

## FORTNIGHTLY LITERATURE REVIEW

REFERENCE	DESCRIPTION	ALERT SOURCE	KEYWORDS
<b>GENERAL POLICY AND RESEARCH</b>			
<p>Division of Local Government. 2013. <i>Integrated planning and reporting manual for local government in NSW: Planning a sustainable future</i>. Sydney: NSW Division of Local Government, Department of Premier and Cabinet.</p> <p><a href="http://www.dlg.nsw.gov.au/dlg/dlghome/Documents/Information/Intergrated%20Planning%20and%20Reporting%20Manual%20-%20March%202013.pdf">http://www.dlg.nsw.gov.au/dlg/dlghome/Documents/Information/Intergrated%20Planning%20and%20Reporting%20Manual%20-%20March%202013.pdf</a></p>	<p>This manual includes evidence provided by the Premier's Council on Active Living to assist with the development of the Community Strategic Plan. Specifically, assessment methods to determine physical environment impacts on resident's activity levels are detailed (pg.56-57). Ten key areas are identified including: land use environment, facilities, transport environment, aesthetics, travel patterns, social environments, land use economics, transportation economics, policies and promotion. These suggested measurements can help communities evaluate whether active living is occurring in their communities.</p>	PCAL	Active living; indicators; local council; evaluation
<p>Wang, F., Wen, M. &amp; Xu, Y. 2013. 'Population adjusted street connectivity, urbanicity and risk of obesity in the US'. <i>Applied Geography</i> 41 (July 2013): 1-14.</p> <p><a href="http://www.ncbi.nlm.nih.gov/pubmed/23667278">http://www.ncbi.nlm.nih.gov/pubmed/23667278</a></p>	<p>This article promotes a new model to examine the relationship between street connectivity, socioeconomic characteristics, physical inactivity and obesity. Street networks across the US were geocoded using ArcInfo and socioeconomic characteristics were extrapolated from US census data. Physical inactivity and obesity measurements were obtained from the Behavioural Risk Factor Surveillance System annual telephone survey. Spatial patterns of street connectivity were defined by geography and an urban/rural continuum. Multilevel modeling then analysed these patterns by poverty level and ethnicity. Results indicate high correlation between physical inactivity and obesity at the county and state level and significant findings are found when using the population-adjusted index accounting for the</p>	GPAN	Physical inactivity; obesity; street connectivity; model

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	<p>urban/rural continuum. Population adjusted street connectivity measure provides a more accurate account of the relationship of street connectivity at the small census tract level as well as for larger county/state wide areas.</p>		
<p>Moseley, D., Marzano, M., Chetcuti, J. &amp; Watts, K. 2013. 'Green networks for people: Application of a functional approach to support the planning and management of green space'. <i>Landscape and Urban Planning</i> 116 (August 2013): 1-12.  <a href="http://www.sciencedirect.com/science/article/pii/S0169204613000650">http://www.sciencedirect.com/science/article/pii/S0169204613000650</a></p>	<p>This article promotes a green network approach to address the integrative role of green space. Green space accounts for individual components (e.g., park) whereas green network refers to the whole configuration and management of green spaces. A case study area in Glasgow, Scotland is depicted to model the green network approach. Green space data was geocoded and green space access points classified. Recreational and utilitarian individuals of the area were surveyed and participated in focus groups. GIS modeling provided a green network for both recreational and utilitarian users. A Euclidean buffer analysis was superimposed upon this model. The results show that there are differences in how individuals, whether for leisure or for utility, use green spaces. The green network analysis provides a finer grain detail of how green space is used and suggests current approaches overestimate provision/accessibility to green spaces. The measurement of green space as an overall network to accommodate how people move and use spaces should be advocated.</p>	SS	Green network approach; green spaces; active transport; leisure
<p>Lugo, A.E. 2013. 'CicLAvia and human infrastructure in Los Angeles: Ethnographic experiments in equitable bike planning'. <i>Journal of Transport Geography</i> 30 (June 2013): 202-207.  <a href="http://www.sciencedirect.com/science/article/pii/S0169204613000650">http://www.sciencedirect.com/science/article/pii/S0169204613000650</a></p>	<p>This article engages an ethnographic perspective to explore how 'human infrastructure' encourages or discourages bicycling. The method of experimental ethnography is described including the parameters of a case study involving a Ciclovía type event in Los Angeles (CicLAvia). The author accounts bicycle activism in Los</p>	SS	Bicycling; social networks; ethnography

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<a href="#">icle/pii/S0966692313000744</a> *	<p>Angeles and determines the interaction among other cyclists as a type of 'human infrastructure' supportive of cycling. Social networks and cultural practices in addition to street infrastructure should be considered when encouraging active modes of travel.</p>		
<p>Christian, H., Knuiman, M., Bull, F., Timperio, A., Foster, S., Divitini, M., Middleton, N. &amp; Giles-Corti, B. 2013. 'A new urban planning code's impact on walking: The residential environments project'. <i>American Journal of Public Health</i> 103 (7): 1219-1228.  <a href="http://www.ncbi.nlm.nih.gov/pubmed/23678917">http://www.ncbi.nlm.nih.gov/pubmed/23678917</a></p>	<p>This article examines the walking rates of residents who live in a state government designed livable neighbourhood in Western Australia through a natural experiment. A group of 1047 residents completed the Neighbourhood Physical Activity Questionnaire, Neighbourhood Environment and Walking Scale at three time points: prior to relocation into housing developments (either livable, hybrid, conventional), one year after and three years after. Street connectivity, residential density and land use mix were geocoded. Statistical analysis shows that those who moved into the livable development found the following features important: active transport opportunities, access to amenities and safety. Those in livable neighbourhoods had greater street connectivity, residential density and land use mix. However, there was no significant difference in the amount of the time spent in active transport and recreational walking in each of the three housing developments. Authors provide explanations for this finding and conclude that available infrastructure evolves over time- and effects of planning policies need longer term follow-ups.</p>	SS	<p>Livable neighbourhoods; planning codes; natural experiment</p>
<b>GETTING PEOPLE ACTIVE</b>			
<p>Astell-Burt, T., Feng, X. &amp; Kolt, G.S. 2013. 'Greener neighbourhood, slimmer people? Evidence from 246920 Australians'. <i>International Journal of Obesity</i></p>	<p>This article quantifies the relationship between green space and weight status among Australian (NSW) adults. Self-reported height and weight measurements as well as physical activity and sedentary behavior data were</p>	APAN	<p>Green space; physical activity; sedentary behaviour; men;</p>

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<p>advance online publication.  <a href="http://www.ncbi.nlm.nih.gov/pubmed/23732654">http://www.ncbi.nlm.nih.gov/pubmed/23732654</a></p>	<p>taken from the 45 and Up Study (246920 adults). Percentages of green space were calculated within a 1 km area from residential Australian Bureau of Statistics collection districts. Multinomial regressions and multilevel models indicate gender differences between green space and weight status. Lower risk rates of overweight and obesity in greener neighbourhoods were found for women but not men. It is surmised that the quality of green space may account for the difference in responses between men and women. Further examination into gender use and functionality of green space is warranted.</p>		<p>women</p>
<p>Vieira, M.C., Sperandei, S., Reis, A. &amp; da Silva, C.G.T. In press. 'An analysis of the suitability of public spaces to physical activity practice in Rio de Janeiro, Brazil'. <i>Preventive Medicine</i>.  <a href="http://www.ncbi.nlm.nih.gov/pubmed/23732246">http://www.ncbi.nlm.nih.gov/pubmed/23732246</a></p>	<p>This article evaluates the physical characteristics of public spaces and its relationship with physical activity and socioeconomic characteristics in Rio de Janeiro. Thirty-eight public recreational spaces underwent the Physical Activity Resource Assessment that identifies physical activity features, supporting amenities and incivilities. A Quality Indicator was developed using these features. A Social Development Index (SDI) was created based on sanitation, housing, schooling and income. Analysis of the two indices suggests that public spaces with more supportive features, amenities and fewer incivilities have higher SDIs. While the access to public space with supportive physical activity features may promote healthy behaviours, the quality of the features may determine whether or not certain socioeconomic groups may engage such spaces. The presence of incivilities as well as lack of maintenance may discourage physical activity.</p>	<p>APAN</p>	<p>Public open space; amenities; incivilities; physical activity; socioeconomic characteristics</p>

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<p>Sugiyama,T., Giles-Corti, B., Summers, J., du Toit, L., Leslie, E. &amp; Owen, N. In press. 'Initiating and maintaining recreational walking: A longitudinal study on the influence of neighborhood green space'. <i>Preventive Medicine</i>.  <a href="http://www.sciencedirect.com/science/article/pii/S0091743513001783">http://www.sciencedirect.com/science/article/pii/S0091743513001783</a></p>	<p>This article examines the relationship between green space and recreational walking among Australian adults living in Adelaide. Data was taken from the four-year longitudinal study: Physical Activity in Localities and Community. A walkability index was created for 32 neighbourhoods based on residential and intersection density, land use mix and net retail area ratio. Green spaces were also objectively measured. A group of 681 respondents completed questionnaires related to physical activity and perceived presence of green space. Statistical analyses suggest that the initiation of recreational walking was not associated with green space attributes. The maintenance of recreational walking was significantly associated with perceptions of presence and proximity to green space. The presence and proximity of green spaces may help maintain recreational walking patterns.</p>	<p>SS</p>	<p>Green space; physical activity</p>
<p>Villanueva, K., Giles-Corti, B., Bulsara, M., Timperio, A., McCormack, G., Beesley, B. et al. 2013. 'Where do children travel to and what local opportunities are available? The relationship between neighbourhood destinations and children's independent mobility'. <i>Environment and Behaviour</i> 45(6): 679-705.  <a href="http://eab.sagepub.com/content/early/2012/04/19/0013916512440705.abstract">http://eab.sagepub.com/content/early/2012/04/19/0013916512440705.abstract</a></p>	<p>This article investigates children's independent mobility and objectively measured availability of neighbourhood destinations. A school specific walkability index measuring network connectivity and road volume was geocoded for 238 schools in Perth, Australia. A group of 1480 children were asked to map their local destinations and complete a questionnaire about their travel patterns. Parents also completed a questionnaire about perceived environmental, social and individual factors. Statistical analyses suggest that girls' likelihood of independent mobility doubled if they perceived that their local park was safe; lived in a highly walkable area; and owned a bicycle. Independent mobility was also higher in boys with more retail shops and recreation venues within 800m of their home. Neighbourhood</p>	<p>SS</p>	<p>Children; independent mobility; neighbourhood; destinations</p>

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	walkability can promote independent and active travel opportunities for children.		
Wasfi, R.A., Ross, N.A., El-Geneidy, A.M. 2013. 'Achieving recommended daily physical activity levels through commuting by public transportation: Unpacking individual and contextual influences'. <i>Health and Place</i> 23 (September 2013): 18-25. <a href="http://www.sciencedirect.com/science/article/pii/S135382921300066X">http://www.sciencedirect.com/science/article/pii/S135382921300066X</a>	This article estimates physical activity levels achieved by public transport commuting in Montreal, Canada. Data was drawn from the Origin-Destination (travel behavior) Survey that asked 6913 participants to record trip origins, destinations and mode of transport. Total distances to transport stops were geocoded and calculated. Analyses of the data show that suburban train users walked the greatest number of minutes. The recommended 30 minutes of daily physical activity could be achieved by encouraging public transport use.	SS	Physical activity; public transport
<b>CONNECTING AND STRENGTHENING COMMUNITIES</b>			
Lugo, A.E. 2013. 'CicLAvia and human infrastructure in Los Angeles: Ethnographic experiments in equitable bike planning'. <i>Journal of Transport Geography</i> 30 (June 2013): 202-207. <a href="http://www.sciencedirect.com/science/article/pii/S0966692313000744">http://www.sciencedirect.com/science/article/pii/S0966692313000744</a> *	This article engages an ethnographic perspective to explore how 'human infrastructure' encourages or discourages bicycling. The method of experimental ethnography is described including the parameters of a case study involving a Ciclovía type event in Los Angeles (CicLAvia). The author accounts bicycle activism in Los Angeles and determines the interaction among other cyclists as a type of 'human infrastructure' supportive of cycling. Social networks and cultural practices in addition to street infrastructure should be considered when encouraging active modes of travel.	SS	Bicycling; social networks; ethnography
Mehdipanah, R., Malmusi, D., Muntaner, C. & Borrell, C. 2013. 'An evaluation of an urban renewal program and its effects on neighborhood resident's overall wellbeing using concept mapping'. <i>Health and Place</i> 23 (September 2013): 9-17. <a href="http://www.ncbi.nlm.nih.gov/pubmed/23727619">http://www.ncbi.nlm.nih.gov/pubmed/23727619</a>	This article explores the effects of an urban renewal program on the wellbeing of Barcelona residents. Three groups participated in a mixed method research approach (conceptual mapping). Through conceptual mapping participants brainstormed answers to questions related to change and wellbeing and then rated and sorted responses. Within positive statements recorded, 13 were related to infrastructure	SS	Urban renewal; health; wellbeing; mixed methods

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	improvements. Of the negative statements, there was a recurring theme related to theft. Projects that included improved walkability, construction of public spaces and more community programs had positive effects on the overall wellbeing of respondents. Considerations of health and equity should be considered during the planning of urban renewal projects.		
<b>PROVIDING HEALTHY FOOD OPTIONS</b>			
<p>Brinkley, C. 2013. 'Avenues into food planning: A review of scholarly food system research'. <i>International Planning Studies</i> 18 (2): 243-266.  <a href="http://www.tandfonline.com/doi/abs/10.1080/13563475.2013.774150?journalCode=cips20">http://www.tandfonline.com/doi/abs/10.1080/13563475.2013.774150?journalCode=cips20</a></p>	<p>This article reviews the role of urban planning in food planning (foodshed analysis, urban food production and food access). It first defines the problem of modern food planning in the US, the recent involvement of planning interest in food systems and explores foodshed studies. Alternatives to conventional food systems are then documented and a suggestion is made that urban agricultural practices may be a self-limiting policy. A review of planning studies investigating food access is then provided. This paper invites a cross-disciplinary approach for food planning policies and advocates research into the spatial and temporal effects of both local food production and local food access.</p>	SS	<p>Food planning; access; urban agriculture; food production; review</p>
<p>Cushon, J., Creighton, T., Kershaw, T., Marko, J., Markham, T. 2013. 'Deprivation and food access and balance in Saskatoon, Saskatchewan'. <i>Chronic Diseases and Injuries in Canada</i> 33 (3): 146-159.  <a href="http://www.phac-aspc.gc.ca/publicat/cdic-mcbc/33-3/ar-05-eng.php">http://www.phac-aspc.gc.ca/publicat/cdic-mcbc/33-3/ar-05-eng.php</a></p>	<p>This article explores food access and equity in Saskatchewan, Canada. The location of large supermarkets and fast food retailers were recorded from several data sources, geocoded and assessed for proximity, diversity and variety. Material and social deprivation was also geocoded. Analyses suggest that almost half of the population lived within 1km of a supermarket and approximately 75% lived within 1 km of a fast food outlet. Supermarket variety was particularly poor and fast food outlets were closer in the more deprived areas. Individual consumption patterns,</p>	SS	<p>Food access; health; deprivation; socioeconomic status</p>

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	mobility and economic access may also affect food access and balance.		

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