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Seatbelt and Mobile Phone Usage Survey Scotland, 2014

Background

This bulletin provides statistics on the proportion of drivers observed wearing seatbelts and using mobile phones whilst driving in Scotland from a roadside observation survey commissioned jointly by Transport Scotland and the Department for Transport.

The 2014 seatbelt survey resulted in 7,732 vehicle occupants being observed in Scotland, whilst the mobile phone survey recorded the behaviour of 13,493 drivers.

Key Findings

- The proportion of car drivers observed using their seatbelt correctly in 2014 was 97.8%, an increase from the 95% recorded in 2009.
- The seatbelt wearing rate amongst rear seat car passengers has increased from 88% in 2009 to 99.0% in 2014.
- The proportion of car drivers observed using a mobile phone whilst driving was 1.3% at moving (free-flowing) sites and 1.6% at stationary (traffic light controlled junction) sites.
- The mobile usage rate at moving sites by drivers of 'Other vehicles' (vans, lorries, buses, coaches and mini-buses) was notably higher (2.9%) compared to car drivers.
- Drivers were more likely to be witnessed with a mobile phone in their hand than at their ear.

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1. Introduction

This bulletin presents the Scottish findings of a survey carried out jointly by Transport Scotland and the Department for Transport (DfT) in 2014 to provide evidence on seatbelt compliance amongst vehicle occupants and mobile phone use by drivers. Data were collected at a range of sites across Scotland and England, and this is the first survey to present representative estimates on both mobile phone and seatbelt use in Scotland.

Seatbelt compliance studies were carried out in Scotland in 1997 and 2002. Between 1989 and 2009, DfT commissioned a series of surveys to provide estimates of seatbelt compliance amongst vehicle occupants, with mobile phone use by drivers also included from 2002.

However, these studies focused on sites in England, only including sites in Scotland for the seatbelt element in 2009. Thus, the current survey not only satisfies the need for more up-to-date evidence but also provides more information on compliance in Scotland than has been available previously.

1.1 The Law

Road safety law in regards to seatbelt and mobile phone use is a reserved matter. Under current law, with limited exceptions, vehicle occupants must wear a seatbelt if one is fitted in the seat being used or face a fine of up to £500¹.

In addition, since 2003, it has been illegal to use a hand-held phone or similar device whilst driving or riding a motorcycle, including when stopped at traffic lights or queued in traffic. Hand-held mobile phone use by drivers attracts an automatic fixed penalty notice of 3 licence penalty points and a fine of £100, but can potentially result in more severe penalties depending on the circumstances².

1.2 Existing Research

Research shows the important role seatbelts can play in reducing the extent and severity of injuries. Indeed, a report published by the DfT in 2008 estimated that seatbelts have the potential to reduce fatal injuries to both front and rear seat occupants by as much as 50%³. Furthermore, it is important for all vehicle occupants to make use of an appropriate restraint as one individual not using a seatbelt can pose a fatal danger to other occupants should a collision occur⁴. As such, whilst seatbelts have no bearing on crash risk, the European Transport Safety Council

¹ For more detailed information on the law with regards to seat belt use, please see: <https://www.gov.uk/seat-belts-law>

² For more detailed information on the law with regards to mobile phone use, please see: <https://www.gov.uk/using-mobile-phones-when-driving-the-law>

³ Christmas, S., Young, D. and Cuerden, R. (2008) *Strapping Yarns: Why People Do and Do Not Wear Seat Belts*. Department for Transport, London.

⁴ MacLennan, P.A. et al (2004) *Risk of injury for occupants of motor vehicle collisions from unbelted occupants*. Injury Prevention 2004: 10 [online].

have suggested that encouraging 100% seatbelt compliance is the single most effective way of reducing the severity of injuries associated with collisions⁵.

Research on mobile phone use and driving shows that the cognitive, physical and visual distraction caused by such activity significantly reduces awareness and focus, thus directly affecting the likelihood of being involved in a collision. Whilst it is difficult to specify the exact increased crash risk caused by mobile phone use, some reports have suggested that drivers may be up to four times more likely to be involved in a road traffic accident when using a mobile phone⁶.

Other studies have shown that the reaction times associated with drivers using mobile phones are higher than those related to driving at the previous drink-drive level of 80mg per 100ml of blood. For instance, a report published by the Transport Research Laboratory in 2011⁷ found that using a hand-held phone increased reaction times by 37.4% whilst texting, 37.6% whilst using social networking sites, and 45.9% when making a call, compared to control conditions of no distraction. In contrast, being at the previous legal alcohol limit resulted in a 12.5% increase in reaction times⁸.

However, despite the well-established importance of complying with these road safety regulations (and the fact that there are penalties in place to tackle such behaviour), self-reported studies continue to suggest that non-compliance with seatbelt and mobile phone laws are commonplace. For instance, a recent wave of a longitudinal study examining attitudes to road safety in Scotland found that 10% of respondents admitted using a hand-held mobile phone whilst driving in the previous 12 months, whilst 18% said they had not used a seatbelt at some point over the same period, either as a driver or a passenger⁹.

1.3 2014 Seatbelt and Mobile Phone Survey

This report outlines the extent of seatbelt compliance and hand-held mobile phone use in Scotland to enhance understanding of those who continue to neglect these regulations.

The latest survey has been carried out by the Transport Research Laboratory (TRL), with Sky-High conducting the data gathering via roadside observations.

To produce representative findings, the data has been weighted prior to analysis (see section 2.3 for further information). The analysis and reporting of the data

⁵ European Transport Safety Council (2007) *Raising Compliance with Road Safety Law: 1st Road Safety PIN Report*. ETSC [online].

⁶ World Health Organisation (2011) *Mobile Phone Use: A Growing Problem of Driver Distraction*. WHO [online].

⁷ Basacik, D., Reed, N. and Robbins, R. (2011) *Smartphone use while driving – a simulator study*. TRL report PPR592, Wokingham.

⁸ Burns, P. C. et al. (2002) *How dangerous is driving with a mobile phone? Benchmarking the impairment to alcohol*. TRL Report TRL547 [online].

⁹ TNS BMRB (2014) *RITS: Driver Attitudes and Behaviour Tracking – Main findings (July '13, W7 – Feb '14, W8)*. Unpublished report.

collected in Scotland has been conducted by Transport Scotland, with DfT analysts reporting from an England and Great Britain¹⁰ (GB) perspective¹¹.

¹⁰ Results for Great Britain are produced from a combination of data recorded in England and Scotland.

¹¹ For results for Great Britain and England, please see the DfT report 'Seatbelt and Mobile Phone Usage Survey: 2014'.

2. Methodology

2.1 Site Selection

The surveys were carried out by a series of roadside observations at 30 sites in Scotland, including different road (major and minor¹²) and area (urban and rural¹³) types to provide nationally representative estimates. Sites were chosen in locations across Scotland to reflect different levels of road use and traffic volume, and included a number of sites which have been used in previous DfT seatbelt studies¹⁴.

Observation of mobile phone use took place on roads with moving (free-flowing) and stationary (at traffic light controlled junctions) traffic, although the seatbelt survey was only undertaken at stationary sites. Whilst previous DfT mobile phone surveys were only conducted at moving sites, the inclusion of stationary sites in this study allowed for more detailed observations to be made, and also enabled driver behaviour in different situations to be compared.

A breakdown of the sites by road and area category is outlined in **Table 2.1**. Further details about the survey sites, including location, are provided in Appendix C.

Table 2.1: Distribution of sites in Scotland by site characteristics

Scotland	Stationary sites		Moving sites		Total
	Rural	Urban	Rural	Urban	
Major	7	4	4	2	17
Minor	4	5	2	2	13
Total	11	9	6	4	30

2.2 Data Collection

Roadside observations were made of occupants of cars, vans, taxis, lorries and buses/coaches.

At moving sites, the gender of drivers was recorded along with whether they were using a hand-held mobile phone, and if so, whether this was to make a call (at-ear) or some other function (in-hand), for example texting.

At stationary sites, the same information as above was recorded for the mobile phone element with driver age and the presence of passengers also recorded.

Additional information was collected on the seatbelt use, age, gender and seating position of all vehicle occupants, except buses and coaches where only information on driver characteristics were recorded. The seatbelt details included additional age

¹² Major roads are classified as A roads; B, C and unclassified roads are defined as minor roads.

¹³ Urban and Rural categories are based on DfT population definitions.

¹⁴ Walter, L. (2010) *Seatbelt and mobile phone usage surveys: England and Scotland 2009*. Department for Transport: London.

categories for children and whether the appropriate child restraint was being used correctly.

The information recorded is outlined in **Table 2.2**.

Table 2.2: Information recorded by survey and site type (√ = recorded, X = not recorded)

		Seatbelt stationary sites	Mobile phone stationary sites	Mobile phone moving sites
Vehicle characteristics	Type: car, van, taxi, lorry, bus (or minibus or coach)	√*	√	√
	Passengers present	X	√	X
Driver characteristics	Gender	√	√	√
	Age group	√	√	X
	Hand-held mobile phone use	X	√	√
	Purpose of hand-held mobile phone use	X	√	√
	Driver restraint use	√	X	X
Passenger characteristics	Seating position	√	X	X
	Gender	√	X	X
	Age group	√	X	X
	Restraint use	√	X	X

*taxi and private hire vehicles separated

Surveys were conducted during half-hour observation periods in October 2014. Each survey site was visited for a half-day session¹⁵ during the week, with selected sites being revisited on Saturdays to provide a representative estimate of behaviour on weekdays and at weekends.

A breakdown of the session times is provided in **Table 2.3**.

¹⁵ 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, Wokingham.

Table 2.3: Survey session times

Morning Session		Afternoon Session	
Start	End	Start	End
07:30	08:00	13:30	14:00
08:30	09:00	14:30	15:00
09:30	10:00	15:30	16:00
10:30	11:00	16:30	17:00
11:30	12:00	17:30	18:00

Overall, the survey periods accounted for both the morning and evening peak periods so provide a reliable estimate of mobile phone use and seatbelt compliance throughout the day.

2.3 Weighting and Analysis

During all survey periods, traffic counts of all vehicles passing the site were made. This included vehicles where no in-depth observation details were recorded, either because the observer could not accurately record information (if a vehicle passed too quickly or visibility was poor) or because the vehicle was not part of the sample (for example, a moving vehicle passing a stationary site during a green-light phase).

Following collection, the data were quality assured before being weighted using the recorded traffic count and DfT traffic flow data to provide a nationally representative estimate for Scotland across different road and area types.

Therefore, seatbelt wearing rates were calculated as the (weighted) number of relevant vehicle occupants correctly restrained over the (weighted) number of all relevant occupants observed¹⁶. In the same way, mobile phone usage rates were calculated as the (weighted) number of drivers using a hand-held mobile phone (at-ear and in-hand combined) over the (weighted) number of all drivers observed.

It is worth noting that some records were excluded from certain elements of the analysis process and this is reflected in the sample sizes detailed. The most notable exclusions were:

- records where mobile phone or seatbelt use was recorded as unknown;
- records where gender or age were unknown and these were variables being analysed;
- records relating to one observation period which took place slightly outwith the general survey schedule when analysing usage rates by time of day.

¹⁶ For example, the (weighted) number of front seat car passengers correctly restrained over the (weighted) number of all front seat car passengers observed.

2.4 Comparability

The results reported for both seatbelt compliance and mobile phone use in Scotland in 2014 are comparable with the DfT analysis of the 2014 England and Great Britain data¹⁷ as the findings were established using the same recording, weighting and analysis procedures.

The methodology employed in the seatbelt survey is the same as previous studies so figures presented in this report are comparable with historical data, for example data related to Scotland in 2009. Specifically, it is worth noting is that the fieldwork for the 2009 seatbelt survey was also conducted in October.

However, as previously discussed, data on mobile phone use in Scotland has been recorded for the first time in the current study. The methodology used differed from that previously used for the mobile phone surveys conducted in England as the latest study did not collect information on hands-free mobile phone use but did include mobile phone use at stationary sites for the first time. That being said, the weightings procedure applied both in the past and in the current analysis should allow broad comparison between the figures for overall hand-held use at moving sites (for example, Scotland 2014 findings can be compared with 2009 data for England). It is worth noting that motorway sites were not used in the current survey unlike previous years.

No breakdowns between different types of mobile phone use (at-ear or in-hand) are available for previous years.

2.5 Limitations

There is a general limitation that the data recorded relied on the judgement of roadside observers (for instance, on gender and age). However, this risk was present in all previous examples of the study, yet reliable findings were still achieved due to the large volume of observations made and the weightings procedure followed during analysis. In addition, observers were given extensive training and the data were quality assured prior to analysis.

It is possible that visibility could have been restricted by poor lighting, tinted windows or glare, particularly at moving sites. This may have led to inaccurate data being recorded or certain details being missed. The survey session times were scheduled to avoid problems of poor lighting as far as possible, and this was only reported as having impacted on the survey on one occasion at a survey site in England.

Roadside observers were wearing high-visibility jackets for the purposes of safety and transparency and this may have influenced the behaviour of some drivers. For example, some may have hidden or ended their mobile phone use having detected the observers. Once again, this risk was present in all previous studies.

¹⁷ Please see: DfT (2015) *Seatbelt and Mobile Phone Usage Survey: 2014*.
<https://www.gov.uk/government/collections/road-accidents-and-safety-statistics>

The survey methodology did not include recording the use of tablets, mp3 players or satellite navigation systems, however being distracted by using such devices is dangerous and also illegal¹⁸. It is possible that some use of these devices were included in the observation data, for instance if the observer thought a driver was using a mobile phone when in fact it was a tablet. However, observers were trained to specifically look for hand-held mobile phone use.

¹⁸ The law states that: You can use hands-free phones, sat navs and 2-way radios when you're driving or riding. But if the police think you're distracted and not in control of your vehicle you could still get stopped and penalised. For more information, please see: <https://www.gov.uk/using-mobile-phones-when-driving-the-law>.

3. Seatbelt Survey Results

The 2014 seatbelt survey resulted in 5,720 eligible vehicles and 7,732 vehicle occupants being observed in Scotland.

Key Findings

- The proportion of car drivers observed using their seatbelt correctly in 2014 was 97.8%, an increase from the 95% wearing rate recorded in 2009.
- The seatbelt wearing rate amongst front seat car passengers in 2014 was 98.0%, a marginal increase on the 2009 figure (97%).
- There has been a notable increase in the proportion of rear seat car passengers observed wearing their seatbelt from 88% in 2009 to 99.0% in 2014. The usage rate amongst rear seat car passengers was 87.7% in England and 90.6% in Great Britain in 2014.
- Seatbelt compliance amongst occupants of 'Other vehicle' types (vans, lorries, buses, coaches and mini-buses) in 2014 was substantially lower, with wearing rates of 88.5% for drivers and 87.3% for front seat passengers.
- Seatbelt usage rates were very similar for car occupants of both genders.
- Rear seat passenger seatbelt use by both men and women has increased by 20 and 10 percentage points respectively since 2009.

The majority of the following results are based upon the data recorded during weekday observations, however where data were collected at weekends this is highlighted.

Car drivers and passengers in the seatbelt survey results includes occupants of private cars, taxis and private hire vehicles unless otherwise stated. The 'Other vehicle' category includes drivers of vans, lorries, buses, coaches and mini-buses, and passengers in vans and lorries. Front seat passengers includes a small number of occupants who were observed in the middle front seats of vehicles.

Please note, when referring to passengers, the seatbelt usage rate also includes the correct use of child restraints where children¹⁹ have been observed in the vehicle.

Where charts are used to present results, the corresponding tables can be found in **Appendix A**. These tables provide details of the data behind the charts and also an indication of the relevant sample sizes.

¹⁹ For the purposes of data collection and analysis, children in this study are classed as those who were recorded as being under the age of 14 by roadside observers.

Figures relating to the wearing rates in England and across Great Britain have been provided by the Department for Transport and may be calculated in a different way from the figures for Scotland. Further information and comparisons are available in the DfT (2015) publication *Seatbelt and Mobile Phone Usage Survey: 2014*.

3.1 Overview of Observations

The 2014 seatbelt survey resulted in 5,720 eligible vehicles and 7,732 vehicle occupants being observed in Scotland. The majority of vehicles were cars excluding taxis and private hire vehicles (4629, 80.9% of total), whilst the majority of drivers (81.0%) and occupants (87.6%) were also found in cars excluding taxis and private hire vehicles.

Larger numbers of observations produce more reliable results when weighted, so it can be assumed that the seatbelt compliance estimate for car drivers is more accurate than that for drivers of other vehicles and all passengers.

Further information on the number of observations is provided in **Table 3.1** below.

Table 3.1: Vehicle occupants observed in seatbelt survey, weekdays

Vehicle type	Driver	Front seat passenger	Rear seat passenger
Car	4,620	1,333	443
Taxi	72	9	8
Private hire	65	19	16
Other vehicle	948	194	5
All vehicles	5,705	1,555	472

3.2 Overall Seatbelt Use

The proportion of drivers observed correctly using a seatbelt was 96.4%, as were 96.7% of front seat passengers and 99.0% of rear seat passengers.

As discussed, the most reliable figures are available for cars (and car drivers in particular) due to the large number of observations made. Combining private cars with taxis and private hire vehicles for the purposes of analysis found that 97.8% of these drivers were recorded as using a seatbelt, compared to 88.5% of drivers in other vehicles (vans, lorries and buses). The wearing rates were similar for drivers and front seat passengers across all vehicle categories, whilst passengers in the rear seats of cars were slightly more likely to be using a seatbelt than occupants in the front seats (see **Table 3.2**).

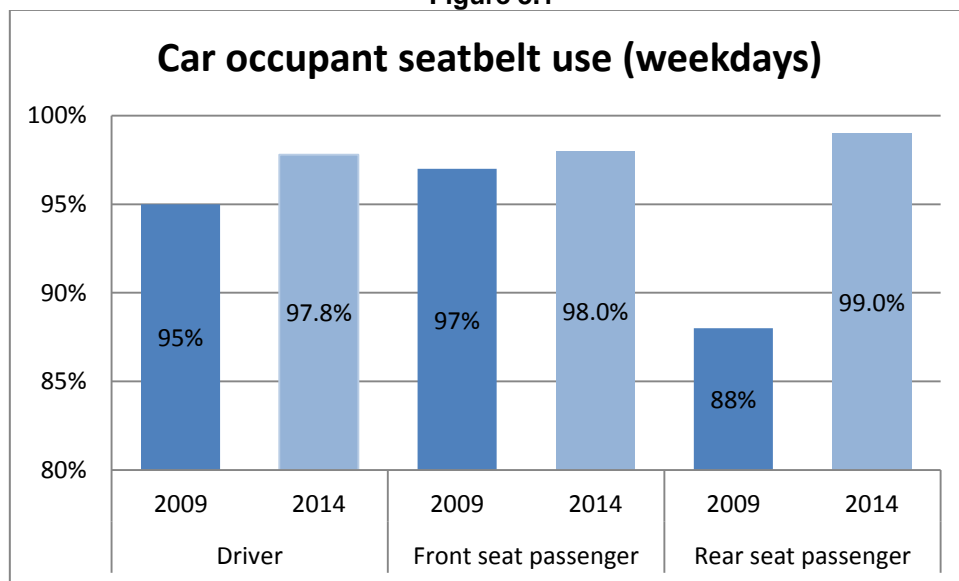
Table 3.2: Seatbelt use by vehicle type, weekdays

Seat position	Vehicle type	Seatbelt use	Sample size
Driver	All vehicles	96.4%	5,705
	Car	97.8%	4,757
	Other vehicle	88.5%	948
Front seat passenger	All vehicles	96.7%	1,555
	Car	98.0%	1,361
	Other vehicle	87.3%	194
Rear seat passenger	All vehicles	99.0%	472
	Cars	99.0%	467

As car occupants account for the vast majority of individuals observed in the survey the results presented in the following sections largely focus on seatbelt usage rates in cars. This also allows comparisons to be drawn with the England and GB results for 2014²⁰ and the 2009 data for Scotland.

The 2014 results for Scotland show increased wearing rates for all car occupants compared to 2009, but most notably so for rear seat passengers (increasing from 88% in 2009 to 99.0% in 2014). There has also been around a 3 percentage point increase in wearing rates amongst drivers (see **Figure 3.1**).

Figure 3.1



The seatbelt wearing rates of drivers was similar in Scotland, England and Great Britain. However, the usage rate by passengers was found to differ, especially amongst rear seat occupants of whom 87.7% were observed using the correct restraint in England. As such, the wearing rate for rear seat passengers in Great Britain was 90.6% (see **Table A.1** in Appendix A).

²⁰ 2014 results for England and Great Britain have been provided by the Department for Transport from the report *Seatbelt and Mobile Phone Usage Survey: 2014*. Results for Great Britain have been produced by combining data recorded in England and Scotland.

3.3 Seatbelt Use by Gender

Rear seat passenger seatbelt use by both men and women has increased significantly by 20 and 10 percentage points respectively so that there is now parity between the genders (see **Table 3.3**).

Table 3.3: Car occupant seatbelt use by seating position and gender, weekdays

Seat Position	Gender	Scotland 2009	Scotland 2014	2014 Scotland Sample size
Driver	Male	93%	97.7%	2,685
	Female	97%	98.2%	2,024
Front seat passenger	Male	96%	98.0%	439
	Female	98%	98.2%	871
Rear seat passenger	Male	79%	99.4%	182
	Female	89%	99.3%	187

Seatbelt wearing rates of drivers and passengers in the front seats were also found to be similar across both genders in the latest survey due to a notable increase in usage rates by male drivers and front seat passengers.

3.4 Seatbelt Use by Age

Use was found to be consistently high (above 97.8%) for occupants in all seating positions (drivers, passengers in the front seats and rear seat passengers) across all age categories, except for child front seat passengers of whom only 94.3% were observed using the correct restraint appropriately (see **Table 3.4**).

Table 3.4: Car occupant seatbelt use by seating position and age, weekdays

Seat Position	Age	Scotland 2009	Scotland 2014	2014 Scotland Sample size
Driver	17-29	96%	98.2%	407
	30-59	94%	97.8%	3,401
	60+	96%	98.0%	918
Front seat passenger	0-13	97%	94.3%	121
	14-29	97%	98.1%	233
	30-59	98%	98.0%	640
	60+	98%	99.5%	358
	14+	98%	98.5%	1,231
Rear seat passenger	0-13	-	98.6%	258
	14+	75%	99.3%	196

This group was also the only category where wearing rates were found to have decreased from the level recorded in 2009, however the small sample size should be

considered here. Encouragingly, there appears to have been a large increase in the wearing rate by adult passengers in the rear seats from 75% in 2009 to 99.3% in the current study, but once again the relatively smaller sample size for this group should be noted.

3.5 Seatbelt Use by Area and Road Type

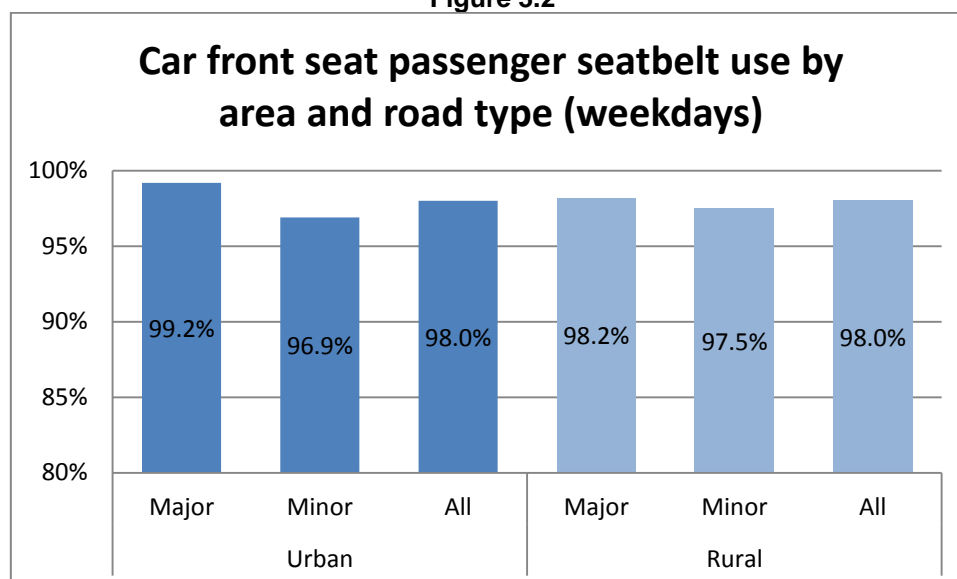
Wearing rates by car drivers have increased on the 2009 levels for all road and area types, most significantly so in urban areas where drivers are now marginally more likely to be found using their seatbelts compared to rural areas in contrast to the previous study (see **Table 3.5**).

Table 3.5: Car driver seatbelt use by area and road type, weekdays

Area type	Road type ²¹	Scotland 2009	Scotland 2014	2014 Scotland Sample size
Urban	Major	91%	98.5%	1,129
	Minor	94%	98.3%	1,227
	All	93%	98.4%	2,356
Rural	Major	96%	97.5%	1,672
	Minor	95%	97.6%	729
	All	96%	97.5%	2,401

Seatbelt use was above 96% for front seat passengers for all categories of road and area, with a slightly lower wearing rate found on minor roads in urban areas (see **Figure 3.2**).

Figure 3.2



²¹ Please note the 2009 seatbelt survey considered trunk and major roads separately, whereas in the current study both are included in the 'major' category. In 2009, the seatbelt wearing rate by drivers on trunk roads was 96% in urban areas, and 97% in rural areas.

The number of observations of rear seat passengers broken down by road and area type results in fairly small sample sizes but there is an indication that seatbelt usage is generally high with all having wearing rates above 98% (see **Table 3.6**).

Table 3.6 Car rear seat passenger seatbelt use by area and road type, weekdays

Area type	Road type	Scotland 2014	2014 Scotland Sample size
Urban	Major	98.9%	147
	Minor	98.3%	86
	All	98.6%	233
Rural	Major	98.9%	179
	Minor	100%	55
	All	99.2%	234

3.6 Seatbelt Use by Time of Day

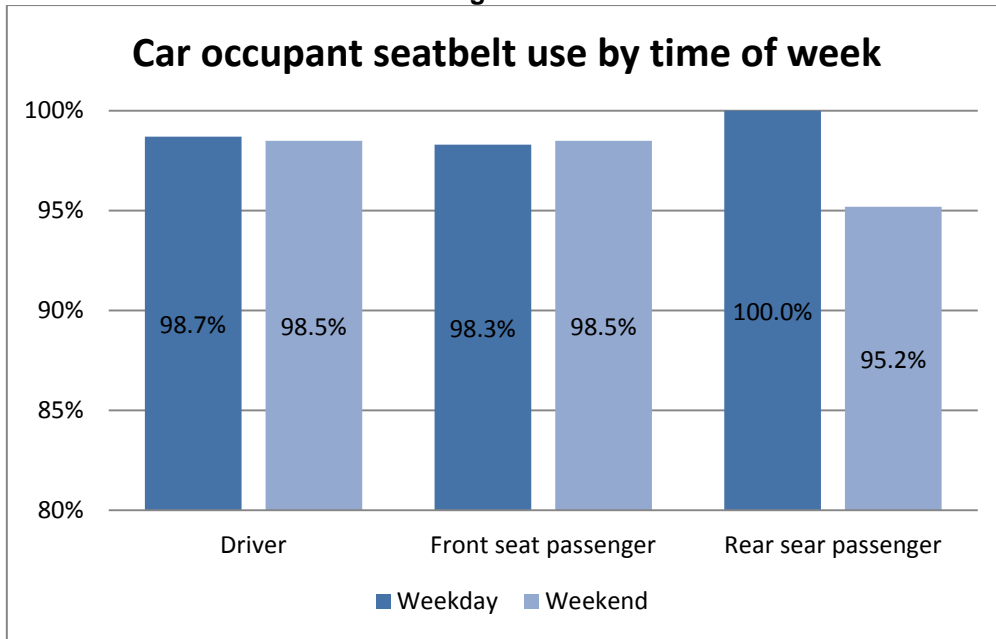
Analysis of seatbelt use at different times of the day found that wearing rates were above 95% for all occupants throughout the day, with the exception of front seat passengers at 09:30 when around 94% were observed using the correct restraint (see **Table A.5** in Appendix A).

Generally, the highest wearing rates over the course of the day were found amongst rear seat passengers but the small sample sizes for both front and rear seat passengers should be noted.

3.7 Seatbelt Use by Time of Week

A selected number of observation sites were also surveyed at the weekend too. At these sites similar levels of seatbelt use were found on weekdays and at weekends for car drivers and front seat passengers, however there was a notable decrease in the wearing rate amongst rear seat passengers from 100% to 95.2% (see **Figure 3.4**).

Figure 3.4



Again, it is worth noting that the sample sizes for rear seat passengers were significantly smaller than the other categories, and so the difference in wearing rates across different times of the week should be interpreted with caution.

4. Mobile Phone Survey Results

The 2014 mobile phone survey resulted in 13,493 drivers being observed in Scotland, the majority of which (82.6%) were in cars. The total included 7,289 drivers at moving sites (54% of total) and 6,204 drivers at stationary sites (46% of total).

Key Findings

- In 2014, the proportion of car drivers observed using a mobile phone whilst driving was 1.3% at moving sites and 1.6% at stationary sites.
- 1.5% of car drivers were observed at moving sites making hand-held use of a mobile phone in the 2014 survey for England. The usage rate for car drivers at stationary sites in England was substantially higher at 2.7%, resulting in a 2.4% usage rate for Great Britain at such sites.
- In Scotland, the mobile phone usage rate by drivers of 'Other vehicles' (vans, lorries, buses, coaches and mini-buses) was notably higher at moving sites (2.9%) compared to car drivers.
- Mobile phone use by van drivers at moving sites was found to be notably higher in Scotland (3.6%) compared to England (2.5%) and Great Britain overall (2.7%).
- Drivers were more likely to be witnessed with a mobile phone in their hand (indicating texting or internet usage for instance) than at their ear (indicating making a call). This was the case at both moving and stationary sites.
- Data collected at stationary sites revealed that younger car drivers (those aged between 17 and 29) were much more likely to be observed using a mobile phone than those in older age groups. All of the younger drivers recorded as using a mobile phone were observed with a phone in their hand.

The majority of the following results are based upon the data recorded during weekday observations, except from those sections which explicitly discuss weekends.

Usage rates are presented separately for moving and stationary sites as it is possible that the prevalence and type of mobile phone use may vary across different driving circumstances. Moreover, the data recorded and the weightings applied during the analysis procedure differed between the site categories.

In addition, results presented in Sections 4.4 to 4.8 focus solely on mobile phone use by car drivers.

For the purposes of analysis, 'Car drivers' in the mobile phone survey results includes drivers of private cars, taxis and private hire vehicles. The 'Other vehicle'

category includes drivers of vans, lorries, buses, coaches and mini-buses, unless otherwise stated.

Where figures are used to present results, the corresponding tables can be found in **Appendix B**. Tables are also provided on the use of child restraints, although the sample sizes mean these results should be interpreted with caution. Due to the rounding of the figures for overall mobile phone usage, the total in the 'All use' column may be slightly higher or lower than the 'At-Ear' and 'In-Hand' columns combined.

Figures relating to the mobile phone usage rates in England and across Great Britain have been provided by the Department of Transport and may be calculated in a different way from the figures for Scotland. However, broad comparisons of headline figures should be reliable. Further information and comparisons are available in the DfT (2015) publication *Seatbelt and Mobile Phone Usage Survey: 2014*.

4.1 Overview of Observations

The 2014 mobile phone survey resulted in 13,493 drivers being observed in Scotland, the majority of which (82.6%) were in cars. The total included 7,289 drivers at moving sites (54% of total) and 6,204 drivers at stationary sites (46% of total).

Further information on the number of observations is provided in **Table 4.1** below.

Table 4.1: Drivers observed in mobile phone survey, weekdays

Vehicle type	Moving sites	Stationary sites
Car	6,019	5,123
Other vehicle	1,270	1,081
All vehicles	7,289	6,204

4.2 Overall Mobile Phone Use

Analysis of the weighted data collected through the mobile phone observation survey found that mobile phone use by drivers was similar at both moving and stationary sites, with 1.6% and 1.7% observed using a hand-held phone respectively (see **Table 4.2**).

Table 4.2: All drivers mobile phone use by type of use and site type, weekdays

Site type	All use	At-Ear	In-Hand	Sample size
Moving	1.6%	0.2%	1.3%	7,289
Stationary	1.7%	0.2%	1.4%	6,204

Across both site categories, drivers were more likely to be observed with a phone in their hand than at their ear suggesting that most mobile phone usage whilst driving was for a purpose other than making a call, for instance, texting or using social media.

Whilst the trend of 'In-Hand' usage being more prominent was also reflected in the findings for England (and Great Britain), the overall usage rate at stationary sites was notably higher in England (2.5%) (see **Table 4.3**).

Table 4.3: All drivers mobile phone use by type of use and site type, weekdays (England and Great Britain, 2014)

Site type	England				Great Britain			
	All use	At-Ear	In-Hand	Sample size	All use	At-Ear	In-Hand	Sample size
Moving	1.6%	0.6%	1.0%	21,679	1.6%	0.5%	1.1%	28,968
Stationary	2.5%	0.3%	2.2%	12,730	2.3%	0.3%	2.0%	18,968

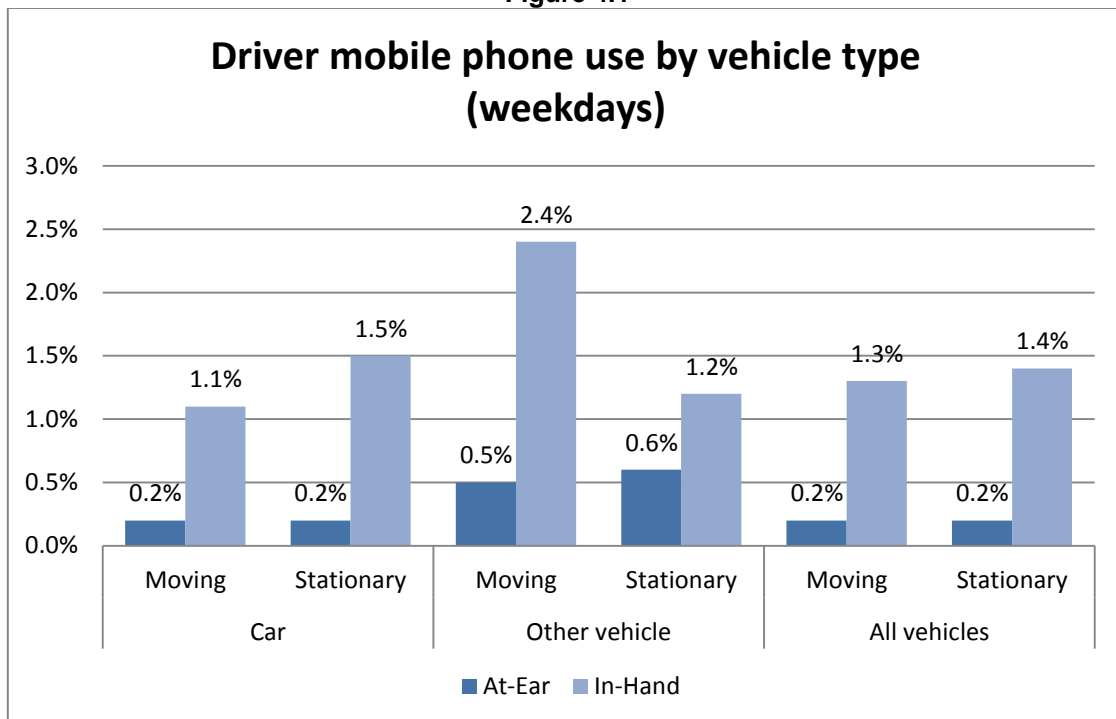
4.3 Mobile Phone Use by Vehicle Type

Car drivers were less likely than those in other vehicles to be using a mobile phone across all sites, particularly at moving sites where 1.3% of car drivers were observed using a mobile phone compared to 2.9% of drivers of other vehicles (see **Table 4.4** and **Figure 4.1**).

Table 4.4: Mobile phone use by vehicle and site type, weekdays

Vehicle type	Moving sites				Stationary sites			
	All use	At-Ear	In-Hand	Sample size	All use	At-Ear	In-Hand	Sample size
Car	1.3%	0.2%	1.1%	6,019	1.6%	0.2%	1.5%	5,123
Other vehicle	2.9%	0.5%	2.4%	1,270	1.8%	0.6%	1.2%	1,081
All vehicles	1.6%	0.2%	1.3%	7,289	1.7%	0.2%	1.4%	6,204

Figure 4.1



There are no previous figures for mobile phone use in Scotland available for comparison and previous studies in England did not distinguish between different types of use. However, the 2014 figure for car drivers at moving sites in Scotland (1.3%) is slightly lower than the 1.5% observed making hand-held use of a mobile

phone in the 2014 survey for England. The usage rate for car drivers at stationary sites in England was substantially higher at 2.7%, resulting in a 2.4% GB usage rate at such sites (see **Table 4.5**).

Table 4.5: Car driver mobile phone use by type of use and site type, weekdays (England and Great Britain, 2014)

Site type	England				Great Britain			
	All use	At-Ear	In-Hand	Sample size	All use	At-Ear	In-Hand	Sample size
Moving	1.5%	0.5%	0.9%	17,783	1.4%	0.4%	1.0%	23,802
Stationary	2.7%	0.3%	2.4%	10,171	2.4%	0.2%	2.1%	15,307

Considering 'Other vehicles' in Scotland, van drivers were more likely than lorry drivers to be observed using a mobile phone at both moving and stationary sites (see **Table 4.6**).

Table 4.6: Other vehicle driver mobile phone use by vehicle and site type, weekdays

Vehicle type	Moving sites				Stationary sites			
	All use	At-Ear	In-Hand	Sample size	All use	At-Ear	In-Hand	Sample size
Van	3.6%	0.5%	3.1%	908	2.3%	0.7%	1.7%	800
Lorry	1.9%	0.7%	1.1%	260	0.0%	0.0%	0.0%	202
Van and Lorry	3.3%	0.6%	2.7%	1,168	1.9%	0.5%	1.3%	1,002

Mobile phone use by van drivers at moving sites was found to be notably higher in Scotland (3.6%) compared to England (2.5%) and Great Britain overall (2.7%). In particular, van drivers were more likely to be observed with a phone in their hand at moving sites in Scotland (see **Table 4.7**).

Table 4.7: Van driver mobile phone use by vehicle and site type, weekdays

Location	Moving sites				Stationary sites			
	All use	At-Ear	In-Hand	Sample size	All use	At-Ear	In-Hand	Sample size
Scotland	3.6%	0.5%	3.1%	908	2.3%	0.7%	1.7%	800
England	2.5%	0.8%	1.7%	2,859	2.8%	0.4%	2.4%	1,701
Great Britain	2.7%	0.7%	1.9%	3,767	2.7%	0.4%	2.3%	2,502

4.4 Mobile Phone Use by Gender

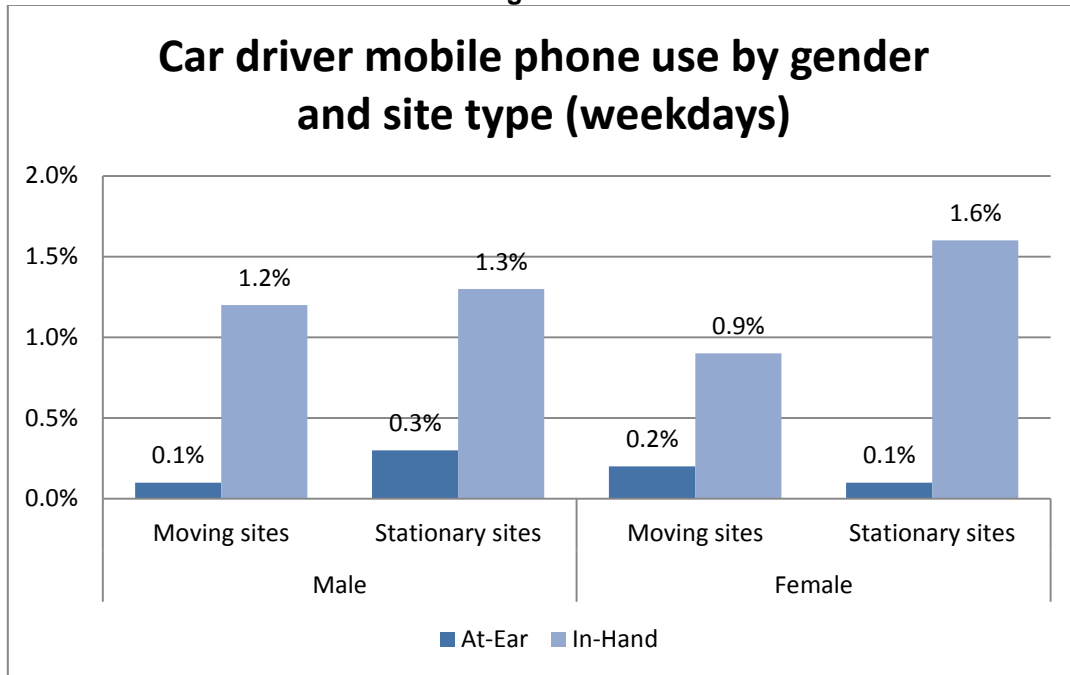
Male and female car drivers were found to have similar mobile phone usage rates at moving and stationary sites, with both more likely to be observed using their phones at stationary sites (see **Table 4.8**).

Table 4.8: Car driver overall mobile phone use by gender and site type, weekdays

Site type	Male	Sample size	Female	Sample size
Moving	1.3%	3,472	1.2%	2,535
Stationary	1.6%	2,892	1.7%	2,222

Women were almost twice as likely to be observed at stationary sites using a mobile phone 'In-Hand' than at the moving sites. The difference in the proportions observed with a phone in their hand at stationary and moving sites was noticeably larger for women than for men (see **Figure 4.2**).

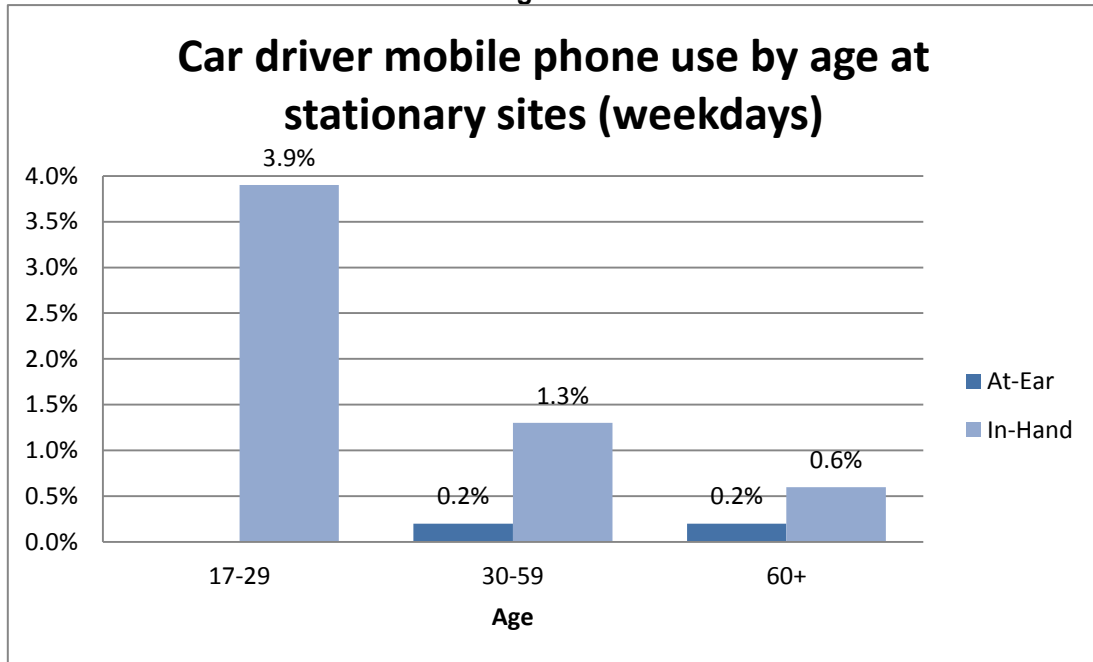
Figure 4.2



4.5 Mobile Phone Use by Age

Analysis of the data collected at stationary sites by age found that younger car drivers (those aged between 17 and 29) were much more likely to be witnessed using a mobile phone than those in older age groups. Moreover, whilst a greater proportion of drivers of all ages were observed with a phone in their hand than at their ear, this was especially prominent amongst younger drivers where of the 3.9% recorded using a phone, none were recorded as holding a phone to their ear (see **Figure 4.3**).

Figure 4.3



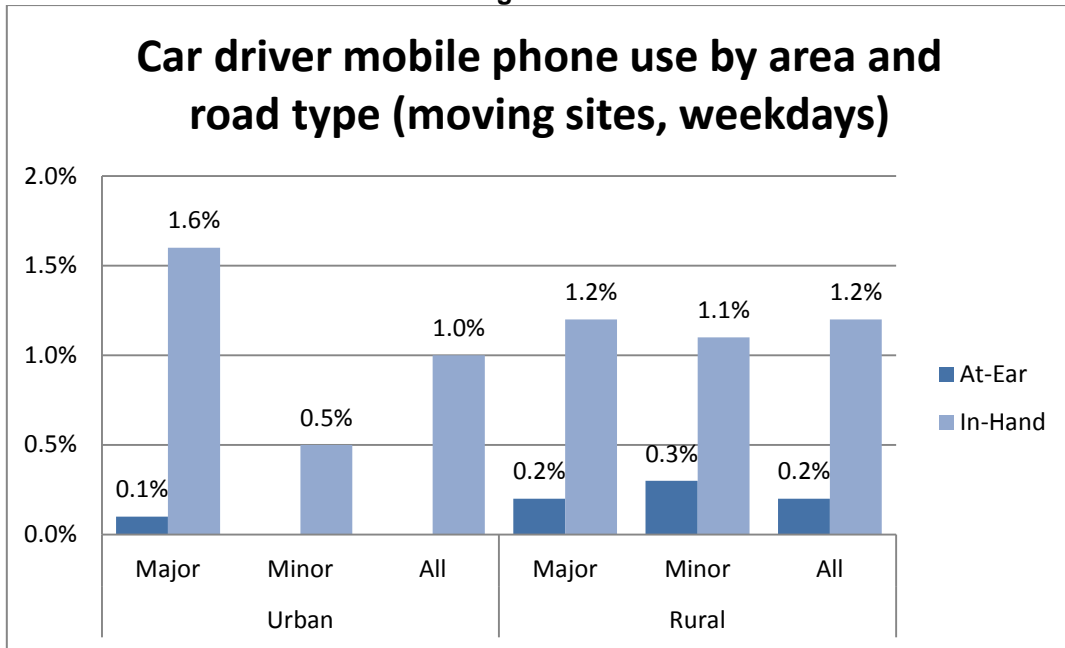
Despite having the largest proportion of drivers with a phone at their ear, drivers over the age of 60 were least likely to be observed using a mobile phone overall. This suggests that mobile phone use decreases as drivers get older.

The usage rates according to age followed a similar pattern for both men and women, with the highest overall usage rate found amongst younger men (see **Table B.3** in Appendix B for further information).

4.6 Mobile Phone Use by Area and Road Type

The largest proportion of car drivers observed using mobile phones at moving sites were on major roads in urban areas (1.7%). However, when combining major and minor roads to provide a proportion for all urban roads and all rural roads, the usage rate was slightly higher in rural locations (1.4%) (see **Figure 4.4**).

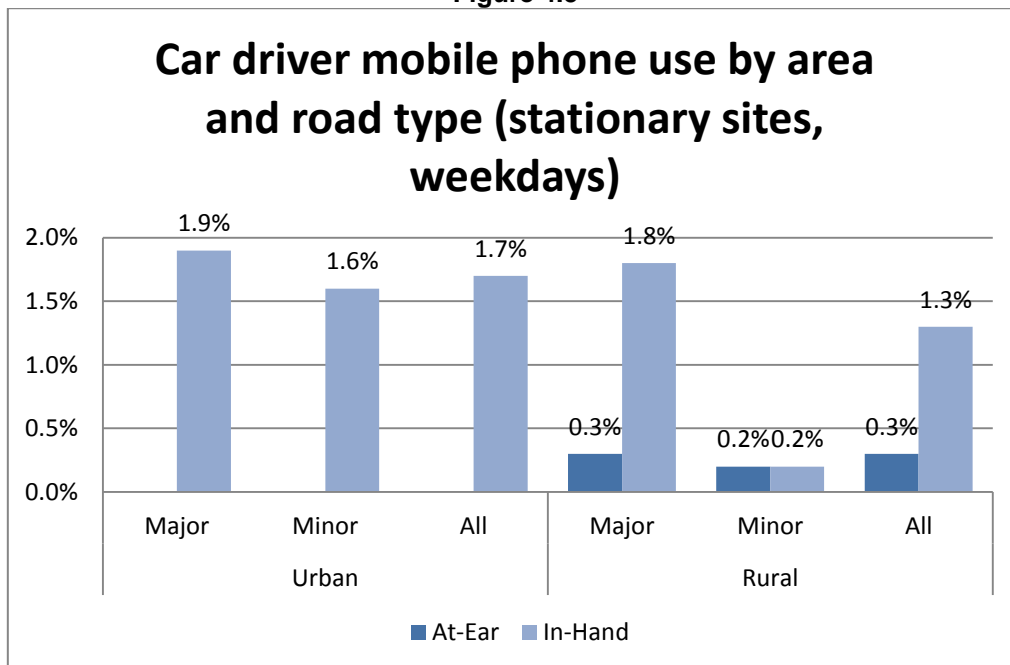
Figure 4.4*



*Due to rounding the 'At-Ear' usage rate on urban roads overall was found to be 0.0% despite some recorded usage.

The opposite was true for stationary sites, where rural areas had the lowest proportion of drivers using mobile phones overall despite usage being greater on major rural routes than other road and area types (see **Figure 4.5**).

Figure 4.5

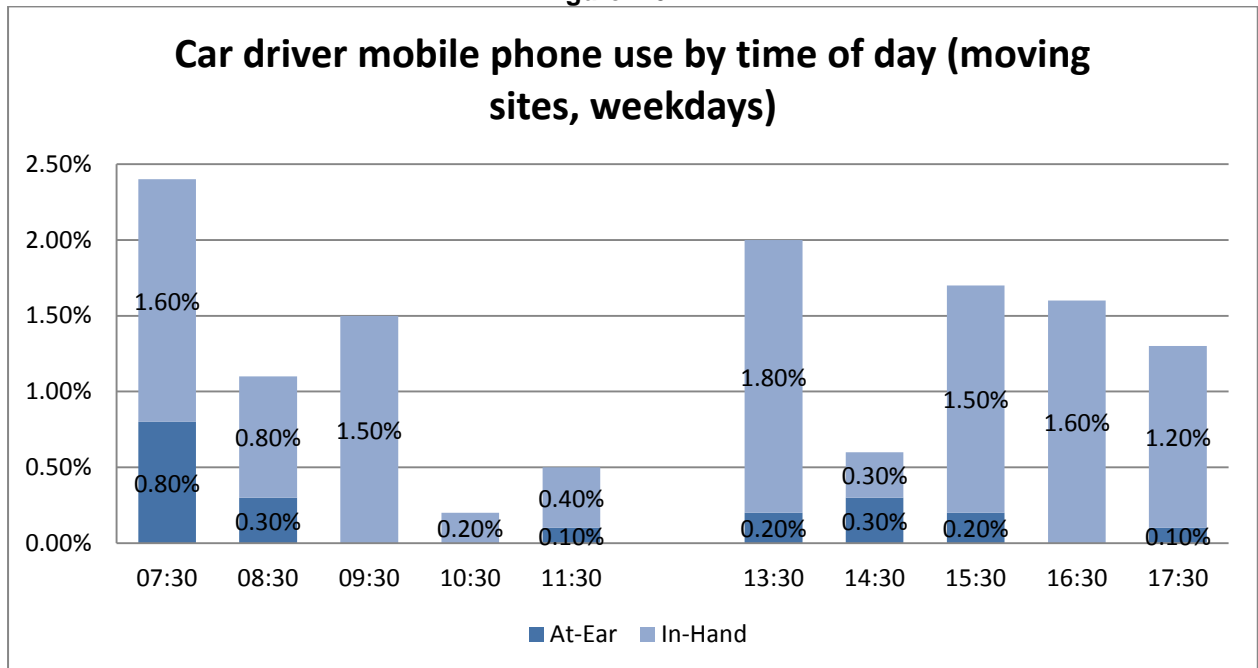


It is interesting to note that no drivers were recorded at stationary sites in urban areas with a phone at their ear, despite large sample sizes.

4.7 Mobile Phone Use by Time of Day

Analysis of the data recorded at moving sites found varying levels of mobile phone use over the course of the day, with higher levels evident around the morning peak, around 13:30 and from 15:30 onwards (see **Figure 4.6**).

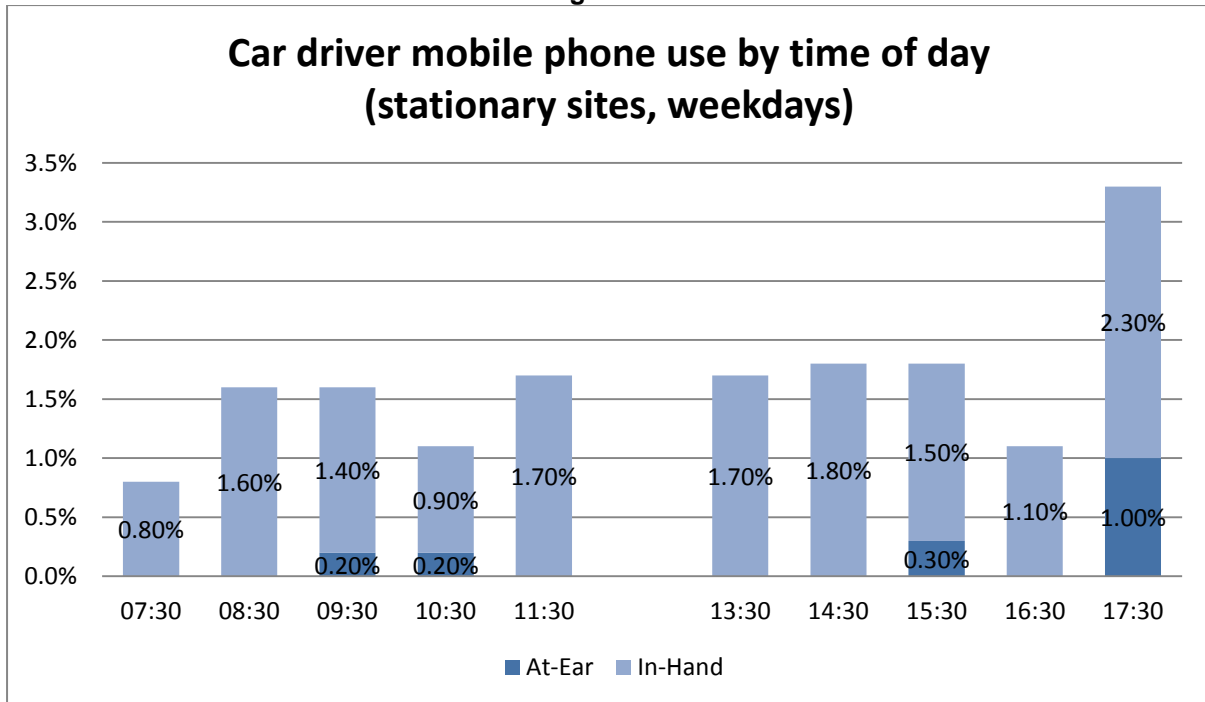
Figure 4.6*



*Excludes one site observation period between 07:50 and 08:20. Also note, due to rounding the 'At-Ear' usage rate at 16:30 was found to be 0.0% despite some recorded usage.

In contrast, mobile phone use at stationary sites was more stable throughout the course of the day, although there was evidence of an early morning trough (0.8% at 07:30), a substantial drop at 16:30 (to 1.1%) and an evening peak (of 3.4% at 17:30) (see **Figure 4.7**).

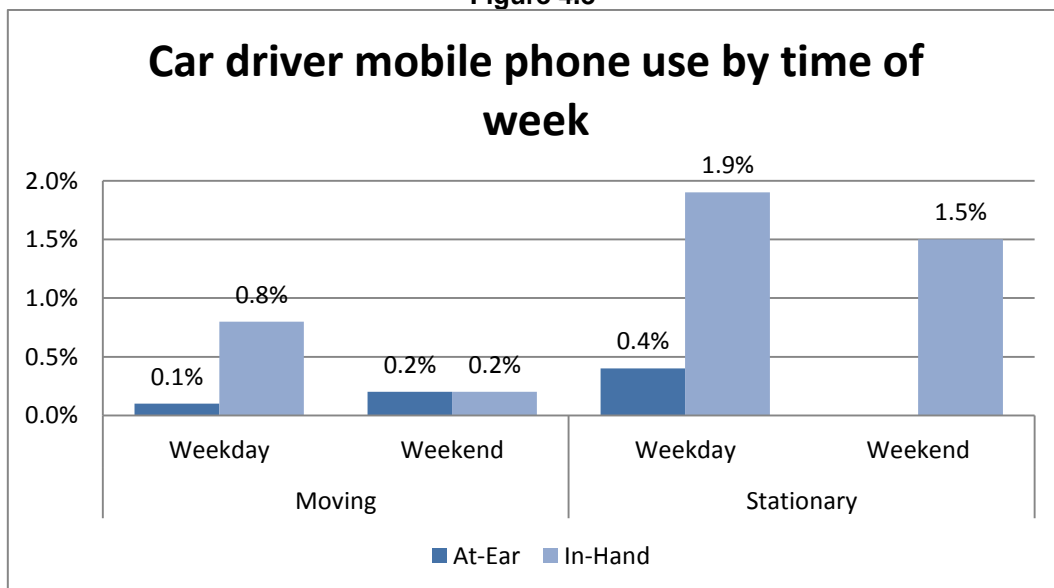
Figure 4.7



4.8 Mobile Phone Use by Time of Week

In order to allow comparison between weekdays and weekends, a selected number of sites were re-surveyed on a Saturday. Analysis of only those sites surveyed both during the week and at the weekend shows that usage rates were higher during the week at both stationary (2.3% compared to 1.5%) and moving sites (1.0% compared to 0.5%) (see **Figure 4.8**). This finding reflects the results of the 2009 survey of moving sites in England, suggesting that this is an on-going trend.

Figure 4.8*



*Due to rounding the 'At-Ear' usage rate at stationary sites during the weekend was found to be 0.0% despite some recorded usage.

5. Conclusions

5.1 Seatbelt Survey

The 2014 seatbelt survey resulted in 5,720 vehicles and 7,732 vehicle occupants being observed in Scotland, with the majority of vehicles being cars. Analysis found that 97.8% of car drivers were recorded as using a seatbelt, compared to 88.5% of drivers in other vehicles (vans, lorries and buses). The wearing rates were similar for drivers and front seat passengers across all vehicle categories, whilst passengers in the rear seats of cars were slightly more likely to be using a seatbelt than occupants in the front seats (99.0% compared to 98.0%).

The seatbelt wearing rates of drivers was similar in Scotland, England and Great Britain. However, the usage rate by passengers was found to differ, especially amongst rear seat occupants of whom 87.7% were observed using the correct restraint in England. As such, the wearing rate for rear seat passengers in Great Britain was 90.6%.

The results from Scotland show increased wearing rates for all car occupants compared to 2009, but most notably so for rear seat passengers (increasing from 88% in 2009 to 99.0% in 2014).

The 2014 survey found wearing rates had increased such that all male and female car occupants now had similar wearing rates of at least 97% for both drivers and passengers. The most notable increase came amongst rear seat passengers where the wearing rates of men and women increased by 20 and 10 percentage points respectively.

Seatbelt use was found to be generally high amongst car occupants of all ages (above 97%), with the exception of child front seat passengers (94.3%). However, the sample of children in the front seats was small, so some caution should be used when interpreting results for this group.

Wearing rates by car drivers have increased since 2009 for all road and area types, most notably so in urban areas where drivers are now marginally more likely to be found using their seatbelts compared to rural areas in contrast to the previous findings. Seatbelt use is generally high (above 96%) for front seat passengers for all categories of road and area, with a slightly lower wearing rate found on minor roads in urban areas.

The survey found that seatbelt usage rates in cars are high throughout the day (generally above 95% for all occupants), whilst the wearing rate on weekdays and at weekends were similar for car drivers and front seat passengers.

5.1 Mobile Phone Survey

The mobile phone survey resulted in 13,493 drivers being observed in Scotland, the majority of which (82.6%) were in cars. The total included 7,289 drivers at moving sites (54% of total) and 6,204 drivers at stationary sites (46% of total).

The proportion of car drivers observed using a mobile phone whilst driving was 1.3% at moving sites and 1.6% at stationary sites. Car drivers were less likely than those in other vehicles to be using a mobile phone across all sites, particularly at moving sites where 2.9% of drivers of other vehicles were observed using a mobile phone.

Drivers were more likely to be observed with a mobile phone in their hand (indicating texting or internet usage for instance) than at their ear (indicating making a call). This was the case at both moving and stationary sites.

There are no previous figures for mobile phone use in Scotland available for comparison, whilst previous studies in England did not distinguish between different types of use. However, the 2014 figure for car drivers at moving sites in Scotland (1.3%) is slightly lower than the 1.5% observed making hand-held use of a mobile phone in the 2014 survey for England. The usage rate for car drivers at stationary sites in England was substantially higher at 2.7%, resulting in a 2.4% GB usage rate at such sites.

Mobile phone use by van drivers at moving sites was found to be notably higher in Scotland (3.6%) compared to England (2.5%) and Great Britain overall (2.7%). In particular, van drivers were more likely to be observed with a phone in their hand at moving sites in Scotland.

Mobile phone use was found to be similar amongst both men and women, but younger drivers (those aged 17-29) were much more likely to be observed using their phone than older drivers. Moreover, the recorded use by younger drivers was exclusively in-hand usage (suggesting texting or social media use, for instance). Despite being the least likely to be using a mobile phone overall, drivers over 60 were the age group most likely to be observed with a phone at their ear.

Finally, analysis found that mobile phone use fluctuates during the day and that usage rates were higher during the week compared to weekends at both stationary (2.3% compared to 1.5%) and moving sites (1.0% compared to 0.5%).

6. References

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Appendix A. Additional Seatbelt Survey Tables

Table A.1: Car occupant seatbelt use, weekdays²²

Seat position	Scotland 2009	England 2014	Great Britain 2014	Scotland 2014	2014 Scotland Sample size
Driver	95%	98.2%	98.2%	97.8%	4,757
Front seat passenger	97%	96.1%	96.7%	98.0%	1,361
Rear seat passenger	88%	87.7%	90.6%	99.0%	467

Table A.2: Male car occupant seatbelt use by age, weekdays

Seat Position	Age	Seatbelt use	Sample size
Driver	17-29	97.8%	152
	30-59	97.6%	1,906
	60+	98.2%	612
Front seat passenger	0-13	93.5%	53
	14-29	100%	71
	30-59	98.5%	229
	60+	97.8%	83
	14+	98.6%	383
Rear seat passenger	0-13	99.0%	105
	14+	100%	73

Table A.3: Female car occupant seatbelt use by age, weekdays

Seat Position	Age	Seatbelt use	Sample size
Driver	17-29	99.0%	250
	30-59	98.3%	1,469
	60+	97.6%	292
Front seat passenger	0-13	94.5%	46
	14-29	97.5%	152
	30-59	97.8%	401
	60+	100%	267
	14+	98.5%	820
Rear seat passenger	0-13	100%	80
	14+	98.6%	104

²² Results for England and GB have been supplied by DfT and do not include taxi and private hire vehicles.

Table A.4: Car front seat passenger seatbelt use by area and road type, weekdays

Area type	Road type	Scotland 2014	2014 Scotland Sample size
Urban	Major	99.2%	388
	Minor	96.9%	278
	All	98.0%	666
Rural	Major	98.2%	512
	Minor	97.5%	183
	All	98.0%	695

Table A.5: Car occupant seatbelt use by time of day, weekdays

Time	Driver	Sample size	Front seat passenger	Sample size	Rear seat passenger	Sample size
07:30	96.6%	490	97.5%	61	100%	11
08:30	98.5%	590	98.1%	122	100%	46
09:30	99.3%	431	94.0%	97	100%	31
10:30	97.8%	497	99.6%	148	95.8%	41
11:30	97.2%	520	98.3%	175	98.7%	50
13:30	97.4%	377	96.8%	160	100%	54
14:30	98.5%	439	99.0%	153	98.4%	54
15:30	97.5%	424	99.1%	156	100%	62
16:30	97.9%	476	98.5%	135	100%	55
17:30	97.7%	513	97.6%	154	98.2%	63

Table A.6: Car occupant seatbelt use by time of week

Seat position	Weekday	Sample size	Weekend	Sample size
Driver	98.7%	1423	98.5%	853
Front seat passenger	98.3%	451	98.5%	400
Rear seat passenger	100%	191	95.2%	151

Table A.7: Child car occupant restraint use by age, weekdays

Restraint	Front seat passenger		Rear seat passenger	
	1 - 4 years old	5 - 9 years old	1 - 4 years old	5 - 9 years old
Seatbelt		34.6%	7.4%	22.9%
Any Child seat: correct use		58.3%	92.6%	76.4%
Any Child seat: incorrect use		1.7%	-	-
Unrestrained		5.4%	-	0.7%
Sample size	*	72	51	147

* The sample of children aged 1-4 years old in the front seats was too small to present results.

Appendix B. Additional Mobile Phone Survey Tables

Table B.1: Car driver mobile phone use by gender (including type of use and site type), weekdays

Site type	Male			Female		
	At-Ear	In-Hand	Sample size	At-Ear	In-Hand	Sample size
Moving	0.1%	1.2%	3,472	0.2%	0.9%	2,535
Stationary	0.3%	1.3%	2,892	0.1%	1.6%	2,222

Table B.2: Car driver mobile phone use by age and type of use at stationary sites, weekdays

Age	All use	At-Ear	In-Hand	Sample size
17-29	3.9%	0.0%	3.9%	509
30-59	1.5%	0.2%	1.3%	3,795
60+	0.9%	0.2%	0.6%	806

Table B.3: Car driver mobile phone use by age, gender and type of use, stationary sites, weekdays

Age	Male				Female			
	All use	At-Ear	In-Hand	Sample size	All use	At-Ear	In-Hand	Sample size
17-29	5.0%	0.0%	5.0%	173	3.3%	0.0%	3.3%	335
30-59	1.4%	0.3%	1.2%	2,198	1.5%	0.1%	1.5%	1,591
60+	0.9%	0.4%	0.5%	516	0.8%	0.0%	0.8%	290

Table B.4: Car driver mobile phone use by area and road type, stationary sites, weekdays

Area type	Road type	All use	At-Ear	In-Hand	Sample size
Urban	Major	1.9%	0.0%	1.9%	1,218
	Minor	1.6%	0.0%	1.6%	1,263
	All	1.7%	0.0%	1.7%	2,481
Rural	Major	2.1%	0.3%	1.8%	1,875
	Minor	0.4%	0.2%	0.2%	767
	All	1.6%	0.3%	1.3%	2,642

Table B.5: Car driver mobile phone use by area and road type, moving sites, weekdays

Area type	Road type	All use	At-Ear	In-Hand	Sample size
Urban	Major	1.7%	0.1%	1.6%	1,545
	Minor	0.5%	0.0%	0.5%	748
	All	1.0%	<0.1%*	1.0%	2,293
Rural	Major	1.5%	0.2%	1.2%	3,018
	Minor	1.4%	0.3%	1.1%	708
	All	1.4%	0.2%	1.2%	3,726

*Due to rounding the 'At-Ear' usage rate was found to be 0.0% despite some recorded usage.

Table B.6: Car driver mobile phone use by time of day (moving sites, weekdays)

Time	All use	At-Ear	In-Hand	Sample size
07:30 ²³	2.4%	0.8%	1.6%	307
08:30	1.2%	0.3%	0.8%	635
09:30	1.5%	0.0%	1.5%	414
10:30	0.2%	0.0%	0.2%	355
11:30	0.6%	0.1%	0.4%	494
13:30	2.0%	0.2%	1.8%	684
14:30	0.5%	0.3%	0.3%	611
15:30	1.6%	0.2%	1.5%	722
16:30	1.7%	<0.1%*	1.6%	786
17:30	1.3%	0.1%	1.2%	820

*Due to rounding the 'At-Ear' usage rate at 16:30 was found to be 0.0% despite some recorded usage.

Table B.7: Car driver mobile phone use by time of day (stationary sites, weekdays)

Time	All use	At-Ear	In-Hand	Sample size
07:30	0.8%	0.0%	0.8%	531
08:30	1.6%	0.0%	1.6%	632
09:30	1.6%	0.2%	1.4%	465
10:30	1.2%	0.2%	0.9%	523
11:30	1.7%	0.0%	1.7%	571
13:30	1.7%	0.0%	1.7%	403
14:30	1.8%	0.0%	1.8%	468
15:30	1.9%	0.3%	1.5%	442
16:30	1.1%	0.0%	1.1%	521
17:30	3.4%	1.0%	2.3%	567

Table B.8: Car driver mobile phone use by site type and time of week

Site type	Weekday				Weekend			
	All use	At-Ear	In-Hand	Sample size	All use	At-Ear	In-Hand	Sample size
Moving	1.0%	0.1%	0.8%	1,989	0.5%	0.2%	0.3%	2,244
Stationary	2.3%	0.4%	1.9%	1,419	1.5%	<0.1%*	1.5%	1,053

*Due to rounding the 'At-Ear' usage rate was found to be 0.0% despite some recorded usage.

²³ Excludes one site observation period between 07:50 and 08:20 as this was outwith the general survey schedule.

Appendix C. Survey Site Details

Moving Sites:

Site no.	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	21/10/14 25/10/14	AM PM
SM2	Carnoustie	A930		60	Major	Rural	56.519397	-2.712119	21/10/14	PM
SM3	Inverness	A862		40	Major	Rural	57.479185	-4.307911	23/10/14	AM
SM4	Aberdeen	A944		30	Major	Rural	57.171975	-2.411103	23/10/14	PM
SM5	North Lanarkshire	B825	Lochside road	30	Minor	Rural	55.913620	-3.822443	16/10/14	AM
SM6	Aberdeen	B999		50	Minor	Rural	57.255098	-2.130127	23/10/14 25/10/14	AM AM
SM7	Clyde gateway, Glasgow	A728	Clyde Gateway	30	Major	Urban	55.844949	-4.213798	14/10/14	PM
SM8	Longman road, Inverness	A82	Longman road	30	Major	Urban	57.482734	-4.224403	23/10/14	PM
SM9	Cove Road, Aberdeen	Cove Road		30	Minor	Urban	57.097187	-2.088873	23/10/14	AM
SM10	Perth road, Dundee	Perth road		30	Minor	Urban	56.456332	-2.990477	21/10/14 25/10/14	PM AM

Stationary Sites:

Site no.	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	16/10/14	PM
SS2	near Lanark	A73		40	Major	Rural	55.655657	-3.727464	16/10/14	AM
SS3	Stonehaven	A957	Market Square	30	Major	Rural	56.963824	-2.208258	23/10/14	PM
SS4	Breich	A71	A706	60	Major	Rural	55.826680	-3.668928	16/10/14 18/10/14	PM PM
SS5	Between Tranent and Wallyford	A199	A1	60	Major	Rural	55.944650	-2.987349	16/10/14 18/10/14	PM AM
SS6	Dumbarton	A814	Glasgow Road	40	Major	Rural	55.935169	-4.527282	14/10/14	AM
SS7	Kincardine	A977	A876	30	Major	Rural	56.069189	-3.717437	21/10/14	PM
SS8	Eaglesham	B764	B767	30	Minor	Rural	55.739946	-4.272496	14/10/14	AM
SS9	Dunblane	B803 3	A820	30	Minor	Rural	56.184179	-3.965012	21/10/14	AM
SS10	Eaglesham	B764	Gilmour St	30	Minor	Rural	55.739946	-4.272496	14/10/14	PM
SS11	Armadale	B808 4	A89	30	Minor	Rural	55.898697	-3.699738	16/10/14 18/10/14	AM AM
SS12	Glasgow	A8	Edinburgh Road	30	Major	Urban	55.862271	-4.199107	14/10/14	PM
SS13	Dundee	A930	A92	40	Major	Urban	56.468543	-2.931227	21/10/14	AM
SS14	Aberdeen	A90(T)	Anderson Drive	40	Major	Urban	57.133026	-2.133167	23/10/14 25/10/14	PM PM
SS15	Glasgow	A82(T)	Great Western Rd	50	Major	Urban	55.903263	-4.378831	14/10/14	PM
SS16	Edinburgh		Colinton Road	30	Minor	Urban	55.929901	-3.223968	16/10/14 18/10/14	AM PM

Site no.	Area	Road	Road /Junction name	Speed limit	Major/ Minor	Rural/ Urban	Latitude	Longitude	Date	Shift
SS17	Glasgow	B763	Calder Street	30	Minor	Urban	55.835772	-4.249002	14/10/14	AM
SS18	Bishopbriggs		Kenmuir Av	30	Minor	Urban	55.904573	-4.224683	14/10/14	AM
SS19	Aberdeen	B911 9	Skene Street	30	Minor	Urban	57.146421	-2.112954	23/10/14	AM
SS20	Inverness	B862	B861	30	Minor	Urban	57.477259	-4.226639	23/10/14	AM

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Correspondence and enquiries

For enquiries about this publication please contact:

Darren Peaston,
Transport Analytical Services,
Transport Scotland,
Telephone: 0131 244 7184,
e-mail: Darren.Peaston@transportscotland.gsi.gov.uk

For general enquiries about Scottish Government statistics please contact:

Office of the Chief Statistician, Telephone: 0131 244 0442,
e-mail: statistics.enquiries@scotland.gsi.gov.uk

How to access background or source data

The data collected for this statistical bulletin:

- are available in more detail through Scottish Neighbourhood Statistics
- are available as part of a GB dataset on data.gov.uk
- may be made available on request, subject to consideration of legal and ethical factors. Please contact Darren.Peaston@transportscotland.gsi.gov.uk for further information.
- cannot be made available by Scottish Government for further analysis as Scottish Government is not the data controller.

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