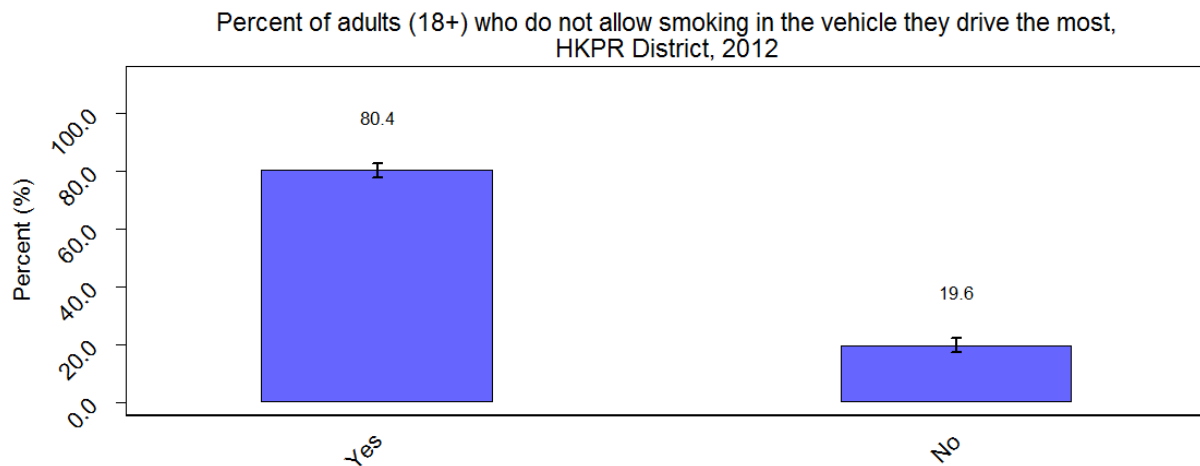


RRFSS 2012: Tobacco in Vehicle

Figure 1



Sample Size: 1123
 *High Variability; Interpret with caution
 **Data not released

Data Source: RRFSS (Jan-Dec, 2012), HKPR District Health Unit and Institute for Social Research (ISR), York University.

Table 1. The percent of adults (18 years +) who do not allow smoking in the vehicle they drive the most, HKPR District, 2012

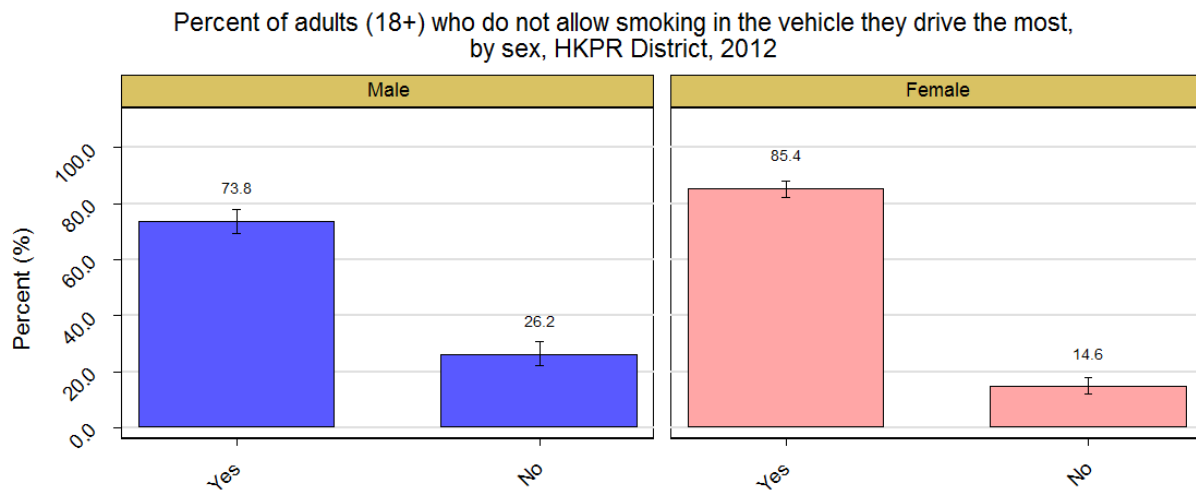
Response	Percent	Lower 95% CI	Upper 95% CI
Yes	80.4	77.69	82.73
No	19.6	17.27	22.31

Interpretation†:

The percent of adults (18 years +) residing in the HKPR District who do not allow smoking in the vehicle they drive the most is 80.4% (95% CI: 77.69, 82.73).

RRFSS 2012: Tobacco in Vehicle

Figure 2



Sample Size: 1123

*High Variability; Interpret with caution

**Data not released

Data Source: RRFSS (Jan-Dec, 2012), HKPR District Health Unit and Institute for Social Research (ISR), York University.

Table 2. The percent of adults (18 years +) who do not allow smoking in the vehicle they drive the most, by sex, HKPR District, 2012

Sex	Response	Percent	Lower 95% CI	Upper 95% CI
Male	Yes	73.8	69.28	77.83
Female	Yes	85.4	82.12	88.02
Male	No	26.2	22.17	30.72
Female	No	14.6	11.98	17.88

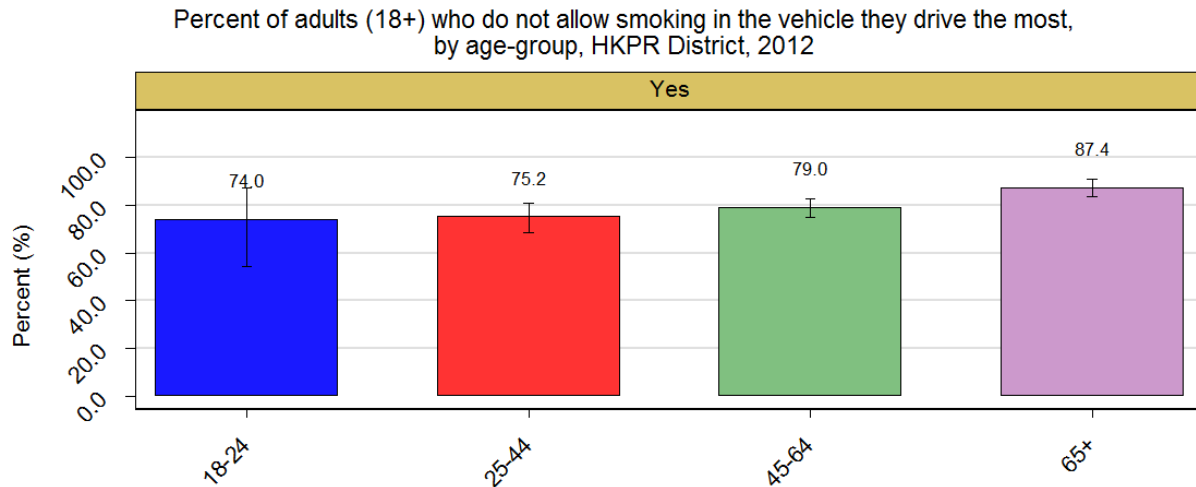
Interpretation†:

The percent of males (18 years +) residing in the HKPR District who do not allow smoking in the vehicle they drive the most is 73.8% (95% CI: 69.28, 77.83).

The percent of females (18 years +) residing in the HKPR District who do not allow smoking in the vehicle they drive the most is 85.4% (95% CI: 82.12, 88.02).

RRFSS 2012: Tobacco in Vehicle

Figure 3



Sample Size: 1107

*High Variability; Interpret with caution

**Data not released

Data Source: RRFSS (Jan-Dec, 2012), HKPR District Health Unit and Institute for Social Research (ISR), York University.

Table 3. The percent of adults (18 years +) who do not allow smoking in the vehicle they drive the most, by age-group, HKPR District, 2012

Age	Response	Percent	Lower 95% CI	Upper 95% CI
18 – 24	Yes	74.0	54.12	87.29
25 – 44	Yes	75.2	68.39	80.93
45 – 64	Yes	79.0	74.91	82.45
65 +	Yes	87.4	83.41	90.69

Interpretation†:

The percent of adults aged 18-24, residing in the HKPR District, who do not allow smoking in the vehicle they drive the most is 74.0% (95% CI: 54.12, 87.29).

The percent of adults aged 25-44, residing in the HKPR District, who do not allow smoking in the vehicle they drive the most is 75.2% (95% CI: 68.39, 80.93).

The percent of adults aged 45-64, residing in the HKPR District, who do not allow smoking in the vehicle they drive the most is 79.0% (95% CI: 74.91, 82.45).

The percent of adults aged 65+, residing in the HKPR District, who do not allow smoking in the vehicle they drive the most is 87.4% (95% CI: 83.41, 90.69).

RRFSS 2012: Tobacco in Vehicle

Data Limitations:

1. Questions are only asked of adult residents aged 18+.
2. The telephone survey is only conducted in English.
3. Results are based on self-reported behaviours.
4. (*) indicates that results are based on small sample size; thus, estimates have high variability.
5. (**) indicates the data is not released due to small sample size.

Data Notes:

1. Source: Rapid Risk Factor Surveillance System (RRFSS), Jan–Dec 2012, Haliburton, Kawartha, Pine Ridge (HKPR) District Health Unit and Institute for Social Research (ISR), York University.
2. Missing responses are not included in the analysis.
3. "Do not know" and "Refused" responses are analyzed according to RRFSS Analysis Guidelines.
4. The 95% confidence intervals (95% CI) are the range of variability for a population estimate. There is a 95% probability that the true estimate is within that range.
5. Release criteria of the data are according to RRFSS Analysis Guidelines.
6. Percent across age-groups will not sum to 100% as the responses are analyzed within each age-group.
7. (†) If the 95% confidence intervals of estimates do not overlap, the estimates are significantly different (i.e., if the lower confidence interval of estimate A is > the upper confidence interval of estimate B, the estimates are statistically significant). However, if confidence intervals do overlap, it is not necessarily true that estimates are not different.
8. Exclude respondents who primarily drive motorcycles and respondents who do not drive.