

## FORTNIGHTLY LITERATURE REVIEW

REFERENCE	DESCRIPTION	ALERT SOURCE	KEYWORDS
<b>GENERAL POLICY AND RESEARCH</b>			
Walker, J. 2012. 'Paris: "The bus stop of the future.' <i>Human Transit</i> , 21 May 2012. <a href="http://www.humantransit.org/2012/05/paris-the-bus-stop-of-the-future.html">http://www.humantransit.org/2012/05/paris-the-bus-stop-of-the-future.html</a>	This article describes an experimental transit project in Paris which aims to improve the amenity and convenience of bus services. The project involved the design and construction of a bus shelter with a variety of additional services. The bus shelter has been designed to encourage social interaction and provide a safe, interesting and stimulating environment for commuters. It includes a library, information services, electric bicycle rental station, snack and coffee kiosk, phone chargers and free WiFi. The shelter will be open for a trial period of five months.	Social Impacts Alert	Public transport; urban design; amenity; safety; comfort; commuting; bus; Paris
Pourbaix, J. and Lee, S.M. 2012. <i>Green growth with public transport: Messages for the G20 Development Working Group</i> . Brussels: UITP and KOTI. * <a href="http://www.uitp.org/public-transport/business-human/pdf/green-growth-paper-final.pdf">http://www.uitp.org/public-transport/business-human/pdf/green-growth-paper-final.pdf</a>	The authors of this paper are advocating for support of the transition from private motorised vehicle modes to public transport in cities around the world. The paper provides a discussion of the role of efficient mobility in saving energy resources and reducing carbon emissions, while also creating economic opportunities, encouraging social integration, improving health outcomes in relation to physical activity, enabling trade and facilitating access to markets and services.	UITP	Public transport; mobility; car dependence; low carbon living; physical activity; social interaction; economic benefits; co-benefits; climate change
Thiam, O., Pourbaix, J. and Stölting, S. 2012. <i>Public Transport's Crucial Role for Future Cities</i> . Presentation at the Future Cities Africa Conference, Lagos, Nigeria, 30-31 May 2012. Brussels: UITP.	This paper describes and explores the challenges relating to efforts to improve mobility in African cities. It provides projections for daily urban trips, public transport use and energy consumption, and traffic fatalities associated with population growth forecasts	UITP	Public transport; mobility; car dependence; population growth;

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<a href="http://www.uitp.org/public-transport/business_human/pdf/Briefing_OusThiam_LagosConference_20120605.pdf">http://www.uitp.org/public-transport/business_human/pdf/Briefing_OusThiam_LagosConference_20120605.pdf</a>	<p>up to 2050. Key issues addressed in the paper include: the impacts of urban sprawl associated with rapid population growth on urban mobility; growing congestion and productivity losses; institutional capacity to provide land use planning and urban mobility policies; investment and support by political decision makers; and fragmentation of transport planning responsibilities. The authors provide a number of recommendations on the provision of public transport systems in African cities which can support economic productivity and growth, overcome social barriers, mitigate carbon emissions and improve health outcomes.</p>		<p>urbanisation; developing country; Africa; economic benefits; co-benefits; climate change; low carbon living; social interaction; physical activity</p>
<p>Hector, D., King, L., Hardy, L., St George, A., Hebden, L., Espinel, P. and Rissel, C. 2012. <i>Evidence Update on Obesity Prevention: Across the Life Course. Prepared for NSW Ministry of Health.</i> Sydney: PANORG. * <a href="http://sydney.edu.au/medicine/public-health/panorg/research-themes/intervention/Obesity%20Review_2%20May%202012_for%20website.pdf">http://sydney.edu.au/medicine/public-health/panorg/research-themes/intervention/Obesity%20Review_2%20May%202012_for%20website.pdf</a></p>	<p>This report provides an update on the evidence relating to prevention of overweight and obesity. It was prepared to guide the development of the NSW Obesity Plan 2012-2015. It includes a summary table of the most promising areas for intervention by age group and across a range of settings, such as childcare/schools/workplaces; home/family; primary health care; and community. The community setting is most relevant to healthy built environments, and includes reference to provision of green and open spaces, regulation of food environments (particularly near schools and public playgrounds) and use of walkable active urban design principles. The report also identifies key research gaps and areas for further investigation.</p>	<p>APAN</p>	<p>Obesity; overweight; research evidence; prevention; access; open space; green space; healthy food; physical activity; walkability; intervention; state government</p>
<b>GETTING PEOPLE ACTIVE</b>			
<p>Hinds, K. 2012. 'Poor Pedestrians More Likely To be Struck By Cars.' <i>Transportation Nation</i>, 14 May 2012.</p>	<p>This article explores the relationship between socio-economic status and pedestrian safety. Research undertaken in the US shows that there is a statistically</p>	<p>Social Impacts Alert</p>	<p>Socio-economic status; pedestrian safety; traffic</p>

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<a href="http://transportationnation.org/2012/05/14/poor-pedestrians-more-likely-to-be-struck-by-cars/">http://transportationnation.org/2012/05/14/poor-pedestrians-more-likely-to-be-struck-by-cars/</a>	<p>significant relationship between low income neighbourhoods and high pedestrian crash totals. The evidence suggests that this is due to lower car ownership levels among low income residents, which increases exposure of pedestrians to cars, and inadequate pedestrian infrastructure provision in low income neighbourhoods. The author describes some examples of interventions by non-profit organisations, which aim to improve the quality and safety of crossings at intersections. It is noted that local authorities do not have jurisdiction over state level infrastructure, and therefore are not able to undertake improvements on certain roads.</p>		<p>fatalities; traffic injuries; infrastructure; US; walkability</p>
<p>Goodyear, S. 2012. 'Kids Who Get Driven Everywhere Don't Know Where They're Going.' <i>The Atlantic Cities</i>, 7 May 2012. *  <a href="http://www.theatlanticcities.com/commute/2012/05/kids-who-get-driven-everywhere-dont-know-where-theyre-going/1943/">http://www.theatlanticcities.com/commute/2012/05/kids-who-get-driven-everywhere-dont-know-where-theyre-going/1943/</a></p>	<p>This article describes new research being undertaken in the US about how '...constantly being in and around cars affects children's perception and understanding of their home territory.' Children from 2 suburban communities were involved in 'cognitive mapping' exercises about their neighbourhoods. One of the communities had light traffic and infrastructure that allowed children to walk and cycle on their own, while the other had heavy traffic and children travelled predominantly by car. The results showed that children who were able to walk and cycle around the neighbourhood had a greater understanding of and connection to their local environment.</p>	<p>Social Impacts Alert</p>	<p>Car dependence; physical activity; walking and cycling infrastructure; children; active transport; connection to place; sense of place; safety</p>
<p>Snyder, T. 2012. 'Why Bicyclists Are Better Customers Than Drivers For Local Business.' <i>Streetsblog Capitol Hill</i>, 23 March 2012.  <a href="http://dc.streetsblog.org/2012/03/23/why-bicyclists-are-better-customers-than-drivers-for-local-business/">http://dc.streetsblog.org/2012/03/23/why-bicyclists-are-better-customers-than-drivers-for-local-business/</a></p>	<p>This article describes the economic benefits that can be gained from providing cycling infrastructure and opportunities for consumers to access local businesses by bicycle. The author describes the successful planning and introduction of bicycle-friendly business districts in the city of Long Beach in California. The article includes descriptions of a number of initiatives implemented in</p>	<p>Social Impacts Alert</p>	<p>Physical activity; cycling; infrastructure; economic benefits; local business districts</p>

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	this area, including an informal merchant bike share program, discounts for consumers who arrive by bicycle, and construction of 'open streets' which are closed off to motorised traffic.		
<p>Lamb, K., Ogilvie, D., Ferguson, N., Murray, J., Wang, Y. and Ellaway, A. 2012. 'Sociospatial distribution of access to facilities for moderate and vigorous intensity physical activity in Scotland by different modes of transport.' <i>International Journal of Behavioural Nutrition and Physical Activity</i> 9(1): 55.  <a href="http://www.ijbnpa.org/content/9/1/55/abstract">http://www.ijbnpa.org/content/9/1/55/abstract</a></p>	<p>This article looks at the relationship between socio-economic status, access to physical activity facilities and physical activity levels in Scotland. Using data from the national agency for sport, the authors categorised all physical activity facilities into light, moderate and vigorous intensity activity facilities. These were then mapped and analysed in relation to walking, cycling, public transport and road networks. The results suggest that people living in more affluent areas have significantly greater levels of access to facilities by car than those living in areas of lower socio-economic status, but poorer levels of access by foot, bicycle and public transport.</p>	APAN	Physical activity; facilities; access; socio-economic status; walking; cycling; public transport; car
<p>Pourbaix, J. and Lee, S.M. 2012. <i>Green growth with public transport: Messages for the G20 Development Working Group</i>. Brussels: UITP and KOTI. *  <a href="http://www.uitp.org/public-transport/business-human/pdf/green-growth-paper-final.pdf">http://www.uitp.org/public-transport/business-human/pdf/green-growth-paper-final.pdf</a></p>	<p>The authors of this paper are advocating for support of the transition from private motorised vehicle modes to public transport in cities around the world. The paper provides a discussion of the role of efficient mobility in saving energy resources and reducing carbon emissions, while also creating economic opportunities, encouraging social integration, improving health outcomes in relation to physical activity, enabling trade and facilitating access to markets and services.</p>	UITP	Public transport; mobility; car dependence; low carbon living; physical activity; social interaction; economic benefits; co-benefits; climate change
<p>Hector, D., King, L., Hardy, L., St George, A., Hebden, L., Espinel, P. and Rissel, C. 2012. <i>Evidence Update on Obesity Prevention: Across the Life Course. Prepared for NSW Ministry of Health</i>. Sydney: PANORG. *  <a href="http://sydney.edu.au/medicine/public-">http://sydney.edu.au/medicine/public-</a></p>	<p>This report provides an update on the evidence relating to prevention of overweight and obesity. It was prepared to guide the development of the NSW Obesity Plan 2012-2015. It includes a summary table of the most promising areas for intervention by age group and across a range of settings, such as</p>	APAN	Obesity; overweight; research evidence; prevention; access; open space; green

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<a href="http://health.panorg/research-themes/intervention/Obesity%20Review%20May%202012_for%20website.pdf">health/panorg/research-themes/intervention/Obesity%20Review%20May%202012_for%20website.pdf</a>	<p>childcare/schools/workplaces; home/family; primary health care; and community. The community setting is most relevant to healthy built environments, and includes reference to provision of green and open spaces, regulation of food environments (particularly near schools and public playgrounds) and use of walkable active urban design principles. The report also identifies key research gaps and areas for further investigation.</p>		<p>space; healthy food; physical activity; walkability; intervention; state government</p>
<b>CONNECTING AND STRENGTHENING COMMUNITIES</b>			
<p>Cerdá, M., Morenoff, J.D., Hansen, B.B., Tessari Hicks, K.J., Duque, L.F., Restrepo, A. and Diez-Roux, A.V. 2012. 'Reducing Violence by Transforming Neighbourhoods: A Natural Experiment in Medellín, Colombia.' <i>American Journal of Epidemiology</i> 175(10): 1045-1053. <a href="http://aje.oxfordjournals.org/content/175/10/1045.long">http://aje.oxfordjournals.org/content/175/10/1045.long</a></p>	<p>In this article, the impacts of a newly implemented public transit system and improvements to neighbourhood infrastructure in Medellín, Colombia, were assessed in relation to levels of violence. The results showed that there was a decline in homicides and resident reports of violence following the improvements to the public transport system and built environment.</p>	HCD	<p>Public transport; infrastructure; safety; violence; developing country</p>
<p>Goodyear, S. 2012. 'Kids Who Get Driven Everywhere Don't Know Where They're Going.' <i>The Atlantic Cities</i>, 7 May 2012. * <a href="http://www.theatlanticcities.com/commute/2012/05/kids-who-get-driven-everywhere-dont-know-where-theyre-going/1943/">http://www.theatlanticcities.com/commute/2012/05/kids-who-get-driven-everywhere-dont-know-where-theyre-going/1943/</a></p>	<p>This article describes new research being undertaken in the US about how '...constantly being in and around cars affects children's perception and understanding of their home territory.' Children from 2 suburban communities were involved in 'cognitive mapping' exercises about their neighbourhoods. One of the communities had light traffic and infrastructure that allowed children to walk and cycle on their own, while the other had heavy traffic and children travelled predominantly by car. The results showed that children who were able to walk and cycle around the neighbourhood had a greater understanding of and connection to their local environment.</p>	Social Impacts Alert	<p>Car dependence; physical activity; walking and cycling infrastructure; children; active transport; connection to place; sense of place; safety</p>
<b>PROVIDING HEALTHY FOOD OPTIONS</b>			

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