

FORTNIGHTLY LITERATURE REVIEW

REFERENCE	DESCRIPTION	ALERT SOURCE	KEYWORDS
GENERAL POLICY AND RESEARCH			
Victoria Walks. 2013. <i>Developing a walking strategy: A guide for Councils</i> . Melbourne: Victoria Walks, Inc. http://www.victoriawalks.org.au/Assets/Files/Guide to Walking Strategies V1.2.pdf	This guide provides approaches to promote walking in the community. It stresses the collection of information regarding the policy, planning and legislative context as well as land use, transport and demographic data. It then suggests building the strategy through mapping pedestrian networks and conducting community consultations. Walking solutions including urban design and planning, walking infrastructure, advocacy and engagement are then provided. It then concludes with a section of building support inside and outside of council.	PCAL	Walking strategy; councils
Kelly, C.M., Wilson, J.S., Baker, E.A., Miller, D.K. & Schootman, M. 2013. 'Using Google Street View to audit the built environment: Inter-rater reliability results'. <i>Annals of Behavioural Medicine</i> 45 (SUPPL.1): S108-S112. http://link.springer.com/article/10.1007%2Fs12160-012-9419-9	This article assesses the reliability of built environment audits using the image-based Google Street View. Land uses in suburban and urban areas in Indiana and Missouri (US) were geocoded and assessed using the Active Neighbourhood Checklist. Reliability was assessed using the observations and the prevalence-adjusted bias adjusted kappa statistic (PABAK). Results indicate a near perfect PABAK agreement (>.80). Using Google Street View imagery is a reliable method to assess the active living components of the built environment.	SS	Built environment; assessment; Goggle street view; PABAK
Bhalla, K. 2013. 'The health effects of motorization'. <i>PLoS Medicine</i> 10 (6) art. no. e1001458. http://www.plosmedicine.org/article/info%3Adoi%2F10.1371%2Fjournal.pmed.1001458	This article discusses the impacts of urbanization on public health with a special focus on active transport. It introduces the rise of non-communicable diseases and their underlying driving forces. It then discusses promoting active transport around the world as a health strategy. It concludes with the promotion of active	SS	Active transport; public health; infrastructure

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	transport infrastructure that is safe, secure, pleasant and convenient.		
GETTING PEOPLE ACTIVE			
<p>Bai, H., Stanis, S.A.W., Kaczynski, A.T. & Besenyi, G.M. 2013. 'Perceptions of neighbourhood park quality: Associations with physical activity and body mass index'. <i>Annals of Behavioural Medicine</i> 45 (SUPPL.1): S39-S48. http://www.ncbi.nlm.nih.gov/pubmed/23334770</p>	<p>This article examines the relationship between perceptions of neighbourhood park quality and physical activity. A total of 893 households in Missouri, US completed questionnaires about perceived neighbourhood park quality, physical activity and past park use. Analysis of the data suggests that cleanliness and perceived benefits were associated with park-based physical activity in a usual week. Perceptions of parks as a neighbourhood benefit were related to overall moderate/vigorous levels of physical activity. Parks can help facilitate physical activity and improved health.</p>	SS	Park quality; physical activity; perceptions
<p>Sallis J.F., Conway, T.L., Dillon, L.I., Frank, L.D., Adams, M.A., Cain, K.L. & Saelens, B.E. In press. 'Environmental and demographic correlates of bicycling'. <i>Preventive Medicine</i>. http://www.ncbi.nlm.nih.gov/pubmed/23791865</p>	<p>This article evaluates bicycle ownership; cycling frequency and safety. A group of 1745 respondents were drawn from the Neighbourhood Quality of Life study and completed a questionnaire about their weight and height, bicycle access, cycling frequency and safety. The Neighbourhood Environment Walkability Scale assessed perceptions about the neighbourhood. Analyses of the data show that 60% of bike owners never rode their bikes. However, if cyclists perceived to be safe from cars, the probability of weekly riding would increase by 30%. Improving safety from cars has the potential to increase bike ridership. Neighbourhood environment characteristics were not strong correlates of bicycling frequency suggesting that specific characteristics related to cycling rather than walking should be assessed.</p>	SS	Active transport; safety; built environment; policy

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<p>Pereira, G., Christian, H., Foster, S., Boruff, B.J., Bull, F., Knuiman, M. & Giles-Corti, B. 2013. 'The association between neighbourhood greenness and weight status: An observational study in Perth Western Australia'. <i>Environmental Health</i> 12: 49. http://www.ehjournal.net/content/12/1/49</p>	<p>This article measures neighbourhood greenness and weight status across the stages of adulthood. A cross-sectional sample of young adults, middle aged adults and older adults completed the Western Australian Health and Wellbeing Survey and provided height and weight measurements. Greenness was measured via the Normalised Difference Vegetation Index and calculated for the 1600m-road network surrounding each respondent's address. Statistical analyses suggest that the odds for being overweight or obese was lower for adults with high levels of mean greenness. Lower levels of obesity may be attributed to higher levels of physical activity afforded by greener areas.</p>	<p>APAN</p>	<p>Obesity; overweight; neighbourhood greenness</p>
<p>Cerin, E., Lee, K.Y., Barnett, A., Sit, C.H.P., Cheung, M.C., Chan, W.M. & Johnston, J.M. 2013. 'Walking for transportation in Hong Kong Chinese urban elders: A cross-sectional study on what destinations matter and when'. <i>International Journal of Behavioural Nutrition and Physical Activity</i> 10: 78. http://www.ijbnpa.org/content/10/1/78</p>	<p>This article assesses how destination prevalence and diversity, safety and pedestrian infrastructure impact active transport in older Chinese adults. Participants were recruited from Hong Kong Elderly Health Centres. Destinations and street intersections surrounding the health centres were assessed through observations and the Environment in Asia Scan Tool. Interviewers verbally administered the International Physical Activity Questionnaire and Neighbourhood Walking Questionnaire to 484 participants. Results indicate that streetlights, public transport and recreational facilities were positively associated with neighbourhood walking. Moreover, a place for worship and a health centre were predictive of higher levels of walking. Destinations and transport infrastructure help encourage active transport in elder Chinese adults.</p>	<p>APAN</p>	<p>Active transport; destination; safety; infrastructure; China; older adults</p>
<p>Calise, T.V., Heeren, T., DeJong, W., Dumith, S.C. & Kohl, H.W. III. 2013. 'Do</p>	<p>This article examines the impact of living in a New Urbanist development on physical activity. A group of 424 participants in an Austin, Texas New Urbanist</p>	<p>APAN</p>	<p>New Urbanism; active transport; physical activity</p>

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<p>neighbourhoods make people active, or do people make active neighbourhoods? Evidence from a planned community in Austin, Texas'. <i>Preventing Chronic Disease</i> 10: 120119. http://www.cdc.gov/pcd/issues/2013/12/0119.htm</p>	<p>development completed the Neighbourhood Physical Activity Questionnaire and questions related to neighbourhood characteristics and decision to move. Statistical analysis of the data shows that after moving, those who were highly active remained so. The biggest increase in physical activity, however, belonged to residents who were previously not as physically active. There were increases in walking and cycling within the neighbourhood. This study helps to identify the impacts of neighbourhood design on physical activity.</p>		
<p>Lovasi, G.S., Schwartz-Soicher, O., Quinn, J.W., Berger, D.K., Neckerman, K., Jaslow, R., Lee, K.K. & Rundle, A. In press. 'Neighbourhood safety and green space as predictors of obesity among preschool children from low-income families in New York City'. <i>Preventive Medicine</i>. http://www.sciencedirect.com/science/article/pii/S0091743513001758</p>	<p>This article investigates how safety and the availability of green space affect preschool children's levels of obesity in socio-economically depressed areas. Data (height and weight measurements and postcodes) from New York preschool enrolment records were used. Neighbourhood walkability buffers were demarcated for each postcode. Land use mix and residential density were then geocoded. Density of trees, park area per kilometer and safety hazards (homicide rate and pedestrian-auto incidences) was calculated. Statistical analysis of the data suggests that a higher concentration of street trees was associated with lower obesity prevalence. Higher homicide rates and not pedestrian-auto incidences was significantly associated with higher obesity prevalence. These findings suggest that rather than park space and neighbourhood walkability, it is safety concerns as well as street trees that are significant. Neighbourhood improvement strategies targeting safety and beautification may influences rates of obesity for groups of lower income preschool aged children living in New York.</p>	<p>GPAN</p>	<p>Neighbourhood safety; walkability; green space; obesity; socioeconomic status</p>

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CONNECTING AND STRENGTHENING COMMUNITIES			
<p>Mason, P. & Kearns, A. 2013. 'Physical activity and mental wellbeing in deprived neighbourhoods'. <i>Mental Health and Physical Activity</i> 6(2): 111-117. http://www.sciencedirect.com/science/article/pii/S1755296613000264</p>	<p>This article investigates levels of physical activity and mental wellbeing in deprived areas. Thirty neighbourhoods in Glasgow with social housing and a range of urban regeneration programmes were selected. A group of 3,854 residents completed the Warwick-Edinburgh Mental Wellbeing Scale and the International Physical Activity Questionnaire. Multilevel modelling shows that people who do more physical activity generally have better mental wellbeing. These results suggest that despite living in deprived areas, there is potential for mental wellbeing gains from physical activity.</p>	<p>APAN</p>	<p>Urban regeneration; physical activity; mental wellbeing; deprived neighbourhoods</p>
<p>The Smith Family Research Report. 2013. <i>Sport, culture and the internet: Are Australian children participating?</i> http://www.thesmithfamily.com.au/webdata/resources/files/SportCultureInternet_AreAustralianChildrenParticipating_Research_Report_June2013.pdf</p>	<p>This report highlights children's participation outside of school hours according to level of disadvantage in the community. It documents the benefits for children in participating in cultural and physical activities. It then provides an analysis of data from the Australian Bureau of Statistics. Approximately half of all children aged 5-14 years living in the most disadvantaged communities did not participate in cultural or organised sporting activities outside of school hours in the past 12 months. This finding suggests that investment in programs to encourage activity should be directed in disadvantaged areas. Such investment provided opportunities to improve children's overall health and wellbeing.</p>	<p>SIA</p>	<p>Sport participation; disadvantaged communities; children</p>
PROVIDING HEALTHY FOOD OPTIONS			
<p>Ohri-Vachaspati, P., Lloyd, K., DeLia, D., Tulloch, D. & Yedidia, M.J. In press. 'A closer examination of the relationship between children's weight status and the food and</p>	<p>This article examines weight status and children's proximity to food and physical activity outlets. A group of 702 children (3-18 years) were randomly sampled in four New Jersey cities and provided height and weight measurements. The location of food outlets</p>	<p>GPAN</p>	<p>Weight status; food access; physical activity outlets; children</p>

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physical activity environment'. Preventive Medicine. http://www.sciencedirect.com/science/article/pii/S0091743513001540	(supermarkets, grocery stores, convenience stores, fast food outlets) and physical activity facilities and parks were geocoded. Logistic regression and multivariate models show that children within 400 metres of a convenience store had twice the odds of being overweight. Children within 800 metres of a large park were less than half as likely to be overweight. These findings were applicable across the age spectrum.		

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