

1 **Table 1: Sample and balanced panel characteristics: Total HABITAT sample, and the**  
 2 **analytic (balanced) panels for men and women in 2007 (Wave 1) and 2013**  
 3 **(Wave 4)**  
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	Total sample in 2007		Balanced panel used for analysis			
	Men	Women	Men		Women	
			2007	2013	2007	2013
<b>Number</b>	4,849	6,186	1338	1338	1729	1729
	%	%	%	%	%	%
<b>Main transport mode</b>						
Private motor vehicle	80.0	80.7	92.2	91.2	92.9	92.9
Public transport	11.3	11.5	4.2	6.2	5.7	5.7
Walking	2.8	3.4	2.2	1.2	1.3	1.3
Cycling	2.5	0.4	1.4	1.4	0.1	0.1
Missing	3.4	3.9	--	--	--	--
<b>Age</b>						
40 – 44	26.4	20.2	20.9	--	19.0	--
45 – 49	21.9	21.3	21.3	16.2	20.9	14.4
50 – 54	20.0	21.7	21.2	22.2	20.6	21.0
55 – 59	17.9	19.6	19.4	20.9	19.6	20.7
60 – 65	13.8	17.2	17.3	23.4	19.9	24.5
66 – 70	--	--	--	16.1	--	19.3
71 – 72	--	--	--	1.2	--	0.8
<b>Neighbourhood disadvantage<sup>1</sup></b>						
Q5 (Least disadvantaged)	29.9	29.3	32.3	22.0	33.1	22.2
Q4	19.2	19.9	21.1	25.6	21.3	27.8
Q3	17.8	16.3	17.5	21.6	15.7	19.6
Q2	20.3	20.6	19.4	18.8	19.1	17.6
Q1 (Most disadvantaged)	12.8	13.9	9.8	12.0	10.6	12.8
<b>Education level</b>						
Bachelor degree or higher	33.7	29.5	35.5	35.5	36.2	36.2
Diploma/Associate diploma	11.9	11.2	11.8	11.8	10.5	10.5
Certificate (trade/business)	21.7	14.5	22.7	22.7	13.5	13.5
School	32.4	44.3	30.0	30.0	39.8	39.8
Missing	0.3	0.5	--	--	--	--
<b>Occupation<sup>2</sup></b>						
Managers & professionals	39.6	28.6	40.1	36.3	35.3	31.6
White collar	13.2	29.0	14.3	13.0	26.0	23.8
Blue collar	23.8	6.9	25.5	20.5	6.4	4.9
Other	12.8	24.6	12.8	20.9	25.0	24.0
Not easily classifiable	10.6	11.0	7.3	9.3	7.2	15.7
<b>Household income</b>						
\$130,000 pa or more	20.3	14.6	22.4	25.9	17.3	18.1
\$72,800 - \$129,999	28.9	23.4	30.8	26.4	27.1	23.7
\$52,000 - \$72,799	15.2	14.4	16.3	13.8	15.5	12.4
\$26,000 - \$51,999	16.6	19.3	16.6	16.9	18.2	19.7
\$0 - \$25,999	7.3	11.2	5.0	7.3	8.5	10.0
Don't know/refused/missing	11.8	17.2	9.0	9.8	13.5	16.2

<b>Country (region) of birth<sup>3</sup></b>						
Australia	73.5	75.7	75.7	75.7	79.3	79.3
Oceania	3.9	4.2	3.7	3.7	3.6	3.6
Europe	13.6	10.5	12.6	12.6	10.4	10.4
Asia	4.6	5.3	4.0	4.0	3.7	3.7
Other/Missing	4.4	4.4	4.0	4.0	3.0	3.0
<b>Total physical activity (MET.minutes/ week)<sup>4</sup></b>						
None/negligible (<33.3)	13.7	14.7	12.4	13.6	13.4	13.9
Very low (>=33.3 - <250)	12.5	12.6	14.2	12.8	12.2	12.2
Low (>=250 - < 500)	11.8	14.9	13.0	11.7	15.0	15.7
Moderate (>=500 - <1000)	16.5	19.1	17.0	18.3	20.6	20.7
High (>=1000 - <2000)	20.7	19.3	20.6	20.6	20.3	18.3
Very high (>=2000)	22.1	16.4	21.2	21.0	17.0	16.7
Missing	2.7	3.0	1.6	2.1	1.6	2.5
<b>Self-rated health</b>						
Excellent/Very Good/Good	81.5	81.3	85.7	82.0	85.7	81.4
Fair/Poor	17.8	17.6	13.7	18.0	13.5	18.5
Missing	0.7	1.2	0.7	0.0	0.8	0.1
<b>Private motor vehicle access</b>						
Always	90.5	87.3	95.1	94.5	92.8	92.0
Sometimes	4.7	5.4	3.1	3.4	3.7	4.1
Never	2.4	2.8	0.8	1.3	1.0	1.9
Don't drive	1.6	3.5	0.9	0.9	2.4	2.0
Missing	0.9	1.1	0.1	0.0	0.1	0.1

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1. Neighbourhoods were assigned a socioeconomic score using the Australian Bureau of Statistics Index of Relative Socioeconomic Disadvantage (Australian Bureau of Statistics, 2008)
2. Occupation information was coded and categorised in accordance with the Australian and New Zealand Classification of Occupations (ANZCO)(Australian Bureau of Statistics, 2013).
3. Respondents were categorised into countries and regions using the Standard Australian Classification of Countries (Australian Bureau of Statistics, 2016).
4. Measure based on questions from the Active Australia Survey (Australian Institute of Health and Welfare, 2003).

22 **Table 2: Balanced panel: Body weight (kg) and BMI (kg/m<sup>2</sup>) characteristics of men**  
 23 **and women in 2007 (Wave 1) and 2013 (Wave 4), by main transport mode**  
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	Weight (mean, 95%CI)		BMI (mean, 95%CI)	
	2007	2013	2007	2013
<b>Men (n=1338)</b>				
Private motor vehicle	86.9 (86.0, 87.8)	87.3 (86.4, 88.2)	27.4 (27.1, 27.6)	27.6 (27.4, 27.9)
Public transport	86.5 (83.3, 89.7)	88.2 (84.5, 91.8)	27.5 (26.5, 28.4)	28.3 (27.2, 29.5)
Walking	79.6 (72.5, 86.6)	78.2 (72.3, 84.1)	26.1 (23.9, 28.3)	26.8 (24.6, 29.1)
Cycling	81.4 (76.2, 86.6)	83.3 (77.1, 89.5)	25.3 (23.8, 26.7)	26.0 (24.3, 27.7)
<b>Women (n=1729)</b>				
Private motor vehicle	69.7 (69.0, 70.4)	71.6 (70.8, 72.4)	26.2 (26.0, 26.4)	26.7 (26.4, 27.0)
Public transport	74.7 (70.7, 78.8)	76.2 (72.4, 79.9)	28.0 (27.2, 28.8)	28.8 (27.5, 30.1)
Walking	63.4 (57.9, 68.9)	61.1 (56.3, 65.8)	24.4 (23.2, 25.6)	23.2 (21.5, 24.9)
Cycling	59.5 (50.7, 68.3)	60.0 (50.2, 69.8)	22.9 (20.2, 25.6)	21.0 (19.5, 22.4)

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28 **Table 3: Balanced panel: Main transport mode by body mass index, men and women**  
 29 **who did not change their mode between 2007 and 2013**  
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	Model 1 <sup>a</sup>	Model 2 <sup>b</sup>	Model 3 <sup>c</sup>
<b>Men (n=1338)</b>			
Intercept	27.4 (0.12)	27.5 (0.33)	27.5 (0.33)
Wave (0=2007)	0.080 (0.03, 0.13)	0.063 (0.01, 0.12)	0.054 (-0.00, 0.11)
Heterogeneity of change	0.313 (0.043)	0.301 (0.042)	0.300 (0.042)
<i>Transport mode</i>			
Private motor vehicle	Referent	Referent	Referent
Public Transport	0.59 (-0.24, 1.42)	0.37 (-0.46, 1.21)	0.26 (-0.63, 1.15)
Walking	-1.23 (-3.22, 0.76)	-1.42 (-3.40, 0.56)	-1.65 (-3.73, 0.44)
Cycling	-1.54 (-3.26, 0.18)	-1.58 (-3.27, 0.11)	-1.76 (-3.56, 0.04)
<i>Transport mode*wave</i>			
Private motor vehicle			Referent
Public Transport * wave			0.08 (-0.15, 0.31)
Walking * wave			0.17 (-0.31, 0.64)
Cycling * wave			0.13 (-0.33, 0.59)
<b>Women (n=1729)</b>			
Intercept	25.9 (0.14)	26.5 (0.34)	26.5 (0.34)
Wave (0=2007)	0.244 (0.19, 0.30)	0.215 (0.16, 0.27)	0.225 (0.17, 0.28)
Heterogeneity of change	0.433 (0.052)	0.410 (0.051)	0.433 (0.052)
<i>Transport mode</i>			
Private motor vehicle	Referent	Referent	Referent
Public Transport	2.28 (1.27, 3.30)	1.82 (0.83, 2.81)	1.87 (0.84, 2.89)
Walking	-2.57 (-4.74, -0.41)	-3.41 (-5.49, -1.33)	-2.90 (-5.04, -0.75)
Cycling	-5.14 (-12.39, 2.12)	-4.04 (-10.96, 2.87)	-3.89 (-11.00, 3.23)
<i>Transport mode*Wave</i>			
Private motor vehicle			Referent
Public Transport * wave			-0.04 (-0.28, 0.20)
Walking * wave			-0.49 (-0.98, -0.01)
Cycling * wave			-0.16 (-1.74, 1.42)

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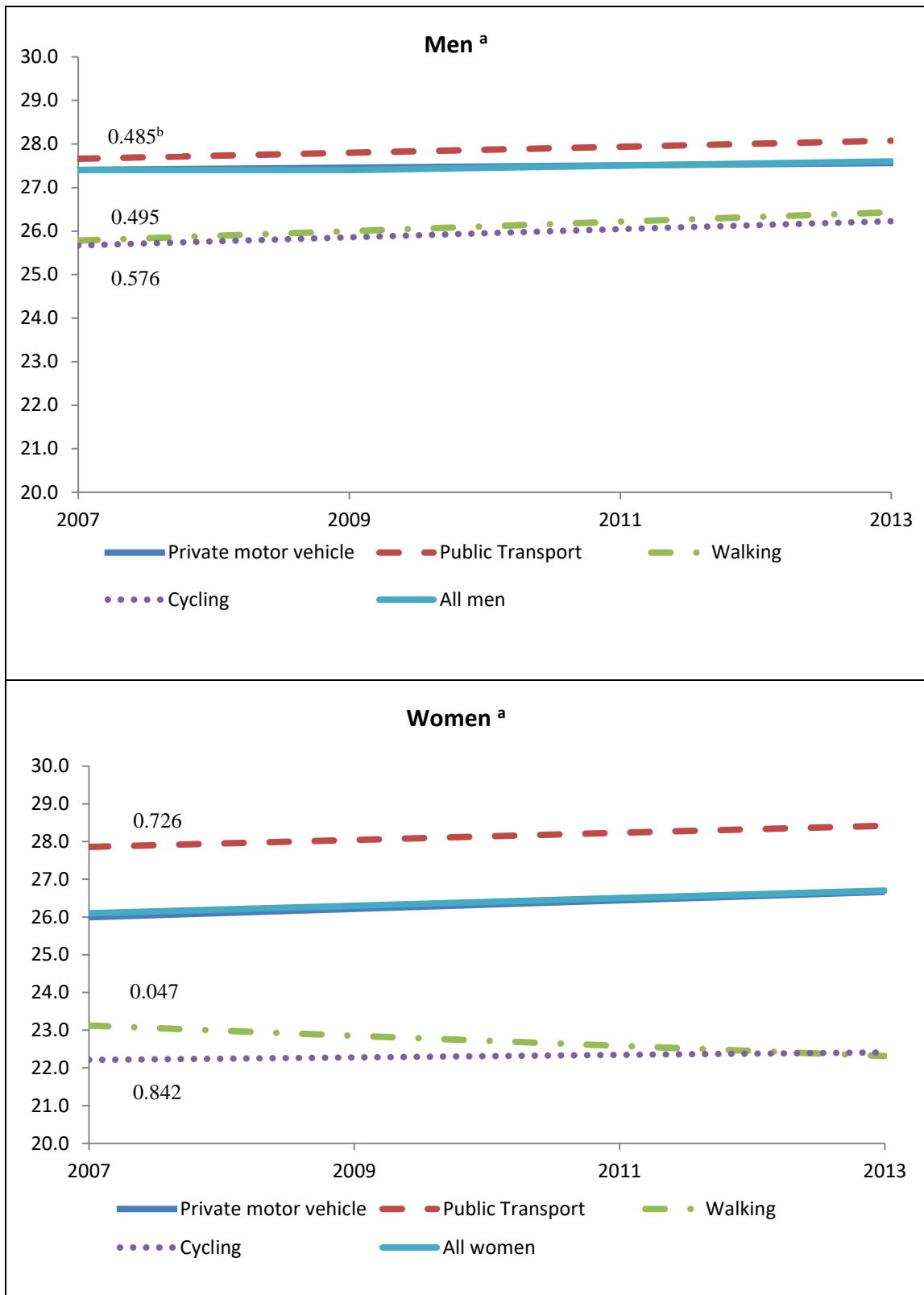
32 <sup>a</sup> Model 1: Usual transport, baseline age (centred), wave

33 <sup>b</sup> Model 2: Model 1 plus neighbourhood disadvantage, education, occupation, household income, country of  
 34 birth, total physical activity, self-rated health, and private motor vehicle access

35 <sup>c</sup> Model 3: Model 2 plus an interaction between wave and main transport mode

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 39 **Figure 1: Balanced panel: Plotting the association between main transport mode and body**  
 40 **mass index, men and women, 2007 – 2013**

41 <sup>a</sup> Models adjusted for neighbourhood disadvantage, education, occupation, household income, country of  
 42 birth, total physical activity, self-rated health, and private motor vehicle access  
 43 <sup>b</sup> P-value for the test of the difference in the steepness of the regression slopes between private motor vehicle  
 44 and each of the other transport modes: a statistically significant p-value is indicative of a faster rate of  
 45 change in BMI relative to consistent users of private motor vehicles.



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