

HBEP FORTNIGHTLY LITERATURE REVIEW

| REFERENCE | DESCRIPTION | ALERT SOURCE | KEYWORDS |
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| GENERAL POLICY AND RESEARCH | | | |
| <p>Heart Foundation. 2015. <i>New South Wales Local Government Survey</i>. http://www.heartfoundation.org.au/SiteCollectionDocuments/HF%20Local%20Govt%20Survey%202014.pdf</p> | <p>This brief provides a summary of the 2015 Heart Foundation annual survey assessing NSW council policies, practices and initiatives related to smoke-free environments, active living and healthier oils in the food supply. The survey found that over 80% of the councils surveyed reported having walking and/or cycling related policies. Providing physical activity infrastructure was considered a high priority by 72% of responding councils.</p> | PCAL | <p>Health promotion; active living; food supply; policies; New South Wales</p> |
| <p>Sung, H., Go, D., Choi, C.-G., Cheon, S. & Park, S. 2015. 'Effects of street-level physical environment and zoning on walking activity in Seoul, Korea.' <i>Land Use Policy</i> 49 (December 2015): 152-160. http://www.sciencedirect.com/science/article/pii/S0264837715002318</p> | <p>This article examines the effects of the built environment and zoning on walking. Mixed land use zoning promotes greater opportunities for walking than other zoning categories. Pedestrian volume audits were undertaken in Seoul, Korea over the course of three months, five days a week. The presence of street furniture (e.g. trees, benches), footpath width, number of traffic lanes and existence of public transport were counted. Zoning data was also analysed. Multiple linear regression models reveal positive significant relationships for walking in areas zoned for high-density and mixed use. Higher levels of walking were recorded where there were streets with furniture and people-attracting facilities (e.g. public service, small scale retail). These findings depict a synergy between land use types as well as street amenities to promote walking in the city of Seoul.</p> | APAN | <p>Public health; walking; built environment; street level; mixed use; zoning; policy; Seoul</p> |

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| <p>Sadler, R.C., Arku, G. & Gilliland, J.A. 2015. 'Local food networks as catalysts for food policy change to improve health and build the economy.' <i>Local Environment</i> 20 (9): 1103-1121. http://www.tandfonline.com/doi/abs/10.1080/13549839.2014.894965#.VgayArRVhHw *</p> | <p>This article investigates local food policy challenges and opportunities in Flint, Michigan. Participant observation and informal discussions were conducted with 30 stakeholders in Flint's food policy counsel (e.g. community organisations, city planners, food producers, government officials). Four themes emerged from the transcripts: community-based decision-making; the main barriers to effective policy advocacy (i.e. funding, notions of equity; and government support); prospects for policy change (e.g. provision for urban agriculture) and applying research to policy change (e.g. expansion of community gardens). These findings connect ideas of food equity and healthy food production and provide a case study in developing a local food policy counsel.</p> | <p>SS</p> | <p>Local food networks; community gardens; farmer's markets; local food policy</p> |
| GETTING PEOPLE ACTIVE | | | |
| <p>Ferrer, S., Ruiz, T. & Mars, L. 2015. 'A qualitative study on the role of the built environment for short walking trips.' <i>Transportation Research Part F: Traffic Psychology and Behaviour</i> (August 2015): 141-160. http://www.sciencedirect.com/science/article/pii/S1369847815001187</p> | <p>This article assesses the built environment features conducive and obstructive to transport walking. Three focus groups with 23 adults aged 28-60 were conducted and queried participants about the things that influence the walking experience, safety and barriers to walking. Barriers to walking (personal and traffic safety, walking facilities, scent, hills and availability of car parks) were identified. Presence of other people, pedestrian zones, wide footpaths, cleanliness, and green elements attracted people to walk. Despite asking respondents specifically about factors related to safety from traffic, findings suggest traffic safety and personal safety are barriers to transport walking. Micro-scale attributes like footpath cafes and bollards were seen to be as both obstructions and inviting attributes of the walking experience. These findings contribute to the built environment and active transport literature by using a</p> | <p>SS</p> | <p>Transport walking; built environment; safety; footpaths; trees; Valencia</p> |

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| <p>Sarkar, C., Webster, C., Pryor, M., Tang, D., Melbourne, S., Zhang, X. & Jianzheng, L. 2015.</p> <p>'Exploring associations between urban green, street design and walking: Results from the Greater London boroughs.' <i>Landscape & Urban Planning</i> 143 (November 2015): 112-125.</p> <p>http://www.sciencedirect.com/science/article/pii/S0169204615001383</p> | <p>qualitative framework set within a Valencia context.</p> <p>This article assesses the association between greenness and walking at the individual level. Walking patterns and residences were taken from 15,354 respondents of the London Travel Demand Survey. Density of street trees and neighbourhood greenness (Normalised Difference Vegetation Index) were calculated. Street 'betweenness' was modelled using the spatial Design Network Analysis. 'Betweenness' measures the degree of pedestrian through traffic. Statistical analyses reveal that density of street trees within 1km, and local-scale 'betweenness' at 400m were associated with higher odds of walking. These findings suggest that objective greenness and density of trees are associated with the propensity and the distance walked. They also suggest that investments should be made in greening pathways rather than destinations.</p> | <p>SS</p> | <p>Urban green, street connectivity; betweenness; walking</p> |
| <p>Adams, M.A., Todd, M., Kurka, J., Conway, T.L., Cain, K.L., Frank, L.D. & Sallis, J.F. (In press). 'Patterns of walkability, transit and recreation environment for physical activity.' <i>American Journal of Preventive Medicine Articles</i>.</p> <p>http://www.ajpmonline.org/article/S0749-3797(15)00266-4/abstract</p> | <p>This article assesses objective measures of the built environment and their relationships with physical activity. Data from 2,1999 participants of the Neighbourhood Quality of Life study provided measures of physical activity. Resident addresses (from Seattle, WA and Baltimore, MD) were geocoded for neighbourhood walkability (residential density, street connectivity, land use mix, retail floor area ratio) and individual walkability (access to transport, recreational destinations). Statistical analysis of the data reveal that participants living in areas with high walkability, transport access and recreational facility access were more prone to meeting MVPA recommendations as well as engage in walking for transport. Built environments supportive of physical activity may result in higher</p> | <p>APAN</p> | <p>Built environment; neighbourhood walkability; street connectivity; recreational destinations</p> |

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| | moderate to physical activity levels. | | |
| CONNECTING AND STRENGTHENING COMMUNITIES | | | |
| <p>Schoeppe, S., Duncan, M.J., Badland, H.M., Alley, S., Williams, S., Rebar, A.L. & Vandelanotte, C. 2015. 'Socio-demographic factors and neighbourhood social cohesion influence adults' willingness to grant children greater independent mobility: A cross-sectional study.' <i>BMC Public Health</i> 15 (1): art. no. 690. http://www.biomedcentral.com/1471-2458/15/690</p> | <p>This article investigates the impact of socio-demographic characteristics and social cohesion on children's independent mobility (the ability for children to travel and play unsupervised). A group of 1293 adults answered questions about socio-demographic factors, social cohesion and allowable distances for independent travel and outdoor play. Statistical analysis of the data reveal that adults with higher perceptions of neighbourhood social cohesion were more likely to permit children greater distances for independent travel and outdoor play. Parents of younger children (0-12 years) were less likely to allow independent mobility. As the question specifically asked about allowances for the 8-12 year range, it would be good to know if these specific sets of parents had children between the ages of 8-12 years. Nevertheless, these findings suggest that increasing neighbourhood social cohesion may increase adult willingness to permit children to independently travel and play.</p> | APAN | Active transport; outdoor play; children; social cohesion |
| <p>Forsyth, A., Wall, M., Choo, T., Larson, N., Van Riper, D. & Neumark-Sztainer, D. 2015. 'Perceived and police-reported neighbourhood crime: Linkages to adolescent activity behaviours and weight status.' <i>Journal of Adolescent Health</i> 57: 222-228. http://www.sciencedirect.com/science/article/pii/S1054139X15002190</p> | <p>This article assesses perceived and objective measures of neighbourhood crime and physical activity, body mass index and screen use among adolescents. A group of 2455 students from 20 secondary schools in Minneapolis, MN answered the two crime related questions taken from the Neighbourhood Walkability Scale and self-reported physical activity and screen time. Height and weight measurements were taken. Crime reports as well as home and school addresses were geocoded. Correlation analyses report a significant positive association between perception of lack of</p> | APAN | Neighbourhood crime; physical activity; screen time; adolescents |

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| | neighbourhood safety (girls and boys) and reported crime (among girls) and higher BMI scores. Among girls, screen time was positively associated with perceived and reported crime. Neighbourhood crime was not associated with physical activity. In relation to BMI scores, it would be good for future studies to assess the retail food environment to determine whether lack of neighbourhood safety and presence of unhealthy food retail are related. | | |
| PROVIDING HEALTHY FOOD OPTIONS | | | |
| <p>Li, Y., Robinson, L.E., Carter, W.M. & Gupta, R. 2015. 'Childhood obesity and community food environments in Alabama's Black Belt region.' <i>Child: Care, Health and Development</i> 41 (5): 668-676.</p> <p>http://www.ncbi.nlm.nih.gov/pubmed/25324035</p> | <p>This article assesses the neighbourhood food environment and levels of childhood obesity attending schools in Alabama. Height and weight measurements were taken for 613 African American students (4-13 years) in a rural county. Huff's retail model was used to estimate the probability that children would patronise an outlet. An overall index of the food environment was also used. Convenience stores, fast food stores, supermarkets and full service restaurants were geocoded. Multi-level regression analyses reveal that children living near more accessible supermarkets tended to have healthy weight status. Children with access to convenience stores and full-service restaurants had higher probabilities of being overweight. These findings suggest that children living in healthier food environments have a lower chance of being overweight when comparing those living in unhealthy food environments.</p> | SS | <p>Obesity; food retail; fast food; convenience store; supermarket; socio-demographics; children</p> |
| <p>Sadler, R.C., Arku, G. & Gilliland, J.A. 2015. 'Local food networks as catalysts for food policy change to improve health and build the economy.' <i>Local Environment</i> 20 (9):</p> | <p>This article investigates local food policy challenges and opportunities in Flint, Michigan. Participant observation and informal discussions were conducted with 30 stakeholders in Flint's food policy counsel (e.g.</p> | SS | <p>Local food networks; community gardens; farmers'</p> |

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| <p>1103-1121. http://www.tandfonline.com/doi/abs/10.1080/13549839.2014.894965#.VgayArRVh Hw*</p> | <p>community organisations, city planners, food producers, government officials). Four themes emerged from the transcripts: community-based decision-making; the main barriers to effective policy advocacy (i.e. funding, notions of equity; and government support); prospects for policy change (e.g. provision for urban agriculture) and applying research to policy change (e.g. expansion of community gardens). These findings connect ideas of food equity and healthy food production and provide a case study in developing a local food policy counsel.</p> | | <p>markets; local food policy</p> |
| <p>Lyseen, A.K., Hansen, H.S., Harder, H., Jensen & A.S., Mikkelsen, B.E. 2015. 'Defining neighbourhoods as a measure of exposure to the food environment.' <i>International Journal of Environmental Research and Public Health</i> 12 (7): 8504-8525. http://www.ncbi.nlm.nih.gov/pubmed/26197331</p> | <p>This article assesses neighbourhood measurement and exposure to retail food environments. A group of 187 participants (16-23 years of age) living across 11 municipalities in Denmark wore GPS devices for one week. Data from GPS was used to define person-based neighbourhoods. Residences, schools, fast food outlets (n=154) and supermarkets (n=144) were geocoded. Buffers around residences and schools (800m, 1600m) were used to define place-based neighbourhoods. Statistical analyses of the data reveal a significant difference in calculating the person-based versus place-based exposure to fast food outlets and supermarkets. For example the mean amount of fast-food outlets located with the neighbourhood varied from 3.8 (place-based) to 46.9 (person-based). These findings suggest that access to food retail occurs beyond the common notion of neighbourhood, although the study also finds that 85% of the measured activities are near the home or school. To account for the remaining 15%, the mobility of young people and their individual preferences must be taken into account. Assessing food environments in this light may provide a comprehensive</p> | <p>SS</p> | <p>Food environment; neighbourhood; measurement; young adults; Denmark</p> |

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| | assessment of exposure to healthy food environments. | | |

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