
Fleet Compliance Checks 2011/12

Summary Report

Version 0.5

In House Analytical Consultancy report for the
Vehicle & Operator Services Agency

June 2012

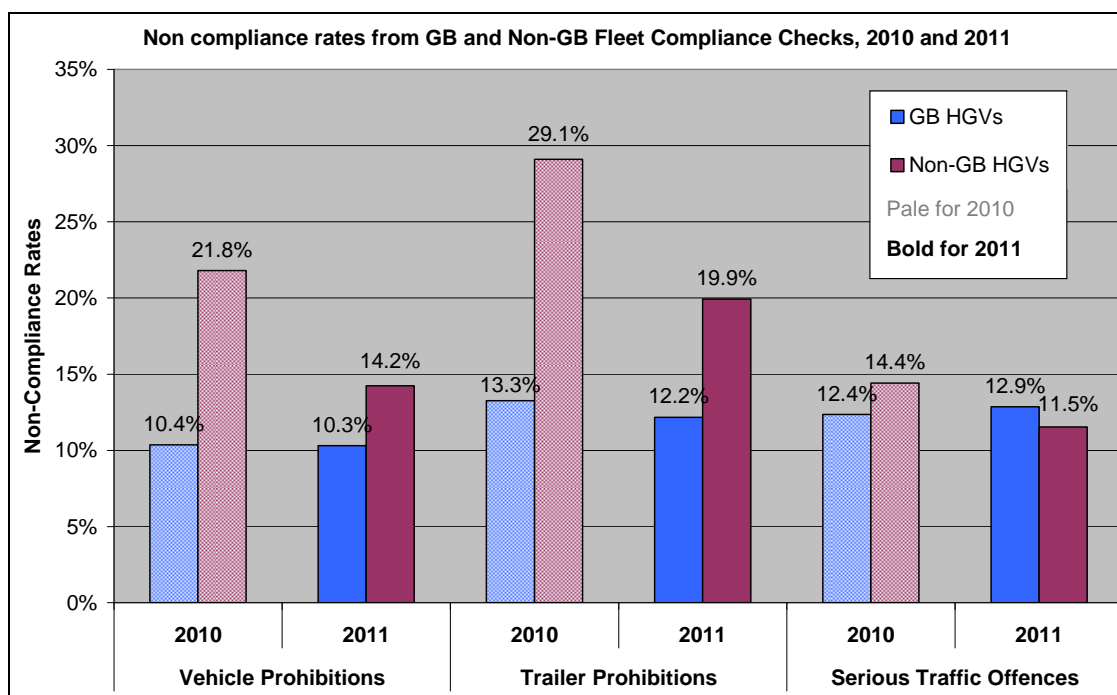
1 Introduction

The aim of the Fleet Compliance Checks (FCCs) was to determine the roadworthiness and traffic compliance of GB and Non-GB registered HGVs and trailers, and the traffic compliance of GB registered PSVs on British roads.

The survey was designed by the Department for Transport’s In House Analytical Consultancy (IHAC) and carried out by the Vehicle & Operator Service Agency (VOSA). VOSA stopped and checked randomly selected vehicles between 1st August 2011 and 21st March 2012 at the roadside. (Note that checks for this whole period are referred to in this report as the 2011 checks).

2 Heavy Goods Vehicle (HGV) checks

The chart below shows the three HGV non-compliance measures (at the ‘serious’ level for each). This compares the GB survey with the Non-GB survey for both 2010 and 2011.



Overall (for GB and Non-GB HGVs), 12.0% of all HGV ‘checks’ resulted in a prohibition (where each encounter could have three ‘checks’: for vehicle roadworthiness defects, for trailer roadworthiness defects and for traffic offences). Note: additional checks found faults or offences that were dealt with other than by prohibition.

GB HGVs had significantly lower prohibition rates for vehicles and trailers than non-GB HGVs. The rate of traffic offence prohibitions was slightly lower for GB drivers/operators – though the serious traffic offence rate including non-prohibition outcomes was slightly higher for GB drivers/operators.

2.1 Key findings – GB HGVs

The three GB HGV compliance rates had not changed significantly since the 2010 check.

Vehicles

Of the 2491 GB vehicles stopped, examiners checked 2445 for roadworthiness defects:

- 10.3% of vehicles were issued with prohibitions (3.1% immediate; 7.2% delayed)
- 15.7% warranted an inspection notice
- 74.0% had no roadworthiness defects

The 95% confidence interval on the prohibition rate ranged from 9.0% to 11.6%

Over the last 15 years there has been a significant downward trend in the prohibition rate, although the rate in 2011 was very similar to 2010. In addition, the average number of prohibitions per defective vehicle decreased significantly over the last 15 years.

Faults on 'Brake Systems & Components' were the most common defects found, accounting for 21% of all prohibitions

Many factors affected vehicle condition. Vehicle age was the most important factor, followed by body type, vehicle type and area of check.

Trailers

57.7% of the vehicles in the survey were towing a trailer. Of the 1437 GB trailers stopped, examiners checked 1397 for roadworthiness defects:

- 12.2% of trailers were issued with prohibitions (4.4% immediate; 7.7% delayed)
- 10.0% warranted an inspection notice
- 77.8% had no roadworthiness defects

The confidence interval on the prohibition rate ranged from 10.1% to 14.2%

Faults on 'Brake Systems & Components' were the most common defects, accounting for 29.0% of all prohibitions

Several factors affected trailer condition. Traffic area of check was the most important factor, followed by age of towing vehicle, weight and body type.

Traffic offences

Of the 2491 GB vehicles stopped, examiners checked 2457 drivers / operators for traffic offences:

- 12.9% of drivers / operators were committing serious traffic offences
- 4.4% warranted a verbal warning
- 82.7% were not found to be committing any traffic offences

The confidence interval on the serious offence rate ranged from 11.4% to 14.3%.

The rate of serious offences has an overall, increasing trend over the last 15 years of checks, though the rate in 2011 was similar to that in 2010.

Tachograph and Drivers Hours were the most common offences, accounting for 67% of all serious offences

Many factors affected the level of serious traffic offences. Vehicle type was the most important factor, followed by vehicle age, area of check, vehicle weight and body type.

2.2 Key findings – Non-GB HGVs

The three Non-GB defect and offence rates decreased significantly since the 2010 check.

Vehicles

Of 2488 non-GB HGVs stopped, examiners checked 2410 for roadworthiness defects:

- 14.2% of vehicles were issued with prohibitions (3.5% immediate; 10.7% delayed)
- 9.1% warranted an inspection notice
- 76.7% had no roadworthiness defects

The 95% confidence interval on the prohibition rate ranged from 12.6% to 15.8%

Faults on 'Brake Systems and Components' were the most common defects found, accounting for 21.4% of all prohibitions.

Many factors affected vehicle condition. Vehicle age was the most important factor, followed by area of check, day, country of origin and body type.

Trailers

Non-GB vehicles were more likely to be towing a trailer than GB vehicles – 97.0% were doing so. Of the 2415 trailers stopped, examiners checked 2338 for defects:

- 19.9% of trailers were issued with prohibitions (4.1% immediate; 15.9% delayed)
- 5.7% warranted an inspection notice
- 74.4% had no roadworthiness defects

The confidence interval on the prohibition rate ranged from 18.2% to 21.7%

Faults on 'Brake Systems & Components' were the most common defects, accounting for 25.7% of all prohibitions.

Several factors affected trailer condition. Age of towing vehicle was the most important factor, followed by area of check, weight and country of origin.

Traffic offences

Of the 2488 non-GB HGVs stopped, examiners checked 2480 drivers / operators for traffic offences:

- 11.5% were committing serious traffic offences
- 3.4% warranted a verbal warning
- 85.0% were not found to be committing any traffic offences

The confidence interval on the serious offence rate ranged from 10.1% to 13.0%

The proportion of serious offences over the last four non-GB surveys has a decreasing trend.

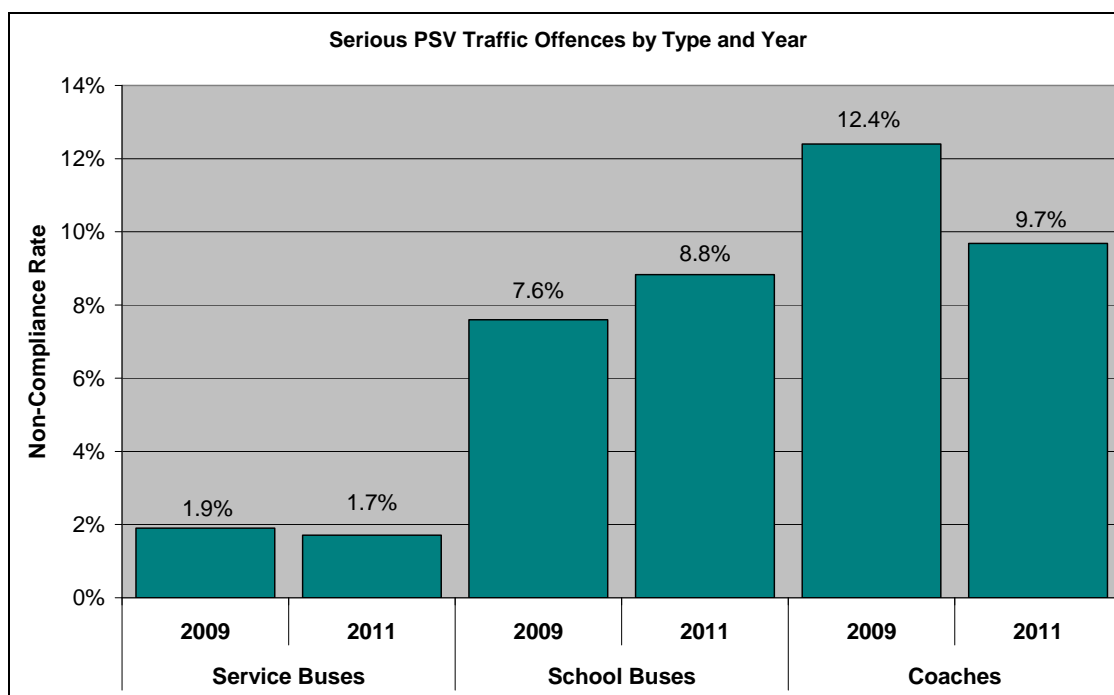
Tachograph, Drivers Hours and Overloading were the most common offences, accounting for 85% of all serious offences.

Many factors affected the rate of serious offences. The most important factor was vehicle age, followed by existence of a trailer, vehicle axles, area of check and body type.

3 Public Service Vehicle (PSV) checks

1365 PSVs were stopped and checked for traffic offences. Checks were split by three PSV operation types; service buses, school buses and coaches. These cannot be directly combined, as it is not known what proportion of PSV mileage nationally is made up from each operation type.

The chart below shows the serious traffic offence rate for the three PSV operation types, for both the previous checks (2009) and the current checks (2011).



3.1 Key findings – service buses

Service buses

Service buses had a high level of compliance, compared with school buses and coaches. Of the 468 drivers/operators checked:

- 1.7% (8) were committing serious traffic offences, none of which led to a prohibition
- 1.5% (7) warranted a verbal warning
- and 96.7% were not found to be committing any traffic offence

The overall compliance level was similar to that found in the previous check in 2009.

No statistical analysis on factors related to compliance was undertaken, due to the low number of offences.

3.2 Key findings – school buses

School buses

Of the 453 school buses checked:

- 8.8% (40) were found to be committing serious traffic offences, 7 resulting in a prohibition
- 1.5% (7) checks resulted in a verbal warning
- 89.6% were not found to be committing any traffic offence.

The proportion of non-prohibition offences was highest for school buses, mainly due to 'failure to display school child signs' offences, which usually resulted in an Offence Rectification Notice.

The overall compliance level of school buses was similar to the previous check in 2009.

Some area-related differences were observed in offence rates, with Scotland West and Metropolitan VOSA areas having significantly higher offence rates. However, there were low numbers of offences by VOSA enforcement area, so caution is needed in interpreting any apparent differences.

3.3 Key findings – coaches

Coaches

Of the 444 coaches checked:

- 9.7% (43) of the checks recorded at least one serious offence, and 33 of these resulted in a prohibition
- 4.3% (19) checks warranted a verbal warning
- 86.0% were not found to be committing an offence

There were significantly fewer coach offences than in the previous check in 2009 (14.0% reduced from 24.1%).

Coach offences were associated with age of vehicle and some VOSA enforcement areas. Older vehicles and those of 8-9 years were more likely to have a serious offence, and vehicles checked in Wales and Yorkshire & Humberside had significantly higher offence rates, although again, check numbers were low.