

## **Section 4:**

# **The activity of GB-registered vans in Great Britain : 2003 to 2005**



# Introduction

This section provides results of the Department for Transport's Survey of Company Owned Vans for the period 2003 to 2005.

Surveys of van activity were conducted in 1987 and 1993. A further survey was conducted in 1998/99. However, it suffered from non-response and under-reporting and it was terminated before completion. These problems were judged to have arisen from attempting to collect information on the activity of both company and privately owned vans in a single enquiry. Similar problems had not arisen in the previous surveys which had focussed on vehicles used primarily for business purposes.

Further investigation indicated that the best way forward was to collect information in two separate surveys. In 2003, separate surveys of both company owned and of non-company (ie privately-owned) vans were carried out. A van is defined as company-owned if the registered keeper is a Company or Company (Messrs). A van is non-company owned if the registered keeper is any other category ie Mr, Mrs, Miss, Rev, Dr, Between keepers.

The Department commissioned MORI to carry out the survey of privately owned vans over the 12 month period from October 2002 to September 2003. The results of the survey were published in January 2004 in the bulletin *Survey of Privately Owned Vans*. Estimates of total van activity (company and private) for 2003 were published in the bulletin *Survey of Van Activity 2003*.

The Survey of Company Owned Vans started in April 2003. Results for years 2003 and 2004 were reported in previous bulletins. 2005 will be the final year in which the survey will be carried out on a continuous basis. It has been discontinued from the end of 2005 and in future will be carried out on an ad hoc basis.

In order to provide final cross-sectional analyses that are as accurate as possible, the results in this section have been based on the sample for the full period of the survey, April 2003 to December 2005, and expressed as annual averages.

Comparison with the Department's road traffic estimates suggests that there is still some underestimation of company van activity in the figures in this report.



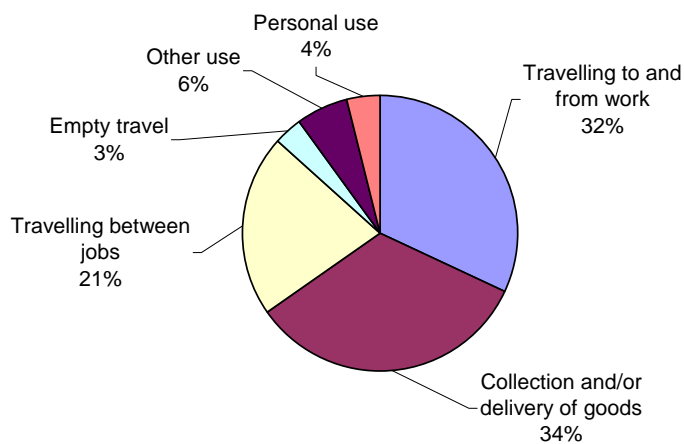
# Commentary

## 4.1 Pattern of activity

### Charts 4.1 – 4.3; Tables 4.1, 4.2, 4.8

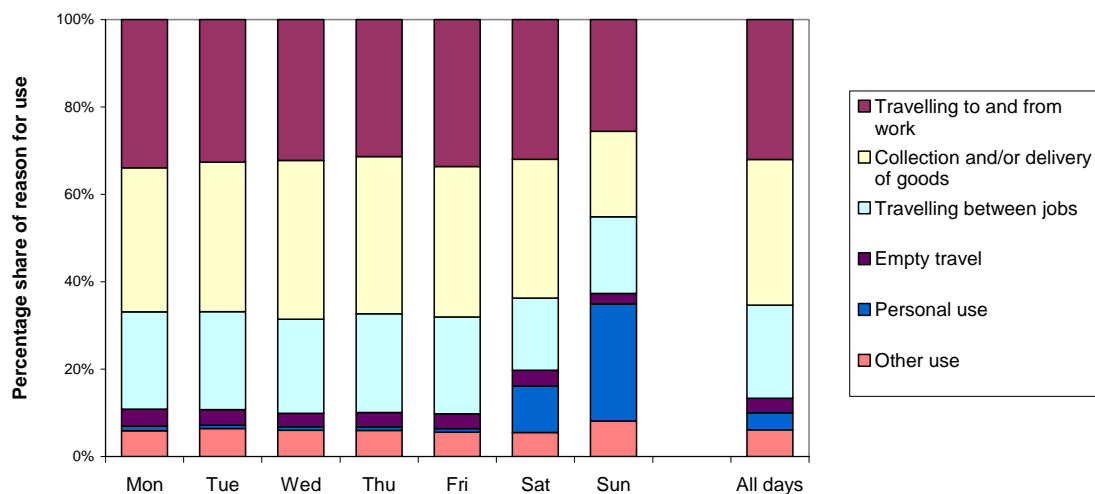
Over the period 2003 to 2005, a third (34 per cent) of the distance travelled by company vans was in connection with the collection or delivery of goods, a further third (32 per cent) was performed between home and work, and a fifth (21%) when vans were travelling between jobs. Only 4 per cent of the distance travelled was for personal use.

**Chart 4.1: Company owned vans: Vehicle kilometres by reason for use: Annual Average 2003 - 2005**



Travel for personal reasons becomes more important at weekends, especially on Sundays, mainly at the expense of collection and delivery and travelling between jobs.

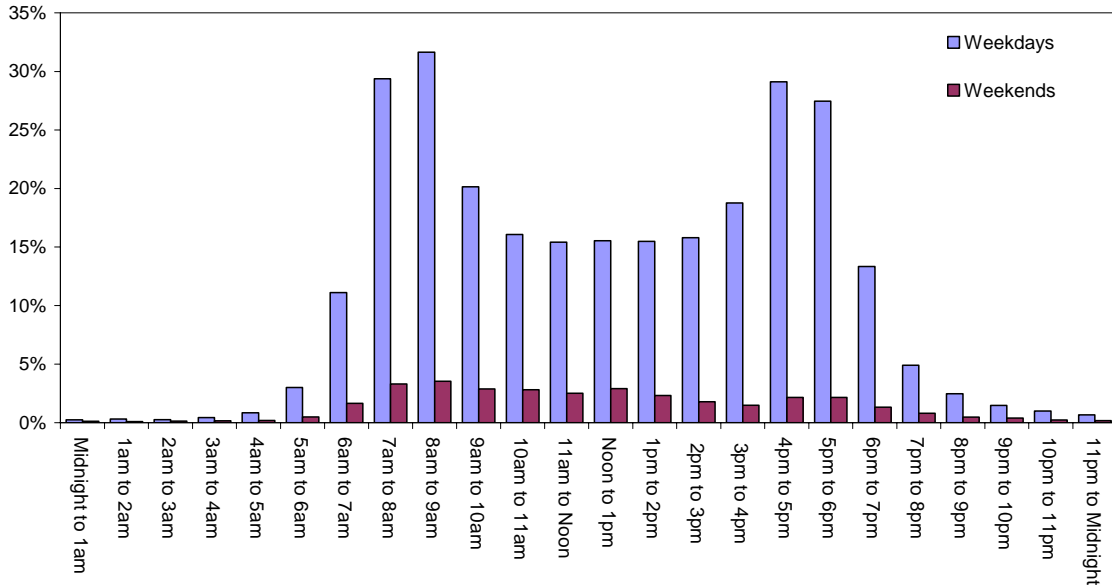
**Chart 4.2: Company owned vans: Vehicle kilometres by day of travel and reason for use: Annual Average 2003 - 2005**



The peak periods for travel during the week was between 7am and 9am, and between 4pm and 6pm when around 30 per cent of vans were in use.

During the week, over 10 per cent of vans were in use by 7am. At weekends, no more than 4 per cent of vans were in use during any one hour period.

**Chart 4.3: Company owned vans: Proportion of vans in use by time of day: Annual Average 2003 - 2005**

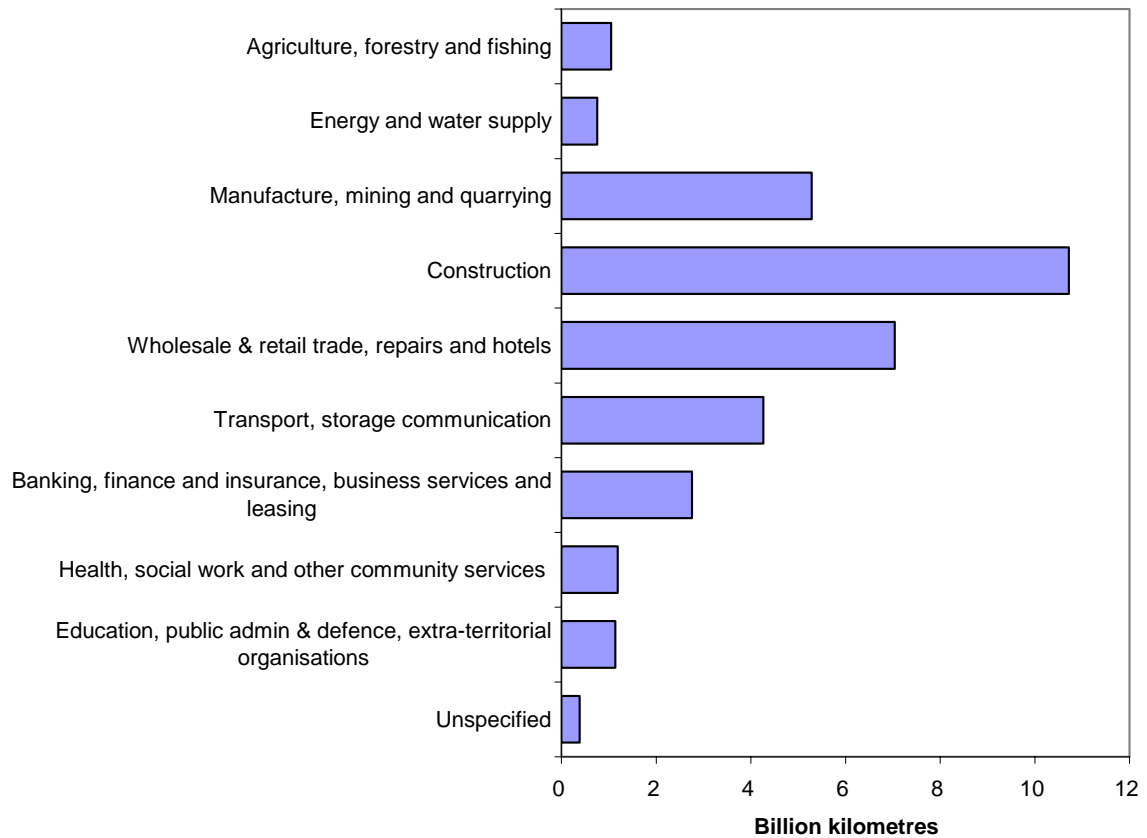


## 4.2 Type of business, and goods carried

### Charts 4.4, 4.5; Tables 4.3, 4.4

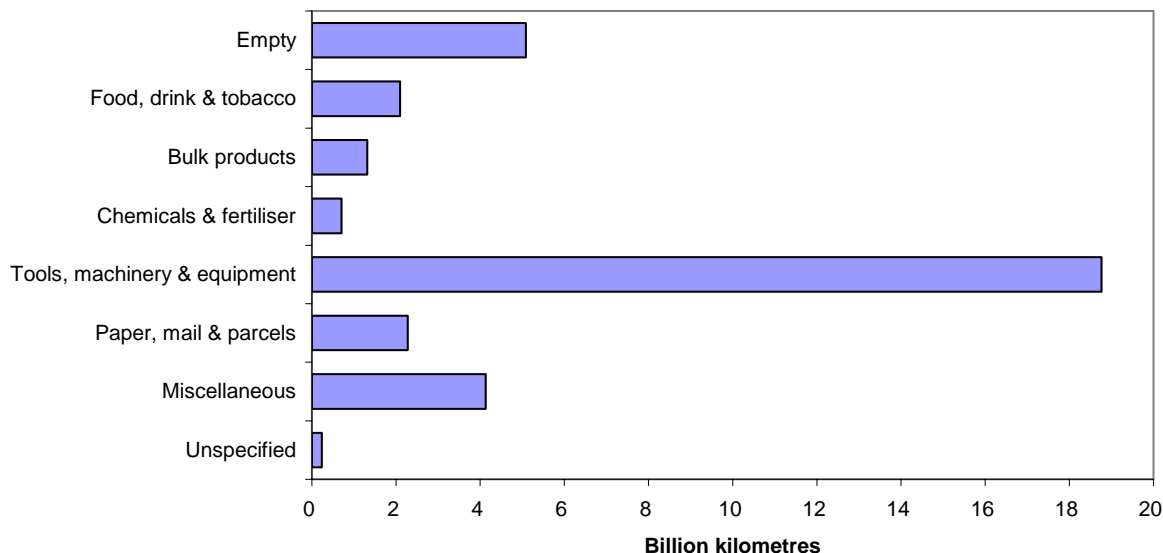
The construction industry accounted for a third (31 per cent) of vehicle kilometres and the wholesale and retail trade a fifth (20 per cent).

**Chart 4.4: Company owned vans: Estimated vehicle kilometres by type of business van undertakes: Annual Average 2003 - 2005**



The transport of tools, machinery and equipment accounted for nearly a half (45 per cent) of all travel. Vans were empty for 15 per cent of total distance travelled.

**Chart 4.5: Company owned vans: Estimated vehicle kilometres by type of goods carried: Annual Average 2003 - 2005**

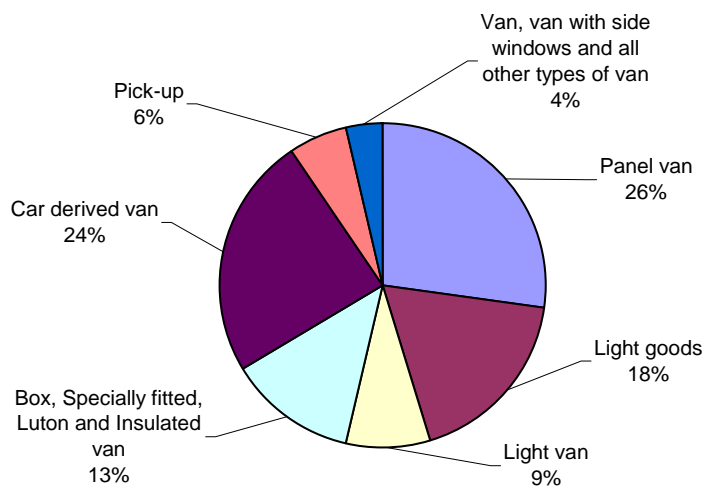


### 4.3 Type of vehicle

**Chart 4.6; Table 4.5**

Panel vans (26 per cent) and car derived vans (24 per cent) accounted for most activity.

**Chart 4.6: Company owned vans: Vehicle kilometres by van type: Annual Average 2003 - 2005**

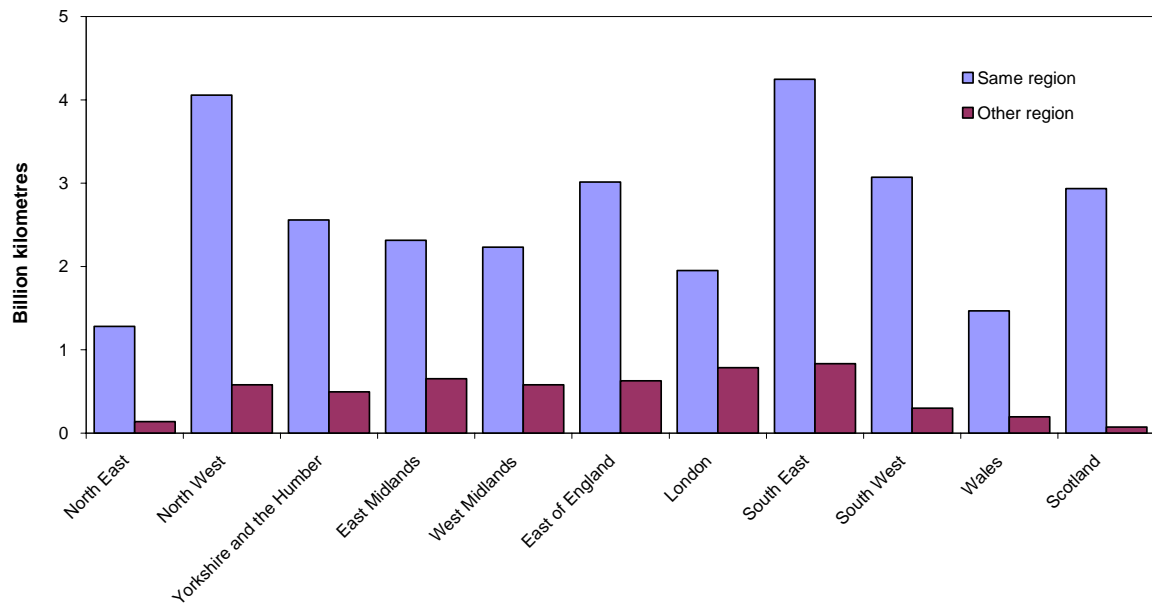


## 4.4 Origins and destinations

**Chart 4.7; Table 4.6**

Five sixths (84 per cent) of distance travelled was for journeys that started and ended in the same Government Office Region. For journeys starting in London the share was just over two thirds (71 per cent), while for journeys starting in Scotland nearly all (98 per cent) ended there.

**Chart 4.7: Company owned vans: Estimated vehicle kilometres by origin and destination Government Office Region: Annual Average 2003 - 2005**

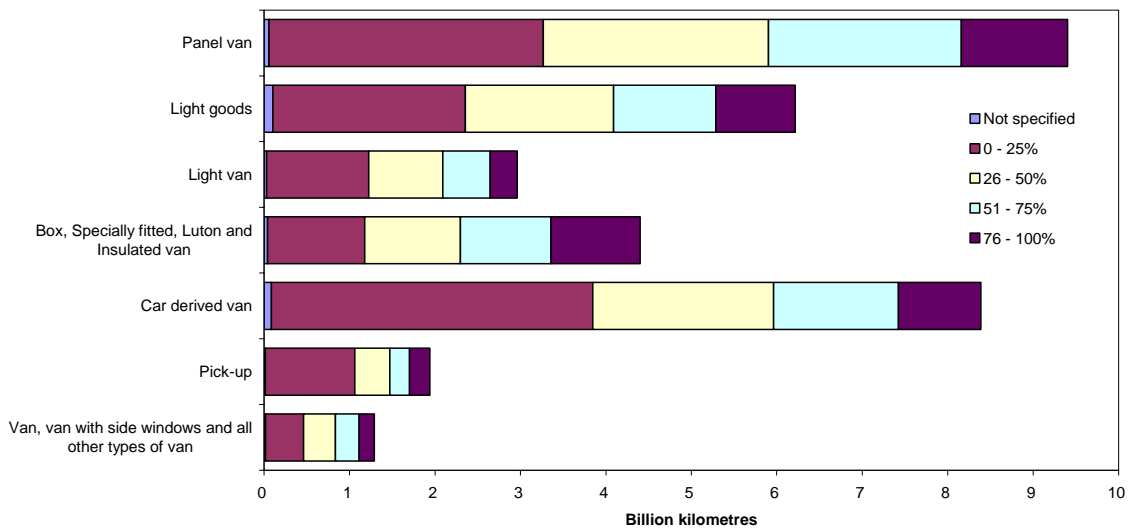


## 4.5 Van utilisation

**Chart 4.8: Table 4.9**

Fourteen per cent of distance was travelled with vans over three quarter full, and 38 per cent with vans less than one quarter full. Pick-ups are most likely to be travelling less than one quarter full; half (54 per cent) of the distance they travel was at this level of utilisation. Box, specially fitted, Luton and insulated vans are most likely to be travelling at least three quarter full; a quarter (24 per cent) of the distance they travel was at this level of utilisation.

**Chart 4.8: Company owned vans: Estimated vehicle kilometres by type of van and utilisation of capacity: Annual Average 2003 - 2005**



## 4.6 Tonne kilometres

**Table 4.10**

Company van activity accounted for 11 billion tonne kilometres; about 7 per cent of all freight activity on GB roads by GB-registered vehicles.

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- 4.3: Company owned vans: Vehicle kilometres per annum by type of business: Annual Average 2003 - 2005
- 4.4: Company owned vans: Vehicle kilometres per annum by type of goods carried: Annual Average 2003 - 2005
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**Table 4.1: Company owned vans: Vehicle kilometres, number of trips and average length of trip per annum by main reason for journey: Annual Average 2003 - 2005**

Reason	Vehicle		Great Britain	Bases
	kilometres (millions)	Trips <sup>1</sup> (millions)	Average length of trip (kilometres)	Total vans unweighted
<b>Business Use</b>				
Travelling to work from home	5,387	164	33	3,777
Travelling to home from work	5,627	168	33	3,828
Delivery of goods	6,143	101	61	2,358
Collection of goods	1,162	37	31	997
Collection & delivery of goods	4,157	45	92	1,214
Travelling between jobs <sup>2</sup>	7,335	151	49	2,934
Empty travel	1,156	34	34	941
Other business use <sup>3</sup>	1,652	57	29	961
<b>Personal Use<sup>4</sup></b>	1,326	62	21	451
<b>Other use</b>	449	15	31	223
<b>Total<sup>5</sup></b>	<b>34,599</b>	<b>790</b>	<b>44</b>	<b>8,427</b>

1. Journeys with greater than four stops are recorded as single trip journeys if the journey reason is collection and/or delivery or travelling between jobs. The treatment of trips is discussed in appendix 4A.

2. The 2004 "Travelling between jobs" figure for "average length of trip" has been revised from 30km to 51km and the corresponding "number of trips" figure has been revised from 267 million to 156 million.

3. Consists of the carrying of passengers, travelling to/from garage for repairs/servicing/petrol and all other business use.

4. Consists of shopping, social and all other personal use.

5. Includes unspecified reason for journey.

**Table 4.2: Company owned vans: Vehicle kilometres per annum by main reason for journey and day of travel: Annual Average 2003 - 2005**

Great Britain: million kilometres

<b>Reason</b>	<b>Monday</b>	<b>Tuesday</b>	<b>Wednesday</b>	<b>Thursday</b>	<b>Friday</b>	<b>Saturday</b>	<b>Sunday</b>	<b>Total<sup>4</sup></b>
<b>Business Use</b>								
Travelling to work from home	835	930	976	924	914	460	347	5,387
Travelling to home from work	775	963	1,024	1,004	994	470	397	5,627
Delivery of goods	829	1,025	1,184	1,162	1,034	579	331	6,143
Collection of goods	163	201	233	239	178	77	70	1,162
Collection & delivery of goods	572	759	837	812	742	267	168	4,157
Travelling between jobs	1,059	1,301	1,336	1,390	1,257	480	511	7,335
Empty travel	183	208	193	205	194	104	70	1,156
Other business use <sup>1</sup>	217	296	302	275	248	125	187	1,652
<b>Personal Use<sup>2</sup></b>	52	44	49	46	45	309	780	1,326
<b>Other use</b>	60	75	71	93	66	35	49	449
<b>Total<sup>3</sup></b>	<b>4,763</b>	<b>5,829</b>	<b>6,216</b>	<b>6,181</b>	<b>5,717</b>	<b>2,933</b>	<b>2,961</b>	<b>34,599</b>
<i>Bases</i>								
<i>Total vans unweighted</i>	<i>3,108</i>	<i>3,444</i>	<i>3,536</i>	<i>3,446</i>	<i>3,241</i>	<i>1,156</i>	<i>534</i>	<i>8,427</i>

1. Consists of the carrying of passengers, travelling to/from garage for repairs/servicing/petrol and all other business use.

2. Consists of shopping, social and all other personal use.

3. Includes unspecified reason for journey.

4. Includes unspecified day of journey.

**Table 4.3: Company owned vans: Vehicle kilometres per annum by type of business: Annual Average 2003 - 2005**

<b>Type of business</b>	<b>Great Britain</b>		<i>Bases</i>
	<b>Kilometres (millions)</b>	<i>Percentage of all business types</i>	<i>Total vans unweighted</i>
Agriculture, forestry and fishing	1,049	3	321
Energy and water supply	757	2	262
Manufacture, mining and quarrying	5,288	15	1,134
Construction	10,721	31	2,757
Wholesale & retail trade, repairs and hotels	7,043	20	1,655
Transport, storage communication	4,265	12	1,011
Banking, finance and insurance, business services and leasing	2,762	8	449
Health, social work and other community services	1,191	3	331
Education, public admin & defence, extra-territorial organisations	1,139	3	450
Unspecified	385	1	57
<b>Total</b>	<b>34,599</b>	<b>100</b>	<b>8,427</b>

**Table 4.4: Company owned vans: Vehicle kilometres per annum by type of goods carried: Annual Average 2003 - 2005**

<b>Commodity</b>	<b>Great Britain</b>		
	<b>Vehicle kilometres</b>		<i>Bases</i>
	<b>Millions</b>	<i>Percentage of all commodities</i>	<i>Total vans unweighted</i>
<b>Food, drink &amp; tobacco</b>			
Live animals	94	0.3	29
Other farming	169	0.5	51
Other agricultural products	170	0.5	61
Beverages	192	0.6	55
Other foodstuffs	1,471	4.3	384
<b>Bulk products</b>			
Wood and cork	80	0.2	56
Building materials	493	1.4	234
Textiles	407	1.2	119
Coal, coke and other fuel	49	0.1	22
Crude materials	286	0.8	105
<b>Chemicals &amp; fertiliser</b>			
Chemicals & fertiliser	700	2.0	196
<b>Miscellaneous products</b>			
Tools, equipment and other materials	15,632	45.2	4,351
Agricultural related machinery and equipment	133	0.4	74
Transport equipment	1,205	3.5	321
Other machinery and equipment	1,792	5.2	440
Furniture	308	0.9	131
Manufacture of metals	868	2.5	306
Other miscellaneous manufacture	2,708	7.8	879
Paper, mail & parcels	2,276	6.6	610
Household shopping	58	0.2	45
Miscellaneous nes	187	0.5	116
<b>Empty<sup>1</sup></b>	5,085	14.7	2,086
<b>Unspecified</b>	235	0.7	124
<b>All commodities</b>	<b>34,599</b>	<b>100.0</b>	<b>8,427</b>

1. No goods or equipment carried

**Table 4.5: Company owned vans: Vehicle kilometres per annum by type of vehicle: Annual Average 2003 - 2005**

<b>Type of vehicle</b>	<b>Great Britain</b>		<i>Bases</i>
	<b>Kilometres</b>		<i>Total vans unweighted</i>
	<b>Millions</b>	<b>Average per vehicle (thousands)</b>	
Panel van	9,403	27	2,124
Light goods	6,215	27	1,400
Light van	2,961	24	766
Box, Specially fitted, Luton and Insulated van	4,402	26	976
Car derived van	8,388	23	1,462
Pick-up	1,941	20	580
Van, van with side windows and all other types of van	1,289	27	1,119
<b>All vehicles</b>	<b>34,599</b>	<b>25</b>	<b>8,427</b>

**Table 4.6: Company owned vans: Vehicle kilometres per annum by origin and destination Government Office Region: Annual Average 2003 - 2005**

<b>Origin</b>	<b>Great Britain: million kilometres</b>			<i>Bases</i>
	<b>Destination</b>			<i>Total vans unweighted</i>
	<b>Same region</b>	<b>Other region</b>	<b>Total<sup>1</sup></b>	
North East	1,281	140	1,421	380
North West	4,057	579	4,636	1,050
Yorkshire and the Humber	2,558	497	3,055	866
East Midlands	2,314	652	2,967	904
West Midlands	2,231	579	2,810	902
East of England	3,014	627	3,641	1,126
London	1,952	786	2,738	1,007
South East	4,247	835	5,082	1,496
South West	3,071	299	3,371	1,009
Wales	1,468	196	1,664	459
Scotland	2,934	72	3,006	772
<b>All regions<sup>1</sup></b>	<b>29,126</b>	<b>5,473</b>	<b>34,599</b>	<b>8,427</b>

1. Includes unspecified origin and or destination of journey.

Table 4.7: Company owned vans: Vehicle kilometres per annum by origin and destination land use type: Annual Average 2003 - 2005

ORIGIN	Great Britain: million kilometres														<i>Bases</i>	
	Agriculture & forestry	Minerals & landfill	Outdoor recreation	Defence	Residential	Transport & utilities	Industry	Offices	Retailing	Storage & warehousing	Community services	Vacant <sup>2</sup>	Construction site	Total <sup>1</sup>	Total vans unweighted	
Agriculture & forestry	499	2	2	0	276	38	37	21	35	26	5	0	10	962	496	
Minerals & landfill	3	22	0	0	49	12	12	9	7	7	0	0	13	134	85	
Outdoor recreation	4	0	57	0	150	10	12	5	11	16	2	0	1	271	180	
Defence	0	0	0	12	32	3	3	8	0	5	0	0	0	64	62	
Residential	259	54	139	35	6,467	407	1,002	975	670	460	213	22	1,609	12,418	5,229	
Transport & utilities	36	11	12	2	425	1,570	79	54	38	99	19	2	47	2,403	1,023	
Industry	38	6	11	4	1,022	87	2,242	133	166	135	89	1	101	4,069	1,699	
Offices	32	10	11	6	963	88	142	1,282	54	102	103	2	267	3,073	1,673	
Retailing	26	8	7	1	735	34	87	53	1,450	155	23	4	29	2,619	1,349	
Storage & warehousing	26	7	32	7	493	90	135	126	181	3,160	51	6	178	4,516	1,507	
Community services	5	0	1	1	243	19	67	70	21	44	462	2	11	946	582	
Vacant <sup>2</sup>	0	0	0	0	23	2	0	4	4	7	2	6	8	56	44	
Construction site	16	15	2	0	1,673	29	83	238	26	177	7	6	339	2,611	1,463	
<b>Total<sup>1</sup></b>	<b>953</b>	<b>134</b>	<b>275</b>	<b>67</b>	<b>12,652</b>	<b>2,400</b>	<b>3,930</b>	<b>2,984</b>	<b>2,670</b>	<b>4,408</b>	<b>976</b>	<b>51</b>	<b>2,615</b>	<b>34,599</b>	<b>8,427</b>	
<i>Bases</i>																
<i>Total vans unweighted</i>	496	87	181	65	5,218	1,026	1,690	1,647	1,345	1,495	584	46	1,476	8,427		

1. Includes unspecified origin and or destination of journey.

2. Vacant land, available for redevelopment.

**Table 4.8: Company owned vans: Proportion in use by day of week and time of day: Annual Average 2003 - 2005**

Time of day <sup>1</sup>	Great Britain			Bases <i>Total vans unweighted</i>
	Proportion of vehicles in use <sup>2</sup>			
	Weekdays	Weekends	All days	
Midnight to 1am	0%	0%	0%	51
1am to 2am	0%	0%	0%	53
2am to 3am	0%	0%	0%	43
3am to 4am	0%	0%	1%	72
4am to 5am	1%	0%	1%	137
5am to 6am	3%	0%	3%	441
6am to 7am	11%	2%	12%	1,540
7am to 8am	29%	3%	30%	4,063
8am to 9am	32%	4%	33%	4,404
9am to 10am	20%	3%	22%	2,908
10am to 11am	16%	3%	18%	2,381
11am to Noon	15%	3%	17%	2,276
Noon to 1pm	16%	3%	18%	2,314
1pm to 2pm	15%	2%	17%	2,267
2pm to 3pm	16%	2%	17%	2,251
3pm to 4pm	19%	1%	20%	2,652
4pm to 5pm	29%	2%	30%	4,009
5pm to 6pm	27%	2%	28%	3,736
6pm to 7pm	13%	1%	14%	1,871
7pm to 8pm	5%	1%	5%	715
8pm to 9pm	2%	0%	3%	368
9pm to 10pm	1%	0%	2%	235
10pm to 11pm	1%	0%	1%	162
11pm to Midnight	1%	0%	1%	109

**Table 4.9: Company owned vans: Utilisation of vehicle capacity: Annual Average 2003 - 2005**

Great Britain: million kilometres						
Type of vehicle	Utilisation of capacity <sup>1</sup>					Total
	Not specified	0 - 25%	26 - 50%	51 - 75%	76 - 100%	
Panel van	58	3,209	2,637	2,257	1,242	9,403
Light goods	102	2,255	1,735	1,194	930	6,215
Light van	29	1,196	867	553	315	2,961
Box, Specially fitted, Luton and Insulated van	41	1,138	1,120	1,058	1,046	4,402
Car derived van	86	3,761	2,117	1,460	965	8,388
Pick-up	13	1,048	409	231	239	1,941
Van, van with side windows and all other types of van	15	448	372	278	177	1,289
<b>All vehicles</b>	<b>343</b>	<b>13,055</b>	<b>9,256</b>	<b>7,032</b>	<b>4,913</b>	<b>34,599</b>
<i>Bases</i>						
<i>Total vans unweighted</i>	<i>175</i>	<i>4,297</i>	<i>3,439</i>	<i>2,683</i>	<i>1,777</i>	<i>8,427</i>

1. For journeys with four or fewer stops the utilisation of the vehicle capacity at the start of the journey was obtained. For journeys with greater than four stops, summary journey information was obtained, including an estimate of the utilisation of the vehicle capacity for the majority of the journey.

**Table 4.10: Company owned vans: Tonne kilometres per annum by type of goods carried: Annual Average 2003 - 2005**

<b>Commodity</b>	<b>Great Britain</b>	
	<b>Tonne kilometres (millions)</b>	<i>Bases</i> <b>Total vans unweighted</b>
<b>Food, drink &amp; tobacco</b>		
Live animals	31	29
Other farming	135	51
Other agricultural products	158	61
Beverages	235	55
Other foodstuffs	1,381	384
<b>Bulk products</b>		
Wood and cork	33	56
Building materials	229	234
Textiles	313	119
Coal, coke and other fuel	44	22
Crude materials	186	105
<b>Chemicals &amp; fertiliser</b>		
Chemicals & fertiliser	545	196
<b>Miscellaneous products</b>		
Tools, equipment and other materials	1,004	4,351
Agricultural related machinery and equipment	42	74
Transport equipment	839	321
Other machinery and equipment	811	440
Furniture	280	131
Manufacture of metals	544	306
Other miscellaneous manufacture	2,108	879
Paper, mail & parcels	2,303	610
Household shopping	13	45
Miscellaneous nes	100	116
<b>Unspecified</b>	4	124
<b>All commodities<sup>1</sup></b>	<b>11,338</b>	<b>7,753</b>

1. The "all commodities" base for this table excludes vehicles which made only empty journeys during the survey period. It is therefore lower than for other tables

**APPENDIX 4A****METHODOLOGY****Sampling and survey design**

The survey samples company owned vans and collects data about three days activity from each vehicle in the sample. There are approximately the same number of vehicles allocated to each day of the week in each survey week. The sample is spread evenly over the year.

The sample is drawn from vehicle records at the Driver and Vehicle Licensing Agency (DVLA). The vehicles covered by the survey are vehicles registered as company owned, not exceeding 3.5 tonnes gross vehicle weight in the light goods taxation class with van body types according to DVLA records. The sample was stratified by van body type and Government Office Region. This ensures adequate regional coverage. The stratum groups are given in tables A4 and A5. Table A5 also provides the sample size by stratum.

**Survey characteristics and response rates**

Table A1 shows the survey response rate. Over the survey period 19,783 questionnaires were posted, an average of 140 forms per week. Of the forms posted, 86 per cent (16,975) were returned and 67 per cent (13,337) of those sent out were finally used to compile information about vehicle activity. The response rate was 84 per cent, this excludes questionnaires posted which could never have been completed; that is undelivered forms and scrapped, sold, stolen, unlicensed vehicles and excused. During the survey period 63 per cent of vans were being used. Reasons for non-usage are given in Table A2.

**Table A1: Survey response rates: 2003 - 2005**

	Number of vehicles			
	April to December 2003	2004	2005	Total
<b>Forms posted</b>	5,213	7,267	7,303	19,783
<b>Unreturned<sup>1</sup></b>	618	1,097	1,094	2,809
of which:				
Form not delivered	56	80	75	211
<b>Forms returned</b>	4,595	6,171	6,209	16,975
of which:				
Scrapped	38	46	44	128
Sold	171	83	54	308
Stolen	6	7	3	16
Unlicensed	55	47	71	173
<b>Refused</b>	18	8	26	52
<b>Excused<sup>2</sup></b>	781	1,144	1,054	2,979
<b>Forms completed</b>	3,526	4,832	4,979	13,337
<b>Forms completed/forms posted</b>	68%	66%	68%	67%
<b>Response rate<sup>3</sup></b>	85%	82%	83%	84%

1. Includes vehicles 'On hire', returned by hire company but unreturned by hirer.

2. Includes excused vehicles due to invalid vehicle type.

3. Response rate = Forms completed/(Forms posted - Scrapped - Sold - Stolen - Unlicensed - Form not delivered - Excused)

**Table A2: Company van usage during the survey period by type of business and reason for non-use of van: 2003 - 2005**

<b>Type of business</b>	<b>Total</b>	<b>Van</b>	<b>Percentage</b>	<b>No work</b>	<b>Other<sup>1</sup></b>
		<b>being used</b>	<b>being used</b>		
Agriculture, forestry and fishing	550	321	58	137	92
Energy and water supply	369	262	71	29	78
Manufacture, mining and quarrying	1,774	1,134	64	333	307
Construction	4,187	2,757	66	555	875
Wholesale & retail trade, repairs and hotels	2,652	1,655	62	536	461
Transport, storage communication	1,495	1,011	68	203	281
Banking, finance and insurance, business services and leasing	981	449	46	303	229
Health, social work and other community services	565	331	59	115	119
Education, public admin & defence, extra-territorial organisations	674	450	67	96	128
Unspecified	64	39	61	0	24
<b>Total</b>	<b>13,311</b>	<b>8,410</b>	<b>63</b>	<b>2,307</b>	<b>2,594</b>

1. Includes holiday, MOT/service, no driver, repairs, site work and other as reason for non-use.

## Vehicle kilometres

Vehicle kilometres for each vehicle are calculated using a combination of the vehicle's recorded journey distances for the three day survey period and estimates provided by respondents of the total distance travelled by the vehicle in the prior twelve months. These figures are then used to produce grossed vehicle kilometre estimates (see vehicle population and grossing section below).

### Method

1. For each vehicle, which is in use on at least one survey day during the survey period, estimate the average distance travelled on each active survey day, given the vehicle's annual distance.

The estimation applies the distribution of total vehicle kilometres from the department's road traffic estimates (RTE), adjusted for privately owned vans vehicle kilometres, to each vehicle's annual estimate.

Thus, for each survey day, estimates of vehicle kilometres are obtained, denote these by  $X_A$ ,  $Y_A$  and  $Z_A$  for the first, second and third survey days respectively.

2. Adjust to account for inactivity of vehicles during the survey period. This is achieved by applying factors according to fleet size (small or large), business type (type 1, type 2 and type 3) and day of travel (weekday, Saturday and Sunday). There are 18 factors (based on 8 parameters) denoted by  $a_{ijk}$  where  $i = 1,2$  ( $I$ =small,  $2$ =large);  $j = 1,2,3$  ( $I$ =business type 1,  $2$  = business type 2,  $3$  = business type 3);  $k = 1,2,3$  ( $I$  = weekday,  $2$  = Saturday,  $3$  = Sunday).

The activity factors are derived from the annual sample. The activity factor is the reciprocal of  $p_{ijk}$ , the proportion of active vehicles in the group - 18 groups for fleet size, business type and day of travel.

So,

$$\text{Activity factor} = a_{ijk} = 1/p_{ijk},$$

where  $i=1,2; j=1,2,3; k=1,2,3$ .

The 2004 activity factors are given in table A3.

3. Calculate the total daily distance from the trip record for the three day survey period, denote these by  $X_B$ ,  $Y_B$  and  $Z_B$ .
4. Multiply each vehicle's trip distance by
  - $a_{ijk} X_A / X_B$  for the first day,
  - $a_{ijk} Y_A / Y_B$  for the second day,
  - $a_{ijk} Z_A / Z_B$  for the third day,
 where  $i, j, k$  are determined by the vehicle type.
5. Treat the adjusted trip distances as the final ungrossed distances. Apply the grossing factors using standard grossing methodology.

**Table A3: Proportion of active vehicles and activity factors: 2005**

<b>Proportion of active vehicles</b>			
Large Fleet			
	Weekday	Saturday	Sunday
BusType 1	44%	15%	6%
BusType 2	71%	23%	10%
BusType 3	72%	24%	10%
Small Fleet			
	Weekday	Saturday	Sunday
BusType 1	45%	15%	6%
BusType 2	60%	20%	9%
BusType 3	60%	20%	9%
<b>Activity Factors</b>			
Large Fleet			
	Weekday	Saturday	Sunday
BusType 1	2.27	6.81	15.66
BusType 2	1.42	4.26	9.79
BusType 3	1.39	4.18	9.61
Small Fleet			
	Weekday	Saturday	Sunday
BusType 1	2.23	6.71	15.43
BusType 2	1.66	4.99	11.47
BusType 3	1.67	5.00	11.50

The business type groups are as follows:

Business type 1: Banking, finance and insurance, business services and leasing

Business type 2: Health, social work and other community services; Wholesale & retail trade, repairs and hotels; Agriculture, forestry and fishing; Construction; Manufacture, mining and quarrying; Transport, storage and communication.

Business type 3: Education, public admin & defence, extra-territorial organisations; Energy and water supply.

## **Vehicle population and grossing**

The population of vehicles is given in Table A4. The figures are the average of the quarterly population figures during 2005 and are not sample estimates. Figures for earlier years are given in previous reports.

Estimates of the total activity of the vehicle population are derived by applying a quarterly grossing factor to the work done by each sampled vehicle. The grossing factors are calculated using the population of company owned vans from the Driver and Vehicle Licensing Agency's (DVLA) licensing records. For each quarter the population used is the mean of the previous end and current quarter population figures.

Table A5 provides information on the grossing factors, excluding day weights. The mean of the grossing factors applied in each quarter is given. In order to provide the total activity in the quarter a factor of *days in quarter/number of diary days* is applied to the work done by each sampled vehicle. Throughout the survey there are three diary days.

The survey commenced in April 2003. In order to produce an estimate for calendar year 2003 an estimate for quarter 1 was required. This was produced using estimates of vehicle kilometres from the Department's road traffic estimates. LGV kilometres in quarter 1 2003 accounted for 23 per cent of all LGV kilometres in 2003. This percentage was assumed to apply to company owned vans, resulting in a weighting of 1.3 being applied to the total kilometres for the 3 quarters surveyed.

The estimates in this current Bulletin have been produced by taking simple arithmetic averages of the separate estimates produced for each of the three years of the survey.

## **Treatment of trips**

For journeys with greater than four stops where the reason for use is collection and or delivery or travelling between jobs, respondents were asked to summarise their journey rather than give complete details for each leg of the journey. Details of how this was recorded is described in the survey questionnaire. For purposes of analysis these multi stop journeys are treated as single trips. Table A7 compares the number of trips when multi stop journeys are considered as a single trip, or as many trips consisting of each leg of the multi stop journey. In table A7 trip type A treats multi stop journeys as a single trip and trip type B multi stop journeys as many trips. The effect upon the average length of trip is shown.

## **Tonne kilometres by commodity (Table 4.10)**

No information has been collected about the amount of tonnes lifted by vans since the Department's Survey of Light Commercial Vehicles was carried out in 1992/93. Information collected as part of the Survey of Company Owned Vans has therefore been used to produce estimates of tonnes lifted and hence tonnes moved (tonne kilometres).

The method used to estimate tonnes lifted is to multiply van capacity for each trip by an estimate, provided by the respondent, of how full the van was, by volume, at the start of each trip. (For multi-stop journeys, with five or more legs, respondents are asked how full the van was for the majority of the journey). This method involves taking account of the type of commodity carried and making some simplifying assumptions. The results produced must therefore be treated with some caution.

**Table A4: Company van population<sup>1</sup>: 2005**

	<u>North East</u>	<u>Yorkshire and the Humber</u>	<u>East Midlands</u>	<u>East of England</u>	<u>South East</u>	<u>London</u>	<u>South West</u>	<u>West Midlands</u>	<u>North West</u>	<u>Scotland</u>	<u>Wales</u>	<u>All regions</u>
Panel, Light goods and Light van	25,275	56,147	64,770	65,001	119,438	55,762	62,023	115,379	107,064	60,087	27,427	758,372
Box van, Luton van, specially fitted and Insulated van	4,918	15,071	16,182	15,203	21,952	12,273	11,623	28,521	22,298	10,118	5,314	163,473
Car derived van	11,773	24,298	38,569	31,941	62,038	21,234	32,385	54,027	40,828	23,895	12,861	353,848
Pick-up	3,383	9,456	8,761	13,484	15,391	5,874	12,034	12,420	12,432	9,318	5,240	107,792
Van and van with side windows	1,385	3,001	6,809	3,743	6,697	4,336	3,970	7,127	4,889	4,050	2,224	48,230
Total	46,734	107,973	135,091	129,372	225,515	99,478	122,035	217,473	187,512	107,467	53,066	1,431,714

1. Average of population figures at the end of each quarter of 2005.

Source: DVLA

**Table A5: Sample size and grossing factors: 2003 - 2005**

	<u>North East</u>	<u>Yorkshire and the Humber</u>	<u>East Midlands</u>	<u>East of England</u>	<u>South East</u>	<u>London</u>	<u>South West</u>	<u>West Midlands</u>	<u>North West</u>	<u>Scotland</u>	<u>Wales</u>	<u>All regions</u>
<b>Sample size</b>												
Panel, Light goods and Light van	224	491	596	650	1,020	461	615	1,037	773	489	235	6,591
Box van, Luton van, specially fitted and Insulated van	50	129	157	140	250	134	154	331	163	109	56	1,673
Car derived van	85	173	240	220	357	143	226	400	207	133	86	2,270
Pick-up	36	108	92	133	142	55	127	137	88	99	52	1,069
Van and van with side windows	52	71	47	83	80	63	52	87	58	43	20	656
<b>Total</b>	447	1,034	1,317	1,313	2,037	917	1,263	2,116	1,441	960	492	13,337
<b>Quarterly grossing factors<sup>1</sup></b>												
Panel, Light goods and Light van	1,095	1,136	1,139	1,055	1,171	1,267	1,046	1,156	1,382	1,219	1,181	
Box van, Luton van, specially fitted and Insulated van	1,155	1,326	1,191	1,286	1,066	1,038	875	1,034	1,536	1,185	1,373	
Car derived van	1,640	1,596	1,833	1,617	1,787	1,692	1,681	1,595	2,301	1,944	1,723	
Pick-up	1,029	898	982	1,082	1,100	1,484	1,009	930	1,388	991	1,010	
Van and van with side windows	338	265	324	252	280	389	330	370	278	400	458	

1. The survey is grossed on a quarterly basis. These grossing factors are the mean of the grossing factors over the quarters.

**Table A6: Company owned vans by year of registration and van type in sample: 2005 <sup>1</sup>**

<b>Year of registration</b>	<b>Panel, light goods and light van</b>	<b>Box van, luton van, specially fitted van and insulated van</b>	<b>Car derived van</b>	<b>Pick-up</b>	<b>Van and van with side windows</b>	<b>All vehicles</b>
pre 1986	1	1	1	2	1	6
1986	2		1	1	1	5
1987	1	3	3	1	2	10
1988	4	3	1	1	1	10
1989	6	3		5	3	17
1990	9	4	3	2	3	21
1991	10	4	5	6	2	27
1992	15	7	5	9	4	40
1993	11	8	2	7	3	31
1994	45	14	16	8	6	89
1995	63	10	23	21	17	134
1996	88	33	26	18	25	190
1997	110	32	47	14	31	234
1998	153	37	56	19	54	319
1999	226	61	73	25	62	447
2000	254	81	59	36	65	495
2001	310	80	93	44	93	620
2002	348	89	105	54	79	675
2003	413	93	144	62	101	813
2004	358	68	77	63	101	667
2005	67	7	28	12	15	129
<b>All years</b>	<b>2,494</b>	<b>638</b>	<b>768</b>	<b>410</b>	<b>669</b>	<b>4,979</b>

1. See previous years van activity publications for ages of vehicles in 2003 and 2004 samples

**Table A7: Company owned vans, comparison of the number of trips when multi stop journeys are treated as single or many trips per annum by reason for journey: Annual Average 2003 - 2005**

Reason	Vehicle kilometres (millions)	Great Britain				Total vans unweighted
		Trips <sup>1</sup> (millions)		Average length of trip (kilometres)		
		A	B	A	B	
<b>Business Use</b>						
Travelling to work from home	5,387	164	165	33	33	3,777
Travelling to home from work	5,627	168	168	33	33	3,828
Delivery of goods	6,143	101	1,017	61	6	2,358
Collection of goods	1,162	37	124	31	9	997
Collection & delivery of goods	4,157	45	833	92	5	1,214
Travelling between jobs <sup>2</sup>	7,335	151	459	49	16	2,934
Empty travel	1,156	34	34	34	34	941
Other business use <sup>3</sup>	1,652	57	57	29	29	961
<b>Personal Use<sup>4</sup></b>	1,326	62	62	21	21	451
<b>Unspecified other use</b>	449	15	18	31	25	223
<b>Total<sup>5</sup></b>	<b>34,599</b>	<b>790</b>	<b>3,187</b>	<b>44</b>	<b>11</b>	<b>8,427</b>

1. A gives multi stop journeys as a single trip and B multi stop journeys as many trips.

2. The 2004 "Travelling between jobs" multi-stop (A) figure for "average length of trip" has been revised from 30km to 51km and the corresponding "number of trips" multi-stop (A) figure has been revised from 267 million to 156 million.

3. Consists of the carrying of passengers, travelling to/from garage for repairs/servicing/petrol and all other business use.

4. Consists of shopping, social and all other personal use.

5. Includes unspecified reason for journey.

**APPENDIX 4B****CONFIDENCE LIMITS**

The confidence limits given in tables B1 and B2 are based on variables which are trip related. Thus, the confidence limits are based on vehicles used in the survey period, that is 3,014 vehicles. Tables B3 and B4 are based on variables related to the vehicle, thus are based on the complete sample of 4,832 vehicles.

**Table B1: Annual distance by reason for use: 2003 - 2005**

	Sample size (number of vehicles)	Confidence limits (95% significance) <sup>1</sup> %+/-
<b>Business Use</b>		
Travelling to work from home	3,771	3%
Travelling to home from work	3,822	3%
Delivery of goods	2,355	6%
Collection of goods	994	13%
Collection & delivery of goods	1,212	7%
Travelling between jobs	2,926	4%
Empty travel	940	8%
Other business use <sup>2</sup>	957	8%
<b>Personal Use<sup>3</sup></b>	450	13%
<b>Other reason</b>	223	13%
<b>All reasons</b>	<b>8,411</b>	<b>2%</b>

1. There is a 95% probability that the 'true' value of average distance travelled will lie in this range in repeated sampling

2. Consists of the carrying of passengers, travelling to/from garage for repairs/servicing/petrol and all other business use.

3. Consists of shopping, social and all other personal use.

**Table B2: Annual distance by day of travel: 2003 - 2005**

	Sample size (number of vehicles)	Confidence limits (95% significance) <sup>1</sup> %+/-
Monday	3,077	3%
Tuesday	3,418	3%
Wednesday	3,505	3%
Thursday	3,433	3%
Friday	3,244	3%
Saturday	1,165	4%
Sunday	547	6%
<b>All days</b>	<b>8,411</b>	<b>2%</b>

1. There is a 95% probability that the 'true' value of average distance travelled will lie in this range in repeated sampling

**Table B3: Annual distance by van type: 2003 - 2005**

	Sample size (number of vehicles)	Confidence limits (95% significance) <sup>1</sup> %+/-
Panel, Light goods and Light van	6,591	3%
Box van, Luton van, specially fitted and Insulated van	1,673	8%
Car derived van	2,270	6%
Pick-up	1,069	9%
Van and van with side windows	1,734	7%
<b>All vehicles</b>	<b>13,337</b>	<b>3%</b>

1. There is a 95% probability that the 'true' value of average distance travelled will lie in this range in repeated sampling

**Table B4: Annual distance by Government Office Region of registration: 2003 - 2005**

	Sample size (number of vehicles)	Confidence limits (95% significance) <sup>1</sup> %+/-
North East	447	10%
North West	1,441	9%
Yorkshire and the Humber	1,034	9%
East Midlands	1,317	8%
West Midlands	2,116	6%
East of England	1,313	8%
London	917	10%
South East	2,037	6%
South West	1,263	8%
Wales	492	13%
Scotland	960	9%
<b>All regions</b>	<b>13,337</b>	<b>3%</b>

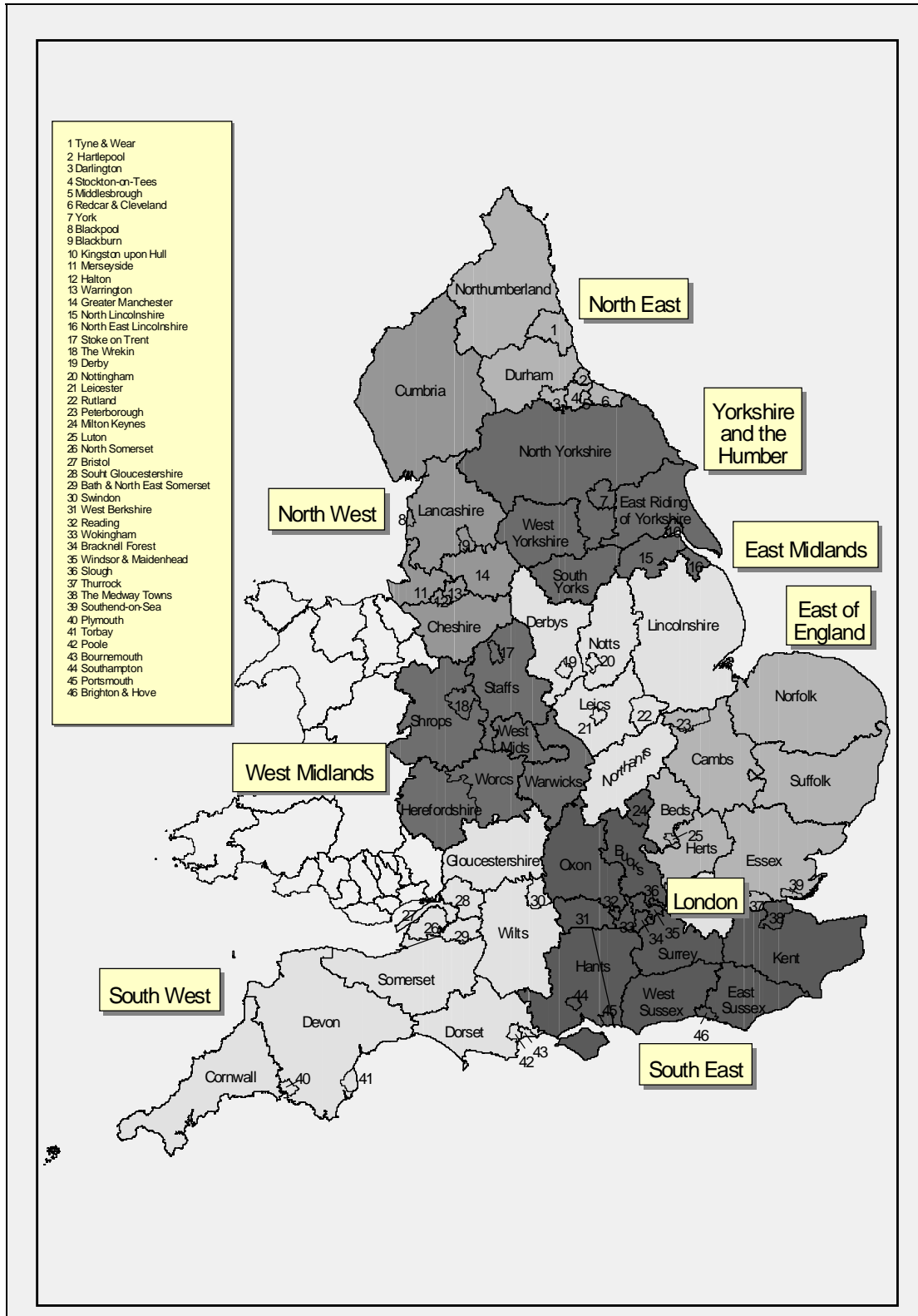
1. There is a 95% probability that the 'true' value of average distance travelled will lie in this range in repeated sampling

**APPENDIX 4C****COMMODITY CLASSIFICATION AND GOVERNMENT OFFICE REGIONS**

<b>Group</b>	<b>Commodity Classification Detail</b>	<b>NST codes<sup>1</sup></b>
Live animals	Live animals	8
Other farming	Animal fodder, foodstuff & waste	17
Other agricultural products	Cereals, potatoes, fresh fruit & veg	1, 2, 3, 6, 11
Beverages	Beverages exc. tea and coffee	12
Other foodstuffs	Stimulants and spices, perishable foodstuffs and other non perishable foodstuffs	13, 14, 16, 18
Wood and cork	Wood and cork	5
Building materials	Sand, gravel, clay and slag, cement and lime, plasters and other manufactured building materials	61, 64, 65, 69
Textiles	Leather, textiles and clothing	4, 96
Coal, coke and other fuel	Coal, lignite and peat, coke, crude petroleum, fuel derivatives, gaseous hydrocarbons, liquid and non fuel derivatives and coal chemicals	21, 22, 23, 31, 32, 33, 34, 83
Crude materials	Raw animal and veg. material, salt, iron pyrites, sulphur, other stone earths and minerals and pulp paper	9, 62, 63, 84
Chemicals and fertilisers	Basic chemicals, aluminium oxide and hydroxide, other chemical products, natural fertilisers and chemical fertilisers	71, 72, 81, 82, 89
Tools, equipment and other materials	Tools/equipment/other materials	57
Agricultural related machinery and equipment	Tractors, agricultural machinery	92
Transport equipment	Transport equipment	91
Other machinery and equipment	Other machinery apparatus/appliance	93
Furniture	Furniture new and furniture old	975, 995
Manufacture of metals	Iron ore, non ferrous ores & waste, Iron & steel waste & blast furnace dust, pig iron, ferro-alloys, semi finished rolled steel product, iron & steel bars, rods, rail & tramways, steel sheets, plates, hoop & strip, tubes, pipes, iron & steel castings, non ferrous metals, manufactures of metal	41, 45, 46, 51, 52, 53, 54, 55, 56, 94
Other miscellaneous manufacture	Glass, glassware & ceramic products, semi-finished products and manufactures of rubber, paper and paperboard unworked, paper and paperboard manufactures, wood and cork manufactures excluding furniture, other manufactured articles nes, other manufactured goods not classified according to kind	95, 971, 972, 973, 976, 979, 999
Paper, mail & parcels	Mail pouches/other mail items, parcels, paper matter (magazines, newspaper and waste paper)	85, 88, 974
Household shopping		15
Miscellaneous nes	Packaging only, household waste, other waste, arms & ammunition, packaging containers used, removal equipment, gold coins, medals, construction materials and equipment, used	70, 73, 74, 98, 991, 992, 993, 994

1. Nomenclature Statistique de Transport - the classification of commodities for transport statistics used in the EC

# Government Office Regions



**APPENDIX 4D**

**COMPANY OWNED VANS SURVEY QUESTIONNAIRE**

**Commercial in Confidence**

**Department  
for Transport**

Road Freight Statistics  
Zone 1/18 Temple Quay House  
2 The Square, Temple Quay  
Bristol BS1 6EB

«Name»  
«Address1»  
«Address2»  
«Address3»  
«Address4»  
«Address5»  
«Postcode»

Tel: Bristol (0117) 372 8982/8336  
Fax: Bristol (0117) 372 8699  
Email: van.survey@dft.gov.uk

Survey week number: «SurveyWeekNumber»  
**Vehicle Registration Mark:** «RegMark»  
**Survey Days:** «Commencing»

**Dear Sir or Madam**

**Van survey**

The above vehicle, registered in your name, has been randomly selected from DVLA records for this survey. Please take a few minutes to read this letter.

**Why we need this survey**

Van traffic is growing faster than for any other type of vehicle. We therefore need information from this survey to gain a picture of where and why vans travel and what they carry. The results, which will be published on the website <http://www.transtat.dft.gov.uk/>, will help the Department to take account of the needs of van users, monitor its transport policies and plan road building and traffic management.

**What you need to do**

As the owner or operator of a van used for business purposes, you are legally required to provide the information requested under Section 1 of the Statistics of Trade Act 1947. No information given to us under this survey will be published in such a way as to enable any individual, vehicle or business to be identified.

If the vehicle is still in your possession, please follow the instructions given in the form, complete all relevant sections, and **return this form in the envelope supplied within seven days of the last survey day**. You will see that the questionnaire includes a diary for you to record of all the trips made by your van on the three survey days. The dates for which you need to complete your diary are shown after **Survey Days** at the top of this page.

If the vehicle is no longer in your possession, ie it has been sold, scrapped or stolen, please complete the required details below and return the form in the envelope supplied.

If you have any questions about the form or the survey, please contact staff at the telephone number and address at the top of the page. Thank you for your co-operation.

Yours faithfully



Antonia Roberts  
Chief Statistician

**Please complete questions 1 to 14 even if the vehicle was not used on any of the survey days. Your survey days are given at the top of the previous page**

**If the vehicle was sold, scrapped or stolen before the first survey day please complete as appropriate:**

Date sold  Or date scrapped  Or date stolen

If you sold the vehicle, please give the name & address of the new owner

Which of these best describe the new owner? Please tick one

A private individual

A company or organisation

Don't know

**For official use only:**

Body type code

«BodyType»

Year of registration

«RegYear»

Geog area of keeper

«KeeperGeogArea»

**1** Please provide details of the person to contact if we need to clarify any of the information you have given.

Name:

Telephone number:

**2** Please provide details of business/organisation (if different to that on front page)

Name of business/organisation:  
Address:

**3** What does the business/organisation you work for mainly make or do?

**4** How many people does your business/organisation employ in Great Britain? (Include executive directors, self-employed and proprietors and count part-time staff as if they were full time).

Please tick one box

- Fewer than 10   
10 or more   
Don't know

**5** Is the vehicle part of a fleet of 25 or more vans?

Please tick one box

- Yes   
No   
Don't know

**6** How many vehicles does your business/ organisation own? (Please give approximate number if not known)

Cars  Vans  HGVs  Other vehicles   
(Please describe below)

Other vehicles owned:

**7** What type of van is the vehicle with the registration mark given on the front of this form? Please tick one box

- Box van   
Car derived van   
Insulated/refrigerated van   
Light goods van   
Light van   
Luton van   
Panel van   
Pick-up van   
Specially fitted van   
Van   
Van with side windows   
Other, please describe:

**8** How many seats are in the back of the vehicle, ie behind the driver?

**9** Please estimate the total distance travelled by the vehicle in the last twelve months

Miles/kms\*

\*please delete as appropriate

Will the vehicle be on hire **from you** (including contract hire/leasing) to just one other person/company for all the survey days? Please tick one box

Yes   
No

If yes, for how long is the van on hire to this person/company? Please tick one box

Less than one week   
More than 1 week up to 1 month   
More than 1 month up to 6 months   
More than 6 months up to 1 year   
More than 1 year

**11** If you answered yes to question 10, and the hirer is a company (specified as 'Ltd', 'PLC' or 'Limited'), please give the name and address of the hirer

**12** Will the vehicle be on multi-hire (ie to two or more customers) **from you** during the survey days? Please tick one box

Yes   
No

**If the vehicle will be on hire from you for all of the survey days, ie you answered yes to question 10 or 12, you do not need to complete the rest of the questionnaire. Please return it in the envelope provided.**

**It may be easier to complete the following questions and diary if the questionnaire is taken with the driver in their van at the start of the first survey day and is completed on each survey day as the van is used.**

**13** Please record the mileometer reading at the start of the first survey day and at the end of the last survey day

Start of first survey day

Miles/kms\*

\*Please delete as appropriate

End of last survey day

Miles/kms\*

\*Please delete as appropriate

**14** If no trips were made on public roads during all of the survey days, which of the following reasons best describes why the vehicle was not used? Please tick one box

The vehicle was off the road for repair   
The driver was on holiday   
There was no driver available   
There was no work for the vehicle to do   
The vehicle was being used on site   
The vehicle was not taxed   
The vehicle was off the road for an MOT or service   
Other, please describe:

**If no trips were made on all of the survey days, you do not need to complete the rest of this questionnaire. Please return it in the envelope provided**

**We would like details of all journeys made by the vehicle in Great Britain on each of the survey**

The survey breaks journeys up into two types:

(a) those with four or fewer legs, and (b) those with five or more legs.

Please record the legs of all journeys with four or fewer legs, as individual trips, below (return legs of single trips also required)

All journeys with five or more legs should be recorded overleaf.

Examples of individual trips are shown in the diary below to help you to complete it.

Survey Day and date	Where did the trip start?		Start time of trip (24 hour clock)	Number of people in vehicle including the driver	Main reason for trip
	Nearest village/town and county	Type of origin			
Mon 2 Sept	Heworth, North Yorkshire	11	07.45	2	3
Mon 2 Sept	High Kilburn, North Yorkshire	6	16.00	2	8

Please continue on the enclosed continuation sheet if necessary

**Notes for completion-please read before you start completing the diary above. Please write each trip on**

**Survey day and date:**

If there is an overnight stop without change of load, enter the whole journey under the first day of the journey.

**Where did the trip start and end: nearest village/town and county:**

If the trip is within one town, write the same name for where the trip started and finished. For rural locations (eg quarries, farms) write the name of the location and also the name of the nearest village. In all cases please also give the county: this helps in locating towns which have identical names.

**Type of origin and destination:**

Describe the types of places where you started and ended the trip. Select one from the following for each start and end point:

- |                                 |                           |  |
|---------------------------------|---------------------------|--|
| 1 Agriculture                   | 6 Residential             | 11 Storage and warehousing                           |
| 2 Forestry, open land and water | 7 Transport and utilities | 12 Community services, e.g. school, hospital, doctor |
| 3 Minerals and landfill         | 8 Industry                | 13 Vacant land                                       |
| 4 Outdoor recreation            | 9 Offices                 | 14 Construction site                                 |
| 5 Defence                       | 10 Retailing              |  |

**Reason for non-use**

If the vehicle was not used on a particular day, please specify the reason for this, using the reasons given in Question 14.





**completing this page**

**Notes on multi-stop journeys:**

- (a) A journey comprising five or more legs or stopping points is known as a multi-stop journey. Such journeys are often carried out to collect and/or deliver goods or where a service provider drives from one customer to the next.
- (b) If a van departs from a factory, travels to five different customers delivering goods, before returning back to base this would be a multi-stop journey.
- (c) If a plumber visits six different customers in his van before returning home this would also be a multi-stop journey.

Estimate how full vehicle was for the majority of the multi-stop journey	Number of stops	Where did the multi-stop journey end?		End time of multi-stop journey (24 hour clock)	Describe any goods and/or equipment carried	Distance travelled please indicate miles or kms
		Nearest village/town and county	Type of destination			
1	6	Trowbridge, Wiltshire	9	16.50	Photocopier servicing tools	43 miles

**stop journey on a separate line, as shown in the example completed in the diary above**

**Main reason for multi-stop journey:**

Please select the reason from those given below, putting the relevant number for the main reason for the multi-stop journey

- 1 Collection of goods/equipment
- 2 Delivery of goods/equipment
- 3 Collection AND delivery of goods/equipment
- 4 Travelling between jobs, eg servicing and repair trips, meter reading

**Estimate how full vehicle the vehicle was for the majority of the multi-stop journey:**

If goods or equipment are being carried in the back of your vehicle, please estimate how full the vehicle was for the majority of the journey. Please select the relevant number from the following:

- 1. Empty and up to a quarter full
- 2. Between a quarter and half full
- 3. Between half and three quarter full
- 4. More than three quarters full