

## FORTNIGHTLY LITERATURE REVIEW

REFERENCE	DESCRIPTION	ALERT SOURCE	KEYWORDS
<b>GENERAL POLICY AND RESEARCH</b>			
<p>Rissel, C., Greaves, S., Wen, L., Capon, A., Crane, M. &amp; Standen, C. 2013. 'Evaluating the transport, health and economic impacts of new urban cycling infrastructure in Sydney, Australia – protocol paper.' <i>BMC Public Health</i> 13: 963.  <a href="http://www.biomedcentral.com/1471-2458/13/963/abstract">http://www.biomedcentral.com/1471-2458/13/963/abstract</a></p>	<p>This article describes a method to evaluate new cycling infrastructure. It first reports how cycling infrastructure is considered from the perspectives of transport, environment, health and economy. It then proposes a research approach that takes assessments of the local community before and after the construction of a separated bicycle path. It describes the development of an assessment tool that measures health (physical activity, use of cycle paths, sense of community and quality of life); transport (online travel diary with GPS measures) and economic measures (cost benefit analysis as well as changes to the local economy). This proposal provides full societal impacts of cycling infrastructure and offers a framework to assess cycling infrastructure investments.</p>	APAN	Cycling infrastructure; evaluation tool
<p>Corbould, C. 2013. <i>Feeding the cities: Is urban agriculture the food of the future?</i> Future Directions International.  <a href="http://www.futuredirections.org.au/publications/food-and-water-crises/1406-feeding-the-cities-is-urban-agriculture-the-future-of-food-security.html">http://www.futuredirections.org.au/publications/food-and-water-crises/1406-feeding-the-cities-is-urban-agriculture-the-future-of-food-security.html</a></p>	<p>This paper briefly proposes urban agriculture as one solution to food security in cities. It highlights how in developed countries, space limitations and economic barriers constrain the rise of urban agriculture. Political instability, pollution and urban sprawl curtail urban agriculture in developing countries. Although brief with considerable generalisations, this paper stresses the potential for urban agriculture to improve food security.</p>	APO	Urban agriculture; food security; cities
<p>Romney, L. 2013. 'New California law aims to cultivate urban agriculture.' <i>Los Angeles Times</i>, 2 Oct 2013.  <a href="http://www.latimes.com/local/la-me-">http://www.latimes.com/local/la-me-</a></p>	<p>This article reports the introduction of a Californian law to lower the assessed value and property taxes on plots of three acres or less that are dedicated to growing food for at least five years. This legislation allows cities to</p>	SIA	Urban agriculture; policy

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<a href="http://www.urban-agriculture-law-20131003,0,3253879.story#axzz2jT7jrPEV">urban-agriculture-law-20131003,0,3253879.story#axzz2jT7jrPEV</a>	create urban agriculture incentive zones. Such policy facilitates the productive use of land to encourage the harvesting of local and fresh food supplies.		
<b>GETTING PEOPLE ACTIVE</b>			
Goodman, A., Sahlqvist, S. & Ogilvie, D. 2013. 'Who uses new walking and cycling infrastructure and how? Longitudinal results from the UK iConnect study.' <i>Preventive Medicine</i> 57 (5): 518-524. <a href="http://www.sciencedirect.com/science/article/pii/S0091743513002314">http://www.sciencedirect.com/science/article/pii/S0091743513002314</a>	This article examines how new walking and cycling infrastructure is used. It draws upon the longitudinal research from the UK iConnect study that surveyed 22,500 adults at two time points about their commuting and non-commuting travel as well as their recreational activity. From this study, 1510 adults completed questionnaires before and after the construction of active travel infrastructure. Regression analyses of the data suggest that increases in active travel were associated with higher baseline walking and cycling. Walking for recreation was the most common use of the infrastructure and living near the infrastructure predicted its use. The findings suggest that creating active travel infrastructure facilities increases the activities of existing walkers and cyclists, and other interventions may be necessary to attract new users.	SS	Active travel infrastructure; walking; cycling
Sallis, J.F., Conway, T.L., Dillon, L.I., Frank, L.D., Adams, M.A., Cain, K.L. & Saelens, B.E. 2013. 'Environmental and demographic correlates of bicycling.' <i>Preventive Medicine</i> 57(5): 456-460. <a href="http://www.ncbi.nlm.nih.gov/pubmed/23791865">http://www.ncbi.nlm.nih.gov/pubmed/23791865</a>	This article evaluates environmental and demographic characteristics of bicycling frequency. Data was taken from the Neighbourhood Quality of Life Study conducted in Seattle and Baltimore. Neighbourhoods were selected and geocoded based on a walkability index (residential density, retail floor area ration, land use mix and intersection density). A group of 1745 adults sampled from these neighbourhoods completed a questionnaire about their cycling frequency and perceptions of safety as well as the Neighbourhood Environment Walkability Scale. Data analyses suggest that although 71% owned bicycles, 60% did not use them. Ethnic groups rode less	SS	Built environment; cycling; walkability

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	<p>than White non-Hispanic owners. Neighbourhood walkability was not related to cycling. Creating safer environments for cycling can promote bicycle use among ethnic groups who cycle less as well as those who feel unsafe cycling. Moreover, creating walkable environments while improving pedestrian safety does not necessarily cater to the cyclist.</p>		
<p>Schulz, A., Mentz, G., Johnson-Lawrence, V., Israel, B.A., Max, P., Zenk, S.N. et al. 2013. 'Independent and joint associations between multiple measures of the built and social environment and physical activity in a multi-ethnic urban community.' <i>Journal of Urban Health</i> 90 (5): 872-887.  <a href="http://www.ncbi.nlm.nih.gov/pubmed/23435574">http://www.ncbi.nlm.nih.gov/pubmed/23435574</a> *</p>	<p>This article examines multiple aspects of the built environment and physical activity. A group of 919 adults living in Detroit, Michigan participated in interviews about their physical activity and perceptions of the built environment. Land use mix, accessibility of recreational facilities and street characteristics were geocoded for each participant's residence. Hierarchical linear modelling of the data shows a positive association of footpath condition with physical activity. Territoriality (feeling a need to defend space) modifies the association between the environment and physical activity. These findings focus on the contribution of footpath condition to physical activity and suggest that 'eyes on the street' promote a sense of comfort in being active.</p>	SS	<p>Built environment; land use mix; recreational facilities; street; physical activity</p>
<b>CONNECTING AND STRENGTHENING COMMUNITIES</b>			
<p>Hockey, A., Phillips, J. &amp; Walford, N. 2013. 'Planning for an ageing society: Voices from the planning profession.' <i>Planning Practice and Research</i> 28 (5): 527-543.  <a href="http://www.tandfonline.com/doi/abs/10.1080/02697459.2013.820039">http://www.tandfonline.com/doi/abs/10.1080/02697459.2013.820039</a></p>	<p>This article examines the awareness and understanding of the ageing population among spatial planners. It first examines ageing as a policy imperative. It then provides broad perspectives from the multidisciplinary literature about the relationship between older people and the built environment (including place attachment, restorative environments, safety, physical activity and social exclusion). Group discussions and individual interviews were conducted among eight planning practitioners to ascertain their notions of ageing and</p>	SS	<p>Older population; ageing; planning policy</p>

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	<p>planning for an ageing society. Three broad themes were revealed from the transcripts: multidimensionality of the older populations, spatial interaction and experience and older people as partners in the planning process. It is important to integrate age appropriate solutions and diverse policy responses to create healthy environments.</p>		
<p>Schulz, A., Mentz, G., Johnson-Lawrence, V., Israel, B.A., Max, P., Zenk, S.N. et al. 2013. 'Independent and joint associations between multiple measures of the built and social environment and physical activity in a multi-ethnic urban community.' <i>Journal of Urban Health</i> 90 (5): 872-887.  <a href="http://www.ncbi.nlm.nih.gov/pubmed/23435574">http://www.ncbi.nlm.nih.gov/pubmed/23435574</a> *</p>	<p>This article examines multiple aspects of the built environment and physical activity. A group of 919 adults living in Detroit, Michigan participated in interviews about their physical activity and perceptions of the built environment. Land use mix, accessibility of recreational facilities and street characteristics were geocoded for each participant's residence. Hierarchical linear modelling of the data shows a positive association of footpath condition with physical activity. Territoriality (feeling a need to defend space) modifies the association between the environment and physical activity. These findings focus on the contribution of footpath condition to physical activity and suggest that 'eyes on the street' promote a sense of comfort in being active.</p>	SS	<p>Built environment; land use mix; recreational facilities; street; physical activity</p>
<b>PROVIDING HEALTHY FOOD OPTIONS</b>			
<p>Stark, J.H., Neckerman, K., Lovasi, G.S., Konty, K., Quinn, J., Arno, P., Viola, D., Harris, T.G., Weiss, C.C., Bader, M.D.M. &amp; Rundle, A. 2013. 'Neighbourhood food environments and body mass index among New York City adults.' <i>Journal of Epidemiology and Community Health</i> 67 (9): 736-742  <a href="http://www.ncbi.nlm.nih.gov/pubmed/23851151">http://www.ncbi.nlm.nih.gov/pubmed/23851151</a></p>	<p>This article evaluates the association between an individual's body mass index and the neighbourhood food environment. Data was taken from the New York City Community Health Survey that recorded height and weight measurements over five consecutive years (n=44,282). Food environments were geocoded according to the post code of each participant and categorized into 15 different types of food retail. These 15 types were then distilled into BMI-healthy (e.g. supermarket, green grocer), BMI-unhealthy (e.g. fast</p>	SS	<p>Food environment; body mass index; socioeconomic deprivation</p>

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	<p>food, convenience stores) and BLI-intermediate (e.g. grocery store, restaurants). Density and diversity of retail types were also derived. Statistical analyses reveal that neighbourhoods with greater food outlet density have a greater proportion of BMI-intermediate food outlets. It was found that BMI was negatively associated with food outlet density. These findings suggest that access to BMI-intermediate retail outlets has the propensity to moderate eating habits. It acknowledges the importance of understanding the collective food environment.</p>		
<p>Cannuscio, C.C., Tappe, K., Hillier, A., Buttenheim, A., Karpyn, A. &amp; Glanz, K. 2013. 'Urban food environments and residents' shopping behaviors.' <i>American Journal of Preventive Medicine</i> 45 (5): 606-614.  <a href="http://www.sciencedirect.com/science/article/pii/S0749379713004534">http://www.sciencedirect.com/science/article/pii/S0749379713004534</a></p>	<p>This article explores food access and food equity in thirty city blocks of Philadelphia, US. Audits of 373 stores were undertaken to assess the availability of healthy foods and store type. A group of 514 residents were surveyed about their primary food-shopping destinations. The location of food stores and the centre of the 30 city blocks were geocoded. Analysis of the data shows that corner and convenience stores were the largest proportion of food retail, yet less than 1% of the participants shopped there. Supermarkets offering more variety and healthy foods are often chosen by shoppers; these are often not the retail outlets closest to their homes. Disadvantaged residents rely on nearby stores that offer limited choice of unhealthy food. More research is needed regarding proximity of food stores as well as diversity of food offerings available.</p>	<p>SS</p>	<p>Food access; food equity; socioeconomic deprivation</p>

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