

HBEP FORTNIGHTLY LITERATURE REVIEW

REFERENCE	DESCRIPTION	ALERT SOURCE	KEYWORDS
GENERAL POLICY AND RESEARCH			
<p>Garrard, J. 2013. <i>Senior Victorians and walking: Obstacles and opportunities</i>. Melbourne: Victoria Walks Inc. http://www.victoriawalks.org.au/seniors/ *</p>	<p>This report reviews the evidence related to actual and perceived barriers and opportunities for older pedestrians. A review of the literature related to older pedestrians aged 60 and over is introduced. Data from the Victorian Integrated Survey of Travel and Activity, a survey of 1128 Victorian seniors and eight focus groups with 32 Victorian participants were analysed. The analyses indicate that walking is a major form of physical activity for pedestrians aged 75 years and older. Uncontrolled dogs, poorly maintained and poorly lit footpaths as well as drivers and cyclists failing to give way were the main barriers to walking. Lack of walkable streets denies this ageing population an opportunity to be active and healthy.</p>	PCAL/APO	Walking; older pedestrians; constraints; walkable streets
<p>Wang, J. 2013. <i>Commuter costs and potential savings: Public transport versus car commuting in Australia</i>. Lismore: Southern Cross University. http://www.ara.net.au/UserFiles/file/Publications/Commuter-costs-potential-savings-report-FINAL%20(1).pdf</p>	<p>This paper identifies the savings that could be achieved by choosing to take public transport to work. Public transport and vehicular commuting costs in seven Australian capital cities were compared. An average vehicular commute five days a week within 5km of the CBD costs \$7432 and \$14,639 when the distance extends to 25km. Public transport was calculated to cost \$5,541. It is acknowledged that a range of other factors might influence commuter costs and savings. These insights provide an economic incentive to support the use of Australian public transport.</p>	APAN/PCAL	Public transport; commuting costs; Australian cities
<p>Royal Institute of British Architects. 2013. <i>Designing with data. Shaping our future</i></p>	<p>This report explores the merits of using data to design our cities. Four approaches for how architects, urban</p>	APAN	Data; city design

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<p><i>cities</i>. London: RIBA & ARUP. http://issuu.com/ribacomms/docs/19_242_designing_with_data_v10_1sin/1?e=2663058/5504289</p>	<p>designers and planners can work with data are identified: understanding user needs; experimentation and modeling before construction; analysing for policy outcomes; and improving transparency of development processes. Examples occurring within the UK are provided. Coordinating data sets across governmental and research sectors can help create the types of places where people want to live.</p>		
GETTING PEOPLE ACTIVE			
<p>Lee, J-S., Nam, J. & Lee, S.-S. 2014. 'Built environment impacts on individual mode choice: An empirical study of the Houston-Galveston Metropolitan Area'. <i>International Journal of Sustainable Transportation</i> 8 (6): 447-470. http://www.tandfonline.com/doi/abs/10.1080/15568318.2012.716142#preview</p>	<p>This paper examines the impact of the built environment and spatial measures on travel choice. A modeling framework is proposed which considers various dimensions of the built environment including density, diversity and design of both trip origin and destination. Data was obtained for 113 cities from the 2007 Houston-Galveston Area Council Household Activity and Travel Survey. The land use geographic information system dataset provided population and employment density measures; a land use balance index; and, connectivity and roadway measures. Multinomial logit choice model was employed and suggest that at a buffer scale, people in higher population densities, well mixed land uses and connected residential areas were more likely to actively travel for shopping and recreational trips. Longer roadways were associated with a higher probability of choosing vehicular modes of travel. These findings suggest a strong role of land use policies to manage travel and encourage active forms of travel.</p>	SS	<p>Built environment; spatial measures; density; diversity; design; active travel; modelling framework</p>
<p>Loitz, C.C. & Spencer-Cavaliere, N. 2013. 'Exploring the barriers and facilitators to children's active transportation to and from</p>	<p>This article explores the perspectives of Canadian practitioners on the barriers and facilitators to active travel to school. Focus group interviews were conducted</p>	SS	<p>Active travel to school; practitioners;</p>

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<p>school from the perspectives of practitioners.' <i>Journal of Physical Activity and Health</i> 10 (8): 1128-1135. http://www.ncbi.nlm.nih.gov/pubmed/23220739</p>	<p>with 19 practitioners (e.g. traffic engineers, health promoters, police). Content analysis of the transcripts reveals that the common facilitators include collaboration, education and leadership. Barriers comprise attitudes, safety concerns, lack of time and resources as well as the nature of the natural and built environments. The application of an ecological model of health behaviour to the findings suggests that active transport is complex and requires coordination and collaboration across stakeholders (e.g. planning professions, health educators, council members).</p>		<p>barriers; facilitators; ecological model</p>
<p>Wilhelm Stanis, S.J., Oftedal, A. & Schneider, I. In press. 'Association of outdoor recreation availability with physical activity and weight status in Minnesota youth.' <i>Preventive Medicine</i>. http://www.sciencedirect.com/science/article/pii/S009174351300443X</p>	<p>This article assesses the impacts of the availability of recreational resources on physical activity and weight status of Minnesota youth. Parkland, forest, natural reserves, motorised and non-motorised trails. Hierarchical regression models show an association between county-level densities of recreational trails and levels of physical activity and weight status. These findings suggest that the types and availability of recreational areas impact health outcomes differently. To understand these differences, notions of 'park' need to be extended to other types of spaces that provide opportunities for recreation.</p>	<p>APAN</p>	<p>Physical activity; parks; recreation; youth</p>
<p>Zhang, X., Holt, J.B., Lu, H., Onufrak, S., Yang, J., French, S.P. & Sui, D.S. In press. 'Neighbourhood commuting environment and obesity in the United States: An urban-rural stratified multilevel analysis.' <i>Preventive Medicine</i>. http://www.sciencedirect.com/science/article/pii/S0091743513004155</p>	<p>This article investigates the effects of spatial patterns of neighbourhood commuting on obesity. Data was taken from the 1997-2005 US National Health Interview Survey and the 2000 US Census to assess commuting patterns and obesity levels (n=277,292). Residential census tracts were geocoded and categorised as large central metro, large fringe metro, medium metro, small metro, micropolitan and non-core rural counties. Statistical analyses of the data show that higher</p>	<p>APAN</p>	<p>Neighbourhood; spatial patterns; vehicular commute; obesity</p>

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	<p>automobile dependency was associated with increased obesity risk for all spatial patterns except non-core rural areas. Longer commuting time was associated with increased obesity risk in all of the spatial patterns except large fringe metro and medium metro. Spatial patterns affect neighbourhood commutes. These findings suggest that more frequent and longer vehicular trips could result in lower physical activity levels that may contribute to higher obesity levels.</p>		
<p>Garrard, J. 2013. <i>Senior Victorians and walking: Obstacles and opportunities</i>. Melbourne: Victoria Walks Inc. http://www.victoriawalks.org.au/seniors/ *</p>	<p>This report reviews the evidence related to actual and perceived barriers and opportunities for older pedestrians. A review of the literature related to older pedestrians aged 60 and over is introduced. Data from the Victorian Integrated Survey of Travel and Activity, a survey of 1128 Victorian seniors and eight focus groups with 32 Victorian participants were analysed. The analyses indicate that walking is a major form of physical activity for pedestrians aged 75 years and older. Uncontrolled dogs, poorly maintained and poorly lit footpaths, as well as drivers and cyclists failing to give way were the main barriers to walking. Lack of walkable streets denies this ageing population an opportunity to be active and healthy.</p>	<p>PCAL/APO</p>	<p>Walking; older pedestrians; constraints; walkable streets</p>
CONNECTING AND STRENGTHENING COMMUNITIES			
<p>Bower, K.M., Thorpe Jr., R. J., Rodhe, C. & Gaskin, D. J. 2014. 'The intersection of neighbourhood racial segregation, poverty and urbanicity and its impact on food store availability in the United States.' <i>Preventive Medicine</i> 58 (January 2014): 33-39. http://www.sciencedirect.com/science/article/pii/S0091743513003988 *</p>	<p>This article examines the availability of supermarkets, grocery stores and convenience stores in the United States based on socioeconomic conditions and urbanicity levels. Population data was obtained from the 2000 United States Population and Housing Summary for 65,174 census tracts. Food store data was obtained from InfoUSA and geocoded for each census tract. Multivariate count regression models were run for</p>	<p>SS</p>	<p>Food store availability; urban; rural; socioeconomic</p>

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	<p>nationwide, urban and rural samples. Predominant Black and Hispanic tracts tend to be high poverty and urban. Urban census tracts have fewer convenience and grocery stores but more supermarkets than rural tracts. There are more grocery stores and fewer supermarkets as neighbourhood poverty increases. There are fewer grocery stores in rural versus urban areas. These findings suggest that urban neighbourhoods with greater poverty and large minority populations have less access to supermarkets and therefore are less likely to have access to a variety of healthy and fresh foods. Interventions should target such communities and work with existing resources (e.g. encouraging grocery stores to carry fresh food).</p>		
<p>Korpela, K., Borodulin, K., Neuvonen, M., Paronen, O. & Tyrväinen, L. 2014. 'Analysing the mediators between nature-based outdoor recreation and emotional wellbeing.' <i>Journal of Environmental Psychology</i> 37 (March 2014): 1-7. http://www.sciencedirect.com/science/article/pii/S0272494413000753</p>	<p>This article examines the relationship between time spent in nature-based recreation and emotional wellbeing. A group of 3060 Finnish people completed a questionnaire related to participation in nature-based recreation, emotional wellbeing, restorative experiences and amount of social company. Recreation was measured in green, blue (water environments) and white (green space in winter) spaces. Statistical analysis shows a positive and significant relationship between the average time spent on nature-based recreation and emotional wellbeing. While restorative experiences were found to mediate this connection, the amount of social company did not. Experiencing calmness, gaining vitality for everyday routines, forgetting worries and clarifying thoughts contribute to the importance of nature-based recreation. In addition to generally providing a social venue, outdoor recreation spaces can offer individuals restorative experiences which may</p>	<p>SS</p>	<p>Recreation; nature-based; wellbeing; restorative experiences; social company</p>

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	contribute to their overall wellbeing.		
PROVIDING HEALTHY FOOD OPTIONS			
<p>Bower, K.M., Thorpe Jr., R. J., Rodhe, C. & Gaskin, D. J. 2014. 'The intersection of neighbourhood racial segregation, poverty and urbanicity and its impact on food store availability in the United States.' <i>Preventive Medicine</i> 58 (January 2014): 33-39. http://www.sciencedirect.com/science/article/pii/S0091743513003988 *</p>	<p>This article examines the availability of supermarkets, grocery stores and convenience stores in the United States based on socioeconomic conditions and urbanicity levels. Population data was obtained from the 2000 United States Population and Housing Summary for 65,174 census tracts. Food store data was obtained from InfoUSA and geocoded for each census tract. Multivariate count regression models were run for nationwide, urban and rural samples. Predominant Black and Hispanic tracts tend to be high poverty and urban. Urban census tracts have fewer convenience and grocery stores but more supermarkets than rural tracts. There are more grocery stores and fewer supermarkets as neighbourhood poverty increases. There are fewer grocery stores in rural versus urban areas. These findings suggest that urban neighbourhoods with greater poverty and large minority populations have less access to supermarkets and therefore are less likely to have access to a variety of healthy and fresh foods. Interventions should target such communities and work with existing resources (e.g. encouraging grocery stores to carry fresh food).</p>	<p>SS</p>	<p>Food store availability; urban; rural; socioeconomic</p>

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