.776293#.UhxTamT0_xk">http://www.tandfonline.com/doi/abs/10.1080/12265934.2013.776293#.UhxTamT0_xk</a>	This article investigates acceptable walking distance standards, community experiences and levels of urbanisation. A series of surveys were conducted in 15 Japanese cities. Principal component and successive cluster analyses determined the cities to ensure geographical spread and varying city characteristics. Respondents completed questionnaires related to access time and acceptable walking distances to the nearest bus stop as well as to the nearest railway station. Larger cities provide extensive bus networks and instill perceptions of smaller distances between homes, bus stops and railway stations. Moreover, perceived access time and acceptable access time were closely related. This finding suggests that residents may modify their active travel behavior based on their preconceived notions of distances. For these groups of Japanese respondents, living far from the nearest transport stop equated to an acceptable longer walk. Conversely, those living closer to transport stops expected a higher level of convenience. User expectations may help shape the location of accessible transport stops.	SS	Walking; acceptable distances; public transport
Freeman, L., Neckerman, K., Schwartz-Soicher, O., Quinn, J., Richards, C., Bader, M.D.M., et al. 2013. 'Neighbourhood walkability and active travel (walking and cycling) in New York City'. <i>Journal of Urban</i>	This article assesses the relationship between active travel and neighbourhood walkability. Data was obtained from the 2003 New York Community Health Survey that targeted 164 postcodes. A group of 8,064 respondents recorded their active travel frequency of	SS	Active travel; neighbourhood walkability; socio-economic populations

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<p><i>Health</i> 90 (4): 575-585.  <a href="http://www.ncbi.nlm.nih.gov/pubmed/22941058">http://www.ncbi.nlm.nih.gov/pubmed/22941058</a></p>	<p>approximately five miles (10 New York city blocks). Neighbourhood walkability was calculated for each post code based on density, land use mix, subway stop density and retail building floor to retail land area ratio. Statistical analysis shows that increasing neighbourhood walkability was significantly associated with higher frequencies of active travel. Minority populations (i.e. non-Hispanic Blacks, Hispanics, Asians and the elderly) were more likely to report zero occurrences of sustained active travel. Those respondents living in lower socio economic areas reported stronger associations with zero occurrences of active travel and neighbourhood walkability. These findings suggest that while neighbourhood walkability is associated with active travel, it affects sustained active travel in populations differently.</p>		
<p>Grasser, G., Van Dyck, D., Titze, S. &amp; Stronegger, W. 2013. 'Objectively measured walkability and active transport and weight-related outcomes in adults: A systematic review'. <i>International Journal of Public Health</i> 58 (4) pp. 615-625.  <a href="http://link.springer.com/article/10.1007%2Fs00038-012-0435-0">http://link.springer.com/article/10.1007%2Fs00038-012-0435-0</a> *</p>	<p>This article investigates geographic information system-based measures of neighbourhood walkability and association with active transport and weight. A systematic review of English publications was conducted and restricted to populations of healthy, white adults older than 19 years living in urban or suburban neighbourhoods. Neighbourhood measures include density, land-use mix, connectivity and walkability indexes). Nineteen studies producing a total of 34 publications were included in the review. Gross population density, housing unit density, intersection density and walkability indexes were the identified factors that consistently promoted walking. Information for overall active transport and cycling for transport was scarce. Associations with weight-related outcomes were inconsistent. Confounding factors include self-</p>	<p>SS</p>	<p>Neighbourhood walkability; active transport; weight; literature review</p>

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	selection and socioeconomic characteristics. Prospective studies are needed to explore causal links between neighbourhood characteristics, active travel and weight.		
<p>Corder K., Atkin, A.J., Ekelund, U. &amp; van Sluijs, E.M.F. 2013. 'What do adolescents want in order to become more active?' <i>BMC Public Health</i> 13: 718.  <a href="http://www.biomedcentral.com/1471-2458/13/718/abstract">http://www.biomedcentral.com/1471-2458/13/718/abstract</a> *</p>	<p>This article explores where, when and with whom adolescents like to be more active. Data was collected from the third measurement of the <i>Sport, Physical activity and Eating behaviour: Environmental Determinants in Young People</i> longitudinal study. A group of 457 Year 5 students completed questionnaires assessing physical activity preferences, provided measurements to calculate body mass index and self-reported physical activity. Accelerometers were used to objectively measure physical activity. Statistical analyses show that activity preference differed by gender, activity level and parental education but not weight status. Gym use and team sports were preferred and activities at leisure centres may increase participation. These findings suggest that on the whole adolescents wanted to be physically active and considered it a social activity. Providing social opportunities to be physically active may generate more activity among this cohort.</p>	APAN	Physical activity; leisure centres; social activity; adolescents
<p>Kaczynski, A.T., Koohsari, M.J., Stanis, S.A.W., Bergstrom, R. &amp; Sugiyama, T. In press. 'Association of street connectivity and road traffic speed with park usage and park-based physical activity'. <i>American Journal of Health Promotion</i>.  <a href="http://www.ajhpcontents.com/doi/abs/10.4278/ajhp.120711-QUAN-339">http://www.ajhpcontents.com/doi/abs/10.4278/ajhp.120711-QUAN-339</a></p>	<p>This article examines the relationship between street connectivity and traffic speed with residential park use. A total of 893 households in Missouri, US completed questionnaires about physical activity and park use. Intersection density was calculated for each participant. Analysis of the data suggests that higher intersection density was associated with park-based physical activity. Those who had slower traffic en route to parks were more likely to use parks. Park proximity as well as direct routes and slower traffic speeds can help facilitate</p>	APAN	Street connectivity; traffic speed; park use; physical activity

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	physical activity and park use.		
<b>CONNECTING AND STRENGTHENING COMMUNITIES</b>			
<p>Corder K., Atkin, A.J., Ekelund, U. &amp; van Sluijs, E.M.F. 2013. 'What do adolescents want in order to become more active?' <i>BMC Public Health</i> 13: 718.  <a href="http://www.biomedcentral.com/1471-2458/13/718/abstract">http://www.biomedcentral.com/1471-2458/13/718/abstract</a> *</p>	<p>This article explores where, when and with whom adolescents like to be more active. Data was collected from the third measurement of the <i>Sport, Physical activity and Eating behaviour: Environmental Determinants in Young People</i> longitudinal study. A group of 457 Year 5 students completed questionnaires assessing physical activity preferences, provided measurements to calculate body mass index and self-reported physical activity. Accelerometers were used to objectively measure physical activity. Statistical analyses show that activity preference differed by gender, activity level and parental education but not weight status. Gym use and team sports were preferred and activities at leisure centres may increase participation. These findings suggest that on the whole adolescents wanted to be physically active and considered it a social activity. Providing social opportunities to be physically active may generate more activity among this cohort.</p>	APAN	Physical activity; leisure centres; social activity; adolescents
<b>PROVIDING HEALTHY FOOD OPTIONS</b>			
<p>Viola, D., Arno, P.S., Maroko, A.R., Schechter, C.B., Sohler, N., Rundle, A., Neckerman, K.M. &amp; Maantay, J. 2013. 'Overweight and obesity: Can we reconcile evidence about supermarkets and fast food retailers for public health policy?' <i>Journal of Public Health Policy</i> 34 (3): 424-438.  <a href="http://www.ncbi.nlm.nih.gov/pubmed/23719294">http://www.ncbi.nlm.nih.gov/pubmed/23719294</a></p>	<p>This article tests whether access to food retail outlets is related to overweight and obesity in New York adults. Data was obtained from the 2003 New York Community Health Survey that targeted 164 postcodes. A group of 48,014 respondents recorded their height and weight. For each postcode, access to park space, fast food outlets and supermarkets were identified and geocoded. Statistical analysis shows that access to parks and fast foods had little association with rates of overweightness and obesity. Supermarket density was found to be</p>	SS	Fast food outlets; supermarkets; park access; overweight; obesity

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	negatively associated with overweight rate and obesity. These findings suggest that policies should encourage the establishment of local supermarkets and requirements for the offering of healthy food by all food retailers.		
<p>Smith, M.L., Sunil, T.S., Salazar, C.I., Rafique, S. &amp; Ory, M.G. 2013. 'Disparities of food availability and affordability within convenience stores in Bexar County, Texas'. <i>Journal of Environmental and Public Health</i> 2013 art. no. 782756.  <a href="http://www.hindawi.com/journals/jep/2013/782756/">http://www.hindawi.com/journals/jep/2013/782756/</a></p>	<p>This article examines the role of convenience stores in promoting healthier food consumption. Two postcodes in San Antonio, Texas were identified as having the lowest and highest rates of adults clinically diagnosed with diabetes. A group of 28 convenience stores from these postcodes were geocoded and assessed for their availability and cost of nutritional offerings (e.g. fruits, vegetables, low fat dairy). Chi square and t-tests of the data show that a larger proportion of stores in more affluent areas offered bananas, bread and baked potato crisps at a generally higher price. Convenience stores can help promote healthier eating by increasing their availability of fresh and nutritional food at a lower price point.</p>	SS	<p>Convenience store; food access; healthy food; socioeconomic characteristics</p>
<p>Sadler, R.C., Gillil, J.A. &amp; Arku, G. 2013. 'A food retail-based intervention on food security and consumption'. <i>International Journal of Environmental Research and Public Health</i> 10(8): 3325-3346.  <a href="http://www.mdpi.com/1660-4601/10/8/3325">http://www.mdpi.com/1660-4601/10/8/3325</a></p>	<p>This article assesses the impacts of a new food retailer on the food consumption and security of residents living in a socioeconomically disadvantaged area of Michigan, USA. Telephone surveys of randomly selected residents in a control and intervention neighbourhoods were conducted. Two groups of residents (those living in the neighbourhoods prior to the opening of the retailer and those living exactly one year after the opening) were asked about their food consumption, shopping habits and motor vehicle availability. Approximately one third of the sample was food insecure yet lived close to grocery stores. Statistical analyses show that there was no significant relationship between vegetable and fruit</p>	SS	<p>Built environment; food access; food consumption; socioeconomic disadvantage</p>

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	consumption and proximity to the neighbourhood grocery store. However, there was a significant increase in the purchase of prepared foods at the new grocery store. This suggests that rather than retail proximity; other factors such as types of food sold may influence healthy food consumption.		

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