

## FORTNIGHTLY LITERATURE REVIEW

REFERENCE	DESCRIPTION	ALERT SOURCE	KEYWORDS
<b>GENERAL POLICY AND RESEARCH</b>			
<p>Kabisch, N. &amp; Haase, D. 2013. 'Green spaces of European cities revisited for 1990-2006.' <i>Landscape and Urban Planning</i> 110 (1): 113-122.  <a href="http://www.sciencedirect.com/science/article/pii/S0169204612002988">http://www.sciencedirect.com/science/article/pii/S0169204612002988</a> *</p>	<p>This article analyses the development of green space provision, urban residential areas, and population over a 16-year period. Digital land cover maps for 202 European cities were drawn from the Coordination of Information on the Environment data set. Core city layers were drawn from the European Commission Urban Audit. The percentage of annual change in land cover and demography were calculated. Results indicate that urban green space growth occurred mainly in Western and Southern European cities between the years 2000-2006. Moreover, residential areas continue to increase regardless of population fluctuations. As such, small-scale delineations of green space should occur in tandem with residential development to accrue the environmental and health benefits of green space provision.</p>	SS	Green space provision; health benefits; residential development
<p>Næss, P. 2012. 'Urban form and travel behavior: Experience from a Nordic context.' <i>Journal of Transport and Land Use</i> 5 (2): 21-45.  <a href="https://www.jtlu.org/index.php/jtlu/article/view/314">https://www.jtlu.org/index.php/jtlu/article/view/314</a></p>	<p>This article investigates the influence of urban form on travel behaviour. A review of 30 Nordic studies (Norway, Denmark, Sweden and Iceland) published within the last three decades was conducted. The following themes were reviewed: neighbourhood-scale density, local street pattern, residential location, workplace and retail location, population density and centralization/decentralization. The findings support the evidence of similar studies conducted in the US, Europe and Australia. The review contributes to the world literature by investigating the effects of urban</p>	SS	Urban form; transport; literature review

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	form on the overall population density within continuous urban areas as well as the location of work and residences in relation to the metropolitan centre.		
<b>GETTING PEOPLE ACTIVE</b>			
<p>Millward, H., Spinney, J. &amp; Scott, D. 2013. 'Active-transport walking behavior: Destinations, durations, distances.' <i>Journal of Transport Geography</i> 28: 101-110.</p> <p><a href="http://www.sciencedirect.com/science/article/pii/S096669231200289X">http://www.sciencedirect.com/science/article/pii/S096669231200289X</a></p>	<p>This article explores the geography of walking behaviour as it relates to origin, purpose and destination. Time diary and questionnaire data from the Space Time Activity Research survey conducted in Canada were used. Statistical analyses indicate that while home and work is the most common destination, shopping is the most common travel purpose. Major destinations include restaurants, grocery stores, shopping centres and banks. Most walks are shorter than 600m. These findings suggest that urban planners should recognize the importance of destinations for active travels and such destinations are not necessarily tied to work and home trips.</p>	SS	Walking behaviour; home; work; shopping; destinations
<p>Giles-Corti, B., Bull, F., Knuiman, M., McCormack, G., Van Niel, K., Timperio, A., Christian, H., Foster, S., Divitini, M., Middleton, N. &amp; Boruff, B. 2013. 'The influence of urban design on neighbourhood walking following residential relocation: Longitudinal results from the RESIDE study.' <i>Social Science and Medicine</i> 77 (1): 20-30.</p> <p><a href="http://www.sciencedirect.com/science/article/pii/S0277953612007381">http://www.sciencedirect.com/science/article/pii/S0277953612007381</a></p>	<p>This article reports the results of a longitudinal natural experiment of people relocating to new housing developments and measuring the impact of the move on walking patterns. Data was taken from the Residential Environment Project where participants who moved into 73 housing developments in Perth completed questionnaires. Environmental data was derived from geographic information systems. Statistical analyses show that after relocation, there was a decrease of 8.5 minutes/week in transport related walking and an increase of 15.5 min/week in recreational walking. Residents tended to relocate into developments with fewer local transport-related destinations but more open space destinations. However, in developments where there was increased access to transport related</p>	SS	Residential relocation; longitudinal study; transport-related walking; recreational walking

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	or recreational destinations, walking patterns increased (transport-related and leisure, respectively). This study provides longitudinal evidence that the availability and diversity of local transport and recreational destinations have the potential to encourage walking behaviours.		
<p>Broberg, A., Salminen, S. &amp; Kyttä, M. 2013. 'Physical environmental characteristics promoting independent and active transport to children's meaningful places.' <i>Applied Geography</i> 38 (1):43-52.  <a href="http://www.sciencedirect.com/science/article/pii/S0143622812001579">http://www.sciencedirect.com/science/article/pii/S0143622812001579</a></p>	<p>This article investigates where children spend their time and the characteristics of these physical settings. A group of 901 mapped their environmental experiences and active transport patterns via an internet-based softGIS survey. Data was collected from 17 schools within six residential areas in Helsinki, Finland. Geographical data sets were used to analyse the physical environment of the places marked by the children. Statistical analysis shows that single family housing and long distances from public transport and sports facilities increased the likelihood of children's independent mobility and active travel. Alternatively, apartment buildings coupled with dense population also contribute to independent mobility but do not promote active travel. Public transport was used in the densely populated areas. These findings suggest that residential structures and access to public transport can affect children's active travel patterns in a Nordic city.</p>	SS	Children; active travel; public transport
<b>CONNECTING AND STRENGTHENING COMMUNITIES</b>			
<p>Coogan, P.F., White, L.F., Evans, S.R., Palmer, J.R. &amp; Rosenberg, L. 2012. 'The influence of neighborhood socioeconomic status and walkability on TV viewing time.' <i>Journal of Physical Activity and Health</i> 9 (8): 1074-1079.  <a href="http://connection.ebscohost.com/c/article">http://connection.ebscohost.com/c/article</a></p>	<p>This article assesses the relation of neighbourhood socioeconomic status and walkability to television viewing among African-American women. Data draws from the prospective Black Women's Health Study questionnaire collected from 17,697 participants from three follow-up cycles. Participants lived in New York, Chicago or Los Angeles regions. Socioeconomic status of the areas was obtained from census data.</p>	SS	Television viewing; obesity; walking; socioeconomic status

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<a href="http://connection.ebscohost.com/c/articles/83919326/influence-neighborhood-socioeconomic-status-walkability-tv-viewing-time">s/83919326/influence-neighborhood-socioeconomic-status-walkability-tv-viewing-time</a>	<p>Neighbourhood walkability was assessed by geocoding housing density, interconnectedness of the streets, accessibility of public transport and footpath coverage. Rates of television viewing were obtained from the questionnaire. Statistical analysis shows that women living in lower socioeconomic neighbourhoods were more likely to watch television for five or more hours per day. Neighbourhood walkability was not associated with television viewing time. These findings suggest that socioeconomic status influences television viewing more so than the availability of environmental features.</p>		
<p>Svastisalee, C., Schipperijn, J., Hostein, B.E., Powell, L.M., Due, P. 2012. 'Exposure to physical activity resources by neighborhood sociodemographic characteristics in Copenhagen.' <i>Journal of Physical Activity and Health</i> 9 (8): 1065-1073.  <a href="http://connection.ebscohost.com/c/articles/83919325/exposure-physical-activity-resources-by-neighborhood-sociodemographic-characteristics-copenhagen">http://connection.ebscohost.com/c/articles/83919325/exposure-physical-activity-resources-by-neighborhood-sociodemographic-characteristics-copenhagen</a></p>	<p>This article evaluates the socioeconomic levels of Danish neighbourhoods and the distribution of physical activity resources (open space, cycling and walking paths, intersection density and sports facilities). Neighbourhood boundaries and socioeconomic data were sourced from Danish databases. Physical activity resources among 389 neighbourhoods were geo-coded using ArcGIS. Linear and logistic regression analysis show that neighbourhoods with a high proportion of residents lacking a high school diploma were more likely to have access to open space, paths and sports facilities. Access, however may not explain the inequalities in physical activity patterns. Further research is needed to assess how such access translates into physical activity benefits for Copenhagen residents.</p>	SS	Socioeconomic-levels; open space; sport facilities; access; physical activity
<p>Kabisch, N. &amp; Haase, D. 2013. 'Green spaces of European cities revisited for 1990-2006.' <i>Landscape and Urban Planning</i> 110 (1): 113-122.  <a href="http://www.sciencedirect.com/science/art">http://www.sciencedirect.com/science/art</a></p>	<p>This article analyses the development of green space provision, urban residential area, and population over a 16-year period. Digital land cover maps for 202 European cities were drawn from the Coordination of Information on the Environment data set. Core city layers were drawn from the European Commission</p>	SS	Green space provision; health benefits; residential development

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<a href="http://www.icle/pii/S0169204612002988">icle/pii/S0169204612002988</a> *	Urban Audit. The percentage of annual change in land cover and demography were calculated. Results indicate that urban green space growth occurred mainly in Western and Southern European cities between the years 2000-2006. Moreover, residential areas continue to increase regardless of population fluctuations. As such, small-scale delineations of green space should occur in tandem with residential development to accrue the environmental and health benefits of green space provision.		
<b>PROVIDING HEALTHY FOOD OPTIONS</b>			
Yong, R., Lee, S.H., Freishtat, H., Bleich, S. & Gittelsohn, J. 2013. 'Availability of healthy foods in prepared food sources in urban public markets.' <i>Journal of Hunger and Environmental Nutrition</i> 7 (4): 468-481. <a href="http://www.tandfonline.com/doi/abs/10.1080/19320248.2012.735219#preview">http://www.tandfonline.com/doi/abs/10.1080/19320248.2012.735219#preview</a>	This article assesses the intention to sell healthy items at a public market in Baltimore. Direct observations were conducted of 100 prepared food sources. Intentions to sell healthy items were assessed through a review of lease agreements. The construction of a healthy food availability score was created to standardize comparison between the prepared food sources. Results indicate that 41% of food sources sold few healthier options. While Baltimore's Public market refrains from offering a variety of healthy food items, there is an intention to sell such items. Further investigation into ways to transform this intention into action may help promote the availability of healthy food among public consumers.	SS	Public Market; healthy food availability

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