

HGV Fleet Compliance Check 2010

Annexes

Final Version

**In House Analytical
Consultancy**

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Annex A: Terms of Reference

These terms of reference can be split into work that needs to be done before the Fleet Compliance Checks (FCCs) are made on vehicles and the analysis that needs to be done after the checks are completed.

A.1 Setting up the survey prior to the roadside checks:

The In House Analytical Consultancy (IHAC) of Department for Transport (DfT) had to

- Examine the information available on road traffic statistics in order to determine the distribution of traffic between types of road, days of the week and times of the day.
- Select the check sites from a DfT database of all potential sites in order to get the distribution of checks around the country to match national traffic flows of HGVs
- Distribute lists of the proposed check sites to the appropriate VOSA Area Managers for confirmation;
- Find out what data was available from the Mobile Compliance (MC) devices used by VOSA staff at the roadside, and design a paper survey form to complement this data, and enable it to be extracted from VOSA's data warehouse;
- Review the instructions for traffic examiners and vehicle examiners in order to ensure that they were clear - these instructions outlined the purpose of the FCC, specified which vehicles were within the scope of the FCC, and provided additional information to ensure unbiased results;
- Review the instructions for VOSA stopping officers to ensure that they stopped a random selection of vehicles;
- Ensure that the materials needed for the FCC were in place (i.e. list of VOSA confirmed check sites, survey forms, instructions, etc) and that sufficient copies were available.

A.2 Analysing the results:

IHAC had to

- Collate paper returns from the areas;
- Design a data entry database;
- Arrange for paper data to be entered into the electronic database;
- With assistance from VOSA, carry out a data matching and data cleansing exercise to obtain a full, reliable dataset;
- Analyse the data from the survey to produce statistics on traffic offences and the roadworthiness of vehicles;
- Compare the results from this year's HGV Fleet Compliance Checks with those conducted between 1997 and 2008;
- Produce a report for VOSA outlining the results of the FCC.

Annex B: Methodology

VOSA checks are normally targeted, both on the locations where offenders are most likely to be found and on the vehicles thought most likely to be offending, so figures emerging from normal VOSA checks do not necessarily provide an accurate picture of the level of traffic offences and roadworthiness defects that is representative of the fleet as a whole. A Fleet Compliance Check, using randomly selected locations and vehicles, is needed to give unbiased data.

B.1 Selection of Check Sites and the Sampling Framework

In order to produce a representative sample of goods vehicles it was necessary to conduct the checks at a diverse range of sites, both in terms of geographical location and road type. The number of sites on each type of road was proportionate to the amount of HGV traffic on different road types. The times and days of the checks were also selected to be proportionate to HGV traffic.

The actual roadside locations were selected randomly from health and safety approved VOSA roadside check sites, within the parameters described in the paragraph above. Where it was not possible to use a check site due to unforeseen changes in circumstances (such as road works), alternative sites were discussed by VOSA and IHAC.

Vehicles passing any given check site were randomly selected for inclusion in the survey.

The checks were spread over a period between 6th April and 11th June 2010 to give VOSA areas sufficient time to carry out their allocated checks, and in the Scottish areas where VOSA stopping officers were not available, to reduce the strain on police resources.

The locations used were selected at random from a database of the road network in Great Britain. These were split according to road type to match the known road use by goods vehicles. The road categories were as follows:

- Motorways;
- Rural Trunk roads;
- Urban Trunk roads;
- Rural Principal roads;
- Urban Principal roads;
- Rural Minor roads;
- Urban Minor roads.

The selection of minor roads was limited to B class roads in order to avoid using roads with very little goods vehicle traffic. Urban roads are roads within an urban area with a population of 10,000 or more.

The checks assigned to Area 17 were not carried out – though Area 17 did carry out some of the checks assigned to Area 19. In addition, Area 10 conducted only 40% of

their checks. Therefore the results do not include traffic in East Anglia and are short on traffic in Bristol / Gloucester, which may have had an effect on the results.

B.2 Sample Size Required

For roadside checks the sample size required is dependent on the number of vehicles sampled at a single site – this number is known as the cluster size. There is a chance that there will be a correlation between vehicles examined at any given check site (e.g. if the site is near a port there will be a disproportionately high number of vehicles travelling by ferry). As a result the sample may not be completely random, and a larger sample size is required to compensate for this effect.

The sample size needed for a given level of accuracy is determined by:

- the offence rate being measured (i.e. the proportion of vehicles with roadworthiness prohibitions, using the previous year’s results as a guide to the current year’s sample size);
- the size of the clusters (i.e. the number of checks conducted at each site);
- the intra-cluster correlation coefficient (which measures the degree of similarity between measurements made at the same site).
- The intra-cluster correlation coefficient in the 2010 HGV FCC ranged between 0.04 and 0.32.
- The sample size in the 2010 FCC was 3609 for vehicle defects, 3440 for traffic offences, and 1712 for trailer defects. There were 194 ‘clusters’ used for vehicle defects (different sites used on different days), 192 clusters used for traffic offences and 185 clusters used for trailer defects. The cluster sizes for vehicles ranged from 1 check to a maximum of 35 checks at one location on a given date for vehicles / traffic offences, and between 1 and 31 trailers checked at a location on a given date for trailer defects. The averages were 19 vehicle checks, 18 traffic checks and 9 trailer checks per site/date. For these cluster sizes, and the defect and offence rates resulting from the checks, the 95% confidence intervals on the results are as shown in Table A.

Table A - Confidence intervals for different measures in the 2010 HGV FCC

Defect and offence rates for different measures	p[1]	Result	Interval (+/-)	Lower	Upper
Vehicle - All defects	0.11	24.3%	+/-2.4%	21.9%	26.7%
Vehicle - All prohibitions	0.04	10.4%	+/-1.3%	9.0%	11.7%
Vehicle - Immediate prohibitions	0.04	2.5%	+/-0.7%	1.8%	3.2%
Trailer - All defects	0.19	20.7%	+/-3.1%	17.7%	23.8%
Trailer - All prohibitions	0.22	13.3%	+/-2.7%	10.6%	16.0%
Trailer - Immediate prohibitions	0.17	4.9%	+/-1.6%	3.3%	6.5%
Traffic Offences - All severities	0.11	14.7%	+/-2.0%	12.7%	16.6%
Traffic Offences - Serious	0.12	12.4%	+/-1.9%	10.5%	14.2%
Traffic Offences - Prosecutions	0.32	2.1%	+/-1.2%	0.9%	3.3%
Lowest	0.04		+/-0.7%		
Highest	0.32		+/-3.1%		
Mid point	0.15		+/-1.9%		

[1] p is a measure of intra cluster correlation, used as a design effect adjustment when calculating the accuracy of a cluster sample.

It is to be stressed that these rates and confidence intervals assume a random sample of check sites, days and times, and random selection of vehicles at sites.

B.3 Measures of Offence Rates

There are four potential measures for compliance with regulations and roadworthiness:

- the proportion of operators committing offences;
- the proportion of the fleet in which offences were found;
- the proportion of journeys made by vehicles which are committing offences;
- the proportion of miles travelled by vehicles where offences are being committed.

A case could be made for each of these distinct measures being thought of as providing the best picture. However there are practical problems in obtaining some of these measures, and the decision as to which measure to use must therefore take account of the practicalities of carrying out the check. It is also important to try to determine which measure best deals with issues such as upholding the law, fair competition, and road safety.

The level of roadworthiness and compliance with traffic regulations by miles travelled by goods vehicles was the measure that was selected. This was partly because it is the easiest of the four means to evaluate, but also because it was felt that it provided the best coverage of the issues involved in measuring the condition and compliance of the HGV fleet.

By looking at offence rates and roadworthiness defects by miles travelled, figures can be produced for the level of offence and for miles travelled by unsafe vehicles. The FCC was designed so that for each mile travelled each heavy goods vehicle had an equal chance of being stopped.

The method of collecting the data determines which measure of offence is examined. Any roadside check will, by definition, produce a measure that is as a proportion of miles travelled. This is because the chance that a vehicle will pass a check site is directly related to the distance travelled by the vehicle on the road containing the check site.

It is not possible to convert the results of this study into one of the other four measures.

B.4 Analysis of the Results

IHAC designed a data entry database and supervised temporary staff as they input the information from the paper forms. This data was matched with data extracted from VOSA's Mobile Compliance database. The combined data was analysed by IHAC to produce this report of the results.

For this year's check, a new method was used for most of the analysis. The chi-squared methodology used for all analysis in previous years was used again in this analysis to compare different years. However, for most of the rest of the analysis, the multivariate logistic regression approach was used. This considered the effect of multiple variables together, rather than looking at each factor in isolation.

Many of the survey characteristics are related to each other. For example, 51% of articulated vehicles were aged three years or under compared to only 38% of rigid vehicles; and vehicles with a trailer were nearly seven times as likely to be stopped at night. Because the characteristics are related it is sometimes difficult to pick out the most important factor relating to condition / compliance. Analysis in previous surveys did not take account of these relationships – for example it did not say whether a lower prohibition rate seen on younger articulated vehicles was due to them being younger, being articulated, or whether age and vehicle type were both important.

B.5 Data Problems

There were details of 3693 vehicles entered onto paper forms. However, 17 vehicles could not be matched to electronic records, which left results of 3676 vehicle checks to be used in the analysis.

Of the 3676 vehicles used, 3668 had at least one of the FCC special returns codes used (3640 had the correct FCC_GB_HGV code used and 28 had used one of the other codes: usually the non-GB HGV code). Therefore, only 8 vehicles would have been excluded from the analysis if paper forms were not used and data was extracted only via the special returns flag.

If paper forms were not used, bigger data inconsistencies would have been introduced by including too many vehicles rather than by excluding vehicles. An additional 128 checks had one of the FCC codes used over that period (121 vehicles had the FCC_GB_HGV code and seven had another FCC code), even though they were not recorded on the paper forms. This can happen when an examiner turns on the special returns code for a series of FCC checks, but fails to turn it off for subsequent checks. These vehicles would have been included in error. This problem of including non-FCC vehicles is also more serious than missing off some real FCC checks as that would include some targeted checks, which would artificially increase the prohibition / non-compliance rates.

In this survey the body type was taken from the electronic data only; it was not recorded on paper forms. In the electronic data the body type of Articulated vehicles were almost all recorded as just 'Artic', with no body type given for any trailer. Therefore the actual body type of articulated vehicles is not known. In previous years the body type of the vehicle/trailer combination was given, so vehicles did not have a body type of 'Artic'. The body type has previously been shown to be a good indicator of vehicle condition (see IHAC paper titled 'HGV FCC Trend Analysis', issued on 9 June 2010).

67 checks appeared to have no vehicle examiner check; so details of these vehicles have been excluded from the vehicle condition and trailer condition sections. In 236 cases it appeared that there was no traffic examiner check; so details of these drivers / operators have been excluded from the traffic compliance section.

Five of the checks that appeared to have no traffic examiner check had comments on the paper form that suggested that there were traffic offences detected. The comments were: "Yes - Tacho 2yr (ORN). NO MOT"; "4 charts seized - exceed 4.5 hrs driving"; "Fail to return charts. Mode switch defective. Fail to replace Driver Id"; "No O Licence"; and "Unauthorised use". These comments have been ignored as the checks were removed from the analysis of traffic compliance.

B.6 Accuracy of the results

Comparisons were made between the actual and expected proportions of checks carried out on different road types, times of day and days of the week. These factors were used to design the sampling framework for the checks as it was thought that they may have an influence on prohibition rates. If this is the case, any significant difference between actual and expected distributions could affect the accuracy of the results.

The following process was used to analyse and attempt to compensate for the effect of these biases on headline results such as all vehicle prohibitions. It is designed to mimic discarding any excess sites and then re-surveying where there is a shortfall.

- The expected number of prohibitions within the number of extra checks that were done for each group and the associated variances were calculated. These were then summed across the groups¹.
- The expected number of prohibitions within the shortfall of checks (based on the observed prohibition rate²) and the associated variances were calculated. These were then summed across the groups.
- As these two sums can each be approximated to the normal distribution, the difference was then calculated. This produces a single normal distribution for the bias from which a confidence interval can be calculated.
- This analysis produced a 95% confidence interval for an estimate of the prohibition rates and offence rates for HGVs, given in Tables B, C and D.

Table B – Vehicle prohibition rates

95% limits:	All prohibitions		Immediate prohibitions	
	Lower	Upper	Lower	Upper
Sampling factor				
Road type	9.30%	11.29%	1.93%	2.93%
Day of week	9.38%	11.37%	2.01%	3.03%
Time of day	9.37%	11.36%	2.00%	3.02%
Cluster size	9.04%	11.68%	1.83%	3.16%
Combined interval	9.04%	11.68%	1.83%	3.16%
Prohibition rates from data	10.4%		2.5%	
+/- confidence bounds	-1.32%	1.32%	-0.66%	0.66%

¹ If the prohibition rate is small then these Binomial distributions approximate to the Poisson distribution and such addition is valid. If the prohibition rate is larger then they approximate to the Normal distribution and again such addition is valid.

² This assumes that the observed prohibition rate is accurate for each group.

Table C – Trailer prohibition rates

95% limits:	All prohibitions		Immediate prohibitions	
	Lower	Upper	Lower	Upper
Sampling factor				
Road type	11.64%	14.86%	3.87%	5.92%
Day of week	11.83%	15.06%	3.93%	5.98%
Time of Check	11.74%	14.97%	3.88%	5.92%
Cluster size	10.56%	15.96%	3.31%	6.50%
Combined interval	10.56%	15.96%	3.31%	6.50%

Prohibition rates from data	13.3%		4.9%	
+/- confidence bounds	-2.70%	2.70%	-1.59%	1.59%

Table D – Rate of serious traffic offences

95% limits:	Offence rates			
	All serious offences		Prosecutions	
Sampling factor	Lower	Upper	Lower	Upper
Road type	11.17%	13.36%	1.62%	2.57%
Day of week	11.22%	13.41%	1.61%	2.57%
Time of Check	11.00%	13.17%	1.48%	2.40%
Cluster size	10.47%	14.24%	0.90%	3.34%
Combined interval	10.47%	14.24%	0.90%	3.34%

Offence rates from data	12.4%		2.1%	
+/- confidence bounds	-1.89%	1.89%	-1.22%	1.22%

In all three cases (vehicle prohibitions, trailer prohibitions and serious offences), there would be no significant difference between the observed prohibition / offence rates, and a prohibition / offence rate that was weighted to account for the proportion of checks carried out on different road types, on different days of week or at different time of day.

This is because the number of checks done on different road types and on different days of the week were similar to the national distribution by road type or day of the week. There were many more checks done in the morning than expected and similarly many fewer done in the afternoon and evening, but for vehicle and trailer prohibitions the time of day did not significantly affect the results. Vehicles at night had significantly fewer serious traffic offences, though this made very little difference to the overall result.

This is borne out in the three tables above, where the confidence intervals for road type, day of week and time of day fell completely within the confidence intervals associated with the cluster size.

Therefore the prohibition / offence rates quoted in the report and the confidence intervals shown in Table A (section B.2 on page 5 of these annexes) remain valid.

Annex C: HGV Fleet Compliance Check Form 2010

HGV FLEET COMPLIANCE CHECK 2010

Return to: Tim Johnston, D/6 Ashdown Hse,
Sedlescombe Rd Nth, St Leonards, TN37 7GA

(Exclude Foreign and Northern Ireland vehicles)

This form must be completed for ALL HGVs selected for examination during the above check. It is used to collect data that is not entered into the MC system, and VRM is used to match this data to the MC data.

Please ensure that you have read the Guidance Notes before completing this form and that all relevant questions are answered clearly.

Please ensure that the full quota of 35 checks are carried out at each check site, in particular, in the case of weekend and/or night checks. There is no need to carry out more than 40 checks at one site on one day.

Check details

VOSA Area Number		Date of Check		Form ID:	
Check Site Location ID					
Check Site Location Description					
VE Name		TE Name			

Vehicles checked

Please list the VRMs of ALL VEHICLES checked (for combinations use one line only). Please write the number of Vehicle Axles and Trailer Axles, along with the Max Gross/Train Weight in KGs. If there was no trailer please cross through the Trailer Axles box. Please tick to indicate if the vehicle was Immobilised. Please record any other Offences not resulting in GFPD or prohibition in the last column, including outcome – see guidance notes. Please enter any additional comments in the "Other Comments" Section at the end of this Form, stating which row it relates to.

	VRM (block capitals)	Vehicle Axles	Trailer Axles	Max weight (kg)	Immobilised (✓)	Offences not resulting in GFPD or prohibition
1					<input type="checkbox"/>	
2					<input type="checkbox"/>	
3					<input type="checkbox"/>	
4					<input type="checkbox"/>	
5					<input type="checkbox"/>	
...					<input type="checkbox"/>	
35					<input type="checkbox"/>	

Other Comments (quote row number where appropriate):

(Attach extra sheets if necessary, but include Form ID)

Annex D: Detailed Results

IM Number	Defect	Vehicle			Trailer			TOTAL
		Immediate	Delayed	TOTAL	Immediate	Delayed	TOTAL	
1	<i>Not Allocated</i>	0	0	0	0	0	0	0
2	<i>Not Allocated</i>	0	0	0	0	0	0	0
3 *	Seat Belts	0	4	4	0	0	0	4
4	<i>Not Allocated</i>	0	0	0	0	0	0	0
5 *	Exhaust Emissions	0	0	0	0	0	0	0
6	Road Wheels & Hubs	7	12	19	4	7	11	30
7	Size & Type of Tyres	0	1	1	0	0	0	1
8	Condition of Tyres	17	53	70	15	36	51	121
9	Sideguards, Rear Under-Run Devices & Bumper Bars	0	1	1	1	1	2	3
10	Spare Wheel & Carrier	0	0	0	0	0	0	0
11	Vehicle To Trailer Coupling	1	5	6	0	1	1	7
12	Trailer Parking And Emergency Brakes, & Air Line Connections	0	0	0	5	0	5	5
13	Trailer Landing Legs	0	0	0	0	0	0	0
14	Spray Suppression, Wings & Wheel Arches	2	9	11	3	10	13	24
15 *	Cab Security	0	1	1	0	0	0	1
16 *	Driver & Passenger Doors	0	0	0	0	0	0	0
17 *	Driver's Accommodation & Steps	0	0	0	0	0	0	0
18 *	Driver's Seat	0	0	0	0	0	0	0
19	Security of Body	1	7	8	0	1	1	9
20	Condition of Body	3	0	3	2	0	2	5
21	<i>Not Allocated</i>	0	0	0	0	0	0	0
22 *	Mirrors	0	0	0	0	0	0	0
23 *	Glass & View of the Road	6	0	6	0	0	0	6
24	<i>Not Allocated</i>	0	0	0	0	0	0	0
25 *	Windscreen Wipers & Washers	0	0	0	0	0	0	0
26 *	Speedometer / Tachograph	0	0	0	0	0	0	0
27 *	Audible Warning (Horn)	0	0	0	0	0	0	0
28 *	Driving Controls	0	0	0	0	0	0	0
29	<i>Not Allocated</i>	0	0	0	0	0	0	0
30 *	Steering Control	0	0	0	0	0	0	0
31	<i>Not Allocated</i>	0	0	0	0	0	0	0
32	<i>Not Allocated</i>	0	0	0	0	0	0	0
33 *	Speed Limiters	0	0	0	0	0	0	0
34 *	Pressure / Vacuum Warning & Build Up	1	0	1	0	0	0	1
35	<i>Not Allocated</i>	0	0	0	0	0	0	0
36 *	Hand Lever Operating Mechanical Brakes	0	1	1	0	0	0	1
37 *	Service Brake Pedal	0	0	0	0	0	0	0

IM Number	Defect	Vehicle			Trailer			TOTAL
		Immediate	Delayed	TOTAL	Immediate	Delayed	TOTAL	
38	Service Brake Operation	0	40	40	3	40	43	83
39	Hand Operated Brake Control Valve	0	0	0	0	0	0	0
40	<i>Not Allocated</i>	0	0	0	0	0	0	0
41	Condition of Chassis	0	0	0	0	0	0	0
42	Electrical Wiring & Equipment	0	0	0	0	0	0	0
43 *	Engine & Transmission	0	0	0	0	0	0	0
44	Oil Leaks	0	10	10	0	1	1	11
45	Fuel Tanks & Systems	5	12	17	3	3	6	23
46 *	Exhaust Systems	1	17	18	0	0	0	18
47	<i>Not Allocated</i>	0	0	0	0	0	0	0
48	Suspension	4	18	22	5	23	28	50
49	<i>Not Allocated</i>	0	0	0	0	0	0	0
50	<i>Not Allocated</i>	0	0	0	0	0	0	0
51	<i>Not Allocated</i>	0	0	0	0	0	0	0
52	<i>Not Allocated</i>	0	0	0	0	0	0	0
53	Axles, Stub Axles & Wheel Bearings	0	0	0	0	0	0	0
54	Steering Mechanism	1	28	29	0	0	0	29
55	<i>Not Allocated</i>	0	0	0	0	0	0	0
56	<i>Not Allocated</i>	0	0	0	0	0	0	0
57	Transmission	0	1	1	0	0	0	1
58	Additional Braking Devices (inc. Retarders)	0	0	0	0	0	0	0
59	Brake Systems & Components	13	121	134	10	63	73	207
60	<i>Not Allocated</i>	0	0	0	0	0	0	0
61	<i>Not Allocated</i>	0	0	0	0	0	0	0
62	Rear Markings & Reflectors	0	0	0	0	0	0	0
63	Lamps	14	0	14	11	0	11	25
64	<i>Not Allocated</i>	0	0	0	0	0	0	0
65	<i>Not Allocated</i>	0	0	0	0	0	0	0
66	Direction Indicators and Hazard Warning Lamps	18	0	18	13	0	13	31
67 *	Aim of Headlamps	0	0	0	0	0	0	0
68	<i>Not Allocated</i>	0	0	0	0	0	0	0
69	<i>Not Allocated</i>	0	0	0	0	0	0	0
70	<i>Not Allocated</i>	0	0	0	0	0	0	0
71	Service Brake Performance	2	0	2	8	0	8	10
72 *	Secondary Brake Performance	0	0	0	0	0	0	0
73	Parking Brake Performance	0	0	0	0	3	3	3
99	<i>Unknown</i>	2	2	4	5	1	6	10
TOTAL		98	343	441	88	190	278	719

* These defects do not apply to trailers

Immediate Vehicle Prohibitions – detail

Count	IM No	Defect Description	% of IM	% of total
15	66	Direction indicator inoperative indicator cannot be used to clearly show driver's intention	83.3%	15.3%
2	66	Direction indicator not functioning correctly indicator cannot be used to clearly show driver's intention	11.1%	2.0%
1	66	Direction indicator missing indicator cannot be used to clearly show driver's intention	5.6%	1.0%
5	8	Steered axle tyre tread worn beyond legal limit	29.4%	5.1%
5	8	Tyre seriously under inflated overload likely on other tyre of twin fitment	29.4%	5.1%
2	8	Tyre has damage to the side wall body cords damaged	11.8%	2.0%
1	8	Tyre bulging caused by failure of its structure	5.9%	1.0%
1	8	Tyre bulging caused by separation of its structure	5.9%	1.0%
1	8	Tyre has damage to the tread area body cords damaged	5.9%	1.0%
1	8	Tyre seriously under inflated likely to affect steering	5.9%	1.0%
1	8	Tyre tread lifting caused by failure of its structure	5.9%	1.0%
10	63	Stop lamp inoperative and no lamp shows a steady red light, when brakes applied	71.4%	10.2%
2	63	Obligatory dipped headlamp inoperative and use of headlamps is compulsory	14.3%	2.0%
1	63	Obligatory marker lamp insecure and detachment imminent	7.1%	1.0%
1	63	Stop lamp inoperative and lamp remains on when all brakes are released	7.1%	1.0%
4	59	Load sensing valve(linkage defective) clearly not able to function as intended	30.8%	4.1%
2	59	Brake fluid leaking obvious leak leading to brake failure	15.4%	2.0%
1	59	Brake actuator travel excessive affecting brake efficiency	7.7%	1.0%
1	59	Brake air actuator insecure and failed	7.7%	1.0%
1	59	Brake air actuator insecure failure imminent	7.7%	1.0%
1	59	Brake air reservoir insecure has become detached	7.7%	1.0%
1	59	Brake valve insecure and detached	7.7%	1.0%
1	59	Load sensing valve seized clearly not able to function as intended	7.7%	1.0%
1	59	Loss of air in braking system with brake applied pressure cannot be sustained with engine on "fast idling"	7.7%	1.0%
5	6	Wheel nut loose more than one fitted to that wheel	71.4%	5.1%
1	6	Wheel stud fractured only one of the total fitted to that wheel	14.3%	1.0%
1	6	Wheel stud loose more than one fitted to that wheel	14.3%	1.0%
6	23	Driver's view to the front seriously impaired(area normally swept by windscreen wipers)	100.0%	6.1%
2	45	Fuel leakage which is continuous	40.0%	2.0%
2	45	Fuel leakage which is hazardous to other road users	40.0%	2.0%
1	45	Fuel tank sealing arrangements defective such as to permit fuel spillage and cause hazard to others	20.0%	1.0%
2	48	Suspension holding down bolts/nuts insecure axle moving relative to suspension unit	50.0%	2.0%
1	48	A suspension shackle pin and/or bush worn with diametric clearance in excess of 1/3rd diameter of pin	25.0%	1.0%
1	48	Suspension unit deflated adversely affecting the system	25.0%	1.0%
1	20	Exterior body panel damaged and likely to become detached	33.3%	1.0%

1	20	Part of body designed to carry load damaged load likely to become detached	33.3%	1.0%
1	20	Part of body designed to carry load missing permit the load to be shed/to leak	33.3%	1.0%
1	14	Wing insecure and rubbing on tyre	50.0%	1.0%
1	14	Wing insecure detachment likely	50.0%	1.0%
2	71	Service brake not operating on wheel originally designed to do so	100.0%	2.0%
2	99	Unknown	100.0%	2.0%
1	11	Trailer mounting of jaw to chassis insecure detachment likely	100.0%	1.0%
1	19	Crane support leg retaining device insecure and support arm likely to extend	100.0%	1.0%
1	34	Braking System Air Build-up excessively slow	100.0%	1.0%
1	46	Exhaust system leaking likely to cause a fire hazard	100.0%	1.0%
1	54	Steering track rod insecure and there is excessive movement between mating parts	100.0%	1.0%

Delayed Vehicle Prohibitions – detail

Count	IM No	Defect Description	% of IM	% of total
35	59	Brake disc fractured fractured through surface into the ventilation cavity	28.9%	10.2%
8	59	Brake valve leaking significant leak but pressure can be sustained at fast idle	6.6%	2.3%
6	59	Any component forming part of an anti-lock braking system damaged and the warning lamp sequence indicates there is a fault	5.0%	1.7%
6	59	Brake air reservoir insecure early failure unlikely	5.0%	1.7%
6	59	Brake pad excessively worn pad material less than 1.5mm thick at any point	5.0%	1.7%
5	59	Brake hose deteriorated but no apparent risk of early failure	4.1%	1.5%
5	59	Brake pipe fouling but no apparent risk of early failure	4.1%	1.5%
5	59	Brake pipe leaking with brake applied but pressure can be sustained with engine on "fast idle"	4.1%	1.5%
4	59	Brake pipe chafed but no apparent risk of early failure	3.3%	1.2%
4	59	Loss of air in braking system with brake applied pressure can be sustained with engine on "fast idling"	3.3%	1.2%
3	59	Low fluid level in hydraulic brake fluid reservoir fluid level clearly below the minimum level indication	2.5%	0.9%
2	59	Any component forming part of an anti-lock braking system disconnected and the warning lamp sequence indicates there is a fault	1.7%	0.6%
2	59	Brake actuator travel is excessive	1.7%	0.6%
2	59	Brake connection leaking with brake applied but pressure can be sustained with engine on "fast idle"	1.7%	0.6%
2	59	Brake hose chafed but no apparent risk of early failure	1.7%	0.6%
2	59	Brake hose fouling but no apparent risk of early failure	1.7%	0.6%
2	59	Brake hose leaking with brake applied but pressure can be sustained with engine on "fast idle"	1.7%	0.6%
2	59	Brake hose leaking without brake applied but pressure can be sustained with engine on "fast idle"	1.7%	0.6%

2	59	Brake pipe leaking without brake applied but pressure can be sustained with engine on "fast idle"	1.7%	0.6%
1	59	A brake component excessively corroded with serious reduction in strength	0.8%	0.3%
1	59	Abnormal movement of levers indicating maladjustment of brakes brake efficiency not yet impaired	0.8%	0.3%
1	59	Abnormal movement of levers indicating maladjustment of brakes no apparent loss of brake efficiency	0.8%	0.3%
1	59	Absence of fluid in hydraulic brake fluid reservoir fluid level clearly below the minimum level indication	0.8%	0.3%
1	59	Any component forming part of an anti-lock braking system missing and the warning lamp sequence indicates there is a fault	0.8%	0.3%
1	59	Automatic brake slack adjuster component insecure brake efficiency not yet impaired	0.8%	0.3%
1	59	Brake air actuator fractured no apparent risk of failure	0.8%	0.3%
1	59	Brake connection leaking without brake applied but pressure can be sustained with engine on "fast idle"	0.8%	0.3%
1	59	Brake disc friction surface excessively pitted fractured through surface into the ventilation cavity	0.8%	0.3%
1	59	Brake disc friction surface excessively pitted such that the pad is not contacting areas of the surface	0.8%	0.3%
1	59	Brake hose stretched but no apparent risk of early failure	0.8%	0.3%
1	59	Brake hose twisted but no apparent risk of early failure	0.8%	0.3%
1	59	Brake pad excessively worn lining material less than 1.5mm thick at any point	0.8%	0.3%
1	59	Brake pipe damaged but no apparent risk of early failure	0.8%	0.3%
1	59	Brake pipe inadequately supported significantly insecure	0.8%	0.3%
1	59	ISO 7638 cable missing	0.8%	0.3%
1	59	Loss of air in braking system without brake applied pressure can be sustained with engine on "fast idling"	0.8%	0.3%
1	59	Severely contaminated brake pad material likely to affect brake efficiency (no equipment to confirm)	0.8%	0.3%
18	8	Non-steered axle tyre tread worn beyond legal limit	34.0%	5.2%
13	8	Deep cut in tyre breaker cords damaged in the tread area	24.5%	3.8%
10	8	Tyre has damage to the tread area breaker cords damaged in the tread area	18.9%	2.9%
5	8	Tyre has damage to the side wall body cords exposed	9.4%	1.5%
4	8	Deep cut in tyre body cords exposed	7.5%	1.2%
1	8	Tyre has break in the fabric or cut which is 25mm or longer breaker cords damaged in the tread area	1.9%	0.3%
1	8	Tyre tread worn away breaker cords damaged in the tread area	1.9%	0.3%
1	8	Tyre wall severely scuffed body cords exposed	1.9%	0.3%
22	38	Anti-lock warning lamp indicates the existence of a fault	55.0%	6.4%
8	38	Anti-lock brake warning light sequence inoperative	20.0%	2.3%
5	38	Anti-lock warning lamp inoperative	12.5%	1.5%
3	38	EBS warning lamp indicates the existence of a fault	7.5%	0.9%
1	38	Anti-lock brake warning light sequence indicates a fault	2.5%	0.3%
1	38	EBS warning lamp inoperative	2.5%	0.3%
16	54	Excessive movement in steering joint (excessive abnormal movement)	57.1%	4.7%
5	54	Steering relay arm pivot excessively worn but no apparent risk of early failure evident	17.9%	1.5%

3	54	Excessive fluid leak from power steering fluid leak in excess of 75mm diameter patch in 5 minutes	10.7%	0.9%
1	54	Power steering ram joint excessively worn but no apparent risk of ram becoming detached	3.6%	0.3%
1	54	Steered road wheels fouling, restricted in travel but no evidence of steering function being impaired	3.6%	0.3%
1	54	Steering component defective but no apparent risk of early failure	3.6%	0.3%
1	54	Steering component fouling, restricted in its travel but no evidence of steering function being impaired	3.6%	0.3%
6	48	A suspension shackle pin and/or bush worn clearly worn in excess of the annual test standard	33.3%	1.7%
4	48	Suspension holding down bolts/nuts insecure no movement of axle evident	22.2%	1.2%
2	48	Road spring leaf fractured/broken	11.1%	0.6%
2	48	Suspension anchor pin insecure in it's bracket - significantly insecure	11.1%	0.6%
1	48	Radius arm/linkage bracket insecure but no apparent risk of failure imminent	5.6%	0.3%
1	48	Shock absorber fractured with no apparent adverse affect on steering or stability	5.6%	0.3%
1	48	Shock absorber pivot insecure with no apparent adverse affect on steering or stability	5.6%	0.3%
1	48	Suspension unit leaking but no apparent adverse affect on the system	5.6%	0.3%
10	46	Exhaust system leaking significant deterioration	58.8%	2.9%
7	46	Exhaust system insecure significant deterioration	41.2%	2.0%
8	6	Wheel nut loose only one of the total fitted to that wheel	66.7%	2.3%
2	6	Wheel nut washer fractured only one of the total fitted to that wheel	16.7%	0.6%
1	6	Wheel nut not clamping in taper only one of the total fitted to that wheel	8.3%	0.3%
1	6	Wheel stud missing only one of the total fitted to that wheel	8.3%	0.3%
10	45	Fuel leakage causing a patch over 75mm diameter in 5 minutes	83.3%	2.9%
1	45	Fuel pipe insecure likely to fracture or leak	8.3%	0.3%
1	45	Fuel tank mounting insecure significantly insecure	8.3%	0.3%
3	44	Oil leak from engine onto road surface dripping, in excess of 75mm diameter patch in 5 minutes	30.0%	0.9%
3	44	Oil leaking from ancillary equipment onto road surface dripping, in excess of 75mm diameter patch in 5 minutes	30.0%	0.9%
2	44	Oil leak from tipping gear onto road surface dripping, in excess of 75mm diameter patch in 5 minutes	20.0%	0.6%
2	44	Oil leaking to road surface dripping, in excess of 75mm diameter patch in 5 minutes	20.0%	0.6%
3	14	Obligatory spray suppression equipment missing	33.3%	0.9%
2	14	Obligatory spray suppression equipment incomplete	22.2%	0.6%
2	14	Wing badly holed not acting as a complete shield relating to original design	22.2%	0.6%
2	14	Wing missing not acting as a complete shield relating to original design	22.2%	0.6%
5	19	Crane support leg retaining device insecure and incapable of operating as designed	71.4%	1.5%

1	19	Container fastening device seized - missing where fastening is the other of a matched pair	14.3%	0.3%
1	19	Crane support leg retaining device missing and incapable of operating as designed	14.3%	0.3%
2	11	Trailer coupling safety locking device fitted but not operating as required	40.0%	0.6%
1	11	A load bearing part of coupling cracked but no apparent risk of early detachment	20.0%	0.3%
1	11	Fifth wheel attachment to chassis insecure but no apparent risk of detachment	20.0%	0.3%
1	11	Fifth wheel attachment to chassis insecure but no apparent risk of failure	20.0%	0.3%
2	3	Obligatory seat belt defective and therefore not capable of performing its intended purpose	50.0%	0.6%
1	3	Obligatory seat belt inoperative and therefore not capable of performing its intended purpose	25.0%	0.3%
1	3	Obligatory seat belt insecure and therefore not capable of performing its intended purpose	25.0%	0.3%
2	99	Unknown	100.0%	0.6%
1	7	Tyre of a different nominal size fitted on the same axle	100.0%	0.3%
1	9	Sideguard missing -missing where required	100.0%	0.3%
1	15	Cab mounting defective a significantly defective mounting	100.0%	0.3%
1	36	Insufficient reserve travel on hand brake lever brake efficiency not impaired	100.0%	0.3%
1	57	Propeller shaft carrier bearing badly worn significantly defective	100.0%	0.3%

Immediate Trailer Prohibitions – detail

Count	IM No	Defect Description	% of IM	% of total
3	8	Tyre bulging caused by separation of its structure	20.0%	3.4%
3	8	Tyre has damage to the side wall body cords damaged	20.0%	3.4%
2	8	Deep cut in tyre body cords damaged	13.3%	2.3%
2	8	Tyre bulging caused by failure of its structure	13.3%	2.3%
2	8	Tyre seriously under inflated overload likely on other tyre of twin fitment	13.3%	2.3%
1	8	Tyre fouling damaged and likely to fail	6.7%	1.1%
1	8	Tyre has damage to the tread area body cords damaged	6.7%	1.1%
1	8	Tyre tread lifting caused by separation of its structure	6.7%	1.1%
12	66	Direction indicator inoperative indicator cannot be used to clearly show driver's intention	92.3%	13.6%
1	66	Direction indicator not functioning correctly indicator cannot be used to clearly show driver's intention	7.7%	1.1%
11	63	Stop lamp inoperative and no lamp shows a steady red light, when brakes applied	100.0%	12.5%
2	59	Brake dust cover loose detachment imminent	20.0%	2.3%
1	59	Automatic brake slack adjuster component inoperative brake efficiency impaired	10.0%	1.1%
1	59	Brake air reservoir insecure detachment imminent	10.0%	1.1%
1	59	Brake drum fractured through	10.0%	1.1%
1	59	Brake pipe chafed and failed	10.0%	1.1%
1	59	Brake valve inoperative	10.0%	1.1%

1	59	Brake valve insecure and detached	10.0%	1.1%
1	59	ISO 7638 cable missing and no evidence of operation	10.0%	1.1%
1	59	Retaining device missing	10.0%	1.1%
8	71	Service brake not operating on wheel originally designed to do so	100.0%	9.1%
5	12	Trailer parking brake cannot be set	100.0%	5.7%
1	48	Shock absorber fractured detachment imminent	20.0%	1.1%
1	48	Shock absorber malfunctioning detachment imminent	20.0%	1.1%
1	48	Suspension holding down bolts/nuts insecure axle moving relative to suspension unit	20.0%	1.1%
1	48	Suspension unit deflated adversely affecting the system	20.0%	1.1%
1	48	Suspension unit deflated adversely affecting vehicle control	20.0%	1.1%
4	99	Unknown	80.0%	4.5%
1	99	Unknown - insecure load	20.0%	1.1%
3	6	Wheel nut loose more than one fitted to that wheel	75.0%	3.4%
1	6	Wheel stud loose more than one fitted to that wheel	25.0%	1.1%
2	14	Wing insecure and rubbing on tyre	66.7%	2.3%
1	14	Insufficient clearance between wing and tyre wing rubbing on tyre, likely to cause injury to others	33.3%	1.1%
3	38	Trailer EBS warning light not working and no available evidence of EBS function	100.0%	3.4%
2	45	Fuel tank filler cap defective such as to permit fuel spillage and cause hazard to others	66.7%	2.3%
1	45	Fuel tank filler cap missing such as to permit fuel spillage and cause hazard to others	33.3%	1.1%
1	20	Exterior body panel protruding and likely to cause injury	50.0%	1.1%
1	20	External body embellishment damaged and likely to cause injury	50.0%	1.1%
1	9	Sideguard insecure detachment likely (partially)	100.0%	1.1%

Delayed Trailer Prohibitions – detail

Count	IM No	Defect Description	% of IM	% of total
9	59	Brake disc fractured fractured through surface into the ventilation cavity	14.3%	4.7%
7	59	Brake valve leaking significant leak but pressure can be sustained at fast idle	11.1%	3.7%
4	59	Brake actuator travel is excessive	6.3%	2.1%
4	59	Brake valve insecure due to a failure of supporting structure	6.3%	2.1%
3	59	Locking device insecure	4.8%	1.6%
3	59	Loss of air in braking system without brake applied pressure can be sustained with engine on "fast idling"	4.8%	1.6%
2	59	Any component forming part of an anti-lock braking system damaged and the warning lamp sequence indicates there is a fault	3.2%	1.1%
2	59	Any component forming part of an anti-lock braking system damaged rendering the ABS system inoperative	3.2%	1.1%
2	59	Brake air reservoir insecure early failure unlikely	3.2%	1.1%
2	59	Brake hose chafed but no apparent risk of early failure	3.2%	1.1%
2	59	Brake pipe fouling but no apparent risk of early failure	3.2%	1.1%
1	59	A brake component fractured with serious reduction in strength	1.6%	0.5%

1	59	A brake component seriously reduced in diameter with serious reduction in strength	1.6%	0.5%
1	59	A brake component worn the degree of wear being excessive	1.6%	0.5%
1	59	Abnormal movement of levers indicating maladjustment of brakes brake efficiency not yet impaired	1.6%	0.5%
1	59	Any component forming part of an anti-lock braking system disconnected and the warning lamp sequence indicates there is a fault	1.6%	0.5%
1	59	Any component forming part of an anti-lock braking system disconnected rendering the ABS system inoperative	1.6%	0.5%
1	59	Any component forming part of an anti-lock braking system missing likely to affect the correct function	1.6%	0.5%
1	59	Automatic brake slack adjuster component disconnected no apparent loss of braking efficiency	1.6%	0.5%
1	59	Automatic brake slack adjuster component inoperative no apparent loss of braking efficiency	1.6%	0.5%
1	59	Automatic brake slack adjuster component missing brake efficiency not yet impaired	1.6%	0.5%
1	59	Brake air reservoir excessively corroded early failure unlikely	1.6%	0.5%
1	59	Brake connection leaking with brake applied but pressure can be sustained with engine on "fast idle"	1.6%	0.5%
1	59	Brake disc friction surface excessively pitted such that the pad is not contacting areas of the surface	1.6%	0.5%
1	59	Brake disc surface excessively corroded such that the pad is not contacting areas of the surface	1.6%	0.5%
1	59	Brake hose deteriorated but no apparent risk of early failure	1.6%	0.5%
1	59	Brake hose kinked but no apparent risk of early failure	1.6%	0.5%
1	59	Brake pad excessively worn pad material less than 1.5mm thick at any point	1.6%	0.5%
1	59	Brake valve insecure due to weakness of supporting structure	1.6%	0.5%
1	59	ISO 7638 cable and the warning lamp sequence indicates there is a fault	1.6%	0.5%
1	59	ISO 7638 cable missing with evidence of operation	1.6%	0.5%
1	59	ISO 7638 warning light indicates a fault but evidence of operation	1.6%	0.5%
1	59	Loss of air in braking system with brake applied pressure can be sustained with engine on "fast idling"	1.6%	0.5%
1	59	Retaining device missing	1.6%	0.5%
33	38	Anti-lock brake warning light sequence indicates a fault	82.5%	17.4%
6	38	Anti-lock brake warning light sequence inoperative	15.0%	3.2%
1	38	Anti-lock warning lamp indicates the existence of a fault	2.5%	0.5%
12	8	Deep cut in tyre breaker cords damaged in the tread area	33.3%	6.3%
11	8	Non-steered axle tyre tread worn beyond legal limit	30.6%	5.8%
7	8	Tyre has damage to the tread area breaker cords damaged in the tread area	19.4%	3.7%
3	8	Tyre tread worn away breaker cords damaged in the tread area	8.3%	1.6%
2	8	Tyre has break in the fabric or cut which is 10% or more of the section width breaker cords damaged in the tread area	5.6%	1.1%
1	8	Deep cut in tyre body cords exposed	2.8%	0.5%
5	48	Shock absorber insecure with no apparent adverse affect on steering or stability	21.7%	2.6%

3	48	Shock absorber mounting insecure with no apparent adverse affect on steering or stability	13.0%	1.6%
3	48	Suspension holding down bolts/nuts insecure no movement of axle evident	13.0%	1.6%
3	48	Suspension unit deflated but no apparent adverse affect on vehicle control	13.0%	1.6%
2	48	Levelling valve inoperative but appears unlikely to affect vehicle stability	8.7%	1.1%
2	48	Shock absorber pivot insecure with no apparent adverse affect on steering or stability	8.7%	1.1%
1	48	A suspension anchor pin and/or bush worn clearly worn in excess of the annual test standard	4.3%	0.5%
1	48	Air suspension pedestal damaged obviously defective but immediate failure unlikely	4.3%	0.5%
1	48	Levelling valve leaking but appears unlikely to affect vehicle stability	4.3%	0.5%
1	48	Shock absorber pivot missing with no apparent adverse affect on steering or stability	4.3%	0.5%
1	48	Suspension anchor pin insecure in it's bracket - significantly insecure	4.3%	0.5%
3	14	Obligatory spray suppression equipment missing	30.0%	1.6%
3	14	Wing badly holed not acting as a complete shield relating to original design	30.0%	1.6%
1	14	Obligatory spray suppression equipment incomplete	10.0%	0.5%
1	14	Wing badly split not acting as a complete shield	10.0%	0.5%
1	14	Wing badly split not acting as a complete shield relating to original design	10.0%	0.5%
1	14	Wing missing not acting as a complete shield relating to original design	10.0%	0.5%
5	6	Wheel nut loose only one of the total fitted to that wheel	71.4%	2.6%
1	6	Wheel nut washer fractured only one of the total fitted to that wheel	14.3%	0.5%
1	6	Wheel nut washer missing only one of the total fitted to that wheel	14.3%	0.5%
3	45	Fuel leakage causing a patch over 75mm diameter in 5 minutes	100.0%	1.6%
3	73	Parking brake inefficient no brake effort on wheel	100.0%	1.6%
1	9	Under-run device missing -missing where required	100.0%	0.5%
1	11	Trailer coupling safety locking device missing, when previously fitted	100.0%	0.5%
1	19	Support bolster not fitted with locking device and container mounting point not secured	100.0%	0.5%
1	44	Oil leaking to road surface dripping, in excess of 75mm diameter patch in 5 minutes	100.0%	0.5%
1	99	Unknown	100.0%	0.5%

D.1 Vehicle Defects

Vehicle - Severity of defect found

Severity of defects	Frequency	%
No defect	2732	75.7%
Inspection notice	503	13.9%
Delayed prohibition	284	7.9%
Immediate prohibition	90	2.5%
Total	3609	100%

Number of vehicle defects per vehicle resulting in prohibitions

Number of defects	Immediate prohibitions	%	All prohibitions	%
No defects	3519	97.5%	3235	89.6%
One defect	83	2.3%	318	8.8%
Two defects	6	0.2%	46	1.3%
Three or four	1	0.0%	10	0.3%
Total	3609	100%	3609	100%

Vehicle Defects by Year of Check

Year	Inspection notice	Delayed prohibition	Immediate prohibition	All prohibitions
1997	17.0%	10.5%	7.6%	18.1%
1998	14.7%	7.4%	4.6%	12.0%
1999	15.5%	9.2%	6.0%	15.2%
2000	13.9%	7.8%	5.4%	13.2%
2001	11.7%	8.7%	5.3%	14.0%
2002	13.5%	7.7%	4.4%	12.1%
2003	10.7%	7.2%	4.3%	11.5%
2004	10.8%	7.4%	3.9%	11.3%
2005	9.5%	5.7%	3.1%	8.8%
2006	8.1%	5.8%	3.1%	8.9%
2008	9.8%	5.9%	3.9%	9.8%
2010	13.9%	7.9%	2.5%	10.4%

Vehicles: Frequency of defects by age of vehicle

Severity of defects	Up to 2 years	2 - 3 years	4 - 5 years	6 - 7 years	8 - 9 years	10 - 11 years	12 - 13 years	14 years and over	Unknown age
No defect	644	726	546	325	173	123	55	127	13
Inspection notice	40	108	133	87	47	33	21	31	3
Delayed prohibition	15	40	77	50	42	21	13	24	2
Immediate prohibition	7	7	24	16	12	12	6	6	0
Total	706	881	780	478	274	189	95	188	18

Severity of defects	Up to 2 years	2 - 3 years	4 - 5 years	6 - 7 years	8 - 9 years	10 - 11 years	12 - 13 years	14 years and over	Unknown age
No defect	91.2%	82.4%	70.0%	68.0%	63.1%	65.1%	57.9%	67.6%	72.2%
Inspection notice	5.7%	12.3%	17.1%	18.2%	17.2%	17.5%	22.1%	16.5%	16.7%
Delayed prohibition	2.1%	4.5%	9.9%	10.5%	15.3%	11.1%	13.7%	12.8%	11.1%
Immediate prohibition	1%	0.8%	3.1%	3.3%	4.4%	6.3%	6.3%	3.2%	0.0%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

Vehicles: Frequency of defects by weight of vehicle

Severity of defects	3,500kg - 9,999kg	10,000kg - 19,999kg	20,000kg - 29,999kg	30,000kg - 37,999kg	38,000kg	Over 38,000kg	Not given
No defect	432	488	307	212	81	1200	12
Inspection notice	122	125	57	49	7	140	3
Delayed prohibition	70	42	39	29	5	97	2
Immediate prohibition	26	18	16	9	3	18	
Total	650	673	419	299	96	1455	17

Severity of defects	3,500kg - 9,999kg	10,000kg - 19,999kg	20,000kg - 29,999kg	30,000kg - 37,999kg	38,000kg	Over 38,000kg	Not given
No defect	66.5%	72.5%	73.3%	70.9%	84.4%	82.5%	70.6%
Inspection notice	18.8%	18.6%	13.6%	16.4%	7.3%	9.6%	17.6%
Delayed prohibition	10.8%	6.2%	9.3%	9.7%	5.2%	6.7%	11.8%
Immediate prohibition	4.0%	2.7%	3.8%	3.0%	3.1%	1.2%	0.0%
Total	100%	100%	100%	100%	100%	100%	100%

Vehicles: Frequency of defects by VOSA Area

VOSA Area	No defect	Inspection notice	Delayed prohibition	Immediate prohibition	Total
Northern Scotland (A1)	54	5	5	4	68
West and South West Scotland (A2)	128	12	2	6	148
South East Scotland (A3)	133	14	14	1	162
Cumbria & Lancashire (A4)	95	29	9	2	135
Greater Manchester & Derbyshire (A5)	171	41	18	2	232
Merseyside & Cheshire (A6)	206	17	32	4	259
Staffordshire & Shropshire (A7)	168	44	24	5	241
Central & South West Midlands (A8)	117	9	8	3	137
Wales (A9)	112	22	16	10	160
Bristol & Gloucester (A10)	48	7	2	2	59
South West (A11)	78	11	16	1	106
Wessex (A12)	209	46	19	4	278
Southern Central (A13)	95	21	8	7	131
South East (A14)	162	22	23	4	211
Metropolitan (A15)	59	21	12	8	100
Hertfordshire & Essex (A16)	145	70	16	4	235
East Anglia (A17)	(No Checks)				
East Midlands (A18)	165	4	3		172
Lincolnshire & Cambridgeshire (A19)	131	31	15	5	182
Nottinghamshire & South Yorkshire (A20)	115	8	3	2	128
Humberside (A21)	115	6	7	3	131
West & North Yorkshire (A22)	136	46	16	9	207
Tyne & Tees (A23)	90	17	16	4	127

Vehicles: Percentage of vehicle defects by VOSA Area

VOSA Area	No defect	Inspection notice	Delayed prohibition	Immediate prohibition	Total
Northern Scotland (A1)	79.4%	7.4%	7.4%	5.9%	100%
West and South West Scotland (A2)	86.5%	8.1%	1.4%	4.1%	100%
South East Scotland (A3)	82.1%	8.6%	8.6%	0.6%	100%
Cumbria & Lancashire (A4)	70.4%	21.5%	6.7%	1.5%	100%
Greater Manchester & Derbyshire (A5)	73.7%	17.7%	7.8%	0.9%	100%
Merseyside & Cheshire (A6)	79.5%	6.6%	12.4%	1.5%	100%
Staffordshire & Shropshire (A7)	69.7%	18.3%	10.0%	2.1%	100%
Central & South West Midlands (A8)	85.4%	6.6%	5.8%	2.2%	100%
Wales (A9)	70.0%	13.8%	10.0%	6.3%	100%
Bristol & Gloucester (A10)	81.4%	11.9%	3.4%	3.4%	100%
South West (A11)	73.6%	10.4%	15.1%	0.9%	100%
Wessex (A12)	75.2%	16.5%	6.8%	1.4%	100%
Southern Central (A13)	72.5%	16.0%	6.1%	5.3%	100%
South East (A14)	76.8%	10.4%	10.9%	1.9%	100%
Metropolitan (A15)	59.0%	21.0%	12.0%	8.0%	100%
Hertfordshire & Essex (A16)	61.7%	29.8%	6.8%	1.7%	100%
East Anglia (A17)	(No Checks)				
East Midlands (A18)	95.9%	2.3%	1.7%	0.0%	100%
Lincolnshire & Cambridgeshire (A19)	72.0%	17.0%	8.2%	2.7%	100%
Nottinghamshire & South Yorkshire (A20)	89.8%	6.3%	2.3%	1.6%	100%
Humberside (A21)	87.8%	4.6%	5.3%	2.3%	100%
West & North Yorkshire (A22)	65.7%	22.2%	7.7%	4.3%	100%
Tyne & Tees (A23)	70.9%	13.4%	12.6%	3.1%	100%

Vehicles: Severity of defect by traffic area where vehicle was checked

Severity of defect	Eastern	North Eastern	North Western	Scottish	South East & Metropolitan	Welsh	West Midland	Western
No defects	441	456	472	315	316	112	285	335
Inspection notice	105	77	87	31	64	22	53	64
Delayed prohibition	34	42	59	21	43	16	32	37
Immediate prohibition	9	18	8	11	19	10	8	7
Total	589	593	626	378	442	160	378	443

Severity of defect	Eastern	North Eastern	North Western	Scottish	South East & Metropolitan	Welsh	West Midland	Western
No defects	74.9%	76.9%	75.4%	83.3%	71.5%	70.0%	75.4%	75.6%
Inspection notice	17.8%	13.0%	13.9%	8.2%	14.5%	13.8%	14.0%	14.4%
Delayed prohibition	5.8%	7.1%	9.4%	5.6%	9.7%	10.0%	8.5%	8.4%
Immediate prohibition	1.5%	3.0%	1.3%	2.9%	4.3%	6.3%	2.1%	1.6%
Total	100%	100%	100%	100%	100%	100%	100%	100%

Vehicles: Severity of defects by licensing Traffic Area

Severity of defects	Eastern	North Eastern	North Western	Scottish	South East & Metropolitan	Welsh	West Midland	Western	Not given
No defects	531	542	444	283	232	95	269	300	36
Inspection notice	94	83	78	31	75	24	44	61	13
Delayed prohibition	36	46	39	22	31	21	36	43	10
Immediate prohibition	15	14	12	8	10	9	7	7	8
Total	676	685	573	344	348	149	356	411	67

Severity of defects	Eastern	North Eastern	North Western	Scottish	South East & Metropolitan	Welsh	West Midland	Western	Not given
No defects	78.6%	79.1%	77.5%	82.3%	66.7%	63.8%	75.6%	73.0%	53.7%
Inspection notice	13.9%	12.1%	13.6%	9.0%	21.6%	16.1%	12.4%	14.8%	19.4%
Delayed prohibition	5.3%	6.7%	6.8%	6.4%	8.9%	14.1%	10.1%	10.5%	14.9%
Immediate prohibition	2.2%	2.0%	2.1%	2.3%	2.9%	6.0%	2.0%	1.7%	11.9%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

Vehicles: Severity of defect by road type of checksite

Severity of defects	Motorway	Trunk road, built up	Trunk road, not built up	Primary road, built up	Primary road, not built up	Minor road, built up	Minor road, not built up
No defects	1118	43	574	248	446	113	190
Inspection notice	214	12	103	68	71	20	15
Delayed prohibition	140	6	43	31	35	11	18
Immediate prohibition	29	4	12	18	17	3	7
Total	1501	65	732	365	569	147	230

Severity of defects	Motorway	Trunk road, built up	Trunk road, not built up	Primary road, built up	Primary road, not built up	Minor road, built up	Minor road, not built up
No defects	74.5%	66.2%	78.4%	67.9%	78.4%	76.9%	82.6%
Inspection notice	14.3%	18.5%	14.1%	18.6%	12.5%	13.6%	6.5%
Delayed prohibition	9.3%	9.2%	5.9%	8.5%	6.2%	7.5%	7.8%
Immediate prohibition	1.9%	6.2%	1.6%	4.9%	3.0%	2.0%	3.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Vehicles: Severity of defects by time of check

Severity of defects	Morning 06:00 - 14:00	Afternoon 14:00 - 22:00	Night 22:00 - 06:00
No defects	1643	1002	87
Inspection notice	347	147	9
Delayed prohibition	172	108	4
Immediate prohibition	54	34	2
Total	2216	1291	102

Severity of defects	Morning 06:00 - 14:00	Afternoon 14:00 - 22:00	Night 22:00 - 06:00
No defects	74.1%	77.6%	85.3%
Inspection notice	15.7%	11.4%	8.8%
Delayed prohibition	7.8%	8.4%	3.9%
Immediate prohibition	2.4%	2.6%	2.0%
Total	100%	100%	100%

Vehicles: Severity of defects by day of check

Severity of defects	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
No defects	458	493	592	508	418	135	128
Inspection notice	90	105	78	108	81	28	13
Delayed prohibition	44	65	57	50	46	18	4
Immediate prohibition	15	16	20	20	8	9	2
Total	607	679	747	686	553	190	147

Severity of defects	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
No defects	75.5%	72.6%	79.3%	74.1%	75.6%	71.1%	87.1%
Inspection notice	14.8%	15.5%	10.4%	15.7%	14.6%	14.7%	8.8%
Delayed prohibition	7.2%	9.6%	7.6%	7.3%	8.3%	9.5%	2.7%
Immediate prohibition	2.5%	2.4%	2.7%	2.9%	1.4%	4.7%	1.4%
Total	100%	100%	100%	100%	100%	100%	100%

Vehicles: Severity of defect by body type

Severity of defects	Flat	Tanker	Box	Skeletal	Tipper	Skip
No defects	217	29	505	5	148	62
Inspection notice	60	9	112	1	49	14
Delayed prohibition	45	1	56	0	31	5
Immediate prohibition	11	2	22	0	15	1
Totals	333	41	695	6	243	82

Severity of defects	Articulated	Refuse	Car Transporter	Curtain Sider	Tilt	Other	Not Given
No defects	1357	29	26	256	2	29	110
Inspection notice	161	6	9	64	0	11	7
Delayed prohibition	102	2	2	29	1	6	3
Immediate prohibition	20	0	1	8	0	4	7
Totals	1640	37	38	357	3	50	127

Severity of defects	Flat	Tanker	Box	Skeletal	Tipper	Skip
No defects	65.2%	70.7%	72.7%	83.3%	60.9%	75.6%
Inspection notice	18.0%	22.0%	16.1%	16.7%	20.2%	17.1%
Delayed prohibition	13.5%	2.4%	8.1%	0.0%	12.8%	6.1%
Immediate prohibition	3.3%	4.9%	3.2%	0.0%	6.2%	1.2%
Totals	100%	100%	100%	100%	100%	100%

Severity of defects	Articulated	Refuse	Car Transporter	Curtain Sider	Tilt	Other	Not Given
No defects	82.5%	78.4%	67.6%	71.5%	66.7%	56.0%	85.8%
Inspection notice	10.0%	16.2%	24.3%	18.1%	0.0%	22.0%	6.2%
Delayed prohibition	6.3%	5.4%	5.4%	8.2%	33.3%	14.0%	2.7%
Immediate prohibition	1.2%	0.0%	2.7%	2.3%	0.0%	8.0%	5.3%
Totals	100%	100%	100%	100%	100%	100%	100%

Vehicles: Frequency of defects by vehicle type

Severity of defect	Articulated	Rigid
No defects	1382	1350
Inspection notice	163	340
Delayed prohibition	102	182
Immediate prohibition	20	70
Total	1667	1942

Severity of defect	Articulated	Rigid
No defects	82.9%	69.5%
Inspection notice	9.8%	17.5%
Delayed prohibition	6.1%	9.4%
Immediate prohibition	1.2%	3.6%
Total	100%	100%

Vehicles: Percentage of defects by number of axles on vehicle

Severity of defects	Two Axles	Three Axles	Four Axles	Five Axles	Not known
No defects	1270	1301	160	0	1
Inspection notice	276	181	46	0	0
Delayed prohibition	135	121	26	2	0
Immediate prohibition	51	29	10	0	0
Totals	1732	1632	242	2	1

Severity of defects	Two Axles	Three Axles	Four Axles	Five Axles	Not known
No defects	73.3%	79.7%	66.1%	0.0%	100.0%
Inspection notice	15.9%	11.1%	19.0%	0.0%	0.0%
Delayed prohibition	7.8%	7.4%	10.7%	100.0%	0.0%
Immediate prohibition	2.9%	1.8%	4.1%	0.0%	0.0%
Totals	100%	100%	100%	100%	100%

Vehicles: Were hazardous chemicals being carried by the vehicle?

Severity of defect	Yes	No
No defect	14	2718
Inspection notice	1	502
Delayed prohibition	2	282
Immediate prohibition	0	90
Total	17	3592

Severity of defect	Yes	No
No defect	82.4%	75.7%
Inspection notice	5.9%	14.0%
Delayed prohibition	11.8%	7.9%
Immediate prohibition	0.0%	2.5%
Total	100%	100%

Vehicles: Was this a GB driver?

Severity of defect	Yes	No	Unknown
No defect	2559	97	76
Inspection notice	479	18	6
Delayed prohibition	267	9	8
Immediate prohibition	84	5	1
Total	3389	129	91

Severity of defect	Yes	No	Unknown
No defect	75.5%	75.2%	83.5%
Inspection notice	14.1%	14.0%	6.6%
Delayed prohibition	7.9%	7.0%	8.8%
Immediate prohibition	2.5%	3.9%	1.1%
Total	100%	100%	100%

D.2 Trailer defects

Trailers: Severity of defect found

Severity of defects	Frequency	Frequency
No defects	1357	79.3%
Inspection notice	128	7.5%
Delayed prohibition	143	8.4%
Immediate prohibition	84	4.9%
Total	1712	100%

Number of trailer defects resulting in prohibitions

Number of defects	Immediate prohibitions	%	All prohibitions	%
No defects	1628	95.1%	1485	86.7%
One defect	80	4.7%	184	10.7%
Two defects	4	0.2%	36	2.1%
Three or four defects	0	0.0%	7	0.4%
Total	1712	100%	1712	100%

Trailer Defects by Year of Check

Year	Inspection notice	Delayed prohibition	Immediate prohibition	All prohibitions
1997	7.6%	8.3%	6.8%	15.1%
1998	7.3%	7.3%	5.2%	12.5%
1999	8.1%	7.6%	5.2%	12.8%
2000	6.7%	7.6%	4.9%	12.5%
2001	5.0%	6.9%	4.0%	10.9%
2002	7.0%	7.3%	4.8%	12.1%
2003	5.1%	9.3%	6.9%	16.2%
2004	6.0%	8.8%	4.1%	12.9%
2005	0.5%	5.2%	2.8%	8.0%
2006	6.2%	7.5%	4.9%	12.4%
2008	5.6%	7.5%	3.4%	10.9%
2010	7.5%	8.4%	4.9%	13.3%

Trailers: Frequency of defects by age of vehicle

Severity of defects	Up to 2 years	2 - 3 years	4 - 5 years	6 - 7 years	8 - 9 years	10 - 11 years	12 - 13 years	14 years and over	Unknown age
No defects	331	389	329	147	77	42	17	54	4
Inspection notice	30	32	32	12	9	10	2	1	0
Delayed prohibition	21	46	21	23	5	10	4	11	2
Immediate prohibition	12	18	24	15	5	5	1	4	0
Total	394	485	406	197	96	67	24	70	6

Severity of defects	Up to 2 years	2 - 3 years	4 - 5 years	6 - 7 years	8 - 9 years	10 - 11 years	12 - 13 years	14 years and over	Unknown age
No defects	84.0%	80.2%	81.0%	74.6%	80.2%	62.7%	70.8%	77.1%	66.7%
Inspection notice	7.6%	6.6%	7.9%	6.1%	9.4%	14.9%	8.3%	1.4%	0.0%
Delayed prohibition	5.3%	9.5%	5.2%	11.7%	5.2%	14.9%	16.7%	15.7%	33.3%
Immediate prohibition	3.0%	3.7%	5.9%	7.6%	5.2%	7.5%	4.2%	5.7%	0.0%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

Trailers: Frequency of defects in weight of drawing vehicle

Severity of defects	3,500kg - 9,999kg	10,000kg - 19,999kg	20,000kg - 29,999kg	30,000kg - 37,999kg	38,000kg	Over 38,000	Not given
No defects	4	26	65	49	74	1133	6
Inspection notice	1	2	2	2	9	112	0
Delayed prohibition	0	1	4	6	9	123	0
Immediate prohibition	0	0	2	3	3	76	0
Total	5	29	73	60	95	1444	6

Severity of defects	3,500kg - 9,999kg	10,000kg - 19,999kg	20,000kg - 29,999kg	30,000kg - 37,999kg	38,000kg	Over 38,000	Not given
No defects	80.0%	89.7%	89.0%	81.7%	77.9%	78.5%	100.0%
Inspection notice	20.0%	6.9%	2.7%	3.3%	9.5%	7.8%	0.0%
Delayed prohibition	0.0%	3.4%	5.5%	10.0%	9.5%	8.5%	0.0%
Immediate prohibition	0.0%	0.0%	2.7%	5.0%	3.2%	5.3%	0.0%
Total	100%	100%	100%	100%	100%	100%	100%

Trailers: Severity of defects by VOSA Area

VOSA Area	No defects	Immediate prohibitions	Delayed prohibitions	Inspection notices	Total
Northern Scotland (A1)	40	4	3	1	48
West and South West Scotland (A2)	60	8	3	2	73
South East Scotland (A3)	84	2	2	3	91
Cumbria & Lancashire (A4)	58	3	6	7	74
Greater Manchester & Derbyshire (A5)	88	1	9	7	105
Merseyside & Cheshire (A6)	111	9	19	12	151
Staffordshire & Shropshire (A7)	99	8	10	11	128
Central & South West Midlands (A8)	67	1	1	6	75
Wales (A9)	54	3	4	6	67
Bristol & Gloucester (A10)	27	3	5	3	38
South West (A11)	22	3	8	1	34
Wessex (A12)	52	5	5	5	67
Southern Central (A13)	21	2	4		27
South East (A14)	113	15	21	20	169
Metropolitan (A15)	15	2	5	1	23
Hertfordshire & Essex (A16)	70		11	15	96
East Anglia (A17)	No checks				
East Midlands (A18)	83		2	1	86
Lincolnshire & Cambridgeshire (A19)	45	2	6	8	61
Nottinghamshire & South Yorks (A20)	54		2	2	58
Humberside (A21)	71	5	5	8	89
West & North Yorkshire (A22)	63	5	6	8	82
Tyne & Tees (A23)	60	3	6	1	70

Trailers: Percentage of checks by VOSA Area

VOSA Area	No defects	Immediate prohibitions	Delayed prohibitions	Inspection notices
Northern Scotland (A1)	83.3%	8.3%	6.3%	2.1%
West and South West Scotland (A2)	82.2%	11.0%	4.1%	2.7%
South East Scotland (A3)	92.3%	2.2%	2.2%	3.3%
Cumbria & Lancashire (A4)	78.4%	4.1%	8.1%	9.5%
Greater Manchester & Derbyshire (A5)	83.8%	1.0%	8.6%	6.7%
Merseyside & Cheshire (A6)	73.5%	6.0%	12.6%	7.9%
Staffordshire & Shropshire (A7)	77.3%	6.3%	7.8%	8.6%
Central & South West Midlands (A8)	89.3%	1.3%	1.3%	8.0%
Wales (A9)	80.6%	4.5%	6.0%	9.0%
Bristol & Gloucester (A10)	71.1%	7.9%	13.2%	7.9%
South West (A11)	64.7%	8.8%	23.5%	2.9%
Wessex (A12)	77.6%	7.5%	7.5%	7.5%
Southern Central (A13)	77.8%	7.4%	14.8%	0.0%
South East (A14)	66.9%	8.9%	12.4%	11.8%
Metropolitan (A15)	65.2%	8.7%	21.7%	4.3%
Hertfordshire & Essex (A16)	72.9%	0.0%	11.5%	15.6%
East Anglia (A17)	No checks			
East Midlands (A18)	96.5%	0.0%	2.3%	1.2%
Lincolnshire & Cambridgeshire (A19)	73.8%	3.3%	9.8%	13.1%
Nottinghamshire & South Yorks (A20)	93.1%	0.0%	3.4%	3.4%
Humberside (A21)	79.8%	5.6%	5.6%	9.0%
West & North Yorkshire (A22)	76.8%	6.1%	7.3%	9.8%
Tyne & Tees (A23)	85.7%	4.3%	8.6%	1.4%

Trailers: Frequency of defects by Traffic Area where the drawing vehicle was checked

Severity of defects	Eastern	North Eastern	North Western	Scottish	South East & Metropolitan	Welsh	West Midland	Western
No defects	198	248	257	184	149	54	166	101
Inspection notice	24	19	26	6	21	6	17	9
Delayed prohibition	19	19	34	8	30	4	11	18
Immediate prohibition	2	13	13	14	19	3	9	11
Total	243	299	330	212	219	67	203	139

Severity of defects	Eastern	North Eastern	North Western	Scottish	South East & Metropolitan	Welsh	West Midland	Western
No defects	81.5%	82.9%	77.9%	86.8%	68.0%	80.6%	81.8%	72.7%
Inspection notice	9.9%	6.4%	7.9%	2.8%	9.6%	9.0%	8.4%	6.5%
Delayed prohibition	7.8%	6.4%	10.3%	3.8%	13.7%	6.0%	5.4%	12.9%
Immediate prohibition	0.8%	4.3%	3.9%	6.6%	8.7%	4.5%	4.4%	7.9%
Total	100%	100%	100%	100%	100%	100%	100%	100%

Trailers: Frequency of defects by licensing traffic area of the drawing vehicle

Severity of defects	Eastern	North Eastern	North Western	Scottish	South East & Metropolitan	Welsh	West Midland	Western	Not given
No defects	269	282	235	164	85	52	146	118	6
Inspection notice	32	20	24	8	7	9	12	14	2
Delayed prohibition	26	25	25	7	12	9	15	22	2
Immediate prohibition	17	15	16	10	9	3	6	8	0
Total	344	342	300	189	113	73	179	162	10

Severity of defects	Eastern	North Eastern	North Western	Scottish	South East & Metropolitan	Welsh	West Midland	Western	Not given
No defects	78.2%	82.5%	78.3%	86.8%	75.2%	71.2%	81.6%	72.8%	60.0%
Inspection notice	9.3%	5.8%	8.0%	4.2%	6.2%	12.3%	6.7%	8.6%	20.0%
Delayed prohibition	7.6%	7.3%	8.3%	3.7%	10.6%	12.3%	8.4%	13.6%	20.0%
Immediate prohibition	4.9%	4.4%	5.3%	5.3%	8.0%	4.1%	3.4%	4.9%	0.0%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

Trailers: Frequency of defects by road type of check site

Severity of defects	Motorway	Trunk road, built up	Trunk road, not built up	Primary road, built up	Primary road, not built up	Minor road, built up	Minor road, not built up	Not given
No defects	636	26	279	83	210	36	87	105
Inspection	61		31	10	23	2	1	13
Delayed prohibition	77	3	22	11	14	4	12	15
Immediate prohibition	45	1	14	8	10	2	4	7
Total	819	30	346	112	257	44	104	140

Severity of defects	Motorway	Trunk road, built up	Trunk road, not built up	Primary road, built up	Primary road, not built up	Minor road, built up	Minor road, not built up	Not given
No defects	77.7%	86.7%	80.6%	74.1%	81.7%	81.8%	83.7%	75.0%
Inspection notice	7.4%	0.0%	9.0%	8.9%	8.9%	4.5%	1.0%	9.3%
Delayed prohibition	9.4%	10.0%	6.4%	9.8%	5.4%	9.1%	11.5%	10.7%
Immediate prohibition	5.5%	3.3%	4.0%	7.1%	3.9%	4.5%	3.8%	5.0%
Total	100%	100%	100%	100%	100%	100%	100%	100%

Trailers: Frequency of defects by time of check

Severity of defects	Morning 06:00 - 14:00	Afternoon 14:00 - 22:00	Night 22:00 - 06:00
No defects	747	541	69
Inspection notice	75	48	5
Delayed prohibition	75	62	6
Immediate prohibition	45	32	7
Total	942	683	87

Severity of defects	Morning 06:00 - 14:00	Afternoon 14:00 - 22:00	Night 22:00 - 06:00
No defects	79.3%	79.2%	79.3%
Inspection notice	8.0%	7.0%	5.7%
Delayed prohibition	8.0%	9.1%	6.9%
Immediate prohibition	4.8%	4.7%	8.0%
Total	100%	100%	100%

Trailers: Frequency of defects by day of check

Severity of defects	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
No defects	220	241	291	220	199	85	101
Inspection notice	21	22	17	24	21	16	7
Delayed prohibition	29	21	28	24	31	7	3
Immediate prohibition	16	13	21	13	11	7	3
Total	286	297	357	281	262	115	114

Severity of defects	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
No defects	76.9%	81.1%	81.5%	78.3%	76.0%	73.9%	88.6%
Inspection notice	7.3%	7.4%	4.8%	8.5%	8.0%	13.9%	6.1%
Delayed prohibition	10.1%	7.1%	7.8%	8.5%	11.8%	6.1%	2.6%
Immediate prohibition	5.6%	4.4%	5.9%	4.6%	4.2%	6.1%	2.6%
Total	100%	100%	100%	100%	100%	100%	100%

Trailers: Frequency of defects by body type of drawing vehicle

Severity of defects	Flat	Box	Skeletal	Tipper	Skip	Articulated
No defects	21	17	1	8	1	1245
Inspection notice	0	0	0	0	1	123
Delayed prohibition	1	2	0	0	0	135
Immediate prohibition	2	0	0	0	0	80
Total	24	19	1	8	2	1583

Severity of defects	Car Transporter	Curtain Sider	Tilt	Other	Not Given
No defects	18	5	1	1	39
Inspection notice	0	1	0	1	2
Delayed prohibition	1	0	0	0	4
Immediate prohibition	0	0	0	0	2
Total	19	6	1	2	47

Severity of defects	Flat	Box	Skeletal	Tipper	Skip	Articulated
No defects	87.5%	89.5%	100.0%	100.0%	50.0%	78.6%
Inspection notice	0.0%	0.0%	0.0%	0.0%	50.0%	7.8%
Delayed prohibition	4.2%	10.5%	0.0%	0.0%	0.0%	8.5%
Immediate prohibition	8.3%	0.0%	0.0%	0.0%	0.0%	5.1%
Total	100%	100%	100%	100%	100%	100%

Severity of defects	Car Transporter	Curtain Sider	Tilt	Other	Not Given
No defects	94.7%	83.3%	100.0%	50.0%	83.0%
Inspection notice	0.0%	16.7%	0.0%	50.0%	4.3%
Delayed prohibition	5.3%	0.0%	0.0%	0.0%	8.5%
Immediate prohibition	0.0%	0.0%	0.0%	0.0%	4.3%
Total	100%	100%	100%	100%	100%

Trailers: Severity of defect by trailer type

Severity of defects	Draw bar	Semi-Trailer	Not known
No defects	53	1215	89
Inspection notice	3	125	0
Delayed prohibition	5	138	0
Immediate prohibition	2	82	0
Total	63	1560	89

Severity of defects	Draw bar	Semi-Trailer	Not known
No defects	84.1%	77.9%	100.0%
Inspection notice	4.8%	8.0%	0.0%
Delayed prohibition	7.9%	8.8%	0.0%
Immediate prohibition	3.2%	5.3%	0.0%
Total	100%	100%	100%

Trailers: Frequency of defects by number of axles on trailer

Severity of defects	One axle	Two axles	Three axles	Four axles	Not known
No defects	14	157	1174	2	10
Inspection notice	1	7	116	1	3
Delayed prohibition	0	12	130	1	0
Immediate prohibition	0	6	78	0	0
Total	15	182	1498	4	13

Severity of defects	One axle	Two axles	Three axles	Four axles	Not known
No defects	93.3%	86.3%	78.4%	50.0%	76.9%
Inspection notice	6.7%	3.8%	7.7%	25.0%	23.1%
Delayed prohibition	0.0%	6.6%	8.7%	25.0%	0.0%
Immediate prohibition	0.0%	3.3%	5.2%	0.0%	0.0%
Total	100%	100%	100%	100%	100%

Trailers: Were hazardous chemicals being carried?

Severity of defects	Yes	No
No defects	6	1351
Inspection notice	1	127
Delayed prohibition	0	143
Immediate prohibition	0	84
Total	7	1705

Severity of defects	Yes	No
No defects	85.7%	79.2%
Inspection notice	14.3%	7.4%
Delayed prohibition	0.0%	8.4%
Immediate prohibition	0.0%	4.9%
Total	100%	100%

Trailers: Was this a GB driver?

Severity of defects	Yes	No	Unknown
No defects	1268	56	33
Inspection notice	123	3	2
Delayed prohibition	135	3	5
Immediate prohibition	75	4	5
Total	1601	66	45

Severity of defects	Yes	No	Unknown
No defects	79.2%	84.8%	73.3%
Inspection notice	7.7%	4.5%	4.4%
Delayed prohibition	8.4%	4.5%	11.1%
Immediate prohibition	4.7%	6.1%	11.1%
Total	100%	100%	100%

D.3 Traffic Offences

Traffic offences - Main Results

Severity of defect	Frequency	%
No traffic offence	2936	85.3%
Verbal warning	79	2.3%
Prohibition	202	5.9%
ORN	50	1.5%
GFPD	14	0.4%
Prohibition and ORN	7	0.2%
Prohibition and GFPD	69	2.0%
Prohibition, ORN and GFPD	3	0.1%
Impounded	1	0.0%
RFI	6	0.2%
Reported for	73	2.1%
Total	3440	100%
Total serious offences	425	12.4%

Traffic offences by type of offence

Severity of defect	Driver Licence	VED	Tachograph	Drivers Hours	Illegal Operator
Verbal warning	5	1	27	23	0
Prohibition	0	0	19	88	1
ORN	0	0	28	0	0
GFPD	0	0	12	0	0
Prohibition and ORN	0	0	5	0	0
Prohibition and GFPD	1	0	43	25	0
Prohibition, ORN and GFPD	0	0	3	0	0
Impounded	0	0	0	0	1
RFI	2	0	0	2	1
Reported for prosecution	15	1	26	21	3
Total	23	2	163	159	6

Severity of defect	Other Operator	Plating / Testing	Overloading	Other	Unknown
Verbal warning	2	1	10	31	1
Prohibition	1	1	0	4	103
ORN	0	25	0	0	1
GFPD	0	3	0	0	0
Prohibition and ORN	0	2	0	0	0
Prohibition and GFPD	0	0	11	0	0
Prohibition, ORN and GFPD	0	0	0	0	0
Impounded	0	0	0	0	0
RFI	2	0	0	0	0
Reported for prosecution	2	11	0	2	0
Total	7	43	21	37	105

Severity of defect	Driver Licence	VED	Tachograph	Drivers Hours	Illegal Operator
Verbal warning	0.15%	0.03%	0.78%	0.67%	0.00%
Prohibition	0.00%	0.00%	0.55%	2.56%	0.03%
ORN	0.00%	0.00%	0.81%	0.00%	0.00%
GFPD	0.00%	0.00%	0.35%	0.00%	0.00%
Prohibition and ORN	0.00%	0.00%	0.15%	0.00%	0.00%
Prohibition and GFPD	0.03%	0.00%	1.25%	0.73%	0.00%
Prohibition, ORN and GFPD	0.00%	0.00%	0.09%	0.00%	0.00%
Impounded	0.00%	0.00%	0.00%	0.00%	0.03%
RFI	0.06%	0.00%	0.00%	0.06%	0.03%
Reported for prosecution	0.44%	0.03%	0.76%	0.61%	0.09%
Total	0.7%	0.1%	4.7%	4.6%	0.2%

Severity of defect	Other Operator	Plating / Testing	Overloading	Other	Unknown
Verbal warning	0.06%	0.03%	0.29%	0.90%	0.03%
Prohibition	0.03%	0.03%	0.00%	0.12%	2.99%
ORN	0.00%	0.73%	0.00%	0.00%	0.03%
GFPD	0.00%	0.09%	0.00%	0.00%	0.00%
Prohibition and ORN	0.00%	0.06%	0.00%	0.00%	0.00%
Prohibition and GFPD	0.00%	0.00%	0.32%	0.00%	0.00%
Prohibition, ORN and GFPD	0.00%	0.00%	0.00%	0.00%	0.00%
Impounded	0.00%	0.00%	0.00%	0.00%	0.00%
RFI	0.06%	0.00%	0.00%	0.00%	0.00%
Reported for prosecution	0.06%	0.32%	0.00%	0.06%	0.00%
Total	0.2%	1.3%	0.6%	1.1%	3.1%

Percentage of traffic offence by year of check

Year	Verbal warning	Advisory letter	Prohibition, ORN, Advisory letter & GFPD	Reported for prosecution
1997	15.3%	1.4%		4.2%
1998	7.4%	2.8%		10.9%
1999	14.9%	0.8%		5.0%
2000	15.7%	0.9%		3.7%
2001	16.5%	2.4%		3.5%
2002	13.1%	4.1%		3.3%
2003	11.4%		6.2%	2.3%
2004	9.5%		7.6%	1.4%
2005	8.4%		6.0%	0.9%
2006	8.0%		8.2%	1.1%
2008	10.3%		10.9%	1.6%
2010	2.3%		10.2%	2.1%

Traffic offence rate by age of vehicle

Severity of offence	Up to 2 years	2 - 3 years	4 - 5 years	6 - 7 years	8 - 9 years	10 - 11 years	12 - 13 years	14 years and over	Unknown age
No traffic offence	615	760	622	365	209	143	74	136	12
Verbal warning	13	10	23	7	8	6	3	9	0
Prohibition	19	29	47	37	23	17	12	16	2
ORN	8	11	10	9	8	2	0	1	1
GFPD	2	1	3	3	4	1	0	0	0
Prohibition and ORN	1	0	2	0	2	1	0	1	0
Prohibition and GFPD	6	11	16	19	3	4	3	7	0
Prohibition, ORN and GFPD	1	0	0	1	1	0	0	0	0
Impounded	0	1	0	0	0	0	0	0	0
RFI	0	1	0	2	1	0	0	2	0
Reported for prosecution	9	14	23	12	6	4	1	4	0
Total	674	838	746	455	265	178	93	176	15

Severity of offence	Up to 2 years	2 - 3 years	4 - 5 years	6 - 7 years	8 - 9 years	10 - 11 years	12 - 13 years	14 years and over	Unknown age
No traffic offence	91.2%	90.7%	83.4%	80.2%	78.9%	80.3%	79.6%	77.3%	80.0%
Verbal warning	1.9%	1.2%	3.1%	1.5%	3.0%	3.4%	3.2%	5.1%	0.0%
Prohibition	2.8%	3.5%	6.3%	8.1%	8.7%	9.6%	12.9%	9.1%	13.3%
ORN	1.2%	1.3%	1.3%	2.0%	3.0%	1.1%	0.0%	0.6%	6.7%
GFPD	0.3%	0.1%	0.4%	0.7%	1.5%	0.6%	0.0%	0.0%	0.0%
Prohibition and ORN	0.1%	0.0%	0.3%	0.0%	0.8%	0.6%	0.0%	0.6%	0.0%
Prohibition and GFPD	0.9%	1.3%	2.1%	4.2%	1.1%	2.2%	3.2%	4.0%	0.0%
Prohibition, ORN and GFPD	0.1%	0.0%	0.0%	0.2%	0.4%	0.0%	0.0%	0.0%	0.0%
Impounded	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
RFI	0.0%	0.1%	0.0%	0.4%	0.4%	0.0%	0.0%	1.1%	0.0%
Reported for prosecution	1.3%	1.7%	3.1%	2.6%	2.3%	2.2%	1.1%	2.3%	0.0%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

Frequency of traffic rate offences by maximum gross / train weight of vehicle

Severity of traffic offence	3,500kg-9,999kg	10,000kg-19,999kg	20,000kg-29,999kg	30,000kg-37,999kg	38,000kg	Over 38,000kg	Not given
No traffic offence	490	565	335	237	81	1212	16
Verbal warning	24	11	15	5	2	22	
Prohibition	49	40	27	18	4	63	1
ORN	5	11	4	3	2	25	0
GFPD	6	3		1	0	4	0
Prohibition and ORN	3	0	1	0	0	3	0
Prohibition and GFPD	19	13	9	4	0	24	0
Prohibition, ORN and GFPD	1	0	0	1	0	1	0
Impounded	0	0	0	0	0	1	0
RFI	2	1	0	1	0	2	0
Reported for prosecution	23	12	6	5	1	26	0
Total	622	656	397	275	90	1383	17

Percentage of traffic offence	3,500kg-9,999kg	10,000kg-19,999kg	20,000kg-29,999kg	30,000kg-37,999kg	38,000kg	Over 38,000kg	Not given
No traffic offence	78.8%	86.1%	84.4%	86.2%	90.0%	87.6%	94.1%
Verbal warning	3.9%	1.7%	3.8%	1.8%	2.2%	1.6%	0.0%
Prohibition	7.9%	6.1%	6.8%	6.5%	4.4%	4.6%	5.9%
ORN	0.8%	1.7%	1.0%	1.1%	2.2%	1.8%	0.0%
GFPD	1.0%	0.5%	0.0%	0.4%	0.0%	0.3%	0.0%
Prohibition and ORN	0.5%	0.0%	0.3%	0.0%	0.0%	0.2%	0.0%
Prohibition and GFPD	3.1%	2.0%	2.3%	1.5%	0.0%	1.7%	0.0%
Prohibition, ORN and GFPD	0.2%	0.0%	0.0%	0.4%	0.0%	0.1%	0.0%
Impounded	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%
RFI	0.3%	0.2%	0.0%	0.4%	0.0%	0.1%	0.0%
Reported for prosecution	3.7%	1.8%	1.5%	1.8%	1.1%	1.9%	0.0%
Total	100%	100%	100%	100%	100%	100%	100%

Serious traffic rate offences by VOSA Area

VOSA Area	Serious Offences	Serious Offences
Northern Scotland (A1)	11	20.0%
West and South West Scotland (A2)	17	11.2%
South East Scotland (A3)	16	10.7%
Cumbria & Lancashire (A4)	8	6.1%
Greater Manchester & Derbyshire (A5)	18	10.4%
Merseyside & Cheshire (A6)	52	19.5%
Staffordshire & Shropshire (A7)	20	8.3%
Central & South West Midlands (A8)	9	6.8%
Wales (A9)	23	13.4%
Bristol & Gloucester (A10)	6	10.3%
South West (A11)	13	13.3%
Wessex (A12)	23	8.3%
Southern Central (A13)	21	15.9%
South East (A14)	35	16.7%
Metropolitan (A15)	12	12.1%
Hertfordshire & Essex (A16)	39	16.7%
East Midlands (A18)	16	10.9%
Lincolnshire & Cambridgeshire (A19)	9	7.6%
Nottinghamshire & South Yorkshire (A20)	11	8.5%
Humberside (A21)	14	10.7%
West & North Yorkshire (A22)	23	11.1%
Tyne & Tees (A23)	29	22.5%

Traffic offence rate by Traffic Area where vehicle was checked

Traffic offence	Scottish	North Western	West Midland	Welsh	Western	South East & Metropolitan	Eastern	North Eastern
No traffic offence	310	471	335	149	370	362	431	508
Verbal warning	2	21	9	0	21	10	3	13
Prohibition	33	46	11	13	15	17	26	41
ORN	1	10	6	2	1	12	7	11
GFPD	0	1	0	1	8	2	0	2
Prohibition and ORN	0	3	2	0	0	1	1	0
Prohibition and GFPD	4	13	6	5	10	11	7	13
Prohibition, ORN and GFPD	0	0	0	0	0	2	0	1
Impounded	0	1	0	0	0	0	0	0
RFI	0	0	0	0	0	3	3	0
Reported for prosecution	6	4	4	2	8	20	20	9
Total	356	570	373	172	433	440	498	598

Percentage of traffic offences by Traffic Area where vehicle was checked

Traffic offence	Scottish	North Western	West Midland	Welsh	Western	South East & Metropolitan	Eastern	North Eastern
No traffic offence	87.1%	82.6%	89.8%	86.6%	85.5%	82.3%	86.5%	84.9%
Verbal warning	0.6%	3.7%	2.4%	0.0%	4.8%	2.3%	0.6%	2.2%
Prohibition	9.3%	8.1%	2.9%	7.6%	3.5%	3.9%	5.2%	6.9%
ORN	0.3%	1.8%	1.6%	1.2%	0.2%	2.7%	1.4%	1.8%
GFPD	0.0%	0.2%	0.0%	0.6%	1.8%	0.5%	0.0%	0.3%
Prohibition and ORN	0.0%	0.5%	0.5%	0.0%	0.0%	0.2%	0.2%	0.0%
Prohibition and GFPD	1.1%	2.3%	1.6%	2.9%	2.3%	2.5%	1.4%	2.2%
Prohibition, ORN and GFPD	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.2%
Impounded	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
RFI	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.6%	0.0%
Reported for prosecution	1.7%	0.7%	1.1%	1.2%	1.8%	4.5%	4.0%	1.5%
Total	100%	100%	100%	100%	100%	100%	100%	100%

Traffic offence rate by licensing traffic area

Traffic offence	Scottish	North Western	West Midland	Welsh	Western	South East & Metropolitan	Eastern	North Eastern	Not given
No traffic offence	293	469	305	125	347	277	516	559	45
Verbal warning	3	15	4	3	14	15	10	12	3
Prohibition	26	30	20	12	20	11	27	51	5
ORN	1	11	3	2	2	9	16	6	0
GFPD	0	0	2	1	5	2	2	1	1
Prohibition and ORN	0	2	1	1	0	1	2	0	0
Prohibition and GFPD	3	11	3	4	10	10	9	18	1
Prohibition, ORN and GFPD	0	0	0	1	0	1	0	1	0
Impounded	0	0	0	0	0	0	1	0	0
RFI	0	0	2	0	0	2	1	0	1
Reported for prosecution	7	9	7	1	10	16	9	9	5
Total	333	547	347	150	408	344	593	657	61

Percentage of offences by licensing traffic area

Traffic offence	Scottish	North Western	West Midland	Welsh	Western	South East & Metropolitan	Eastern	North Eastern	Not given
No traffic offence	88.0%	85.7%	87.9%	83.3%	85.0%	80.5%	87.0%	85.1%	73.8%
Verbal warning	0.9%	2.7%	1.2%	2.0%	3.4%	4.4%	1.7%	1.8%	4.9%
Prohibition	7.8%	5.5%	5.8%	8.0%	4.9%	3.2%	4.6%	7.8%	8.2%
ORN	0.3%	2.0%	0.9%	1.3%	0.5%	2.6%	2.7%	0.9%	0.0%
GFPD	0.0%	0.0%	0.6%	0.7%	1.2%	0.6%	0.3%	0.2%	1.6%
Prohibition and ORN	0.0%	0.4%	0.3%	0.7%	0.0%	0.3%	0.3%	0.0%	0.0%
Prohibition and GFPD	0.9%	2.0%	0.9%	2.7%	2.5%	2.9%	1.5%	2.7%	1.6%
Prohibition, ORN and GFPD	0.0%	0.0%	0.0%	0.7%	0.0%	0.3%	0.0%	0.2%	0.0%
Impounded	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%
RFI	0.0%	0.0%	0.6%	0.0%	0.0%	0.6%	0.2%	0.0%	1.6%
Reported for prosecution	2.1%	1.6%	2.0%	0.7%	2.5%	4.7%	1.5%	1.4%	8.2%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

Traffic offence rate by road type of check site

Traffic offence	Motorway	Trunk road, built up	Trunk road, not built up	Primary road, built up	Primary road, not built up	Minor road, built up	Minor road, not built up	Not given
No traffic offence	1154	53	500	225	465	120	201	218
Verbal warning	38	0	4	10	10	3	12	2
Prohibition	74	7	28	17	32	10	12	22
ORN	24	2	8	5	5	1	3	2
GFPD	4	0	0	0	2	4	2	2
Prohibition and ORN	3	0	1	1	1	0	0	1
Prohibition and GFPD	30	3	9	8	8	3	3	5
Prohibition, ORN and GFPD	0	1	1	1	0	0	0	0
Impounded	0	0	0	0	0	0	0	1
RFI	5	0	1	0	0	0	0	0
Reported for prosecution	34	1	5	9	20	3	1	0
Total	1366	67	557	276	543	144	234	253

Percentage traffic offence rate by road type check site

Traffic offence	Motorway	Trunk road, built up	Trunk road, not built up	Primary road, built up	Primary road, not built up	Minor road, built up	Minor road, not built up	Not given
No traffic offence	84.5%	79.1%	89.8%	81.5%	85.6%	83.3%	85.9%	86.2%
Verbal warning	2.8%	0.0%	0.7%	3.6%	1.8%	2.1%	5.1%	0.8%
Prohibition	5.4%	10.4%	5.0%	6.2%	5.9%	6.9%	5.1%	8.7%
ORN	1.8%	3.0%	1.4%	1.8%	0.9%	0.7%	1.3%	0.8%
GFPD	0.3%	0.0%	0.0%	0.0%	0.4%	2.8%	0.9%	0.8%
Prohibition and ORN	0.2%	0.0%	0.2%	0.4%	0.2%	0.0%	0.0%	0.4%
Prohibition and GFPD	2.2%	4.5%	1.6%	2.9%	1.5%	2.1%	1.3%	2.0%
Prohibition, ORN and GFPD	0.0%	1.5%	0.2%	0.4%	0.0%	0.0%	0.0%	0.0%
Impounded	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%
RFI	0.4%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%
Reported for prosecution	2.5%	1.5%	0.9%	3.3%	3.7%	2.1%	0.4%	0.0%
Total	100%	100%	100%	100%	100%	100%	100%	100%

Traffic offence rate by time of check

Traffic offence	Morning 06:00 - 14:00	Afternoon 14:00 - 22:00	Night 22:00 - 06:00
No traffic offence	1771	1080	85
Verbal warning	57	22	0
Prohibition	137	63	2
ORN	27	23	0
GFPD	9	5	0
Prohibition and ORN	7	0	0
Prohibition and GFPD	31	36	2
Prohibition, ORN and GFPD	0	2	1
Impounded	1	0	0
RFI	3	3	0
Reported for prosecution	53	20	0
Total	2096	1254	90

Percentage traffic offence rate by time of check

Traffic offence	Morning 06:00 - 14:00	Afternoon 14:00 - 22:00	Night 22:00 - 06:00
No traffic offence	84.5%	86.1%	94.4%
Verbal warning	2.7%	1.8%	0.0%
Prohibition	6.5%	5.0%	2.2%
ORN	1.3%	1.8%	0.0%
GFPD	0.4%	0.4%	0.0%
Prohibition and ORN	0.3%	0.0%	0.0%
Prohibition and GFPD	1.5%	2.9%	2.2%
Prohibition, ORN and GFPD	0.0%	0.2%	1.1%
Impounded	0.0%	0.0%	0.0%
RFI	0.1%	0.2%	0.0%
Reported for prosecution	2.5%	1.6%	0.0%
Total	100%	100%	100%

Traffic offence rate by day of check

Traffic offence	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
No traffic offence	496	552	621	554	433	154	126
Verbal warning	9	11	21	25	10	2	1
Prohibition	39	32	42	40	27	13	9
ORN	9	9	9	14	7	1	1
GFPD	0	4	4	3	1	1	1
Prohibition and ORN	1	0	0	3	2	0	1
Prohibition and GFPD	13	17	8	21	7	0	3
Prohibition, ORN and GFPD	1	0	0	1	0	1	0
Impounded	1	0	0	0	0	0	0
RFI	2	1	1	0	1	1	0
Reported for prosecution	11	12	17	20	10	0	3
Total	582	638	723	681	498	173	145

Traffic offence	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
No traffic offence	85.2%	86.5%	85.9%	81.4%	86.9%	89.0%	86.9%
Verbal warning	1.5%	1.7%	2.9%	3.7%	2.0%	1.2%	0.7%
Prohibition	6.7%	5.0%	5.8%	5.9%	5.4%	7.5%	6.2%
ORN	1.5%	1.4%	1.2%	2.1%	1.4%	0.6%	0.7%
GFPD	0.0%	0.6%	0.6%	0.4%	0.2%	0.6%	0.7%
Prohibition and ORN	0.2%	0.0%	0.0%	0.4%	0.4%	0.0%	0.7%
Prohibition and GFPD	2.2%	2.7%	1.1%	3.1%	1.4%	0.0%	2.1%
Prohibition, ORN and GFPD	0.2%	0.0%	0.0%	0.1%	0.0%	0.6%	0.0%
Impounded	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
RFI	0.3%	0.2%	0.1%	0.0%	0.2%	0.6%	0.0%
Reported for prosecution	1.9%	1.9%	2.4%	2.9%	2.0%	0.0%	2.1%
Total	100%	100%	100%	100%	100%	100%	100%

Traffic offence rate by body type

Traffic offence	Flat	Box	Skeletal	Tipper	Skip	Articulated
No traffic offence	259	567	5	183	65	1352
Verbal warning	9	20	0	6	1	24
Prohibition	29	41	0	15	10	70
ORN	2	6	0	3	0	27
GFPD	1	1	0	2	0	4
Prohibition and ORN	0	1	0	0	0	3
Prohibition and GFPD	7	15	0	7	2	25
Prohibition, ORN and GFPD	1	0	0	1	0	1
Impounded	0	0	0	0	0	1
RFI	2	2	0	0	0	2
Reported for prosecution	7	19	0	5	1	27
Totals	317	672	5	222	79	1536

Traffic offence	Car Transporter	Curtain Sider	Tilt	Refuse	Tanker	Other	Not Given
No traffic offence	33	286	3	26	30	35	92
Verbal warning	2	10	0	0	4	1	2
Prohibition	2	20	0	2	1	3	9
ORN	0	8	0	0	1	2	1
GFPD	0	5	0	0	0	1	0
Prohibition and ORN	0	2	0	0	1	0	0
Prohibition and GFPD	0	8	0	1	1	1	2
Prohibition, ORN and GFPD	0	0	0	0	0	0	0
Impounded	0	0	0	0	0	0	0
RFI	0	0	0	0	0	0	0
Reported for prosecution	0	8	0	1	0	3	2
Totals	37	347	3	30	38	46	108

Percentage traffic offence by body type

Traffic offence	Flat	Box	Skeletal	Tipper	Skip	Articulated
No traffic offence	81.7%	84.4%	100.0%	82.4%	82.3%	88.0%
Verbal warning	2.8%	3.0%	0.0%	2.7%	1.3%	1.6%
Prohibition	9.1%	6.1%	0.0%	6.8%	12.7%	4.6%
ORN	0.6%	0.9%	0.0%	1.4%	0.0%	1.8%
GFPD	0.3%	0.1%	0.0%	0.9%	0.0%	0.3%
Prohibition and ORN	0.0%	0.1%	0.0%	0.0%	0.0%	0.2%
Prohibition and GFPD	2.2%	2.2%	0.0%	3.2%	2.5%	1.6%
Prohibition, ORN and GFPD	0.3%	0.0%	0.0%	0.5%	0.0%	0.1%
Impounded	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
RFI	0.6%	0.3%	0.0%	0.0%	0.0%	0.1%
Reported for prosecution	2.2%	2.8%	0.0%	2.3%	1.3%	1.8%
Total	100%	100%	100%	100%	100%	100%

Traffic offence	Car Transporter	Curtain Sider	Tilt	Refuse	Tanker	Other	Not Given
No traffic offence	89.2%	82.4%	100.0%	86.7%	78.9%	76.1%	85.2%
Verbal warning	5.4%	2.9%	0.0%	0.0%	10.5%	2.2%	1.9%
Prohibition	5.4%	5.8%	0.0%	6.7%	2.6%	6.5%	8.3%
ORN	0.0%	2.3%	0.0%	0.0%	2.6%	4.3%	0.9%
GFPD	0.0%	1.4%	0.0%	0.0%	0.0%	2.2%	0.0%
Prohibition and ORN	0.0%	0.6%	0.0%	0.0%	2.6%	0.0%	0.0%
Prohibition and GFPD	0.0%	2.3%	0.0%	3.3%	2.6%	2.2%	1.9%
Prohibition, ORN and GFPD	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Impounded	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
RFI	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Reported for prosecution	0.0%	2.3%	0.0%	3.3%	0.0%	6.5%	1.9%
Total	100%	100%	100%	100%	100%	100%	100%

Traffic offence type by vehicle type

Traffic offence	Articulated	Rigid	Articulated	Rigid
No traffic offence	1399	1537	88.2%	82.9%
Verbal warning	26	53	1.6%	2.9%
Prohibition	71	131	4.5%	7.1%
ORN	28	22	1.8%	1.2%
GFPD	4	10	0.3%	0.5%
Prohibition and ORN	3	4	0.2%	0.2%
Prohibition and GFPD	25	44	1.6%	2.4%
Prohibition, ORN and GFPD	1	2	0.1%	0.1%
Impounded	1	0	0.1%	0.0%
RFI	2	4	0.1%	0.2%
Reported for prosecution	27	46	1.7%	2.5%
Total	1587	1853	100%	100%

Traffic offence rate by number of axles on vehicle

Traffic offence	Two Axles	Three Axles	Four Axles	Five Axles	Not given
No traffic offence	1402	1345	186	2	1
Verbal warning	42	33	4	0	0
Prohibition	110	78	14	0	0
ORN	25	22	3	0	0
GFPD	9	4	1	0	0
Prohibition and ORN	3	4	0	0	0
Prohibition and GFPD	37	28	4	0	0
Prohibition, ORN and GFPD	2	0	1	0	0
Impounded	0	1	0	0	0
RFI	4	1	1	0	0
Reported for prosecution	38	30	5	0	0
Total	1672	1546	219	2	1

Traffic offence	Two Axles	Three Axles	Four Axles	Five Axles	Not given
No traffic offence	83.9%	87.0%	84.9%	100.0%	100.0%
Verbal warning	2.5%	2.1%	1.8%	0.0%	0.0%
Prohibition	6.6%	5.0%	6.4%	0.0%	0.0%
ORN	1.5%	1.4%	1.4%	0.0%	0.0%
GFPD	0.5%	0.3%	0.5%	0.0%	0.0%
Prohibition and ORN	0.2%	0.3%	0.0%	0.0%	0.0%
Prohibition and GFPD	2.2%	1.8%	1.8%	0.0%	0.0%
Prohibition, ORN and GFPD	0.1%	0.0%	0.5%	0.0%	0.0%
Impounded	0.0%	0.1%	0.0%	0.0%	0.0%
RFI	0.2%	0.1%	0.5%	0.0%	0.0%
Reported for prosecution	2.3%	1.9%	2.3%	0.0%	0.0%
Total	100%	100%	100%	100%	100%

Were hazardous materials being carried by the vehicle?

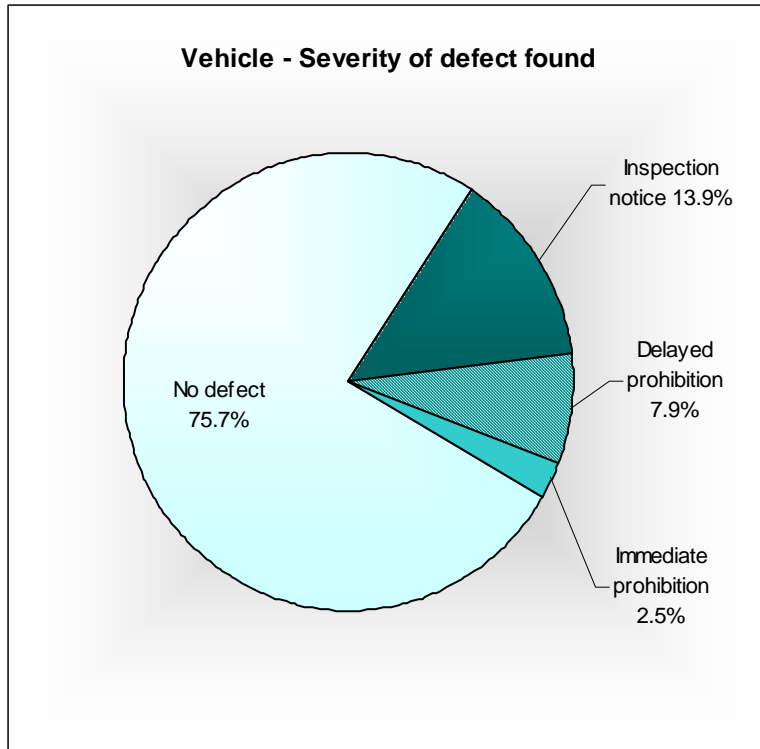
Traffic offence	Yes		No	
No traffic offence	3	17.6%	2933	85.7%
Verbal warning	11	64.7%	68	2.0%
Prohibition	3	17.6%	199	5.8%
ORN	0	0.0%	50	1.5%
GFPD	0	0.0%	14	0.4%
Prohibition and ORN	0	0.0%	7	0.2%
Prohibition and GFPD	0	0.0%	69	2.0%
Prohibition, ORN and GFPD	0	0.0%	3	0.1%
Impounded	0	0.0%	1	0.0%
RFI	0	0.0%	6	0.2%
Reported for prosecution	0	0.0%	73	2.1%
Total	17	100%	3423	100.0%

Was the traffic offence committed by a GB driver?

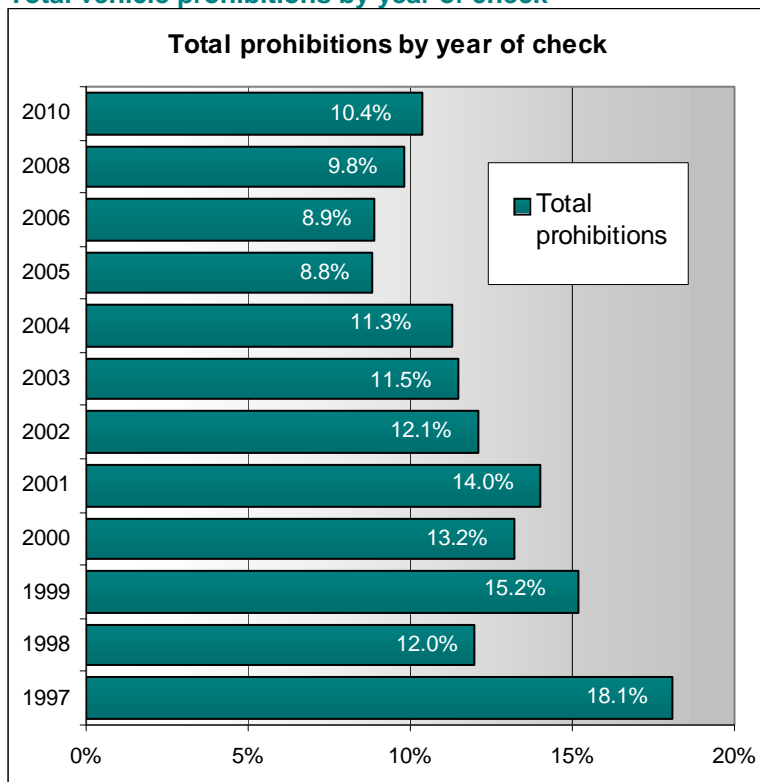
Traffic Offence	Yes		No		Unknown	
No traffic offence	2707	85.6%	100	82.0%	129	82.7%
Verbal warning	73	2.3%	5	4.1%	1	0.6%
Prohibition	180	5.7%	5	4.1%	17	10.9%
ORN	46	1.5%	4	3.3%	0	0.0%
GFPD	12	0.4%	2	1.6%	0	0.0%
Prohibition and ORN	6	0.2%	1	0.8%	0	0.0%
Prohibition and GFPD	60	1.9%	4	3.3%	5	3.2%
Prohibition, ORN and GFPD	2	0.1%	1	0.8%	0	0.0%
Impounded	1	0.0%	0	0.0%	0	0.0%
RFI	6	0.2%	0	0.0%	0	0.0%
Reported for prosecution	69	2.2%	0	0.0%	4	2.6%
Total	3162	100%	122	100%	156	100%

D.4 Vehicle charts

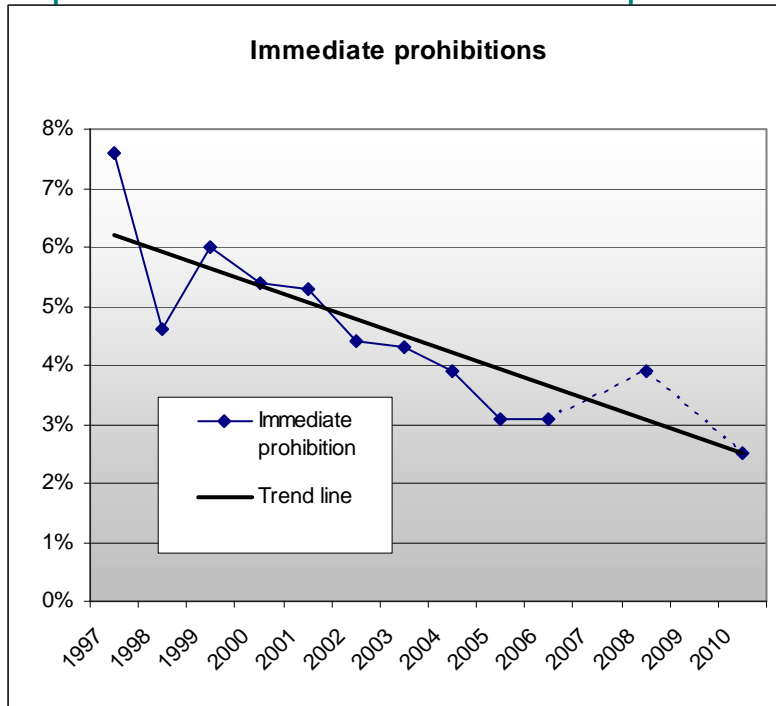
Main vehicle results



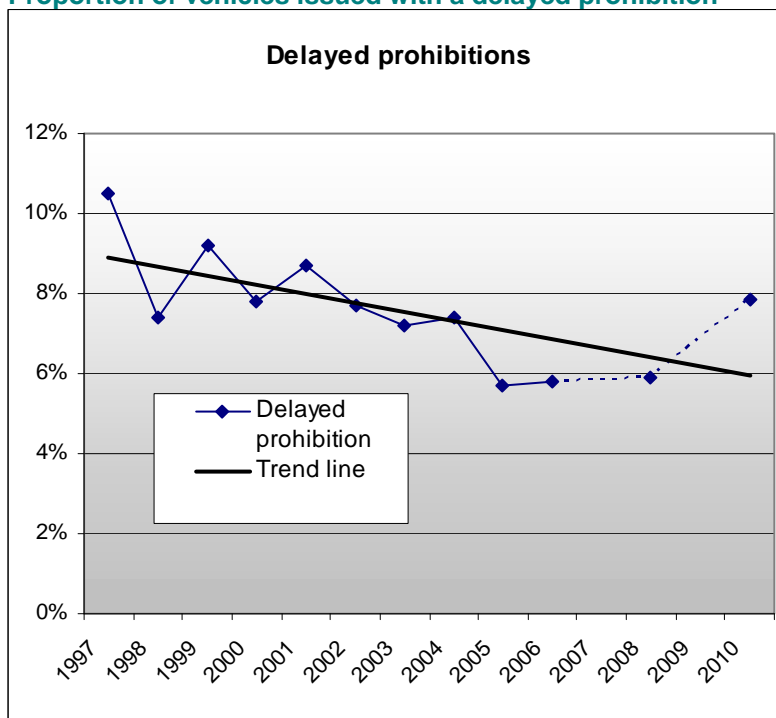
Total vehicle prohibitions by year of check



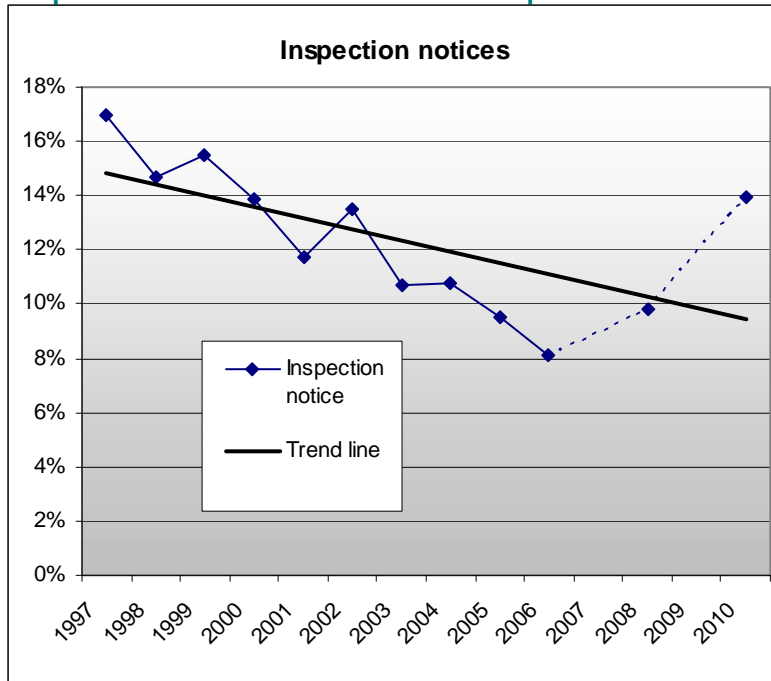
Proportion of vehicles issued with an immediate prohibition



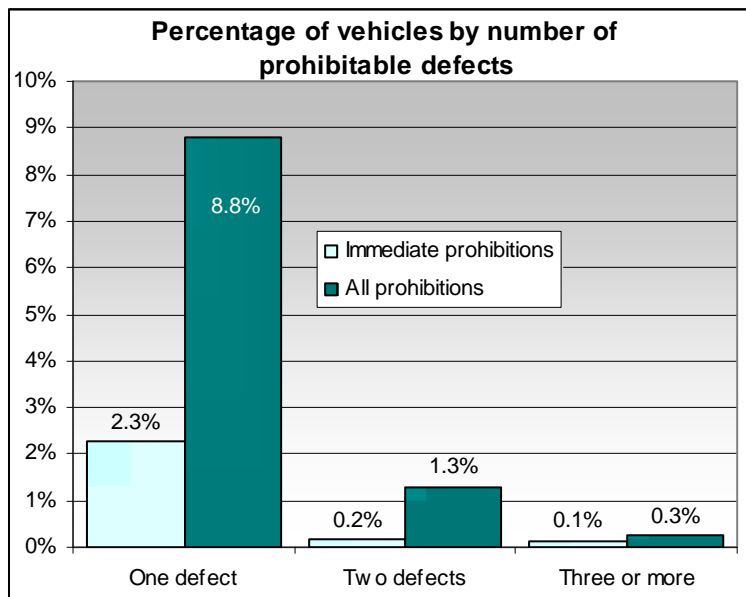
Proportion of vehicles issued with a delayed prohibition



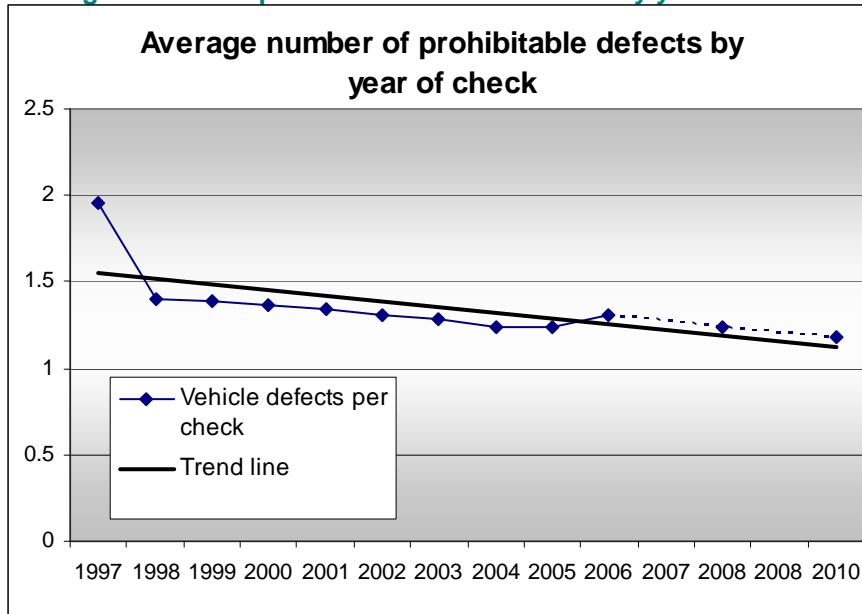
Proportion of vehicles issued with an inspection notice



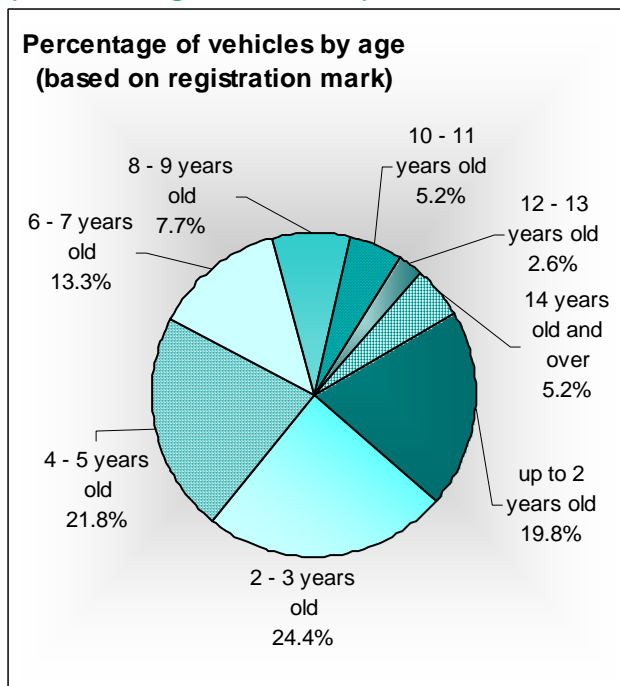
Percentage of vehicles by number of prohibitable defects



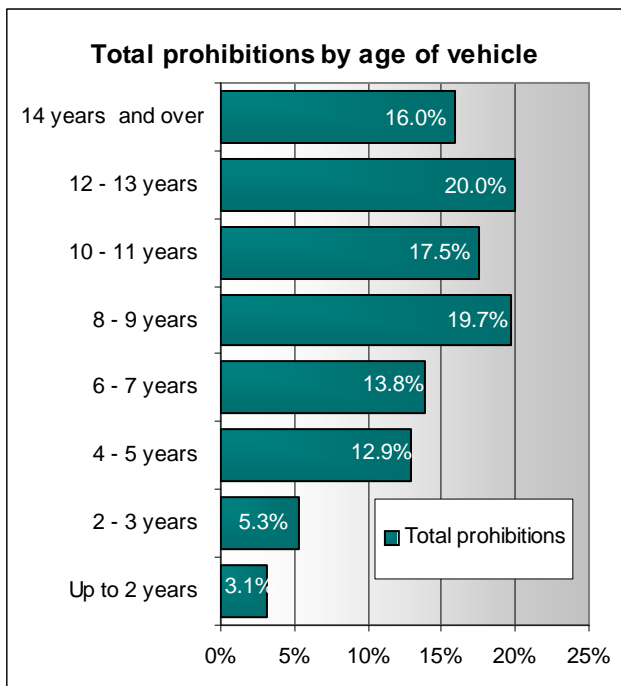
Average number of prohibitable vehicle defects by year of check



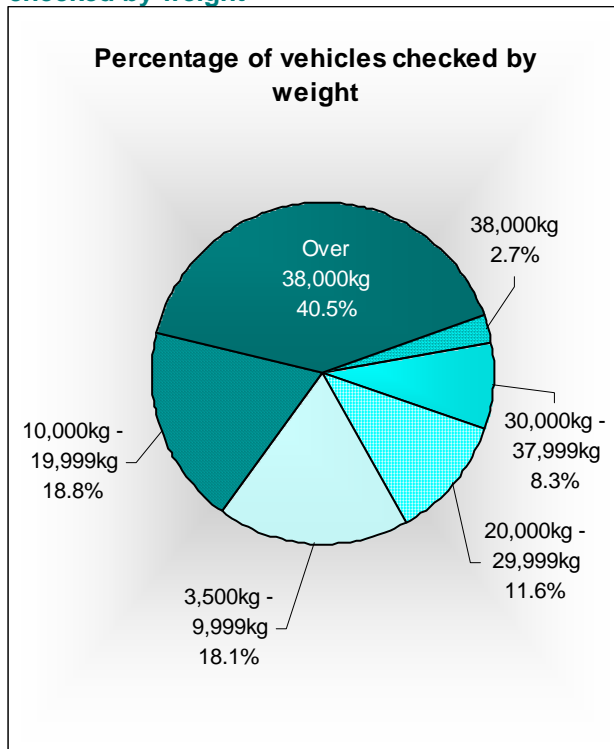
Vehicles: Percentage of checks by age (Based on registration mark)



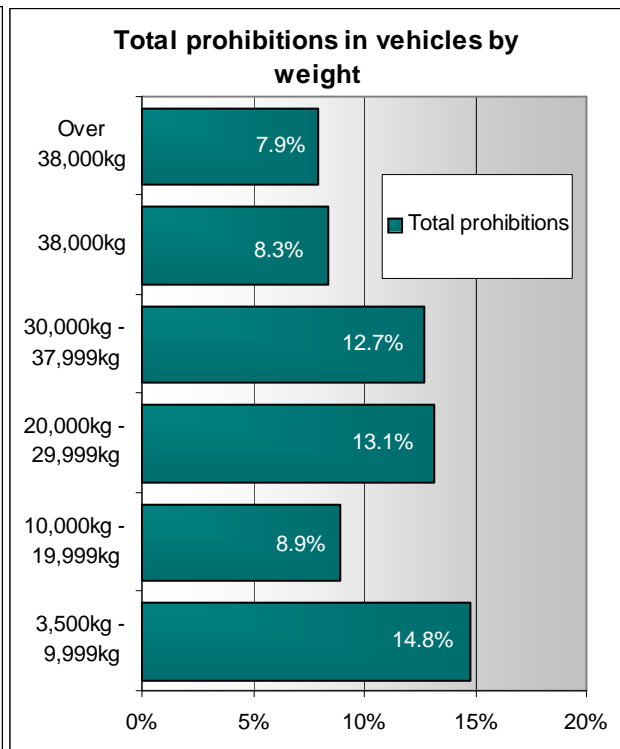
Vehicles: Total prohibitions by age of vehicle



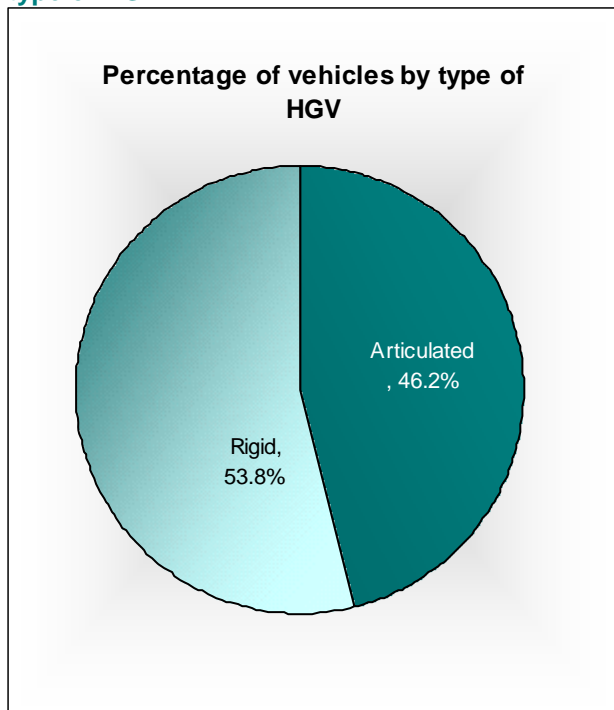
Vehicles: Percentage of vehicles checked by weight



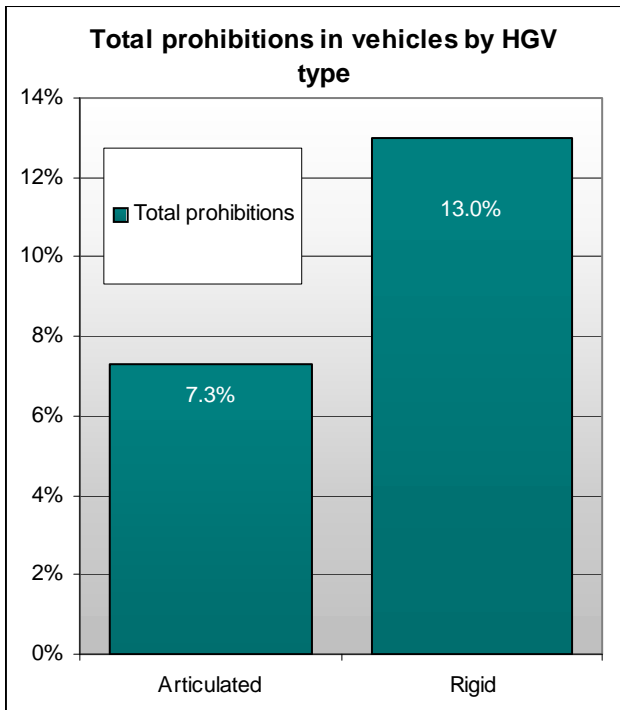
Vehicles: Total prohibitions by weight



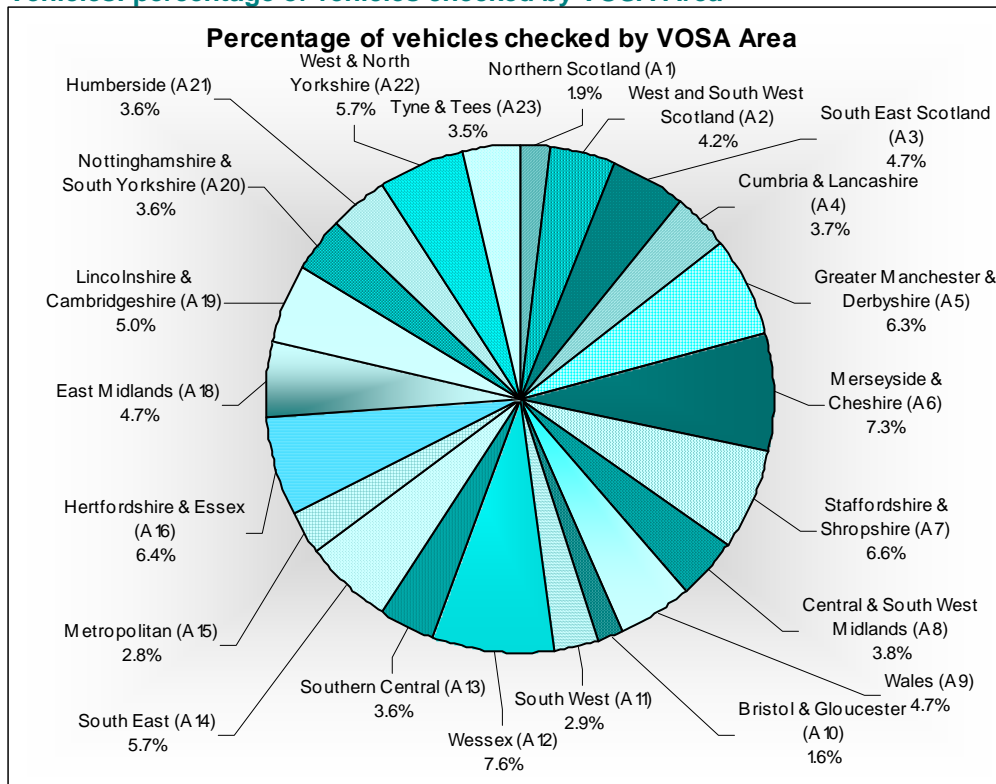
Vehicles: Percentage checked by type of HGV



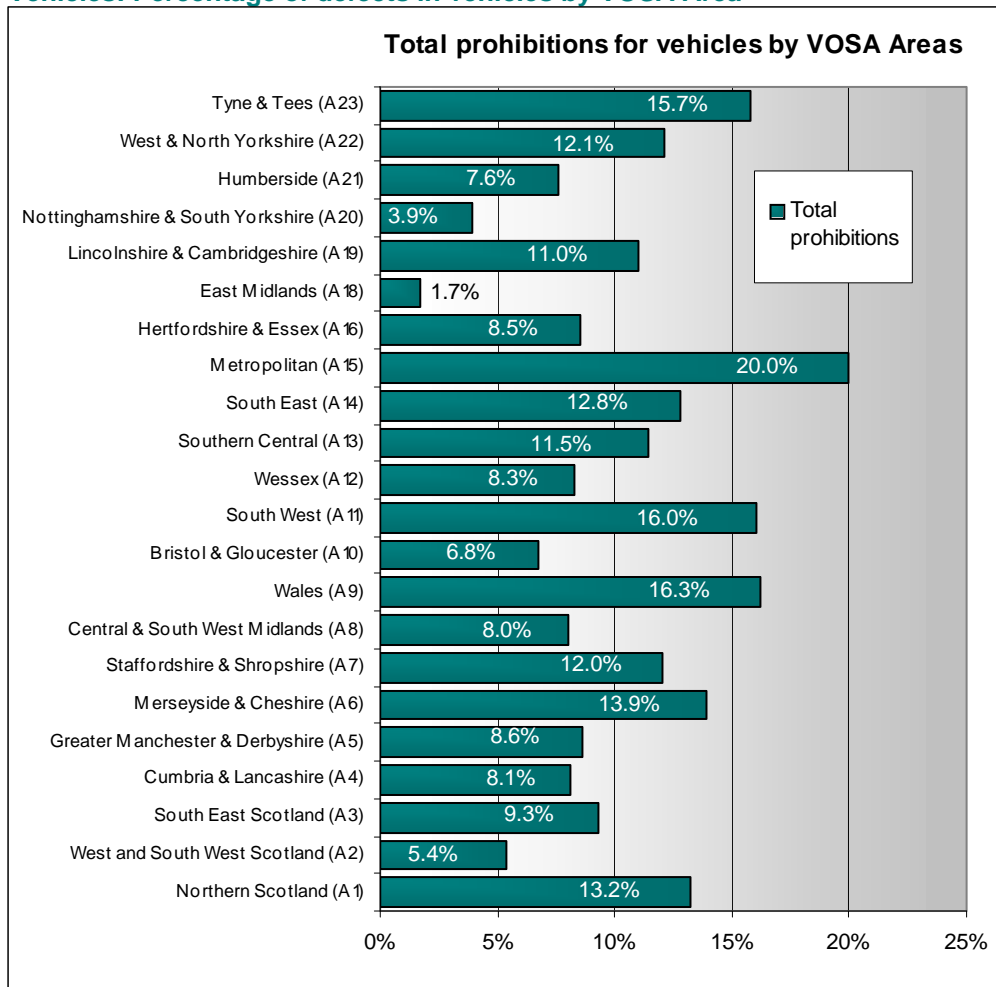
Vehicles: Total prohibitions by type of HGV



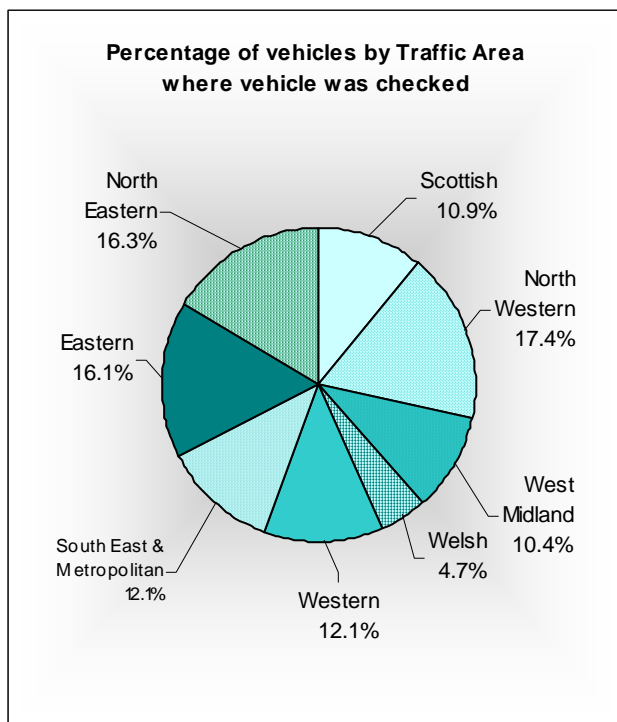
Vehicles: percentage of vehicles checked by VOSA Area



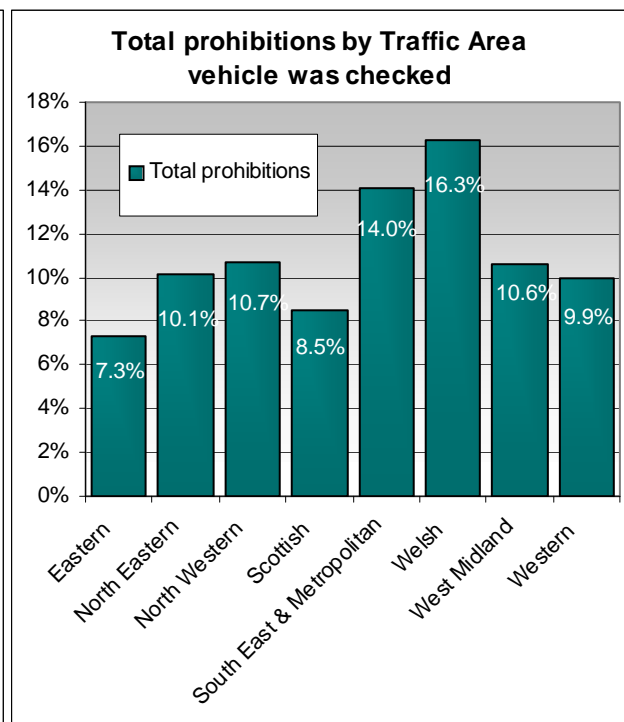
Vehicles: Percentage of defects in vehicles by VOSA Area



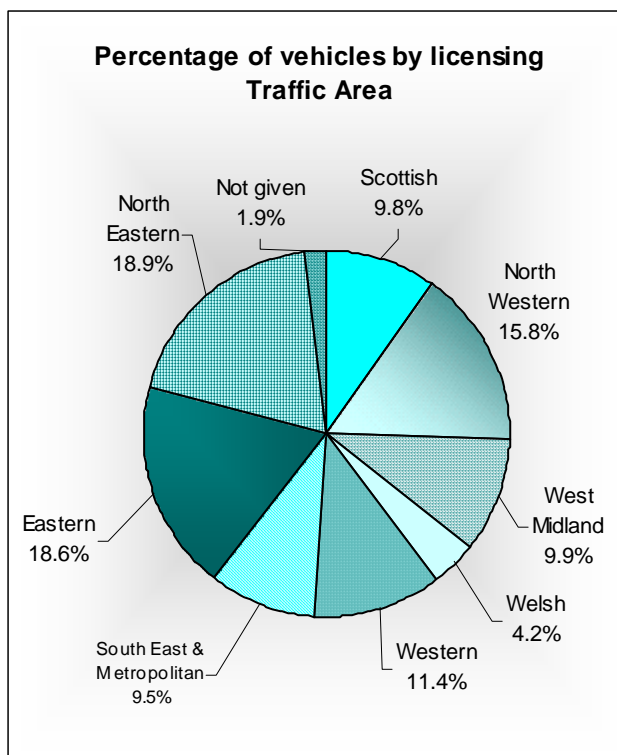
Vehicles: Percentage of checks by Traffic Area where vehicle was checked



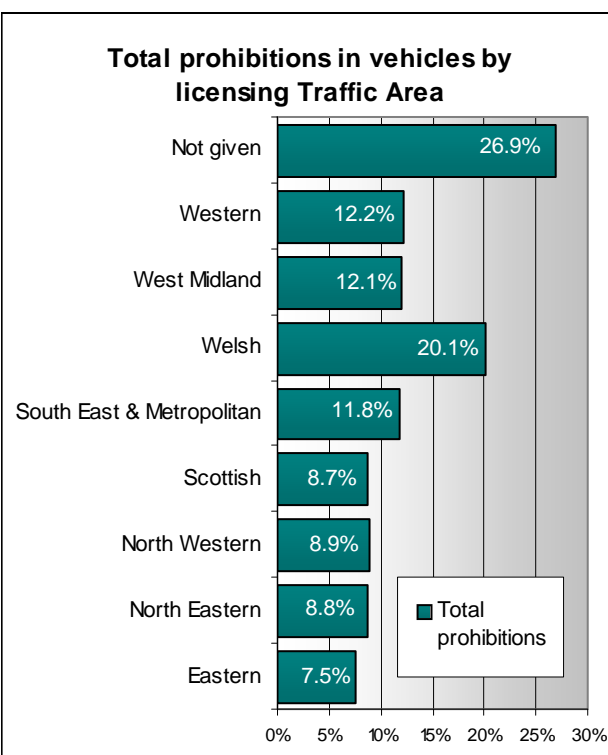
Vehicles: Total prohibitions by Traffic Area where vehicle was checked



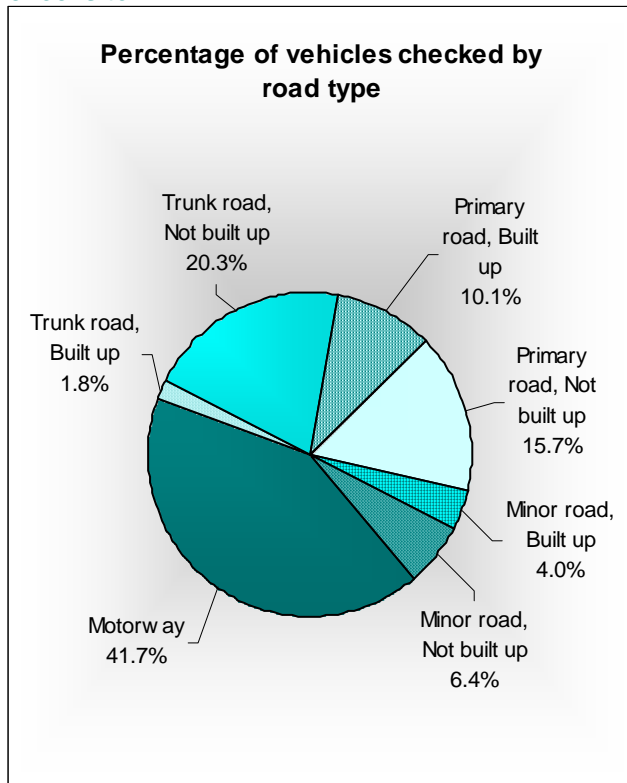
Vehicles: Percentage of checks by licensing Traffic Area



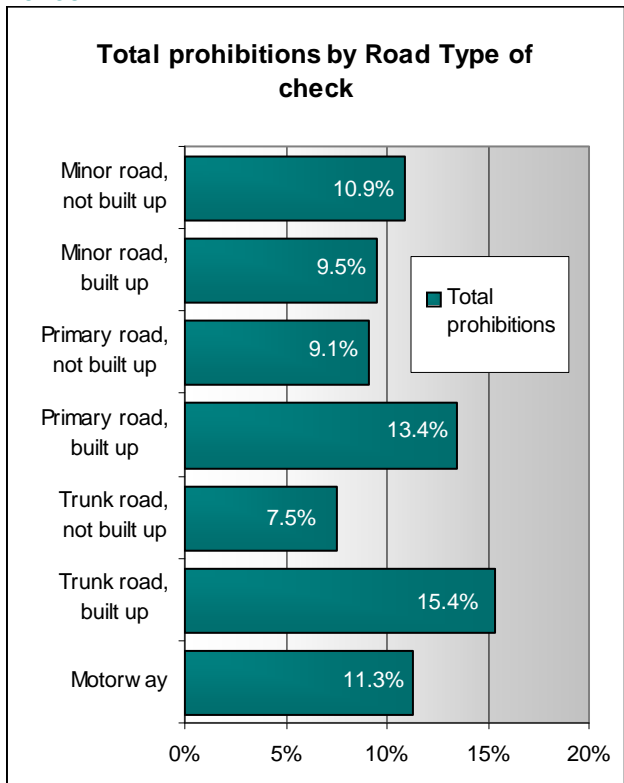
Vehicles: Total prohibitions in vehicles by licensing Traffic Area



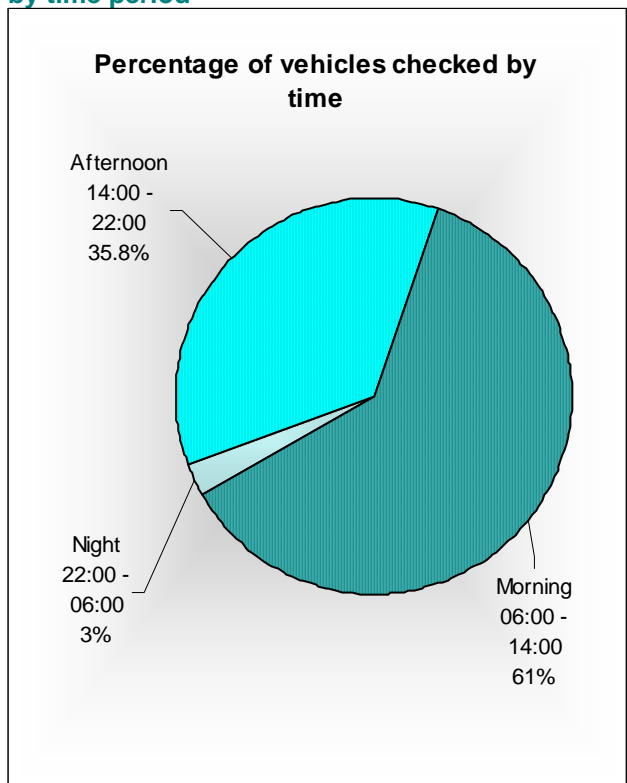
Vehicles: Percentage of vehicles checked checksite



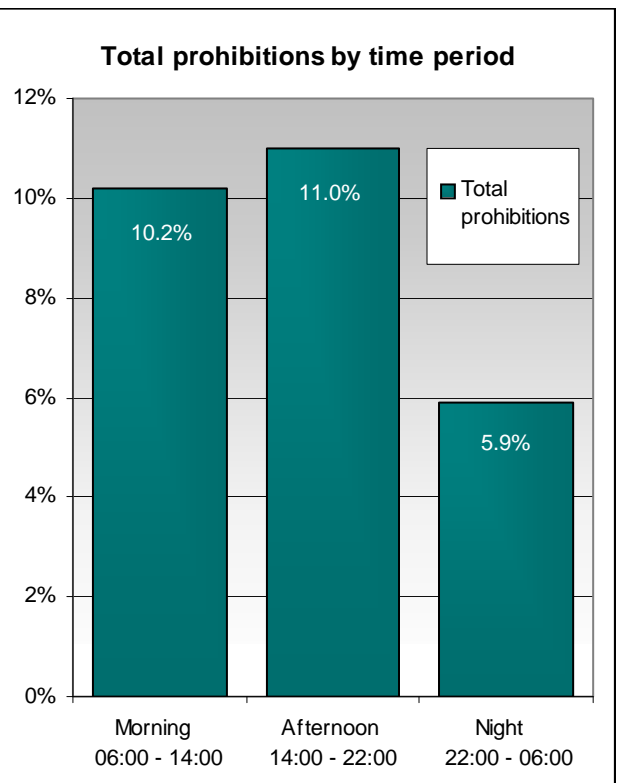
Vehicles: Total prohibitions by Road Type of check



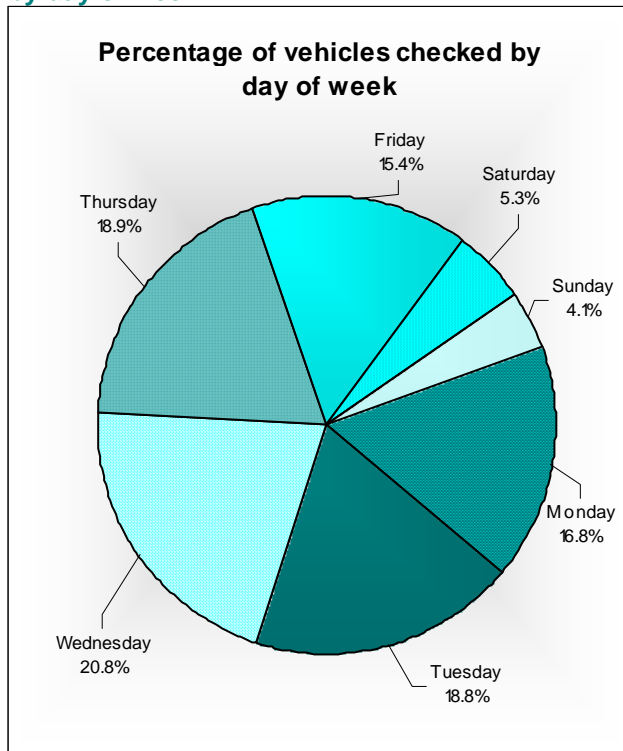
Vehicles: Percentage of vehicles checked by time period



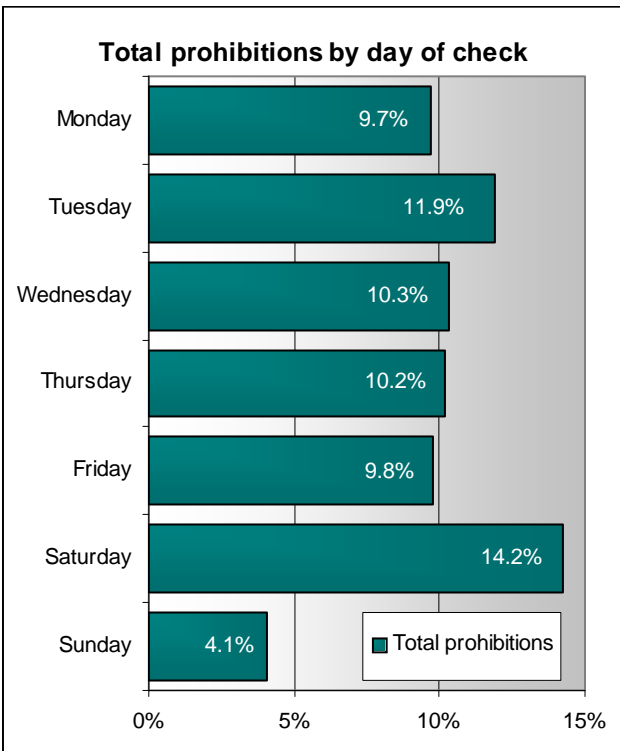
Vehicles: Total prohibitions by time of check



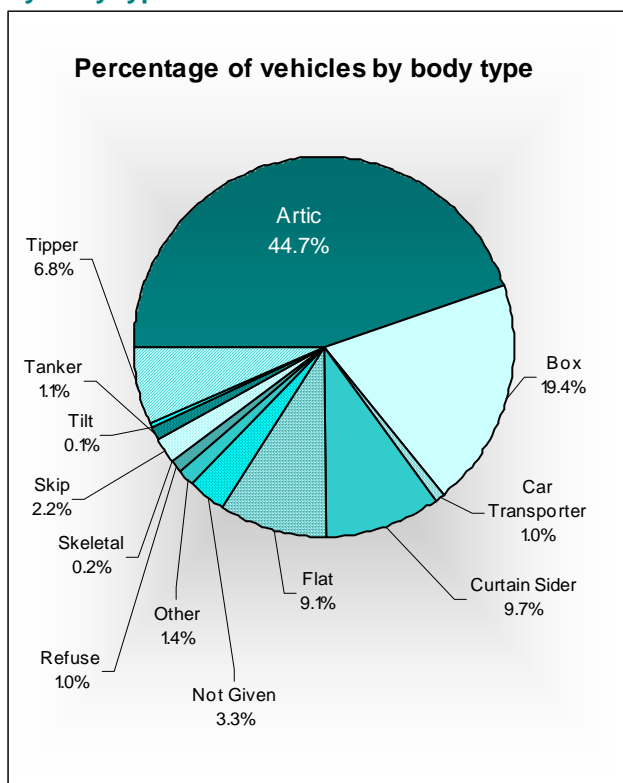
Vehicles: Percentage of vehicles checked by day of week



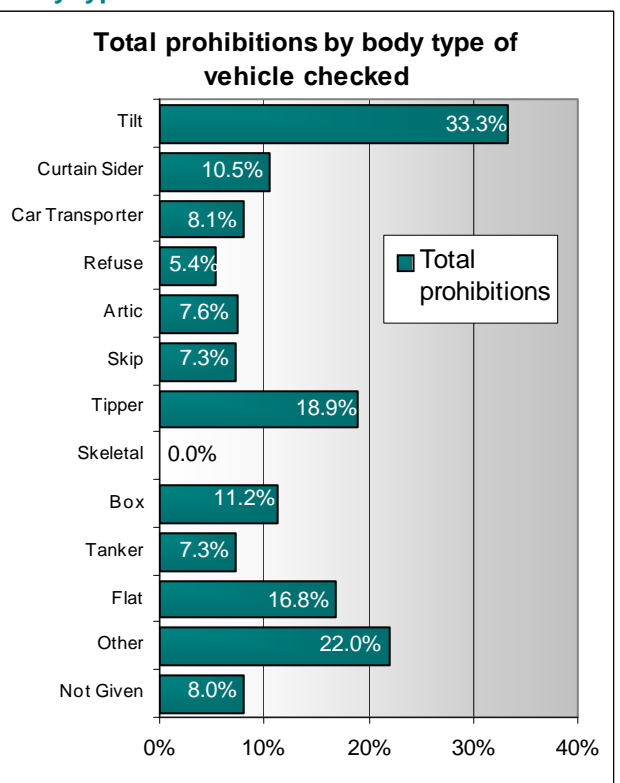
Vehicles: Total prohibitions by day of week



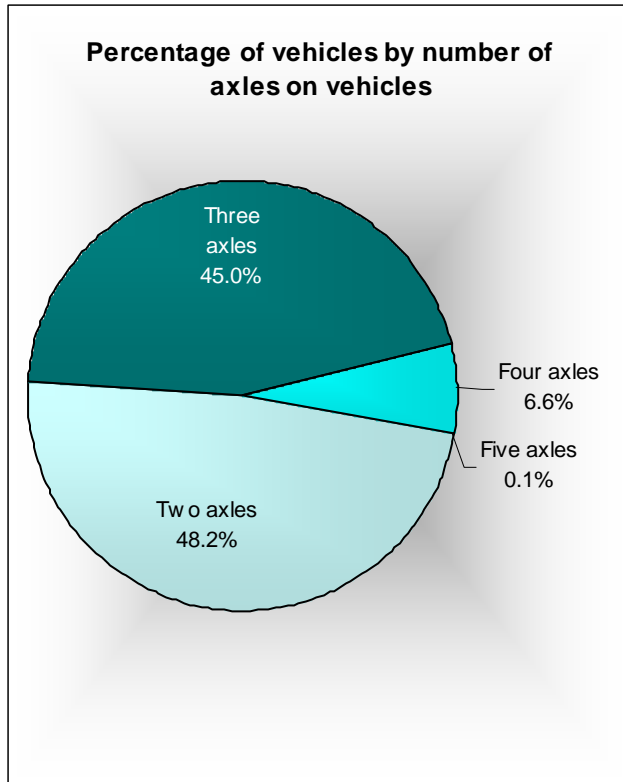
Vehicles: Percentage of vehicles checked by body type



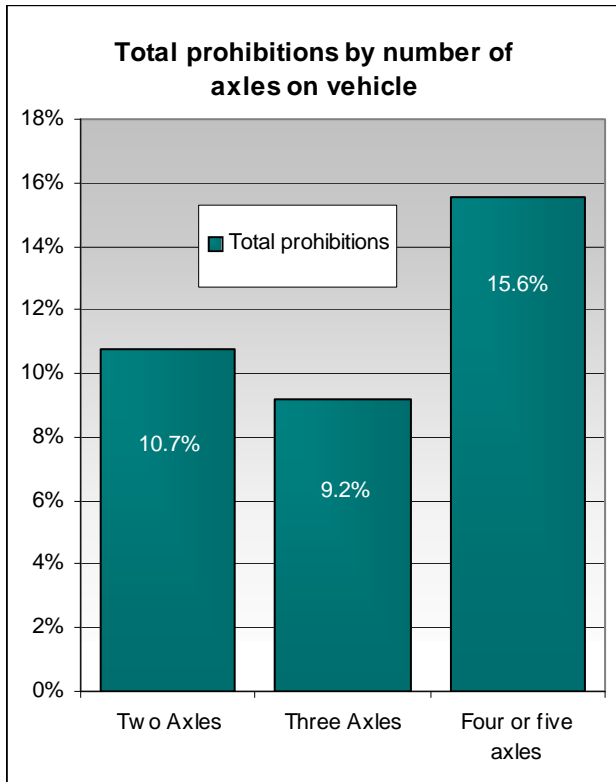
Vehicles: Total prohibitions by body type checked



Vehicles: Percentage checked by the number of axles on vehicles

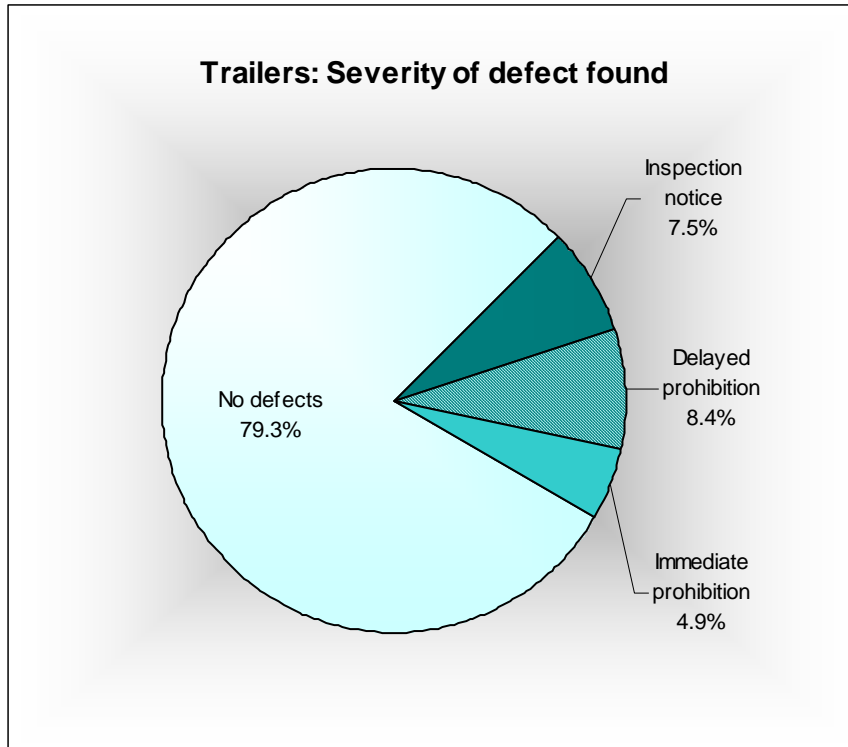


Vehicles: Percentage of defects by number of axles on vehicle

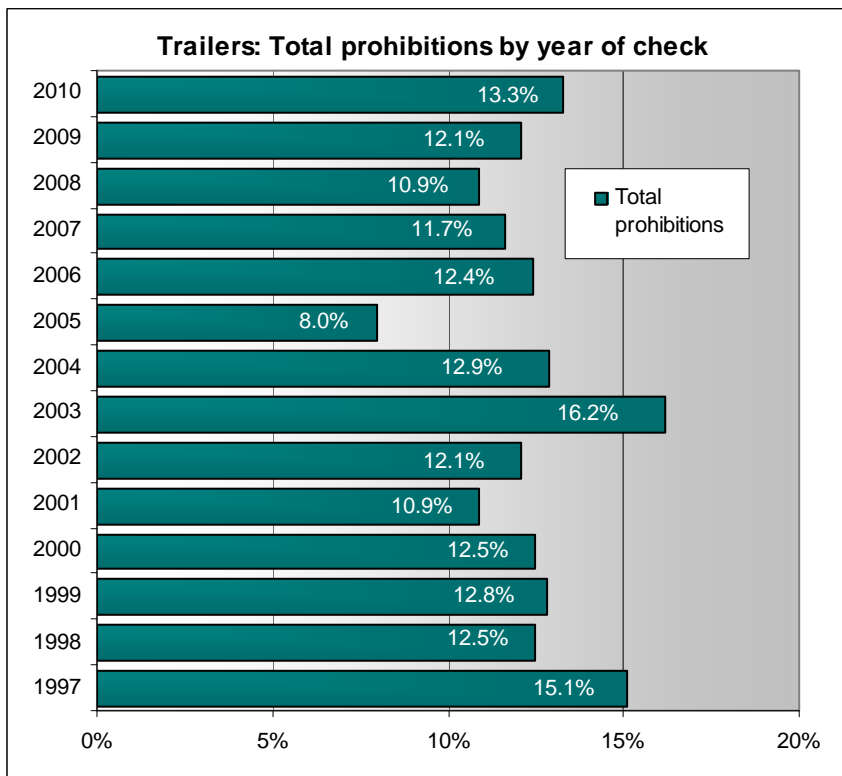


D.5 Trailer charts

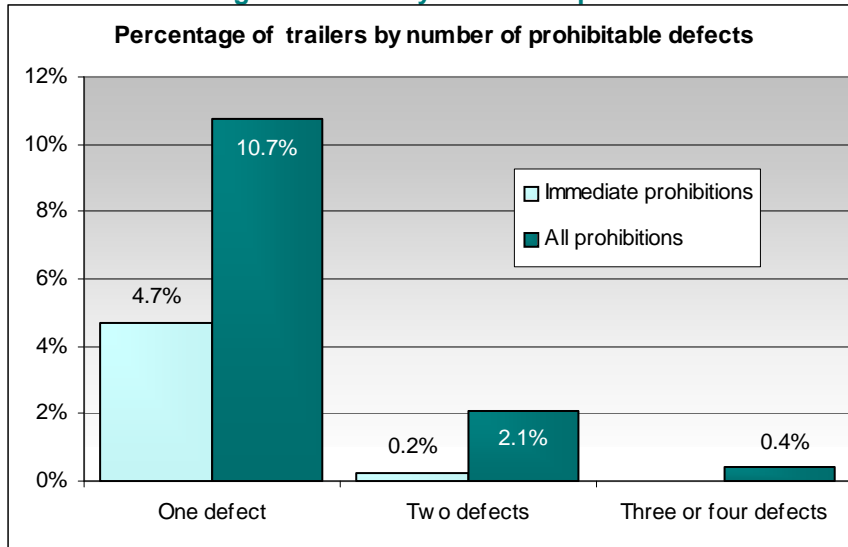
Main Trailer Results



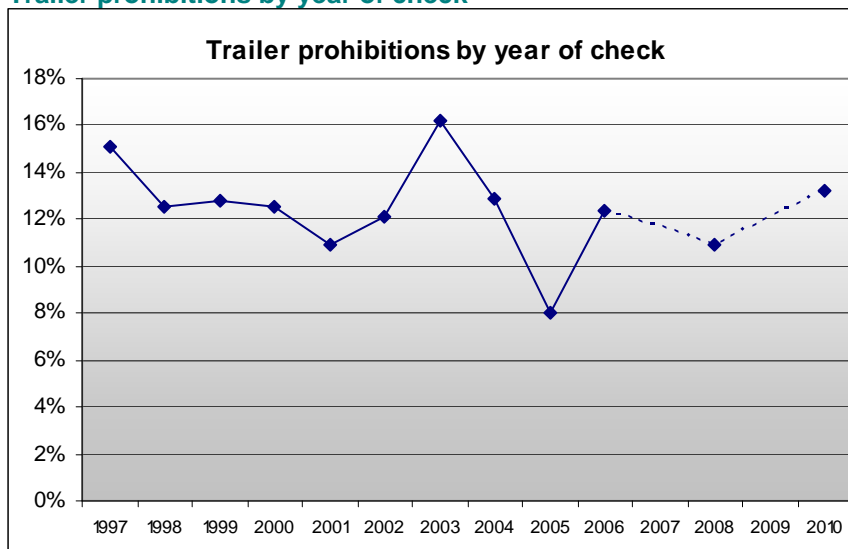
Trailer defects by year of check



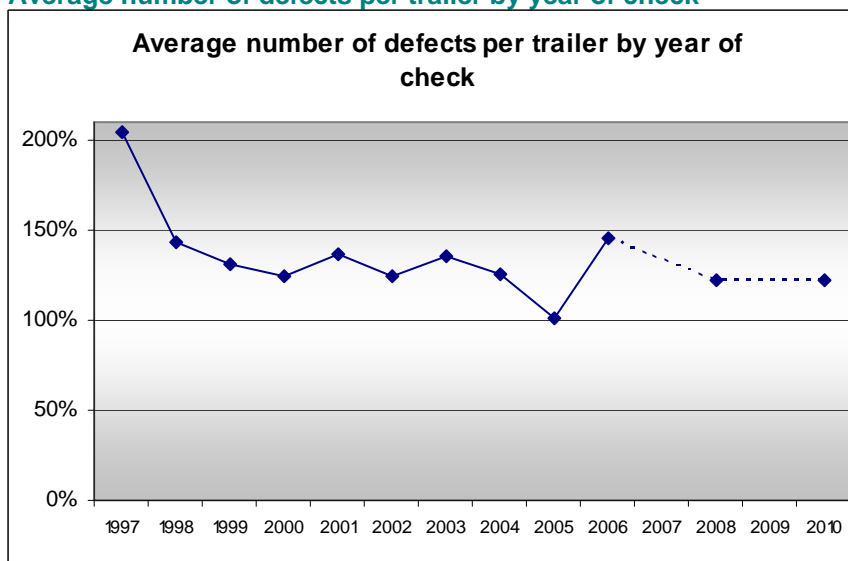
Trailers: Percentage of trailers by number of prohibitable defects



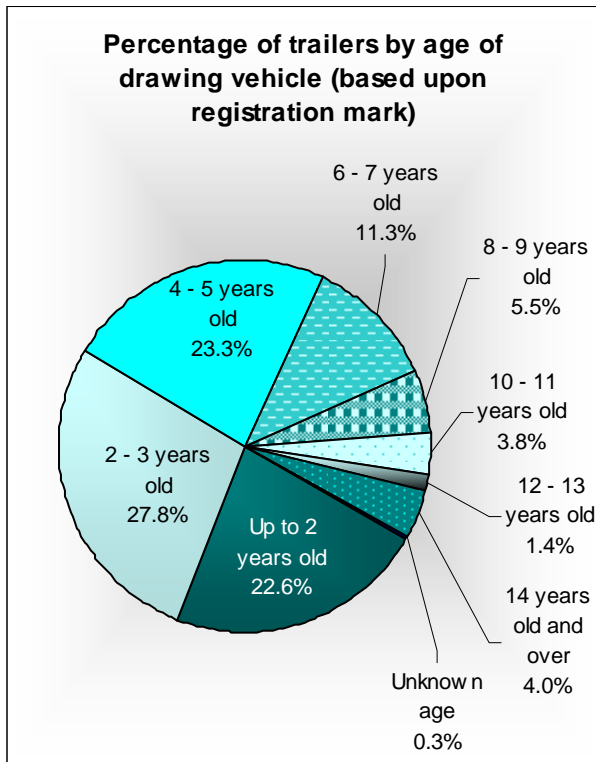
Trailer prohibitions by year of check



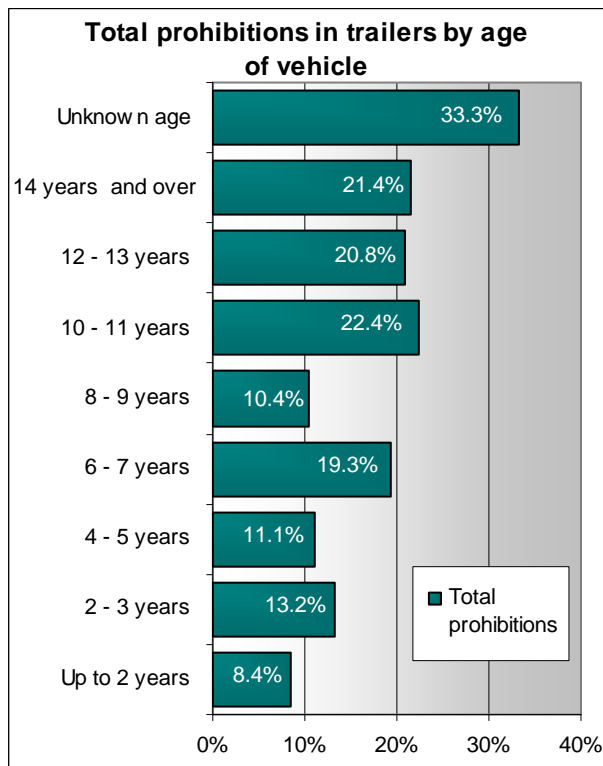
Average number of defects per trailer by year of check



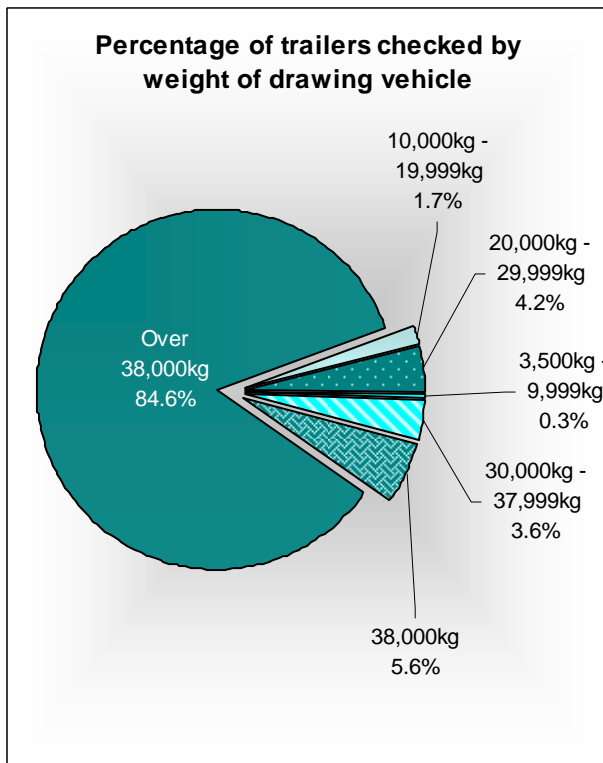
Trailers: Percentage of trailers checked by age of drawing vehicle (based upon registration mark)



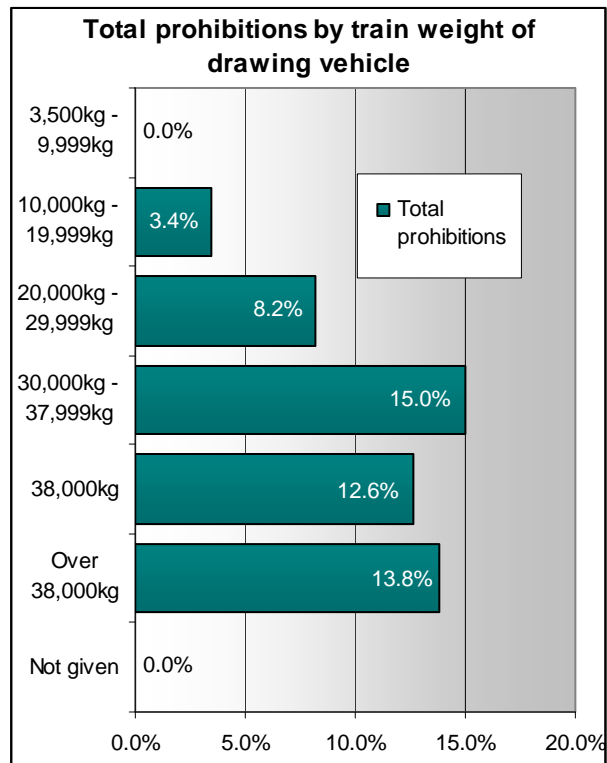
Trailers: Total prohibitions by age of vehicle



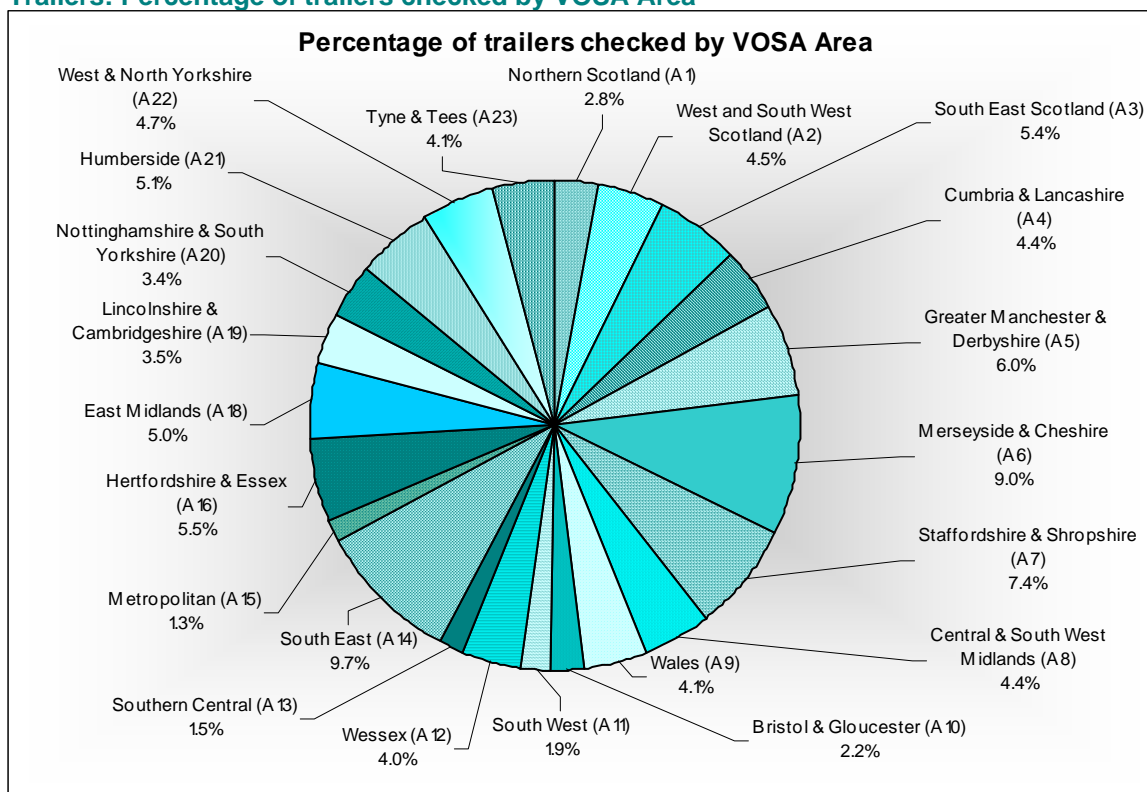
Trailers: Percentage of trailers checked by weight of vehicle



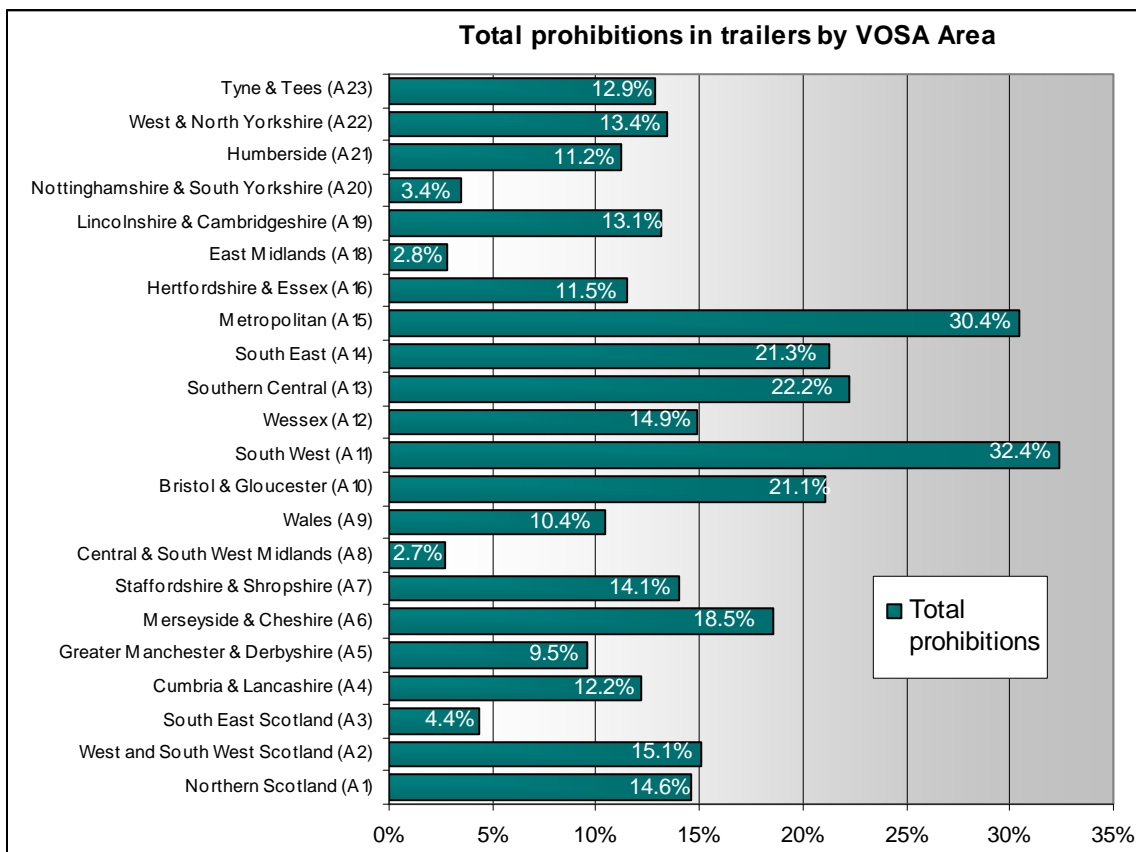
Trailers: Total prohibitions by weight of drawing vehicle



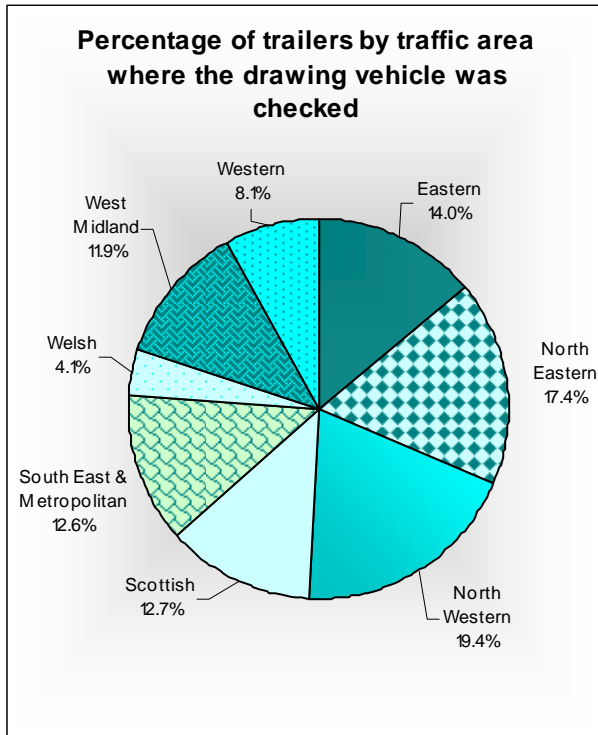
Trailers: Percentage of trailers checked by VOSA Area



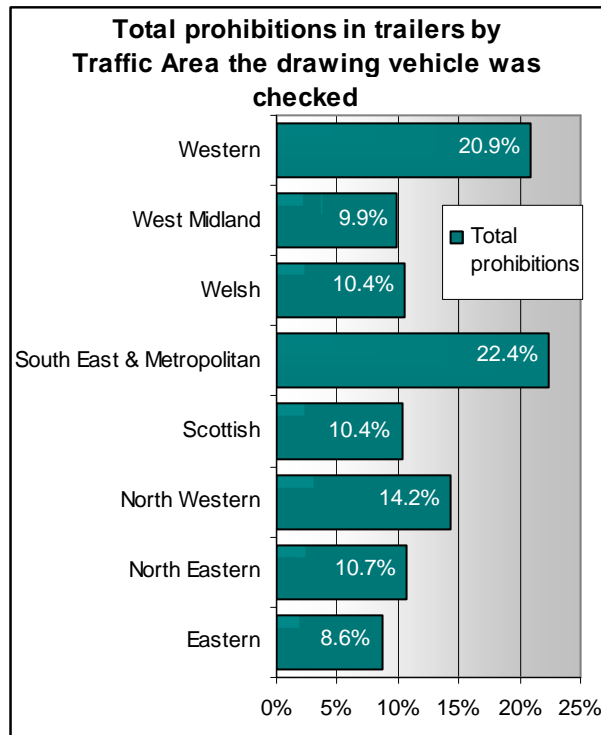
Trailers: Total prohibitions by VOSA Area



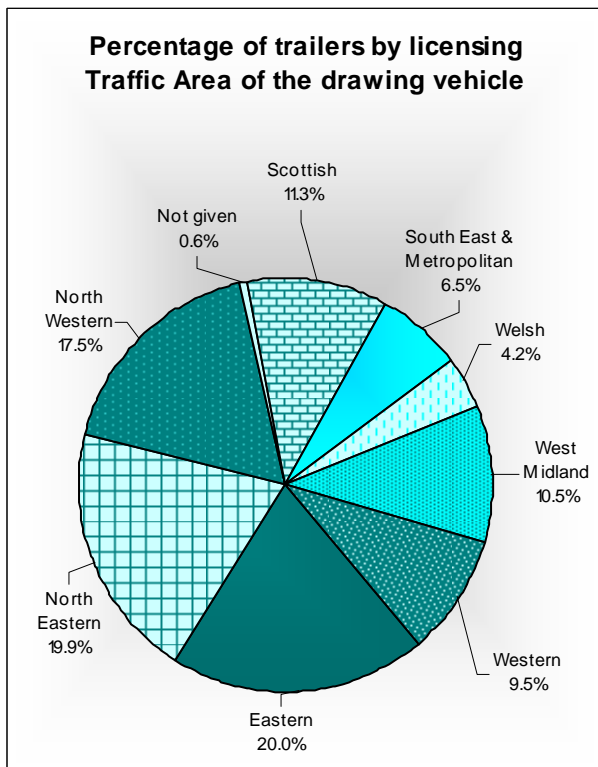
Trailers: Percentage of trailers by Traffic Area where the check took place



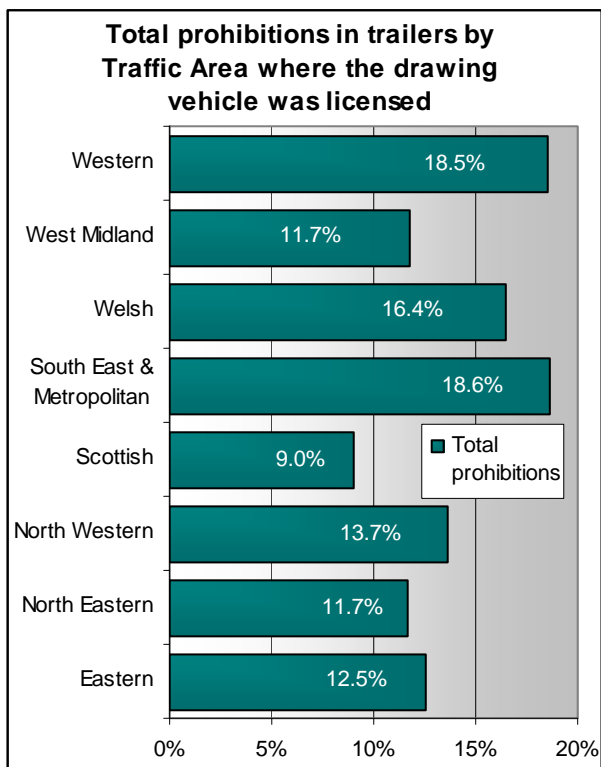
Trailers: Percentage of defect by Traffic Area where the check took place



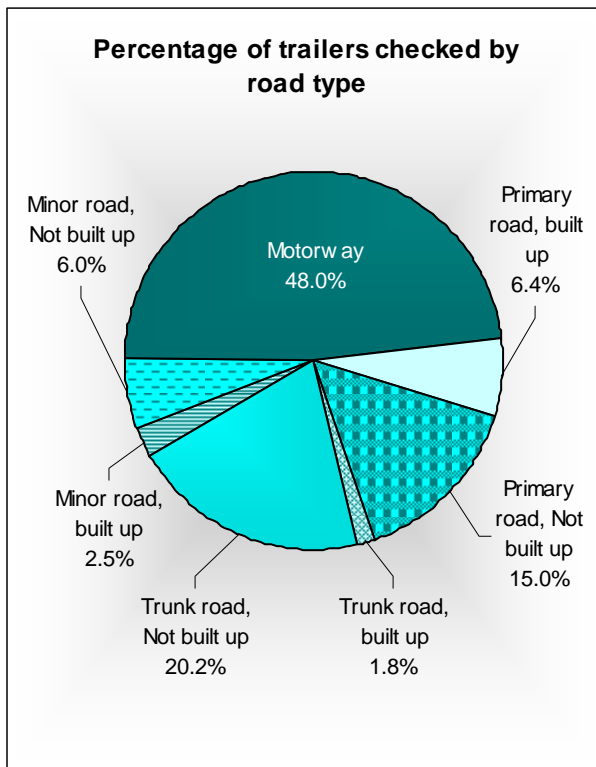
Trailers: Percentage of trailers by licensing Traffic Area



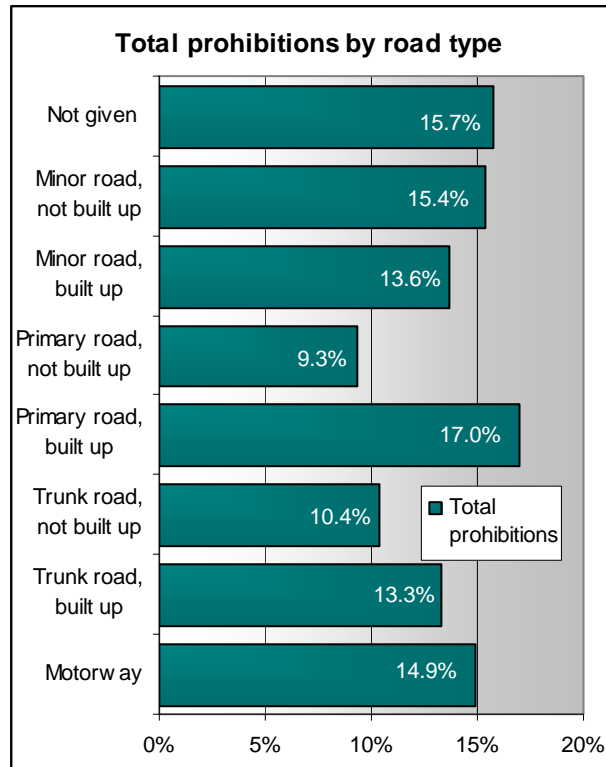
Trailers: Total prohibitions by licensing Traffic Area



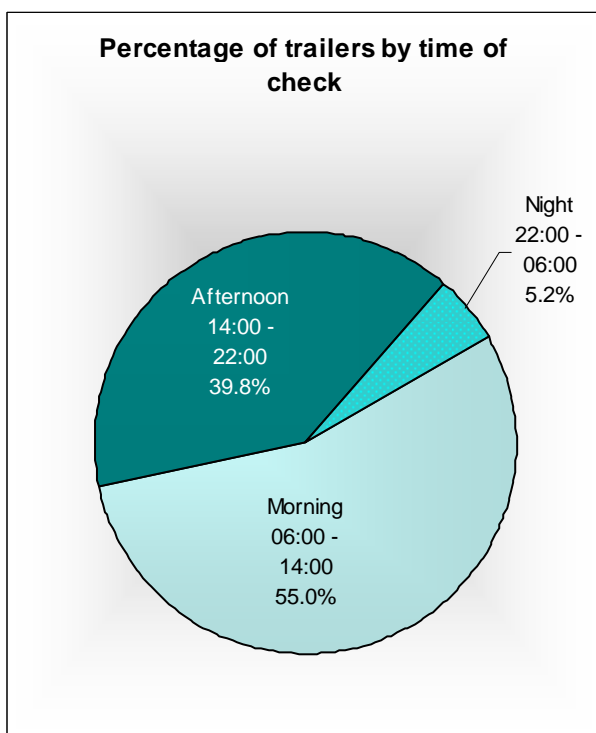
Trailers: Percentage of trailers checked by road type



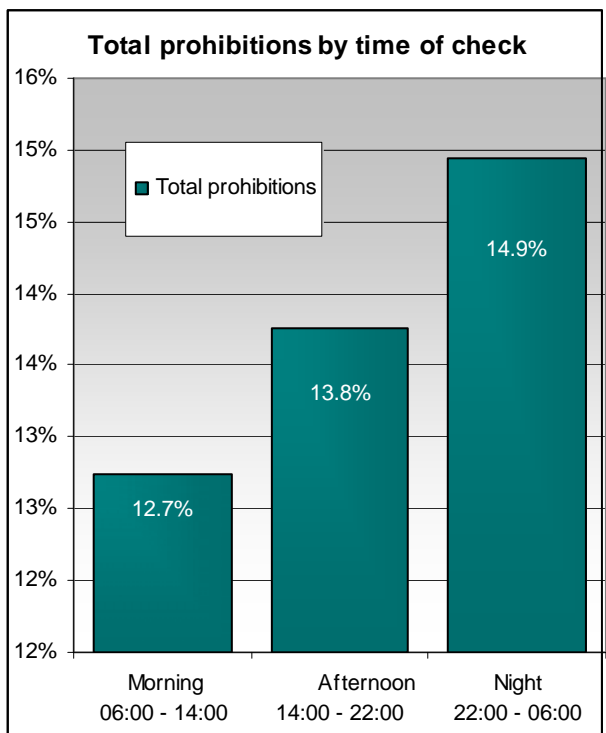
Trailers: Total prohibitions by road type of checksite



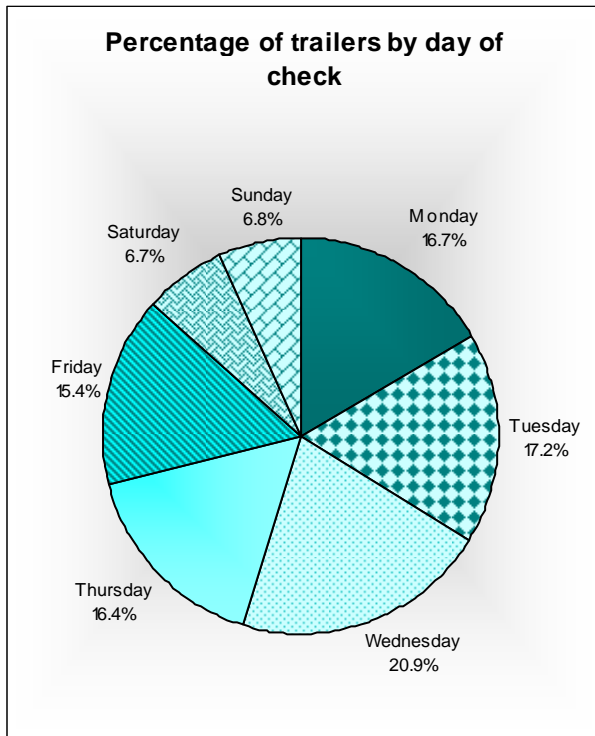
Trailers: Percentage of trailers by time of check



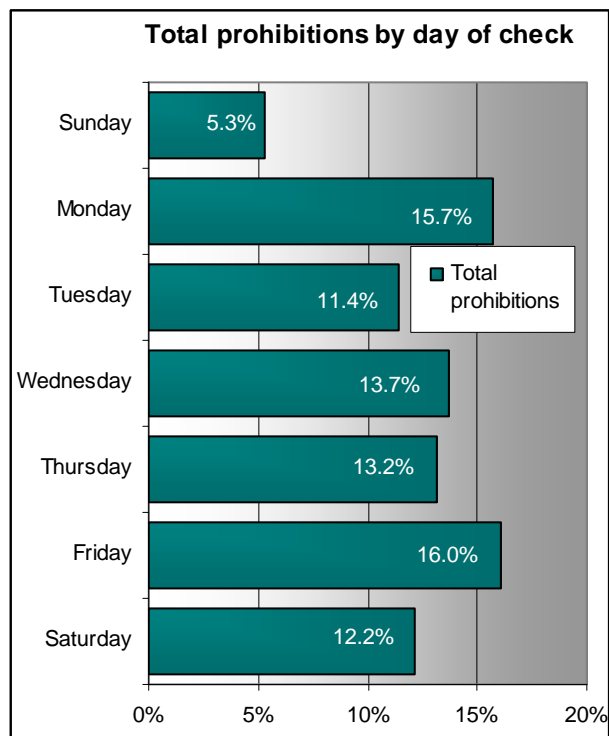
Trailers: Total prohibitions by time of check



Trailers: Percentage of trailers checked by day of check



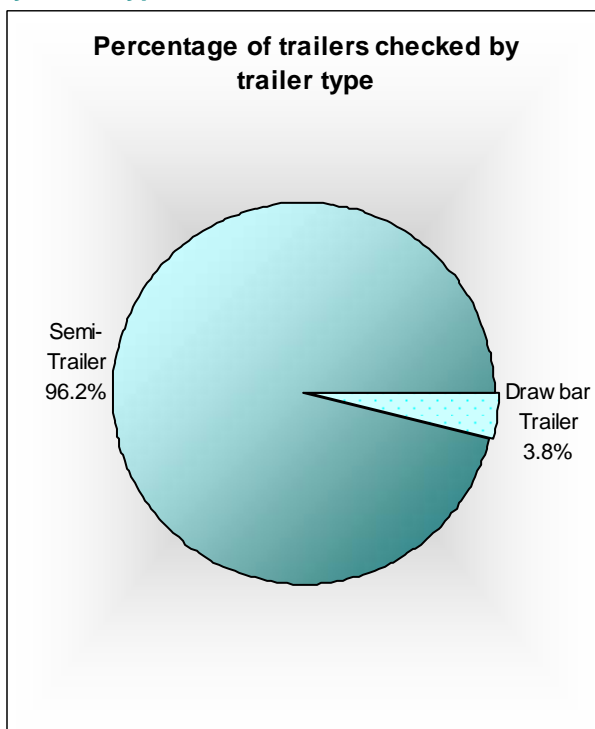
Trailers: Total prohibitions by day of check



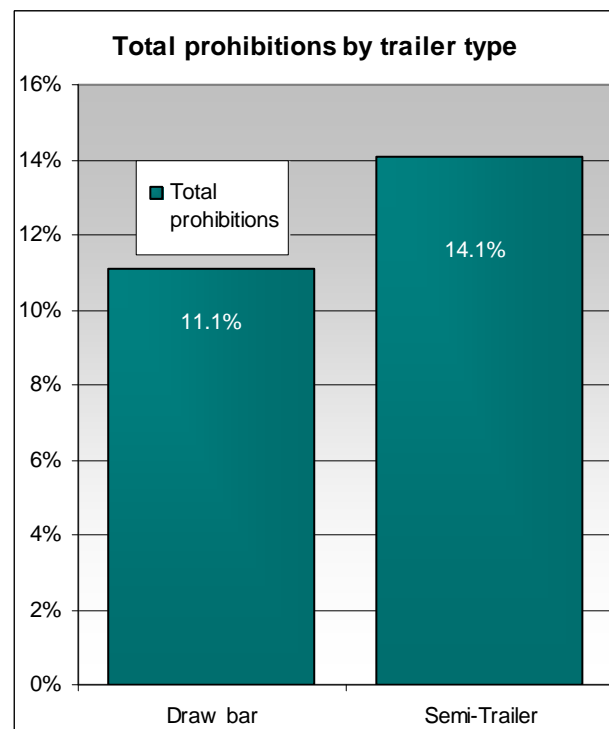
Trailers: Percentage of defects by body type of drawing vehicle

Almost all vehicles with a trailer had an articulated body type; therefore these charts have not been shown.

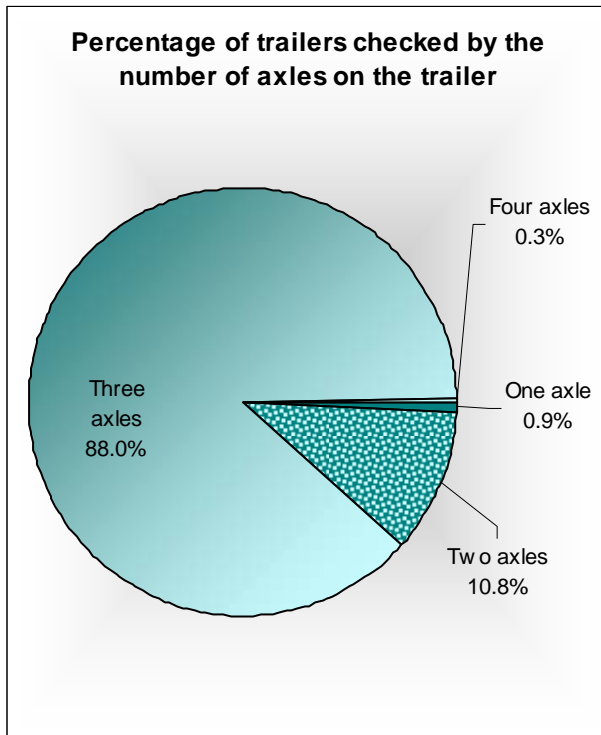
Trailers: Percentage of trailers checked by trailer type



Trailers: Total prohibitions by trailer type



Trailers: Percentage of trailers checked by the number of axles on the trailer

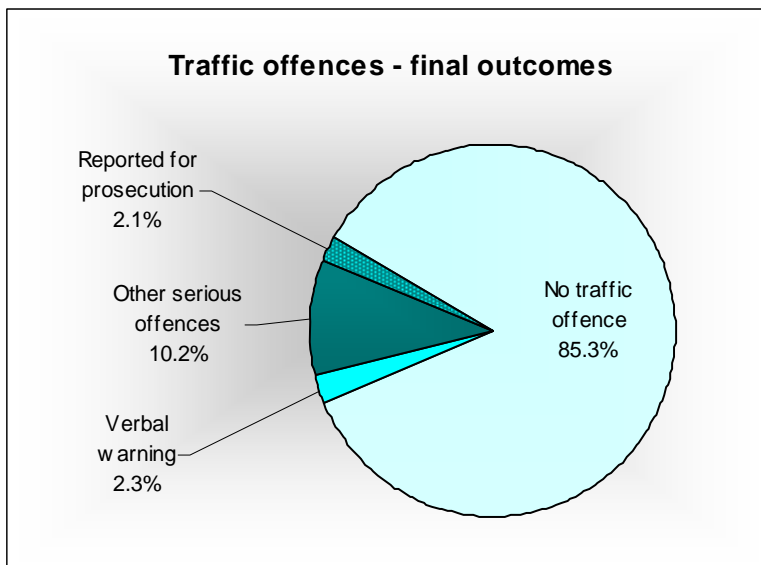


Trailers: Total prohibitions by number of axles on the trailer

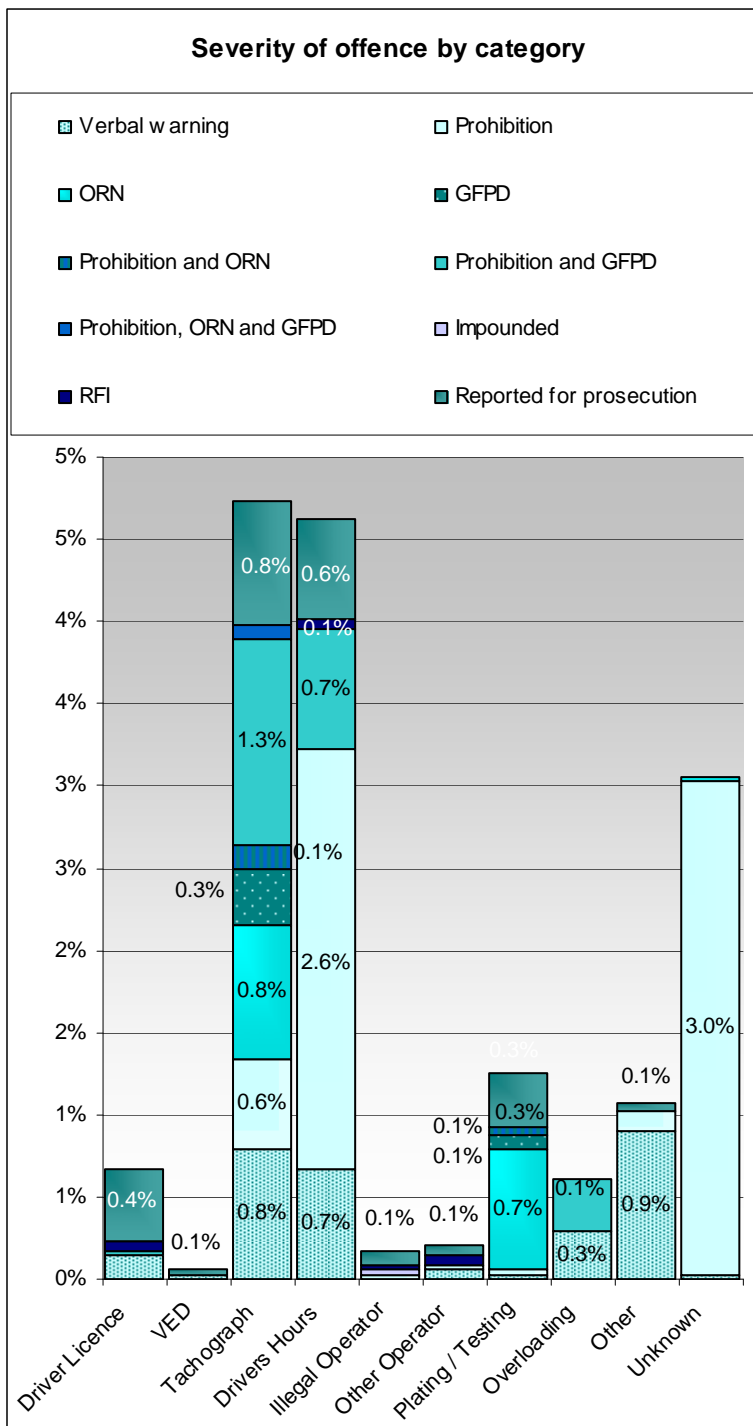


D.6 Traffic Offence charts

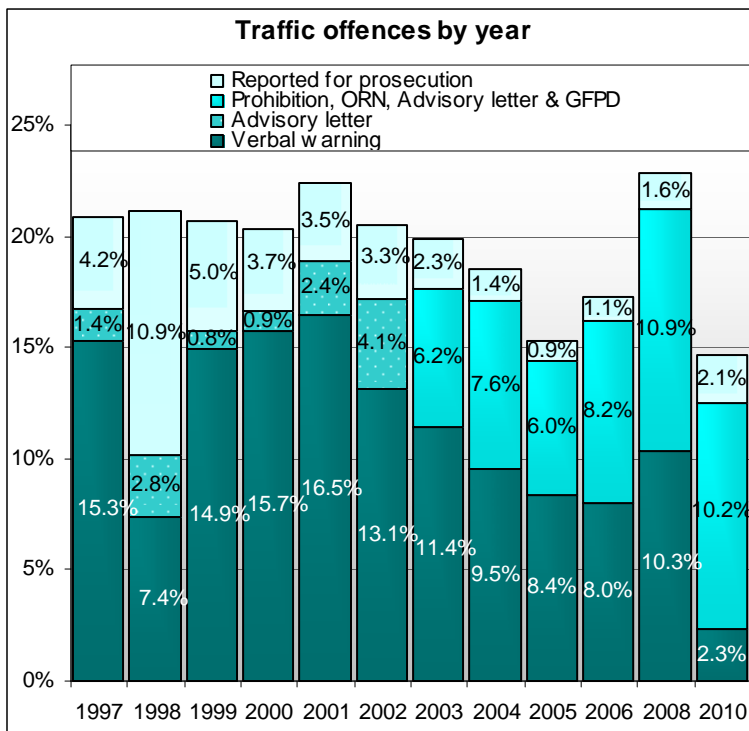
Traffic offences - main results



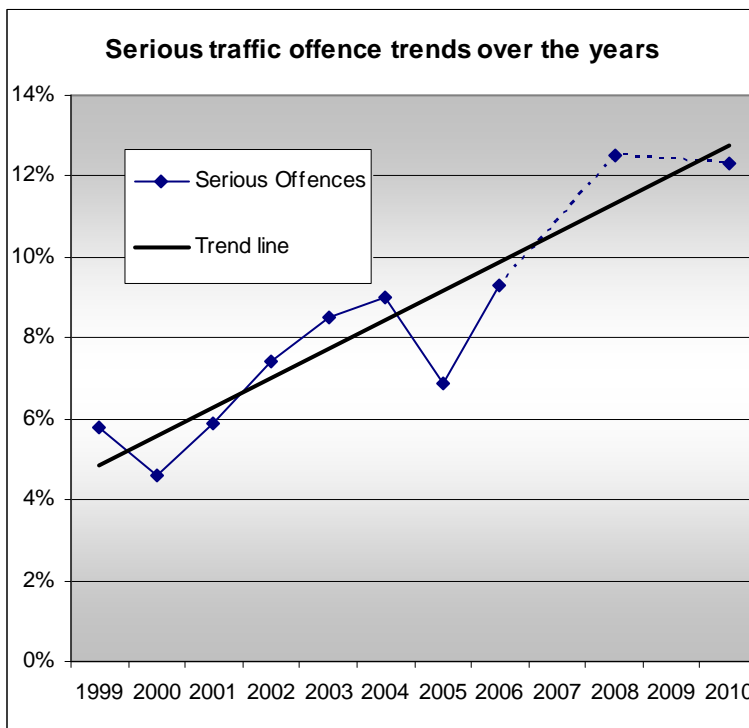
Severity of traffic offences by category



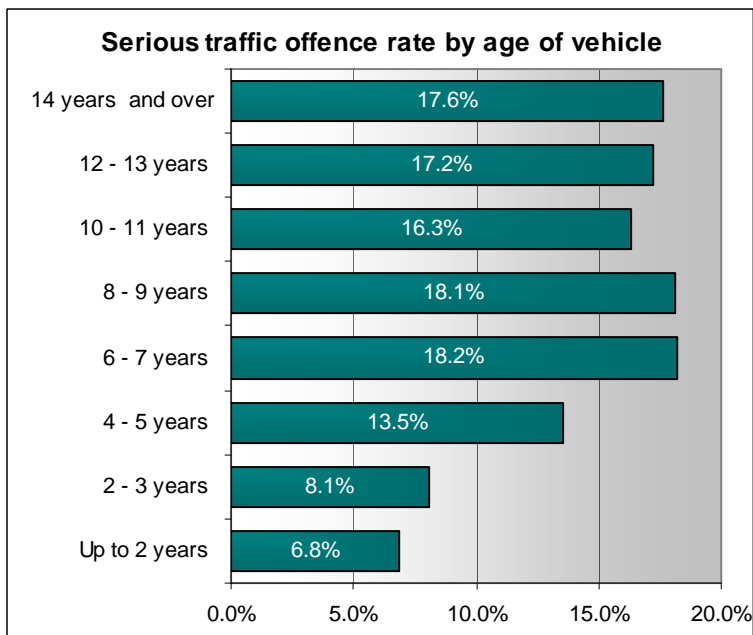
Severity of traffic offences by year of check



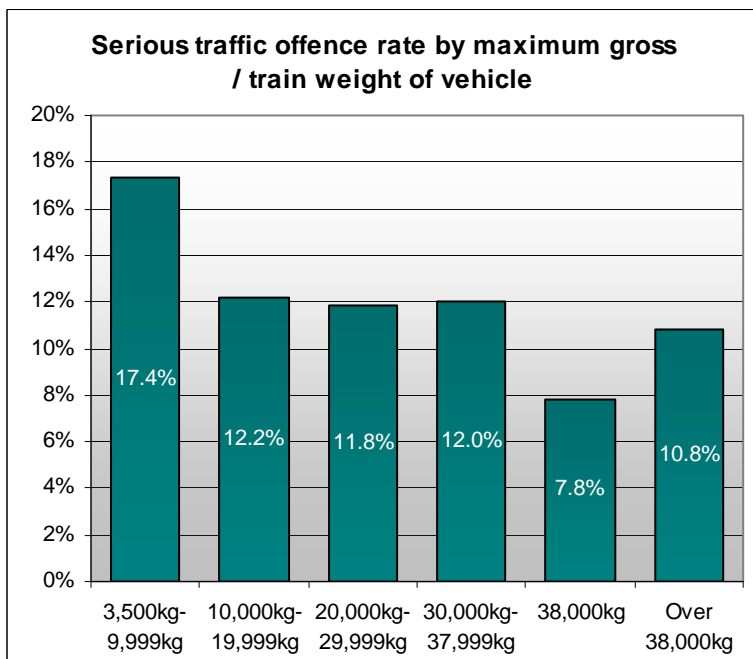
Serious traffic offence trends over the years



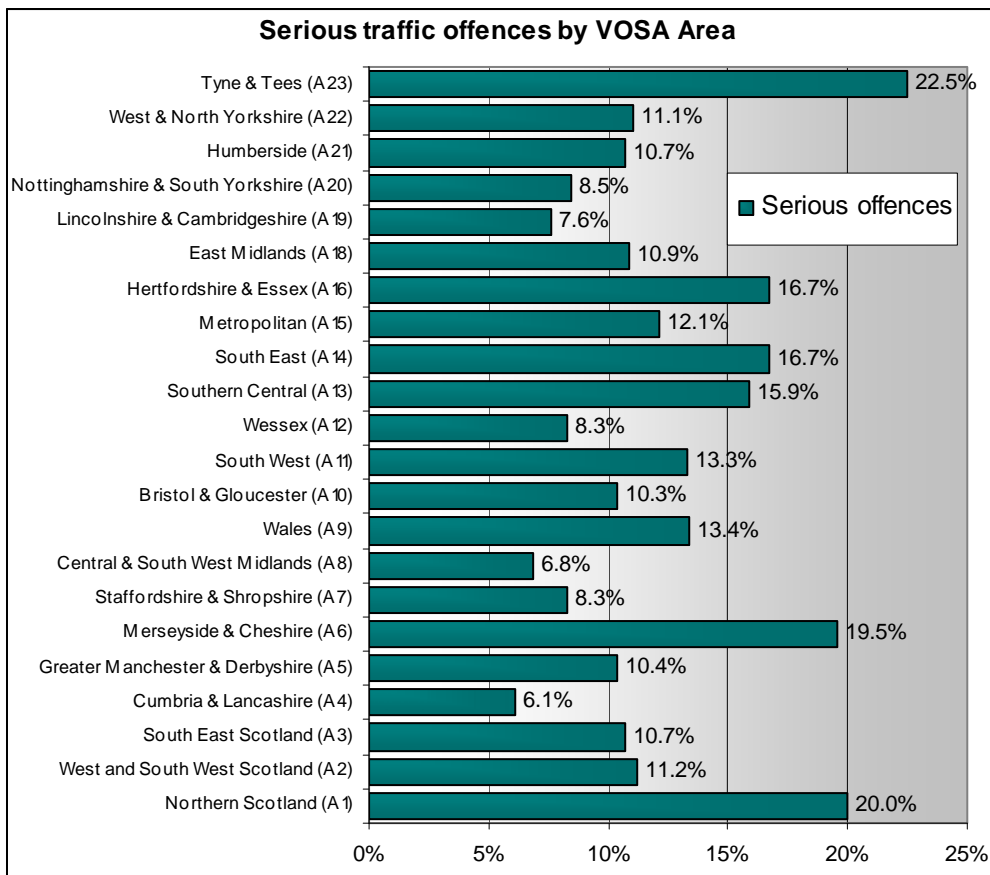
Serious traffic offence rate by age of vehicle



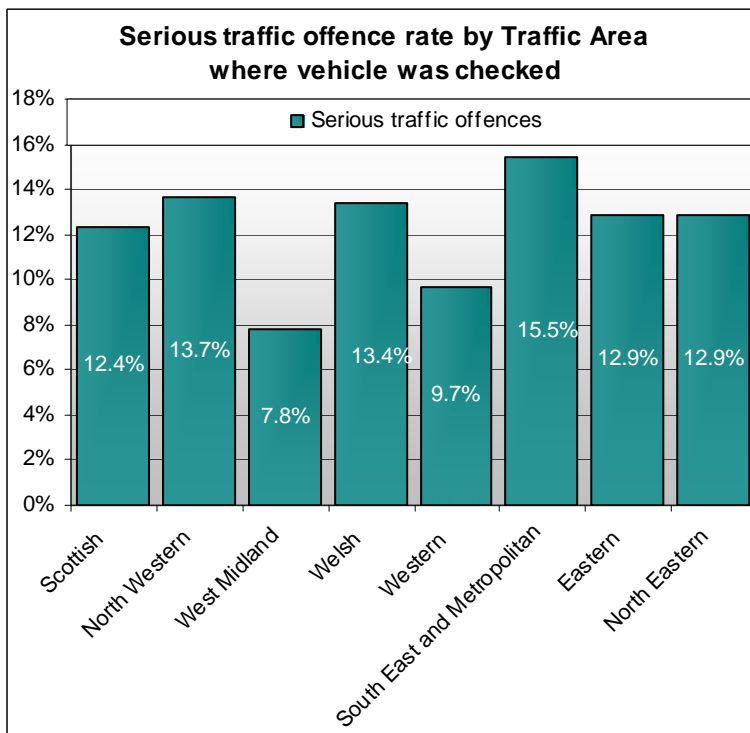
Serious traffic offence rate by weight of vehicle



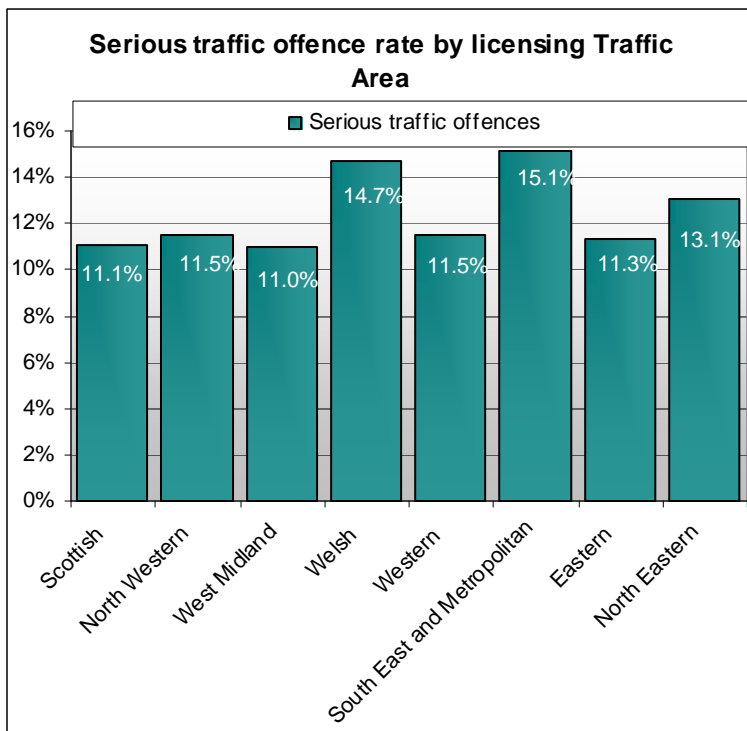
Serious traffic offence rate by VOSA Area



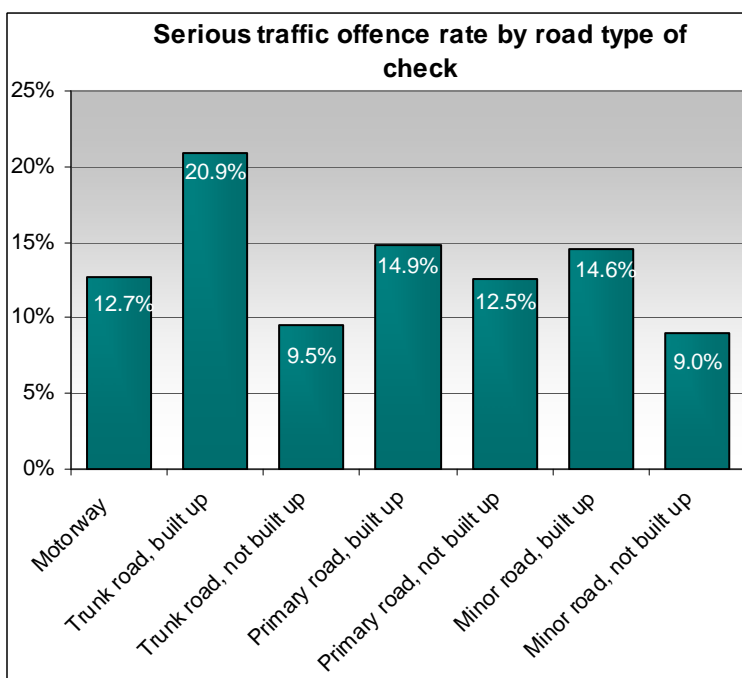
Serious offence rate by Traffic Area where vehicle was checked



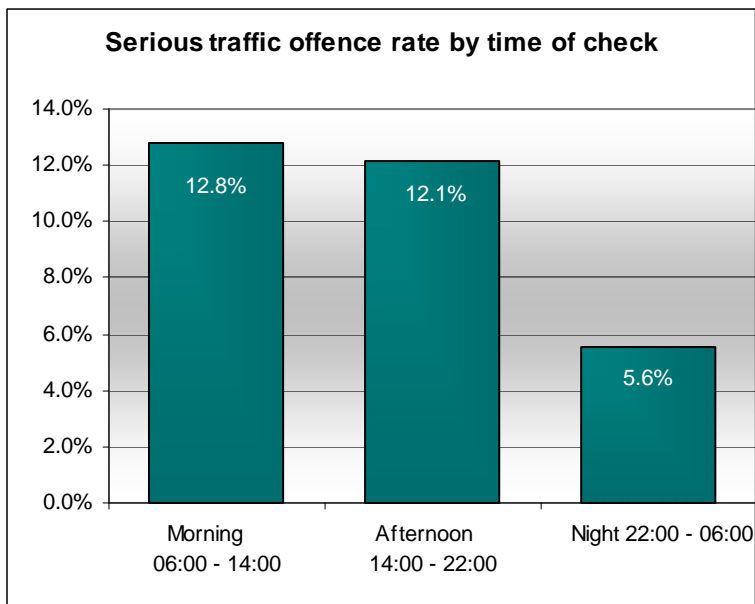
Serious offence rate by licensing Traffic Area



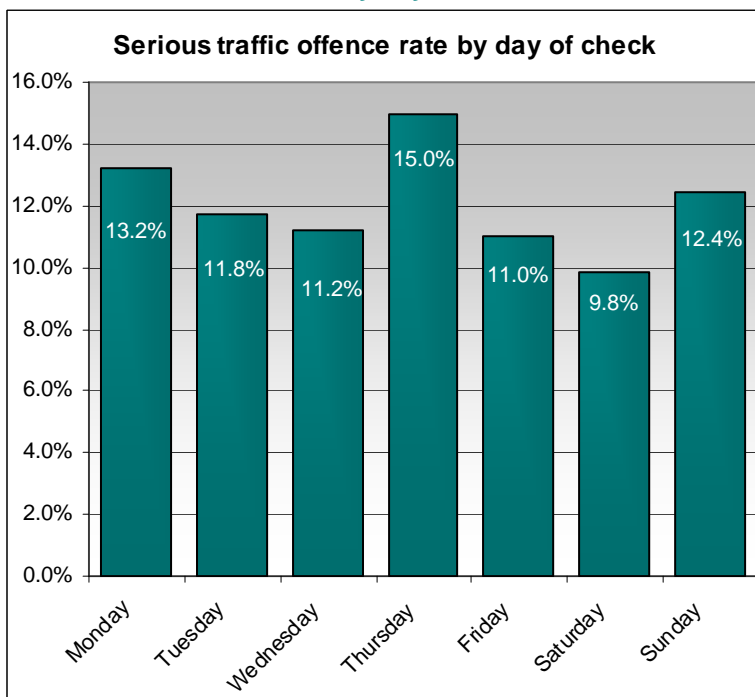
Serious traffic offence rate by road type of check



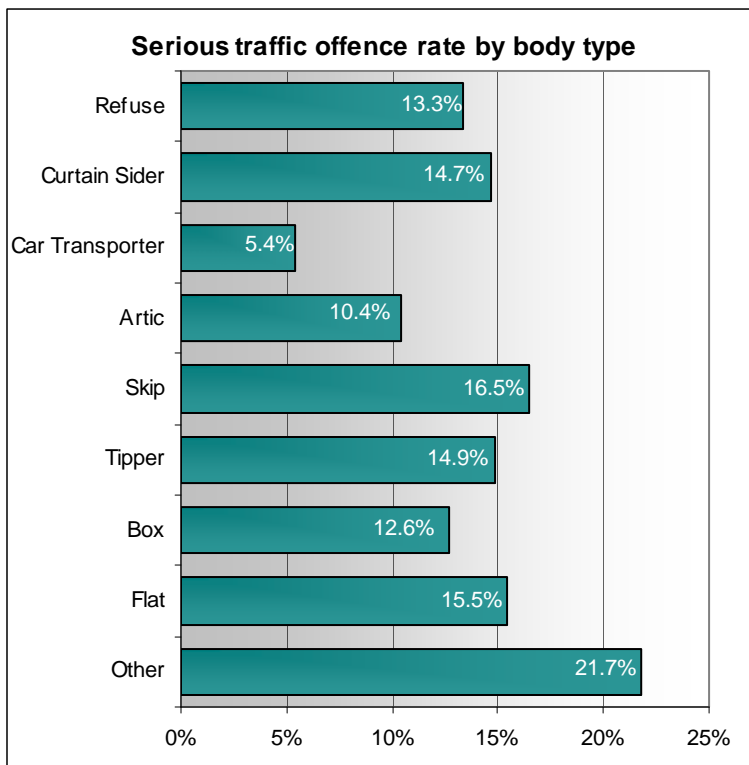
Serious traffic offence rate by time of check



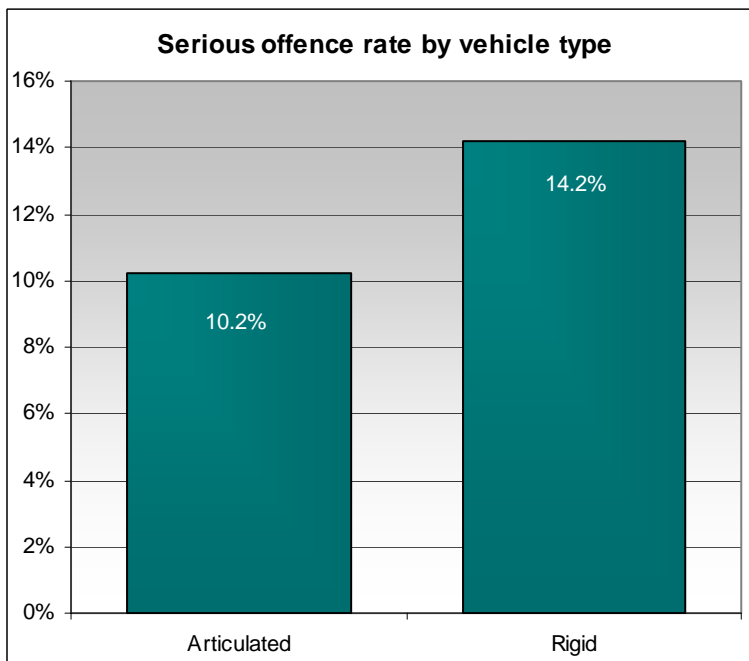
Serious traffic offence rate by day of check



Serious traffic offence rate by body type



Serious offence rate by vehicle type



Serious offence rate by number of axles on vehicle

