

## FORTNIGHTLY LITERATURE REVIEW

REFERENCE	DESCRIPTION	ALERT SOURCE	KEYWORDS
<b>GENERAL POLICY AND RESEARCH</b>			
<p>Vaggione, P. 2013. <i>Urban Planning for City Leaders</i>. Nairobi: UN Habitat.  <a href="http://www.unhabitat.org/pmss/listItemDetails.aspx?publicationID=3385">http://www.unhabitat.org/pmss/listItemDetails.aspx?publicationID=3385</a> *</p>	<p>This guide informs decision makers about the values and strategies of good urban planning and practice. It first provides a foundation by discussing the importance of density, land use and spatial patterns. Through several sections, this guide covers access and congestion; infrastructure and services; resiliency and climate change and safer cities. It stresses the relationship between urban development and the protection of the commons (e.g., natural resources, climate, public health).</p>	<p>APO</p>	<p>Urban planning; sustainability; policy</p>
<p>Litt, J.S., Reed, H.L., Tabak, R.G., Zieff, S.G., Eyler, A.A., Lyn, R., Goins K.V., Gustat. J. &amp; O'Hara Tompkins, N. 2013. 'Active Living Collaboratives in the United States: Understanding Characteristics, Activities, and Achievement of Environmental and Policy Change'. <i>Preventing Chronic Disease</i> 10: 120162  <a href="http://www.cdc.gov/pcd/issues/2013/12_0162.htm">http://www.cdc.gov/pcd/issues/2013/12_0162.htm</a></p>	<p>This article examines how collaboration among people and organisations from various sectors promote active living. One coordinator from 59 collaborations (representing government and non-profit organisations) across 22 US states participated in telephone surveys. Participants were asked about their agenda-setting activities and promotion of active living. Analyses of the data suggest that collaborations occur among public, government and private entities. Agenda-setting activities primarily involved assessment activities and community events. Core areas of focus include parks and recreation, safe routes to school and street improvements. Collaborations have achieved success in promoting small-scale active living improvements. Large-scale improvements such as transport and infill development are areas of further investigation.</p>	<p>APAN</p>	<p>Active living; collaboration; environment; policy</p>

REFERENCE	DESCRIPTION	ALERT SOURCE	KEYWORDS
<p>Pooley, C.G., Horton, D., Scheldeman, G., Mullen, C., Jones, T., Tight, M., Jopson, A. &amp; Chisholm, A. 2013. 'Policies for promoting walking and cycling in England: A view from the street'. <i>Transport Policy</i>, 27: 66-72. <a href="http://www.sciencedirect.com/science/article/pii/S0967070X13000061">www.sciencedirect.com/science/article/pii/S0967070X13000061</a></p>	<p>This article focuses on the complex behaviour of active travel in four case study towns in England. Forty household interviews, 40 go-along interviews and 20 household ethnographies were conducted. The results indicate that walking and cycling was thought to reduce pollution and benefit health. Whereas walking was additionally seen to be enjoyable, cycling was thought to save money. Despite these positive attributes, participants also shared the reasons why they rarely engaged in active travel. The emergent themes include risk perceptions; family and household responsibilities; and perceptions of normality. Active travel should be made risk-free through car use restrictions and alterations in the way that motorists view pedestrians and cyclists.</p>	<p>SS</p>	<p>Walking; cycling; perception; policy</p>
<p>Manaugh, K. &amp; El-Geneidy, A.M. 2013. 'Does distance matter? Exploring the links among values, motivations, home location, and satisfaction in walking trips'. <i>Transportation Research Part A: Policy and Practice</i> 50 (April 2013): 198-208. <a href="http://trid.trb.org/view.aspx?id=1129479">http://trid.trb.org/view.aspx?id=1129479</a></p>	<p>This article explores the motivation for choosing to walk and presents a conceptual model of walking behaviour. A group of 671 students, faculty and staff from McGill University (Quebec, Canada) who walked to campus completed surveys. Travel routes and slopes were geocoded for each participant. Data analyses suggest that exercise attitudes, social interaction and the environment motivate the choice to walk. Those people most concerned with environmental issues and physical activity walked longer distances and were more satisfied with their trip. Acknowledging and understanding satisfaction and traveller motivation can help create better policies that encourage walking.</p>	<p>SS</p>	<p>Walking; satisfaction; motivation; policy</p>

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<b>GETTING PEOPLE ACTIVE</b>			
<p>Ward Thompson, C. 2013. 'Activity, exercise and the planning and design of outdoor spaces'. <i>Journal of Environmental Psychology</i> 34 (June 2013):79-96.  <a href="http://www.sciencedirect.com/science/article/pii/S0272494413000054">www.sciencedirect.com/science/article/pii/S0272494413000054</a></p>	<p>This article reviews the relationship between physical activity and the design of outdoor spaces. It reviews theories (e.g., ecological approaches, environmental affordances) and methods (e.g., observations, conjoint analysis) pertinent to understanding this relationship. It then highlights literature investigating how neighbourhood planning and design support physical activity among various populations (e.g., children, minorities, women). Access to open space is insufficient in promoting physical activity; rather, the qualities of the open space that attract its use might entice more active behaviour.</p>	SS	Physical activity; environmental design
<p>Lake, A.A. &amp; Townshend, T.G. 2013. 'Exploring the built environment, physical activity and related behaviours of young people attending school, college and those not in employment'. <i>Journal of Public Health</i> 35 (1): 57-66.  <a href="http://www.ncbi.nlm.nih.gov/pubmed/22807563">www.ncbi.nlm.nih.gov/pubmed/22807563</a></p>	<p>This article explores how young people (16-20 years) perceive the barriers and enablers for physical activity. Seven focus groups were conducted in Newcastle Upon Tyne, England. Themes emerging from the focus groups include where young people spend most of their time; perceptions of the environment; activity spaces; past activity; safety; employment; and transport modes. The findings show that physical activity occurs over a range of settings. Moreover, the opportunity to drive and the involvement of part-time work limits the amount of time available to young people to spend on physical activity.</p>	SS/APAN	Physical activity; young people; activity spaces
<p>Rundle, A., Quinn, J., Lovasi, G., Bader, M.D.M., Yousefzadeh, P., Weiss, C. &amp; Neckerman, K. 2013. 'Associations Between Body Mass Index and Park Proximity, Size, Cleanliness, and Recreational Facilities'. <i>American Journal of Health Promotion</i> 27 (4): 262-269.  <a href="http://www.ajhpcontents.com/doi/abs/10.">http://www.ajhpcontents.com/doi/abs/10.</a></p>	<p>This article investigates the relationship between characteristics of recreational facilities and body mass index. A group of 13,102 adults living in New York provided socio-demographic and body mass index data. Proximity to park space was measured for each participant. Linear analysis of the data shows that proximity to large park spaces (&gt;6 acres) was significantly associated with lower body mass index.</p>	APAN	Obesity; body mass index; park space

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<a href="https://doi.org/10.1186/1475-2875-304">4278/ajhp.110809-QUAN-304</a>	<p>Park cleanliness or availability of recreational facilities was not significantly associated with body mass index. Large park spaces may encourage physical activity and therefore promote lower body mass index.</p>		
<p>Sahlqvist, S., Goodman, A., Cooper, A.R. &amp; Ogilvie, D. 2013. 'Change in active travel and changes in recreational and total physical activity in adults: longitudinal findings from the iConnect study'. <i>International Journal of Behavioral Nutrition and Physical Activity</i> 10: 28  <a href="http://www.ijbnpa.org/content/10/1/28">http://www.ijbnpa.org/content/10/1/28</a></p>	<p>This article examines the changes in active travel and the association with physical and recreational activity. 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. Regression analyses of the data suggest that increases in active travel were associated with increases in total activity. While small decreases in recreational activity occurred, this was not associated with change in active travel. Strategies to promote active travel may affect general levels of physical activity.</p>	<p>APAN</p>	<p>Physical activity;  active travel;  recreational activity</p>
<p>Slater, S.J., Nicholson, L., Chriqui, J., Barker, D.C., Chaloupka, F.J. &amp; Johnston, L.D. 2013. 'Walkable Communities and Adolescent Weight'. <i>American Journal of Preventive Medicine</i> 44(2): 164-168  <a href="http://www.ncbi.nlm.nih.gov/pubmed/23332334">www.ncbi.nlm.nih.gov/pubmed/23332334</a></p>	<p>This article investigates the relationship between the prevalence of adolescent obesity and neighbourhood walkability. A representative sample of 11,041 secondary US students were surveyed and provided data for body mass index calculations. A walkability index assessing the street level features of the participants' neighbourhood environment (e.g., mixed land uses, footpaths, and pedestrian amenities) was constructed. Logistic regression analyses reveal that neighbourhoods with more walkable streets were significantly negatively associated with adolescence overweight and obesity levels. Increased presence of footpaths was related to reduced prevalence of obesity and overweight. Additionally, pedestrian signals and zebra crossings were related to reduced prevalence of overweight. The street features of walkable</p>	<p>GPAN</p>	<p>Walkable neighbourhoods;  street features;  adolescents</p>

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	neighbourhoods can be important measures associated with adolescent weight.		
<b>CONNECTING AND STRENGTHENING COMMUNITIES</b>			
<p>Vaggione, P. 2013. <i>Urban Planning for City Leaders</i>. Nairobi: UN Habitat.  <a href="http://www.unhabitat.org/pmss/listItemDetails.aspx?publicationID=3385">http://www.unhabitat.org/pmss/listItemDetails.aspx?publicationID=3385</a> *</p>	<p>This guide informs decision makers about the values and strategies of good urban planning and practice. It first provides a foundation by discussing the importance of density, land use and spatial patterns. Through several sections, this guide covers access and congestion; infrastructure and services; resiliency and climate change and safer cities. It stresses the relationship between urban development and the protection of the commons (e.g., natural resources, climate, public health).</p>	<p>APO</p>	<p>Urban planning; sustainability; policy</p>
<p>Ward, P.R., Verity, F., Carter, P., Tsourtos, G., Coveney, J. &amp; Wong, K.C. 2013. 'Food stress in Adelaide: The relationship between low income and the affordability of healthy food'. <i>Journal of Environmental and Public Health</i> 2013 (2013): Article ID 968078.  <a href="http://www.hindawi.com/journals/jep/2013/968078/">http://www.hindawi.com/journals/jep/2013/968078/</a> *</p>	<p>This article explores the cost and affordability of healthy food among families with low income living in Adelaide. The Victorian Healthy Food Basket survey uses four types of reference family to calculate the affordability of a week's supply of healthy food. Supermarkets from the highest and lowest household income Census Collection Districts as well as butchers and green grocers within 10 minutes of selected supermarkets were surveyed. Statistical analysis shows that the mean cost of healthy food items from supermarkets, butchers and green grocers showed no significant difference between high and low SES areas. The geographic location of healthy food retailers does not impact the cost of healthy food. It is suggested that rather than environmental reasons, family type and income levels affect the access to and affordability of healthy food.</p>	<p>SS</p>	<p>Social inequity; healthy food; access; obesity prevention</p>

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<b>PROVIDING HEALTHY FOOD OPTIONS</b>			
<p>Ward, P.R., Verity, F., Carter, P., Tsourtos, G., Coveney, J. &amp; Wong, K.C. 2013. 'Food stress in Adelaide: The relationship between low income and the affordability of healthy food'. <i>Journal of Environmental and Public Health</i> 2013 (2013): Article ID 968078. <a href="http://www.hindawi.com/journals/jeph/2013/968078/">http://www.hindawi.com/journals/jeph/2013/968078/</a> *</p>	<p>This article explores the cost and affordability of healthy food among families with low income living in Adelaide. The Victorian Healthy Food Basket survey uses four types of reference family to calculate the affordability of a week's supply of healthy food. Supermarkets from the highest and lowest household income Census Collection Districts as well as butchers and green grocers within 10 minutes of selected supermarkets were surveyed. Statistical analysis shows that the mean cost of healthy food items from supermarkets, butchers and green grocers showed no significant difference between high and low SES areas. The geographic location of healthy food retailers does not impact the cost of healthy food. It is suggested that rather than environmental reasons, family type and income levels affect the access to and affordability of healthy food.</p>	SS	Social inequity; healthy food; access; obesity prevention
<p>Fiechtner, L., Block, J., Duncan, D.T., Gillman, M.W., Gortmaker, S.L., Melly, S.J., Rifas-Shiman, S.L. &amp; Taveras, E.M. 2013. 'Proximity to supermarkets associated with higher body mass index among overweight and obese preschool-age children'. <i>Preventive Medicine</i> 56 (3-4): 218-221. <a href="http://www.ncbi.nlm.nih.gov/pubmed/23219681">www.ncbi.nlm.nih.gov/pubmed/23219681</a></p>	<p>This article investigates the proximity to food establishments and its association with body mass index among preschool-age children. Body mass index was calculated for 438 children (2-6.9 years) living in Massachusetts, US. Residential addresses of participants were geocoded along with distances to the following food establishments: convenience stores; bakeries, coffee shops, candy stores; restaurants; and supermarkets. Calculations reveal that the mean distance between residence and a large supermarket was 1.53 miles. Statistical analysis indicates that children living &lt;1 mile from a supermarkets reported a mean body mass index that was .77kg/m<sup>2</sup> higher than those living &gt;2 miles away. Body mass index was not found to be associated with proximity to other food</p>	SS	Obesity; food establishments; access; preschool children

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	establishments.		
<p>Van Hulst, A., Barnett, T.A., Gauvin, L., Daniel, M., Kestens, Y., Bird, M., Gray-Donald, K. &amp; Lambert, M. 2012. 'Associations between children's diets and features of their residential and school neighbourhood food environments'. <i>Canadian Journal of Public Health</i> 103 (SUPPL. 3): S48-S54.  <a href="http://journal.cpha.ca/index.php/cjph/article/view/3219">http://journal.cpha.ca/index.php/cjph/article/view/3219</a></p>	<p>This article looks at the relationship between Canadian children with a parental history of obesity and residential and school neighbourhood access to food establishments. Children in the middle years (aged 8-10) participated in telephone interviews requesting three 24-hour diet recalls and completed diet questionnaires. Home and school addresses were geocoded along with the availability of food establishments (supermarkets, fast food restaurants, convenience stores and specialty food stores). Data analyses suggest that residential and school access to supermarkets was not associated with children's diets. Limited access to fast-food restaurants and convenience stores showed a lower likelihood of eating out and imply that these types of food environments can impact children in the middle years dietary outcomes.</p>	SS	Food establishments; access; school; home; children

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