

FORTNIGHTLY LITERATURE REVIEW

REFERENCE	DESCRIPTION	ALERT SOURCE	KEYWORDS
GENERAL POLICY AND RESEARCH			
National Research Council. 2011. <i>Improving Health in the United States: The Role of Health Impact Assessment</i> . Washington DC: National Research Council, National Academies Press. http://www.nap.edu/catalog.php?record_id=13229	This report provides a review of current practice of Health Impact Assessment in the US, and recommendations for use of HIA in the future. The authors provide a definition, framework and criteria for HIA, and a discussion of the challenges relating to the development and use of HIA. The report concludes with a discussion of the structures and policies which can be used to promote HIA.	HCD	Health Impact Assessment; US; practice; theory; health promotion
Sassi, F. 2010. <i>Obesity and the Economics of Prevention: Fit Not Fat</i> . Paris: OECD. http://www.oecd.org/document/31/0,3343,en_2649_33929_45999775_1_1_1_1,00.html#Executive_Summary	This report looks at the obesity epidemic from an economics perspective – specifically, the economics of prevention. The author describes the economic approach as one which aims to ‘...[identify] possible factors, technically market failures, which limit opportunities for people to make healthy lifestyle choices, and [devise] suitable strategies to overcome such failures’. The report examines how obesity became a problem; the health and economic costs associated with obesity; which population groups most affected by obesity; projected future trends and social impacts; what governments and markets can do to improve health-related behaviours; and what types of interventions work and how much they cost.	APAN	Obesity; economics; projections; social impacts; leadership; interventions
Carr, L.J., Dunsiger, S.I. and Marcus, B.H. 2011. ‘Validation of Walk Score for estimating access to walkable amenities.’	Walk Score is a website that provides a ‘walkability’ score to neighbourhoods, based on proximity to 13 amenity categories – e.g. grocery stores, coffee shops,	APAN	Walk Score; walkability; measurement;

<p><i>British Journal of Sports Medicine</i> 45(14): 1144-1148. * http://bjsm.bmj.com/content/45/14/1144.full</p>	<p>restaurants, bars, movie theatres, schools, parks, libraries, book stores, fitness centres, chemists, hardware stores, clothing/music stores. This paper describes a US study of the validity and reliability of Walk Score for measuring access to objectively measured walkable amenities. The authors used GIS to collect data and compare it to that found on Walk Score. They concluded that Walk Score is a reliable and valid method for estimating the walkability of a neighbourhood.</p>		<p>neighbourhood design; physical activity; GIS</p>
<p>Mumford, K.G., Contant, C.K., Weissman, J., Wolf, J. and Glanz, K. 2011. 'Changes in Physical Activity and Travel Behaviours in Residents of a Mixed-Use Development.' <i>American Journal of Preventive Medicine</i> 41(5): 504-507. * http://www.sciencedirect.com/science/article/pii/S0749379711005174</p>	<p>This article describes a US study that explored the physical activity and travel behaviours of individuals before and after they moved to a mixed-use redevelopment community. 101 residents from the community completed a survey with questions about neighbourhood characteristics and activities before moving to the new development, and after. The results showed that adults who move to a denser, mixed-use neighbourhood increase their levels of walking for recreation and transportation, decrease car use, and increase use of public transport.</p>	<p>APAN</p>	<p>Mixed use development; neighbourhood design; physical activity; travel behaviour; public transport; walkability; survey design</p>
<p>GETTING PEOPLE ACTIVE</p>			
<p>Buck, C., Pohlabein, H., Huybrechts, I., De Bourdeaudhuij, Pitsiladis, Y., Reisch, L. and Pigeot, I. 2011. 'Development and application of a moveability index to quantify possibilities for physical activity in the built environment of children.' <i>Health & Place</i> 17(6): 1191-1201. http://www.sciencedirect.com/science/article/pii/S1353829211001511</p>	<p>This article explores the use of GIS to objectively assess urban forms, and determine the extent to which these urban forms impact on physical activity levels. The authors explain how they used a 'kernel density method' (which is based on the weighted sum of urban elements within a chosen bandwidth for each point of the study area) with a moveability index, and physical activity data to evaluate the impact of the built environment on physical activity levels of 596 school children in Germany. The analysis showed that there was a modest but significant relationship between urban forms and physical activity.</p>	<p>APAN</p>	<p>GIS; measurement; audit tool; children; physical activity; urban form</p>

<p>Pabayo, R.A., Gauvin, L., Barnett, T.A., Morency, P., Nikiema, B. and Séguin, L. 2011. 'Understanding the determinants of active transportation to school among children: Evidence of environmental injustice from the Quebec longitudinal study of child development.' <i>Health & Place</i>, doi: 10.1016/j.healthplace.2011.08.017 * http://www.sciencedirect.com/science/article/pii/S1353829211001572</p>	<p>This article explores the relationship between poverty, lack of safety in the neighbourhood, and active transportation to school among children in the early school years. Data from the Quebec Longitudinal Study of Child Development was used to identify determinants of active transportation for 710 children and parents. The results showed that insufficient household income, having an older sibling, and living in a neighbourhood that is not excellent for raising children (or characterised by high decay) were positively associated with a greater likelihood of using active transportation. The authors concluded that active transportation is more likely to be adopted by those living in poverty. There is a need to improve road and neighbourhood safety to address environmental injustices experienced by children who are using active transportation due to socio-economic status.</p>	<p>APAN</p>	<p>Socio-economic status; neighbourhood safety; road safety; children; active transport; environmental injustice; neighbourhood design; physical activity</p>
<p>City of Sydney Council. 2011. <i>2006 Journey to work cycle trips into Sydney inner council areas</i>. Sydney: City of Sydney Council. http://www.cityofsydney.nsw.gov.au/aboutsydney/documents/ParkingAndTransport/Cycling/MediaReleases/Brochure.pdf</p>	<p>This brochure provides a description of the Inner City Regional Bicycle Network currently being developed by City of Sydney Council in partnership with a number of other local councils. The brochure includes some projections of the economic, environmental, social, and health benefits expected to occur due to the development of the network. It also provides statistics on bicycle use in Sydney.</p>	<p>APAN</p>	<p>Sydney; cycling; Inner City Regional Bicycle Network; statistics; projections; cycling infrastructure; active transport</p>
<p>Tremblay, M.S., LeBlanc, A.G., Kho, M.E., Saunders, T.J., Larouche, R., Colley, R.C., Goldfield, G. and Gorber, S.C. 2011. 'Systematic review of sedentary behaviour and health indicators in school-aged children and youth.' <i>International Journal of Behavioural Nutrition and Physical Activity</i> 8(1): 98.</p>	<p>This review explores the evidence relating to the impact of sedentary behaviours on the health of school-aged children and youth from 5-17 years of age. The review focused on the associations between time spent engaging in sedentary behaviours and body composition, fitness, metabolic syndrome, cardiovascular disease, self-esteem, pro-social behaviour and academic achievement. The results</p>	<p>APAN</p>	<p>Children; youth; sedentary behaviour; health risk; screen time; physical activity; review</p>

<p>http://www.ijbnpa.org/content/8/1/98</p>	<p>showed that television watching was the most common measure of sedentary behaviour, and body composition the most common measure of health. Watching television for more than 2 hours per day was linked to unfavourable body composition, decreased fitness, lower scores for self-esteem and pro-social behaviour, and decreased academic achievement. Overall, the authors conclude that reducing sedentary time is associated with lower health risk in children and youth aged 5-17 years.</p>		
<p>Cadilhac, D.A., Cumming, T.B., Sheppard, L., Pearce, D.C., Carter, R. and Magnus, A. 2011. 'The economic benefits of reducing physical inactivity: an Australian example.' <i>International Journal of Behavioural Nutrition and Physical Activity</i> 8(1): 99. http://www.ijbnpa.org/content/8/1/99</p>	<p>This article provides an estimation of the economic benefits of reducing physical inactivity levels in the 2008 Australian adult population. The authors used simulation models to show the effect of a 10% reduction in physical inactivity, and calculated economic benefits through estimating 'opportunity cost savings' from resources saved which would otherwise have been used in the treatment of preventable diseases. The results showed that a 10% reduction in physical inactivity would result in 6,000 fewer cases of disease, 2,000 fewer deaths, 25,000 fewer Disability Adjusted Life Years, and a \$96 million reduction in health sector costs.</p>	<p>APAN</p>	<p>Physical activity; economic benefits; health sector costs; simulation model</p>
<p>Gojanovic, B., Welker, J., Iglesias, K., Daucourt, C. and Gremion, G. 2011. 'Electric Bicycles as a New Active Transportation Modality to Promote Health.' <i>Medicine and Science in Sports and Exercise</i> 43(11): 2204-2210. http://ovidsp.tx.ovid.com/sp-3.4.2a/ovidweb.cgi?T=JS&PAGE=fulltext&D=ovft&AN=00005768-201111000-00024&NEWS=N&CSC=Y&CHANNEL=PubMed</p>	<p>In this article, the authors explored whether using electric bicycles in a hilly city would allow residents to commute comfortably while still engaging in physical activity. A study of sedentary people was undertaken, where they performed four different trips using an electric bicycle (at two different assistance levels), a regular bicycle or walking. Oxygen consumption and need to shower were then assessed. The results showed that the participants appreciated the electric bicycle, as it was easy to use and there was no need to shower at work after use. The authors recommend that electric bicycles be promoted as an alternative form of transport</p>	<p>APAN</p>	<p>Electric bicycle; topography; cycling; physical activity; commute; active transport</p>

	in challenging urban environments.		
<p>Carr, L.J., Dunsiger, S.I. and Marcus, B.H. 2011. 'Validation of Walk Score for estimating access to walkable amenities.' <i>British Journal of Sports Medicine</i> 45(14): 1144-1148. * http://bjsm.bmj.com/content/45/14/1144.full</p>	<p>Walk Score is a website that provides a 'walkability' score to neighbourhoods, based on proximity to 13 amenity categories – e.g. grocery stores, coffee shops, restaurants, bars, movie theatres, schools, parks, libraries, book stores, fitness centres, chemists, hardware stores, clothing/music stores. This paper describes a US study of the validity and reliability of Walk Score for measuring access to objectively measured walkable amenities. The authors used GIS to collect data and compare it to that found on Walk Score. They concluded that Walk Score is a reliable and valid method for estimating the walkability of a neighbourhood.</p>	APAN	<p>Walk Score; walkability; measurement; neighbourhood design; physical activity; GIS</p>
<p>Krenn, P.J., Titze, S., Oja, P., Jones, A. and Ogilvie, D. 2011. 'Use of Global Positioning Systems to Study Physical Activity and the Environment: A Systematic Review.' <i>American Journal of Preventive Medicine</i> 41(5): 508-515. http://www.sciencedirect.com/science/article/pii/S0277953611005508</p>	<p>This article looks at the use of GPS to collect data on physical activity behaviours, for research into the relationship between physical activity and the built environment. Through a review of existing literature, the authors found that a key issue with use of GPS is data loss (due to signal drop-outs, loss of device battery power, and issues with participants), however, they concluded that GPS is a 'promising tool for improving understanding of the spatial context of physical activity'. Data quality can be improved through selecting an appropriate device, and ensuring the participants adhere to measurement protocols.</p>	APAN	<p>GPS; audit tool; measurement; review; physical activity</p>
<p>Mumford, K.G., Contant, C.K., Weissman, J., Wolf, J. and Glanz, K. 2011. 'Changes in Physical Activity and Travel Behaviours in Residents of a Mixed-Use Development.' <i>American Journal of Preventive Medicine</i> 41(5): 504-507. * http://www.sciencedirect.com/science/article/pii/S0749379711005174</p>	<p>This article describes a US study that explored the physical activity and travel behaviours of individuals before and after they moved to a mixed-use redevelopment community. 101 residents from the community completed a survey with questions about neighbourhood characteristics and activities before moving to the new development, and after. The results showed that adults who move to a denser, mixed-use</p>	APAN	<p>Mixed use development; neighbourhood design; physical activity; travel behaviour; public transport; walkability;</p>

	neighbourhood increase their levels of walking for recreation and transportation, decrease car use, and increase use of public transport.		survey design
CONNECTING AND STRENGTHENING COMMUNITIES			
Pabayo, R.A., Gauvin, L., Barnett, T.A., Morency, P., Nikiema, B. and Séguin, L. 2011. 'Understanding the determinants of active transportation to school among children: Evidence of environmental injustice from the Quebec longitudinal study of child development.' <i>Health & Place</i> , doi: 10.1016/j.healthplace.2011.08.017 * http://www.sciencedirect.com/science/article/pii/S1353829211001572	This article explores the relationship between poverty, lack of safety in the neighbourhood, and active transportation to school among children in the early school years. Data from the Quebec Longitudinal Study of Child Development was used to identify determinants of active transportation for 710 children and parents. The results showed that insufficient household income, having an older sibling, and living in a neighbourhood that is not excellent for raising children (or characterised by high decay) were positively associated with a greater likelihood of using active transportation. The authors concluded that active transportation is more likely to be adopted by those living in poverty. There is a need to improve road and neighbourhood safety to address environmental injustices experienced by children who are using active transportation due to socio-economic status.	APAN	Socio-economic status; neighbourhood safety; road safety; children; active transport; environmental injustice; neighbourhood design; physical activity
PROVIDING HEALTHY FOOD OPTIONS			
Yoshida, S.C., Craypo, L. and Samuels, S.E. 2011. 'Engaging Youth in Improving Their Food and Physical Activity Environments.' <i>Journal of Adolescent Health</i> 48(6): 641-643. http://www.sciencedirect.com/science/article/pii/S1054139X10004696	This article evaluates the effectiveness of US Healthy Eating, Active Communities Program in six low-income communities in California. The Program aims to engage youth to become leaders and advocate for improved access to food and physical activity, through changes to policy and the environment. Six focus groups were conducted in 2007 with 36 participants. The participants talked about the easy availability of unhealthy food - through access to vending machines, fast food restaurants, gas station convenience stores, and food vendors near their schools - and a lack of access to fresh fruits and vegetables. In addition, they	APAN	Healthy eating; physical activity; youth program; community engagement; advocacy; health promotion; location of food sources; neighbourhood design; access; socio-economic

	<p>mentioned short lunch periods and poor role modelling by teachers in schools and after school care programs as factors that influenced unhealthy food behaviours. Lack of access to recreational and sport facilities, lack of places to play, safety concerns and poor neighbourhood design were cited as reasons for a lack of engagement in physical activity. The results of the focus group showed that youth felt more confident at engaging with these issues and advocating for community-level change after participating in the Program.</p>		<p>status</p>
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* denotes an item which has been placed in a number of different categories