

FORTNIGHTLY LITERATURE REVIEW

REFERENCE	DESCRIPTION	ALERT SOURCE	KEYWORDS
GENERAL POLICY AND RESEARCH			
Australian Council of Social Service (ACOSS). 2011. <i>Indicators of Inequality Factsheet, April 2011</i> . Sydney: ACOSS. http://acoss.org.au/images/uploads/ACOSS_Indicators_of_Inequality_Factsheet_April_2011.pdf	This factsheet states that over 2.2 million Australians are living in poverty. It provides statistics relating to the widening gap between wealthy and low-income households; income support; cost of living; housing stress; community services; and health services – including mental health services.	Social Impacts Alert	Low socio-economic status; housing; community services; health
Wilson, J. 2011. "C-minus card means we must try harder." <i>Sydney Morning Herald</i> , 26 April 2011 http://www.smh.com.au/business/cminus-card-means-we-must-try-harder-20110425-1du3u.html#ixzz1KfpW3Ft	Describes how an Engineers Australia report card (released every 5 years) rated Victoria's infrastructure as barely adequate – with outdated infrastructure systems not able to meet the demands of rapid population growth and urban development. Rail, water and electricity have been identified as the most challenged sectors. The author advocates for the establishment of an independent authority and advisory body, similar to Infrastructure Australia, at the state level.	APO	Infrastructure provision; governance
Russell, L. 2011. "Health, climate and the Pacific." <i>Australian Policy Online</i> , 29 April 2011 http://www.apo.org.au/commentary/health-climate-and-pacific	This article describes the impacts of climate change on the health of the populations of the Pacific Islands. It also addresses the lifestyle diseases, like obesity, diabetes and heart disease, which have grown in prevalence over the past few decades, due to changes in diet brought about by population growth and a decline in subsistence farming. The author states that 70-80% of premature deaths in the Islands are from lifestyle diseases. Australia's role in providing aid and assistance is discussed, and a recommendation made that a key area for assistance is	APO	Climate change; healthy food options; development assistance

	through addressing the social determinants of health.		
Engineers Australia Victoria Division Transport Branch. 2011. <i>Towards a More Liveable Future for Victoria: Choosing a Sustainable Land Use and Transport Path</i> . North Melbourne: Engineers Australia Victoria Division Transport Branch. http://www.apo.org.au/research/towards-more-livable-future-victoria-choosing-sustainable-land-use-and-transport-path	This paper provides a strategy for addressing land use and transport challenges in Victoria, to ensure a sustainable and liveable future. It includes consideration of the governance, social, environmental and economic barriers to achieving a more sustainable transport system, and provides recommendations for the development and implementation of plans, funding, operational logistics and stakeholder engagement.	APO	Infrastructure; land use management; transport; liveability
McGrail, M.R., Humphreys, J.S., Joyce, C., Scott, A. and Kalb, G. 2011. "Rural Amenity and Medical Workforce Shortage: Is there a Relationship?" <i>Geographical Research</i> 49(2): 192-202 http://onlinelibrary.wiley.com/doi/10.1111/j.1745-5871.2011.00690.x/abstract	A study which explores the relationship between medical workforce shortages across rural Australia, and a selection of place characteristics such as isolation, climate and amenity.	Geographical Research Content	Health services; rural
De Nazelle, A., Nieuwenhuijsen, M.J., Antó, J.M., Brauer, M., Briggs, D., Braun-Fahrlander, C., Cavill, N., Cooper, A.R., Desqueyroux, H., Fruin, S., Hoek, G., Panis, L.I., Janssen, N., Jerrett, M., Joffe, M., Andersen, Z.J., van Kempen, E., Kingham, S., Kubesch, N., Leyden, K.M., Marshall, J.D., Matamala, J., Mellios, G., Mendez, M., Nassif, H., Ogilvie, D., Peiró, R., Pérez, K., Rabl, A., Ragettli, M., Rodríguez, D., Rojas, D., Ruiz, P., Sallis, J.F., Terwoert, J., Toussaint, J., Tuomisto, J., Zuurbier, M. and Lebet, E. 2011. "Improving health through policies that promote active travel: A review of evidence to support integrated health impact assessment." <i>Environment International</i> 37: 766-777. *	This article contains an analysis of existing literature, to determine the health impacts - including unintended consequences - from policies which are designed to encourage active travel; and provide recommendations for the development of health impact assessment models which can be used to produce better solutions for healthy built environments. The literature review revealed that active travel policies are likely to lead to significant individual health benefits, as well as some benefit for population health (through reductions in air and noise pollution), however there is also a risk that such policies might lead to an increase in inhalation of air pollutants and exposure to traffic accidents. The article states that these risks are dependent on conditions of policy implementation. The article also states that the relationship between active travel policies and improved social capital and diet needs to be further explored, to	HCD	Physical activity; policy; health impact assessment; active travel

<p>http://www.sciencedirect.com/science?ob=MImg&imagekey=B6V7X-52DB325-1-2&cdi=5854&user=37161&pii=S0160412011000341&origin=gateway&coverDate=05%2F31%2F2011&sk=999629995&view=c&wchp=dGLbVIW-zSkzk&md5=a4999b15b7423f77780ecf7fb062e677&ie=/sdarticle.pdf</p>	<p>provide quantitative evidence of the benefits in this area.</p>		
<p>Cummins, C. 2011. "Car spaces lose cachet." <i>Sydney Morning Herald</i> 9 April 2011 * http://newsstore.fairfax.com.au/apps/viewDocument.ac;jsessionid=B4A7F97C4F41EA54FA4D087C159A3B5F?sy=afr&pb=all&ffx&dt=selectRange&dr=1month&so=relevance&sf=text&sf=headline&rc=10&rm=200&sp=brs&cls=2013&clsPage=1&docID=SMH110409ES7JH2JEB7N</p>	<p>This article addresses the impact of a change in work locations and lifestyle, as well as changes in planning policy, on the design and provision of car parking spaces in new buildings in the Sydney CBD. With more people cycling to work or using public transport, there is more demand for shower facilities and bicycle storage or parking than car parking. The author states that a car park is now less important in a leasing deal than green star ratings and shower facilities.</p>	<p>PCAL</p>	<p>Building design; cycling infrastructure; physical activity</p>
<p>Transport for London. 2010. <i>Legible London pilots</i>. London: Transport for London. * http://www.tfl.gov.uk/microsites/legible-london/5_54.aspx</p>	<p>This article describes a pilot program launched by Transport for London which involves providing street signs and maps to help tourists and residents navigate London by foot. A review of the program found that the signs and maps reduced walking times and confusion, and may have contributed to a reported 5% increase in pedestrian activity. In the future, the Legible London program will also include printed maps, guidebooks, and mobile and online applications.</p>	<p>PCAL</p>	<p>Walking; signage; physical activity</p>
<p>Commonwealth of Australia. 2011. <i>Our Cities, Our Future – A National Urban Policy for a Productive, Sustainable and Liveable Future</i>. Canberra: Commonwealth of Australia. http://cache.treasury.gov.au/budget/201</p>	<p>This report provides an overview of how the National Urban Policy will be funded and implemented. The Policy is a key element of the Sustainable Australia framework, which also includes a Sustainable Population Strategy and a Regional Policy agenda. The goals of the Policy relate to productivity, sustainability and liveability. The liveability</p>	<p>PCAL</p>	<p>Federal government; policy; liveable cities; sustainability</p>

<p>1-12/content/download/ms_urban.pdf</p>	<p>goal relates directly to healthy built environments – addressing housing type and affordability; location of services, employment and public transport; and improvements to community wellbeing (through access to social and economic opportunities, improving the quality of the public domain, improving public health outcomes, addressing spatially concentrated disadvantage, and increasing access to cultural, sporting and recreational activity).As part of the National Urban Policy, a Sustainable Communities package will provide \$120 million to State, Territory and local governments to fund projects which aim to improve affordability and liveability in cities. These projects may potentially be undertaken in partnership with the private sector. \$20 million of the funding has been allocated to the Liveable Cities Program, for planning, feasibility assessment, design and capital works projects. Examples of projects provided in the report include: affordable, adaptable and accessible housing; residential developments which provide improved access to services and public transport; mixed use precincts; critical infrastructure corridors, sites and buffers; and projects which promote and incorporate active travel through walking and cycling. The remainder of the fund (\$100 million) has been allocated to the Suburban Jobs Program, for the planning and provision of employment precincts, manufacturing hubs and multi-function developments in close proximity to residential areas.</p> <p>In addition to the above, \$61.4 million over 3 years has been allocated for the development of a National Smart Managed Motorways Trial which aims to improve congestion, reduce emissions and increase the capacity of existing road infrastructure (e.g. the M4 in Sydney). \$36 million over four years has been allocated to the</p>		
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	continued development of Infrastructure Australia.		
Governing Council of the United Nations Human Settlements Programme. 2011. <i>Draft resolution on sustainable urban development through access to quality urban public spaces</i> . Nairobi: Governing Council of the UN Human Settlements Programme, Twenty-third session. * http://www.unhabitat.org/downloads/docs/9771_1_593694.pdf	This draft resolution uses the World Charter on the Right to the City, the outcomes of the fifth session of the World Urban Forum, and the State of the World's Cities report as a basis for declaring the importance of green, safe and socially inclusive public spaces, and inviting governments to develop and implement sustainable urban development policies that take the issue into consideration. The resolution also addresses environmental health, cultural identity and heritage, and safety in public spaces.	PCAL	Green access; social interaction; safety
Price-Robertson, R. 2011. <i>What is community disadvantage? Understanding the issues, overcoming the problem</i> . Melbourne: Communities and Families Clearinghouse Australia, Australian Institute of Family Studies. * http://www.aifs.gov.au/cafca/pubs/sheets/rs/rs2.pdf	This is a Resource Sheet which describes a number of new approaches to conceptualising and measuring disadvantage. The author states that there is more to disadvantage than low income and unemployment, and describes community disadvantage as emerging '...out of the interplay between the characteristics of the residents in a community (e.g. employment, education levels, drug and alcohol use) and, over and above this, the effects of the social and environmental context in which they exist (i.e. "place effects" or "neighbourhood effects", such as weak social networks, poor role models and a relative lack of opportunity)' (p2). New approaches to measuring disadvantage include consideration of social capital, social inclusion and exclusion, and capabilities (i.e. ability to engage in actions and activities which have value and meaning to an individual. Includes life expectancy, bodily health, emotions, affiliation and others). The author also describes two examples of measurement tools used in Australia.	APO	Low socio-economic status; community disadvantage; social interaction
Burgess, M. 2011. <i>Understanding crime hotspot maps</i> . Sydney: NSW Bureau of Crime Statistics and Research.* http://www.bocsar.nsw.gov.au/lawlink/b	This report describes how crime mapping can be used to provide an understanding of the factors that influence the occurrence and location of crime. The author states that the physical and social characteristics of a place, and the	APO	Crime; safety; mapping

<p>bocsar/ll_bocsar.nsf/vwFiles/bb60.pdf/\$file/bb60.pdf</p>	<p>people using the place, have a significant influence on where crime occurs. The NSW Bureau of Crime Statistics uses crime data supplied by the Police Force, which provides the following details: type of offence; date and time of incident; location of incident; type of premises where the incident occurred; involvement or not of drugs, alcohol or weapons; age and gender of offender; age and gender of victim; and others. The Bureau uses geocoding (assigning geographic references to the incident) in its crime mapping, which it develops for all Local Government Areas. The report outlines the strengths and weaknesses of geocoding, as well as describing the creation of point crime maps (which show the sites of crimes illustrated by a symbol – these are not made public due to privacy issues), density maps (used to identify hotspots) and hotspot maps (showing areas of high crime density relative to crime concentrations – these maps are publicly available for LGAs across NSW). It also describes how crime densities are calculated, visualised and classified.</p>		
GETTING PEOPLE ACTIVE			
<p>Handy, S. and McCann, B. 2010. "The Regional Response to Federal Funding for Bicycle and Pedestrian Projects." <i>Journal of the American Planning Association</i> 77(1): 23-38. http://www.informaworld.com/smpp/fulltext~db=all~content=a930339811~fulltext=713240930</p>	<p>This article explores the differences in the spending of federal funds for bicycle and pedestrian projects by metropolitan planning organisations in the USA, and whether the provision of funding has resulted in increased attention to cycling and pedestrian infrastructure. The results showed that funding did lead to an increase in projects, and that difference in spending related to the level of support planning organisations received from local and state government and advocacy groups.</p>	APAN	Cycling and pedestrian infrastructure; funding; government support
<p>Broyles, S.T., Mowen, A.J., Theall, K.P., Gustat, J. and Rung, A.L. 2011. "Integrating Social Capital Into a Park-Use and Active-</p>	<p>This article explores 'whether social capital is a collective feature of the park environment and whether it is associated with park use and park-based physical activity'</p>	APAN	Social capital; social interaction; physical activity;

<p>Living Framework." <i>American Journal of Preventive Medicine</i> 40: 522-529. * http://www.sciencedirect.com/science?ob=ArticleURL&udi=B6VHT-52M428XR&user=37161&coverDate=05%2F31%2F2011&alid=1739786354&rdoc=1&fmt=high&orig=search&origin=search&zone=rslt_list_item&cdi=6075&sort=r&st=13&docanchor=&view=c&ct=1&acct=C000004218&version=1&urlVersion=0&userid=37161&md5=5afc7b80d466a460f222f2cd0218d2c0&searchtype=a</p>	<p>through a study of behaviour of adult park users in New Orleans, USA. The results showed that higher levels of social capital are positively associated with higher daily numbers of park usage, and higher energy physical activity.</p>		<p>park use</p>
<p>Gotschi, T. 2011. "Costs and Benefits of Bicycling Investments in Portland, Oregon." <i>Journal of Physical Activity and Health</i> 8(Suppl 1): S49-S58 http://journals.humankinetics.com/jpah-pdf-articles?DocumentScreen=Detail&ccs=6412&cl=21365</p>	<p>This article addresses an existing uncertainty in relation to the amount and effectiveness of investment needed for cycling infrastructure in Portland in the USA. The results show that infrastructure investments now will result in significant health care cost savings and fuel savings.</p>	<p>Social Impacts Alert</p>	<p>Cycling infrastructure; cost benefit analysis</p>
<p>Munro, K. 2011. "Cyclists say missing links are a spoke in the wheel." <i>Sydney Morning Herald</i>, 4 May 2011 http://www.smh.com.au/nsw/cyclists-say-missing-links-are-a-spoke-in-the-wheel-20110503-1e6u8.html</p>	<p>Describes proposed changes to be made to Sydney's cycling network – including the City West Cycle Link and the Harbour Link. Addresses the tensions between the new Roads Minister and pro-cycling groups, who are concerned that the new government will tear up the cycleways (due to a perceived lack of usage) instead of improving them.</p>	<p>SMH</p>	<p>Cycling infrastructure; Sydney</p>
<p>Colabianchi, N., Maslow, A.L. and Swayampakala, K. 2011. "Features and amenities of school playgrounds: A direct observation study of utilisation and physical activity levels outside of school time." <i>International Journal of Behavioral Nutrition and Physical Activity</i> 8(32)</p>	<p>This article addresses whether specific features or amenities (such as types of equipment and safety) of parks and playgrounds have an impact on physical activity levels, through a study of 20 urban schoolyards in the USA. The results showed that total number of play features, cleanliness, coverage/shade, and overall safety are factors which are positively associated with use of</p>	<p>APAN</p>	<p>Physical activity; youth; playgrounds; schools</p>

http://www.ijbnpa.org/content/8/1/32	playgrounds.		
<p>Anthamatten, P., Brink, L., Lampe, S., Greenwood, E., Kingston, B. and Nigg, C. 2011. "An assessment of schoolyard renovation strategies to encourage children's physical activity." <i>International Journal of Behavioral Nutrition and Physical Activity</i> 8(27)</p> <p>http://www.ijbnpa.org/content/8/1/27</p>	<p>This article describes a study which evaluated the impacts of the Learning Landscapes program in Denver, USA, on schoolyard use and physical activity rates of children in poor and minority neighbourhoods. The program involved the construction of 98 culturally-tailored playgrounds at elementary schools. While the results showed that overall the program led to an increase in schoolyard utilisation, it was not clear what impact specific features had.</p>	APAN	Physical activity; youth; playgrounds; schools; low socio-economic status; cultural diversity
<p>De Bourdeaudhuij, I., Van Cauwenberghe, E., Spittaels, H., Oppert, J.-M., Rostami, C., Brug, J., Van Lenthe, F., Lobstein, T. and Maes, L. 2009. "School-based interventions promoting both physical activity and healthy eating in Europe: a systematic review within the HOPE project." <i>Obesity reviews</i> 12: 205-216*</p> <p>http://onlinelibrary.wiley.com/doi/10.1111/j.1467-789X.2009.00711.x/pdf</p>	<p>This article provides a review of evidence from school-based interventions in Europe. The results show that a combination of educational and environmental interventions is necessary, encompassing: computer-tailored personalised education; organised physical activities in lunch breaks; improved availability of healthy food options and lack of access to unhealthy food options.</p>	APAN	Physical activity; healthy food options; schools
<p>Learnihan, V., Van Niel, K.P., Giles-Corti, B. and Knuiman, M. 2011. "Effect of Scale on the Links between Walking and Urban Design." <i>Geographical Research</i> 49(2): 183-191</p> <p>http://onlinelibrary.wiley.com/doi/10.1111/j.1745-5871.2011.00689.x/abstract</p>	<p>Explores the relationship between geographic scale and different types of walking – i.e. walking for recreation and leisure, and walking for transport. The research found that there is a strong relationship between scale and walking for transport.</p>	Geographical Research Content	Physical activity; urban design; active transport
<p>Veitch, J., Bagley, S., Ball, K. and Salmon, J. 2006. "Where Do Children Usually Play? A Qualitative Study of Parents' Perceptions of Influences on Children's Active Free-Play." <i>Health and Place</i> 12(4): 383-393.</p> <p>http://www.sciencedirect.com/science?ob=MImg&imagekey=B6VH5-4G04959-</p>	<p>In this study, parents of children in Melbourne were interviewed about the factors influencing their children's active free-play. Key factors include: safety (traffic, teenage bullies and gangs, and strangers); street design (connected street patterns are less conducive to active free-play than cul-de-sacs and courts, due to parental concern about traffic); social norms (amongst parents</p>	InformeDesign	Physical activity; children; active free-play; neighbourhood design

<p>1- 1& cdi=6057& user=37161& pii=S13538 29205000195& origin=gateway& coverD ate=12%2F31%2F2006& sk=999879995 &view=c&wchp=dGLbVzW- zSkzS&md5=6a663c90a9da0247bc00588 8694150a8&ie=/sdarticle.pdf</p>	<p>regarding appropriate parental control); children's level of independence (again, a safety issue, particularly for younger children. Children with dogs were found to have a greater level of freedom than those without); children's preferences for indoor and outdoor play (influenced by increasing access to technologies like computer games and television); proximity to social networks (i.e. close relationships with neighbours, or having friends who live nearby increases levels of active free-play); facilities at parks (bike paths, picnic facilities, clean toilets, shade, stimulating play equipment for children of a range of ages); and proximity to public open space and parks. Overall the study found that '...opportunities for active free-play and independent mobility may be quite limited for many children', due to the above factors.</p>		
<p>De Nazelle, A., Nieuwenhuijsen, M.J., Antó, J.M., Brauer, M., Briggs, D., Braun-Fahrlander, C., Cavill, N., Cooper, A.R., Desqueyroux, H., Fruin, S., Hoek, G., Panis, L.I., Janssen, N., Jerrett, M., Joffe, M., Andersen, Z.J., van Kempen, E., Kingham, S., Kubesch, N., Leyden, K.M., Marshall, J.D., Matamala, J., Mellios, G., Mendez, M., Nassif, H., Ogilvie, D., Peiró, R., Pérez, K., Rabl, A., Ragettli, M., Rodríguez, D., Rojas, D., Ruiz, P., Sallis, J.F., Terwoert, J., Toussaint, J., Tuomisto, J., Zuurbier, M. and Lebret, E. 2011. "Improving health through policies that promote active travel: A review of evidence to support integrated health impact assessment." <i>Environment International</i> 37: 766-777. * http://www.sciencedirect.com/science?ob=Mimg& imagekey=B6V7X-52DB325-</p>	<p>This article contains an analysis of existing literature, to determine the health impacts - including unintended consequences - from policies which are designed to encourage active travel; and provide recommendations for the development of health impact assessment models which can be used to produce better solutions for healthy built environments. The literature review revealed that active travel policies are likely to lead to significant individual health benefits, as well as some benefit for population health (through reductions in air and noise pollution), however there is also a risk that such policies might lead to an increase in inhalation of air pollutants and exposure to traffic accidents. The article states that these risks are dependent on conditions of policy implementation. The article also states that the relationship between active travel policies and improved social capital and diet needs to be further explored, to provide quantitative evidence of the benefits in this area.</p>	<p>HCD</p>	<p>Physical activity; policy; health impact assessment; active travel</p>

<p>1- 2& cdi=5854& user=37161& pii=S01604 12011000341& origin=gateway& coverD ate=05%2F31%2F2011& sk=999629995 &view=c&wchp=dGLbVIW- zSkzk&md5=a4999b15b7423f77780ecf7f b062e677&ie=/sdarticle.pdf</p>			
<p>National Center for Bicycling and Walking. 2010. <i>Increasing Physical Activity through Community Design: A Guide for Public Health Practitioners and Liveable Community Advocates</i>. Washington: National Center for Bicycling and Walking. http://www.activelivingresources.org/assets/2010IPA_full.pdf</p>	<p>This is a guidebook which has been developed to aid the implementation of strategies which aim to create an active community environment, with places for people to walk and cycle. It involves consideration of land use design, retrofitting of transport infrastructure, advocacy and funding.</p>	<p>HCD</p>	<p>Physical activity; neighbourhood design; infrastructure; funding</p>
<p>Cummins, C. 2011. "Car spaces lose cachet." <i>Sydney Morning Herald</i> 9 April 2011 * http://newsstore.fairfax.com.au/apps/viewDocument.ac;jsessionid=B4A7F97C4F41EA54FA4D087C159A3B5F?sy=afr&pb=af&dt=selectRange&dr=1month&so=relevance&sf=text&sf=headline&rc=10&rm=200&sp=brs&cls=2013&clsPage=1&docID=SMH110409ES7IH2JEB7N</p>	<p>This article addresses the impact of a change in work locations and lifestyle, as well as changes in planning policy, on the design and provision of car parking spaces in new buildings in the Sydney CBD. With more people cycling to work or using public transport, there is more demand for shower facilities and bicycle storage or parking than car parking. The author states that a car park is now less important in a leasing deal than green star ratings and shower facilities.</p>	<p>PCAL</p>	<p>Building design; cycling infrastructure; physical activity</p>
<p>Transport for London. 2010. <i>Legible London pilots</i>. London: Transport for London. * http://www.tfl.gov.uk/microsites/legible-london/54.aspx</p>	<p>This article describes a pilot program launched by Transport for London which involves providing street signs and maps to help tourists and residents navigate London by foot. A review of the program found that the signs and maps reduced walking times and confusion, and may have contributed to a reported 5% increase in pedestrian activity. In the future, the Legible London program will also include printed maps, guidebooks, and mobile and online applications.</p>	<p>PCAL</p>	<p>Walking; signage; physical activity</p>

<p>Jones, N., Jones, A., van Sluijs, E., Panter, J., Harrison, F. and Griffin, S. 2010. "School Environments and Physical Activity: The Development and Testing of an Audit Tool." <i>Health and Place</i> 16(5): 776-783. http://www.sciencedirect.com/science?ob=MImg&imagekey=B6VH5-4YVJ49H-2-1&cdi=6057&user=37161&pii=S1353829210000389&origin=gateway&coverDate=09%2F30%2F2010&sk=999839994&view=c&wchp=dGLbVzz-zSkWb&md5=f05b056674512d9262de336bd2d92a14&ie=/sdarticle.pdf</p>	<p>This article describes a study of the effectiveness of an audit tool that was designed to assess physical activity opportunities in outdoor school environments in the UK. The audit tool was used to assess cycling provision, sports and play provision, other facility provision, design of the school grounds, and aesthetics. The results showed the audit tool was successful in measuring different physical activity levels at different schools, and that the characteristics of school grounds may affect a student's physical activity levels.</p>	<p>InformeDesign</p>	<p>Physical activity; school; children; playground design</p>
CONNECTING AND STRENGTHENING COMMUNITIES			
<p>West, A. 2011. "'Mixed' estates found to break rather than make communities." <i>Sydney Morning Herald</i>, 11 April 2011 http://www.smh.com.au/nsw/mixed-estates-found-to-break-rather-than-make-communities-20110410-1d9d7.html</p>	<p>This article addresses the relocation of public housing residents from the Minto Estate to 'mixed communities', which comprise private homes and public housing units. A study has shown that the relocation of the public housing residents has led to increased social isolation and exclusion, due to a reduction of face-to-face connections, lack of access to technologies which foster connections (such as the internet and cars, and affordability of mobile phone usage), dispersal of community services used previously, and lack of effective public transport services.</p>	<p>Social Impacts Alert</p>	<p>Social interaction; public housing; mixed communities; low socio-economic status</p>
<p>Bell, J. and Lee, M.M. 2011. <i>Why Place and Race Matter: Impacting Health Through a Focus on Race and Place</i>. California: PolicyLink. http://www.policylink.org/atf/cf/%7B97c6d565-bb43-406d-a6d5-eca3bbf35af0%7D/WHY%20PLACE%20AND%20RACE%20MATTER_FULL%20REPORT_WEB.PDF</p>	<p>This report describes and explores the relationship between health and wellbeing, race and place in the US, with a focus on California. It includes consideration of structural racism as a barrier to healthy communities; health and equity issues in transportation, education, community design, and economic development. The report states that race has played a significant role in shaping development – 'creating places that offer profoundly unequal opportunities to their residents'. It</p>	<p>HCD</p>	<p>Physical activity; social interaction; healthy food; racism; low socio-economic status; neighbourhood design; community activism</p>

	<p>describes the effects of racially based inequities in local environments – in relation to air and water quality, access to affordable healthy food, safety, provision of well maintained facilities, sidewalks and open space, employment opportunities, good schools, and safe and affordable housing. The report describes the ‘systemic obstacles to wellness’ experienced, in the majority by people of colour, in areas of low socio-economic status, such as poverty, dilapidated housing, poor schools, pollution, high unemployment, gangs, violence, crime and despair. It states that healthy community design and development needs to be ‘guided by an understanding of the geography of poverty’, as well as racial identity, cultural identity, and structural racism, and provides a framework for building healthy communities. This is based on four broad ‘environments’, which include the community factors affecting health: economic, social, physical and service. Race is an overarching consideration for all of these. In communities of colour, structural racism supports harmful community factors, and provides a barrier to positive community factors. The report identifies the protective factors found in healthy communities, and the risk factors which threaten communities. It includes case studies of neighbourhoods which have successfully implemented health and wellness elements into development, through community activism and participation.</p>		
<p>Burgess, M. 2011. <i>Understanding crime hotspot maps</i>. Sydney: NSW Bureau of Crime Statistics and Research.* http://www.bocsar.nsw.gov.au/lawlink/bocsar/ll_bocsar.nsf/vwFiles/bb60.pdf/\$file/bb60.pdf</p>	<p>This report describes how crime mapping can be used to provide an understanding of the factors that influence the occurrence and location of crime. The author states that the physical and social characteristics of a place, and the people using the place, have a significant influence on where crime occurs. The NSW Bureau of Crime Statistics uses crime data supplied by the Police Force, which</p>	<p>APO</p>	<p>Crime; safety; mapping</p>

	<p>provides the following details: type of offence; date and time of incident; location of incident; type of premises where the incident occurred; involvement or not of drugs, alcohol or weapons; age and gender of offender; age and gender of victim; and others. The Bureau uses geocoding (assigning geographic references to the incident) in its crime mapping, which it develops for all Local Government Areas. The report outlines the strengths and weaknesses of geocoding, as well as describing the creation of point crime maps (which show the sites of crimes illustrated by a symbol – these are not made public due to privacy issues), density maps (used to identify hotspots) and hotspot maps (showing areas of high crime density relative to crime concentrations – these maps are publicly available for LGAs across NSW). It also describes how crime densities are calculated, visualised and classified.</p>		
<p>Governing Council of the United Nations Human Settlements Programme. 2011. <i>Draft resolution on sustainable urban development through access to quality urban public spaces</i>. Nairobi: Governing Council of the UN Human Settlements Programme, Twenty-third session. * http://www.unhabitat.org/downloads/docs/9771_1_593694.pdf</p>	<p>This draft resolution uses the World Charter on the Right to the City, the outcomes of the fifth session of the World Urban Forum and the State of the World's Cities report as a basis for declaring the importance of green, safe and socially inclusive public spaces, and inviting governments to develop and implement sustainable urban development policies that take the issue into consideration. The resolution also addresses environmental health, cultural identity and heritage, and safety in public spaces.</p>	PCAL	<p>Green access; social interaction; safety</p>
<p>Price-Robertson, R. 2011. <i>What is community disadvantage? Understanding the issues, overcoming the problem</i>. Melbourne: Communities and Families Clearinghouse Australia, Australian Institute of Family Studies. * http://www.aifs.gov.au/cafca/pubs/sheet</p>	<p>This is a Resource Sheet which describes a number of new approaches to conceptualising and measuring disadvantage. The author states that there is more to disadvantage than low income and unemployment, and describes community disadvantage as emerging '...out of the interplay between the characteristics of the residents in a community (e.g. employment, education levels, drug</p>	APO	<p>Low socioeconomic status; community disadvantage; social interaction</p>

<p>s/rs/rs2.pdf</p>	<p>and alcohol use) and, over and above this, the effects of the social and environmental context in which they exist (i.e. “place effects” or “neighbourhood effects”, such as weak social networks, poor role models and a relative lack of opportunity’ (p2). New approaches to measuring disadvantage include consideration of social capital, social inclusion and exclusion, and capabilities (i.e. ability to engage in actions and activities which have value and meaning to an individual. Including life expectancy, bodily health, emotions, affiliation and others). The author also describes two examples of measurement tools used in Australia.</p>		
<p>Yang, T. and Matthews, S.A. 2010. “The Role of Social and Built Environments in Predicting Self-rated Stress: A Multilevel Analysis in Philadelphia.” <i>Health and Place</i> 16(5): 803-810. http://www.sciencedirect.com/science?ob=MImg&imagekey=B6VH5-4YVJ49H-4-1&cdi=6057&user=37161&pii=S1353829210000419&origin=gateway&coverDate=09%2F30%2F2010&sk=999839994&view=c&wchp=dGLbVzz-zSkWb&md5=0f31be3936c9614aea51cd25e0c25a0f&ie=/sdarticle.pdf</p>	<p>This study looks at the impact of neighbourhood-level built environment characteristics on levels of mental health, stress and depression in Philadelphia, US. The results showed that neighbourhood trust and food insecurity were significant predictors of stress at the individual level, while the presence of hazardous waste sites and traffic volume were determinants of self-rated stress at the neighbourhood level. The article provides some policy recommendations to address these issues, including education and information sharing to reduce stress associated with hazardous waste sites, and the development of neighbourhoods which encourage use of public transport, cycling and walking to reduce stress associated with traffic. In addition, the article recommends developing programs and policies which enhance collaboration and communication between residents, to foster neighbourhood trust and further reduce individual stress levels.</p>	<p>InformeDesign</p>	<p>Stress; neighbourhood design; hazards; safety; social interaction</p>
<p>Broyles, S.T., Mowen, A.J., Theall, K.P., Gustat, J. and Rung, A.L. 2011. “Integrating Social Capital Into a Park-Use and Active-Living Framework.” <i>American Journal of</i></p>	<p>This article explores ‘whether social capital is a collective feature of the park environment and whether it is associated with park use and park-based physical activity’ through a study of behaviour of adult park users in New</p>	<p>APAN</p>	<p>Social capital; social interaction; physical activity; park use</p>

<p><i>Preventive Medicine</i> 40: 522-529. * http://www.sciencedirect.com/science?ob=ArticleURL&udi=B6VHT-52M428XR&user=37161&coverDate=05%2F31%2F2011&alid=1739786354&rdoc=1&fmt=high&orig=search&origin=search&zone=rslt_list_item&cdi=6075&sort=r&st=13&docanchor=&view=c&ct=1&acct=C000004218&version=1&urlVersion=0&userid=37161&md5=5afc7b80d466a460f222f2cd0218d2c0&searchtype=a</p>	<p>Orleans, USA. The results showed that higher levels of social capital are positively associated with higher daily numbers of park usage, and higher energy physical activity.</p>		
PROVIDING HEALTHY FOOD OPTIONS			
<p>Carson, V. 2011. "Health groups want Aldi bottle shops canned." <i>Sydney Morning Herald</i>, 6 April 2011 http://www.smh.com.au/nsw/health-groups-want-aldi-bottle-shops-canned-20110405-1d2zx.html</p>	<p>This article describes an objection by the NSW Department of Health, an Aboriginal land council, community centre, councils and a local doctor to an application by the Aldi supermarket chain for the sale of alcohol in 102 NSW stores. The objection stated that many of the Aldi stores are located in low socio-economic areas with high unemployment, which are already well catered with liquor vendors.</p>	<p>Social Impacts Alert</p>	<p>Alcohol; healthy food options; low socio-economic status</p>
<p>De Bourdeaudhuij, I., Van Cauwenberghe, E., Spittaels, H., Oppert, J.-M., Rostami, C., Brug, J., Van Lenthe, F., Lobstein, T. and Maes, L. 2009. "School-based interventions promoting both physical activity and healthy eating in Europe: a systematic review within the HOPE project." <i>Obesity reviews</i> 12: 205-216* http://onlinelibrary.wiley.com/doi/10.1111/j.1467-789X.2009.00711.x/pdf</p>	<p>This article provides a review of evidence from school-based interventions in Europe. The results show that a combination of educational and environmental interventions is necessary, encompassing: computer-tailored personalised education; organised physical activities in lunch breaks; improved availability of healthy food options and lack of access to unhealthy food options.</p>	<p>APAN</p>	<p>Physical activity; healthy food options; schools</p>
<p>Centers for Disease Control and Prevention (CDC). 2011. <i>Children's Food Environment State Indicator Report, 2011</i>. Atlanta, USA: CDC.</p>	<p>This report addresses the provision of healthy food environments for children in the US. It includes consideration of child care facilities, schools and the community; and looks at how access to television and</p>	<p>HCD</p>	<p>Healthy food; children; school; advertising; location of shops</p>

http://www.cdc.gov/obesity/downloads/ChildrensFoodEnvironment.pdf	<p>unhealthy snacks at home, unhealthy food and advertising in schools, and a lack of access to retail venues which provide healthy food options impacts on children. The report provides statistics for each US state.</p>		
<p>Flourney, R. 2010. <i>Healthy Food, Healthy Communities: Promising Strategies to Improve Access to Fresh, Healthy Food and Transform Communities</i>. California: PolicyLink. http://www.policylink.org/atf/cf/%7B97c6d565-bb43-406d-a6d5-eca3bbf35af0%7D/HFHC_SHORT_FINAL.PDF</p>	<p>This report addresses the lack of access to healthy foods, and the contrasting ease of access to unhealthy foods, in low-income communities in the US. The issue of access to healthy foods is associated with a lack of access to transportation – both public transport services, and private car ownership. The report describes a number of initiatives and programs across the country that have resulted in the provision of new grocery stores, a change in foods stocked in existing convenience stores, and establishment of farmers’ markets, and community gardens and agriculture.</p>	<p>HCD</p>	<p>Healthy food; low socio-economic status</p>

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