

Dadansoddi ar gyfer Polisi



Analysis for Policy



Llywodraeth Cymru
Welsh Government

Ymchwil gymdeithasol
Social research

Number: 69/2014

www.cymru.gov.uk

Smoking in Cars Carrying Children: monitoring public attitudes, November 2013 update



Smoking in cars carrying children: monitoring public attitudes, November 2013 update

July 2014

**Chris Roberts and Krishan Kawol
Knowledge and Analytical Services
Welsh Government**

Data collection for this study was undertaken by Beaufort Research Limited, Cardiff.

For further information please contact:

Chris Roberts

Knowledge and Analytical Services

Welsh Government

Cathays Park Cardiff

CF10 3NQ

Tel: 029 2082 6543

Email: chris.roberts@wales.gsi.gov.uk

Welsh Government Social Research, 15 July 2014

ISBN: 978-1-4734-1746-5

© Crown Copyright 2014

Table of contents

Smoking in Cars Carrying Children: monitoring public attitudes –	
Executive summary	2
1. Introduction	6
2. Methods	7
3. Results	10
4. Discussion	23
5. References	24
List of tables	24
Annex 1: Tables	25
Annex 2: Questions asked in the research	39

Smoking in Cars Carrying Children: Update on monitoring public attitudes

Executive summary

Introduction

The aim of the research presented in this report was to update the report '*Smoking in Cars Carrying Children: monitoring public attitudes*'¹ which was published in November 2013. The research was undertaken to inform action around this policy area. Key findings are presented from four waves of data collection between September 2011 and November 2013.

Methods

Questions were included in Beaufort Research Limited's adult omnibus survey, which is designed to be representative of the adult population resident in Wales aged 16 and over. Interlocking demographic quota controls of age and social class within sex are employed in each sampling point for the selection of respondents, these quotas being set to reflect the individual demographic profile of each selected point. Interviews are conducted face-to-face in the homes of respondents utilising Computer Aided Personal Interviewing (CAPI) technology. This update report includes Wave 4 fieldwork conducted in November 2013, with 1022 interviews. This builds on fieldwork reported in the earlier report, Waves 1, 2 and 3, conducted in September 2011, March 2012 and November 2012 with 1018, 1007 and 1009 interviews, respectively. Findings are presented for all respondents and by sub-group: gender; age; whether there are children in the household; socio-economic status; geographical region; and smoking status.

¹ Roberts C. et al. (2013). *Smoking in Cars Carrying Children: monitoring public attitudes*. Cardiff: Welsh Government.

Results

Smoking behaviour in cars

Of those respondents with access to a car, more than three quarters reported that smoking was not allowed in their main car, increasing from 71% in September 2011 to 76% in November 2013. Women, older people, those in professional/skilled occupational groups and non-smokers were more likely to ban smoking in their main car.

Attitudes towards smoking and smoking in cars

Approximately 90% of respondents agreed that second-hand smoke can harm health, that parental smoking can harm health and that parents shouldn't smoke in front of their children, showing a marginal increase over the four waves. Three-quarters (76%) agreed that second-hand smoke can be harmful for up to two hours after smoking a cigarette in a car, an increase from 68% at Wave 3 (November 2012). Fewer than one in ten in November 2013 agreed that it was okay to smoke in a car carrying non-smokers, children or children with a window open, although the figures were slightly higher for current smokers.

Attitudes towards restricting smoking in cars

Half of respondents (50%) agreed that smoking should be banned in cars, increasing from 46% in September 2011. This rose to more than four in five for cars carrying children (84% in November 2013). Around two-thirds agreed that it was an individual's right to smoke in their car (64%), down from 72% in November 2012. For cars carrying children, the corresponding figure was 65%, compared with 67% in September 2011. As in the first three waves, non-smokers were more likely to agree with a ban on smoking in cars, as were women, older respondents and those in professional occupations.

Likely impact of, and compliance with, restricting smoking in cars carrying children

Of those with access to a car, the vast majority (more than 90% in all four waves of data collection) reported that a ban on smoking in cars carrying children would not affect them in any way (93% of non-smokers and 90% of

smokers in November 2013). In November 2013, 84% of smokers reported that they would likely comply with a ban if introduced, up from 80% in September 2011.

Likelihood of restrictions being enforced

In November 2013, a smaller proportion of respondents (38%) reported that they thought it likely that a ban on smoking in cars carrying children would be enforced, compared with 45% in September 2011. Smokers were more likely to agree that a ban would be enforced than non-smokers (45% and 36%, respectively, in November 2013).

Discussion

Over the four waves of the survey, it can be seen that the majority of adults with access to a car do not allow smoking at any time. This has increased across the four waves, although differences by socio-demographic factors and smoking status remain evident with implications for future action in this area.

The case for not smoking in cars would appear to be increasingly accepted among most non-smokers and smokers in Wales, with a decline in the proportions agreeing that it is acceptable to smoke in cars with non-smokers or children present. The latest findings show half of respondents agreed that smoking should be banned in cars, rising to four in five when children are in the car. However the majority of respondents also agreed that it is an individual's right to choose whether they smoke in their own car, whether carrying children or not.

Around four in five smokers reported that they would comply were a ban on smoking in cars carrying children to be introduced, representing a slight increase since baseline measurements were taken in 2011. Despite this, more than half of respondents were not convinced that enforcement would be feasible.

There would be value in continuing to monitor public attitudes and behaviours, alongside the synthesis of research evidence from elsewhere, particularly if future campaign work and/or legislative options are pursued.

1. Introduction

Background

In 2013, a report '*Smoking in Cars Carrying Children: monitoring public attitudes*' was published by the Welsh Government, with the objective of identifying and following the public's attitude to smoking in cars (Roberts *et al.*, 2013). The report presented the findings from survey research undertaken by Beaufort Research Limited, consisting of 1000 face-to-face CAPI interviews conducted at three time points covering the period from September 2011 to November 2012.

The original report published last year set out the scale of the issue, suggesting that childhood exposure to smoking in cars is not uncommon. It also noted that smoke-free car legislation is in place in a number of places across the world and that the Welsh Government would consider action if children's exposure to second-hand smoke does not start to fall. The Children and Families Act 2014 provides specific regulation powers for the Secretary of State for Health in England and Welsh Ministers in Wales to introduce regulations to prohibit smoking in private vehicles carrying under 18s.

This update report builds on the first three waves in the main publication, covering the period September 2011 to November 2012, with an additional fourth survey wave from data collected in November 2013. The report highlights key indicators used to monitor the public's attitude to smoking in cars and identifies significant changes between 2011 and 2013.

Aims and objectives

In light of this policy context, the aim of the research presented here and in the previous report was to explore public attitudes to restricting smoking in cars carrying children in the Welsh adult population to inform policy development in this area.

Specific issues that the research set out to explore included:

- public attitudes to smoking and specifically, smoking in cars and smoking in cars carrying children;
- current behaviour relating to smoking in cars and specifically, smoking in cars carrying children;
- likely levels of support for restrictions on smoking in cars carrying children were they to be introduced and how these vary through time;
- likely levels of compliance with restrictions and views on whether they could be enforced;
- socio-demographic variations in these attitudes and current practices.

This report sets out the key findings to emerge from the four waves of data collection to date.

2. Methods

The same methods were used in Wave 4 as set out in the earlier report, with the survey questions included in Beaufort Research Limited's adult omnibus survey. The use of consistent methods across all four waves of the survey allows comparability of findings through time.

The survey is designed to be representative of the adult population resident in Wales aged 16 and over, with interviews conducted face-to-face in the homes of respondents utilising Computer Aided Personal Interviewing (CAPI) technology.

Fieldwork for Wave 4 was conducted during November 2013 involving 1022 interviews. The number of interviews conducted in the first three waves were 1018 (Wave 1, September 2011), 1007 (Wave 2, March 2012) and 1009 (Wave 3, November 2012).

The data have been weighted by age group (3) within gender (2) within local authority grouping (7), to give each of the resulting 42 cells its correct incidence within the Wales total derived from the results of the 2001 and 2011 Censuses.

While the quota sampling approach employed is sufficiently robust for producing the estimates presented in this report, strictly speaking estimates of sampling error cannot be made. This has implications for statistical inference, for example testing whether differences between population group and/or time points are statistically significant. However, to guide interpretation of the survey results and with a focus on change through time, an assessment of change between September 2011 and November 2013 is provided, based on a *t*-test for proportions². These tests are applied for all persons and by smoking status. *P* values of less than 0.05 (5%) and 0.01 (1%) are noted in Tables 2 to 14 as appropriate.

Sample characteristics can be seen in Table 1. The results that follow are presented for all respondents and by sub-group: gender; age; whether there is a child (i.e. under 16) in the household; socio-economic status; geographical region; and smoking status. Age is presented for three bands: 16-34; 35-54;

² Note that the change for the question on whether parents should smoke in front of their children is from March 2012 to November 2013, as this question was only introduced in the second wave of data collection.

and 55 and above. Socio-economic status is based on the occupational status of the chief income earner, with AB representing managerial positions, C1 supervisory or junior managerial positions, C2 skilled manual occupations and DE semi or unskilled manual workers. Five geographical regions are presented, based on groupings of local authorities. These regions are as follows: North Wales-NW (Wrexham, Flintshire, Denbighshire, Conwy, Anglesey, Gwynedd); Mid and West Wales-MWW (Powys, Ceredigion, Pembrokeshire, Carmarthenshire); West South Wales-WSW (Swansea, Neath Port Talbot, Bridgend); the Valleys-V (Rhondda Cynon Taff, Merthyr Tydfil, Caerphilly, Blaenau Gwent); and Cardiff and South East Wales-CSEW (Torfaen, Monmouthshire, Newport, Vale of Glamorgan and Cardiff). Sub-group estimates should be interpreted with a degree of caution given small sample size, particularly when the analysis is restricted to certain groups (e.g. those with access to a car or smokers).

Tables of results and the questions used in the four survey waves are provided in Annex 1 and Annex 2, respectively.

3. Results

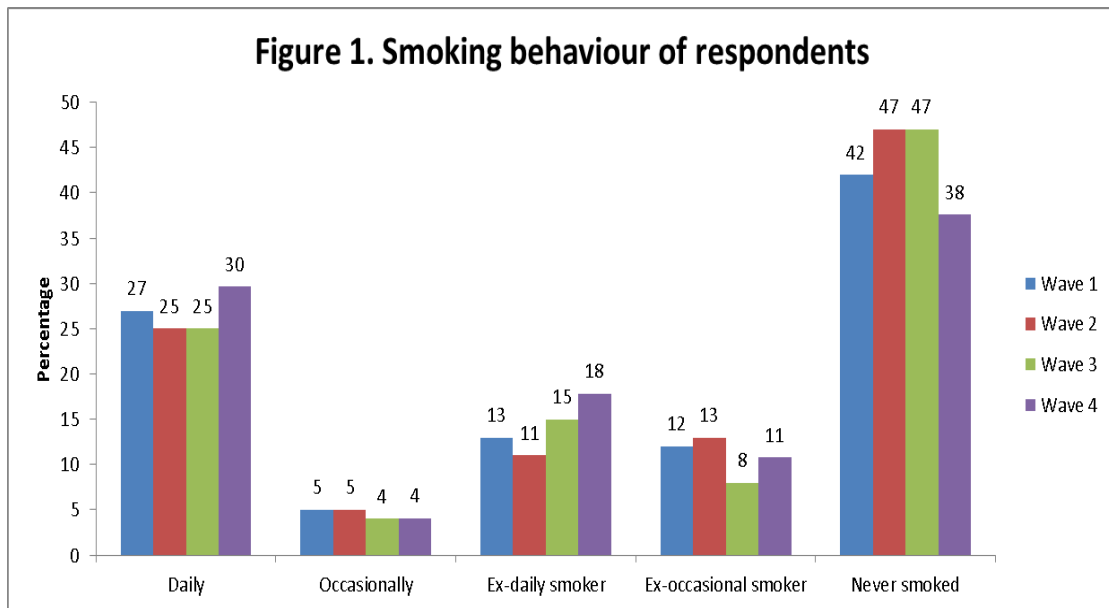
Smoking behaviour

This section presents information on the smoking behaviour of respondents, in order to explore how the views of smokers and non-smokers differed. Respondents were asked about their current smoking status and if a smoker, whether they had tried to give up in the last 12 months and whether they would like to give up altogether.

Across the first three waves, a small proportion of respondents did not provide their smoking status. In the November 2013 survey, the proportion increased, with 144 respondents (15%) not providing this information. The reason for this increase is not clear, although one possible reason may be the unanticipated growth in e-cigarette use, as there was no option to record e-cigarette use. As with previous waves of data collection, these respondents are excluded from subsequent analyses in relation to smoking status.

Figure 1 shows that respondents in Wave 4 included a slightly higher proportion of daily smokers (30%) and ex-smokers (29%) compared to the previous three waves. The proportion of respondents that smoke occasionally was consistent across the four waves, with 4% smoking occasionally in Wave 4.

The proportion reporting that they had never smoked in Wave 4 was 38%, lower than previous waves (47% in Waves 2 and 3). The proportion reporting to be ex-daily smokers in Wave 4 (18%) was higher than in previous waves.



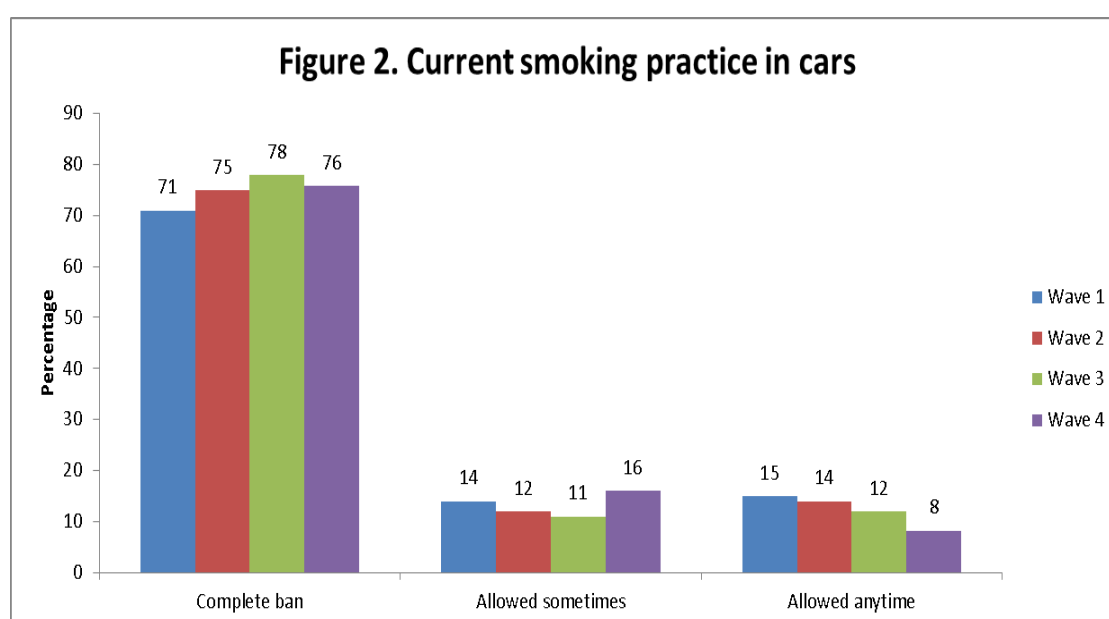
There are socio-demographic differences in the profile of smokers. In terms of social status, across the four waves of data collection, the proportions reporting to smoke daily or occasionally are far higher among those in social group DE. For example, in November 2013, around two in five (43%) of those in social group DE reported smoking on a daily or occasional basis, compared to less than one in six (17%) among those in social group AB. The proportions reporting to smoke also decline with age across the four survey waves. For example, in November 2013, the proportions for 16 to 34 year-olds, 35 to 54 year-olds and those aged 55 or more, were 44%, 38% and 23%, respectively (see Table 2).

The proportion of smokers who reported having tried to give up in the previous 12 months rose slightly over the four wave period, from 43% at Wave 1 to 46% at Wave 4. Similarly there was a rise in respondents who would like to give up altogether, from 66% in Wave 1 to 72% in Wave 4. Across the four waves, women, younger people and those with a child in the household were most likely to report having tried to give up and wanting to give up altogether (see Table 3).

Smoking behaviour in cars

Turning specifically to current practice in terms of smoking in cars, respondents were asked whether smoking was allowed in the main car that they used. There was a higher proportion of respondents who did not drive or did not have access to a car in Wave 4 (36%) compared to Wave 3 (27%).

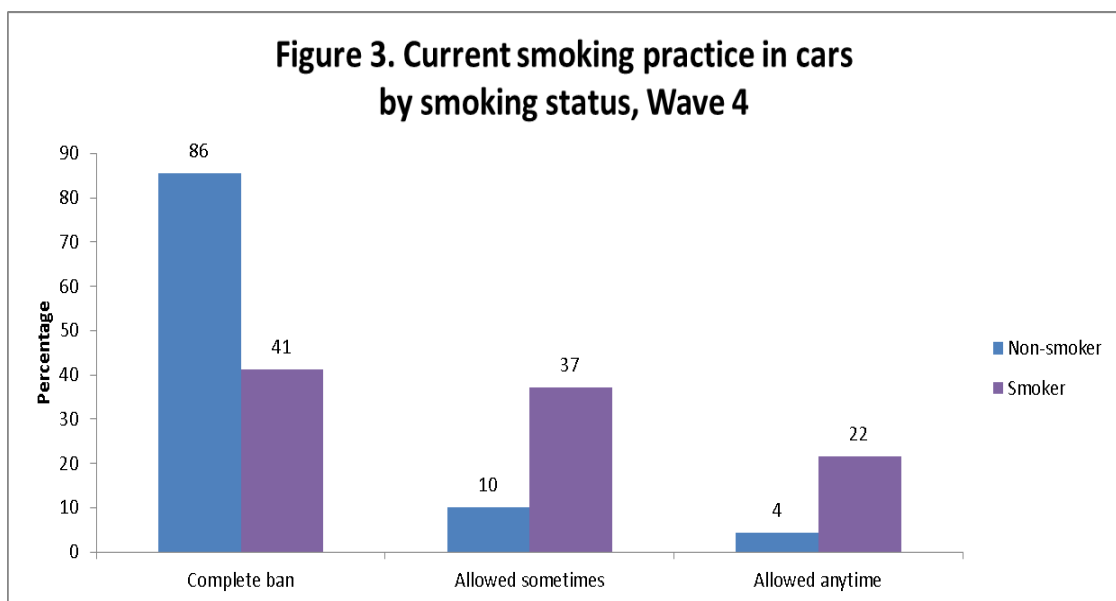
Figure 2 presents the findings for respondents with access to a car across the four waves. It can be seen that approximately three-quarters reported that smoking was banned in their main car, increasing over the four waves from 71% at Wave 1 to 76% at Wave 4. The survey also showed a decreasing trend over the four waves for those who allowed smoking at any time in the car from 15% in Wave 1 to 8% in Wave 4. However, respondents who sometimes allowed smoking in cars increased to 16% in Wave 4 up from 11% in Wave 3.



It can be seen from Table 4 that women, older respondents and those in social groups AB and C1 were more likely to report that smoking was completely banned in their car.

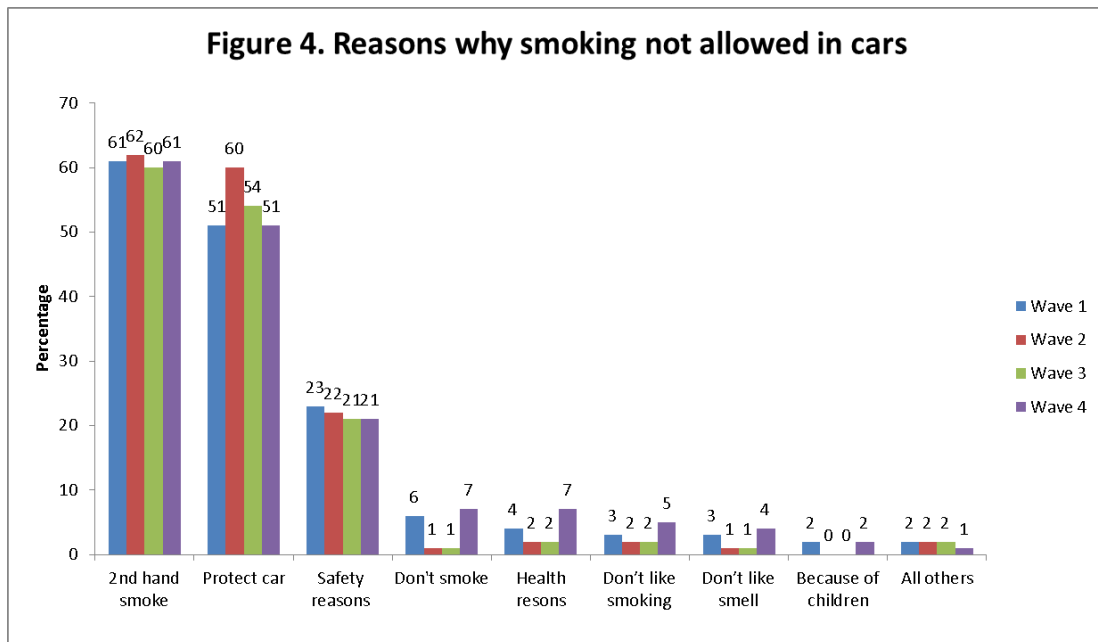
When broken down by smoking status, differences are apparent. At Wave 1, among smokers, similar proportions responded that they did not allow smoking in their car (33%), allowed smoking under certain circumstances (32%) or allowed smoking at any time (34%). In contrast, among non-smokers, the proportions were 83%, 8% and 9%, respectively. However, the proportion of respondents with a complete ban on smoking in their car increased across the four waves for both groups, to 41% of smokers and 86% of non-smokers in Wave 4.

Respondents who allowed smoking in their car anytime decreased between Wave 1 and Wave 4 for both smokers and non-smokers, from 34% to 22% and from 9% to 4%, respectively (see Figure 3 and Table 5).



Those respondents not allowing smoking in the car (Wave 4, n= 496) were asked a follow up question as to why this was the case. This question was unprompted, with a wide variety of responses being provided.

There was minimal variation in responses across the four waves, as can be seen in Figure 4, with the three main responses being to protect others from second hand smoke, to protect their car and for safety considerations.



Attitudes towards smoking and smoking in cars

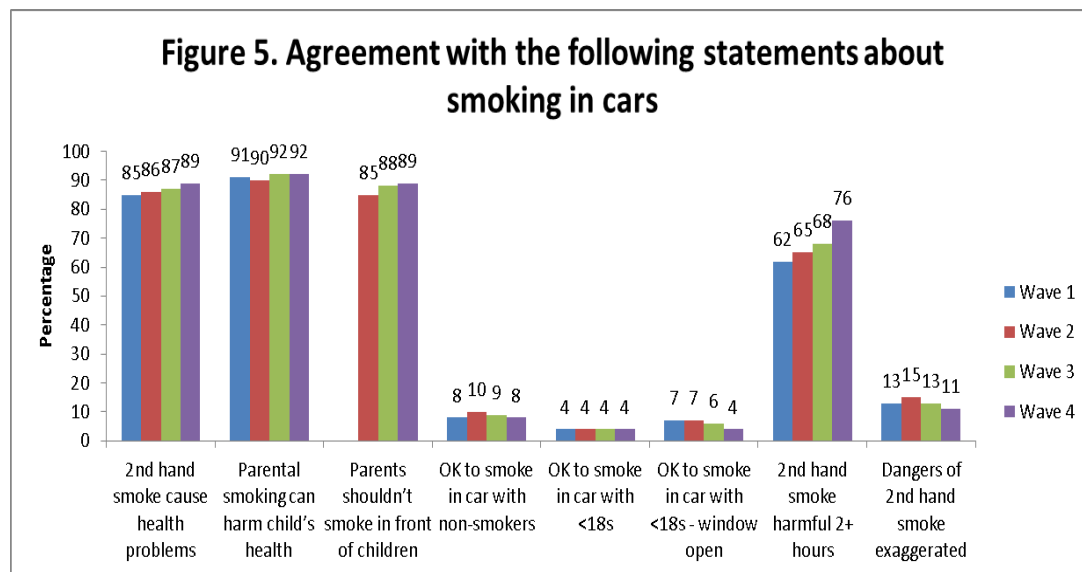
As in the first three waves, respondents in Wave 4 were asked to what extent they agreed or disagreed with a series of statements about smoking and smoking in cars in particular. The overall proportions agreeing or strongly agreeing with the statements across the four waves can be seen in Figure 5.

In Wave 4, 89% of respondents agreed that second hand smoke causes health problems, increasing from 85% in Wave 1. There was an increase in those who agreed with the statement that parents should not smoke in front of their children, from 85% in Wave 2 to 89% in Wave 4. In addition more than 9 out of 10 of respondents agreed that parental smoking can harm a child's health across all four waves.

Table 6 shows responses of all four waves across the socio-demographic range. Wave 4 shows the proportion who agreed with the statements on the dangers of smoking were somewhat lower among social group DE. For these questions, Wave 4 differs from the first three waves by showing a more even distribution in agreement with the statements across the age-groups and whether there are children in the household.

There was minimal agreement with those statements specifically touching on smoking in cars, with fewer than one in ten agreeing that it is acceptable to smoke in a car with non-smokers, under 18s or under 18s with the windows open. The proportion of respondents who agreed that it is okay to smoke in cars with under 18s with the window down decreased from 7% at Wave 1 to 4% at Wave 4.

The proportion of respondents who agreed with the statement that second hand smoke remained harmful up to two hours after smoking increased to a peak of 76% in Wave 4 from 68% in Wave 3 and from 62% in Wave 1. There was little change in the proportion of respondents who agreed that the dangers of second hand smoke have been exaggerated. No socio-demographic patterning was evident for these statements.

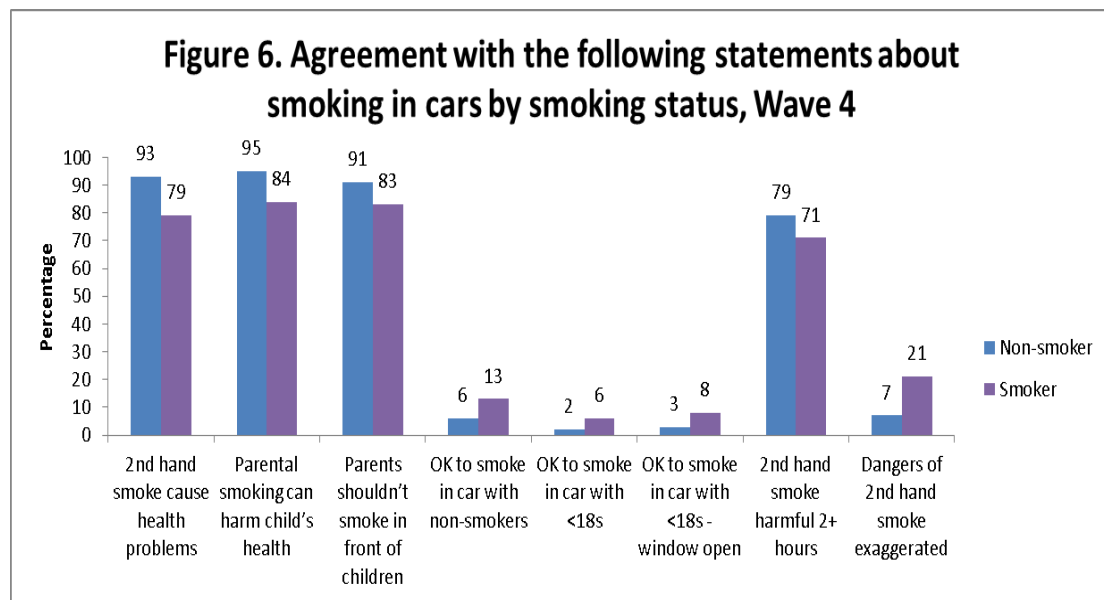


As in the first three waves, there were differences in the levels of agreement with the statements by smoking status in Wave 4. To varying degrees, smokers were less likely to agree that second hand smoke causes health problems or is harmful. For example, non-smokers increasingly agreed that second hand smoke causes health problems, up from 89% in Wave 1 to 93%

in Wave 4. Respondents who smoked also recorded an increase in agreement that parents should not smoke in front of their children, up from 72% in Wave 2 to 83% in Wave 4.

An increase in agreement can be seen in relation to second hand smoke being harmful up to two hours after smoking a cigarette, from 50% and 65% in Wave 1 to 71% and 79% in Wave 4, for smokers and non-smokers, respectively.

Conversely, while the proportions are low, smokers are more likely to agree that smoking in a car with non-smokers is acceptable and that smoking in a car with under 18s is acceptable, with or without the windows open. A greater proportion of smokers also agreed that the dangers of second hand smoke have been exaggerated (21%) compared to non-smokers (7%). There was a fall in the proportion of smokers who agreed that it was okay to smoke in cars with children if the window is down, from 14% in Wave 1 to 8% in Wave 4, (see Figure 6 and Table 7).

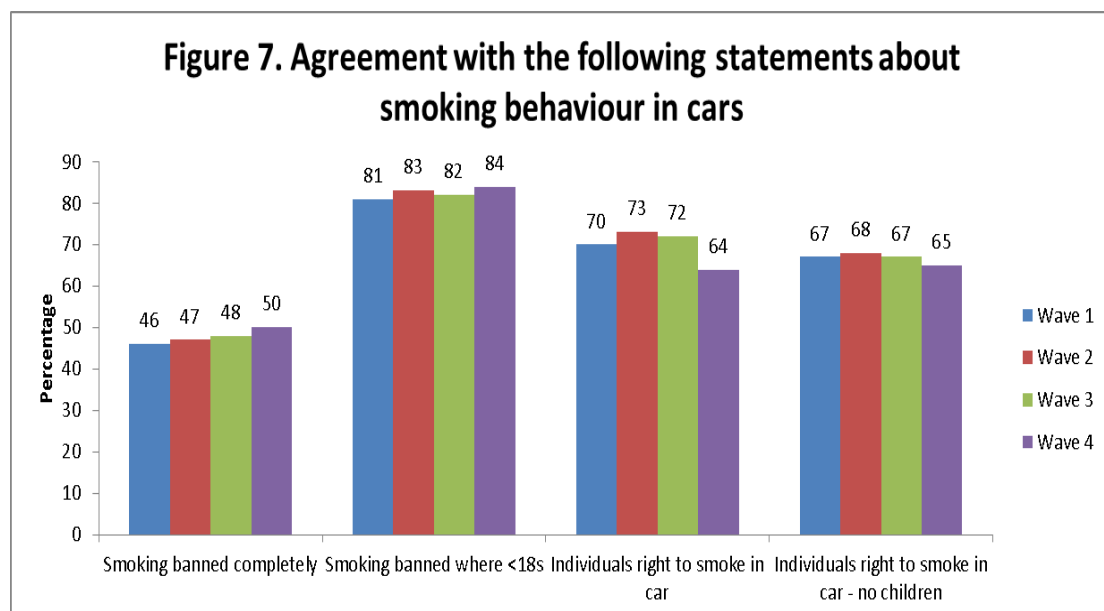


Attitudes towards restricting smoking in cars

As with the first three waves, a second set of statements was presented to respondents, focusing specifically on smoking in cars, with respondents again asked to consider the extent to which they agreed or disagreed with them.

The overall proportions agreeing or strongly agreeing with the statements across the four waves can be seen in Figure 7. Around half of respondents agreed that smoking should be banned in cars, increasing over the four waves from 46% in Wave 1 to 50% in Wave 4. Agreement for a ban on smoking in cars with under 18s present increased slightly across waves to more than four in five respondents (84%). Wave 4 also showed a lower proportion in agreement that it is an individual's right to smoke in their own car, falling from 72% in Wave 3 to 64% in Wave 4.

All four waves showed similar proportions agreeing that it is an individual's right to smoke in their own car providing children are not in the car, with around two-in-three responding this way.

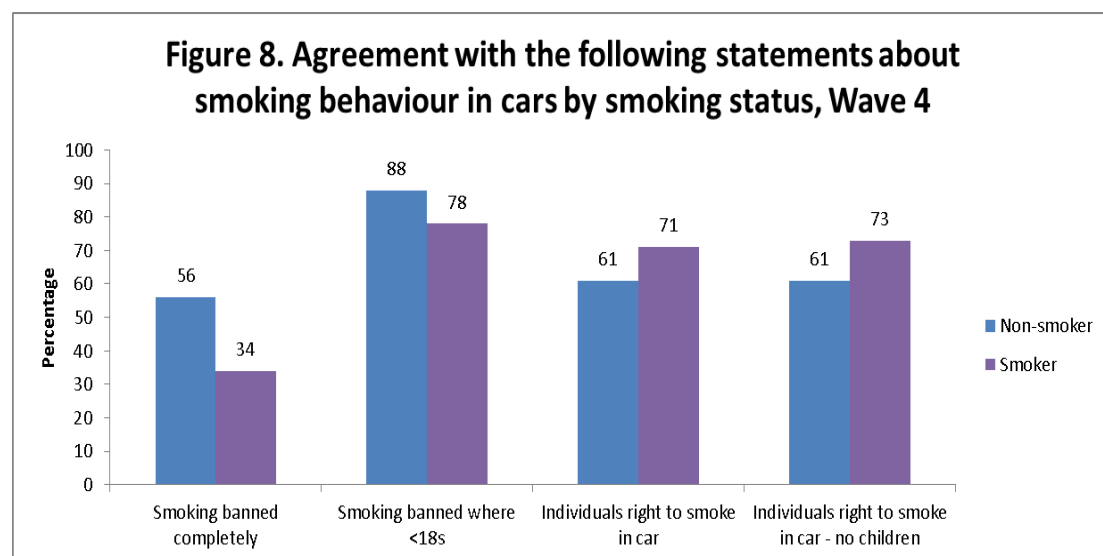


As in the first three waves, the proportions of respondents in agreement with a ban on smoking in cars with or without under 18s were highest for women, those aged 55 and over and those in social groups AB.

Looking at the statement that it is an individual's right to smoke in their car, whether carrying children or not, a higher proportion of males agreed to the statement than females (Table 8).

As with the first three waves, differences between smokers and non-smokers are apparent in Wave 4, with smokers less likely to agree with a ban on smoking in cars and a ban on smoking in cars carrying under 18s, although the latter difference is less pronounced. The proportion of smokers that agree to a ban is higher in Wave 4 compared to Wave 1 by around 10 percentage points for each statement.

However, smokers are more likely to agree that it is an individual's right to smoke in their car, whether carrying under 18s or not. Again, compared to the first three waves, the proportion of smokers who agreed with the latter two statements had decreased from around four in five to less than three in four by Wave 4 (see Figure 8 and Table 9).

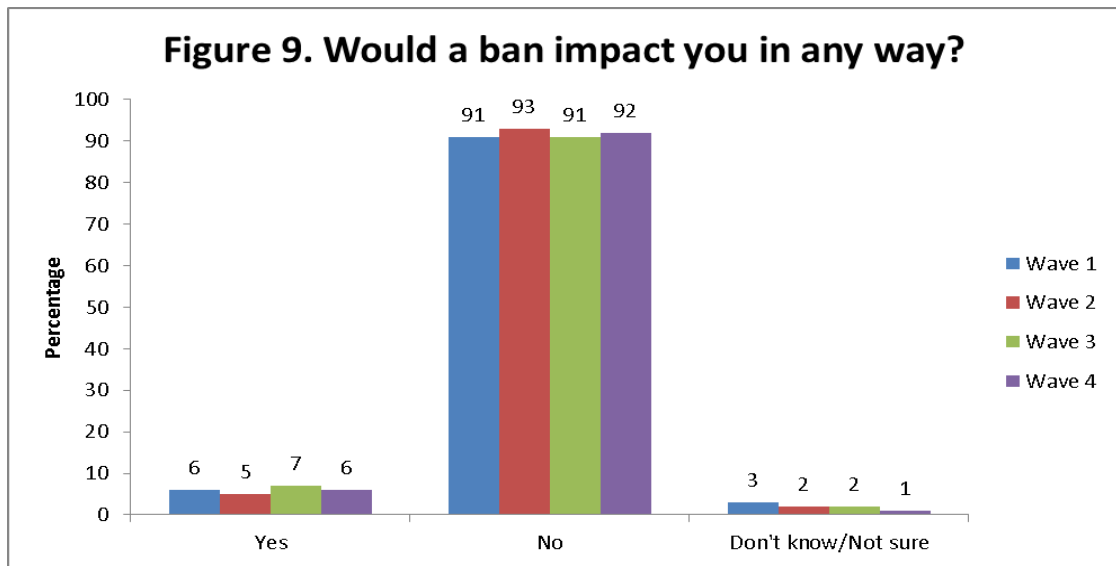


Respondents were asked why they agreed or disagreed with the statement relating to banning smoking in cars carrying children under the age of 18. Among those agreeing at Wave 4 (n=856), the most common reason given was that it is harmful to children's health (62%), with a range of other responses including children need protecting (11%), second hand smoke is harmful (10%), it sets a bad example (6%), smoking is a distraction when driving (6%) and children have the right not to be exposed to second-hand smoke (5%). Among those disagreeing with the statement (n=93), by far the two most common responses were that it is an individual's right to choose whether to smoke in their car (44%) and that a ban couldn't be enforced (18%).

Likely impact of, and compliance with, restricting smoking in cars carrying children

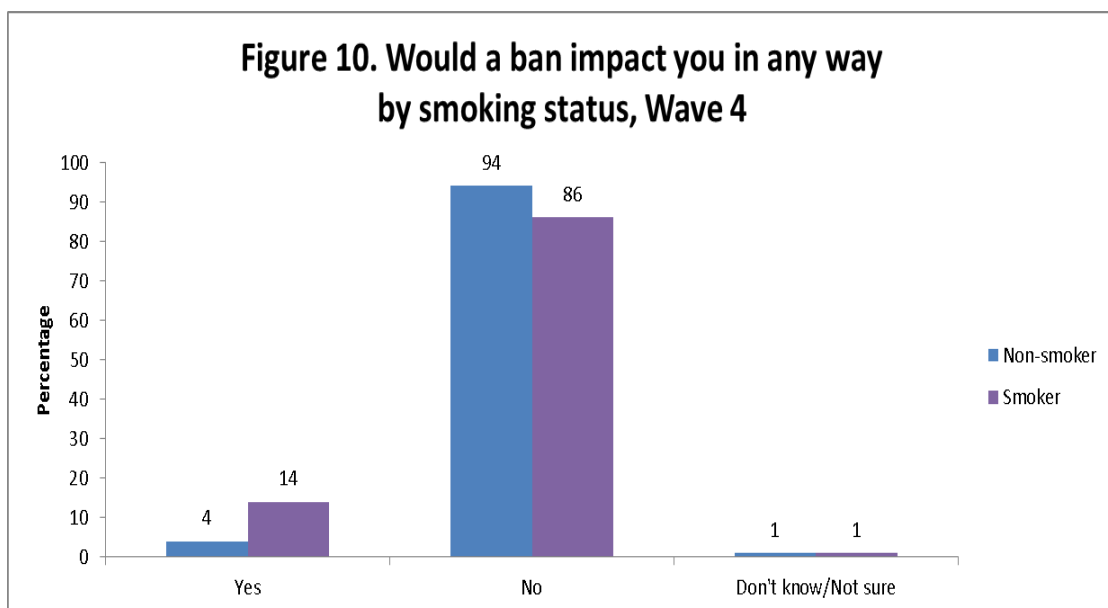
Respondents were asked whether they thought a ban on smoking in cars carrying children would affect them in any way. Restricting the analysis to those with access to a car, the vast majority (i.e. around nine in ten) at all four waves reported that it would not affect them in any way, with minimal socio-demographic variation (see Figure 9 and Table 10).

Wave 4 showed one difference to Wave 3 where 11% of respondents with children in their household believed they would be affected by a ban compared to only 5% without children.



Wave 4 also shows that of those with access to a car and reporting that a ban would not affect them (n=604), 58% said that the lack of impact could be explained by them not smoking, with 27% noting that smoking wasn't allowed in the car already and 9% don't have children in their household.

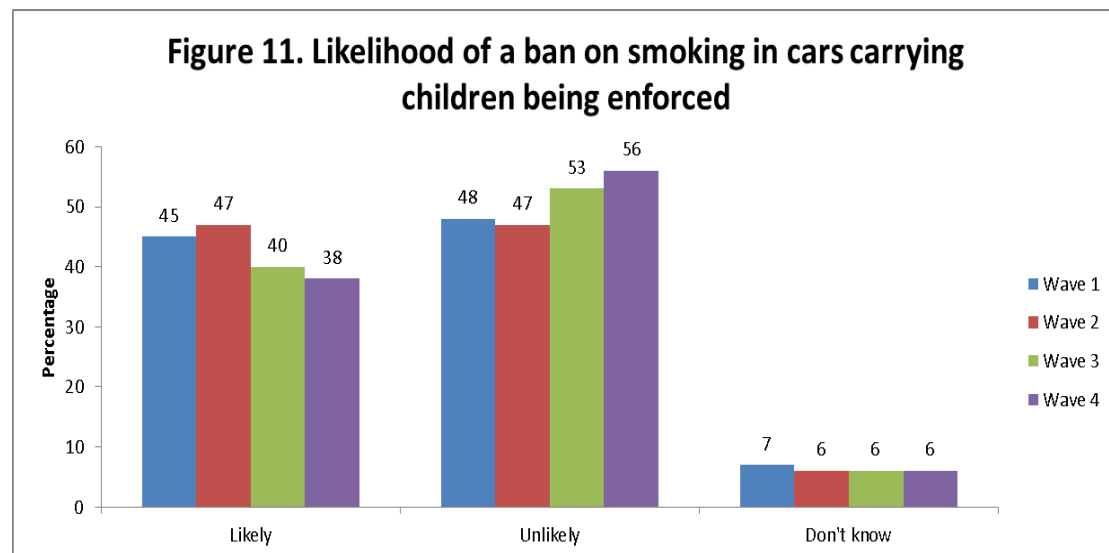
Figure 10 shows that while a small minority with access to a car agreed that a ban would have an impact on them, smokers were more likely to respond in this way, a pattern also reflected in the data collected in the first three waves (see Table 11).



Smokers were also asked how likely they would be to comply with a ban on smoking in cars carrying children if introduced. Table 12 indicates that 84% of smokers reported that they would be likely or very likely to comply with a ban, which has increased slightly since Wave 1 (80%). Sub-group analysis is restricted to gender, age-group and children in the household given the relatively small number of smokers, but few differences can be seen.

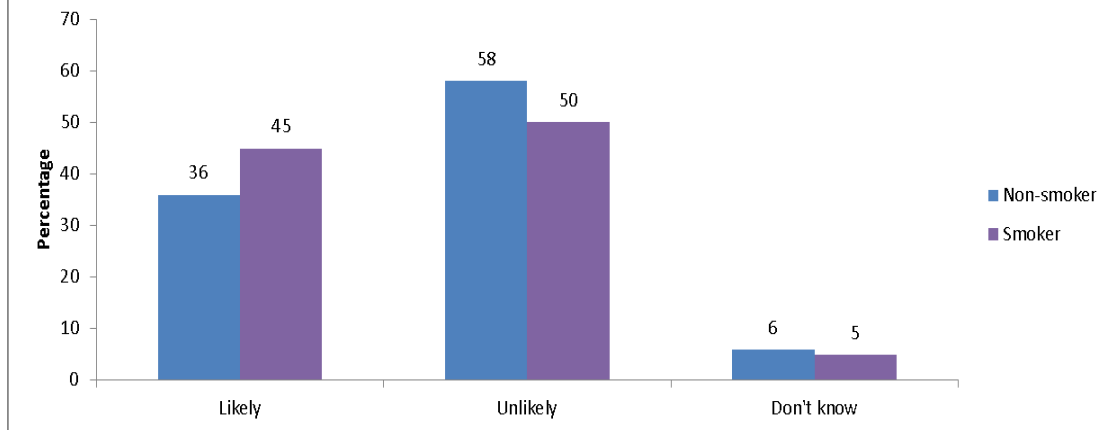
Likelihood of restrictions being enforced

Finally, all respondents were asked ‘How likely do you think any proposed ban on smoking in cars carrying children would be enforced if introduced?’. Figure 11 shows that in each wave, the majority of respondents did not think that a ban would be enforced, with 45% at Wave 1 and 38% at Wave 4 reporting that a ban would likely (i.e. likely or very likely) be enforced if introduced. As with previous waves, there was no obvious socio-demographic patterning of responses (see Table 13).



At Wave 4, smokers remained more likely to report that a ban would be enforced if introduced (see Figure 12 and Table 14).

Figure 12. Likelihood of a ban on smoking in cars carrying children being enforced by smoking status, Wave 4



4. Discussion

The findings presented here from Wave 4 of the survey (November 2013) follow on from those in the earlier report which covered the first three waves from September 2011 to November 2012. Building on the first three waves of data collection, the most recent findings confirm that the majority of adults with access to a car do not allow smoking at any time. This has increased across the four waves, such that three in four people do not allow smoking in their car at any time, although differences by socio-demographic factors and smoking status remain, with implications for future action in this area.

The case for not smoking in cars would appear to be increasingly accepted among most non-smokers and smokers in Wales, with a decline over the period covered by the research in the proportion of respondents agreeing that it is acceptable to smoke in cars when non-smokers or children are present. The latest findings confirm the trend observed in the earlier rounds of data collection, with half of respondents agreeing that smoking should be banned in cars, rising to four in five when children are in the car. However, as noted previously, the majority of respondents also agreed that it is an individual's right to choose whether they smoke in their own car, whether carrying children or not.

In terms of compliance, just over four in five smokers reported that they would comply were a ban on smoking in cars carrying children to be introduced, representing a slight increase since the baseline measurements were taken in 2011. Despite this, more than half of respondents were not convinced that enforcement would be feasible.

There would be value in continuing data collection to monitor public attitudes and behaviours in this area of public health policy, alongside the synthesis of research evidence from elsewhere. Such activity will help to ensure that evidence is available to support future activity, particularly if further campaign work and/or legislative options are pursued.

5. References

Roberts C., Coates J., Lane J. (2013). Smoking in cars carrying children: monitoring public attitudes. Cardiff: Welsh Government.

Children and Families Act 2014, Ch6. London: HMSO.

Annex 1: Tables

Table 1: sample composition

Table 2: smoking status

Table 3: smoking cessation behaviour

Table 4: current smoking practice in cars

Table 5: current smoking practice in cars, by smoking status

Table 6: attitudes towards smoking and smoking in cars

Table 7: attitudes towards smoking and smoking in cars, by smoking status

Table 8: attitudes towards smoking behaviour in cars

Table 9: attitudes towards smoking behaviour in cars, by smoking status

Table 10: likely impact of a ban on smoking in cars carrying children

Table 11: likely impact of a ban on smoking in cars carrying children, by smoking status

Table 12: likelihood of a ban on smoking in cars carrying children being enforced

Table 13: likelihood of a ban on smoking in cars carrying children being enforced, by smoking status

Change September 2011 to November 2013 (i.e. Wave 1 to Wave 4) for all persons and smokers/non-smokers: * $p < 0.05$, ** $p < 0.01$.

Table 1: Sample composition, showing unweighted and (weighted) percentages for the three waves of data collection

	Sep-2011	Mar-2012	Nov-2012	Nov-2013
Age				
16-24	12 (13)	13 (14)	13 (13)	15 (15)
25-34	15 (16)	14 (15)	16 (16)	14 (14)
35-44	16 (18)	14 (17)	16 (16)	13 (15)
45-54	16 (17)	15 (18)	17 (17)	16 (18)
55-64	15 (13)	15 (12)	15 (15)	16 (14)
65+	26 (22)	29 (24)	23 (23)	27 (24)
N=	1018	1006	1009	1022
Gender				
Male	48 (48)	45 (48)	45 (49)	44 (49)
Female	52 (52)	55 (52)	55 (51)	56 (51)
N=	1018	1007	1009	1022
Social Class				
AB	15 (15)	17 (17)	16 (16)	14 (14)
C1	30 (30)	30 (30)	30 (31)	29 (29)
C2	21 (21)	18 (18)	19 (19)	21 (21)
DE	33 (33)	35 (35)	35 (34)	37 (37)
N=	1018	1006	1006	1019
Smoking status				
Smoker	31 (32)	28 (30)	29 (30)	33 (34)
Non-smoker	69 (68)	72 (70)	71 (70)	67 (66)
N=	931	985	952	875
Children in household				
Yes	28 (31)	28 (31)	32 (30)	27 (28)
No	72 (69)	72 (69)	68 (70)	73 (72)
N=	1018	1007	1009	1021
Area				
North Wales	24 (23)	21 (23)	22 (23)	23 (23)
Mid and West Wales	17 (17)	19 (17)	17 (17)	16 (17)
West South Wales	16 (17)	18 (17)	16 (17)	16 (17)
The Valleys	19 (18)	20 (18)	17 (18)	20 (18)
Cardiff and South East Wales	24 (25)	22 (25)	28 (26)	26 (26)
N=	1018	1007	1009	1022

Table 2: Smoking status

		All	Gender		Age Group			Children in Household		Social Group				Region				
			Male	Female	16-34	35-54	55+	Yes	No	AB	C1	C2	DE	NW	MWW	WSW	V	CSEW
Daily	Wave 1	27	25	29	35	25	22	28	26	11	18	26	43	27	27	27	31	24
	Wave 2	25	25	25	26	35	16	26	25	14	18	30	34	34	20	29	25	19
	Wave 3	25	26	24	33	28	17	34	21	14	19	20	40	35	18	19	21	28
	Wave 4	30	28	31	36	35	21	36	27	14	23	32	39	32	18	41	24	32
Occasional	Wave 1	5	5	5	8	6	2	8	4	6	5	5	5	3	8	4	6	6
	Wave 2	5	6	4	9	4	3	6	4	4	3	4	7	7	3	4	4	5
	Wave 3	4	6	3	7	3	4	3	5	4	4	7	4	5	6	5	1	4
	Wave 4	4	5	3	8	3	2	5	4	3	5	4	4	5	1	3	5	7
Ex-daily	Wave 1	13	16	11	6	9	24	9	15	15	15	16	9	16	13	11	9	15
	Wave 2	11	11	10	6	7	18	8	12	11	11	15	8	18	16	10	4	5
	Wave 3	15	19	12	4	13	26	13	16	16	16	21	11	18	13	19	13	13
	Wave 4	18**	21	15	7	15	28	13	20	25	16	22	15	23	19	18	16	13
Ex-occasional	Wave 1	12	13	12	10	12	14	11	13	14	13	13	10	14	11	8	17	11
	Wave 2	13	13	13	11	7	19	11	13	8	17	14	11	7	14	7	14	21
	Wave 3	8	9	8	7	8	10	6	9	10	8	9	8	10	7	8	10	7
	Wave 4	11	9	12	8	8	15	7	12	13	11	11	10	8	16	9	12	11
Never smoked	Wave 1	42	42	43	42	47	38	44	42	54	49	40	33	40	41	49	37	45
	Wave 2	47	45	48	48	47	44	49	46	63	51	38	40	35	48	50	54	50
	Wave 3	47	40	53	49	49	43	43	49	56	54	44	38	32	56	49	55	48
	Wave 4	38	37	39	41	40	34	39	37	45	45	32	33	32	47	29	43	38
N=	Wave 1	931	448	483	258	299	374	274	657	141	284	193	313	227	154	160	171	219
	Wave 2	985	444	541	267	285	432	278	707	164	293	174	353	213	182	176	198	216
	Wave 3	952	421	531	278	313	361	304	648	147	286	188	328	219	160	137	167	269
	Wave 4	875	383	492	238	261	376	241	633	123	243	179	327	220	147	141	165	202

Base = respondents providing a smoking status

Table 3: Smoking cessation behaviour

		All	Gender		Age Group			Children in Household		Social Group				Region				
			Male	Female	16-34	35-54	55+	Yes	No	AB	C1	C2	DE	NW	MWW	WSW	V	CSEW
Tried to give up in last 12 months	Wave 1	43	38	47	52	39	36	57	36	35	43	48	43	41	46	33	53	43
	Wave 2	45	46	44	47	46	39	56	39	50	37	45	47	44	43	49	36	52
	Wave 3	47	43	52	52	42	45	51	45	40	56	49	44	43	62	46	49	46
	Wave 4	46	44	48	52	47	38	55	42	40	45	47	48	46	52	46	51	44
Would like to give up	Wave 1	66	61	71	70	71	54	79	59	67	63	64	68	71	76	47	67	69
	Wave 2	70	67	74	72	74	61	83	64	69	63	75	72	69	67	78	60	75
	Wave 3	68	68	67	74	72	53	76	63	72	82	66	61	65	78	66	72	64
	Wave 4	72	67	76	73	77	63	77	68	57	77	75	70	68	86	73	74	67
N=	Wave 1	292	130	162	112	93	87	99	193	23	63	59	147	67	48	49	65	63
	Wave 2	278	127	151	95	106	77	92	186	26	56	55	140	77	40	60	54	47
	Wave 3	280	130	150	113	93	74	114	166	24	65	49	141	86	37	33	35	89
	Wave 4	290	124	166	106	97	87	102	188	22	68	62	138	82	26	62	47	73

Base = respondents smoking daily or occasionally

Table 4: Current smoking practice in cars

		All	Gender		Age Group			Children in Household		Social Group				Region				
			Male	Female	16-34	35-54	55+	Yes	No	AB	C1	C2	DE	NW	MWW	WSW	V	CSEW
Not allowed	Wave 1	71	70	73	68	74	71	74	70	79	73	71	63	71	60	70	73	79
	Wave 2	75	71	78	73	72	78	81	72	81	79	68	68	68	78	75	70	82
	Wave 3	78	72	83	77	73	82	78	78	86	82	75	67	72	77	79	81	80
	Wave 4	76*	74	78	67	76	81	75	76	84	78	72	72	70	77	75	78	79
Allowed sometimes	Wave 1	14	15	13	12	13	16	9	16	12	11	15	18	10	26	14	14	8
	Wave 2	12	14	9	10	13	11	7	14	8	9	13	17	14	12	7	17	8
	Wave 3	11	12	10	13	11	9	8	12	6	8	12	17	15	7	10	9	12
	Wave 4	16	17	15	25	15	12	19	15	7	16	20	19	20	16	16	14	14
Allowed any time	Wave 1	15	16	15	20	13	14	16	15	9	16	15	20	20	13	15	14	13
	Wave 2	14	15	13	16	14	12	12	15	11	13	19	15	18	10	18	13	10
	Wave 3	12	16	7	10	16	9	14	10	8	10	14	16	13	15	10	10	9
	Wave 4	8**	8	8	8	9	7	6	9	9	7	9	9	10	7	9	8	8
N=	Wave 1	740	382	358	170	268	302	222	518	145	248	172	175	181	131	111	132	185
	Wave 2	711	348	363	159	243	309	212	499	159	235	141	176	163	139	121	127	161
	Wave 3	730	336	394	186	269	275	247	483	146	249	161	171	155	153	106	114	202
	Wave 4	654	297	357	159	208	287	175	478	127	205	163	156	149	130	86	121	168

Base = respondents with access to a car

Table 5: Current smoking practice in cars, by smoking status

		All	Smoker	
			Yes	No
Not allowed	Wave 1	69	33	83
	Wave 2	74	41	87
	Wave 3	78	45	89
	Wave 4	74	41	86
Allowed sometimes	Wave 1	15	32	8
	Wave 2	12	30	5
	Wave 3	11	33	3
	Wave 4	17	37	10
Allowed any time	Wave 1	16	34	9
	Wave 2	14	29	8
	Wave 3	11	22	7
	Wave 4	9	22*	4**
N=	Wave 1	677	179	498
	Wave 2	694	173	521
	Wave 3	699	172	527
	Wave 4	558	146	412

Base = respondents with access to a car and providing smoking status

Table 6: Attitudes towards smoking and smoking in cars (those agreeing or strongly agreeing)

		All	Gender		Age Group			Children in Household		Social Group				Region				
			Male	Female	16-34	35-54	55+	Yes	No	AB	C1	C2	DE	NW	MWW	WSW	V	CSEW
2 nd hand smoke cause health problems	Wave 1	85	84	86	90	86	81	90	83	90	86	87	81	91	87	88	79	80
	Wave 2	86	84	87	84	86	86	86	85	88	90	86	80	88	86	90	78	86
	Wave 3	87	85	90	91	88	84	94	85	92	87	89	85	87	88	86	87	88
	Wave 4	89*	88	89	88	90	88	88	89	88	90	89	87	90	93	89	86	86
Parental smoking can harm child's health	Wave 1	91	92	90	92	93	88	94	90	93	92	93	88	95	89	94	87	89
	Wave 2	90	89	92	90	93	89	94	89	95	94	90	85	91	88	94	86	91
	Wave 3	92	91	93	94	95	88	96	90	96	93	94	89	93	91	90	92	93
	Wave 4	92	91	92	93	91	91	92	92	94	94	91	89	91	93	91	91	91
Parents shouldn't smoke in front of children	Wave 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Wave 2	85	84	85	87	82	86	89	83	88	86	84	83	82	90	90	83	81
	Wave 3	88	87	89	90	89	87	91	88	93	88	88	87	87	91	86	90	88
	Wave 4	89**	89	89	90	85	92	86	90	91	91	87	87	89	92	93	85	87
OK to smoke in car with non-smokers	Wave 1	8	10	7	11	6	8	7	9	5	10	7	9	7	10	9	10	7
	Wave 2	10	12	8	12	11	8	8	11	10	12	11	8	12	6	7	14	10
	Wave 3	9	11	7	11	8	9	9	9	6	5	13	12	9	7	10	10	10
	Wave 4	8	10	7	11	8	6	8	8	9	8	7	8	10	5	6	9	9
OK to smoke in car with <18s	Wave 1	4	4	5	5	3	6	4	4	3	2	4	7	1	7	4	9	2
	Wave 2	4	4	3	4	4	3	3	4	1	3	4	5	3	2	3	10	1
	Wave 3	4	5	3	5	2	4	4	4	3	4	4	5	3	2	6	4	5
	Wave 4	4	3	4	5	4	3	6	3	4	5	1	4	4	5	3	4	3
OK to smoke in car with <18 if windows open	Wave 1	7	6	7	8	5	7	6	7	5	4	4	12	5	8	6	10	6
	Wave 2	7	7	7	8	8	5	5	8	4	4	9	9	7	4	5	14	6
	Wave 3	6	7	5	7	5	6	6	6	4	4	4	9	8	1	7	6	7
	Wave 4	4**	4	4	6	3	4	5	4	2	4	3	6	4	3	4	5	6
2 nd hand smoke harmful 2+ hours	Wave 1	62	59	64	57	64	62	63	61	65	61	64	59	66	68	64	60	53
	Wave 2	65	60	70	59	63	72	68	63	74	65	66	60	67	59	74	60	64
	Wave 3	68	65	71	68	73	65	78	64	70	69	65	69	78	51	68	65	73
	Wave 4	76**	72	80	74	78	76	76	76	78	76	74	77	83	72	78	66	79
Dangers of 2nd hand smoke exaggerated	Wave 1	13	13	12	13	12	12	11	13	10	7	14	18	13	10	10	15	13
	Wave 2	15	18	13	17	13	16	12	17	11	15	12	19	16	16	12	22	11
	Wave 3	13	18	8	12	12	14	10	14	10	11	14	14	18	7	14	11	12
	Wave 4	11	13	10	12	11	11	13	10	12	10	8	13	13	10	10	12	11
N=	Wave 1	1018	484	534	272	323	423	287	731	157	310	216	335	241	169	166	197	245
	Wave 2	1007	457	550	271	294	441	285	722	170	303	178	355	214	190	180	198	225
	Wave 3	1009	453	556	298	329	382	318	691	158	304	194	350	224	175	158	170	282
	Wave 4	1022	449	573	288	302	432	278	743	144	291	212	372	233	161	163	201	264

Base = all respondents

Table 7: Attitudes towards smoking and smoking in cars (those agreeing or strongly agreeing), by smoking status

		All	Smoker	
			Yes	No
2 nd hand smoke cause health problems	Wave 1	85	75	89
	Wave 2	86	75	90
	Wave 3	88	80	91
	Wave 4	88	79	93*
Parental smoking can harm child's health	Wave 1	90	85	93
	Wave 2	90	86	92
	Wave 3	92	87	95
	Wave 4	92	84	95
Parents shouldn't smoke in front of children	Wave 1	-	-	-
	Wave 2	85	72	90
	Wave 3	89	83	92
	Wave 4	88	83**	91
OK to smoke in car with non-smokers	Wave 1	8	16	5
	Wave 2	10	15	8
	Wave 3	9	15	6
	Wave 4	8	13	6
OK to smoke in car with <18s	Wave 1	5	8	3
	Wave 2	4	6	3
	Wave 3	4	7	3
	Wave 4	4	6	2
OK to smoke in car with <18 if windows open	Wave 1	7	14	4
	Wave 2	7	12	5
	Wave 3	6	11	4
	Wave 4	4	8*	3
2 nd hand smoke harmful 2+ hours	Wave 1	60	50	65
	Wave 2	65	53	70
	Wave 3	68	65	70
	Wave 4	76	71**	79**
Dangers of 2nd hand smoke exaggerated	Wave 1	13	24	8
	Wave 2	15	26	10
	Wave 3	13	21	9
	Wave 4	12	21	7
N=	Wave 1	931	292	639
	Wave 2	985	278	707
	Wave 3	952	280	672
	Wave 4	875	290	585

Base = respondents providing a smoking status

Table 8: Attitudes towards smoking behaviour in cars (those agreeing or strongly agreeing)

		All	Gender		Age Group			Children in Household		Social Group				Region				
			Male	Female	16-34	35-54	55+	Yes	No	AB	C1	C2	DE	NW	MWW	WSW	V	CSEW
Smoking should be banned in cars	Wave 1	46	43	49	39	46	52	46	46	55	50	45	40	48	48	49	38	47
	Wave 2	47	42	52	43	44	54	47	47	51	52	43	43	45	48	58	36	50
	Wave 3	48	44	52	42	45	56	50	48	53	48	51	45	53	51	49	45	44
	Wave 4	50	47	52	47	46	56	49	50	54	51	45	51	47	53	56	42	51
Smoking should be banned in cars with <18s	Wave 1	81	80	83	81	80	83	82	81	83	82	84	79	84	80	90	77	76
	Wave 2	83	81	84	80	82	86	84	83	89	86	83	78	88	84	87	68	86
	Wave 3	82	80	84	80	83	83	85	81	84	85	84	78	91	80	81	83	78
	Wave 4	84	81	87	84	82	86	83	85	87	85	86	82	90	89	90	78	77
Individual's right to smoke in own car	Wave 1	70	73	67	71	72	67	71	69	63	69	72	72	77	61	67	67	72
	Wave 2	73	74	72	74	74	70	73	73	67	71	75	76	78	64	65	83	72
	Wave 3	72	76	68	73	72	71	66	74	72	69	73	74	73	69	74	72	71
	Wave 4	64**	68	61	63	67	63	65	64	63	66	67	61	70	60	62	71	59
Individual's right to smoke in own car without children	Wave 1	67	68	66	74	66	62	72	65	66	65	66	70	80	57	58	67	68
	Wave 2	68	67	70	71	67	67	66	69	63	71	69	69	76	60	61	79	64
	Wave 3	67	71	63	70	67	64	68	66	71	64	69	67	69	50	69	68	73
	Wave 4	65	67	62	64	67	62	68	63	63	62	71	63	71	57	67	71	59
N=	Wave 1	1018	484	534	272	323	423	287	731	157	310	216	335	241	169	166	197	245
	Wave 2	1007	457	550	271	294	441	285	722	170	303	178	355	214	190	180	198	225
	Wave 3	1009	453	556	298	329	382	318	691	158	304	194	350	224	175	158	170	282
	Wave 4	1022	449	573	288	302	432	278	743	144	291	212	372	233	161	163	201	264

Base = all respondents

Table 9: Attitudes towards smoking behaviour in cars (those agreeing or strongly agreeing), by smoking status

		All	Smoker	
			Yes	No
Smoking should be banned in cars	Wave 1	44	22	55
	Wave 2	47	30	54
	Wave 3	49	36	54
	Wave 4	48	34**	56
Smoking should be banned in cars with <18s	Wave 1	81	69	86
	Wave 2	83	73	87
	Wave 3	82	76	85
	Wave 4	85	78*	88
Individual's right to smoke in own car	Wave 1	72	83	66
	Wave 2	74	82	70
	Wave 3	73	79	70
	Wave 4	65	71**	61
Individual's right to smoke in own car without children	Wave 1	68	82	62
	Wave 2	69	76	66
	Wave 3	68	75	65
	Wave 4	65	73**	61
N=	Wave 1	931	292	639
	Wave 2	985	278	707
	Wave 3	952	280	672
	Wave 4	875	290	585

Base = respondents providing a smoking status

Table 10: Would a ban on smoking in cars carrying children affect you in any way?

		All	Gender		Age Group			Children in Household		Social Group				Region				
			Male	Female	16-34	35-54	55+	Yes	No	AB	C1	C2	DE	NW	MWW	WSW	V	CSEW
Yes	Wave 1	6	5	8	8	7	5	9	5	5	4	6	10	7	4	7	4	8
	Wave 2	5	4	5	3	7	4	5	5	5	4	4	6	5	4	3	6	6
	Wave 3	7	8	6	6	7	7	8	6	10	7	4	6	6	5	10	8	7
	Wave 4	6	7	6	6	9	4	11	5	5	7	4	10	7	8	8	5	5
No	Wave 1	91	93	88	90	90	92	88	92	90	94	92	85	92	91	92	96	85
	Wave 2	93	94	93	94	90	96	92	94	94	94	95	91	93	96	97	91	91
	Wave 3	91	90	92	90	91	91	90	91	90	91	92	92	94	92	90	90	89
	Wave 4	92	91	94	92	90	94	89	94	93	93	95	88	93	90	91	94	93
Not sure	Wave 1	3	2	4	3	3	3	3	3	5	2	2	5	1	5	1	0	7
	Wave 2	2	2	2	3	3	<0.5	4	1	1	2	1	3	2	0	0	3	3
	Wave 3	2	3	2	4	2	2	2	2	0	2	4	2	1	3	1	2	4
	Wave 4	1	2	<0.5	2	<0.5	2	1	2	2	0	2	2	0	2	1	2	1
N=	Wave 1	740	382	358	170	268	302	222	518	145	248	172	175	181	131	111	132	185
	Wave 2	711	348	363	159	243	309	212	499	159	235	141	176	163	139	121	127	161
	Wave 3	730	336	394	186	269	275	247	483	146	249	161	171	155	153	106	114	202
	Wave 4	654	297	357	159	208	287	175	478	127	205	163	156	149	130	86	121	168

Base = respondents with access to a car

Table 11: Would a ban on smoking in cars carrying children affect you in anyway, by smoking status?

		All	Smoker	
			Yes	No
Yes	Wave 1	6	14	4
	Wave 2	5	10	3
	Wave 3	6	12	4
	Wave 4	7	14	4
No	Wave 1	90	79	94
	Wave 2	93	86	96
	Wave 3	92	85	94
	Wave 4	92	86	94
Not sure	Wave 1	3	7	2
	Wave 2	2	4	1
	Wave 3	2	4	1
	Wave 4	1	1	1
N=	Wave 1	677	179	498
	Wave 2	694	173	521
	Wave 3	699	172	527
	Wave 4	558	146	412

Base = respondents with access to a car and providing smoking status

Table 12: Likelihood of compliance with a ban on smoking in cars carrying children among smokers

		All	Gender		Age Group			Children in Household	
			Male	Female	18-34	35-54	55+	Yes	No
Likely	Wave 1	80	77	82	81	80	79	80	80
	Wave 2	82	78	85	88	79	77	85	80
	Wave 3	82	84	81	79	86	81	82	82
	Wave 4	84	80	87	85	80	86	81	85
Unlikely	Wave 1	14	18	12	15	14	13	17	13
	Wave 2	15	19	11	10	19	14	12	16
	Wave 3	11	11	12	12	9	5	12	11
	Wave 4	14	17	12	12	19	12	18	12
Don't know	Wave 1	6	5	6	4	6	8	3	7
	Wave 2	3	3	4	2	2	9	3	4
	Wave 3	6	6	7	9	5	4	7	6
	Wave 4	2*	2	2	3	1	3	1	3
N=	Wave 1	292	130	162	112	93	87	99	193
	Wave 2	278	127	151	95	106	77	92	186
	Wave 3	280	130	150	113	93	74	114	166
	Wave 4	290	124	166	106	97	87	102	188

Base = respondents smoking daily or occasionally

Table 13: Likelihood of a ban on smoking in cars carrying children being enforced

		All	Gender		Age Group			Children in Household		Social Group				Region				
			Male	Female	16-34	35-54	55+	Yes	No	AB	C1	C2	DE	NW	MWW	WSW	V	CSEW
Likely	Wave 1	45	46	45	47	46	42	47	44	38	46	50	45	41	52	50	36	48
	Wave 2	47	47	47	52	48	40	54	43	46	53	43	43	61	46	47	27	48
	Wave 3	40	41	40	38	44	39	41	40	41	41	39	40	50	40	34	42	34
	Wave 4	38**	37	39	40	40	35	41	37	33	36	43	39	49	35	39	32	35
Unlikely	Wave 1	48	49	47	46	48	50	46	48	56	48	47	45	57	39	47	56	40
	Wave 2	47	46	48	42	46	52	41	50	49	43	49	49	36	47	49	63	44
	Wave 3	53	54	52	55	51	54	56	52	57	55	55	50	46	49	61	51	59
	Wave 4	56**	58	55	54	56	58	54	57	61	57	53	55	48	59	55	56	61
Don't know	Wave 1	7	6	9	7	6	8	6	8	6	7	4	11	3	9	3	8	13
	Wave 2	6	8	5	5	6	8	5	7	5	4	8	8	3	7	5	9	8
	Wave 3	6	5	8	6	5	7	3	8	3	4	6	10	4	11	5	7	7
	Wave 4	6	5	7	6	5	7	6	6	6	7	5	6	3	6	6	12	4
N=	Wave 1	1018	484	534	272	323	423	287	731	157	310	216	335	241	169	166	197	245
	Wave 2	1007	457	550	271	294	441	285	722	170	303	178	355	214	190	180	198	225
	Wave 3	1009	453	556	298	329	382	318	691	158	304	194	350	224	175	158	170	282
	Wave 4	1022	449	573	288	302	432	278	743	144	291	212	372	233	161	163	201	264

Base = all respondents

Table 14: Likelihood of a ban on smoking in cars carrying children being enforced, by smoking status

		All	Smoker	
			Yes	No
Likely	Wave 1	46	47	45
	Wave 2	47	52	44
	Wave 3	40	47	38
	Wave 4	38	45	36
Unlikely	Wave 1	48	46	48
	Wave 2	47	42	50
	Wave 3	53	48	55
	Wave 4	56	50	58
Don't know	Wave 1	7	7	7
	Wave 2	6	6	6
	Wave 3	7	5	7
	Wave 4	6	5	6
N=	Wave 1	931	292	639
	Wave 2	985	278	707
	Wave 3	952	280	672
	Wave 4	875	290	585

Base = respondents providing smoking status

Annex 2: Questions asked in the research

SHOWCARD A

Q1. Can you tell which of the following best describes you?

I smoke on a daily basis

I smoke occasionally, but not every day

I used to smoke daily but do not smoke at all now

I used to smoke occasionally, but not at all now

I have never smoked

None of the above

Q2. Does anyone else in your household smoke?

Partner

Other (please specify)

No one

IF SMOKE AT Q1. IF NOT, GO TO Q5

Q3a. Have you tried to give up smoking in the last 12 months?

Yes

No

Q3b. Would you like to give up smoking all together?

Yes

No

Don't know

ASK IF YES WOULD LIKE TO GIVE UP (Q3b)

SHOWCARD B

Q4. Can you tell me the main reasons for wanting to give up?

Because of a health problem I have at present

Better for my health in general

Less risk getting smoking related illnesses

Family/friends want me to stop

Worried about the effect of second hand smoke on my children

Because of the smoking ban in public places

Financial reasons

Other reasons (please specify)

Don't know

The next few questions are about smoking behaviour in cars. We are interested in your thoughts whether you are a smoker or not.

ASK ALL

SHOWCARD C

Q5a. Thinking about the main car that you drive, can you tell me which of these best describes whether smoking is allowed? By main car, I mean the car that you drive most often if you have access to more than one.

Smoking is completely banned in the car

Smoking is allowed in the car at any time

Smoking is allowed in the car sometimes under certain circumstances/situations

I don't drive/have access to a car

Don't know

ASK IF SMOKING IS ALLOWED SOMETIMES UNDER CERTAIN CIRCUMSTANCES/SITUATIONS

SHOWCARD D

Q5b. And which of these apply in terms of when smoking is allowed in the car? You can choose as many or as few as you wish.

- Smoking is allowed if only smokers are present
- Smokers can only smoke if there are no children in the car
- Smokers can only smoke if no-one else objections
- Smoking is only allowed if a window/sunroof is open
- Other (please specify)

ASK ONLY THOSE WHERE SMOKING IS COMPLETELY BANNED IN THE CAR (Q5a)

Q6. Can you tell me the reasons for not allowing smoking in the car?

[UNPROMPTED]

Codes not shown to respondents

- To protect others from second-hand smoke
- To protect the car (from smell, burns, discolouring)
- Safety considerations
- Other (please specify)
- Don't know

ASK ALL

SHOWCARD E

Q7. I'm going to read out some statements about smoking around others and the effects of second hand smoke. Second hand smoke is when you breathe in other people's smoke. It is also known as passive smoking.

Could you please tell me how much you agree or disagree with each statement (strongly agree, agree, neither agree nor disagree, disagree, strongly disagree)?

Order of statements to be rotated:

Second hand smoke can cause significant health problems

Parents' smoking can harm their children's health

Parents should not smoke in front of their children

It's okay to smoke in a car carrying non-smokers

It's okay to smoke in a car carrying children under the age of 18

It's ok to smoke in a car carrying children under the age of 18 as long as the car windows are open

Second hand smoke remains harmful for up to two hours after smoking a cigarette in a car

The dangers of second hand smoke in cars have been exaggerated

Don't know

ASK ALL

SHOWCARD E

Q8. I'm going to read out some more statements that other people have said about smoking around others and the effects of second hand smoke. Could you please tell me how much you agree or disagree with each one (strongly agree, agree, neither agree nor disagree, disagree, strongly disagree)?

Order of statements to be rotated:

Smoking should be banned completely in cars

Smoking should be banned in cars carrying children under the age of 18

It is an individual's right to smoke in their own car

It is an individual's right to smoke in their own car providing children are not in the car

Q9. Thinking specifically about a ban in cars carrying children under the age of 18, why did you say that (e.g. strongly agree, agree, disagree etc?)

(record verbatim)

Don't know

ASK ALL

Q10. What do you think are the main risks if any, to a child's health from breathing in other people's cigarette smoke while in a car? **[UNPROMPTED]**

Codes not shown to respondents

Can cause asthma

Can cause cot death

Is bad for children's health

Can cause chest infections

Other (please specify)

Has no risks or problems

Don't know

ASK ALL WHO SMOKE (Q1)

Q.11. Since the introduction of the ban on smoking in enclosed public places, has this changed the places where you smoke?

SHOWCARD F

I tend to smoke more inside my home

I tend to smoke more in the garden/just outside my home

I tend to smoke more in my car

I tend to smoke less overall

I tend to smoke more elsewhere (please specify)

None of the above

Don't know

ASK ALL

Q12a. Do you think a ban on smoking in cars carrying children would affect you in any way?

Yes

No

Not sure

Q12b. Why do you say that?

(record verbatim)

Don't know

ASK ALL WHO SMOKE (Q1)

Q13. How likely would you be to comply with a proposed ban on smoking in cars carrying children if introduced?

Very likely

Likely

Unlikely

Very unlikely

Don't know

ASK ALL

Q14. How likely do you think any proposed ban on smoking in cars carrying children would be enforced if introduced?

Very likely

Likely

Unlikely

Very unlikely

Don't know