

## FORTNIGHTLY LITERATURE REVIEW

REFERENCE	DESCRIPTION	ALERT SOURCE	KEYWORDS
<b>GENERAL POLICY AND RESEARCH</b>			
Pomerance, R. 2012. 'Can 'New Urbanism' Bring Health to Your Neighbourhood?' <i>US News and World Report</i> , 7 June 2012. <a href="http://health.usnews.com/health-news/articles/2012/06/07/can-new-urbanism-bring-health-to-your-neighborhood?msg=1">http://health.usnews.com/health-news/articles/2012/06/07/can-new-urbanism-bring-health-to-your-neighborhood?msg=1</a>	This article highlights how walkable urban neighbourhoods are becoming the US's most desirable places to live. New Urbanist neighbourhoods promote safe streets, green space and access to healthy food and public transport. Tips to generating a healthy neighbourhood are provided and include: create healthy environments for children, incorporate feasible transport options, invest in small-scale solutions and use your voice.	HCD	Neighbourhood design; health; well-being; walking; recommendations
*Morency, P., Gauvin, L., Plante, C., Fournier, M. and Morency, C. 2012. 'Neighbourhood Social Inequalities in Road Traffic Injuries: The Influence of Traffic Volume and Road Design.' <i>American Journal of Public Health</i> 102(6): 1112-1119. <a href="http://ajph.aphapublications.org/doi/abs/10.2105/AJPH.2011.300528">http://ajph.aphapublications.org/doi/abs/10.2105/AJPH.2011.300528</a>	This article examines the rates of injury occurring at road intersections among pedestrians, cyclists and motor vehicle occupants in wealthy and poor urban areas. Street observations over five years and statistical regression of population density, travel modes and income levels were performed in a large urban area in Canada. The results indicate that the traffic volume and spatial design of the street network substantiate the rate of traffic injuries in the poorest urban areas.	HCD	Travel; safety; socio-economic characteristics
PTUA. 2012. <i>Driven around the bend: Melbourne's meandering bus routes</i> . Melbourne: Public Transport Users Association. <a href="http://www.ptua.org.au/files/2012/PTUA-Bus_route_reform_2012.pdf">http://www.ptua.org.au/files/2012/PTUA-Bus_route_reform_2012.pdf</a>	This report provides an overview of Melbourne's bus system. It provides a comparison between other public transport options as well as between services in other cities. Three characteristics outlining best performance practices are highlighted and Melbourne's bus network is assessed against these three criteria. Recommendations are supplied to provide more service	APO	Travel; public transport; recommendations

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	with the same number of buses thereby easing vehicular congestion and car parking.		
Bambra, C.L., Hillier, F.C., Moore, H.J. and Summerbell, C.D. 2012. 'Tackling inequalities in obesity: a protocol for a systematic review of the effectiveness of public health interventions at reducing socioeconomic inequalities in obesity amongst children.' <i>Systematic Reviews</i> 1(1): 16. <a href="http://www.systematicreviewsjournal.com/content/pdf/2046-4053-1-16.pdf">http://www.systematicreviewsjournal.com/content/pdf/2046-4053-1-16.pdf</a>	This article proposes a protocol to assess interventions aimed at reducing inequalities in obesity for children ages 0-18 years. The authors developed a framework characterising the interventions by their level of action (individual, community, societal) and their approach in handling inequalities (targeted, universal). Each intervention is also typified by the component used: education, regulation, taxation, subsidy and incentive. The protocol incorporates a whole systems approach that can examine how such interventions are organised, implemented and delivered.	APAN	Obesity; methods
Hoehner, C.M., Barlow, C.E., Allen, P. and Schootman, M. 2012. 'Commuting Distance, Cardiorespiratory Fitness, and Metabolic Risk.' <i>American Journal of Preventive Medicine</i> 42(6): 571-578. <a href="http://www.sciencedirect.com/science/article/pii/S0749379712001675">http://www.sciencedirect.com/science/article/pii/S0749379712001675</a>	This article examines the effect of vehicular commuting on cardiorespiratory fitness, metabolic risk and physical activity levels in Texas adults. Commuting distance along with self-reported physical activity levels and health measurements (e.g. BMI, blood pressure, glucose levels) were collected and analysed. The results suggest that commuting distance adversely affects physical activity levels and cardiorespiratory fitness.	APAN	Obesity; travel; Neighbourhood design
<b>GETTING PEOPLE ACTIVE</b>			
Fenton, M. 2012. 'Community Design and Policies for Free-Range Children: Creating Environments That Support Routine Physical Activity.' <i>Childhood Obesity</i> 8(1): 44-51. <a href="http://online.liebertpub.com/doi/pdfplus/10.1089/chi.2011.0122">http://online.liebertpub.com/doi/pdfplus/10.1089/chi.2011.0122</a>	This article examines how community design can encourage active movement among children. Recommended policies include planning and zoning policies that provide access to amenities as well as preserve green and open space; and the consideration of all user groups when designing and implementing road policies. The author also provides seven approaches that communities can take to pay for healthier design improvements in their neighbourhood.	HCD	Obesity; children; neighbourhood design; recommendations
*Tsunoda, K., Tsuji, T., Kitano, N., Mitsuishi,	This article investigates the relationships between the	APAN	Physical activity;

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<p>Y., Yoon, J-Y., Yoon, J. and Okura, T. 2012. 'Associations of physical activity with neighbourhood environments and transportation modes in older Japanese adults.' <i>Preventive Medicine</i>, doi: 10.1016/j.ypmed.2012.05.013. <a href="http://www.sciencedirect.com/science/article/pii/S0091743512002137">http://www.sciencedirect.com/science/article/pii/S0091743512002137</a></p>	<p>neighbourhood environments and walking, cycling and other leisurely physical activities (e.g. croquet and golf) among older Japanese adults aged 65-85 years. Data was collected via the Physical Activity Scale for the Elderly and the International Physical Activity Questionnaire Environment Module. Perceived traffic safety and aesthetics were associated with higher levels of walking. Access to public transport, however, negatively affected walking rates. Access to recreational facilities, topography, presence of other active people and perceived aesthetics contributed to high levels of leisure activities. Adults who frequently rode bicycles were more likely to engage in other leisurely activities other than walking.</p>		<p>walking; older adults; neighbourhood environment</p>
<p>Khoo, S. and Morris, T. 2012. 'Physical Activity and Obesity Research in the Asia-Pacific: A Review.' <i>Asia Pacific Journal of Public Health</i>, doi: 10.1177/1010539512446368. <a href="http://aph.sagepub.com/content/early/2012/05/03/1010539512446368.abstract">http://aph.sagepub.com/content/early/2012/05/03/1010539512446368.abstract</a></p>	<p>This article reviews research regarding the impact of physical activity interventions on obesity-related outcomes and the techniques use to increase activity levels among people who are obese in the Asia- Pacific region. Through a systematic search, 19 studies were identified. The type of intervention varied among the studies with intervention programs lasting between 8 weeks to 9 months. The impact of physical activity interventions on obesity showed statistical significance for a variety of variables. However, based on the limited number of studies, further research in the region is recommended.</p>	<p>APAN</p>	<p>Obesity; physical activity; interventions</p>
<p>Carver, A., Timperio, A.F., Hesketh, K.D. and Crawford, D.A. 2012. 'How does perceived risk mediate associations between perceived safety and parental restriction of adolescents' physical activity in their neighbourhood?' <i>International Journal of</i></p>	<p>This article examines the relationships between parental views regarding perceived road and personal safety, risk of harm and restriction on their adolescents' physical activity. Parents of 270 adolescents aged 15-17 years living in Melbourne were surveyed. The results suggest that perceived risk among parents mediated the</p>	<p>APAN</p>	<p>Physical activity; safety; risk; adolescents; parental perception</p>

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<p><i>Behavioural Nutrition and Physical Activity</i> 9(1): 57.  <a href="http://www.ijbnpa.org/content/9/1/57/abstract">http://www.ijbnpa.org/content/9/1/57/abstract</a></p>	<p>association between perceived road safety and parental restriction among girls only. Interventions should thus improve the perceptions of safety and reduce perceptions of risk if we are to encourage physical activity among adolescent girls.</p>		
<p>Beenackers, M.A., Foster, S., Kamphuis, C.B.M., Titze, S., Divitini, M., Knuiman, M., van Lenthe, F.J. and Giles-Corti, B. 2012. 'Taking Up Cycling After Residential Relocation: Built Environment Factors'. <i>American Journal of Preventive Medicine</i> 42(6): 610-615.  <a href="http://www.sciencedirect.com/science/article/pii/S0749379712001687">http://www.sciencedirect.com/science/article/pii/S0749379712001687</a></p>	<p>This study identifies the neighbourhood characteristics contributing to the uptake of bicycling after moving to a new neighbourhood. As part of the Residential Environment Project in Perth, this study collected self-reported bicycling behaviours. Self-reported and objective measurements of the built environment were taken before and after residential relocation. Self-reported access to parks and other recreational destinations and objective increases in residential density resulted in a slight increase (5%) in transport-related cycling after relocation. Objective increases in street connectivity resulted in increases in recreational cycling (7%). Built environment factors may encourage non-cyclists to cycle.</p>	<p>APAN</p>	<p>Bicycling; neighbourhood environment</p>
<p>British Heart Foundation National Centre for Physical Activity and Health. 2012. <i>Sedentary behaviour: Evidence briefing</i>. Loughborough: BHFNC.  <a href="http://www.bhfactive.org.uk/homepage-resources-and-publications-item/328/index.html">http://www.bhfactive.org.uk/homepage-resources-and-publications-item/328/index.html</a></p>	<p>This document provides an overview of sedentary behaviour and public health. Sedentary behaviour is defined along with the physical and psychological health outcomes of sedentary behaviour. Current levels of factors affecting sedentary behaviour in the United Kingdom are provided. The brief concludes with interventions relating to adults, children and time reallocation.</p>	<p>APAN</p>	<p>Sedentary behaviour; children; adolescents; adults; intervention</p>
<b>CONNECTING AND STRENGTHENING COMMUNITIES</b>			
<p>Milton, B., Attree, P., French, B., Povall, S., Whitehead, M. and Popay, J. 2012. 'The impact of community engagement on health and social outcomes: a systematic review.'</p>	<p>This literature review looks at the impact of community engagement initiatives on health and social outcomes. It synthesised the literature regarding community development in the UK. Such initiatives provided</p>	<p>Social Impacts Alert</p>	<p>Social interaction; housing; community engagement;</p>

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<p><i>Community Development Journal</i> 47(3): 316-334.  <a href="http://cdj.oxfordjournals.org/content/47/3/316.abstract?etoc">http://cdj.oxfordjournals.org/content/47/3/316.abstract?etoc</a></p>	<p>positive impacts on housing, crime, social capital and community empowerment.</p>		<p>chronic disease; interventions</p>
<p>*Tsunoda, K., Tsuji, T., Kitano, N., Mitsuishi, Y., Yoon, J-Y., Yoon, J. and Okura, T. 2012. 'Associations of physical activity with neighbourhood environments and transportation modes in older Japanese adults.' <i>Preventive Medicine</i>, doi: 10.1016/j.ypmed.2012.05.013.  <a href="http://www.sciencedirect.com/science/article/pii/S0091743512002137">http://www.sciencedirect.com/science/article/pii/S0091743512002137</a></p>	<p>This article investigates the relationships between the neighbourhood environments and walking, cycling and other leisurely physical activities (e.g. croquet and golf) among older Japanese adults aged 65-85 years. Data was collected via the Physical Activity Scale for the Elderly and the International Physical Activity Questionnaire Environment Module. Perceived traffic safety and aesthetics were associated with higher levels of walking. Access to public transport, however, negatively affected walking rates. Access to recreational facilities, topography, presence of other active people and perceived aesthetics contributed to high levels of leisure activities. Adults who frequently rode bicycles were more likely to engage in other leisurely activities other than walking.</p>	<p>APAN</p>	<p>Physical activity; walking; older adults; neighbourhood environment</p>
<p>Mohnen, S., Volker, B., Flap, H., Subramanian, S. and Groenewegen, P. 2012. 'You have to be there to enjoy it? Neighbourhood social capital and health.' <i>European Journal of Public Health</i>.  <a href="http://eurpub.oxfordjournals.org/content/early/2012/06/08/eurpub.cks039.full">http://eurpub.oxfordjournals.org/content/early/2012/06/08/eurpub.cks039.full</a></p>	<p>This article examines the relationship between neighbourhood social capital and individual health. Neighbourhood social capital is defined as the access to resources generated by relationships between people in a community. The Dutch Housing and Living survey was used among 65,990 individuals and 3001 neighbourhoods to measure self-rated health and exposure to neighbourhood social capital. The results indicate that the health of people who live in a neighbourhood up to 6 years was not affected by social capital. There was a strong association between health and neighbourhood social capital for households with young children. To increase the health of young families,</p>	<p>HBEP</p>	<p>Social capital; health; exposure; families</p>

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	interventions stimulation social capital is recommended.		
<i>PROVIDING HEALTHY FOOD OPTIONS</i>			
<p>Fraser, L., Edwards, K., Tominitz, M., Clarke, G. and Hill, A. 2012. 'Food outlet availability, deprivation and obesity in a multi-ethnic sample of pregnant women in Bradford, UK.' <i>Social Science and Medicine</i> 75(6): 1048-1056.</p> <p><a href="http://www.sciencedirect.com.ezproxy.lib.rmit.edu.au/science/article/pii/S0277953612004145">http://www.sciencedirect.com.ezproxy.lib.rmit.edu.au/science/article/pii/S0277953612004145</a></p>	<p>This article looks at the effects of food outlet location and ethnicity on obesity levels among South Asian pregnant women. Five inner city wards in the UK were assessed and mapped for food outlets (i.e. fast food, other restaurants, specialist food shops, supermarkets and retail shops). Socio-demographic and health measures were taken. The results indicate that more than 95% of the participants lived within 500 metres of a fast food outlet. While South Asian women had greater access to food outlets, there was a negative association between obesity and fast food outlet density. The number of specialist food shops and retail shops selling food was negatively associated with body mass index score. Furthermore, the farther mothers lived from a fast food outlet, the higher their body mass index score. These findings suggest that increased access to fast food outlets does not translate to the individual eating there and therefore further research should investigate the individual characteristics that contribute to obesity.</p>	HBEP	Obesity; food outlets; fast food; socio-cultural characteristics
<p>Mercille, G., Richard, L., Gauvin, L., Kestens, Y., Payette, H. and Daniel, M. 2012. 'Comparison of two indices of availability of fruits/vegetable and fast food outlets.' <i>Journal of Urban Health</i>.</p> <p><a href="http://www.springerlink.com/content/f4782773p24684h0/">http://www.springerlink.com/content/f4782773p24684h0/</a></p>	<p>This article investigates the density of fast food outlets and availability of fresh fruits and vegetables relative to all other food sources in ethnically diverse and non-affluent communities. Food stores and restaurants in 248 census tracts in Canada were geocoded and population statistics were analysed. Results indicate that the availability of fast food outlets is positively associated with area-level poverty and ethnic diversity. However, when compared to total proportion of food stores, the availability of fast food outlets is not</p>	HBEP	Food outlets; fruits and vegetables; neighbourhood environment; socio-cultural characteristics

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	associated with ethnic diversity. The availability of fresh fruits and vegetables was positively associated with poverty and ethnic diversity. The findings suggest that greater land use mix may offer residents access to other eating places than fast foods.		

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