

Seat belt and mobile phone use surveys: England and Scotland, 2014



Department
for Transport

Main findings

In 2014, 1.6% of all drivers and 1.4% of car drivers in England and Scotland were using a hand-held phone whilst driving.

In 2014, 1.6 per cent of all drivers in England and Scotland were observed using a hand-held mobile phone whilst driving.

- Drivers were more likely to be observed with a mobile phone in their **hand** rather than holding it to their **ear**. In 2014, 1.1 per cent of drivers in England and Scotland were observed holding a phone in their hand compared with 0.5 per cent observed holding the phone to their ear.
- A higher proportion of **drivers in England and Scotland** were observed using a hand-held mobile phone when **stationary** (2.3 per cent) than in **moving traffic** (1.6 per cent).
- The proportion of **car drivers** observed using a hand-held mobile phone in **England** in 2014 (1.5 per cent) was relatively unchanged from the 1.4 per cent observed in 2009, when the previous survey was carried out.
- 98.2 per cent of **car drivers** were observed using seat belts in England and Scotland.
- Seat belt wearing rates were lower for other car occupants compared to car drivers. 96.7 per cent of all **front seat passengers** and 90.6 per cent of all **rear seat passengers** were observed using seat belts or child restraints in England and Scotland.

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About this release

This publication provides statistics on the proportion of drivers observed using a hand-held mobile phone and wearing seat belts whilst driving in England and Scotland from a roadside observation survey commissioned jointly between Transport Scotland and the Department for Transport.

Observations of mobile phone use were made at sites with both moving and stationary traffic.

Observations of seat belt use were made at stationary traffic sites only.

This release focuses on combined results for England and Scotland, but comparisons have also been made between the two countries.

Introduction to the mobile phone and seat belt surveys

Mobile phone and seat belt surveys were commissioned by the Department for Transport between 2002 and 2009. The previous survey in 2009 collected data on mobile phone use in England only and seat belt use in both England and Scotland. In 2014 the Department for Transport and Transport Scotland commissioned mobile phone and seat belt surveys to monitor levels of mobile phone use by drivers and the use of seat belts by vehicle occupants across England and Scotland.

Further information...

Results from the 2009 mobile phone survey in England and the 2009 seat belt surveys in England and Scotland can be found [here](#).

Methodology

The **mobile phone survey** was carried out across 60 sites in England within four different areas (South East, Manchester, Newcastle/Durham and Norfolk) and 30 sites in Scotland. **Seat belt surveys** were carried out at 40 sites in England within the same four areas as the **mobile phone survey** and at 20 sites in Scotland. For the **mobile phone survey**, a mixture of sites with stationary and free flowing traffic were used. Seat belt surveys were carried out at the stationary traffic sites in the **mobile phone survey**. For more detail on the number of sites used in the survey, see the methodology note.

Further information...

The methodology note which includes further details on site selection, the data collection methodology and weighting methodology can be found [here](#).

Roadside observation methods were used to collect the data with teams of staff visiting each site. For the **mobile phone survey**, observations were made of drivers of cars, vans, taxis, lorries, buses, minibuses and coaches. For the **seat belt survey**, observations were made of all occupants of cars, vans, taxis, private hire vehicles and lorries with observations of the driver only for buses, minibuses and coaches. At moving sites, observations were made of the gender and mobile phone use of the driver, but due to the speed of the passing vehicles it was not possible to assess the age of drivers. Details of all the variables collected at the stationary and moving sites can be found in the methodology note.

Surveys took place in both morning (07:30 to 12:00) and afternoon sessions (13:30 to 18:00) with a half hour observation period every hour in each session. Sites were surveyed in half day sessions¹ (either the morning or afternoon sessions). A number of sites were re-surveyed at the weekend so differences in mobile phone use or seat belt use between weekdays and weekends could be assessed. There are a number of limitations to the data collection method which are outlined in the methodology note.

¹ A previous study by TRL compared full and half-day sessions and found that a representative estimate was obtainable through a half-day period. For more info see: TRL (2008). Restraint use by car occupants, 2006–2008. TRL leaflet LF2106. TRL, Wokingham. Available at: www.trl.co.uk/umbraco/custom/report_files/LF2106.PDF

Weighting

The results presented in this report have been weighted using the recorded traffic count and DfT traffic flow data to provide nationally representative estimates for England and Scotland across different road and area types. The weighting procedure also enabled combined estimates of driver mobile phone use and restraint use by vehicle occupants in England and Scotland to be obtained. No data has been collected in Wales, so the results are not necessarily representative of mobile phone use and restraint use in Great Britain, though the combined England and Scotland results presented in the report can be used as a proxy for Great Britain. More information on the weighting procedure can be found in the methodology note.

Comparability

As well as combined figures for England and Scotland, results are also presented separately for England and Scotland to determine any differences between the two countries. Transport Scotland have published a report on the Scotland mobile phone and seat belt survey results.

A similar survey of seat belt wearing and mobile phone use in 2014 was commissioned by the Northern Ireland Department of the Environment. For context, comparisons have been made to the Northern Ireland figures in the report. However, it should be noted that the Northern Ireland survey was conducted at a different time of year to the England and Scotland surveys and does not follow the same methodology.

Further information...

Results from the 2014 survey of Seat belt wearing in Northern Ireland can be found [here](#).

Results from the Seat belt and Mobile Phone Usage Survey Scotland, 2014 can be found [here](#).

Mobile phone survey - introduction

In December 2003, legislation was introduced making it illegal to use a hand-held mobile phone whilst driving or riding a motor vehicle on the road. Drivers caught using a hand-held mobile phone whilst driving may be issued with a fixed penalty notice which will result in three penalty points on the driving licence and a fine of £100. If a case goes to court, the driver or rider may be disqualified from driving or riding. Drivers or riders can use hands-free phones, sat navs and 2-way radios when driving or riding. However, if the police think the driver or rider is distracted and not in control of their vehicle they could still get stopped and penalised. The results of the mobile phone survey can be used to assess compliance with this legislation in England and Scotland.

For the purposes of this section, a hand-held mobile phone is defined as a device that is being held at the time of observation. The driver may be receiving or making a call, texting or reading a text, or using it for some other interactive function. It was not possible for observers to determine what the mobile phone was being used for, but a distinction was made between drivers holding the phone to their ear (indicating that the driver was receiving or making a call) or holding it in their hand (indicating that the driver may have been receiving or making a call, texting or reading a text, or using it for some other interactive function). Except where otherwise stated, results relate to weekdays and moving sites only². In some instances, data from previous reports have been referenced in the commentary. However, **there have been changes to the sites selected for data collection as well as some changes in the survey methodology**. These should be taken into account when comparing figures from this report with figures in reports up to and including 2009. References made to mobile phones in this report refer to hand-held mobile phones. Unlike previous surveys, no data has been collected on the use of hands-free mobile phones whilst driving. In certain instances, statistical tests have been carried out to determine whether differences between England and Scotland or between groups (e.g. male or female) are statistically significant. Cases where this has been carried out are flagged in the report. Where no comment is made on statistical significance, it has not been tested for.



Legislation

Further information on the law on using a mobile phone whilst driving can be found at:

www.legislation.gov.uk/ukxi/2003/2695/regulation/2/made

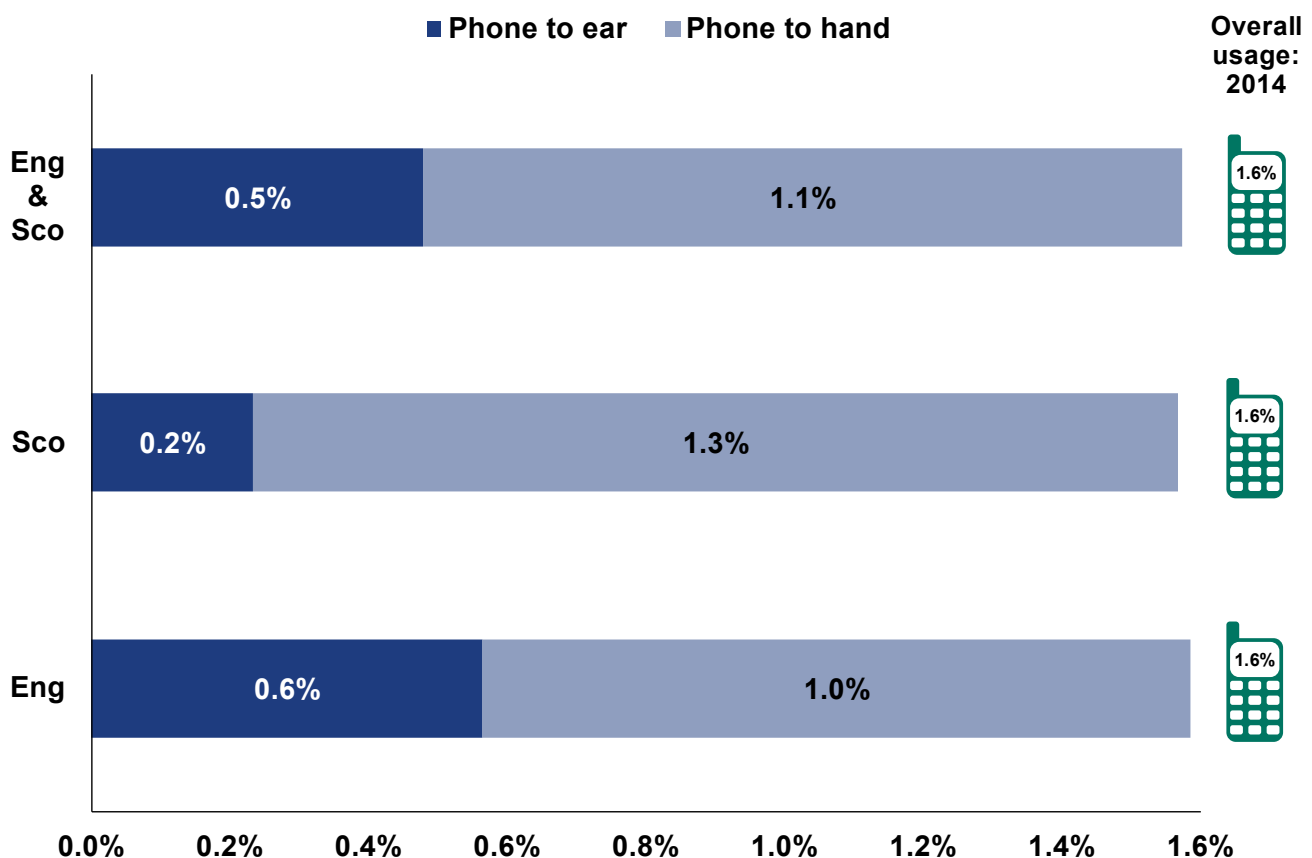
www.gov.uk/using-mobile-phones-when-driving-the-law

² This is to ensure the results of the 2014 survey are as far as possible comparable to the previous surveys.

Overall results

- In 2014, 1.6 per cent of **drivers in England and Scotland** were observed using a hand-held mobile phone whilst driving. The majority of these drivers were using a phone in their **hand** rather than holding it to their **ear**; 1.1 per cent of drivers in England and Scotland were observed holding a phone in their hand compared with 0.5 per cent observed holding the phone to their ear. This suggests that most mobile phone usage whilst driving was for the purposes of sending or receiving a text or using social media rather than making a call.
- The overall rates of hand-held mobile phone use for **England and Scotland separately** were not significantly different with 1.6 per cent of drivers in both England and Scotland observed using a hand-held mobile. The estimated proportion of drivers in Scotland observed using a phone in their hand was higher than in England (1.3 per cent in Scotland compared to 1 per cent in England), however this difference was not statistically significant.

Chart 1: Use of hand-held mobile phones by all drivers (weekdays and moving sites)¹

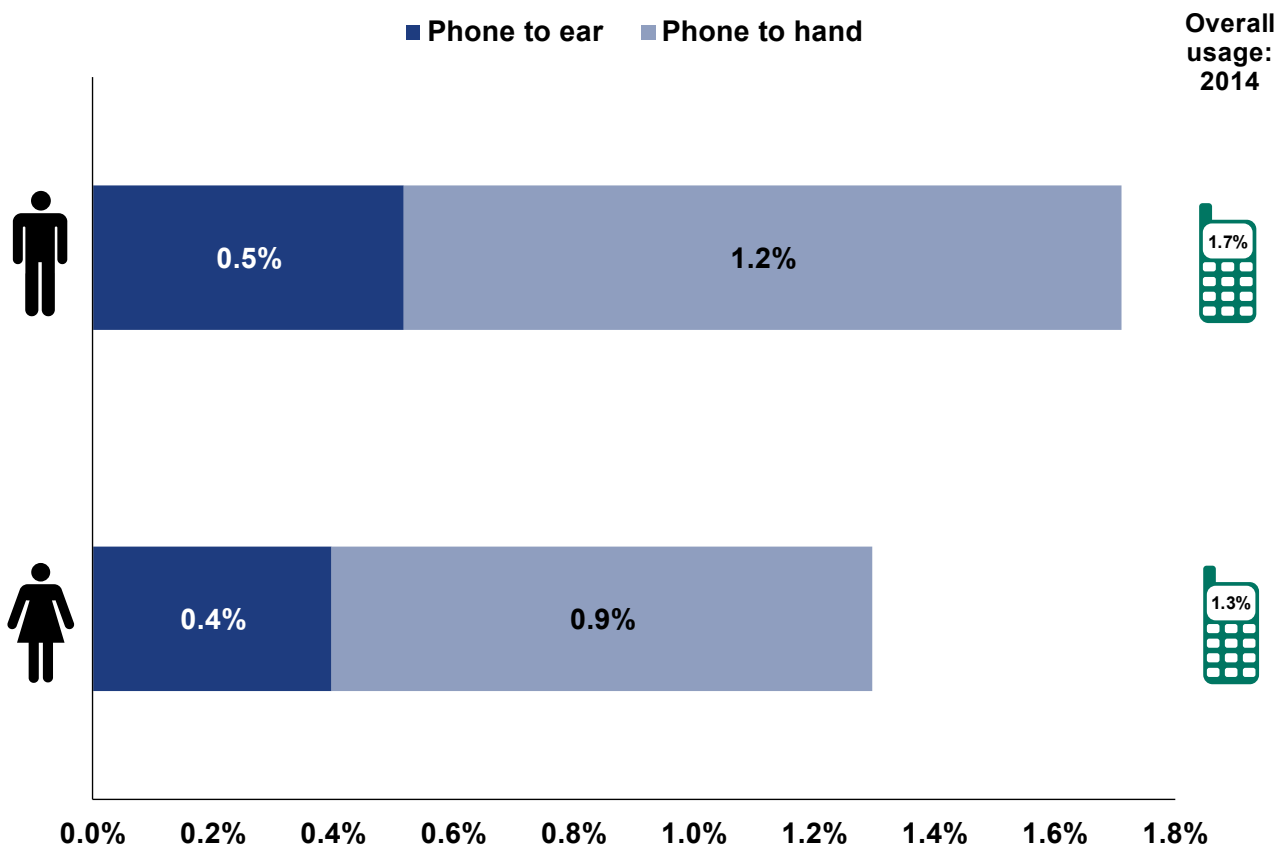


1. The data underlying this chart can be found in [table A.1 of appendix A](#).

Mobile phone use by all drivers: gender comparison

- A significantly higher proportion of **male drivers** were observed using hand-held mobile phones than **female drivers**; 1.7 per cent of male drivers in England and Scotland were observed using a hand-held mobile phone compared with 1.3 per cent of female drivers.
- 1.2 per cent of **male drivers** were observed using a phone in their **hand** compared to 0.5 per cent observed using a phone held to their **ear**.
- 0.9 per cent of **female drivers** were observed using a phone in their **hand** compared with 0.4 per cent observed using a phone held to their **ear**.
- The overall rates of hand-held mobile phone use by male drivers were similar for **England and Scotland separately** with 1.7 per cent of male drivers observed using a hand-held mobile in both countries. There was a higher proportion of male drivers observed holding their phone in their hand in Scotland (1.5 per cent) than in England (1.1 per cent) and a lower proportion observed holding the phone to their ear (0.2 per cent in Scotland compared to 0.6 per cent in England), though these differences were not found to be significant. A similar proportion of female drivers were observed using a hand-held mobile phone in England (1.3 per cent) compared with Scotland (1.2 per cent).

Chart 2: Use of hand-held mobile phones by all male and female drivers, England and Scotland (weekdays and moving sites)



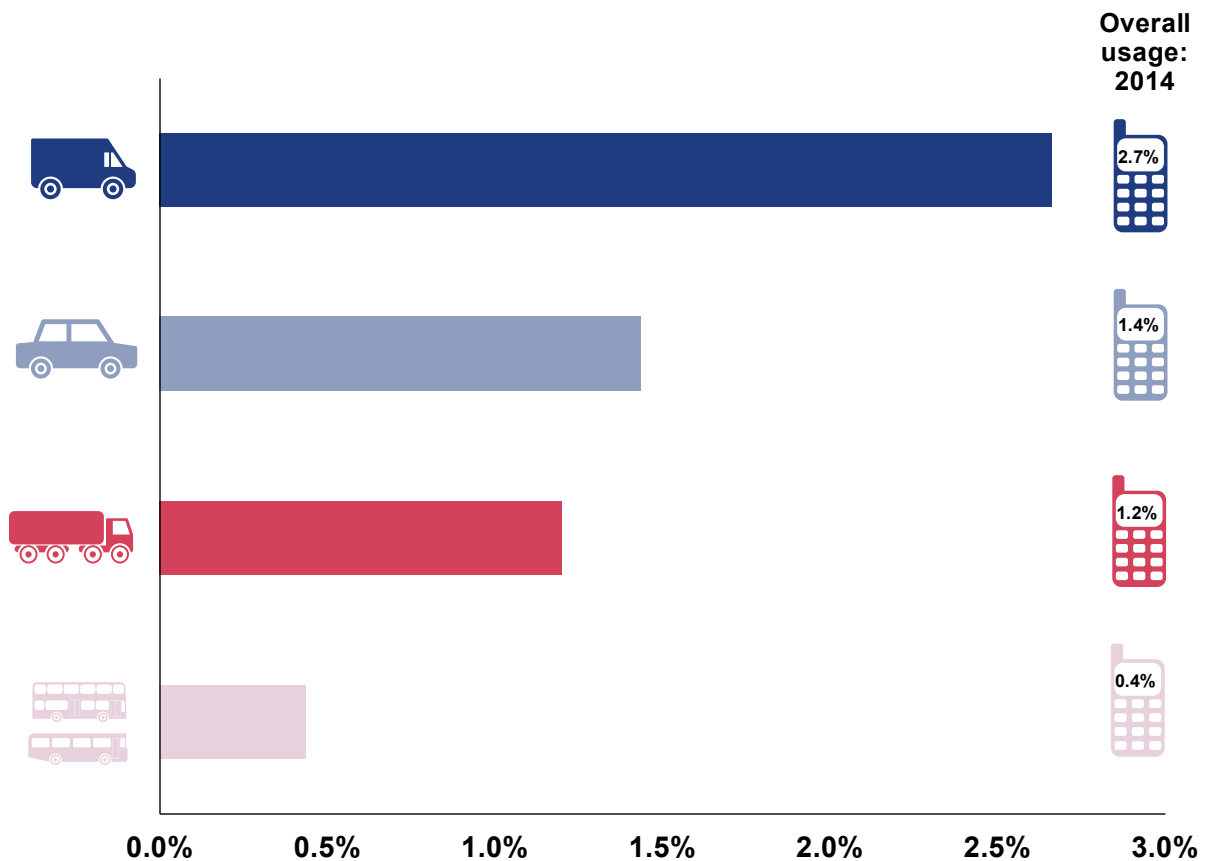
1. These figures exclude cases where the gender of the driver was unknown.

2. The data underlying this chart, including separate figures for England and Scotland can be found in [table A.2 of appendix A](#).

Vehicle type

- **1.4 per cent of car drivers** were observed using a hand-held mobile phone in England and Scotland. The majority of car drivers were using a phone in their hand rather than holding it to their ear; 1 per cent of car drivers in England and Scotland were observed holding a phone in their hand compared to 0.4 per cent observed holding a phone to their ear.
- **Goods vehicles and lorry drivers** had lower overall rates of mobile phone use than car drivers with **1.2 per cent** observed using a hand-held mobile phone.
- **Bus, coach and minibus drivers** had the lowest rate of mobile phone use with **0.4 per cent** observed using a hand-held mobile phone.
- **Van drivers** had a higher overall rate of mobile phone use than car drivers with **2.7 per cent** observed using a hand-held mobile phone. The majority of van drivers were using a phone in their hand rather than holding it to their ear; 1.9 per cent of van drivers in England and Scotland were observed holding a phone in their hand compared with 0.7 per cent observed holding the phone to their ear.
- The overall rates of hand-held mobile phone use by car drivers were similar for **England and Scotland separately** with 1.5 per cent of car drivers in England observed using a hand-held mobile compared to 1.3 per cent in Scotland. However, a higher proportion of van drivers were observed using a hand-held mobile in Scotland (3.6 per cent) than in England (2.5 per cent).

Chart 3: Use of hand-held mobile phones by driver type, England and Scotland (weekdays and moving sites)



1. Figures for car drivers include taxi drivers

2. The data underlying this chart, including separate figures for England and Scotland can be found in [table A.3 of appendix A](#).

Mobile phone use by car drivers over time

- The results of this survey are not directly comparable to the results from the **previous mobile phone surveys** due to changes in the methodology and geographical coverage of the survey sites in 2014. No breakdown of hand-held mobile phone use into phone to ear and phone to hand was recorded in the previous surveys. However, the figures can be used in conjunction with previous mobile phone surveys to give an indication of the long term trend in hand-held mobile phone use by car drivers.
- The trend in the use of hand-held mobile phones by car drivers

Legislation

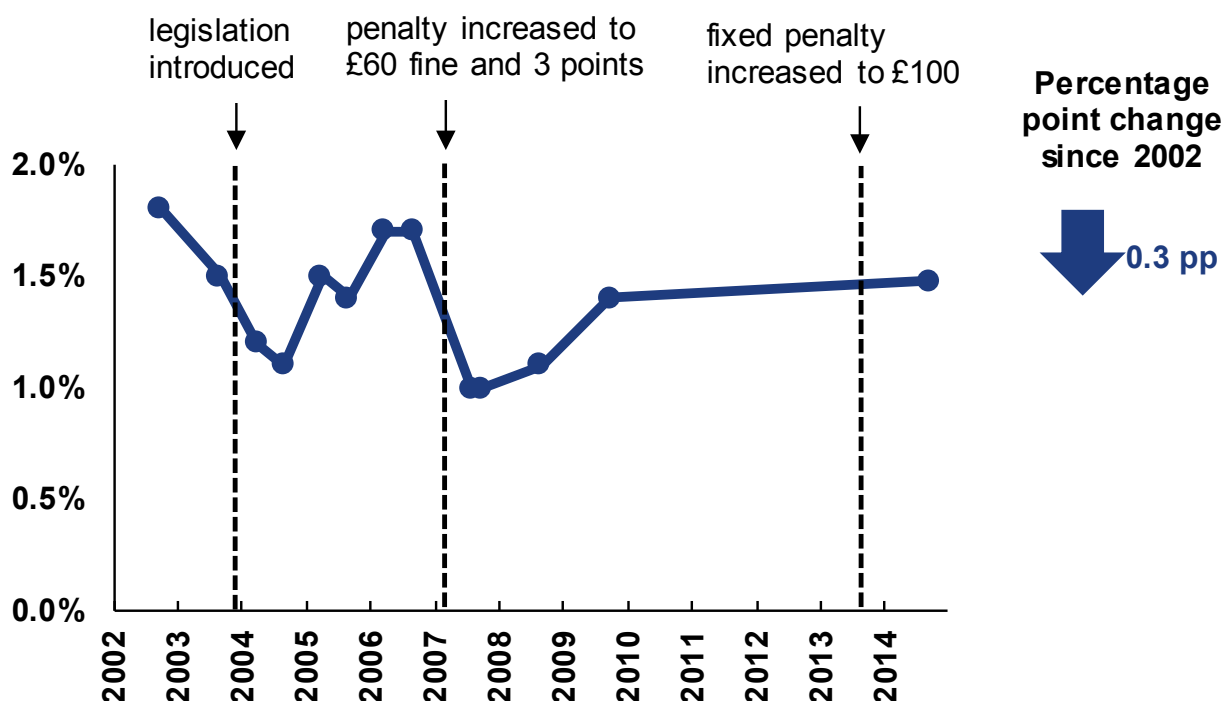
In December 2003, legislation was introduced making it illegal to use a hand-held mobile phone whilst driving or riding a motor vehicle on the road.

In February 2007, the penalty for using a mobile phone whilst driving was increased from a £30 fine to three penalty points on the driving licence and a £60 fine. In August 2013 the fixed penalty for using a hand-held mobile phone whilst driving increased to £100.

since the first survey (see chart 4) was reactive in the short term to the **changes in legislation**. The proportion of drivers of cars in England (blue line) observed using hand-held phones reduced after the introduction of the legislation in 2003, and after the increase in the penalty in 2007 (marked with vertical black lines). After these immediate drops the proportion using a hand-held mobile phone increased again.

- In 2014, 1.5 per cent of **car drivers in England** were observed using a hand-held mobile phone whilst driving. This is similar to the 1.4 per cent of car drivers in England observed using a hand-held mobile phone in 2009 and is not a statistically significant change.

Chart 4: Hand-held mobile phone use by car drivers¹, England (weekdays and moving sites)



1. including taxi drivers

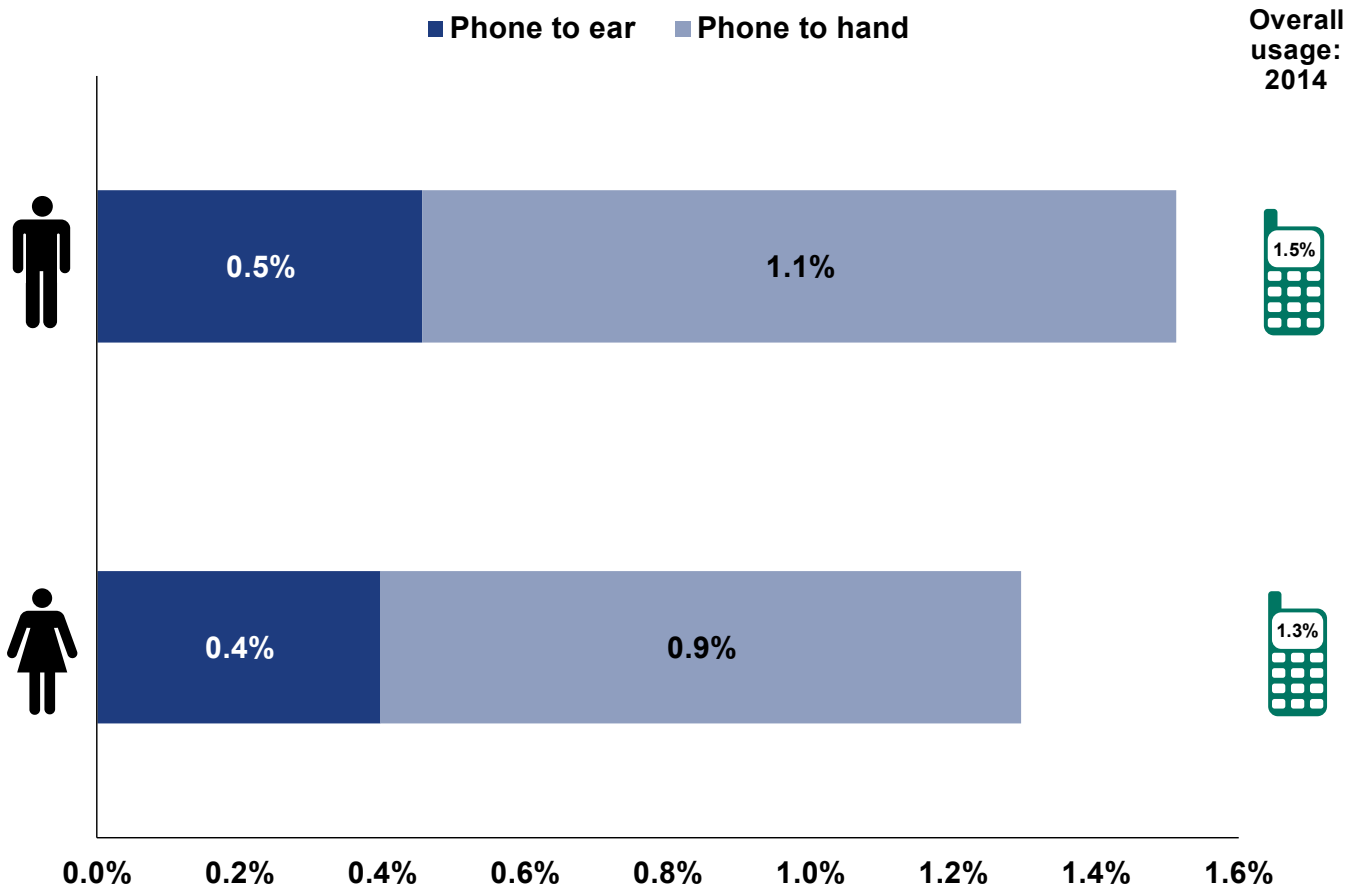
2. Survey results are shown for the year and month in which the survey took place. The data underlying this chart can be found in [table A.4 of appendix A](#).

3. Changes in the methodology and geographical coverage of the survey sites in 2014 mean that than the 2014 figure is not directly comparable to previous years.

Mobile phone use by car drivers: gender comparison

- In 2014, a higher proportion of **male car drivers** were observed using hand-held mobile phones than **female car drivers**. Of the male car drivers in England and Scotland, 1.5 per cent were observed using a hand-held mobile phone compared to 1.3 per cent of female car drivers.

Chart 5: Use of hand-held mobile phones by car drivers¹ split by gender, England and Scotland (weekdays and moving sites)



1. including taxi drivers.
2. These figures exclude cases where the gender of the car driver was unknown.
3. The data underlying this chart can be found in [table A.5 of appendix A](#).

Mobile phone use by drivers by time of week

- Nine moving sites across England and Scotland were revisited at the weekend during the mobile phone survey. This was to enable a comparison between hand-held mobile phone use by drivers during the week and at weekends to be made.
- A higher proportion of **all drivers** in England and Scotland were observed using a hand-held mobile phone on **weekdays** (1.6 per cent) than on **weekends** (1 per cent).
- A higher proportion of **car drivers** were observed using a hand-held mobile phone on **weekdays** than on the **weekend**. This finding reflects the results of the 2009 survey.

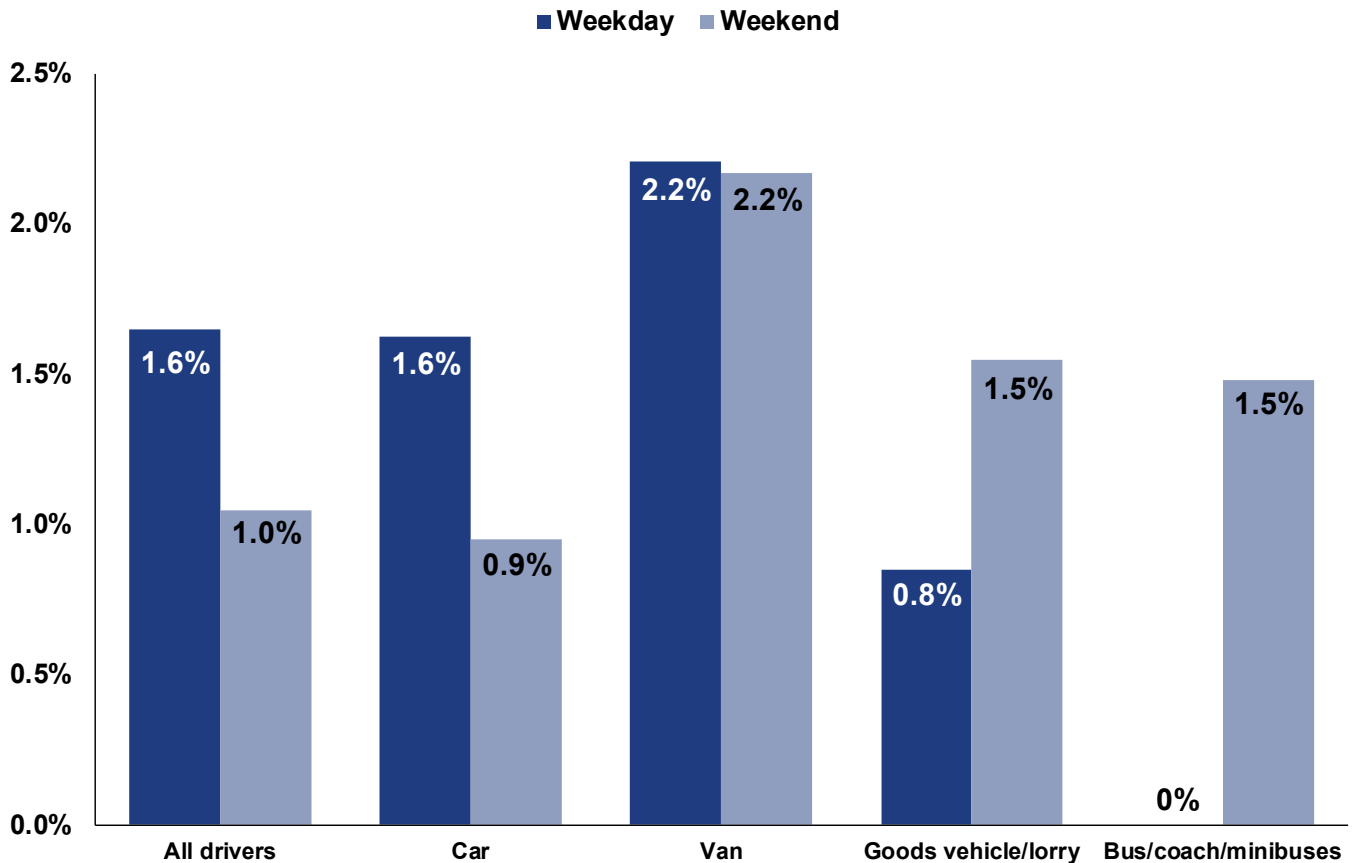
Further information...

Details on the sites surveyed at weekends can be found in the list of sites in [appendix C](#).

Results from the 2009 mobile phone survey in England can be found [here](#).

- A similar proportion of **van drivers** in England and Scotland were observed using a hand-held mobile phone on **weekdays** compared with on the **weekend**.
- In contrast, a higher proportion of **goods vehicle/lorry drivers** were observed using a hand-held mobile phone at the **weekend** (1.5 per cent) than on **weekdays** (0.8 per cent).

Chart 6: Proportion of drivers using a hand-held mobile phone: England and Scotland, weekdays and weekends (moving sites)



1. Figures for car drivers include taxi drivers.
2. Figures above are based on sites where a weekend survey took place, so are not directly comparable with other tables.
3. The data underlying this chart, including separate figures for England and Scotland can be found in [table A.6 of appendix A](#).

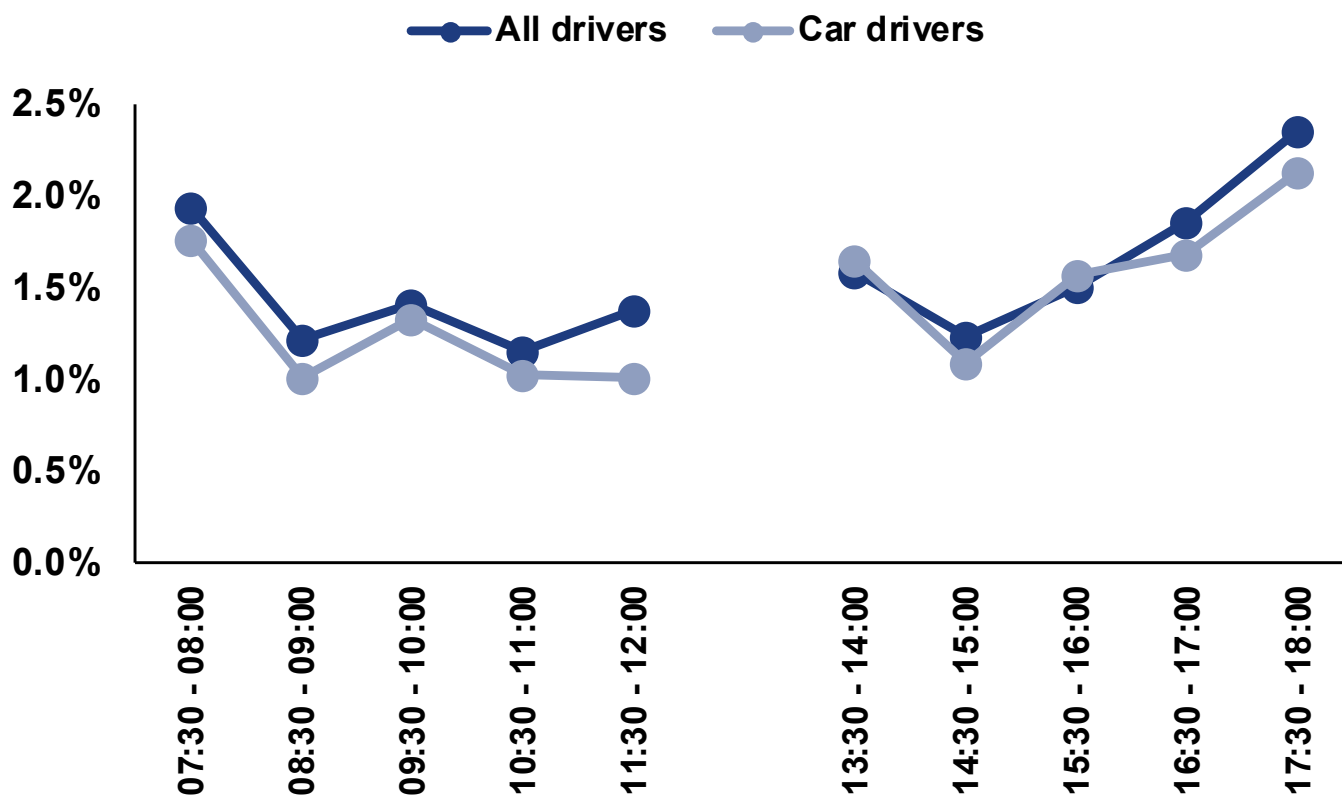
Mobile phone use by drivers by time of day

- The lower number of vehicle observations in each survey session mean that results by time of day should be treated with caution as differences may be due to random variation rather than representing real changes.
- Mobile phone use by **all drivers** was variable throughout the day with higher levels in the first

morning session and evening (16:30 onwards). The highest level of mobile phone use by all drivers in England and Scotland was 2.4 per cent in the 17:30 – 18:00 session.

- The rate for **car drivers** followed a similar trend over the day to all drivers with a 2.1 per cent peak at 17:30.

Chart 7: Proportion of all drivers using hand-held mobile phones by time of day in England and Scotland (weekdays and moving sites)



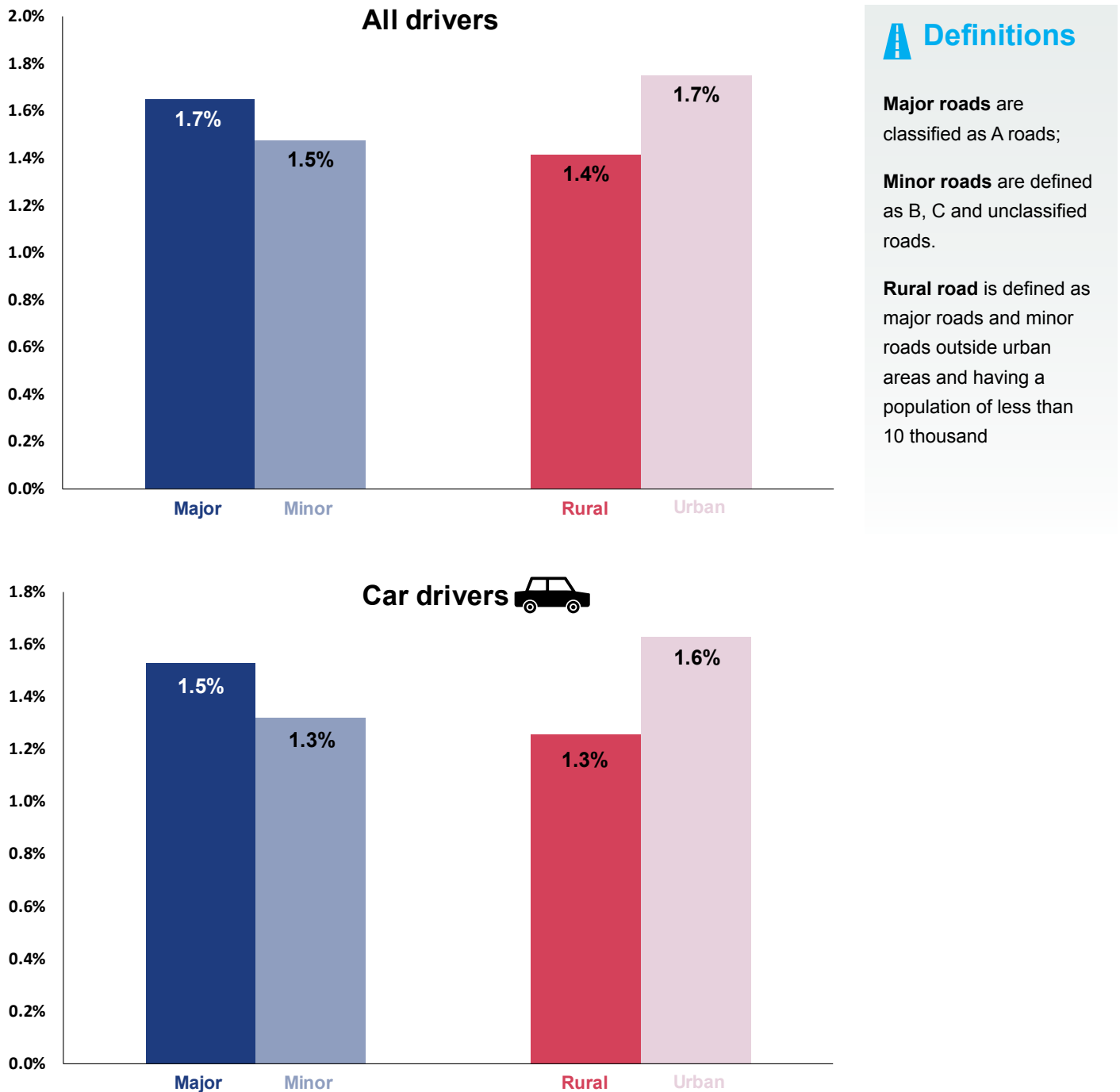
1. The data underlying this chart, including separate figures for England and Scotland can be found in [table A.7 of appendix A](#).

Road type

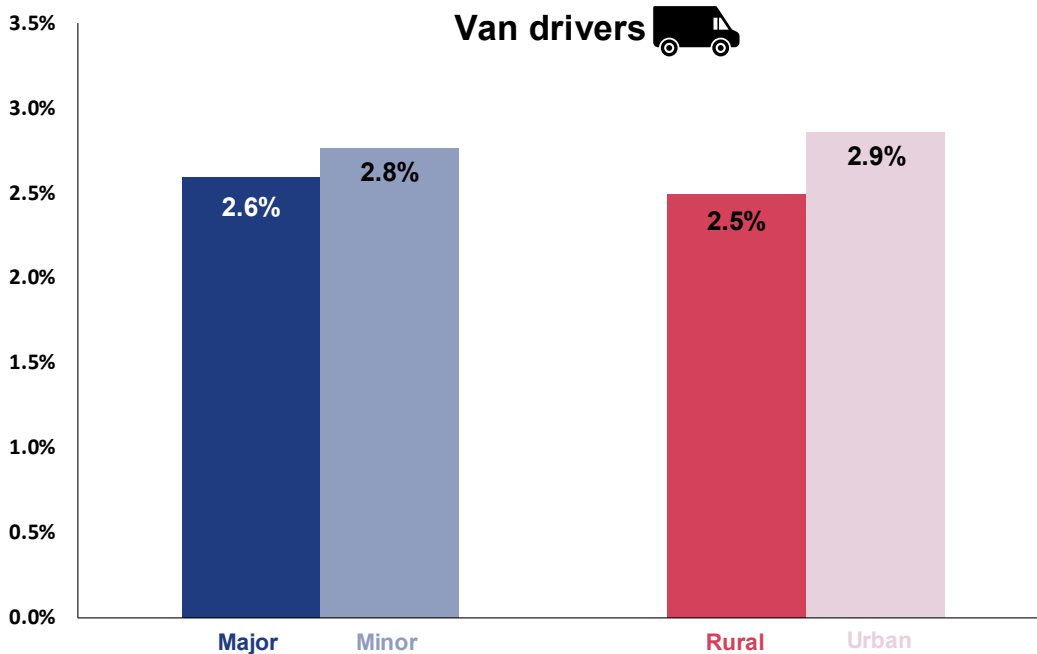
- A similar proportion of **drivers** in England and Scotland were observed using a hand-held mobile phone on **major roads** (1.7 per cent) and **minor roads** (1.5 per cent).
- 1.7 per cent of **drivers** in England and Scotland were observed using a hand-held mobile phone on **urban roads** compared with 1.4 per cent on **rural roads**.
- The proportion of **car drivers** in England and Scotland observed using a hand-held mobile phones was lower than the proportion of **van drivers** using a phone across all road types.

- For both **car** and **van drivers** in England and Scotland, the proportion of drivers observed using a hand-held mobile phone was relatively similar on **major and minor roads**, but higher on **urban roads** compared to **rural roads**.

Chart 8: Proportion of drivers using a hand-held mobile phone by road type, England and Scotland (weekdays and moving sites)



1. Figures for car drivers include taxi drivers.



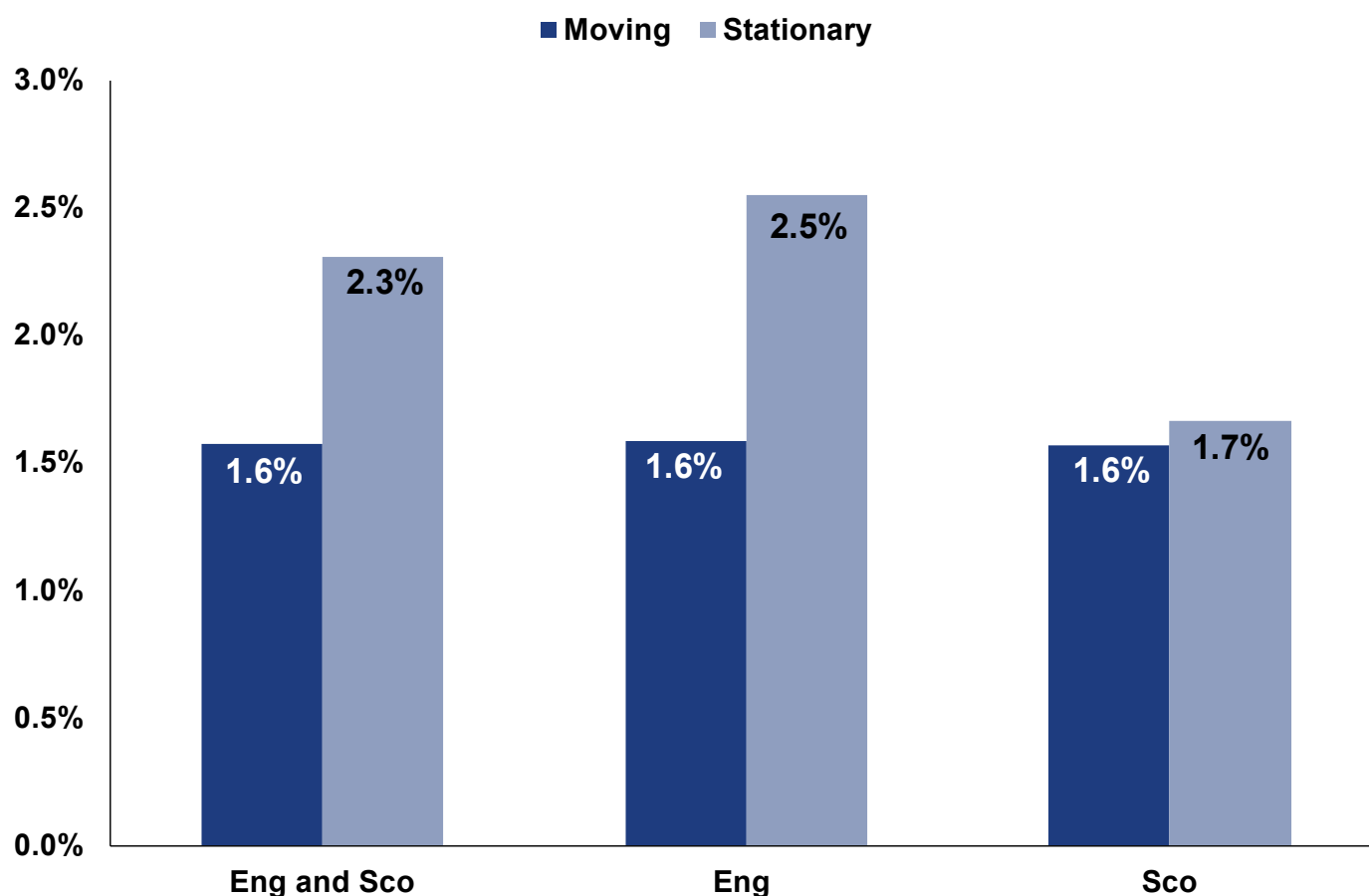
2. The data underlying these charts, including separate figures for England and Scotland can be found in [table A.8 of appendix A](#).

Comparison of results from the moving and stationary sites

- The data collected on mobile phone use at **moving sites** is not directly comparable with the data collected at **stationary sites**. This is because drivers' phone use whilst stationary at a junction may not be representative of their general use whilst driving.
- Comparing the results at the moving and stationary sites shows that a higher proportion of drivers in England and Scotland were observed using a hand-held mobile phone at **stationary sites** than at **moving sites**. At stationary sites, 2.3 per cent of drivers in England and Scotland were observed using a hand-held mobile phone whilst driving compared to 1.6 per cent at moving sites. The higher rate at stationary sites may be due to drivers believing it is safer to use a hand-held mobile phone in stationary traffic or wrongly thinking it is legal to use a hand-held mobile phone whilst in stationary traffic. This hypothesis is reinforced by the [2014 RAC report on motoring](#) which found that only 39% of motorists believe texting while their car is stationary with the engine running is illegal.
- There are some differences when looking at **England and Scotland separately**. The difference between the proportion of drivers using hand-held mobile phones at **stationary and moving sites** was greater in England than in Scotland; 2.5 per cent of drivers in England were observed using a hand-held mobile phone at stationary sites compared to 1.6 per cent at moving sites. 1.7 per cent of drivers in Scotland were observed using a hand-held mobile phone at stationary

sites compared to 1.6 per cent at moving sites.

Chart 9: Use of hand-held mobile phones by drivers at moving and stationary sites (weekdays)



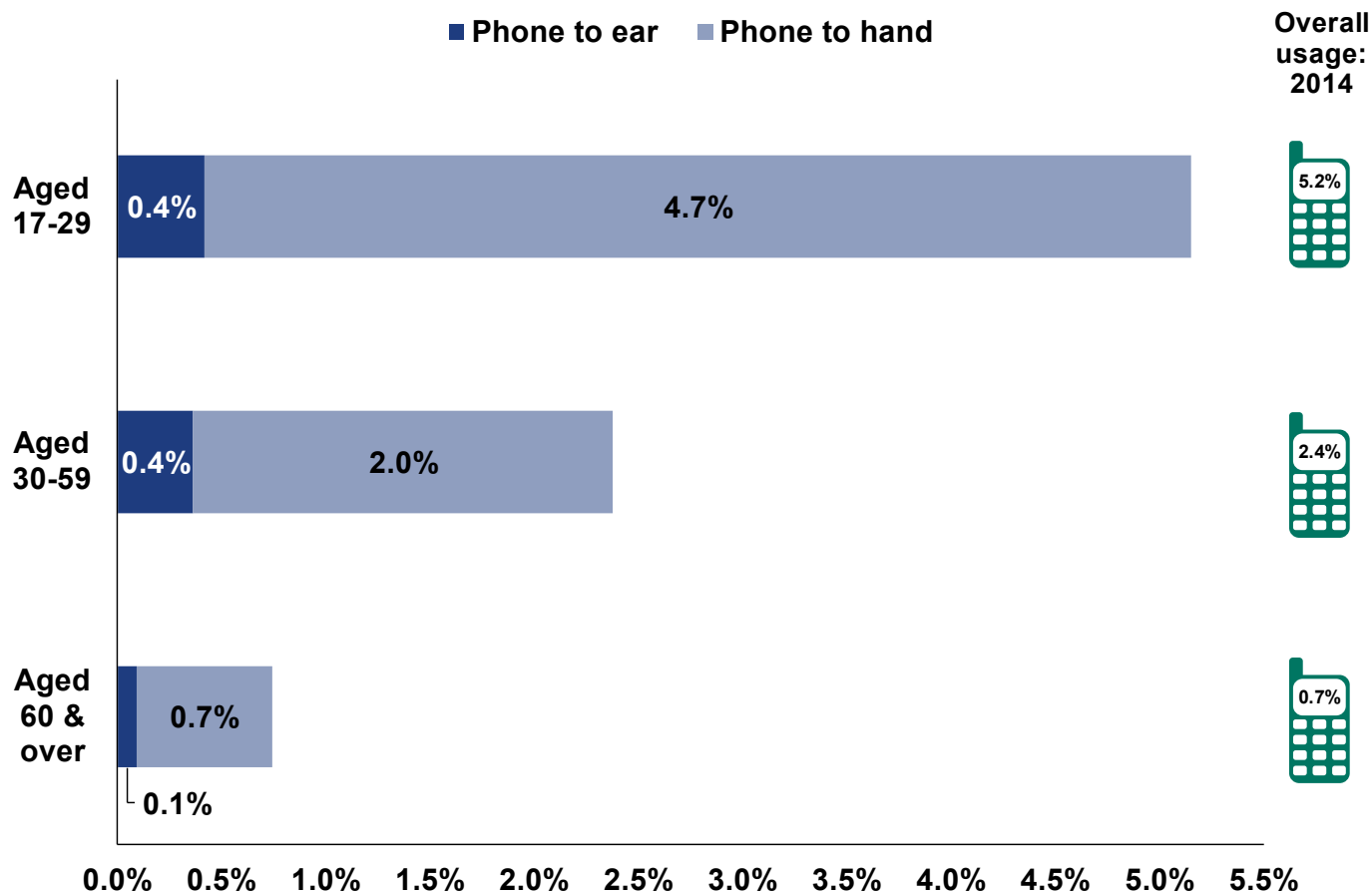
1. The data underlying this chart can be found in [table A.9 of appendix A](#).

Age

- Detailed observations of age were not possible at the **moving sites** due to the speed of the passing vehicles. However, observations of the age of the driver were made at the **stationary traffic sites**. The results on age should be interpreted with caution, as observers would have found it difficult to determine the age of certain individuals.
- A higher proportion of **17 to 29 year old drivers** in England and Scotland were observed using hand-held mobile phones (5.2 per cent) than both **30 to 59 year old drivers** (2.4 per cent) and **drivers aged 60 and over** (0.7 per cent).
- At stationary sites, a higher proportion of **female drivers** in England and Scotland were observed using hand-held mobile phones than **male drivers**. Overall, 2.7 per cent of female drivers in England and Scotland were observed using a hand-held mobile phone compared

to 2.1 per cent of male drivers. This contradicts the findings at the moving sites (see page 6 above).

Chart 10: Use of hand-held mobile phones by age of driver, England and Scotland (weekdays and stationary sites)



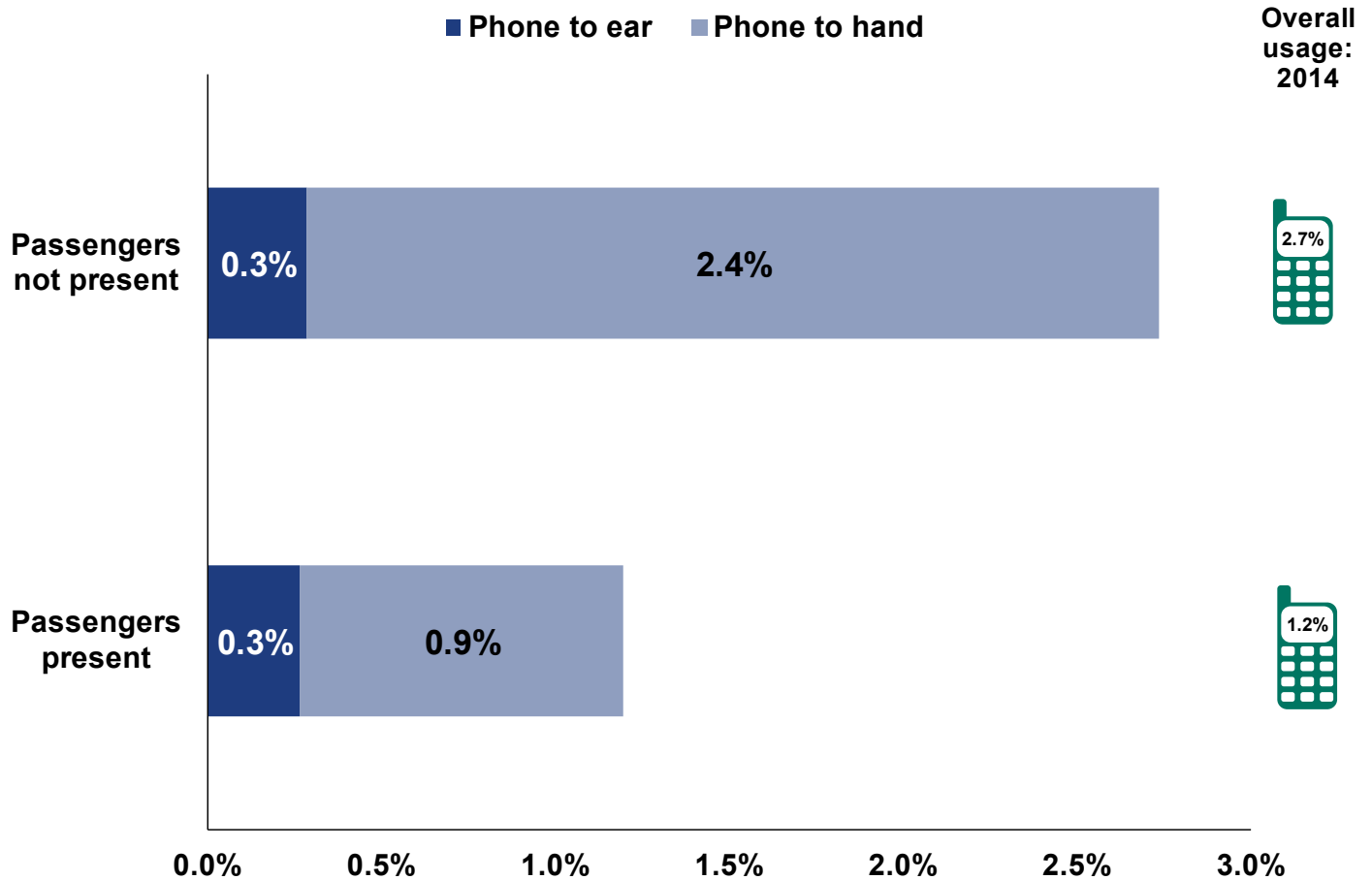
1. The figures in this chart are not directly comparable to the figures at the moving traffic sites.

2. The data underlying this chart, including separate figures for England and Scotland can be found in [table A.10 of appendix A](#).

Passengers in vehicles

- At stationary sites, observers recorded whether or not **passengers** were present in the vehicle. This enabled a comparison of mobile phone use between drivers with passengers present and passengers not present to be made.
- Drivers were less likely to use a hand-held mobile phone if they had **passengers present** in their vehicle; 2.7 per cent of drivers in England and Scotland **without passengers present** in their vehicle were observed using a hand-held mobile phone compared to 1.2 per cent of drivers with passengers present in their vehicle.

Chart 11: Use of hand-held mobile phones in vehicles with passengers present or not, England and Scotland (weekdays and stationary sites)



1. The figures in this chart are not directly comparable to the figures at the moving traffic sites.
2. The data underlying this chart, including separate figures for England and Scotland can be found in [table A.11 of appendix A](#).

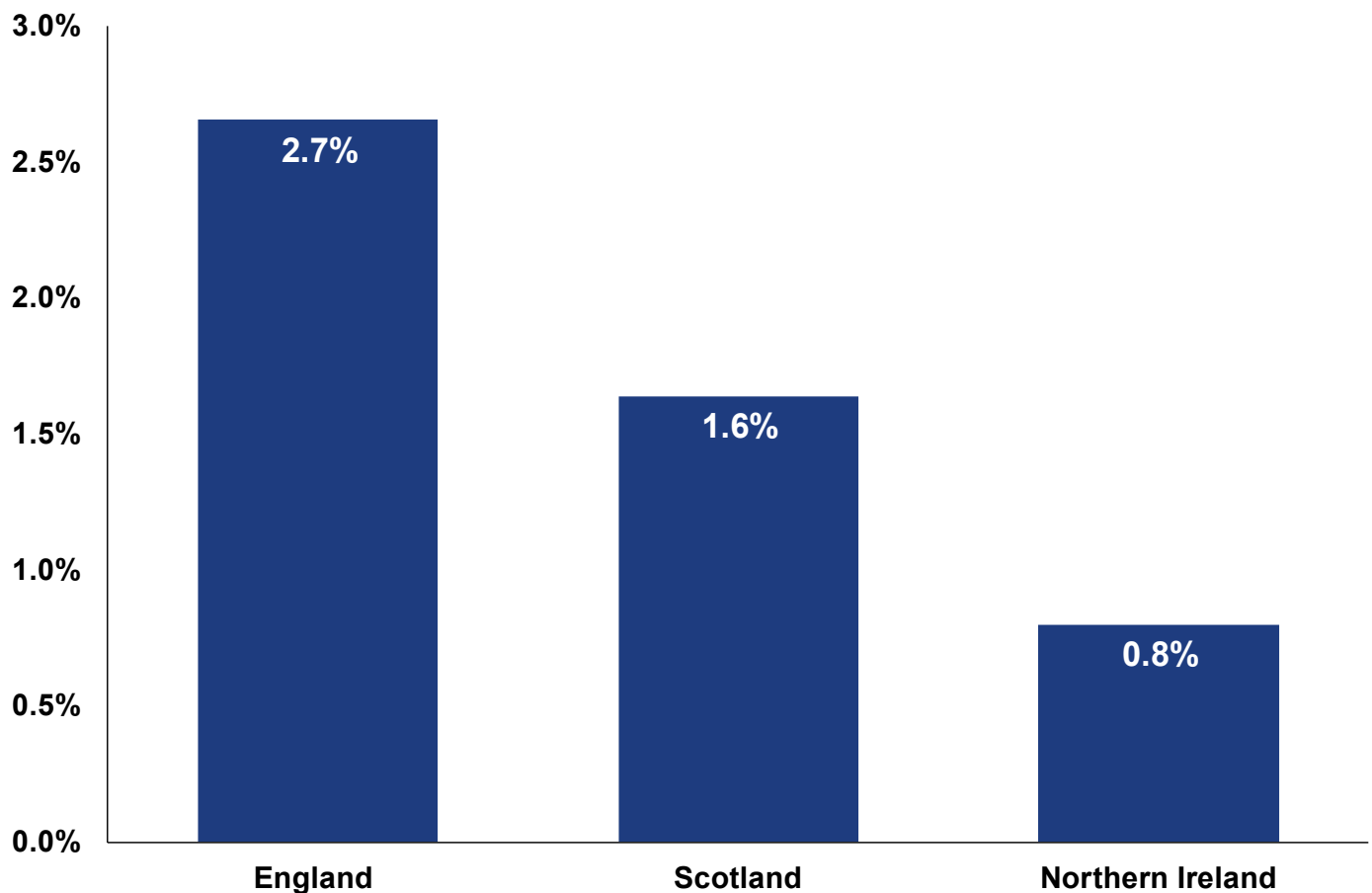
Comparison with Northern Ireland

- As mentioned above, a similar survey of seat belt wearing and mobile phone use in 2014 was commissioned by the Northern Ireland Department of the Environment.
- The fieldwork for the **Northern Ireland** survey was conducted at a different time to the England and Scotland surveys (April and May 2014) at sites with stationary traffic only. Therefore, the comparisons made below should be interpreted with caution.
- According to the report, 0.8 per cent of **car drivers** were observed using a hand-held mobile phone in **Northern Ireland**. This is lower than the 2.7 per cent of car drivers observed using a hand-held mobile

Further information...
 Results from the 2014 survey of Seat belt wearing in Northern Ireland can be found [here](#).

phone in **England** and the 1.6 per cent observed using a hand-held mobile phone in **Scotland**. It is not possible to compare the proportion of car drivers in England and Scotland observed holding the hand-held mobile phone to their ear and in their hand to Northern Ireland as this data was not collected.

Chart 12: Use of hand-held mobile phones by car drivers in England, Scotland and Northern Ireland



1. Figures for England and Scotland relate to observations on weekdays and at stationary sites.
2. Figures for Northern Ireland are sourced from the NI survey of seat belt wearing 2014: www.doeni.gov.uk/seat_belt_survey_report_2014.pdf.

Seat belt survey - introduction

In Great Britain, the law states that, whilst travelling in cars, vans and other goods vehicles a seat belt must be worn if one is fitted. However, there are exceptions where a seat belt does not need to be worn. The results of the seat belt survey can be used to assess compliance with this legislation in England and Scotland.

As mentioned previously, surveys of the seat belt use of vehicle occupants were carried out at the stationary sites of the mobile phone survey. In total, 40 sites in England and 20 sites in Scotland were surveyed. Observers recorded the restraint being used by each vehicle occupant as: seat belt, rear facing baby seat, child seat, booster seat, booster cushion or unrestrained. **Restraints that were being used incorrectly were also recorded, and these were classified as unrestrained.** An incorrectly used restraint is one that is not fastened correctly. This includes a seat belt wrapped around the waist and fastened, seat belt worn but not fastened, child car seats incorrectly fitted or integral harnesses not fastened correctly. A correctly used harness includes children who are using a restraint correctly but the restraint is clearly incorrect for their age. Except where otherwise stated, results relate to weekdays only.

Legislation

Further information on the law on wearing a seat belt whilst travelling in a vehicle can be found at:

www.gov.uk/seat-belts-law/overview

Further information on cases where a seat belt does not need to be worn can be found at:

www.gov.uk/seat-belts-law/when-you-dont-need-to-wear-a-seat-belt

Overall results

- In 2014, 95.3 per cent of **all drivers** were observed using seat belts in England and Scotland.
- 94.6 per cent of **all front seat passengers** were observed using seat belts or child restraints in England and Scotland.
- 90.3 per cent of **all rear seat passengers** were observed using seat belts or child restraints in England and Scotland.
- The proportion of **car drivers** in England and Scotland observed using seat belts was 98.2 per cent.
- The proportion of **car front seat passengers** observed using seat belts or child restraints was 96.7 per cent.
- The proportion of **car rear seat passengers** observed using seat belts or child restraints was 90.6 per cent.
- The proportion of both **taxi and private hire vehicle drivers** observed using seat belts was

lower than for car drivers. 79 per cent of both taxi and private hire vehicle drivers were observed using seat belts in England and Scotland. This is to be expected given that drivers of licensed taxis in England and Scotland are exempt from wearing a seat belt whilst seeking hire, or answering a call for hire, or carrying a passenger for hire. Drivers of private hire taxi vehicles are also exempt from wearing a seat belt when the vehicle is being used to carry a passenger for hire. Interestingly, a higher proportion of taxi and private hire taxi vehicle drivers were observed wearing a seat belt when carrying passengers than when not.

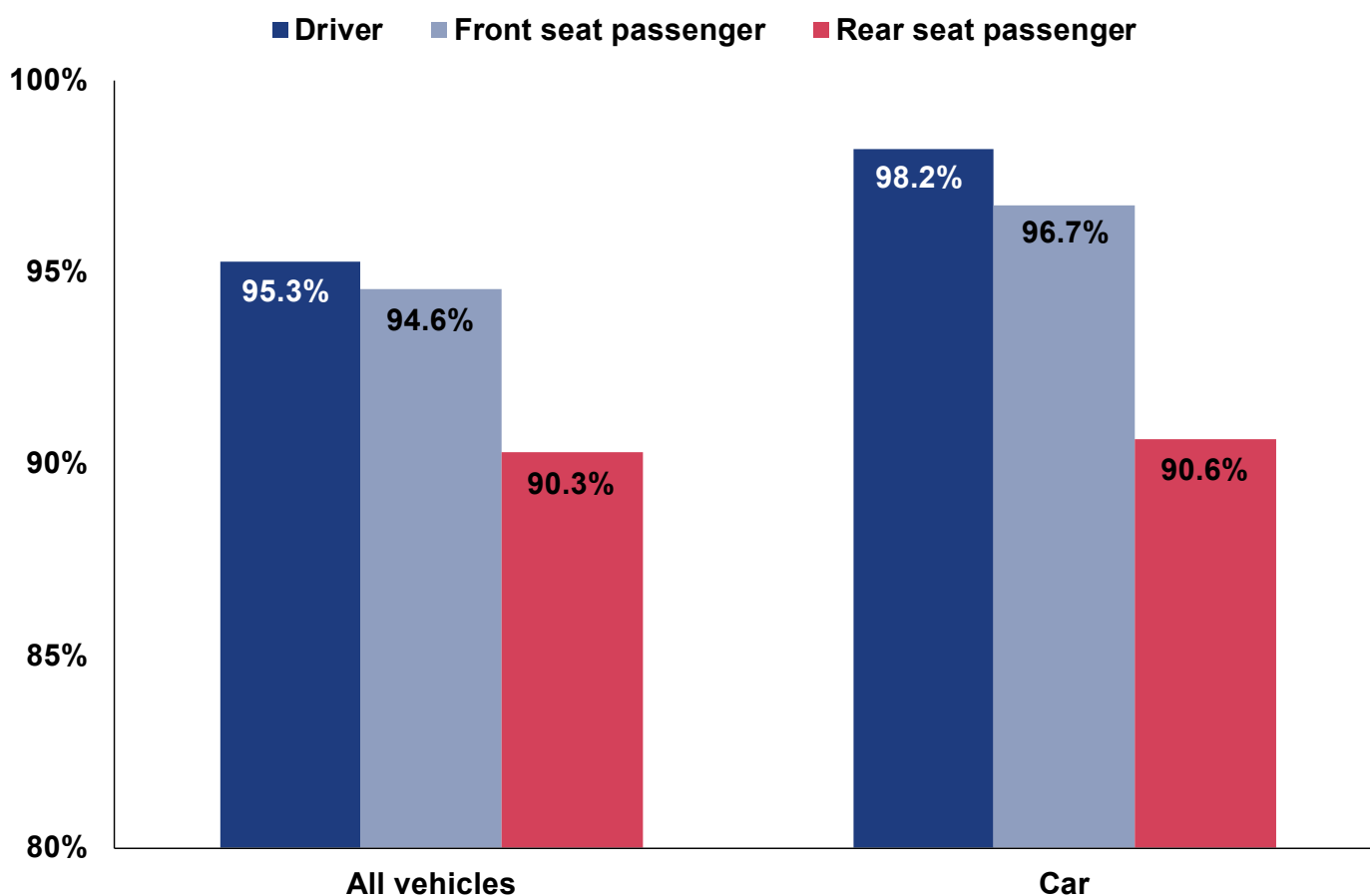
Legislation

Further information on the exemptions from wearing a seat belt for taxi and private hire taxi vehicle drivers can be found at:

www.legislation.gov.uk/ukxi/1993/176/regulation/6/made

- Looking at **England and Scotland separately**, the restraint wearing rate for car drivers was similar in both England and Scotland. However, the proportion of car front seat passengers observed wearing a seat belt or child restraint was higher in Scotland (98.3 per cent) than in England (96.1 per cent). In addition, the restraint wearing rate for car rear seat passengers in Scotland (99.1 per cent) was higher than in England (87.7 per cent).

Chart 1: All vehicle occupant and car occupant seat belt use in England and Scotland (weekdays)



1. The data underlying this chart, including further breakdowns by vehicle type and separate figures for England and Scotland can be found in [table B.1 of appendix B](#).

Seat belt and restraint use by car occupants over time

- The results of this survey are not directly comparable to the results from the **previous seat belt surveys** due to changes in the geographical coverage of the survey sites in 2014. However, this section compares the results to previous seat belt surveys to give an indication of the long term trend in seat belt and restraint wearing rates for car occupants. In this section the 2014 figures for car occupants include observations for both taxi and private hire vehicle occupants to be consistent with previous surveys.
- Since 1999, the wearing rate for **car drivers and front seat passengers** has risen slowly from a relatively high rate. In 2014, 98 per cent of car drivers and 96 per cent of car front seat passengers were observed wearing restraints in England.
- The wearing rate for **child car rear seat passengers** increased slowly between 1999 and 2009. However, the 2014 wearing rate for child rear seat passengers in England was 91 per cent which was lower than the 96 per cent observed in 2009.
- Since 1999, the proportion of **adult car rear seat passengers** wearing a seat belt has increased steadily from 54% in 1999 to 81% in 2014.

Further information...

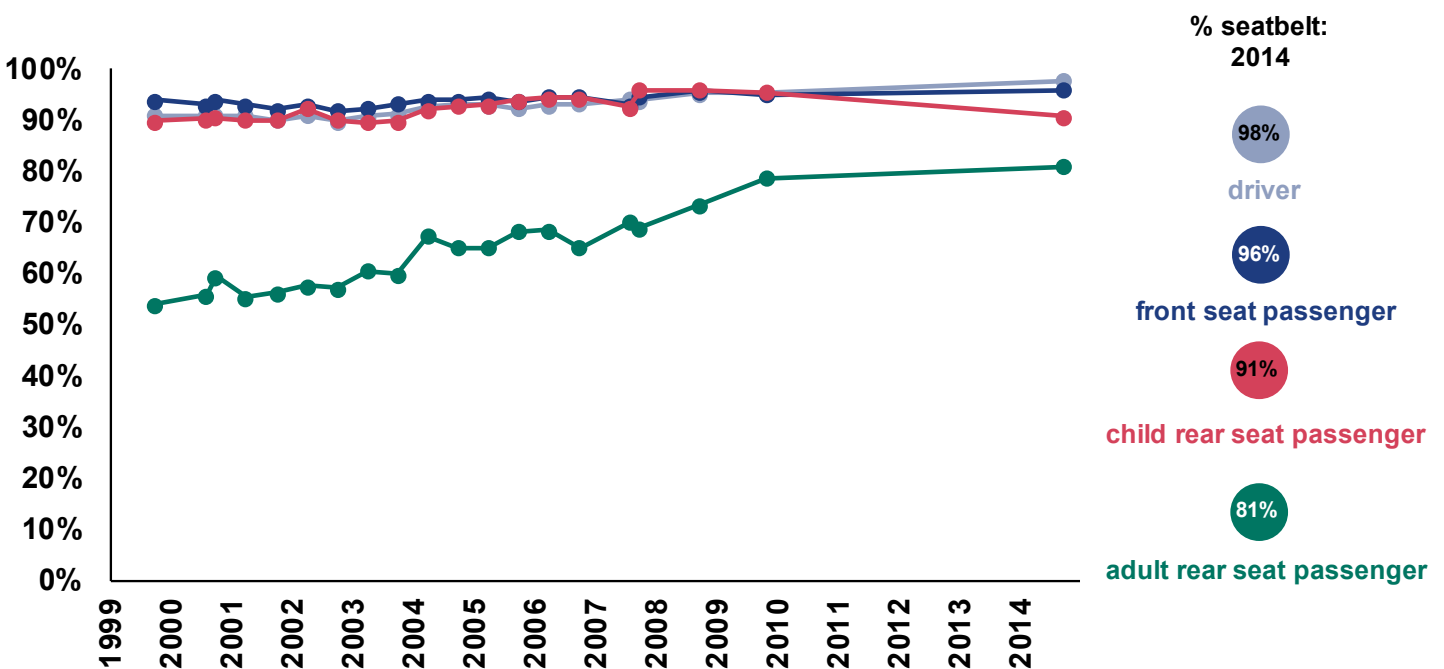
Results from the 2009 seat belt surveys in England and Scotland can be found [here](#).

Legislation

Use of a restraint by drivers and front seat passengers in cars was made compulsory in January 1983.

Rear seat belt use was made compulsory for cars with belts fitted for children in 1989 and adults in 1991.

Chart 2: Overall seat belt and restraint wearing rates for car occupants in England, 1999-2014 (weekdays)

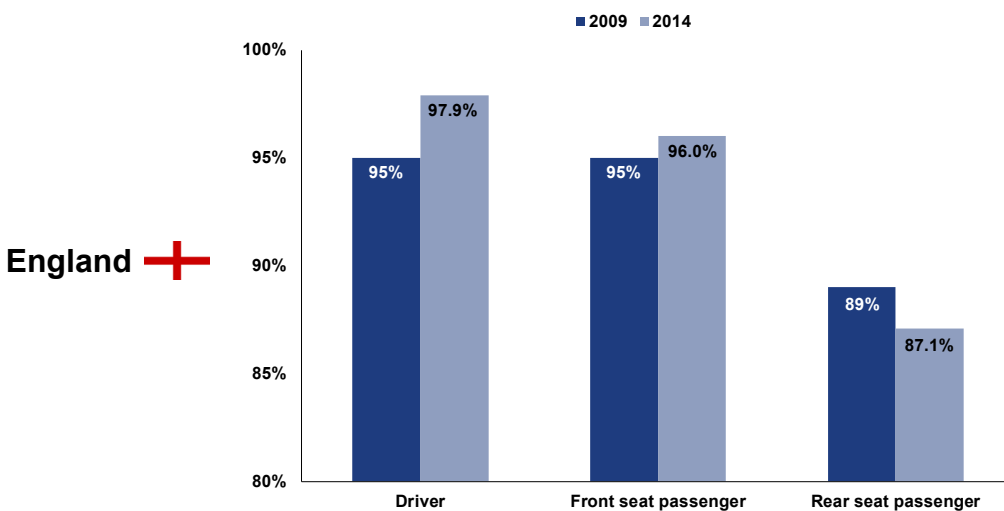


1. Car results include taxi and private hire vehicle occupants and relate only to England observations.
2. “child” means a person under the age of 14 years.
3. “adult” means a person aged 14 years or over.
4. The data underlying this chart can be found in [table B.2 of appendix B](#).

Comparisons to the 2009 England and Scotland seat belt surveys

- Compared with the **previous seat belt surveys** conducted in 2009, wearing rates in England increased in 2014 compared to 2009 for all car occupants except rear seat passengers where the wearing rate decreased from 89 per cent in 2009 to 87.1 per cent in 2014. However, this decrease was not statistically significant.
- Wearing rates for **all car occupants** in Scotland increased compared to 2009 with all changes found to be statistically significant. The most notable increase was for **rear seat passengers** (88 per cent in 2009 compared with 99 per cent in 2014).

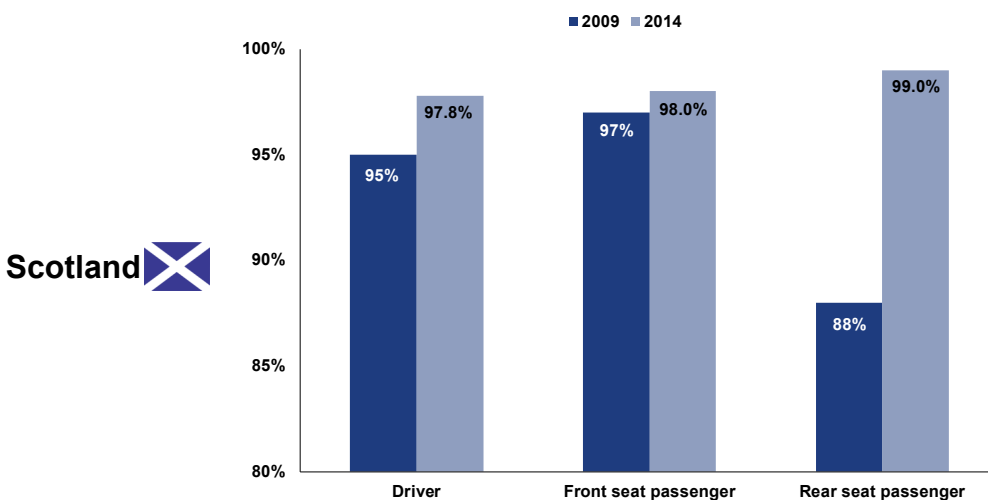
Chart 3: Car occupant seat belt use, 2009 and 2014 (weekdays)



Further information...

Results from the 2009 seat belt surveys in England and Scotland can be found [here](#).

Combined figures for England and Scotland are not available for 2009 so comparisons have been made separately for each country.

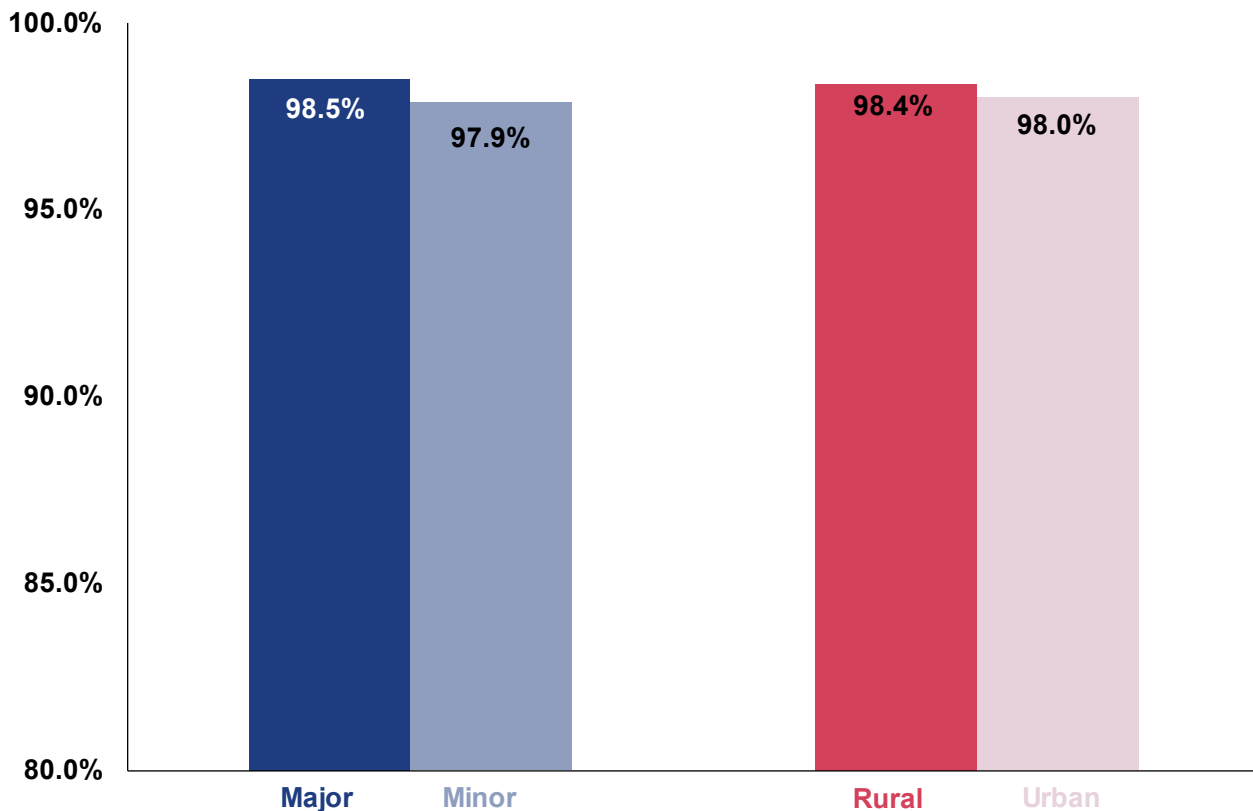


1. Car results include taxi and private hire vehicle occupants.
2. The data underlying this chart can be found in [table B.3 of appendix B](#).

Road type

- A higher proportion of **car drivers** were observed using seat belts on **major roads** in England and Scotland (98.5 per cent) than on **minor roads** (97.9 per cent).
- A higher proportion of **car drivers** were observed using seat belts on **rural roads** in England and Scotland (98.4 per cent) than on **urban roads** (98 per cent).

Chart 4: Car driver seat belt use by road type, England and Scotland (weekdays)



1. Car results exclude taxi and private hire vehicle occupants.

2. The data underlying this chart, including separate figures for England and Scotland can be found in [table B.4 of appendix B](#).

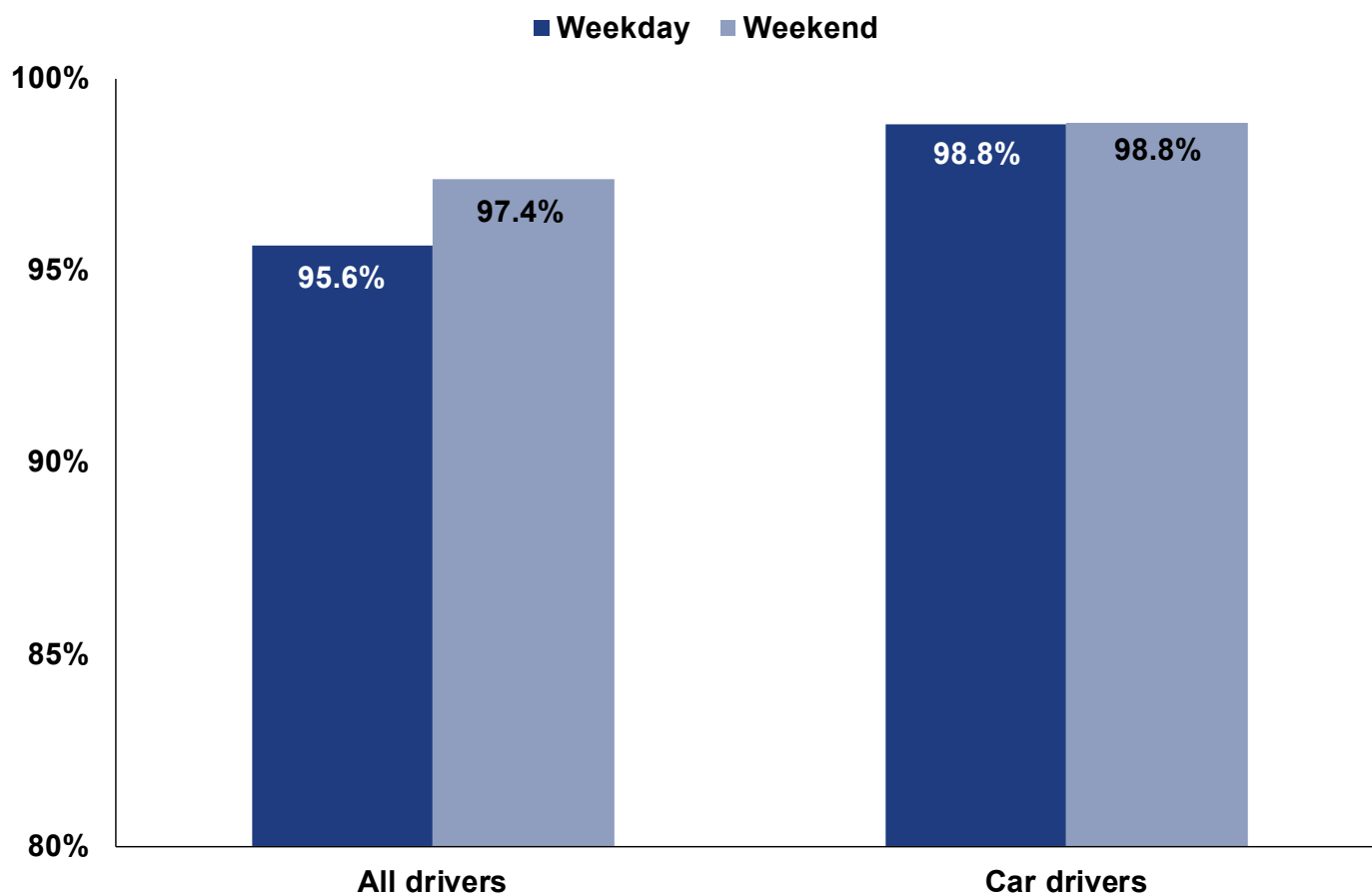
Seat belt use by drivers by time of week

- Fifteen sites in England and Scotland were revisited at the weekend during the seat belt surveys. This was to understand the difference between wearing rates during the week and at weekends.
- For **all drivers** in England and Scotland, a higher proportion were observed wearing seat belts

on **weekends** (97.4 per cent) than on **weekdays** (95.6 per cent).

- However, seat belt wearing rates for car drivers in England and Scotland were similar on both weekdays and weekends (98.8 per cent).

Chart 5: Car and all driver wearing rates, weekdays and weekends: England and Scotland



1. Figures in this chart are based on sites where a weekend survey took place, so are not directly comparable with other tables.

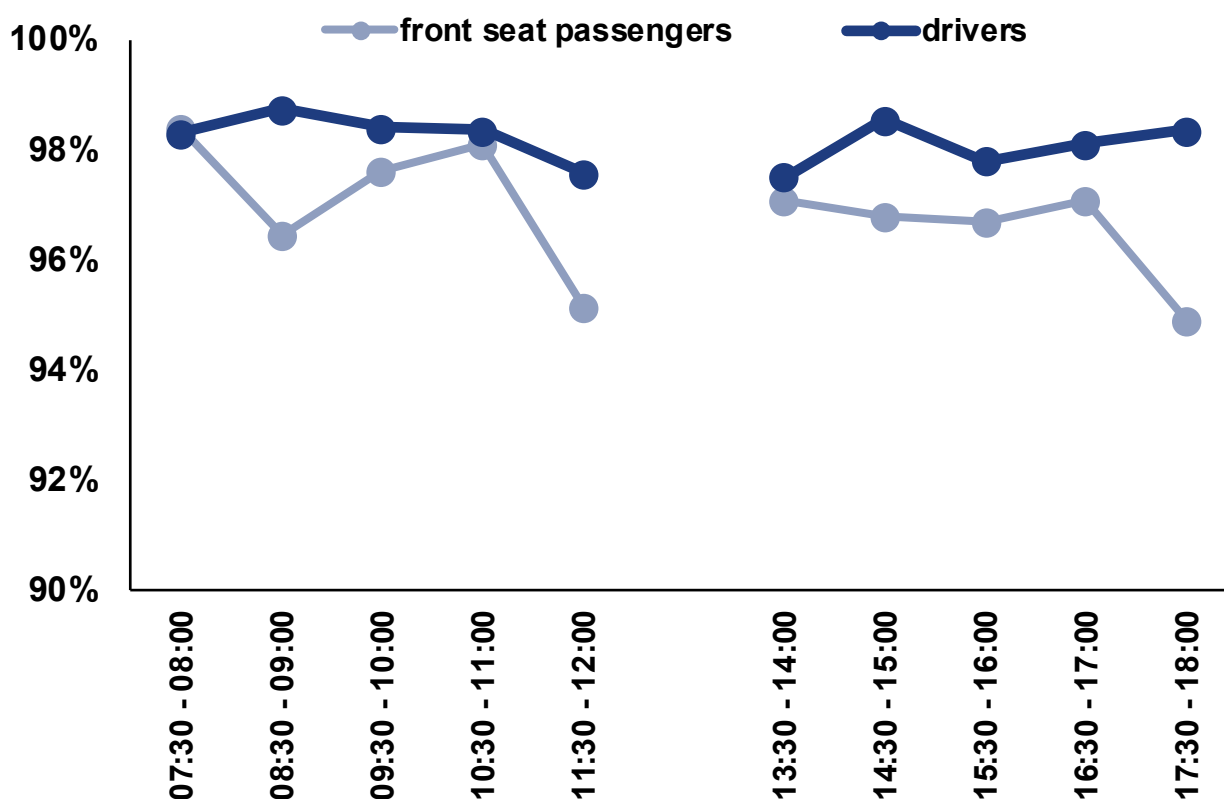
2. The data underlying this chart, including separate figures for England and Scotland can be found in [table B.5 of appendix B](#).

Seat belt use by car drivers by time of day

- The lower number of vehicle observations in each survey session mean that results by time of day should be treated with caution as differences may be due to random variation rather than representing real changes.
- Wearing rates for **car drivers** in England and Scotland varied slightly throughout the day with a peak of 98.7 per cent between 08:30 and 09:00.
- Wearing rates for **car front seat passengers** were more variable with an apparent downward

trend throughout the day. Car front seat passenger wearing rates were at their highest between 07:30 and 08:00 (98.4 per cent) and at their lowest between 17:30 and 18:00 (94.9 per cent).

Chart 6: Car occupant wearing rates by time of day, England and Scotland (weekdays)



1. Car results exclude taxi and private hire vehicle occupants.

2. The data underlying this chart, including separate figures for England and Scotland can be found in [table B.6 of appendix B](#).

Seat belt use by age and gender of the vehicle occupant

- **Male drivers** in England and Scotland had a lower seat belt wearing rate (93.7 per cent) than **female drivers** (98.2 per cent).
- Seat belt wearing rates were higher for **drivers aged 17-29** and **aged 60 and over** (96.1 and 96.5 per cent) with seat belt wearing rates for **drivers aged 30-59** lower at 94.7 per cent.
- The difference between male and females was lower for **car drivers** with 98 per cent of male car drivers and 98.5 per cent of female car drivers observed wearing a seat belt in England and Scotland.
- For car drivers, seat belt use increased with age with a higher proportion of **car drivers aged 60 and over** observed wearing a seat belt (98.8 per cent) than those **aged 17-29** (97.4 per cent).

cent) and **30-59** (98.2 per cent).

Chart 7: All driver and car driver seat belt use by gender, England and Scotland (weekdays)

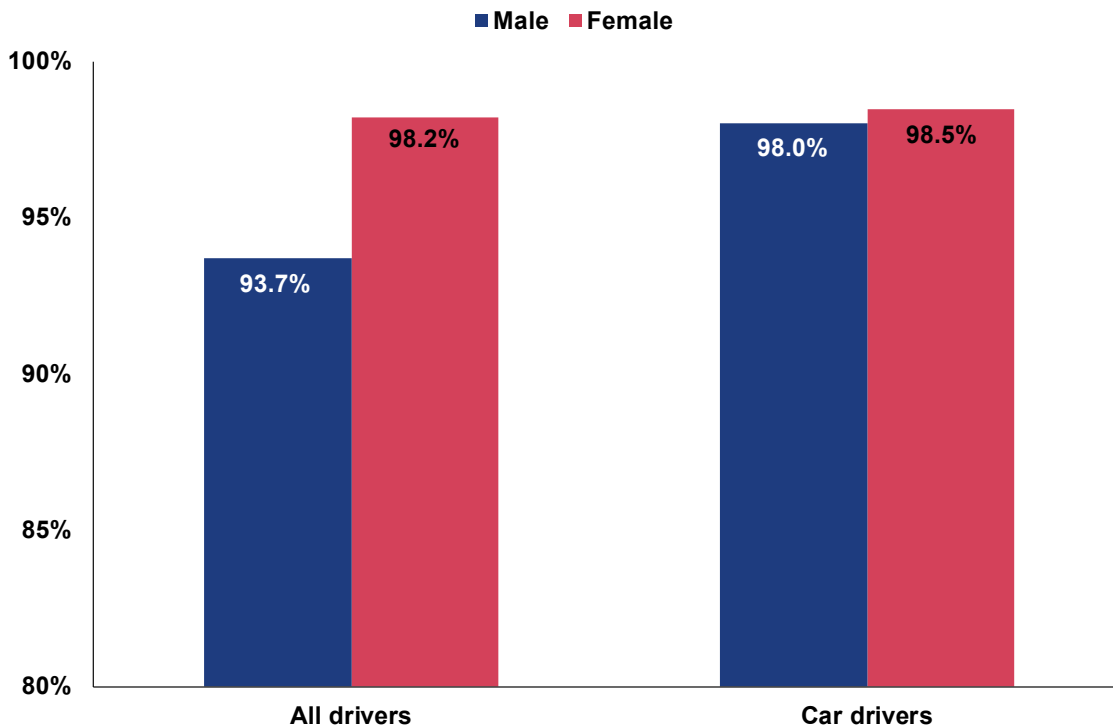
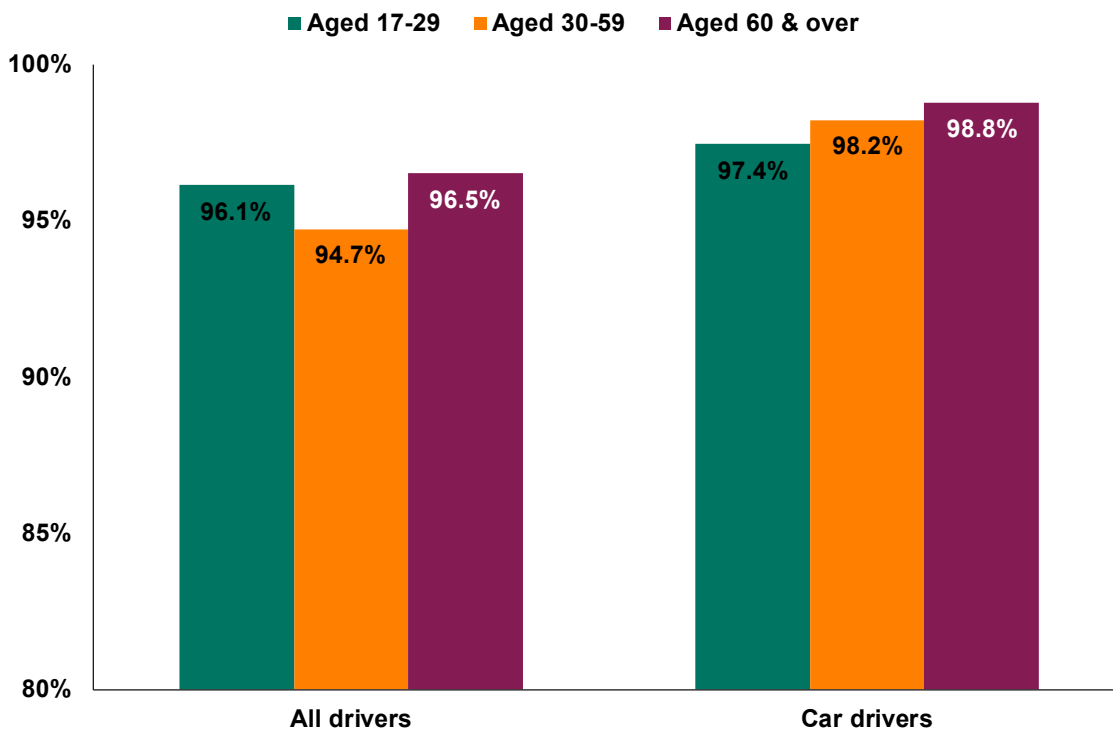


Chart 8: All driver and car driver seat belt use by age, England and Scotland (weekdays)



1. Car results exclude taxi and private hire vehicle occupants.

2. The data underlying these two charts, including separate figures for England and Scotland can be found in [table B.7 of appendix B](#).

- Overall restraint wearing rates for **male and female front seat passengers** in England and Scotland were lower than for **male and female drivers**.
- **Male front seat passengers** in England and Scotland had a lower restraint wearing rate (90.9 per cent) than **female front seat passengers** (97.3 per cent).
- **Male front seat car passengers** in England and Scotland had a lower restraint wearing rate (95.7 per cent) than **female front seat car passengers** (97.5 per cent).
- For **all front seat passengers** in England and Scotland, the age group with the lowest restraint wearing rate was **aged 14-29** (92.8 per cent). Front seat passengers **aged 0-13** (93.2 per cent), **30-59** (94 per cent) and **60 & over** (97.3 per cent) had higher rates.
- For **car front seat passengers** in England and Scotland, the age group with the lowest restraint wearing rates were aged **0-13** (93.3 per cent). Car front seat passengers aged **14-29** (94.4 per cent), **30-59** (97.6 per cent) and **60 & over** (98.3 per cent) had higher rates.

Chart 9: All front seat passenger and car front seat passenger seat belt use by gender, England and Scotland (weekdays)

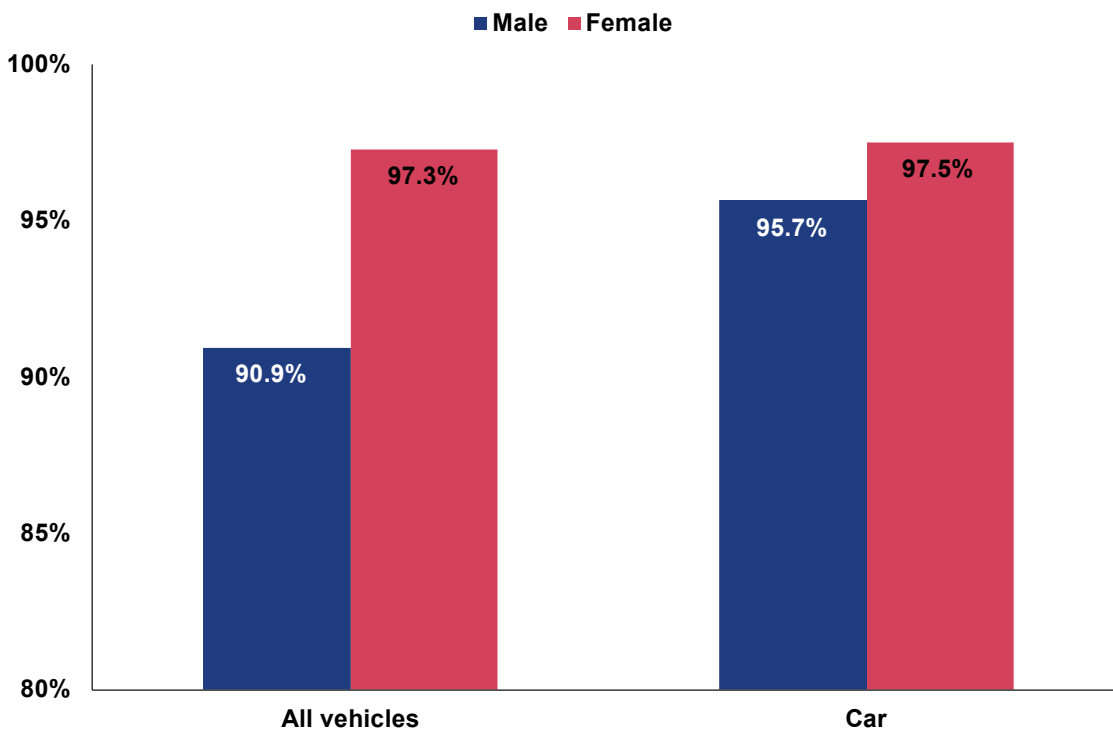
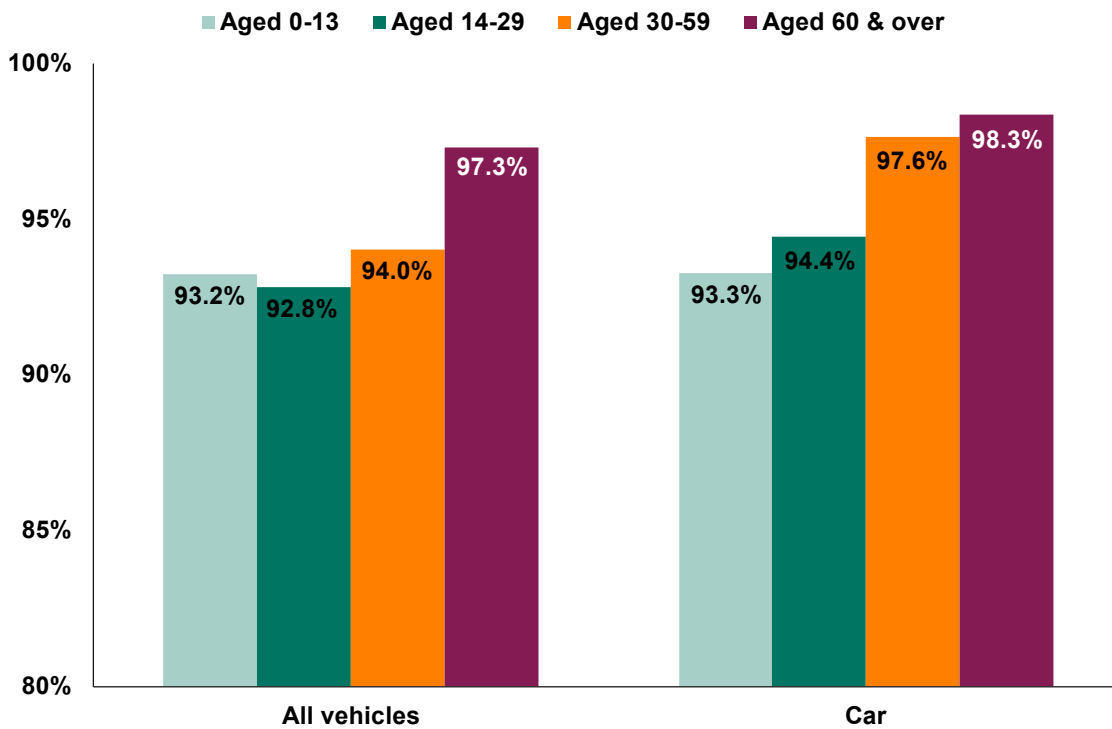


Chart 10: All front seat passenger and car front seat passenger seat belt use by age, England and Scotland (weekdays)



1. Car results exclude taxi and private hire vehicle occupants.

2. The data underlying these two charts, including separate figures for England and Scotland can be found in [table B.8 of appendix B](#).

- Overall restraint wearing rates for **male and female rear seat passengers** in England and Scotland were lower than for **male and female front seat passengers and drivers**.
- **Male rear seat passengers** in England and Scotland had a lower restraint wearing rate (88.4 per cent) than **female rear seat passengers** (90.4 per cent).
- **Male rear seat car passengers** in England and Scotland had a lower restraint wearing rate (88.3 per cent) than **female rear seat car passengers** (91.3 per cent).
- For **all rear seat passengers** in England and Scotland, the age group with the lowest restraint wearing rate was **aged 14-29** (83.7 per cent). Rear seat passengers **aged 0-4** (94.4 per cent), **5-9** (92.3 per cent), **10-13** (88 per cent), **30-59** (87.8 per cent) and **60 & over** (91.6 per cent) had higher rates.
- For **car rear seat passengers** in England and Scotland, the age group with the lowest restraint wearing rate was **aged 14-29** (82.7 per cent). Rear seat car passengers **aged 0-4** (94.6 per cent), **5-9** (92.1 per cent), **10-13** (87.8 per cent), **30-59** (89.1 per cent) and **60 & over** (92 per cent) had higher rates.

Chart 11: All rear seat passenger and car rear seat passenger seat belt use by gender, England and Scotland (weekdays)

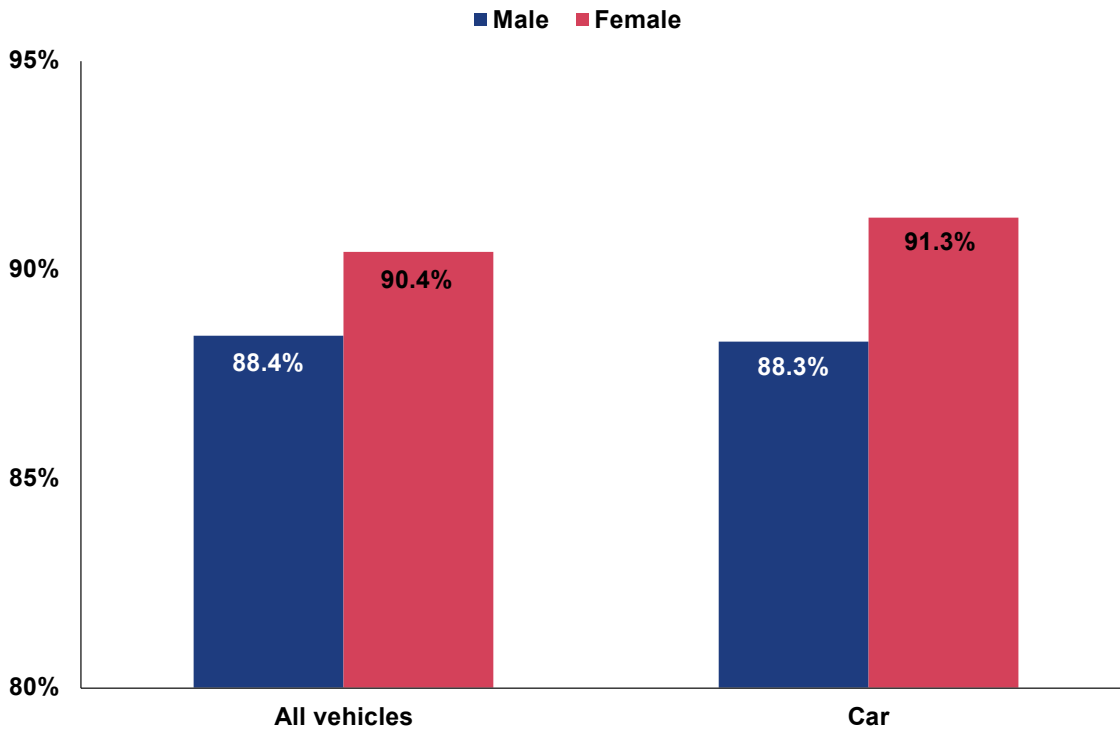
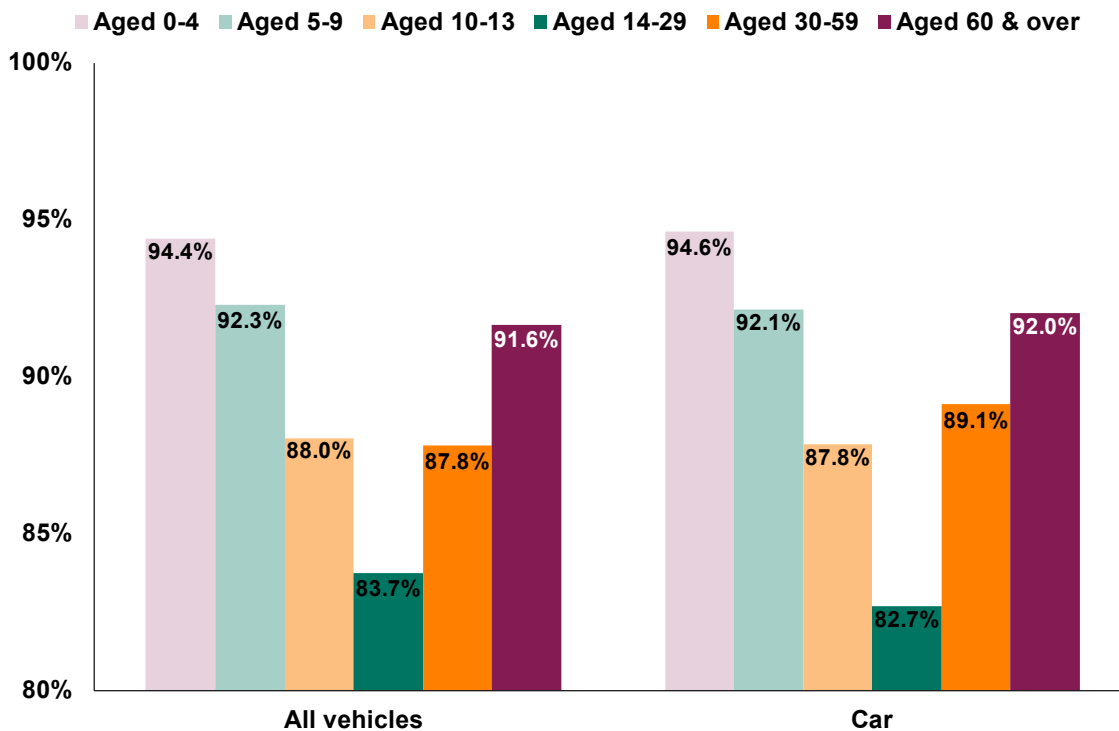


Chart 12: All rear seat passenger and car rear seat passenger seat belt use by age, England and Scotland (weekdays)



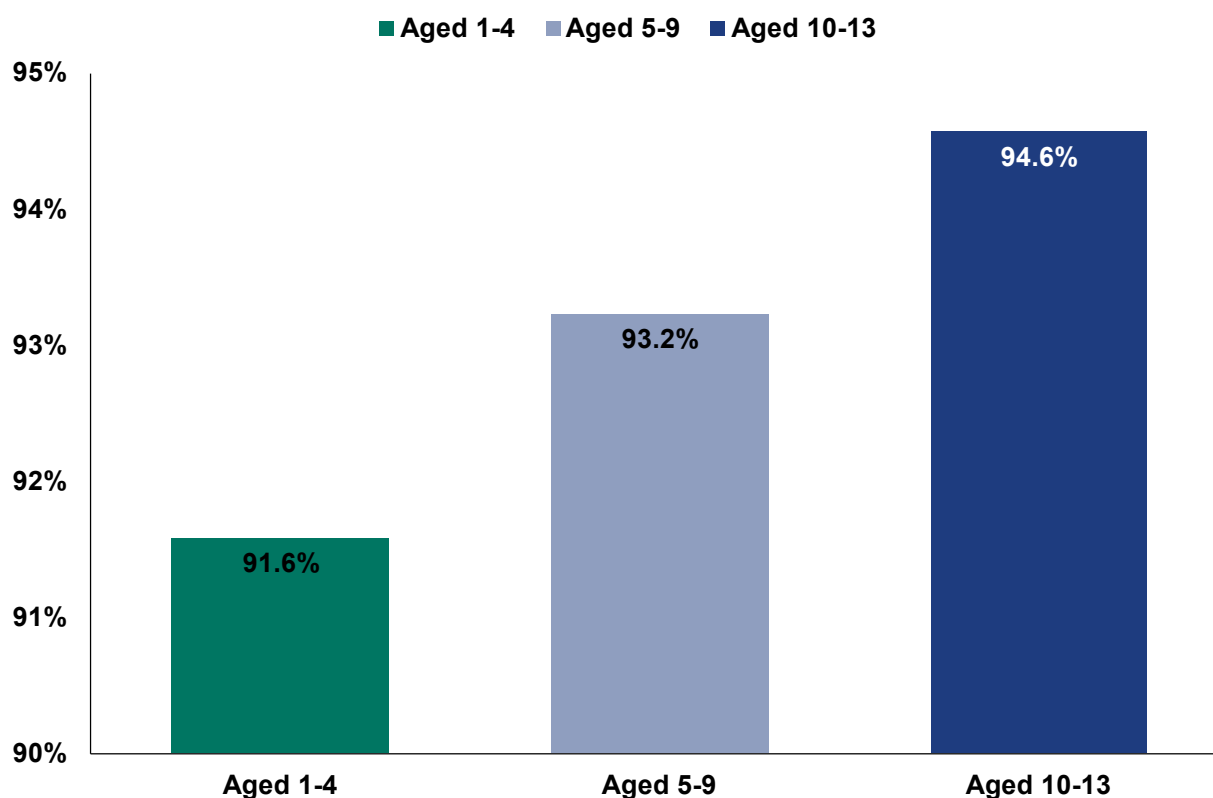
1. Car results exclude taxi and private hire vehicle occupants.

2. The data underlying these two charts, including separate figures for England and Scotland can be found in [table B.9 of appendix B](#).

Child restraint wearing rates in cars

- As the number of **children** observed is small, these results should be interpreted with caution. Differences may be due to random variation rather than representing real changes. It would have been difficult for the observers to determine the age of young children accurately, which may have meant that some children's ages were misclassified.
- Overall, 93.3 per cent of **children** (aged 0-13) were observed wearing a seat belt or child restraint in the **front seat of a car** in England and Scotland. Therefore, in 2014 8.4 per cent of children aged 1-4, 6.8 per cent of children aged 5-9 and 5.4 per cent of children aged 10-13 were unrestrained when travelling in the front of a car.

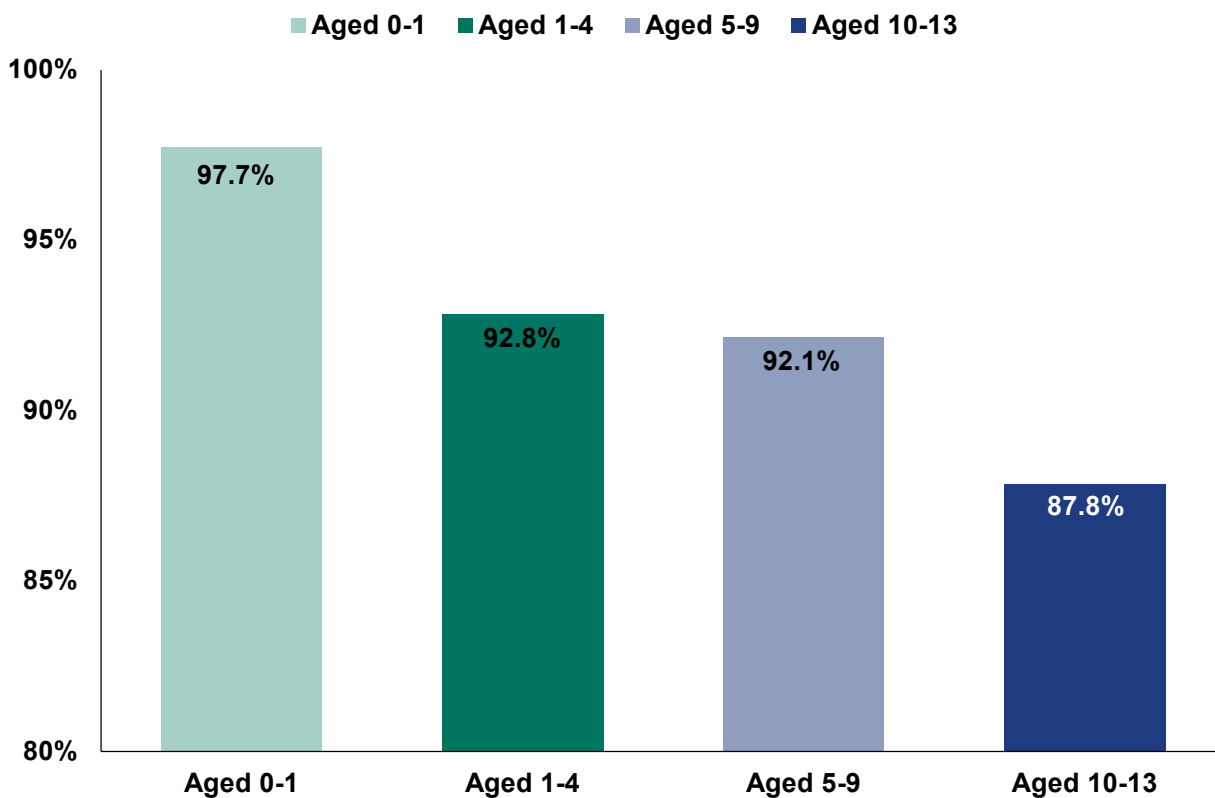
Chart 13: Child front seat car passenger seat belt and restraint use by age, England and Scotland (weekdays)



1. The sample size for car front seat passengers aged 0-1 was too small to give reliable results.
2. Car results exclude taxi and private hire vehicle occupants.
3. The data underlying this chart, including separate figures for England and Scotland can be found in [table B.10 of appendix B](#).

- Overall, 92.6 per cent of **children** (aged 0-13) were observed wearing a seat belt or child restraint in the **rear seat of a car** in England and Scotland. Therefore, in 2014 2.3 per cent of children aged under one years, 7.2 per cent of children aged 1-4, 7.9 per cent of children aged 5-9 and 12.2 per cent of children aged 10-13 were unrestrained when travelling in the back of a car.

Chart 14: Child rear seat car passenger seat belt and restraint use by age, England and Scotland (weekdays)



1. Car results exclude taxi and private hire vehicle occupants.
2. The data underlying this chart, including separate figures for England and Scotland can be found in [table B.11 of appendix B](#).

- The **current legislation** requires children up to 135cm in height to use the correct child restraint for their weight in the front or rear seats of cars, vans and goods vehicles with very few exceptions. Children are defined as those under 12 years of age. Given that observers could not easily judge the weight of children in vehicles, children were categorised by their apparent age approximations. Those using rear facing baby seats, designed for children up to 13 kg, were considered to be in the range 0 to 9/12 months. Child seats for those 9kg to 18kg are considered to be in the range 9 months to 4 years and booster seats or cushions for those 15kg to 36kg are considered to be

Legislation

More information on the law on child car seats can be found at:

www.gov.uk/child-car-seats-the-rules

in the range 4 years up to 12 years or 135cm in height. The below table shows the proportion of children between 1 and 9 years old using different child car seats. As the **sample sizes for children are small**, these results should be interpreted with caution. There are likely to have been cases where a child was wearing a booster seat or cushion, but the observer was unable to see it. There may also be individuals in the 5-9 age range which are over 135 cm tall so do not need to use a child or booster seat.

- The majority of **5-9 year old front seat passengers** in England and Scotland were observed wearing seat belts (72.7 per cent) with 13.4 per cent observed using a booster seat or cushion correctly.
- The majority of **1-4 year old rear seat passengers** in England and Scotland were observed in child seats (61.2 per cent) with 18.6 per cent observed using a booster seat or cushion correctly.
- The majority of **5-9 year old rear seat passengers** in England and Scotland were observed wearing seat belts (48.2 per cent) with 22.3 per cent observed using a booster seat or cushion correctly and 21.5 per cent in a child seat.

Detailed restraint wearing rates for children aged 1-9 in cars, by position (weekdays)

Eng and Sco

Position	Front seat passengers		Rear seat passengers	
	1-4 years old (%) ^u	5-9 years old(%)	1-4 years old (%)	5-9 years old(%)
Seatbelt	:	72.7%	12.3%	48.2%
Child seat	:	6.6%	61.2%	21.5%
Rear facing baby seat	:	0.5%	0.6%	0.2%
Booster seats and cushions: used properly	:	13.4%	18.6%	22.3%
Booster seats and cushions: used incorrectly	:	0.0%	0.4%	0.2%
Unrestrained on seats	:	6.8%	6.7%	7.4%
Unrestrained on laps	:	0.0%	0.0%	0.2%
<i>Sample size</i>	:	210	180	344

Eng

Position	Front seat passengers		Rear seat passengers	
	1-4 years old (%) ^u	5-9 years old(%)	1-4 years old (%)	5-9 years old(%)
Seatbelt	:	84.1%	13.2%	59.8%
Child seat	:	7.3%	64.1%	19.7%
Rear facing baby seat	:	0.6%	0.8%	0.3%
Booster seats and cushions: used properly	:	1.6%	13.2%	9.4%
Booster seats and cushions: used incorrectly	:	0.0%	0.5%	0.3%
Unrestrained on seats	:	6.4%	8.2%	10.3%
Unrestrained on laps	:	0.0%	0.0%	0.3%
<i>Sample size</i>	:	143	129	197

Sco

Position	Front seat passengers		Rear seat passengers	
	1-4 years old (%) ^u	5-9 years old(%)	1-4 years old (%)	5-9 years old(%)
Child restraint				
Seatbelt	:	36.9%	7.4%	22.9%
Child seat	:	3.2%	48.2%	23.1%
Rear facing baby seat	:	0.0%	0.0%	0.0%
Booster seats and cushions: used properly	:	52.2%	44.5%	53.3%
Booster seats and cushions: used incorrectly	:	0.0%	0.0%	0.0%
Unrestrained on seats	:	7.7%	0.0%	0.7%
Unrestrained on laps	:	0.0%	0.0%	0.0%
<i>Sample size</i>	:	67	51	147

1. Car results exclude taxi and private hire vehicle occupants.
 2. As the sample sizes for children are small, these results should be interpreted with caution.
- u. Figures for 1-4 year old front seat passengers are unlikely to be reliable due to a small sample size.

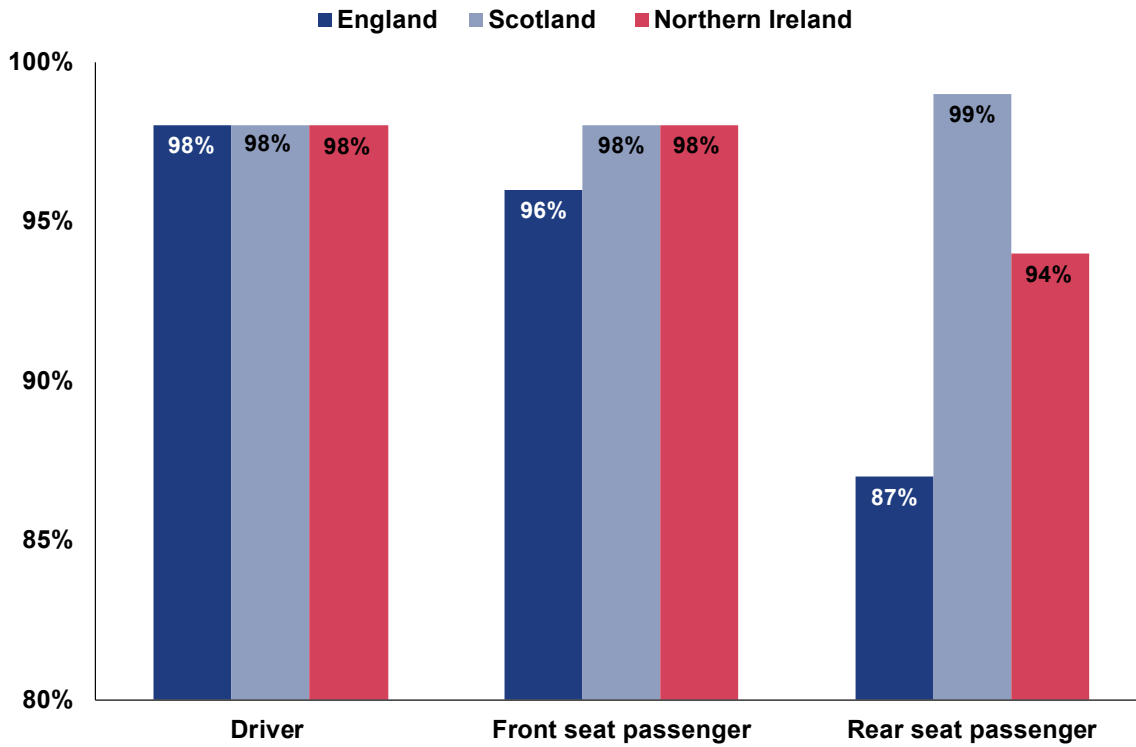
Comparison with Northern Ireland

- As mentioned above, a similar survey of seat belt wearing and mobile phone use in 2014 was commissioned by the Northern Ireland Department of the Environment.
- The fieldwork for the Northern Ireland survey was conducted at a different time to the England and Scotland surveys (April and May 2014) at sites with stationary traffic only. Therefore, the comparisons made below should be interpreted with caution.
- According to the report, 98 per cent of **car drivers**, 98 per cent of **car front seat passengers** and 94 per cent of **car rear seat passengers** were observed wearing a restraint in Northern Ireland. Car driver wearing rates were similar in **England** and **Scotland to Northern Ireland**. Car front seat passenger wearing rates in Scotland were similar to Northern Ireland with the wearing rate for car front seat passengers in England slightly lower. The wearing rate for car rear seat passengers in Scotland was higher than in Northern Ireland and England at 99 per cent.

Further information...

Results from the 2014 survey of Seat belt wearing in Northern Ireland can be found [here](#).

Chart 15: Restraint wearing rates by car occupants in England, Scotland and Northern Ireland, 2014



1. Figures for England and Scotland relate to observations on weekdays and include taxi and private hire vehicle occupants.

2. figures for Northern Ireland are sourced from the NI survey of seat belt wearing 2014: www.doeni.gov.uk/seat_belt_survey_report_2014.pdf

Table A.1: Use of hand-held mobile phones by all drivers (weekdays and moving sites)

	Eng and Sco	Eng	Sco
No phone	98.4%	98.4%	98.4%
Hand-held phone	1.6%	1.6%	1.6%
<i>Phone to ear</i>	0.5%	0.6%	0.2%
<i>Phone to hand</i>	1.1%	1.0%	1.3%
<i>Sample size</i>	28,968	21,679	7,289

1. Differences in this table between England and Scotland have been tested for significance.

Table A.2: Use of hand-held mobile phones by all male and female drivers (weekdays and moving sites)

	Eng and Sco	Eng	Sco
Male			
No phone	98.3%	98.3%	98.3%
Hand-held phone	1.7% *	1.7% *	1.7%
<i>Phone to ear</i>	0.5%	0.6%	0.2%
<i>Phone to hand</i>	1.2%	1.1%	1.5%
<i>Sample size</i>	18,755	14,058	4,697
Female			
No phone	98.7%	98.7%	98.8%
Hand-held phone	1.3% *	1.3% *	1.2%
<i>Phone to ear</i>	0.4%	0.4%	0.2%
<i>Phone to hand</i>	0.9%	0.9%	0.9%
<i>Sample size</i>	10,163	7,587	2,576

1. Differences in this table between England and Scotland have been tested for significance.

2. Differences in this table between male and females have been tested for significance and significant differences marked by *.

3. These figures exclude cases where the gender of the driver was unknown.

Table A.3: Use of hand-held mobile phones by driver type (weekdays and moving sites)

	Eng and Sco	Eng	Sco
	Car	Car	Car
No phone	98.6%	98.5%	98.7%
Hand-held phone	1.4%	1.5%	1.3%
<i>Phone to ear</i>	0.4%	0.5%	0.2%
<i>Phone to hand</i>	1.0%	0.9%	1.1%
Sample size	23,802	17,783	6,019
	Van	Van	Van
No phone	97.3%	97.5%	96.4%
Hand-held phone	2.7%	2.5%	3.6%
<i>Phone to ear</i>	0.7%	0.8%	0.5%
<i>Phone to hand</i>	1.9%	1.7%	3.1%
Sample size	3,767	2,859	908
	Goods vehicle/lorry	Goods vehicle/lorry	Goods vehicle/lorry
No phone	98.8%	99.1%	98.1%
Hand-held phone	1.2%	0.9%	1.9%
<i>Phone to ear</i>	0.7%	0.6%	0.7%
<i>Phone to hand</i>	0.5%	0.3%	1.1%
Sample size	1,136	876	260
	Bus/coach/minibuses	Bus/coach/minibuses	Bus/coach/minibuses
No phone	99.6%	99.1%	100.0%
Hand-held phone	0.4%	0.9%	0%
<i>Phone to ear</i>	0.2%	0.4%	0%
<i>Phone to hand</i>	0.2%	0.5%	0%
Sample size	263	161	102

1. Figures for car drivers include taxi drivers.

Table A.4: Hand-held mobile phone use by car drivers¹, England (weekdays and moving sites)

Year	Month	hand-held mobile phone %
2002	Oct	1.8%
2003	Sep	1.5%
2004	Apr	1.2%
2004	Sep	1.1%
2005	Apr	1.5%
2005	Sep	1.4%
2006	Apr	1.7%
2006	Sep	1.7%
2007	Aug	1.0%
2007	Oct	1.0%
2008	Sep	1.1%
2009	Oct	1.4%
2014	Oct	1.5%

1. including taxi drivers.

2. Survey results are shown for the year and month in which the survey took place.

3. Changes in the methodology and geographical coverage of the survey sites in 2014 mean that than the 2014 figure is not directly comparable to previous years.

Table A.5: Use of hand-held mobile phones by car drivers¹ split by gender (weekdays and moving sites)

	Eng and Sco	Eng	Sco
Male			
No phone	98.5%	98.4%	98.7%
Hand-held phone	1.5%	1.6%	1.3%
<i>Phone to ear</i>	0.5%	0.6%	0.1%
<i>Phone to hand</i>	1.1%	1.0%	1.2%
Sample size	13,782	10,310	3,472
Female			
No phone	98.7%	98.7%	98.8%
Hand-held phone	1.3%	1.3%	1.2%
<i>Phone to ear</i>	0.4%	0.4%	0.2%
<i>Phone to hand</i>	0.9%	0.9%	0.9%
Sample size	9,976	7,441	2,535

1. including taxi drivers.

2. These figures exclude cases where the gender of the car driver was unknown.

Table A.6: Proportion of drivers using a hand-held mobile phone, weekdays and weekends (moving sites)

Eng and Sco					
	All drivers	Car	Van	Goods vehicle/lorry	Bus/coach/minibuses
Weekday					
No phone	98.4%	98.4%	97.8%	99.2%	100%
Hand-held phone	1.6%	1.6%	2.2%	0.8%	0.0%
<i>Phone to ear</i>	0.5%	0.5%	0.5%	0.8%	0%
<i>Phone to hand</i>	1.1%	1.1%	1.7%	0.0%	0%
<i>Sample size</i>	9,761	8,138	1,180	352	91
Weekend					
No phone	99.0%	99.1%	97.8%	98.5%	98.5%
Hand-held phone	1.0%	0.9%	2.2%	1.5%	1.5%
<i>Phone to ear</i>	0.3%	0.2%	0.8%	1.5%	0.0%
<i>Phone to hand</i>	0.8%	0.8%	1.4%	0.0%	1.5%
<i>Sample size</i>	8,742	7,949	602	128	63

Eng				
	All drivers	Car	Van	Goods vehicle/lorry
Weekday				
No phone	98.2%	98.2%	98.0%	99.3%
Hand-held phone	1.8%	1.8%	2.0%	0.7%
<i>Phone to ear</i>	0.6%	0.6%	0.6%	0.7%
<i>Phone to hand</i>	1.2%	1.2%	1.5%	0.0%
<i>Sample size</i>	7,412	6,149	925	285
Weekend				
No phone	98.9%	99.0%	98.5%	98.7%
Hand-held phone	1.1%	1.0%	1.5%	1.3%
<i>Phone to ear</i>	0.2%	0.2%	0.3%	1.3%
<i>Phone to hand</i>	0.9%	0.9%	1.2%	0.0%
<i>Sample size</i>	6,216	5,705	410	78

Sco

	All drivers	Car	Van	Goods vehicle/lorry
Weekday				
No phone	98.9%	99.0%	97.5%	99.0%
Hand-held phone	1.1%	1.0%	2.5%	1.0%
<i>Phone to ear</i>	<i>0.1%</i>	<i>0.1%</i>	<i>0.0%</i>	<i>1.0%</i>
<i>Phone to hand</i>	<i>1.0%</i>	<i>0.8%</i>	<i>2.5%</i>	<i>0.0%</i>
<i>Sample size</i>	<i>2,349</i>	<i>1,989</i>	<i>255</i>	<i>67</i>
Weekend				
No phone	99.3%	99.5%	97.8%	98.1%
Hand-held phone	0.7%	0.5%	2.2%	1.9%
<i>Phone to ear</i>	<i>0.3%</i>	<i>0.2%</i>	<i>1.3%</i>	<i>1.9%</i>
<i>Phone to hand</i>	<i>0.4%</i>	<i>0.3%</i>	<i>0.9%</i>	<i>0.0%</i>
<i>Sample size</i>	<i>2,526</i>	<i>2,244</i>	<i>192</i>	<i>50</i>

1. Figures for car drivers include taxi drivers.
2. The sample size was too small to include a weekday/weekend breakdown of mobile phone use by bus/coach/minibus driver for England and Scotland separately.
3. Figures above are based on sites where a weekend survey took place, so are not directly comparable with other tables. The Scotland figures in particular are based on a small sample size so should be interpreted with caution.

**Table A.7: Proportion of all drivers using hand-held mobile phones by time of day
(weekdays and moving sites)**

	Eng and Sco		Eng		Sco	
	All drivers	Car drivers	All drivers	Car drivers	All drivers	Car drivers
07:30 - 08:00						
No phone	98.1%	98.2%	98.0%	98.2%	97.8%	97.6%
Hand-held phone	1.9%	1.8%	2.0%	1.8%	2.2%	2.4%
<i>Phone to ear</i>	0.7%	0.6%	0.7%	0.6%	0.6%	0.8%
<i>Phone to hand</i>	1.2%	1.1%	1.3%	1.1%	1.7%	1.6%
Sample size	3,509	2,858	3,118	2,551	391	307
08:30 - 09:00						
No phone	98.8%	99.0%	98.8%	99.0%	98.6%	98.8%
Hand-held phone	1.2%	1.0%	1.2%	1.0%	1.4%	1.2%
<i>Phone to ear</i>	0.3%	0.2%	0.3%	0.2%	0.3%	0.3%
<i>Phone to hand</i>	0.9%	0.8%	0.9%	0.8%	1.1%	0.8%
Sample size	4,002	3,295	3,255	2,660	747	635
09:30 - 10:00						
No phone	98.6%	98.7%	98.6%	98.7%	98.3%	98.5%
Hand-held phone	1.4%	1.3%	1.4%	1.3%	1.7%	1.5%
<i>Phone to ear</i>	0.4%	0.4%	0.4%	0.4%	0.3%	0.0%
<i>Phone to hand</i>	1.0%	1.0%	1.0%	0.8%	1.4%	1.5%
Sample size	2,818	2,206	2,338	1,792	480	414
10:30 - 11:00						
No phone	98.9%	99.0%	98.8%	98.8%	99.2%	99.8%
Hand-held phone	1.1%	1.0%	1.2%	1.2%	0.8%	0.2%
<i>Phone to ear</i>	0.5%	0.5%	0.5%	0.5%	0.0%	0.0%
<i>Phone to hand</i>	0.7%	0.6%	0.7%	0.7%	0.8%	0.2%
Sample size	2,675	2,102	2,258	1,747	417	355
11:30 - 12:00						
No phone	98.6%	99.0%	98.6%	98.8%	98.6%	99.4%
Hand-held phone	1.4%	1.0%	1.4%	1.2%	1.4%	0.6%
<i>Phone to ear</i>	0.5%	0.5%	0.6%	0.6%	0.2%	0.1%
<i>Phone to hand</i>	0.8%	0.5%	0.8%	0.6%	1.2%	0.4%
Sample size	2,699	2,101	2,091	1,607	608	494
13:30 - 14:00						
No phone	98.4%	98.3%	98.5%	98.5%	98.2%	98.0%
Hand-held phone	1.6%	1.7%	1.5%	1.5%	1.8%	2.0%
<i>Phone to ear</i>	0.5%	0.5%	0.8%	0.8%	0.1%	0.2%
<i>Phone to hand</i>	1.0%	1.1%	0.7%	0.8%	1.6%	1.8%
Sample size	2,106	1,709	1,244	1,025	862	684

14:30 - 15:00						
No phone	98.8%	98.9%	98.6%	98.6%	98.9%	99.5%
Hand-held phone	1.2%	1.1%	1.4%	1.4%	1.1%	0.5%
<i>Phone to ear</i>	0.3%	0.4%	0.4%	0.4%	0.2%	0.3%
<i>Phone to hand</i>	0.9%	0.7%	1.0%	1.0%	0.8%	0.3%
Sample size	2,336	1,941	1,568	1,330	768	611
15:30 - 16:00						
No phone	98.5%	98.4%	98.8%	98.7%	98.1%	98.4%
Hand-held phone	1.5%	1.6%	1.2%	1.3%	1.9%	1.6%
<i>Phone to ear</i>	0.4%	0.4%	0.5%	0.5%	0.4%	0.2%
<i>Phone to hand</i>	1.1%	1.2%	0.7%	0.8%	1.5%	1.5%
Sample size	2,558	2,099	1,654	1,377	904	722
16:30 - 17:00						
No phone	98.1%	98.3%	98.1%	98.3%	98.3%	98.3%
Hand-held phone	1.9%	1.7%	1.9%	1.7%	1.7%	1.7%
<i>Phone to ear</i>	0.5%	0.4%	0.6%	0.6%	0.0%	0.0%
<i>Phone to hand</i>	1.4%	1.3%	1.2%	1.1%	1.7%	1.6%
Sample size	2,984	2,555	2,041	1,769	943	786
17:30 - 18:00						
No phone	97.6%	97.9%	97.4%	97.5%	98.2%	98.7%
Hand-held phone	2.4%	2.1%	2.6%	2.5%	1.8%	1.3%
<i>Phone to ear</i>	0.7%	0.6%	0.8%	0.8%	0.3%	0.1%
<i>Phone to hand</i>	1.7%	1.6%	1.8%	1.7%	1.5%	1.2%
Sample size	3,060	2,745	2,112	1,925	948	820

1. Figures for car drivers include taxi drivers.

2. Weights have been produced for both England and Scotland combined and England and Scotland separately for each site. This means that combined figures for England and Scotland can be higher or lower than both the separate England and Scotland figures in some cases.

Table A.8: Proportion of drivers using a hand-held mobile phone by road type, England and Scotland (weekdays and moving sites)

Eng and Sco			
	All drivers	Car drivers	Van drivers
Overall			
No phone	98.4%	98.6%	97.3%
Hand-held phone	1.6%	1.4%	2.7%
<i>Phone to ear</i>	0.5%	0.4%	0.7%
<i>Phone to hand</i>	1.1%	1.0%	1.9%
<i>Sample size</i>	28,968	23,802	3,767
Major			
No phone	98.3%	98.5%	97.4%
Hand-held phone	1.7%	1.5%	2.6%
<i>Phone to ear</i>	0.4%	0.4%	0.6%
<i>Phone to hand</i>	1.2%	1.2%	2.0%
<i>Sample size</i>	18,876	15,236	2,572
Minor			
No phone	98.5%	98.7%	97.2%
Hand-held phone	1.5%	1.3%	2.8%
<i>Phone to ear</i>	0.6%	0.5%	0.8%
<i>Phone to hand</i>	0.9%	0.8%	1.9%
<i>Sample size</i>	10,092	8,566	1,195
Rural			
No phone	98.6%	98.7%	97.5%
Hand-held phone	1.4%	1.3%	2.5%
<i>Phone to ear</i>	0.4%	0.3%	0.7%
<i>Phone to hand</i>	1.0%	0.9%	1.8%
<i>Sample size</i>	17,025	13,942	2,241
Urban			
No phone	98.3%	98.4%	97.1%
Hand-held phone	1.7%	1.6%	2.9%
<i>Phone to ear</i>	0.6%	0.5%	0.8%
<i>Phone to hand</i>	1.2%	1.1%	2.1%
<i>Sample size</i>	11,943	9,860	1,526

Table A.8: Proportion of drivers using a hand-held mobile phone by road type, England (weekdays and moving sites)

Eng	All drivers	Car drivers	Van drivers
Overall			
No phone	98.4%	98.5%	97.5%
Hand-held phone	1.6%	1.5%	2.5%
<i>Phone to ear</i>	0.6%	0.5%	0.8%
<i>Phone to hand</i>	1.0%	0.9%	1.7%
Sample size	21,679	17,783	2,859
Major			
No phone	98.4%	98.5%	97.4%
Hand-held phone	1.6%	1.5%	2.6%
<i>Phone to ear</i>	0.5%	0.5%	0.7%
<i>Phone to hand</i>	1.1%	1.1%	1.9%
Sample size	13,327	10,673	1,867
Minor			
No phone	98.5%	98.6%	97.6%
Hand-held phone	1.5%	1.4%	2.4%
<i>Phone to ear</i>	0.6%	0.6%	0.9%
<i>Phone to hand</i>	0.9%	0.8%	1.5%
Sample size	8,352	7,110	992
Rural			
No phone	98.7%	98.8%	98.0%
Hand-held phone	1.3%	1.2%	2.0%
<i>Phone to ear</i>	0.4%	0.4%	0.7%
<i>Phone to hand</i>	0.9%	0.8%	1.3%
Sample size	12,510	10,216	1,663
Urban			
No phone	98.1%	98.2%	97.0%
Hand-held phone	1.9%	1.8%	3.0%
<i>Phone to ear</i>	0.7%	0.7%	0.9%
<i>Phone to hand</i>	1.2%	1.1%	2.1%
Sample size	9,169	7,567	1,196

Table A.8: Proportion of drivers using a hand-held mobile phone by road type, Scotland (weekdays and moving sites)

Sco	All drivers	Car drivers	Van drivers
Overall			
No phone	98.4%	98.7%	96.4%
Hand-held phone	1.6%	1.3%	3.6%
<i>Phone to ear</i>	0.2%	0.2%	0.5%
<i>Phone to hand</i>	1.3%	1.1%	3.1%
Sample size	7,289	6,019	908
Major			
No phone	98.3%	98.5%	97.0%
Hand-held phone	1.7%	1.5%	3.0%
<i>Phone to ear</i>	0.3%	0.2%	0.5%
<i>Phone to hand</i>	1.5%	1.3%	2.4%
Sample size	5,549	4,563	705
Minor			
No phone	98.7%	99.1%	95.3%
Hand-held phone	1.3%	0.9%	4.7%
<i>Phone to ear</i>	0.2%	0.1%	0.5%
<i>Phone to hand</i>	1.2%	0.8%	4.2%
Sample size	1,740	1,456	203
Rural			
No phone	98.2%	98.6%	96.1%
Hand-held phone	1.8%	1.4%	3.9%
<i>Phone to ear</i>	0.3%	0.2%	0.5%
<i>Phone to hand</i>	1.5%	1.2%	3.4%
Sample size	4,515	3,726	578
Urban			
No phone	98.8%	99.0%	96.9%
Hand-held phone	1.2%	1.0%	3.1%
<i>Phone to ear</i>	0.1%	0.0%	0.6%
<i>Phone to hand</i>	1.1%	1.0%	2.5%
Sample size	2,774	2,293	330

1. Figures for car drivers include taxi driver

Table A.9: Use of hand-held mobile phones by drivers at moving and stationary sites (weekdays)

Eng and Sco			
	All drivers	Car	Van
Moving			
No phone	98.4%	98.6%	97.3%
Hand-held phone	1.6%	1.4%	2.7%
<i>Phone to ear</i>	0.5%	0.4%	0.7%
<i>Phone to hand</i>	1.1%	1.0%	1.9%
<i>Sample size</i>	28,968	23,802	3,767
Stationary			
No phone	97.7%	97.6%	97.3%
Hand-held phone	2.3%	2.4%	2.7%
<i>Phone to ear</i>	0.3%	0.2%	0.4%
<i>Phone to hand</i>	2.0%	2.1%	2.3%
<i>Sample size</i>	18,968	15,307	2,502

Eng			
	All drivers	Car	Van
Moving			
No phone	98.4%	98.5%	97.5%
Hand-held phone	1.6%	1.5%	2.5%
<i>Phone to ear</i>	0.6%	0.5%	0.8%
<i>Phone to hand</i>	1.0%	0.9%	1.7%
<i>Sample size</i>	21,679	17,783	2,859
Stationary			
No phone	97.5%	97.3%	97.2%
Hand-held phone	2.5%	2.7%	2.8%
<i>Phone to ear</i>	0.3%	0.3%	0.4%
<i>Phone to hand</i>	2.2%	2.4%	2.4%
<i>Sample size</i>	12,730	10,171	1,701

Sco			
	All drivers	Car	Van
Moving			
No phone	98.4%	98.7%	96.4%
Hand-held phone	1.6%	1.3%	3.6%
<i>Phone to ear</i>	0.2%	0.2%	0.5%
<i>Phone to hand</i>	1.3%	1.1%	3.1%
<i>Sample size</i>	7,289	6,019	908
Stationary			
No phone	98.3%	98.4%	97.7%
Hand-held phone	1.7%	1.6%	2.3%
<i>Phone to ear</i>	0.2%	0.2%	0.7%
<i>Phone to hand</i>	1.4%	1.5%	1.7%
<i>Sample size</i>	6,238	5,136	801

1. Figures for car drivers include taxi drivers.

Table A.10: Use of hand-held mobile phones by age and gender of driver, England and Scotland (weekdays and stationary sites)

	Eng and Sco		Eng		Sco	
	All drivers	Car	All drivers	Car	All drivers	Car
Male aged 17-29						
No phone	95.7%	95.5%	95.7%	95.4%	95.1%	95.0%
Hand-held phone	4.3%	4.5%	4.3%	4.6%	4.9%	5.0%
<i>Phone to ear</i>	0.5%	0.6%	0.5%	0.7%	0.5%	0.0%
<i>Phone to hand</i>	3.8%	3.9%	3.8%	3.9%	4.4%	5.0%
Sample size	1,237	882	994	708	243	174
Male aged 30-59						
No phone	97.9%	97.8%	97.6%	97.4%	98.5%	98.6%
Hand-held phone	2.1%	2.2%	2.4%	2.6%	1.5%	1.4%
<i>Phone to ear</i>	0.4%	0.3%	0.4%	0.4%	0.4%	0.3%
<i>Phone to hand</i>	1.7%	1.9%	1.9%	2.2%	1.2%	1.2%
Sample size	8,459	5,672	5,347	3,467	3,112	2,205
Male aged 60 & over						
No phone	99.5%	99.5%	99.5%	99.5%	99.2%	99.1%
Hand-held phone	0.5%	0.5%	0.5%	0.5%	0.8%	0.9%
<i>Phone to ear</i>	0%	0.1%	0.0%	0.0%	0.3%	0.4%
<i>Phone to hand</i>	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
Sample size	2,290	1,940	1,701	1,423	589	517
All males						
No phone	97.9%	97.9%	97.8%	97.7%	98.4%	98.4%
Hand-held phone	2.1%	2.1%	2.2%	2.3%	1.6%	1.6%
<i>Phone to ear</i>	0.3%	0.3%	0.4%	0.3%	0.4%	0.3%
<i>Phone to hand</i>	1.7%	1.8%	1.9%	2.0%	1.3%	1.3%
Sample size	12,020	8,517	8,068	5,616	3,952	2,901
Female aged 17-29						
No phone	94.1%	94.2%	93.7%	93.8%	96.7%	96.7%
Hand-held phone	5.9%	5.8%	6.3%	6.2%	3.3%	3.3%
<i>Phone to ear</i>	0.3%	0.3%	0.4%	0.4%	0.0%	0.0%
<i>Phone to hand</i>	5.6%	5.5%	5.9%	5.8%	3.3%	3.3%
Sample size	1,511	1,491	1,174	1,156	337	335
Female aged 30-59						
No phone	98.1%	98.2%	97.9%	97.9%	98.5%	98.5%
Hand-held phone	1.9%	1.8%	2.1%	2.1%	1.5%	1.5%
<i>Phone to ear</i>	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%
<i>Phone to hand</i>	1.8%	1.7%	2.0%	1.9%	1.5%	1.5%
Sample size	4,233	4,130	2,598	2,536	1,635	1,594
Female aged 60 & over						
No phone	99.0%	99.0%	98.9%	98.9%	99.2%	99.2%
Hand-held phone	1.0%	1.0%	1.1%	1.1%	0.8%	0.8%
<i>Phone to ear</i>	0.1%	0.1%	0.1%	0.2%	0.0%	0.0%
<i>Phone to hand</i>	0.8%	0.8%	0.9%	1.0%	0.8%	0.8%
Sample size	1,087	1,070	795	780	292	290

All females						
No phone	97.3%	97.3%	96.8%	96.9%	98.3%	98.3%
Hand-held phone	2.7%	2.7%	3.2%	3.1%	1.7%	1.7%
<i>Phone to ear</i>	0.2%	0.2%	0.2%	0.2%	0.1%	0.1%
<i>Phone to hand</i>	2.6%	2.5%	2.9%	2.9%	1.6%	1.6%
Sample size	6,871	6,731	4,601	4,506	2,270	2,225
All aged 17-29						
No phone	94.8%	94.7%	94.6%	94.4%	96.0%	96.1%
Hand-held phone	5.2%	5.3%	5.4%	5.6%	4.0%	3.9%
<i>Phone to ear</i>	0.4%	0.4%	0.5%	0.5%	0.2%	0.0%
<i>Phone to hand</i>	4.7%	4.9%	4.9%	5.1%	3.8%	3.9%
Sample size	2,754	2,379	2,173	1,869	581	510
All aged 30-59						
No phone	97.6%	97.9%	97.7%	97.6%	98.4%	98.5%
Hand-held phone	2.4%	2.1%	2.3%	2.4%	1.6%	1.5%
<i>Phone to ear</i>	0.4%	0.2%	0.3%	0.3%	0.3%	0.2%
<i>Phone to hand</i>	2.0%	1.9%	1.9%	2.1%	1.3%	1.3%
Sample size	12,725	9,826	7,968	6,021	4,757	3,805
All aged 60 & over						
No phone	99.3%	99.3%	99.3%	99.3%	99.2%	99.1%
Hand-held phone	0.7%	0.7%	0.7%	0.7%	0.8%	0.9%
<i>Phone to ear</i>	0.1%	0.1%	0.0%	0.1%	0.2%	0.2%
<i>Phone to hand</i>	0.7%	0.6%	0.6%	0.6%	0.6%	0.6%
Sample size	3,385	3,014	2,503	2,207	882	807
All ages						
No phone	97.4%	97.6%	97.5%	97.3%	98.3%	98.4%
Hand-held phone	2.6%	2.4%	2.5%	2.7%	1.7%	1.6%
<i>Phone to ear</i>	0.3%	0.2%	0.3%	0.3%	0.2%	0.2%
<i>Phone to hand</i>	2.2%	2.1%	2.2%	2.4%	1.4%	1.5%
Sample size	18,968	15,307	12,730	10,171	6,238	5,136

1. The figures in this table are not directly comparable to the figures at the moving traffic sites.
2. Figures for car drivers include taxi drivers
3. Weights have been produced for both England and Scotland combined and England and Scotland separately for each site. This means that combined figures for England and Scotland can be higher or lower than both the separate England and Scotland figures in some cases.

Table A.11: Use of hand-held mobile phones in vehicles with passengers present or not (weekdays and stationary sites)

Eng and Sco		
	All drivers	Car drivers
Passengers present		
No phone	98.8%	98.8%
Hand-held phone	1.2%	1.2%
<i>Phone to ear</i>	0.3%	0.2%
<i>Phone to hand</i>	0.9%	1.0%
<i>Sample size</i>	5,366	4,371
Passengers not present		
No phone	97.3%	97.2%
Hand-held phone	2.7%	2.8%
<i>Phone to ear</i>	0.3%	0.3%
<i>Phone to hand</i>	2.4%	2.6%
<i>Sample size</i>	13,474	10,823
Eng		
	All drivers	Car drivers
Passengers present		
No phone	98.7%	98.7%
Hand-held phone	1.3%	1.3%
<i>Phone to ear</i>	0.3%	0.2%
<i>Phone to hand</i>	1.1%	1.1%
<i>Sample size</i>	3,487	2,775
Passengers not present		
No phone	97.0%	96.8%
Hand-held phone	3.0%	3.2%
<i>Phone to ear</i>	0.3%	0.3%
<i>Phone to hand</i>	2.7%	2.8%
<i>Sample size</i>	9,133	7,299
Sco		
	All drivers	Car drivers
Passengers present		
No phone	99.1%	99.1%
Hand-held phone	0.9%	0.9%
<i>Phone to ear</i>	0.3%	0.2%
<i>Phone to hand</i>	0.6%	0.7%
<i>Sample size</i>	1,879	1,596
Passengers not present		
No phone	98.0%	98.0%
Hand-held phone	2.0%	2.0%
<i>Phone to ear</i>	0.2%	0.2%
<i>Phone to hand</i>	1.8%	1.8%
<i>Sample size</i>	4,341	3,524

1. The figures in this table are not directly comparable to the figures at the moving traffic sites.

2. Figures for car drivers include taxi drivers

Appendix B: Seat belt survey tables

Table B.1: Overall seat belt and restraint wearing rate for car and other vehicle occupants (weekdays)

Eng and Sco			
	Driver	Front seat passenger	Rear seat passenger
Car	98.2%	96.7%	90.6%
<i>Sample size</i>	13,085	3,397	1,192
Taxi	79.0%	:	:
<i>Sample size</i>	142	:	:
Private hire vehicle	79.0%	:	:
<i>Sample size</i>	130	:	:
Other vehicle ¹	84.2%	85.3%	:
<i>Sample size</i>	3,011	712	:
All vehicles	95.3%	94.6%	90.3%
<i>Sample size</i>	16,428	4,188	1,286
Eng			
	Driver	Front seat passenger	Rear seat passenger
Car	98.2%	96.1%	87.7%
<i>Sample size</i>	8,465	2,076	749
Taxi	70.9%	:	:
<i>Sample size</i>	70	:	:
Private hire vehicle	76.0%	:	:
<i>Sample size</i>	65	:	:
Other vehicle ¹	82.9%	84.8%	:
<i>Sample size</i>	2,063	505	:
All vehicles	94.9%	93.8%	87.3%
<i>Sample size</i>	10,702	2,624	811
Sco			
	Driver	Front seat passenger	Rear seat passenger
Car	98.0%	98.3%	99.1%
<i>Sample size</i>	4,620	1,321	443
Taxi	91.5%	:	:
<i>Sample size</i>	72	:	:
Private hire vehicle	83.5%	:	:
<i>Sample size</i>	65	:	:
Other vehicle ¹	88.5%	87.4%	:
<i>Sample size</i>	948	207	:
All vehicles	96.4%	96.6%	99.0%
<i>Sample size</i>	5,726	1,564	475

1. Other vehicle includes van, goods vehicle/lorry and bus/coach/minibus.

2. The sample sizes for front seat passengers in taxi and private hire vehicles were too small to give reliable results.

3. The sample sizes for rear seat passengers in taxi, private hire vehicles and other vehicles were too small to give reliable results.

Table B.2: Overall seat belt and restraint wearing rates for car occupants in England, 1999-2014 (weekdays)

Year	Month	driver	front seat passenger	child rear seat passenger	adult rear seat passenger
1999	Oct	91.0%	94.0%	89.7%	54.0%
2000	Aug	91.0%	93.0%	90.4%	55.8%
2000	Oct	91.0%	94.0%	90.5%	59.4%
2001	Apr	91.0%	93.0%	90.1%	55.3%
2001	Oct	90.0%	92.0%	90.1%	56.2%
2002	Apr	91.0%	93.0%	92.3%	57.7%
2002	Oct	89.9%	91.9%	90.0%	57.1%
2003	Apr	90.7%	92.3%	89.6%	60.6%
2003	Oct	91.1%	93.2%	89.9%	59.8%
2004	Apr	92.8%	93.9%	92.2%	67.4%
2004	Oct	93.3%	93.8%	92.7%	65.0%
2005	Apr	92.9%	94.3%	92.9%	65.0%
2005	Oct	92.3%	93.7%	93.8%	68.3%
2006	Apr	93.1%	94.7%	94.3%	68.6%
2006	Oct	93.3%	94.7%	94.4%	65.1%
2007	Aug	94.1%	93.1%	92.5%	70.1%
2007	Oct	94.0%	94.6%	95.9%	68.9%
2008	Oct	95.2%	95.8%	96.0%	73.5%
2009	Nov	95.2%	95.0%	95.5%	78.7%
2014	Oct	97.9%	96.0%	90.7%	81.1%

1. Car results include taxi and private hire vehicle occupants.
2. "child" means a person under the age of 14 years.
3. "adult" means a person aged 14 years or over.
4. The year and month that the survey was carried out is shown. Comparisons to surveys carried out in different months should be interpreted with caution.
5. The results of the 2014 survey are not directly comparable to the results from the previous seat belt surveys due to changes in the geographical coverage of the survey sites in 2014.

Table B.3: Car occupant seat belt use, in 2009 and 2014 (weekdays)

Seat position	Scotland 2009	Scotland 2014	2014 Scotland sample size	England 2009	England 2014	2014 England sample size
Driver	95%	97.8% *	4,757	95%	97.9% *	8,600
Front seat passenger	97%	98% *	1,361	95%	96% *	2,130
Rear seat passenger	88%	99% *	467	89%	87.1%	784
Child rear seat passenger	:	98.6%	258	96%	90.7% *	478
Adult rear seat passenger	75%	99.3% *	196	79%	81.1%	289

1. "child" means a person under the age of 14 years.
2. "adult" means a person aged 14 years or over.
3. Car results include taxi and private hire vehicle occupants.
4. Differences in this table between 2009 and 2014 for England and Scotland have been tested for significance and significant differences between 2009 and 2014 are marked by *.

Table B.4: Car and all driver seat belt use by road type (weekdays)

Eng and Sco				
	All	Sample size	Car	Sample size
Major	96.1%	8,987	98.5%	7,035
Minor	94.2%	7,441	97.9%	6,050
Rural	96.0%	7,154	98.4%	5,716
Urban	94.5%	9,274	98.0%	7,369
Overall	95.3%	16,428	98.2%	13,085

Eng				
	All	Sample size	Car	Sample size
Major	96.0%	5,593	98.6%	4,311
Minor	93.4%	5,109	97.7%	4,154
Rural	96.0%	4,266	98.6%	3,358
Urban	93.6%	6,436	97.8%	5,107
Overall	94.9%	10,702	98.2%	8,465

Sco				
	All	Sample size	Car	Sample size
Major	96.0%	3,394	97.9%	2,724
Minor	96.8%	2,332	98.3%	1,896
Rural	95.8%	2,888	97.6%	2,358
Urban	97.3%	2,838	98.7%	2,262
Overall	96.4%	5,726	98.0%	4,620

1. Car results exclude taxi and private hire vehicle occupants.
2. Weights have been produced for both England and Scotland combined and England and Scotland separately for each site. This means that combined figures for England and Scotland can be higher or lower than both the separate England and Scotland figures in some cases.

Table B.5: Car and all driver wearing rates, weekdays and weekends

Eng and Sco				
	All	Sample size	Car	Sample size
Weekday	95.6%	4,243	98.8%	3,440
Weekend	97.4%	2,757	98.8%	2,426

Eng				
	All	Sample size	Car	Sample size
Weekday	95.4%	2,527	98.8%	2,047
Weekend	97.0%	1,810	98.6%	1,581

Sco				
	All	Sample size	Car	Sample size
Weekday	96.3%	1,716	98.8%	1,393
Weekend	98.0%	947	98.6%	845

1. Figures above are based on sites where a weekend survey took place, so are not directly comparable with other tables.
2. Car results exclude taxi and private hire vehicle occupants.
3. Weights have been produced for both England and Scotland combined and England and Scotland separately for each site. This means that combined figures for England and Scotland can be higher or lower than both the separate England and Scotland figures in some cases.

Table B.6: Car occupant wearing rates by time of day (weekdays)

Eng and Sco				
	Driver	Sample size	Front seat passenger	Sample size
07:30 - 08:00	98.3%	1,457	98.4%	171
08:30 - 09:00	98.7%	1,612	96.4%	286
09:30 - 10:00	98.4%	1,229	97.6%	284
10:30 - 11:00	98.3%	1,266	98.1%	367
11:30 - 12:00	97.6%	1,332	95.1%	394
13:30 - 14:00	97.5%	1,027	97.1%	342
14:30 - 15:00	98.5%	1,202	96.8%	380
15:30 - 16:00	97.8%	1,158	96.7%	417
16:30 - 17:00	98.1%	1,347	97.1%	361
17:30 - 18:00	98.3%	1,390	94.9%	378

Eng

	Driver	Sample size	Front seat passenger	Sample size
07:30 - 08:00	98.4%	982	97.8%	116
08:30 - 09:00	98.6%	1,034	95.5%	167
09:30 - 10:00	98.1%	808	98.4%	192
10:30 - 11:00	98.5%	789	97.4%	222
11:30 - 12:00	97.5%	821	93.3%	223
13:30 - 14:00	97.6%	661	97.4%	185
14:30 - 15:00	98.5%	776	96.0%	232
15:30 - 16:00	97.8%	748	95.8%	266
16:30 - 17:00	98.3%	887	96.6%	228
17:30 - 18:00	98.3%	894	93.8%	228

Sco

	Driver	Sample size	Front seat passenger	Sample size
07:30 - 08:00	97.0%	475	100%	55
08:30 - 09:00	98.8%	578	98.0%	119
09:30 - 10:00	99.2%	421	95.1%	92
10:30 - 11:00	97.9%	477	99.6%	145
11:30 - 12:00	97.5%	511	99.3%	171
13:30 - 14:00	97.3%	366	96.8%	157
14:30 - 15:00	98.5%	426	99.0%	148
15:30 - 16:00	97.7%	410	99.0%	151
16:30 - 17:00	98.0%	460	98.5%	133
17:30 - 18:00	98.2%	496	97.6%	150

1. Car results exclude taxi and private hire vehicle occupants.
2. Weights have been produced for both England and Scotland combined and England and Scotland separately for each site. This means that combined figures for England and Scotland can be higher or lower than both the separate England and Scotland figures in some cases.

Table B.7: Driver wearing rates by age and gender (weekdays)

	Eng and Sco		Eng		Sco	
	All drivers	Car drivers	All drivers	Car drivers	All drivers	Car drivers
Male aged 17-29	94.9%	97.3%	94.5%	97.2%	97.8%	97.8%
<i>Sample size</i>	1,208	869	1,020	719	188	150
Male aged 30-59	92.9%	97.9%	91.9%	97.7%	95.3%	98.0%
<i>Sample size</i>	6,496	4,268	3,831	2,466	2,665	1,802
Male aged 60 & over	95.6%	98.7%	95.3%	98.7%	96.4%	98.4%
<i>Sample size</i>	2,437	1,932	1,733	1,338	704	594
All males	93.7%	98.0%	93.1%	98.0%	95.5%	98.0%
<i>Sample size</i>	10,251	7,138	6,668	4,577	3,583	2,561
Female aged 17-29	97.5%	97.6%	97.2%	97.4%	99.0%	99.0%
<i>Sample size</i>	1,184	1,167	932	917	252	250
Female aged 30-59	98.4%	98.7%	98.5%	98.9%	98.0%	98.4%
<i>Sample size</i>	3,596	3,502	2,093	2,040	1,503	1,462
Female aged 60 & over	98.7%	98.8%	98.9%	99.0%	97.7%	97.6%
<i>Sample size</i>	1,047	1,027	748	737	299	290
All females	98.2%	98.5%	98.2%	98.5%	98.0%	98.3%
<i>Sample size</i>	5,899	5,762	3,829	3,746	2,070	2,016
All aged 17-29	96.1%	97.4%	95.8%	97.3%	98.1%	98.2%
<i>Sample size</i>	2,435	2,070	1,989	1,665	446	405
All aged 30-59	94.7%	98.2%	94.0%	98.2%	96.2%	98.1%
<i>Sample size</i>	10,229	7,847	6,018	4,561	4,211	3,286
All aged 60 & over	96.5%	98.8%	96.3%	98.9%	96.9%	98.1%
<i>Sample size</i>	3,576	3,028	2,552	2,130	1,024	898
All ages	95.3%	98.2%	94.9%	98.2%	96.4%	98.0%
<i>Sample size</i>	16,428	13,085	10,702	8,465	5,726	4,620

1. Car results exclude taxi and private hire vehicle occupants.
2. Figures for male and female drivers exclude cases where the gender of the driver was unknown.
3. Figures for age of drivers exclude cases where the age of the driver was unknown.

Table B.8: Front seat passenger wearing rates by age and gender (weekdays)

	Eng and Sco		Eng		Sco	
	All	Car	All	Car	All	Car
Male aged 0-13	94.0%	95.0%	94.0%	95.3%	93.5%	93.4%
<i>Sample size</i>	161	141	108	90	53	51
Male aged 14-29	90.2%	93.0%	88.9%	90.7%	93.9%	100.0%
<i>Sample size</i>	412	238	299	167	113	71
Male aged 30-59	90.0%	96.9%	88.2%	95.7%	94.2%	98.8%
<i>Sample size</i>	778	464	439	245	339	219
Male aged 60 & over	93.2%	96.5%	91.8%	95.8%	98.1%	98.5%
<i>Sample size</i>	309	229	212	152	97	77
All males	90.9%	95.7%	89.5%	94.5%	94.8%	98.3%
<i>Sample size</i>	1,680	1,079	1,071	658	609	421
Female aged 0-13	94.2%	93.8%	93.6%	93.4%	94.7%	94.5%
<i>Sample size</i>	175	162	127	119	48	43
Female aged 14-29	95.4%	95.2%	94.7%	94.4%	97.5%	97.5%
<i>Sample size</i>	425	399	272	247	153	152
Female aged 30-59	97.4%	98.0%	97.5%	97.9%	97.4%	98.5%
<i>Sample size</i>	895	834	485	441	410	393
Female aged 60 & over	98.9%	98.9%	98.5%	98.6%	100%	100.0%
<i>Sample size</i>	815	763	542	501	273	262
All females	97.3%	97.5%	97.0%	97.1%	98.1%	98.6%
<i>Sample size</i>	2,332	2,174	1,443	1,321	889	853
Aged 0-13	93.2%	93.3%	92.9%	92.9%	94.3%	93.9%
<i>Sample size</i>	432	392	309	278	123	114
Aged 14-29	92.8%	94.4%	91.8%	93.2%	95.8%	98.1%
<i>Sample size</i>	861	656	582	423	279	233
Aged 30-59	94.0%	97.6%	93.2%	97.1%	96.0%	98.5%
<i>Sample size</i>	1,707	1,316	937	695	770	621
Aged 60 & over	97.3%	98.3%	96.6%	97.9%	99.4%	99.7%
<i>Sample size</i>	1,147	1,009	768	663	379	346
All ages	94.6%	96.7%	93.8%	96.1%	96.6%	98.3%
<i>Sample size</i>	4,188	3,397	2,624	2,076	1,564	1,321

1. Car results exclude taxi and private hire vehicle occupants.
2. Figures for male and female front seat passengers exclude cases where the gender was unknown.
3. Figures for age of front seat passengers exclude cases where the age was unknown.

Table B.9: Rear seat passenger wearing rates by age and gender (weekdays)

	Eng and Sco		Eng		Sco	
	All	Car	All	Car	All	Car
Aged 0-4	94.4%	94.6%	93.5%	93.8%	98.7%	98.7%
<i>Sample size</i>	297	293	229	225	70	70
Aged 5-9	92.3%	92.1%	89.4%	89.1%	98.9%	99.3%
<i>Sample size</i>	350	344	202	197	149	148
Aged 10-13	88.0%	87.8%	83.8%	83.5%	:	:
<i>Sample size</i>	95	92	52	50	:	:
Aged 14-29	83.7%	82.7%	78.4%	76.1%	99.1%	99.1%
<i>Sample size</i>	199	177	124	105	76	73
Aged 30-59	87.8%	89.1%	80.8%	82.9%	99.2%	100.0%
<i>Sample size</i>	175	140	88	73	88	68
Aged 60 & over	91.6%	92.0%	89.3%	90.0%	:	:
<i>Sample size</i>	137	114	97	80	:	:
All ages	90.3%	90.6%	87.3%	87.7%	99.0%	99.1%
<i>Sample size</i>	1,286	1,192	811	749	475	443
All males	88.4%	88.3%	83.6%	83.5%	99.4%	99.4%
<i>Sample size</i>	437	398	251	229	186	169
All females	90.4%	91.3%	87.7%	88.7%	99.3%	99.6%
<i>Sample size</i>	540	492	348	313	192	179

1. Car results exclude taxi and private hire vehicle occupants.
2. Figures for male and female rear seat passengers exclude cases where the gender was unknown.
3. Figures for age of rear seat passengers exclude cases where the age was unknown.

Table B.10: Child front seat car passenger seat belt and restraint use by age (weekdays)

Eng and Sco		Eng		Sco	
Aged 0-1 ^u	:	Aged 0-1 ^u	:	Aged 0-1 ^u	:
Sample size	:	Sample size	:	Sample size	:
Aged 1-4	91.6%	Aged 1-4 ^u	:	Aged 1-4 ^u	:
Sample size	47	Sample size	:	Sample size	:
Aged 5-9	93.2%	Aged 5-9	93.6%	Aged 5-9	92.3%
Sample size	210	Sample size	143	Sample size	67
Aged 10-13	94.6%	Aged 10-13	92.8%	Aged 10-13 ^u	:
Sample size	123	Sample size	83	Sample size	:
All aged 0-13	93.3%	All aged 0-13	92.9%	All aged 0-13	93.9%
Sample size	392	Sample size	278	Sample size	114

1. Car results exclude taxi and private hire vehicle occupants.
 2. As the sample sizes for children are small, these results should be interpreted with caution.
- u. The sample size for some age groups was too small to give reliable results.

Table B.11: Child rear seat car passenger seat belt and restraint use by age (weekdays)

Eng and Sco		Eng		Sco	
Aged 0-1	97.7%	Aged 0-1	97.7%	Aged 0-1 ^u	:
Sample size	113	Sample size	96	Sample size	:
Aged 1-4	92.8%	Aged 1-4	91.3%	Aged 1-4 ^u	100.0%
Sample size	180	Sample size	129	Sample size	52
Aged 5-9	92.1%	Aged 5-9	89.1%	Aged 5-9	99.3%
Sample size	344	Sample size	197	Sample size	148
Aged 10-13	87.8%	Aged 10-13	83.5%	Aged 10-13 ^u	:
Sample size	92	Sample size	50	Sample size	:
All aged 0-13	92.6%	All aged 0-13	90.6%	All aged 0-13	98.6%
Sample size	729	Sample size	472	Sample size	261

1. Car results exclude taxi and private hire vehicle occupants.
 2. As the sample sizes for children are small, these results should be interpreted with caution.
- u. The sample size for some age groups was too small to give reliable results.

Appendix C: Survey site details

Moving sites - England

Site	Area	Road	Road/Junction name	Speed limit	Major/Minor	Rural/Urban	Latitude	Longitude	Date	Shift
DM1	Newcastle	A696		40	Major	Rural	55.04088	-1.72148	23/10/2014	AM
DM2	Newcastle	A1290		30	Major	Urban	54.91327	-1.5388	23/10/2014	AM
DM3	Newcastle	B6317		40	Minor	Urban	54.9643	-1.70978	23/10/2014 25/10/2014	PM AM
MM1	Manchester	A560		40	Major	Rural	53.44104	-2.0365731	14/10/2014 18/10/2014	PM AM
MM2	Manchester	A538	Morley Green Road	50	Major	Rural	53.34213	-2.266315	21/10/2014	AM
MM3	Manchester	B6222		40	Minor	Rural	53.6047	-2.23431	21/10/2014	AM
MM4	Manchester	A6104		40	Major	Urban	53.5222	-2.165543	14/10/2014	AM
MM5	Manchester	A5066	Worrall Street	30	Major	Urban	53.47259	-2.270597	21/10/2014	PM
MM6	Manchester	B5358	Station Road	30	Minor	Urban	53.36696	-2.21584	16/10/2014 18/10/2014	PM PM
MM7	Manchester	B5228		30	Minor	Urban	53.50059	-2.310529	21/10/2014	AM
NM1	Norfolk	A1065		60	Major	Rural	52.73607	0.733176	23/10/2014	AM
NM2	Norfolk	A47	Crown Lane	40	Major	Rural	52.67348	0.815927	23/10/2014	AM
NM3	Norfolk	B1077, Attleborough Road	Swamp Lane	60	Minor	Rural	52.53187	0.981922	23/10/2014 25/10/2014	PM AM
SEM1	SE	A30		30	Major	Rural	51.30791	-0.89795	21/10/2014	AM
SEM2	SE	A25		60	Major	Rural	51.23193	-0.5054	16/10/2014 18/10/2014	PM AM
SEM3	SE	B3430, Nine Mile Ride		30	Minor	Rural	51.38781	-0.74248	21/10/2014	PM
SEM4	SE	B3011		30	Minor	Rural	51.33452	-0.93988	21/10/2014	PM
SEM5	SE	A25		40	Major	Urban	51.24801	-0.57248	16/10/2014 18/10/2014	AM PM
SEM6	SE	B3411, Ash Hill Road		30	Minor	Urban	51.25554	-0.71721	16/10/2014	AM
SEM7	SE	Crowthorne High St		20	Minor	Urban	51.36825	-0.79362	21/10/2014	AM

Moving sites - Scotland

Site	Area	Road	Road/Junction name	Speed limit	Major/Minor	Rural/Urban	Latitude	Longitude	Date	Shift
SM1	Perth	A85		40	Major	Rural	56.408148	-3.501938	21/10/2014 25/10/2014	AM PM
SM2	Carnoustie	A930		60	Major	Rural	56.519397	-2.712119	21/10/2014	PM
SM3	Inverness	A862		40	Major	Rural	57.479185	-4.307911	23/10/2014	AM
SM4	Aberdeen	A944		30	Major	Rural	57.171975	-2.411103	23/10/2014	PM
SM5	North Lanarkshire	B825	Lochside road	30	Minor	Rural	55.91362	-3.822443	16/10/2014	AM

SM6	Aberdeen	B999		50	Minor	Rural	57.255098	-2.130127	23/10/2014 25/10/2014	AM AM
SM7	Clyde gateway, Glasgow	A728	Clyde Gateway	30	Major	Urban	55.844949	-4.213798	14/10/2014	PM
SM8	Longman road, Inverness	A82	Longman road	30	Major	Urban	57.482734	-4.224403	23/10/2014	PM
SM9	Cove Road, Aberdeen	Cove Road		30	Minor	Urban	57.097187	-2.088873	23/10/2014	AM
SM10	Perth road, Dundee	Perth road		30	Minor	Urban	56.456332	-2.990477	21/10/2014 25/10/2014	PM AM

Stationary sites - England

Site	Area	Road	Road/Junction name	Speed limit	Major/Minor	Rural/Urban	Latitude	Longitude	Date	Shift
DS1	Durham	A167	B6443	60	Major	Rural	54.62382	-1.553922	23/10/2014	AM
DS2	Durham	A689 Stockton Road	High street	50	Major	Rural	54.64831	-1.239059	23/10/2014	AM
DS3	Durham	B6443	A167	30	Minor	Rural	54.62382	-1.553922	23/10/2014 25/10/2014	PM PM
DS4	Durham	High Street	A689	30	Minor	Rural	54.64831	-1.239059	23/10/2014	PM
DS5	Durham	A690	Crossgate	30	Major	Urban	54.77491	-1.584907	23/10/2014	PM
DS6	Durham	Church Street Head	A177	30	Minor	Urban	54.54559	-1.540863	23/10/2014	PM
DS7	Durham	North Road	Tudhoe Moor	30	Minor	Urban	54.70302	-1.587193	23/10/2014 25/10/2014	AM AM
MS1	Manchester	A673	A6	60	Major	Rural	53.62071	-2.609829	21/10/2014	AM
MS2	Manchester	A6	Station Road	50	Major	Rural	53.59425	-2.569274	28/10/2014	PM
MS3	Manchester	A34	A537	60	Major	Rural	53.26416	-2.234706	16/10/2014 18/10/2014	AM AM
MS4	Manchester	Mill lane	A523 London Road	60	Minor	Rural	53.32089	-2.135383	16/10/2014	PM
MS5	Manchester	Windlehurst road	A6	30	Minor	Rural	53.36605	-2.078135	16/10/2014	AM
MS6	Manchester	A6044	A665	30	Major	Urban	53.524902	-2.2643685	21/10/2014	PM
MS7	Manchester	A663	A669	40	Major	Urban	53.54577	-2.146635	14/10/2014	PM
MS8	Manchester	A6	B5169	30	Major	Urban	53.4271	-2.176956	14/10/2014 18/10/2014	PM AM
MS9	Manchester	A56	M60 junction 17	30	Major	Urban	53.53907	-2.28958	21/10/2014	AM
MS10	Manchester	B6174	A57	30	Minor	Urban	53.45874	-2.013169	14/10/2014 18/10/2014	PM PM
MS11	Manchester	B6452	A680	30	Minor	Urban	53.622166	-2.1815518	14/10/2014	AM
MS12	Manchester	Market street	A662	30	Minor	Urban	53.479687	-2.1458038	14/10/2014	AM
MS13	Manchester	B6170	Jeffreys Drive	30	Minor	Urban	53.47732	-2.08491	14/10/2014	AM

NS1	Norfolk	A140	B1113	60	Major	Rural	52.59656	1.274974	23/10/2014 25/10/2014	PM AM
NS2	Norfolk	A1066	Sawmills Road	30	Major	Rural	52.36858	1.131934	23/10/2014	AM
NS3	Norfolk	A149, Heacham Road	Lynn Road	30	Major	Rural	52.90755	0.50326	23/10/2014	PM
NS4	Norfolk	C202	A146	60	Minor	Rural	52.60553	1.328072	23/10/2014	PM
NS5	Norfolk	A140	Ipswich Road	40	Major	Urban	52.61255	1.282079	23/10/2014 25/10/2014	AM PM
NS6	Norfolk	Prince of Wales Rd	A147 Riverside Road	30	Minor	Urban	52.62809	1.305412	23/10/2014	PM
NS7a	SE	Knoll Road, Camberley	A30	30	Minor	Urban	51.340284	-0.744408	28/10/2014	AM
SES1	SE	A4130	Wharfe Lane	30	Major	Rural	51.53804	-0.899831	14/10/2014	AM
SES2	SE	A283 (old A3)	A3100	40	Major	Rural	51.17306	-0.65105	16/10/2014	AM
SES3a	SE	A4130	A34	40	Major	Rural	51.618852	-1.3016065	25/10/2014 28/10/2014	AM AM
SES4	SE	B4009	A329	30	Minor	Rural	51.52303	-1.14955	14/10/2014	PM
SES5	SE	Cutbush lane	A327	30	Minor	Rural	51.41261	-0.94972	14/10/2014 18/10/2014	AM PM
SES6	SE	B478	A4	30	Minor	Rural	51.47612	-0.91284	14/10/2014	PM
SES7	SE	B416 Windsor Road	Stoke common road	30	Minor	Rural	51.56083	-0.584214	14/10/2014	PM
SES8	SE	A31	B3001	50	Major	Urban	51.21238	-0.79307	16/10/2014	AM
SES9	SE	A3095	Yorktown Road	60	Major	Urban	51.34538	-0.78528	21/10/2014	AM
SES10	SE	A316	A308	30	Major	Urban	51.41923	-0.41802	21/10/2014	AM
SES11	SE	Feltham Hill Road	School Road	30	Minor	Urban	51.42868	-0.45222	21/10/2014	PM
SES12	SE	Lower Britwell Road	Burnham Lane	30	Minor	Urban	51.5298	-0.65316	14/10/2014 18/10/2014	AM AM
SES13	SE	B3022	Clewer hill road	30	Minor	Urban	51.47102	-0.630391	14/10/2014	PM

1. The original site NS7 was found to have unsuitable synchronisation with adjoining traffic lights resulting in no vehicles stopping during the survey. This site was subsequently replaced by a site in the South East for logistical purposes

Stationary sites - Scotland

Site	Area	Road	Road/Junction name	Speed limit	Major/Minor	Rural/Urban	Latitude	Longitude	Date	Shift
SS1	Armadale	A89	East Main Street	30	Major	Rural	55.898697	-3.699738	16/10/2014	PM
SS2	near Lanark	A73		40	Major	Rural	55.655657	-3.727464	16/10/2014	AM
SS3	Stonehaven	A957	Market Square	30	Major	Rural	56.963824	-2.208258	23/10/2014	PM
SS4	Breich	A71	A706	60	Major	Rural	55.82668	-3.668928	16/10/2014 18/10/2014	PM PM
SS5	Between Tranent and Wallyford	A199	A1	60	Major	Rural	55.94465	-2.987349	16/10/2014 18/10/2014	PM AM
SS6	Dumbarton	A814	Glasgow Road	40	Major	Rural	55.935169	-4.527282	14/10/2014	AM
SS7	Kincardine	A977	A876	30	Major	Rural	56.069189	-3.717437	21/10/2014	PM
SS8	Eaglesham	B764	B767	30	Minor	Rural	55.739946	-4.272496	14/10/2014	AM
SS9	Dunblane	B8033	A820	30	Minor	Rural	56.184179	-3.965012	21/10/2014	AM

SS10	Eaglesham	B764	Gilmour St	30	Minor	Rural	55.739946	-4.272496	14/10/2014	PM
SS11	Armadale	B8084	A89	30	Minor	Rural	55.898697	-3.699738	16/10/2014 18/10/2014	AM AM
SS12	Glasgow	A8	Edinburgh Road	30	Major	Urban	55.862271	-4.199107	14/10/2014	PM
SS13	Dundee	A930	A92	40	Major	Urban	56.468543	-2.931227	21/10/2014	AM
SS14	Aberdeen	A90(T)	Anderson Drive	40	Major	Urban	57.133026	-2.133167	23/10/2014 25/10/2014	PM PM
SS15	Glasgow	A82(T)	Great Western Rd	50	Major	Urban	55.903263	-4.378831	14/10/2014	PM
SS16	Edinburgh		Colinton Road	30	Minor	Urban	55.929901	-3.223968	16/10/2014 18/10/2014	AM PM
SS17	Glasgow	B763	Calder Street	30	Minor	Urban	55.835772	-4.249002	14/10/2014	AM
SS18	Bishopbriggs		Kenmuir Av	30	Minor	Urban	55.904573	-4.224683	14/10/2014	AM
SS19	Aberdeen	B9119	Skene Street	30	Minor	Urban	57.146421	-2.112954	23/10/2014	AM
SS20	Inverness	B862	B861	30	Minor	Urban	57.477259	-4.226639	23/10/2014	AM