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| Supplemental Table 1: GEE models of associations between outcome (vegetable intake, fruit intake, BMI) and measures of supermarket access for urban PHS participants |
|  |  |  |  |  | Area-level disadvantage |
| Total  |  | High (*n* 1059) |  | Mid (*n* 1058) |  | Low (*n* 954) |
| β | 95% CI |  | β | 95% CI |  | β | 95% CI |  | β | 95% CI |
| Vegetable intake (daily serve)\* |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| *Supermarket density* |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <= 800m (pedestrian road network) | 0.045 | -0.035, | 0.125 |  | 0.057 | -0.071, | 0.184 |  | 0.018 | -0.059, | 0.095 |  | 0.085 | -0.075, | 0.245 |
| <= 1000m (pedestrian road network) | 0.050 | -0.006, | 0.106 |  | 0.070 | -0.038, | 0.177 |  | 0.059 | -0.061, | 0.178 |  | 0.021 | -0.066, | 0.108 |
| <= 1600m (pedestrian road network) | 0.021 | -0.018, | 0.060 |  | 0.003 | -0.064, | 0.071 |  | 0.041 | -0.047, | 0.129 |  | 0.035 | -0.021, | 0.092 |
| <= 2000m (car road network) | 0.011 | -0.013, | 0.034 |  | 0.020 | -0.031, | 0.070 |  | 0.007 | -0.060, | 0.073 |  | 0.004 | -0.031, | 0.038 |
| <= 3000m (car road network) | 0.010 | -0.004, | 0.025 |  | 0.000 | -0.027, | 0.028ꝉ |  | 0.023 | -0.040, | 0.085 |  | 0.016 | -0.002, | 0.034 |
| *Supermarket proximity*(pedestrian road network) | -0.051 | -0.099, | -0.003ǂ |  | -0.049 | -0.189, | 0.092 |  | -0.088 | -0.200, | 0.025 |  | -0.021 | -0.138, | 0.095 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Fruit intake (daily serve)\* |  |  |  |  |  |  |  |
| *Supermarket density* |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <= 800m (pedestrian road network) | -0.058 | -0.097, | -0.018§ |  | -0.064 | -0.138, | 0.010 |  | -0.008 | -0.067, | 0.052 |  | -0.053 | -0.154, | 0.047 |
| <= 1000m (pedestrian road network) | -0.023 | -0.057, | 0.011 |  | -0.035 | -0.097, | 0.027 |  | 0.046 | -0.005, | 0.096 |  | -0.011 | -0.126, | 0.054 |
| <= 1600m (pedestrian road network) | -0.020 | -0.057, | 0.016 |  | -0.040 | -0.094, | 0.013 |  | 0.034 | -0.029, | 0.097 |  | -0.010 | -0.096, | 0.075 |
| <= 2000m (car road network) | 0.001 | -0.023, | 0.026 |  | 0.000 | -0.036, | 0.035 |  | 0.013 | -0.026, | 0.053 |  | 0.023 | -0.015, | 0.061 |
| <= 3000m (car road network) | -0.007 | -0.022, | 0.009 |  | -0.007 | -0.040, | 0.026 |  | 0.000 | -0.024, | 0.024 |  | 0.009 | -0.013, | 0.032 |
| *Supermarket proximity*(pedestrian road network) | 0.011 | -0.042, | 0.063 |  | 0.042 | -0.064, | 0.148 |  | 0.008 | -0.085, | 0.101 |  | -0.013 | -0.122, | 0.096 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Total | High (*n* 923) | Mid (*n* 937) | Low (*n* 852) |
|  | β | 95% CI |  | β | 95% CI |  | β | 95% CI |  | β | 95% CI |
| BMI (kg/m2)ІІ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| *Supermarket density* |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <= 2000m (car road network) | -0.084 | -0.247, | 0.079 |  | -0.063 | -0.296, | 0.171 |  | -0.043 | -0.344, | 0.258 |  | -0.182 | -0.388, | 0.023 |
| <= 3000m (car road network) | 0.023 | -0.081, | 0.127 |  | 0.056 | -0.117, | 0.230 |  | -0.002 | -0.130, | 0.126 |  | -0.025 | -0.093, | 0.043 |
| *Supermarket proximity*(pedestrian road network) | -0.071 | -0.439, | 0.298 |  | 0.105 | -0.303, | 0.513 |  | -0.186 | -0.951, | 0.578 |  | 0.022 | -0.255, | 0.299 |
| \* Adjusted for age, sex, education level, income, knowledge, self-efficacy, habit strength, social norm (injunctive), social norm (descriptive), fast food chain access and clustering at the LGA levelꝉ Model failed to converge after adjusting for fast food access ǂ *P* < 0.05 § *P* < 0.01 ІІ Adjusted for age, sex, education level, income, vegetable intake, frequency of sweet drink consumption, frequency of fast food consumption, physical activity, smoking status, fast food chain access and clustering at the LGA level |
|  |