



association for public service excellence

Trend Analysis

Transport and Fleet



Briefing 24/25

July 2024

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Trend Analysis 2022/23

Local authority transport and fleet services

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About APSE

The Association for Public Service Excellence (APSE) is a not-for-profit local government body working with over 300 councils throughout the UK.

Promoting excellence in public services, APSE is the foremost specialist in local authority frontline services and operates one of the UK's largest research programmes in local government policy and frontline service delivery matters.

Results at a glance

Output performance

Percentage of vehicles passing DVSA test first time (DVSA statistics) **95.95%**

Percentage of vehicles serviced within 7 days of schedule **97.26%**

Transport Costs

Refuse vehicle costs as a % of total service cost **22.64%**

Building maintenance vehicle costs as a % of total service cost **5.49%**

Staff absences

The percentage of staff absence among fitters and tradespeople **1.92%**

Productivity

The number of weighted vehicles (units – adjusted for direct maintenance) maintained per fitter per annum (a small van is 1 unit) **120.79**

The average labour input hours (fair wear and tear) per weighted vehicle (adjusted for direct maintenance) **9.53**

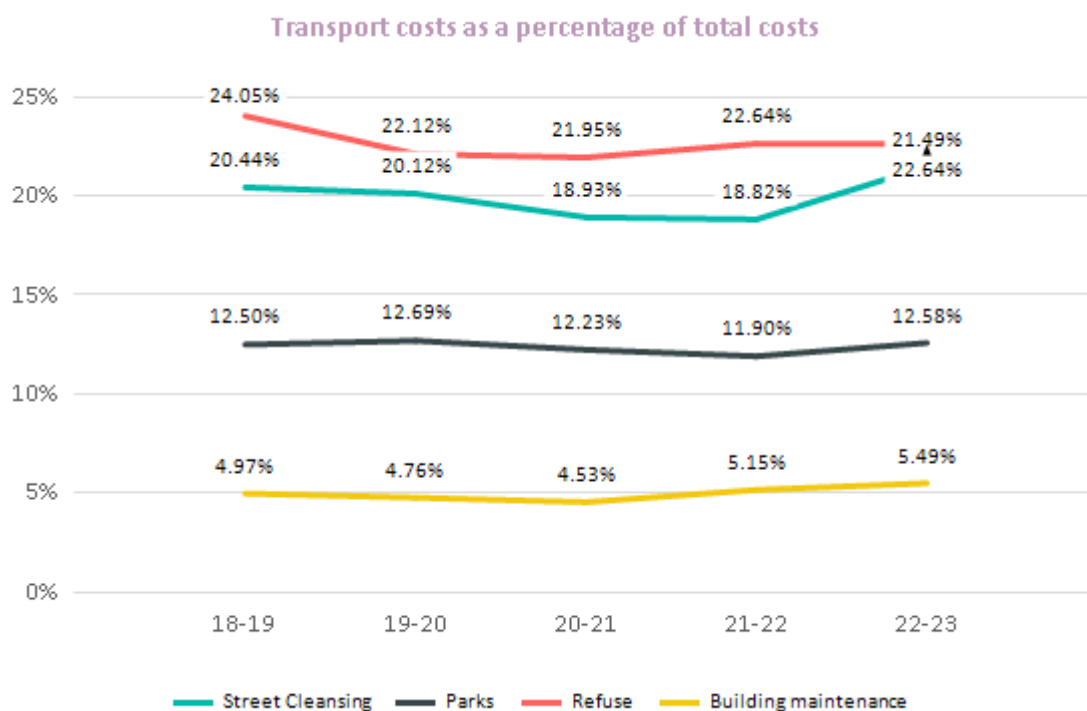
1 Overview

The APSE Performance Networks programme for fleet services provides indicators for various dimensions of the operation; such as the cost, efficiency, productivity and quality. The following executive summary aims to provide participating councils with a picture of what the service trends are; what this infers and what further activity and analysis individual councils and the APSE advisory and benchmarking groups should consider.

The analysis in this summary is based on 'service wide averages' across all participating local authorities for 2022-23. Data is collected at year end (22/23) to provide a reflective analysis and relies upon data submitted by local authorities to the service. The data is then triangulated through discussion groups at the APSE Performance Networks Seminar held in December each year.

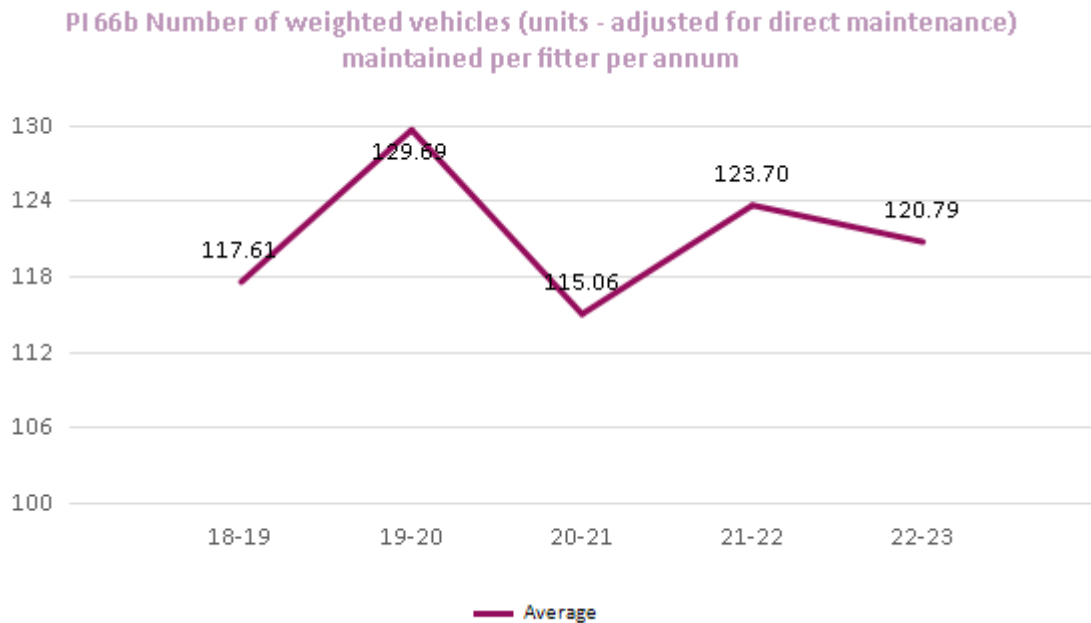
2 Costs

Transport costs as a percentage of total costs have remained largely unchanged since 2019-20 for the four services of street cleansing, parks, refuse, building maintenance and refuse. This year has seen marginal increases to 22.64% for street cleansing, 12.58% for parks, 5.49% for building maintenance and a slight reduction to 21.49% for refuse. The move to electric vehicles is gaining pace and different service areas use different mixes of vehicle type.



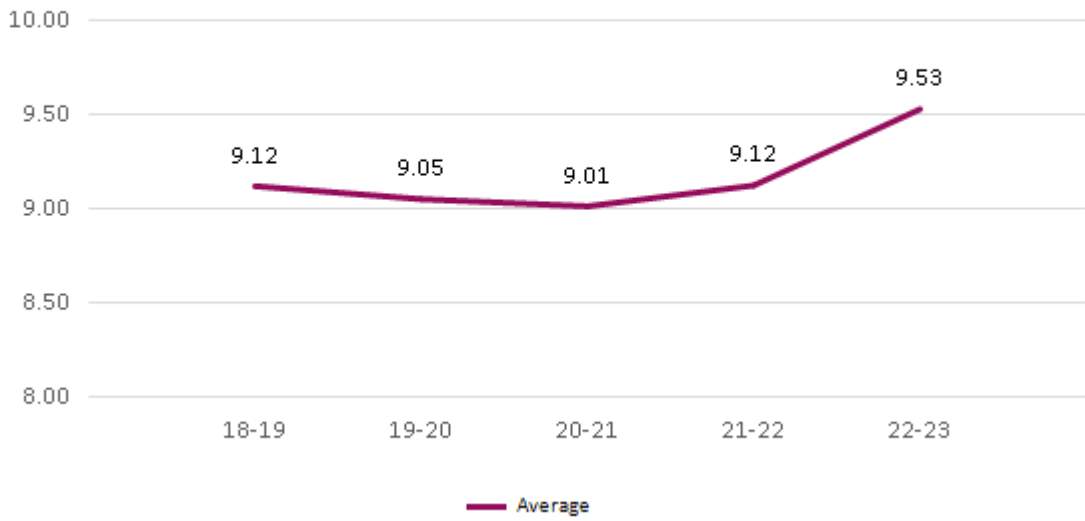
4 Productivity

The number of weighted vehicles (units – adjusted for direct maintenance) maintained per fitter per annum has seen a marginal decrease to 120.79 for 2022-23. 2020-21 was a Covid year, a single result proved to be an anomaly with the number of units returning to above 120.



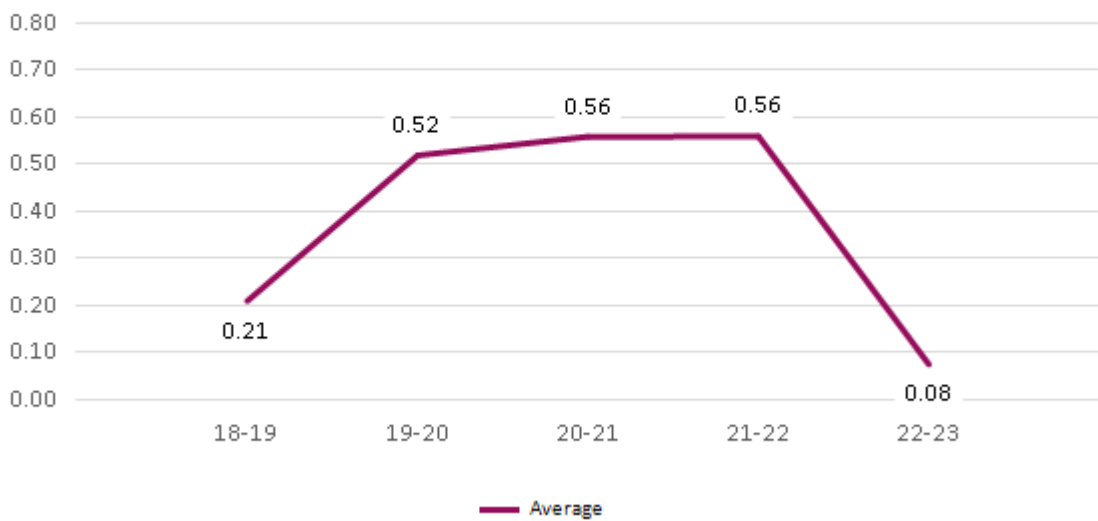
The average labour input hours (fair wear and tear) per weighted vehicle (adjusted for direct maintenance) all groups (see below) had shown a slow but steady decline since 2017-18 to the lowest over the last decade in 20-21 during Covid. This figure increase in 2021-22 to 9.12 and in 2022-23 this has increased again to 9.53 possibly reflecting supply issues with new vehicles relating to the pandemic and Councils having to retain older vehicles for longer than anticipated or putting off investment decisions due to uncertainty and costs of electric vehicles.

PI 138 Average labour input hours (fair wear and tear) per weighted vehicle (adjusted for direct maintenance)



One might have expected some volatility over the past few years as Covid required some operatives to travel separately and thereby increasing the number of vehicles required. The below graph shows PI 68 Number of days hire vehicles used (per vehicle on fleet) to cover for vehicles in the workshop as a result of non-fair wear and tear. This has remained the same for the three preceding years before a dramatic decline to 0.08 in 2022/23. Some will be down to better driver monitoring but a single figure doesn't prove a trend.

PI 68 Number of days hire vehicles used (per vehicle on fleet) to cover for vehicles in workshop as a result of non fair wear and tear



In relation to the percentage of vehicles passing the DVSA test first time, this has improved slightly to a 5 year high of 95.95%. The percentage of vehicles serviced within 7 days of service has improved marginally since last year and is also close to a 5 year high at 97.26%.

	18-19	19-20	20-21	21-22	22-23
PI 73b - Percentage of vehicles passing DVSA test first time (DVSA statistics)	94.30%	95.42%	95.03%	93.76%	95.95%
PI 74 - Percentage of vehicles serviced within 7 days of schedule	97.44%	94.55%	95.73%	96.94%	97.26%

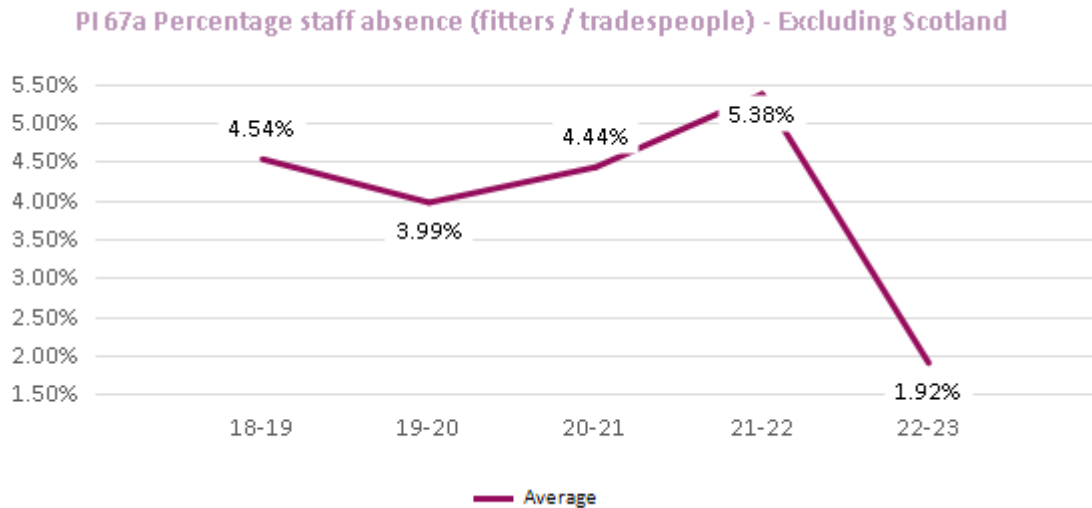
The number of speeding fines / penalties per 100 council vehicles has increased to 1.82 which is a small but worrying increase and double the previous 5 year high. Apart from the effects of Covid on traffic, many vehicles are now monitored remotely and speeding flagged so one would have expected this figure to be suppressed.

The number of parking tickets / notices has reduced slightly to 0.65 (the lowest was 0.31 in 2019-20). This may be due to better enforcement and is likely to increase as councils take on powers for moving traffic offences.

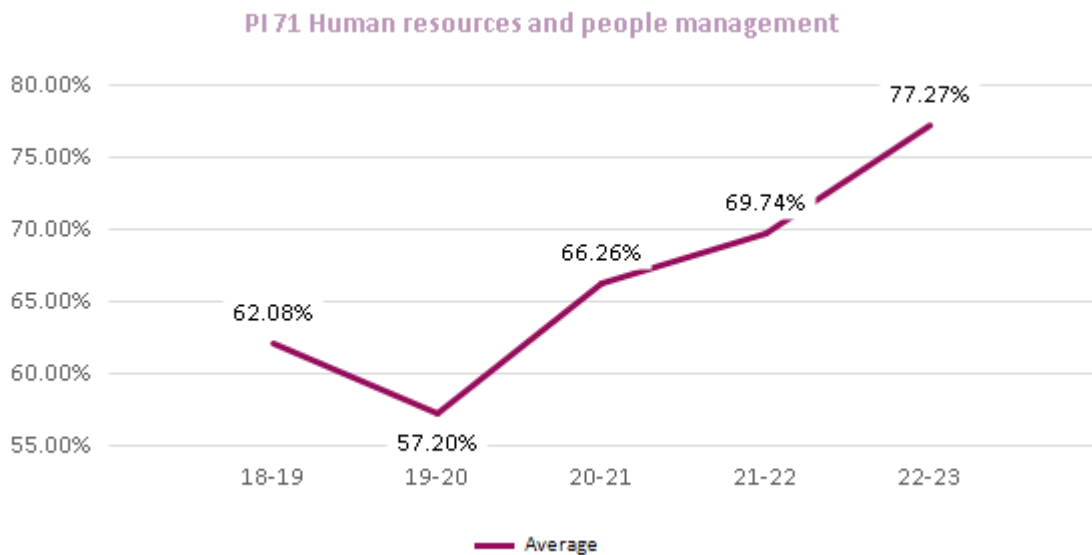
PI 116, the number of motor vehicle accidents/incidents reported per 100 vehicles has remained near the 5-year average at 29.96. One might have expected a larger rise given 20-21 was a Covid year with reduced traffic. Potentially the loss off HGV drivers may have seen less experienced replacements, hence the rise of this figure in the past 2 years.

	18-19	19-20	20-21	21-22	22-23
PI 111 - Number of PG9 notices issued by DVSA per 100 council vehicles	0.022	0.035	0.021	0.000	0.024
PI 112 - Number of overloading incidents identified per 100 council vehicles monitored	26.71	104.41	85.27	30.49	6.40
PI 113 - Number of overloading prosecutions per 100 council vehicles	0.00	0.00	0.00	0.00	0.00
PI 114 - Number of speeding fines/penalties per 100 council vehicles	0.90	0.74	0.71	0.74	1.82
PI 115 - Number of parking tickets/notices per 100 council vehicles	1.21	0.31	0.51	0.79	0.65
PI 116 - Number of motor vehicle accidents/incidents reported per 100 vehicles	33.42	33.00	24.07	24.51	29.46

The percentage of staff absence among fitters and tradespeople (illustrated in the graph below) has dropped substantially to 1.92 %, the lowest for 5 years. The long-term trend had appeared to be upward.



The graph below highlights the human resources and people management scores, in 2022/23 this has risen again to 77.27%. This is the highest score in the past five years and a significant increase. This indicates that HR and managers are putting more emphasis on employee engagement, personal development, and toolbox type talks.



5 APSE Comment

Local authority transport services worked continuously through the pandemic, implementing various operational changes to reduce covid risk and productivity was not adversely affected. Other covid related shortages and then fuel price rises in the wake of the Ukraine conflict have added to costs.

The shortage in staff has been further exacerbated by the lack of new recruits into the industry leading to shortages and spiraling wage costs along with the disappearance of many subcontractors.

The transition to electric vehicles from internal combustion equivalents carries on at pace. To date however, with a few notable exceptions, it has yet to have a marked effect on productivity. It will be interesting to see how data translates in future years in areas such as refuse with an increasing consideration given to alternative fuels including hydrogen. Transport for many local authorities will be an area of interest as they seek to meet decarbonisation targets which may in turn impact upon cost, productivity and quality performance indicators for the local authority transport sector.

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APSE member authorities have access to a range of membership resources to assist in delivering council services. This includes our regular advisory groups, specifically designed to bring together elected members, directors, managers and heads of service, together with trade union representatives to discuss service specific issues, innovation and new ways of delivering continuous improvement. The advisory groups are an excellent forum for sharing ideas and discussing topical service issues with colleagues from other councils throughout the UK.

Advisory groups are a free service included as part of your authority's membership of APSE and all end with an informal lunch to facilitate networking with peers in other councils. If you do not currently receive details about APSE advisory group meetings and would like to be added to our list of contacts for your service area please email enquiries@apse.org.uk.

Our national advisory groups include:-

- Building cleaning
- Catering
- Cemeteries and crematoria
- Cost of Providing / Cost of Living Network
- Commercialisation network: Local authority trading, charging and income generation
- Housing, construction and building maintenance
- Parks, horticultural and ground maintenance
- Renewables and climate change
- Roads, highways and street lighting
- Sports and leisure management
- Vehicle maintenance and transport
- Waste management, refuse collection and street cleansing

Visit www.apse.org.uk for more detail

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