

## HBEP FORTNIGHTLY LITERATURE REVIEW

REFERENCE	DESCRIPTION	ALERT SOURCE	KEYWORDS
<b>GENERAL POLICY AND RESEARCH</b>			
<p>Active Healthy Kids Australia. 2014. <i>Is sport enough? The Report card on physical activity for children and young people.</i>  <a href="http://www.activehealthykidsaustralia.com.au">http://www.activehealthykidsaustralia.com.au</a></p>	<p>This report provides baseline findings based on collaboration between various universities and research institutes across Australia. Twelve indicators grouped under four categories were measured: strategies and investments; settings and sources of influence (family and peers, school, community and the built environment); overall physical activity levels (e.g. organised sport, active play, active transport); and traits (aerobic fitness and movement skills). Australia is succeeding with well over half of children and young people in the realms of organised sport and physical activity participation; community and the built environment and school infrastructure, policies and programming. Unfortunately, Australia has much to improve in the remaining indicators. These indicators provide a basis to target research and interventions to encourage healthy active lifestyles.</p>	<p>APAN/PCAL</p>	<p>Indicators; physical activity; children; young people; Australia</p>
<p>Mowatt, D., Gardner, C., McKeown, D., Tran, N., Moloughney, B. &amp; Bursey, G. 2014. <i>Improving health by design in the Greater Toronto-Hamilton area: A report of medical officers of health in the GTHA.</i>  <a href="http://www.peelregion.ca/health/resources/healthbydesign/pdf/moh-report.pdf">http://www.peelregion.ca/health/resources/healthbydesign/pdf/moh-report.pdf</a></p>	<p>This report focuses on transport to promote and protect the health of the Greater Toronto-Hamilton area. It discusses the economic burden of unhealthy transport behaviours and contextualizes health trends and opportunities. It then provides a vision for communities that promote health by design. A number of activities are suggested to promote healthy outcomes: funding public transport infrastructure, strengthening policies to support active transport and public transport use, and normalising planning for active transport and public</p>	<p>PCAL</p>	<p>Transport; healthy design</p>

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	transport use. This report considers a comprehensive perspective to create healthy, compact and complete communities.		
<p>Vincent, J.M. 2014. 'Joint use of public schools: A framework for promoting healthy communities.' <i>Journal of Planning Education and Research</i> 34 (2): 153-168.  <a href="http://jpe.sagepub.com/content/34/2/153.abstract">http://jpe.sagepub.com/content/34/2/153.abstract</a></p>	<p>This article emphasises the ways to promote k-12 year public school joint use as a place-based strategy for promoting healthy communities. It first explores the potential benefits of joint use as perceived by the planning, public health and education fields. It then reports the findings from sixty-five semi-structured interviews with state, school district, local government and community organisation representatives in California. The transcripts reveal four categories of purpose for joint use: physical activity; expanded student and community social services or amenities; direct curriculum enhancement; and, broader land development or local revitalisation. Five factors shape joint use efforts: users, space, time, frequency and payment. A resulting framework defining basic joint use, joint development for joint use and joint use partnership can aid practitioners and policy makers to implement joint use projects.</p>	SS	<p>Healthy communities; joint use; public schools; literature review</p>
<b>GETTING PEOPLE ACTIVE</b>			
<p>Stark, J.H., Neckerman, K., Lovasi, G.S., Quinn, J., Weiss, C.C., Bader, M.D.M., et al. 2014. 'The impact of neighborhood park access and quality on body mass index among adults in New York City.' <i>Preventive Medicine</i> 64 (July 2014): 63-68.  <a href="http://www.ncbi.nlm.nih.gov/pubmed/24704504">http://www.ncbi.nlm.nih.gov/pubmed/24704504</a></p>	<p>This article assesses the size and cleanliness of parks and their association with a group of adults' body mass index. Self-reported height and weight data were obtained from the Community Health Survey in New York City. The ratio of park space within each postcode was assessed for each respondent. The cleanliness of parks was also assessed. These findings suggest neighbourhoods offering multiple and clean parks may impact the body mass index among this group of adults.</p>	SS	<p>Obesity; neighbourhood; environment; walkability</p>

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<p>McCormack, G.R., Shiell, A., Doyle-Baker, P.K., Friedenreich, C.M. &amp; Sandalack, B.A. 2014. 'Subpopulation differences in the association between neighborhood urban form and neighborhood-based physical activity.' <i>Health &amp; Place</i> 28 (July 2014): 109-115.  <a href="http://www.sciencedirect.com/science/article/pii/S1353829214000483">http://www.sciencedirect.com/science/article/pii/S1353829214000483</a></p>	<p>This article assesses the relationship between the built environment and physical activity. A group of 2006 Calgary adults completed telephone and self-administered questionnaires about physical activity levels (walking for transport and recreation). Energy expenditures were calculated based on these levels. Neighbourhood walkability was assessed for each respondent using high, medium and low walkability categories. Statistical analyses of the data show that physical activity levels were significantly higher in high walkable neighbourhoods when compared to the medium and low walkable neighbourhoods. While physical activity levels did not differ among dog owners living in the three types of walkable communities, there was a significant difference in levels found among those not owning a dog. These findings suggest that a walkable environment as well as dog ownership may be protective factor against sedentary behaviour.</p>	<p>APAN</p>	<p>Physical activity; built environment; walkability</p>
<p>Kent, J.L. 2014. 'Carsharing as active transport: What are the potential health benefits?' <i>Journal of Transport &amp; Health</i> 1 (1): 54-62.  <a href="http://www.sciencedirect.com/science/article/pii/S2214140513000054">http://www.sciencedirect.com/science/article/pii/S2214140513000054</a></p>	<p>This article explores the potential health benefits of carsharing through a systematic review of the literature. Four potential benefits of carsharing are discussed: reduced car ownership, reduced vehicular kilometres travelled by private car, a sense of belonging and increased equitable access. From a search of 183 articles, 149 articles were reviewed in relation to changed vehicle ownership, changed vehicular kilometres travelled and changed mode share of active transport. Findings show that carsharing reduced vehicular ownership and/or changed travel behaviour and suggest that this alternative form of transport can be conceptualised as an additional form of healthy transport.</p>	<p>SS</p>	<p>Physical activity; built environment; carsharing</p>

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<b>CONNECTING AND STRENGTHENING COMMUNITIES</b>			
<p>Corral, I., Landrine, H. &amp; Zhao, L. 2014. 'Residential segregation and obesity among a national sample of Hispanic adults.' <i>Journal of Health Psychology</i> 19 (4): 503-508.  <a href="http://www.ncbi.nlm.nih.gov/pubmed/23460679">http://www.ncbi.nlm.nih.gov/pubmed/23460679</a></p>	<p>This article compares the prevalence of obesity in high, moderate, and low segregated American Hispanic neighbourhoods. Segregated Hispanic neighbourhoods were found more likely to lack recreational facilities and contain more fast-food outlets than Caucasian neighbourhoods of comparable socioeconomic status. Data from 8,785 respondents was taken from the 2000 Behavioural Risk Factor Surveillance System. Self-reported height and weight measurements were linked to 2000 census data on segregation and poverty. Multilevel logistic regression shows that obesity levels are more prevalent in high-poverty areas and residential segregation contributes independently and significantly to obesity among Hispanics. Hispanics living in highly segregated Hispanic neighbourhoods may suffer from obesogenic environments.</p>	SS	Obesity; neighbourhood; segregation; Hispanics
<p>Feng, Z.Q. &amp; Boyle, P. 2014. 'Do long journeys to work have adverse effects on mental health?' <i>Environment &amp; Behaviour</i> 46(5): 609-625.  <a href="http://eab.sagepub.com/content/early/2013/01/17/0013916512472053.abstract">http://eab.sagepub.com/content/early/2013/01/17/0013916512472053.abstract</a></p>	<p>This article focuses on long work journeys and their association with mental distress. A nationally representative sample of 5,216 people over a period of 16 waves of data participated in the British Household Panel Survey. Participants completed the General Health Questionnaire, a self-reported measure of psychological distress and answered a question regarding their usual travel time to work. Commute times were categorised into three groups: 0-29 minutes, 30-59 minutes and 60+ minutes. Statistical analysis shows that car drivers who commuted for 30 minutes or more and those who spent more than 60 minute commuting on public transport had elevated levels of mental distress. These findings were largely found among women and not men. Interventions to improve access and commuting times</p>	SS	Travel behaviour; commute times; mental health

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	for women can help alleviate mental stress.		
<p>Mmari, K., Lantos, H., Brahmhatt, H., Delany-Moretlwe, S., Lou, C., Acharya, R. &amp; Sangowawa, A. 2014. 'How adolescents perceive their communities: A qualitative study that explores the relationship between health and the physical environment.' <i>BMC Public Health</i> 14: 349. <a href="http://www.biomedcentral.com/1471-2458/14/349">http://www.biomedcentral.com/1471-2458/14/349</a></p>	<p>This article examines the perceived environmental factors related to adolescent health in five international cities. Adolescents aged 15-19 years in Baltimore, Ibadan, Johannesburg, New Delhi and Shanghai participated in in-depth interviews, community mapping, focus groups and a photovoice activity. The data show five aspects that influence health: perception of safety; dirt and air pollution; housing; recreational spaces and infrastructure (water and electricity). Infrastructure, dirt and air pollution were perceived as being related to chronic and infectious diseases. Vacant homes and lack of recreational activity were linked to reproductive health problems. Vacant homes were also associated with drug and alcohol use. The influence of the physical environment was a pervasive finding across the country sites. In relation to health, physical activity or obesity was not mentioned. This finding suggests that healthy built environment measures should move beyond walkability measures and examine other attributes of the physical environment meaningful to adolescents.</p>	APAN	Health and wellbeing; built environment; adolescent
<b>PROVIDING HEALTHY FOOD OPTIONS</b>			
<p>Zepeda, L., Reznickova, A. &amp; Lohr, L. 2014 'Overcoming challenges to effectiveness of mobile markets in US food deserts.' <i>Appetite</i> 79 (August 2014): 58-67. <a href="http://www.ncbi.nlm.nih.gov/pubmed/24727100">http://www.ncbi.nlm.nih.gov/pubmed/24727100</a></p>	<p>This article investigates how mobile food markets affect healthy food choices. A group of 82 participants engaged in eight focus group discussions in Washington, Illinois, Wisconsin and Washington, DC. They were asked about their fresh produce consumption, perceptions of the mobile market as well as the barriers and facilitators to using the mobile market. The data show that shoppers of mobile markets ate significantly more servings of fruits and vegetables than non-shoppers. Five</p>	SS	Healthy food; access; mobile markets

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	constraints in using mobile markets were recognised: knowledge and perception, lack of familiarity, affordability, convenience, value and trust. In addressing these constraints, mobile markets have a role in facilitating healthy food behaviour in areas that have limited access to fresh produce.		
Williams, J., Scarborough, P., Matthews, A., Cowburn, G., Foster, C., Roberts, N. & Rayner, M. 2014. 'A systematic review of the influence of the retail food environment around schools on obesity-related outcomes.' <i>Obesity Reviews</i> 15 (5): 359-374. <a href="http://www.ncbi.nlm.nih.gov/pubmed/24417984">http://www.ncbi.nlm.nih.gov/pubmed/24417984</a>	This article provides a systematic review of the literature related to children's consumption, obesity levels and food outlets near school. From a search of 5,789 articles, thirty papers were reviewed. The food outlets most commonly studied include fast food restaurants, convenience stores, supermarkets and grocery stores. Findings suggest a positive relationship between body weight and exposure to food outlets. Of the papers that measured food outlets and consumption of unhealthy food, results of significance were mixed. Of the papers that measured food outlets and consumption of fresh foods, three studies found significant association between increased consumption of fruit and vegetable and fast food outlets. These findings suggest much work needs to be done to establish consistency in findings. At present, there was no strong evidence found to support regulating food environments near schools to promote healthier consumption patterns among children.	SS	Healthy food; availability; food access; schools; weight status; children
Black, C., Moon, G. & Baird, J. 2014. 'Dietary inequalities: What is the evidence for the effect of the neighbourhood food environment?' <i>Health &amp; Place</i> 27 (May 2014): 229-242. <a href="http://www.sciencedirect.com/science/article/pii/S1353829213001317">http://www.sciencedirect.com/science/article/pii/S1353829213001317</a>	This article synthesises the evidence for socioeconomic disparities in nutrition environments on dietary intake. It uses the Glanz et al. (2005) food environment model to structure the review of the literature. A total of ten published reviews were assessed to determine the disparities in the neighbourhood, community and consumer food environment. Two systematic reviews	SS	Food access; dietary inequalities; review

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	<p>and an additional 27 articles were reviewed to determine the neighbourhood, community and consumer food environment and dietary quality. The findings show compelling evidence that neighbourhoods with higher levels of economic deprivation tend to have greater access to fast food outlets than predominantly white and affluent areas. Poorer quality produce was found consistently in more economically deprived areas. Multidimensional approaches of the environment as measured here are needed to further assess the nature of diet inequality</p>		

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