

# IPEN ADULT STUDY

Jacqueline Kerr

Dept Family Medicine & Public Health, UCSD

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# IPENetwork goals

<http://www.ipenproject.org>

- increase communication and collaboration between researchers investigating environmental correlates of physical activity
- stimulate research in physical activity and the environment recommend common methods and measures
- support researchers through sharing of information, feedback, letters of support etc.
- bring together data from multiple countries for joint analyses
- aid in the publication of data through papers, special journal issues, symposia

# IPEN Adult Study in 12 Countries

**Australia**



**Czech Republic**



**New Zealand**



**Belgium**



**Denmark**



**Spain**



**Brazil**



**Hong Kong**



**United Kingdom**



**Colombia**



**Mexico**

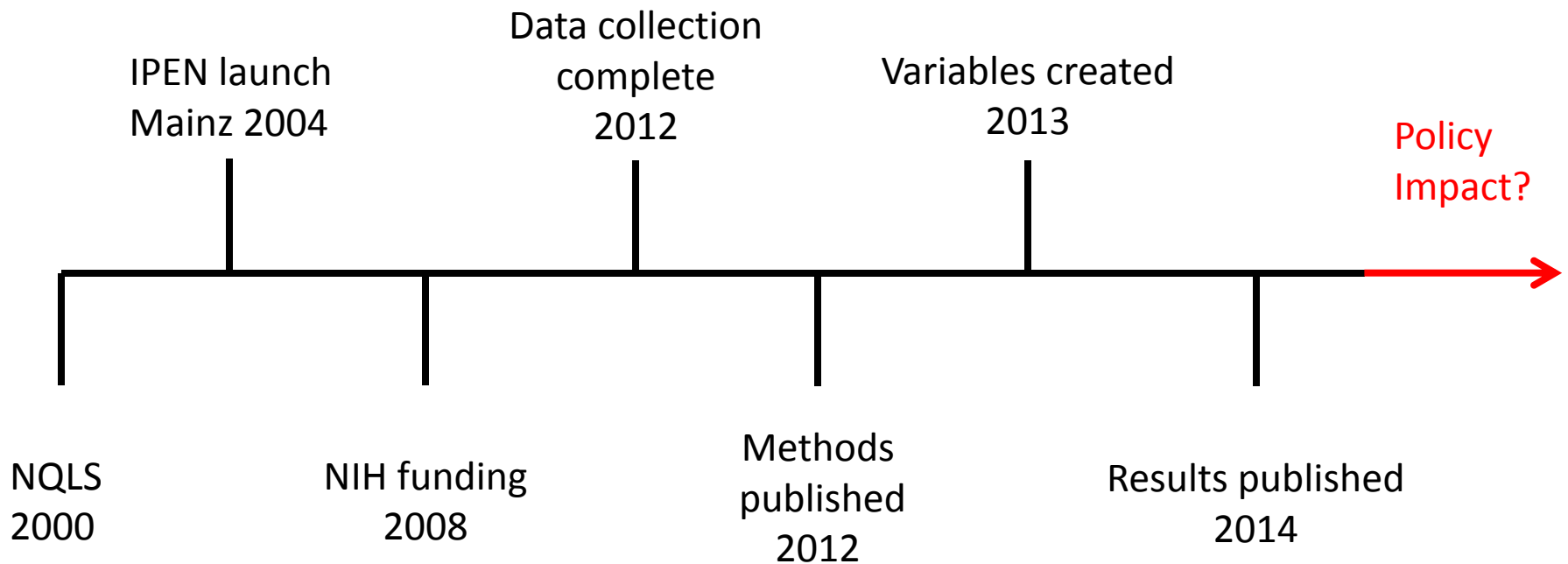


**United States**

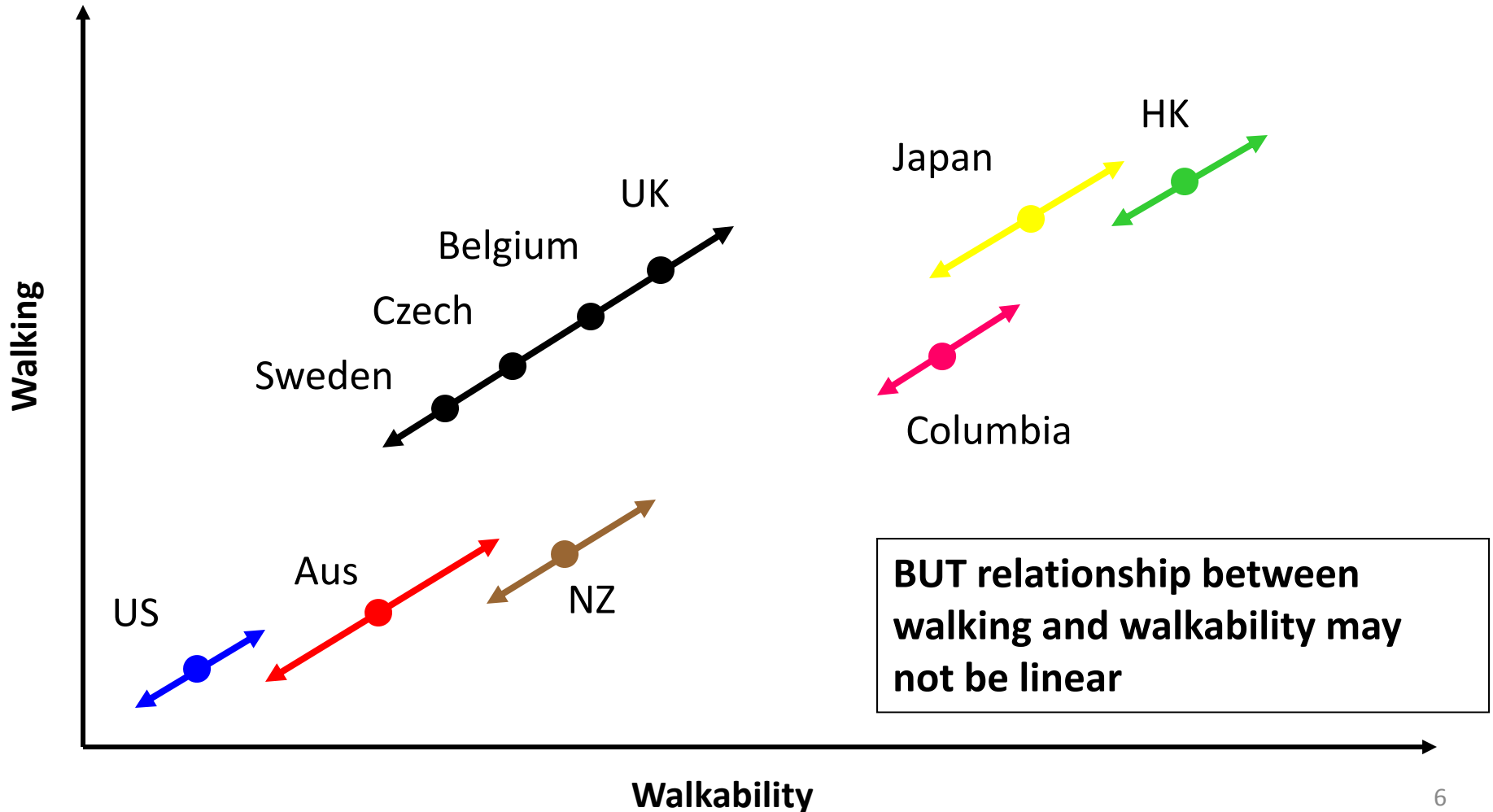




# Timeline – a decade of effort



# Goal: Maximizing variance within and between countries







# Walkability x Income

## Walkability

## Income

High High	High Low
Low High	Low Low



# Methods

N=14,000+

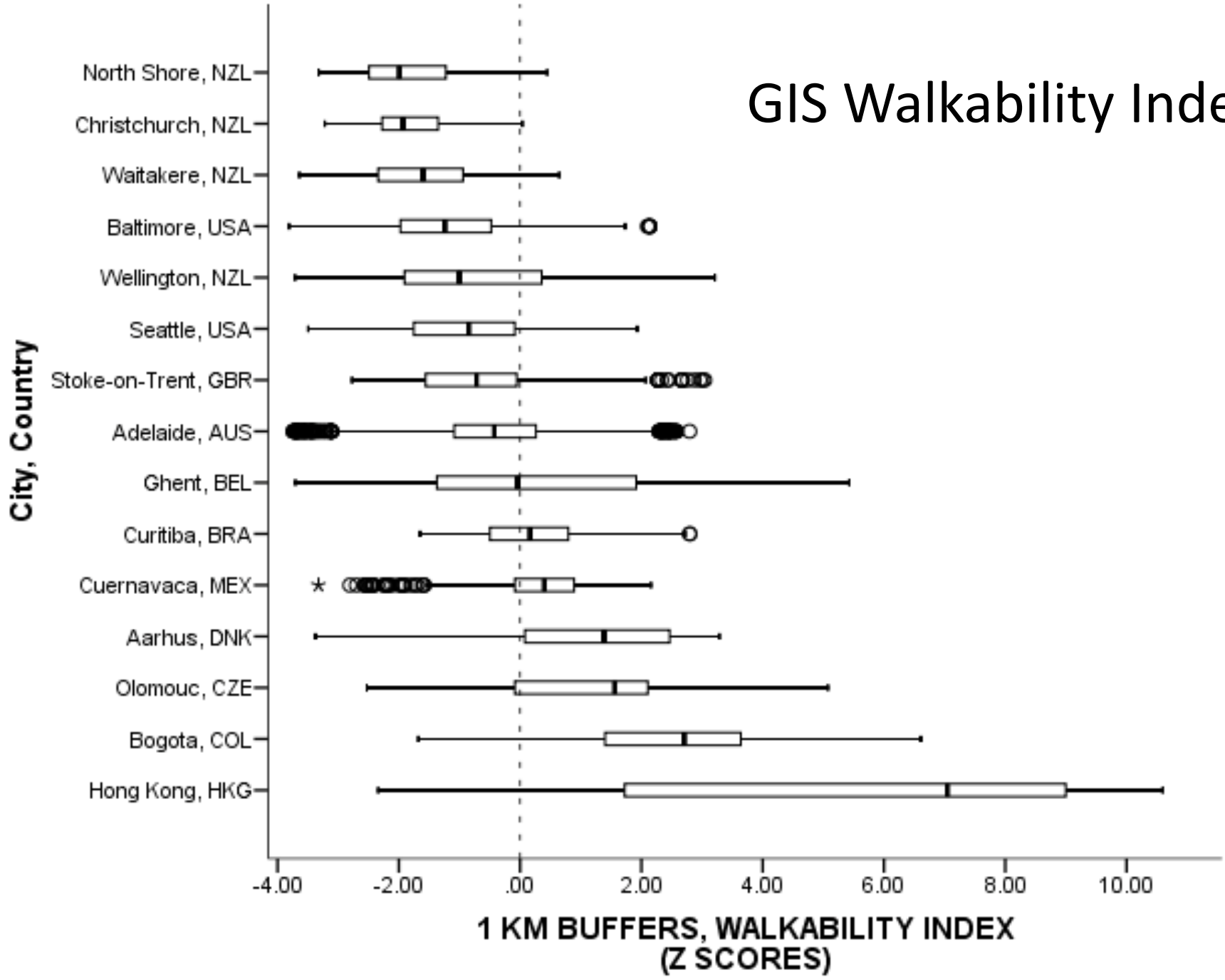
	Built Environment	Physical Activity
Objective	GIS half & 1km buffers	Accelerometers
Self report	NEWS	IPAQ

# Comparability?

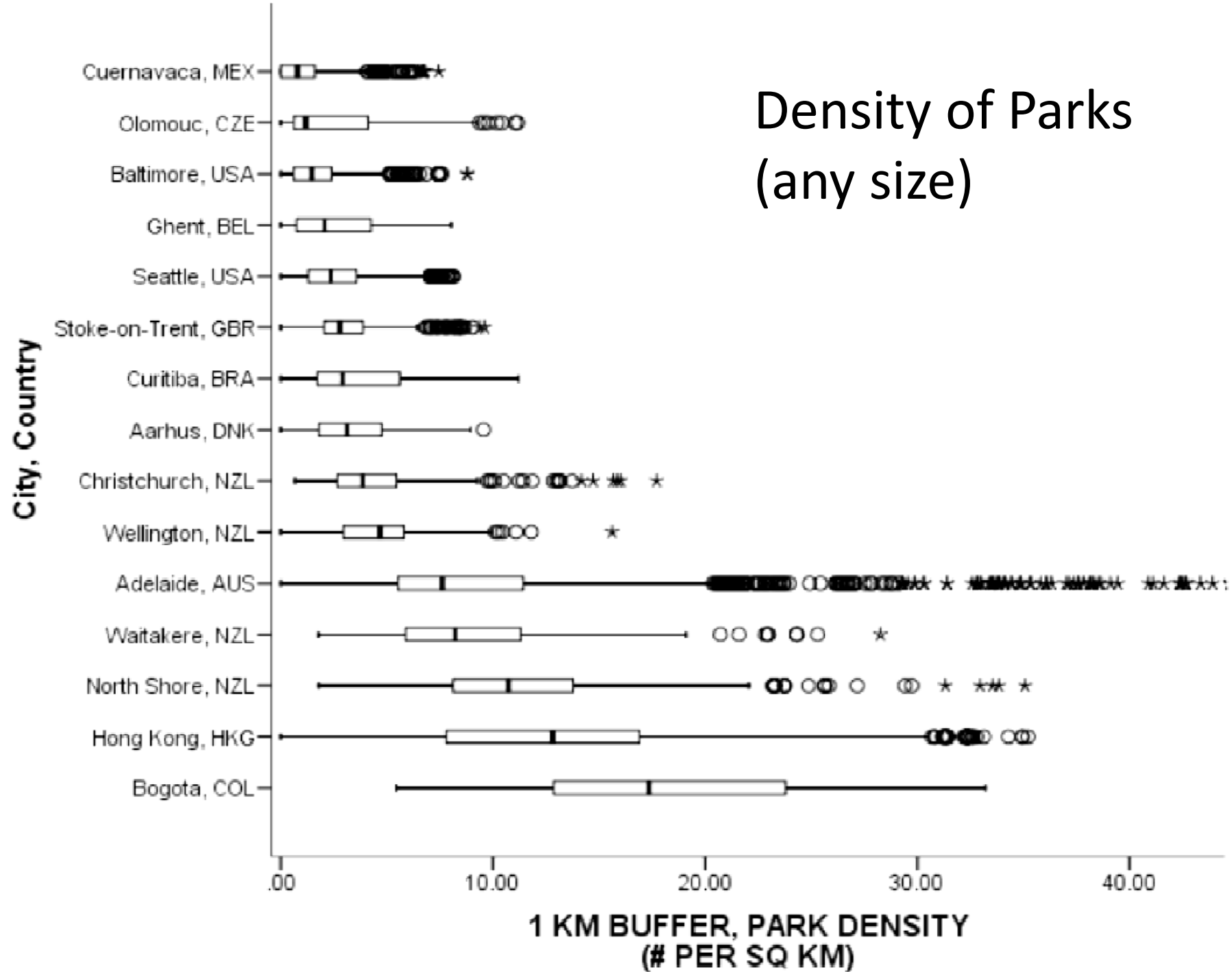
- Standard design & measures recommended
- Quality control efforts by coordinating center
- Outside review of measures collected
- Standard statistical approach

# Results so far

# GIS Walkability Index



# Density of Parks (any size)

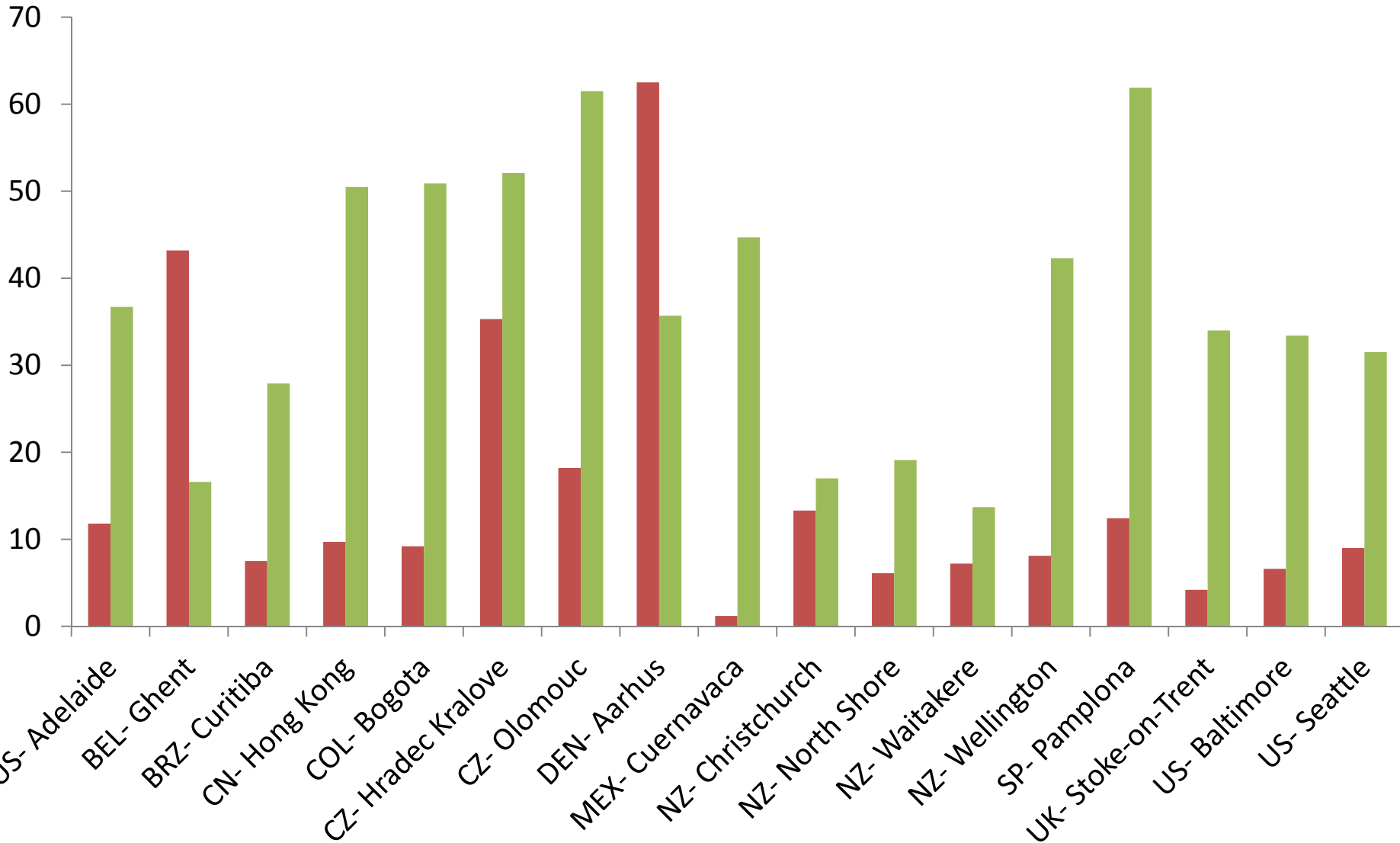




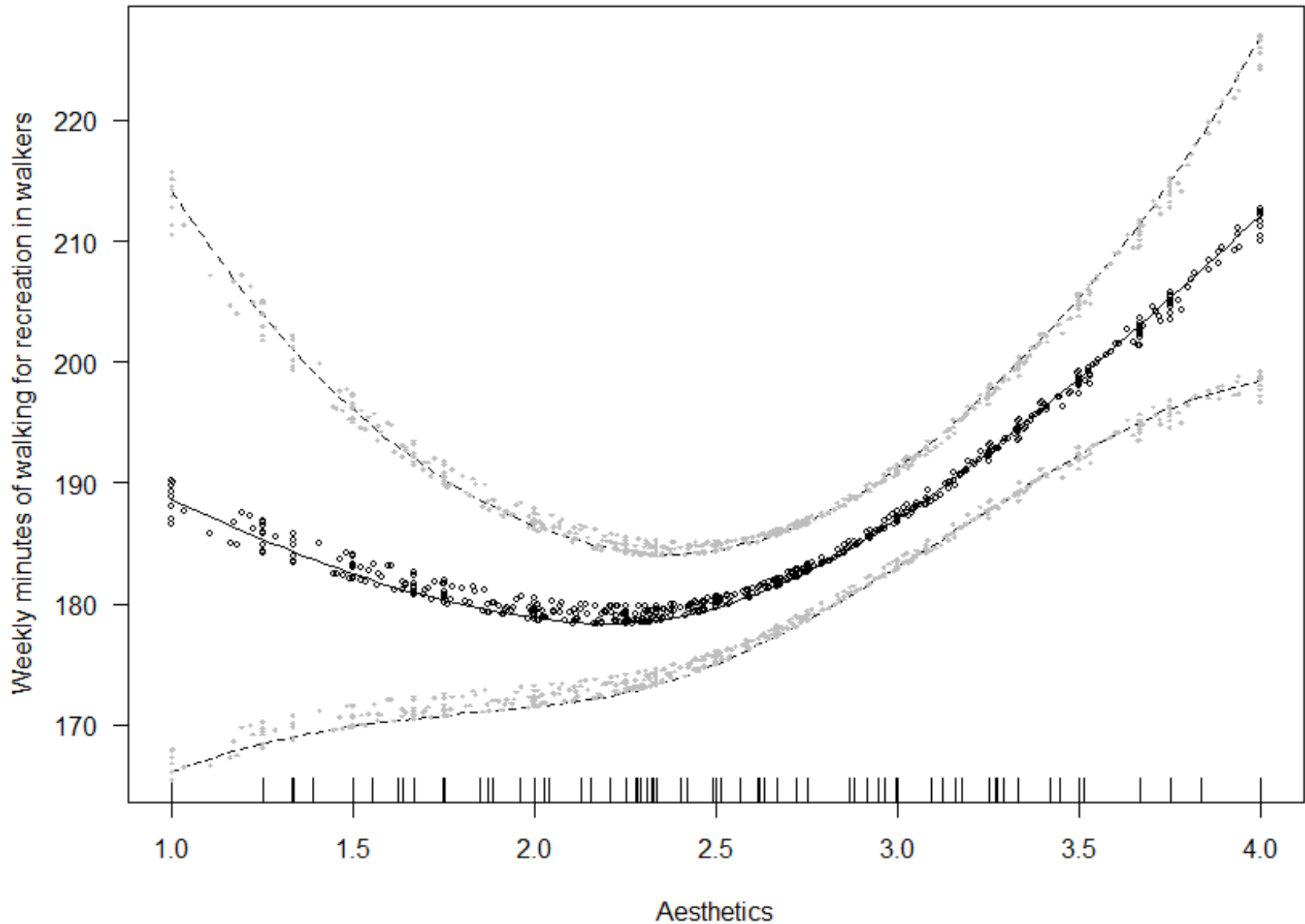
# Transportation PA

■ Any bicycling for transport (%)

■ > 150 mins walking for transport (%)

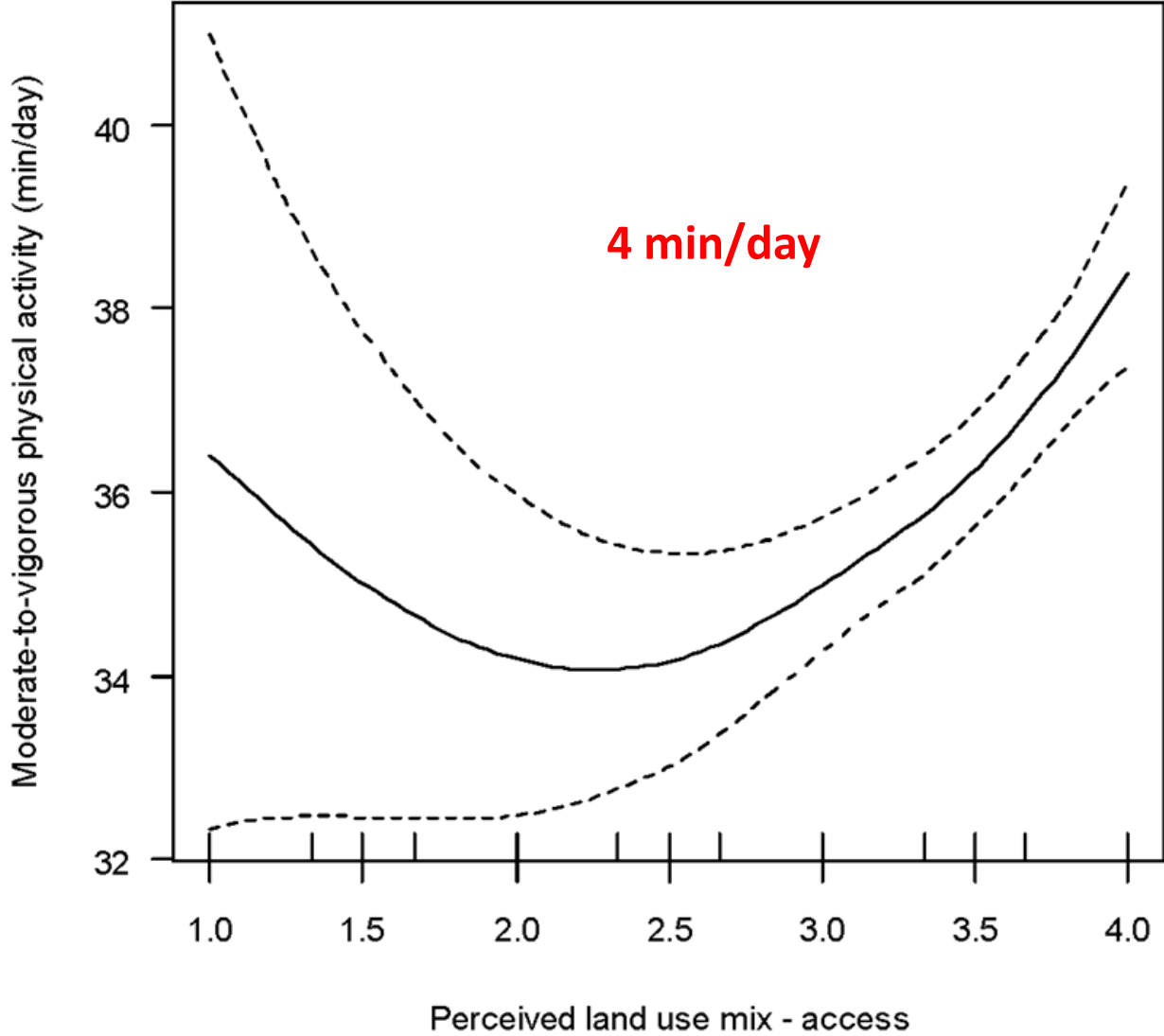


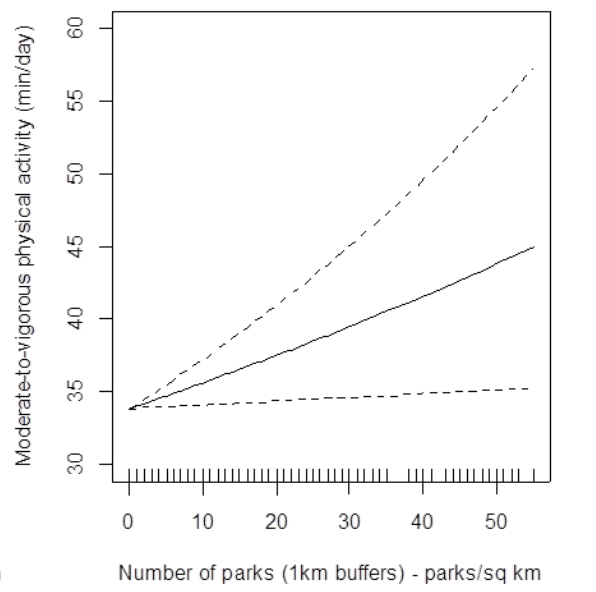
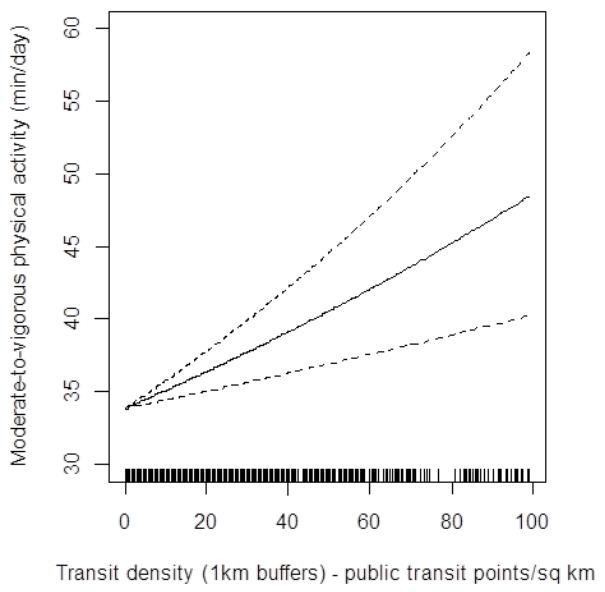
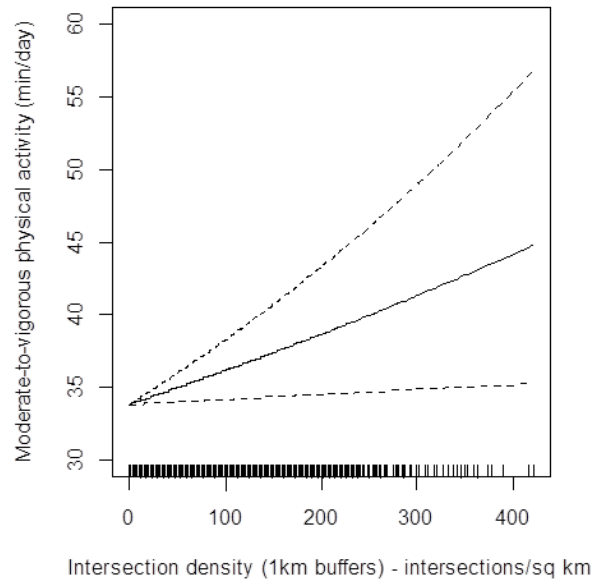
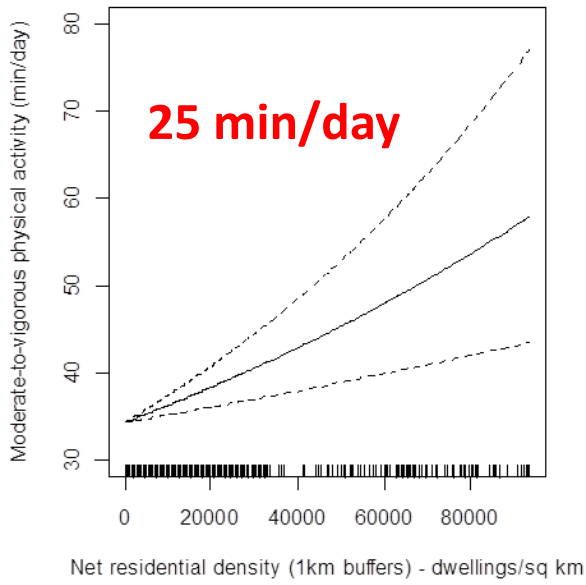
# Aesthetics & recreational walking





# Perceived land use & accelerometer MVPA

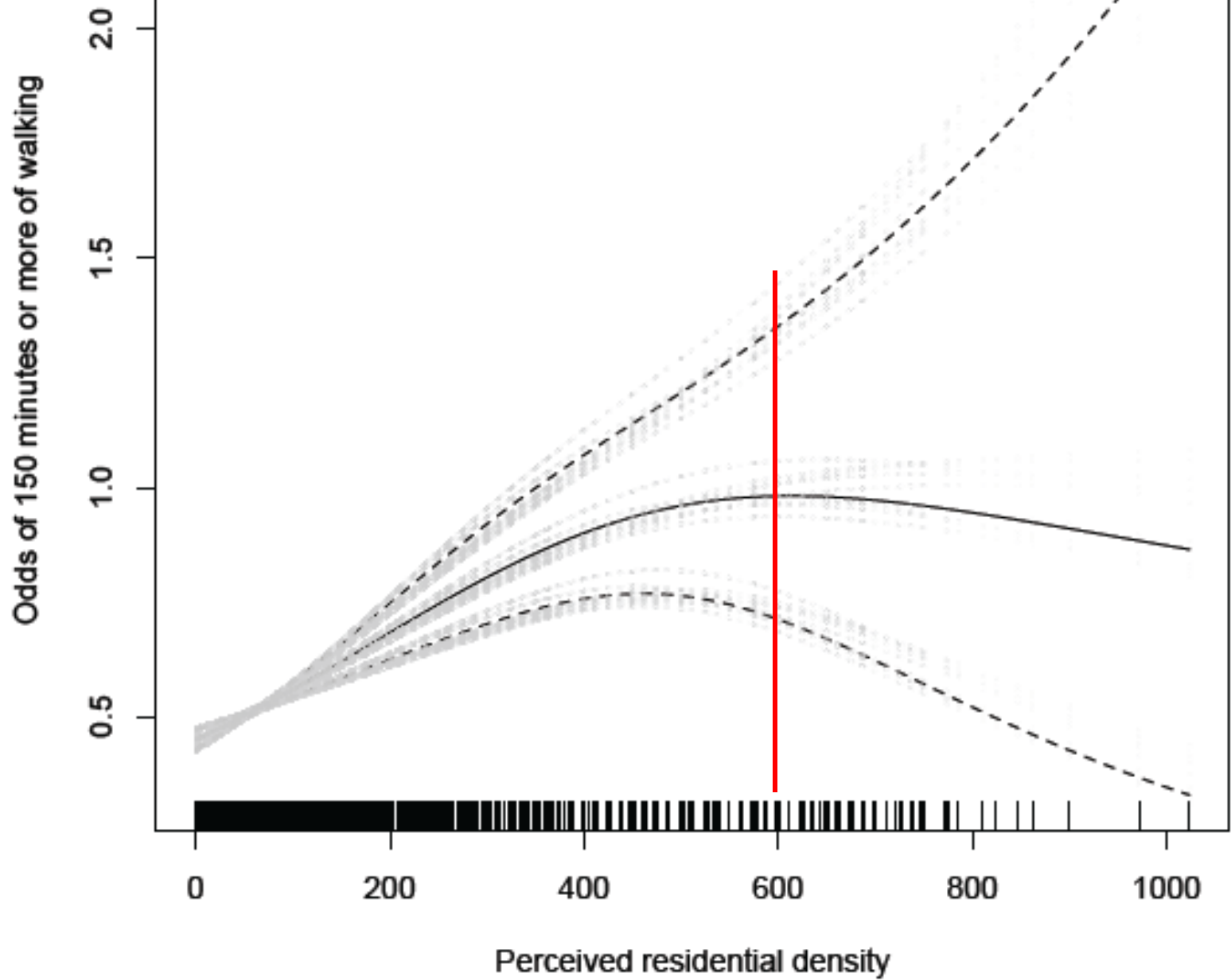




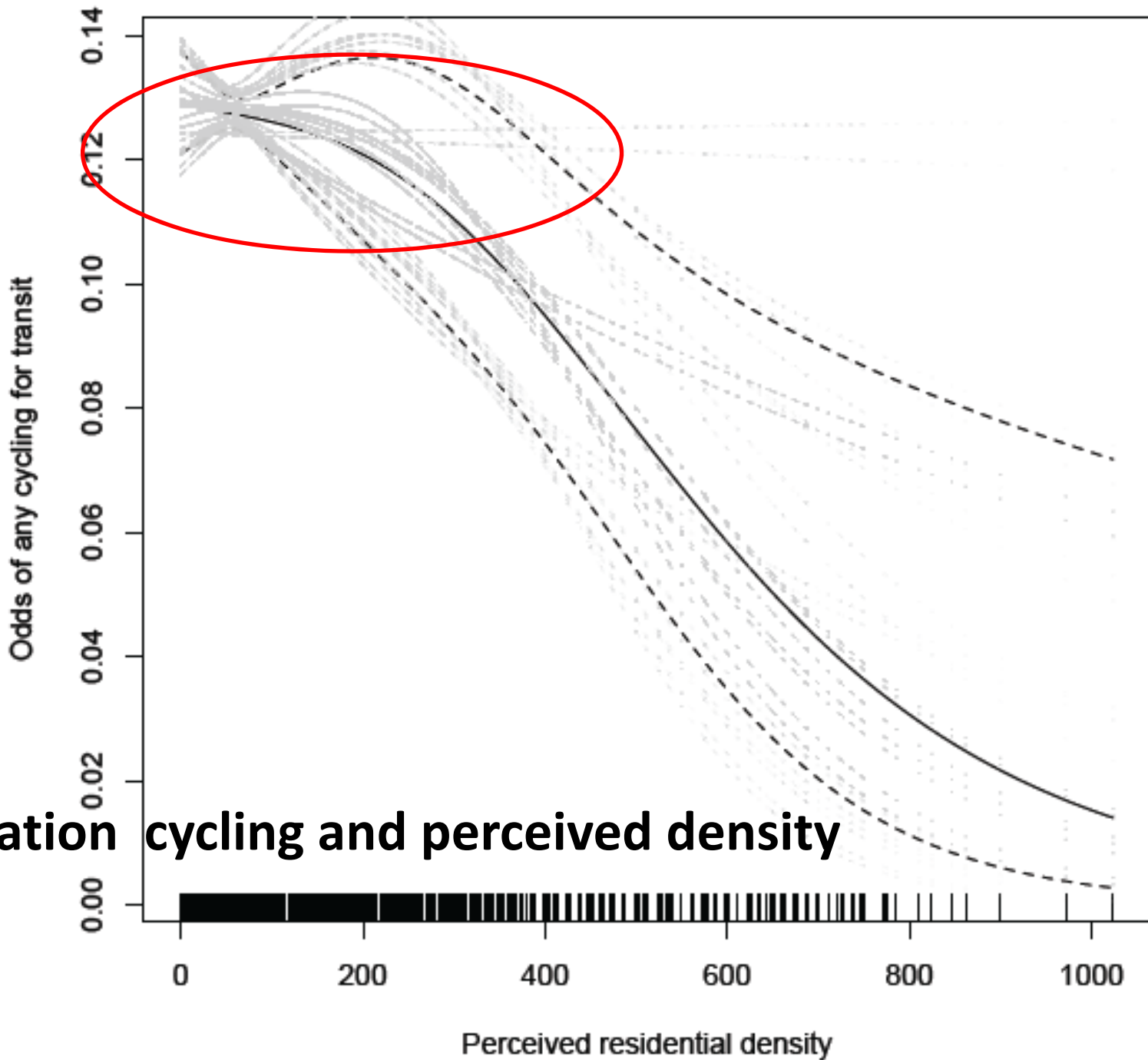
# GIS Measures & Accelerometer MVPA



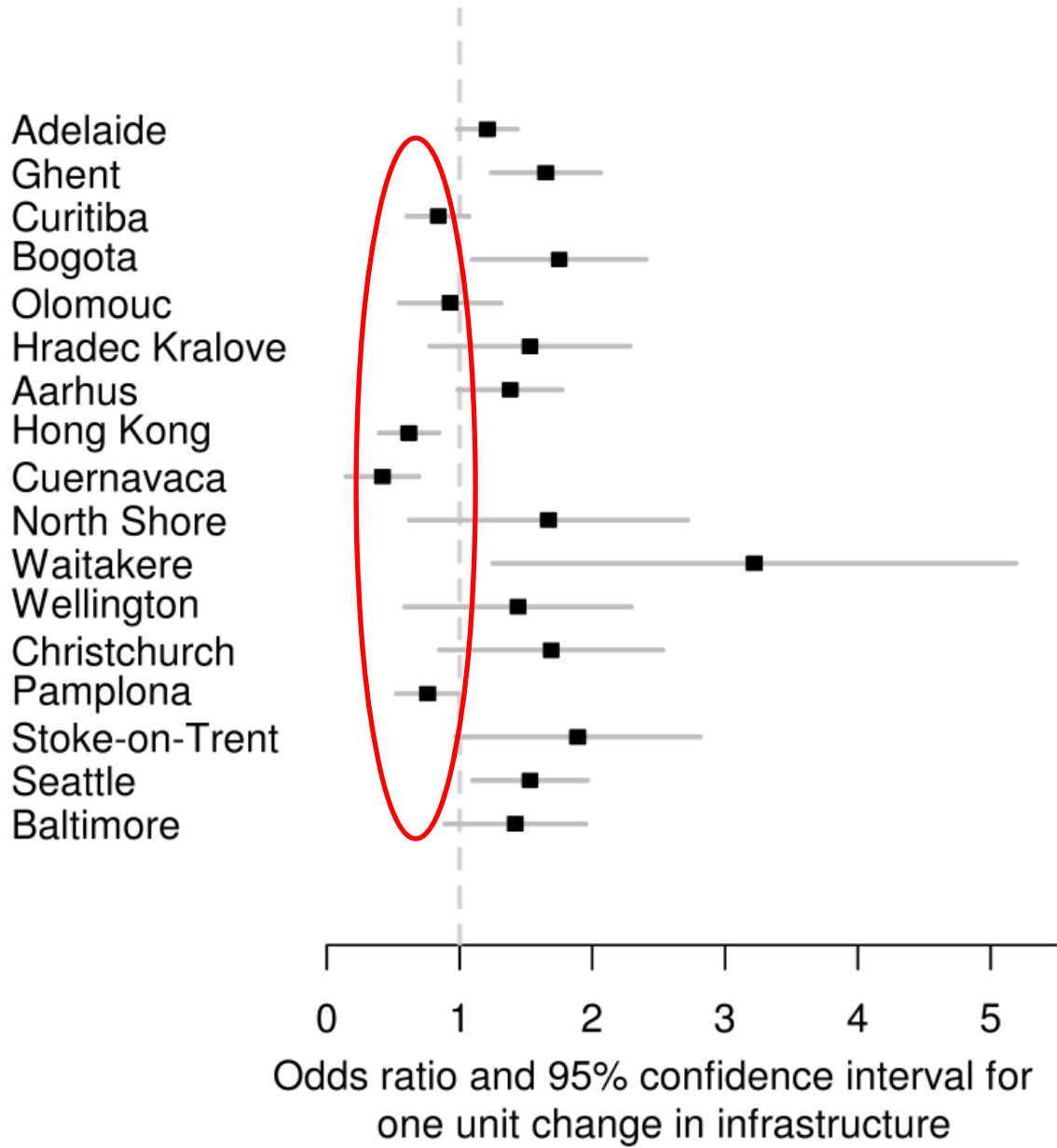
# Transportation walking and perceived density



# Transportation cycling and perceived density



# Main effects by city for associations between perceived infrastructure and any cycling



Most results  
generalized  
across cities

# Policy implications

- Many relationships are not linear
  - Studies of environments where relationship is “flat” would not show significant results
- Thresholds can provide more specific advice for what environments are supportive
- US environment is well suited to bicycling
  - Funding
  - Build guidelines
- Effects appear to be consistent across the globe, we can learn from supportive initiatives in other countries