

HBEP FORTNIGHTLY LITERATURE REVIEW

REFERENCE	DESCRIPTION	ALERT SOURCE	KEYWORDS
GENERAL POLICY AND RESEARCH			
<p>Mayne, S.L., Auchincloss, A.H. & Michael, Y.L. 2015. 'Impact of policy and built environment changes on obesity-related outcomes: A systematic review of naturally occurring experiments.' <i>Obesity Reviews</i> 16 (5): 362-375. http://www.ncbi.nlm.nih.gov/pubmed/25753170</p>	<p>This article reviews the literature related to built environment changes, policy and obesity-related outcomes (physical activity, diet, body mass index). From a group of 1290 records, a group of 37 studies conducting natural experiments were analysed. Natural experiments have the ability to focus on real world efficacy. Stronger physical activity impacts were attributed to active transport improvements, an intervention over a longer period of time or when specific outcomes were measured (e.g. walking rather than total physical activity). Greater nutrition-related effects were found as a result of bans/restrictions on unhealthy foods or mandates offering healthier foods. Of three studies assessing body mass index, only one observed a significant effect (installation of light-rail system). These findings suggest that certain types of interventions may have more success in improving obesity-related outcomes than others.</p>	GPAN	Physical activity; obesity; built environment; policy; natural experiments
<p>McClure, R.J., Adriaola-Steil, C., Mulvihill, C., Fitzharris, M., Salmon, P., Bonnington, C.P. & Stevenson, M. 2015. 'Simulating the dynamic effect of land use and transport policies on the health of populations.' <i>American Journal of Public Health</i> 105 (S2): S223-229. http://www.ncbi.nlm.nih.gov/pubmed/25689177</p>	<p>This article constructs a model to provide a better understanding of the relationship between transport and health. A conceptual model portraying the relationships among land use, transport, population health and development was developed. A simulation experiment and modeled policy options were then conducted for six international cities (New York, London, Delhi, Beijing, Copenhagen, Melbourne). Results of the simulation suggest that potential health</p>	GPAN	Land use; transport; policies; health; safety; social equity

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	improvements may be gained through the implementation of transport safety activities in conjunction with planning policies shifting vehicular transport to public and active modes of transport. Seven specific approaches to integrating transport, land use and health policies are recommended.		
<p>Xu, Y. & Wang, F. 2015. 'Built environment and obesity by urbanicity in the U.S.' <i>Health & Place</i> 34 (April 2015): 19-29. http://www.ncbi.nlm.nih.gov/pubmed/25864019</p>	<p>This article investigates the association of built environments with physical inactivity and obesity. Multilevel modeling of physical inactivity and obesity data from the Behavioural Risk Factor Surveillance System was conducted. Street connectivity (intersection density), walkability (WalkScore) and food environment (ratio of fast food to full service restaurant) measurements were taken at county level across the US. Higher obesity risk was found for areas with poorer street connectivity and a prominence of fast food outlets. Higher WalkScores were linked to lower obesity risks in women. These findings suggest that the built environment may influence people's health patterns in urbanised areas.</p>	<p>APAN</p>	<p>Built environment; walkability; food environment; obesity</p>
<p>Schüle, S.A. & Bolte, G. 2015. 'Interactive and independent associations between the socioeconomic and objective built environment on the neighbourhood level and individual health: A systematic review of multilevel studies.' (2015) PLoS ONE, 10 (4): art. no. e0123456. http://www.ncbi.nlm.nih.gov/pubmed/25849569 *</p>	<p>This article reviews the literature related to the built environment, socio-economic position and health outcomes. From a group of 858 records, a group of 33 studies were qualitatively analysed. Associations were found with physical activity, overweight, perinatal and child health as well as other health outcomes (e.g. physical quality of life, alcohol consumption). Both neighbourhood socioeconomic characteristics and built environment factors play a role in explaining health inequalities between neighbourhoods. Multilevel modelling approaches are needed to disentangle the interactions between independent and/or interactive</p>	<p>SS</p>	<p>Built environment; socio-economic characteristics; health inequity; systematic review</p>

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	effects of the built environment and social factors on individual health outcomes.		
GETTING PEOPLE ACTIVE			
<p>Oreskovic, N.M., Perrin, J.M., Robinson, A.I., Locascio, J.J., Blossom, J., Chen, M.L. et al. 2015. 'Adolescents' use of the built environment for physical activity.' <i>BMC Public Health</i> 15: 251. http://www.biomedcentral.com/1471-2458/15/251/abstract</p>	<p>This article describes where young people are physically active. Eighty young people (11-14 years) wore accelerometers and GPS devices for two weeks. Data from GPS were categorised into six land uses: home, school, park, playground, street/footpath and other. Statistical analyses of the data show that other than home, all other locations were associated with higher recorded physical activity counts. Playground use was associated with an additional 172 counts per minute. These findings suggest that outdoor environments have the potential to encourage young people to sustain prolonged periods of moderate to vigorous physical activity.</p>	GPAN	Built environment; physical activity; young people
<p>Sahlqvist, S., Goodman, A., Jones, T., Powell, J., Song, Y. & Ogilvie, D. 2015. 'Mechanisms underpinning use of new walking and cycling infrastructure in different contexts: Mixed-method analysis.' <i>International Journal of Behavioral Nutrition and Physical Activity</i> 12 (1): art. no. 24. http://www.ncbi.nlm.nih.gov/pmc/articles/PMC4340230/</p>	<p>This article assesses the effects of infrastructure improvements on active transport. Data was taken from the iConnect study conducted in Cardiff, Kenilworth and Southampton that sought to improve the accessibility, convenience, safety, and/or pleasantness of local destinations. Surveys were taken at baseline as well as one and two years following the intervention (n=1510). These surveys queried participants about their awareness of the intervention and perceptions of the neighbourhood and route environments. Seventeen key informants provided perspectives of how interventions may influence active transport through semi-structured interviews. Analysis of the data suggest that network-wide infrastructure improvements, visibility of infrastructure improvements and design of infrastructure may be important for generating more</p>	SS	Active transport; infrastructure improvements; natural experiment

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	active travel among users. These findings suggest that new active transport infrastructure implemented in a comprehensive manner may encourage its use.		
<p>Rodríguez, D.A., Merlin, L., Prato, C.G., Conway, T.L., Cohen, D., Elder, J.P., et al. 2015. 'Influence of the built environment on pedestrian route choices of adolescent girls.' <i>Environment and Behaviour</i> 47 (4): 359-394. http://eab.sagepub.com/content/47/4/359</p>	<p>This article assesses the built environment in relation to pedestrian route preferences among young women. Data was taken from the Trial of Activity for Adolescent Girls Study. A group of participants wore GPS devices and accelerometers as well as completed travel diaries. Data was analysed and a collection of pedestrian routes were defined. These pedestrian routes were then examined and audited for aesthetics, destinations, functionality and safety. Statistical modelling was performed on the audit results. A positive association was found between short distance and route choice. Greenway or trails, higher safety, percentage of footpaths and availability of destinations were also positively associated with route choice. Providing stimulating routes may encourage these young women to walk farther. These findings portray the types of environments that are preferred by active travellers and can assist those working to promote environments supportive of healthy behaviours.</p>	SS	Walking; built environment; route preferences; young people
CONNECTING AND STRENGTHENING COMMUNITIES			
<p>Menec, V.H., Hutton, L., Newall, N., Nowicki, S., Spina, J., Veselyuk, D. 2015. 'How 'age-friendly' are rural communities and what community characteristics are related to age-friendliness? The case of rural Manitoba, Canada.' <i>Ageing and Society</i> 35 (1): 203-223. http://journals.cambridge.org/action/displayAbstract?fromPage=online&aid=945054</p>	<p>This article examines age-friendliness (i.e. a place where people are involved, valued and supported with infrastructure and services relative to their needs) in 56 communities across Manitoba. A group of 1373 individuals (senior, caregiver, friend of senior, service provider, government, non-government, business) completed a survey about the physical environment, housing options, social environment, opportunities for participation, health-care services, transportation</p>	SS	Age-friendliness; physical environment; social environment; transportation options; policy

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<p style="text-align: center;">4</p>	<p>options and communication/information. Census data provided community characteristics. Regression analysis reveals the greater densities of residents aged 65 or older, the higher the ratings of age-friendliness overall as well as ratings of the social environment. Neighbourhoods in Manitoba are generally responsive to older residents' needs. Such results suggest the creation and promotion of age-friendly initiatives.</p>		
<p>Schüle, S.A. & Bolte, G. 2015. 'Interactive and independent associations between the socioeconomic and objective built environment on the neighbourhood level and individual health: A systematic review of multilevel studies.' (2015) PLoS ONE, 10 (4): art. no. e0123456. http://www.ncbi.nlm.nih.gov/pubmed/25849569 *</p>	<p>This article reviews the literature related to the built environment, socio-economic position and health outcomes. From a group of 858 records, a group of 33 studies were qualitatively analysed. Associations were found with physical activity, overweight, perinatal and child health as well as other health outcomes (e.g. physical quality of life, alcohol consumption). Both neighbourhood socioeconomic characteristics and built environment factors play a role in explaining health inequalities between neighbourhoods. Multilevel modelling approaches are needed to disentangle the interactions between independent and/or interactive effects of the built environment and social factors on individual health outcomes.</p>	<p style="text-align: center;">SS</p>	<p>Built environment; socio-economic characteristics; health inequity; systematic review</p>
<p>Madureira, H., Nunes, F., Oliveira, J.V., Cormier, L. & Madureira, T. 2015. 'Urban residents' beliefs concerning green space benefits in four cities in France and Portugal.' <i>Urban Forestry and Urban Greening</i> 14 (1): 56-64. http://www.sciencedirect.com/science/article/pii/S1618866714001320</p>	<p>This article explores residential perceptions about the benefits of urban green spaces. A group of 1000 participants from Paris, Angers, Lisbon and Porto were asked to rate the most and least important urban green space benefits (e.g. noise reduction, opportunities for outdoor sport and recreation, enhanced social interaction). While there are local variations in perceived benefits (e.g. promotion of biodiversity, contribution to city image), a consensus was found in the perception of green spaces to facilitate contact with</p>	<p style="text-align: center;">SS</p>	<p>Green spaces; health and well-being</p>

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	nature as well as to promote personal health and well-being. Recognising such attributes may help planners and policy makers develop contextually appropriate green space strategies.		
PROVIDING HEALTHY FOOD OPTIONS			
<p>Ledoux, T., Adamus-Leach, H., O'Connor, D.P., Mama, S. & Lee, R.E. 2015. 'The association of binge eating and neighbourhood fast-food restaurant availability on diet and weight status.' <i>Public Health Nutrition</i> 18 (2): 352-360. http://www.ncbi.nlm.nih.gov/pubmed/24476972</p>	<p>This article assesses the effects of binge eating and fast food restaurants on African American and Hispanic/Latino women. A group of 170 women completed a baseline health assessment (questions related to binge eating and diet history, height and weight measurements). Fast food restaurants were geocoded within an 800m radius of each participant's home. Statistical analysis of the data shows a significant effect of fast food restaurant availability and binge eating on body mass index. Binge eaters with at least one fast food restaurant had higher BMI than binge eaters without such retail access or non-bingers. These findings suggest that those who have weakened control over the amount of food they consume may be sensitive to environmental cues such as exposure to fast food restaurants and therefore result in overeating. This study begins to showcase how fast food access may affect the weight and diet patterns of some people and not others.</p>	SS	Fast food restaurants; access; binge eating; body mass index
<p>Dubowitz, T., Ncube, C., Leuschner, K. & Tharp-Gilliam, S. 2015. 'A natural experiment opportunity in two low-income urban food desert communities: Research design, community engagement methods and baseline results.' <i>Health Education and Behavior</i> 42(1): 87S-96S. http://www.ncbi.nlm.nih.gov/pubmed/25476972</p>	<p>This article evaluates the change in diet due to the introduction of a full service grocery store in low-income neighbourhoods. Data was derived from the Pittsburg Hill/Homewood Research on Eating, Shopping and Health study. Households (n=1372) were chosen from two areas identified as socio-economically depressed food deserts. One area served as the intervention area where a new grocery store was</p>	SS	Obesity; food access; distance; natural experiment; socio-economic; African-American

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829122	<p>introduced. Participants reported food-shopping behaviours at baseline and three years post intervention. Fresh food availability and cost audits were conducted in the food stores frequented by participants. Initial analysis shows that the majority of residents shop at their local full-service grocery stores, even if they are located beyond the local walkable distance. The majority of residents did not rely on neighbourhood stores for their food shopping. These findings suggest that accessible fresh foods may not be sufficient to promote healthy eating habits. Rather, the authors suggest that affordability rather than accessibility may attract shoppers to healthier eating patterns.</p>		
<p>Rummo, P.E., Meyer, K.A., Boone-Heinonen, J., Jacobs, D.R., Kiefe, C.I., Lewis, C.E. et al. 2015. 'Neighborhood availability of convenience stores and diet quality: Findings from 20 years of follow-up in the Coronary Artery Risk Development in Young Adults study.' <i>American Journal of Public Health</i> 105 (5): e65-e73. http://www.ncbi.nlm.nih.gov/pubmed/25790410</p>	<p>This article assesses the relationship between convenience stores and diet outcomes over 20 years. Data from 3922 participants were drawn from the Coronary Artery Risk Development in Young Adults study. Food consumption (fruits, vegetables, whole grains, processed meats, snacks, dessert and sweetened drinks) was examined at baseline, 7 years and 20 years. Counts of each food type resource within a 3km radius of participants' homes were taken. Percentage of convenience stores relative to total food stores was calculated. Results report a lower diet quality with greater availability of neighbourhood convenience stores particularly among respondents with a lower income level. Whole grain consumption was negatively associated with the percentage of convenience stores. The availability of convenience stores may deter the consumption of healthy food products.</p>	<p>SS</p>	<p>Fresh foods; convenience stores; socio-economic status; longitudinal study</p>

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