



Transport Trend analysis 2020/21

This briefing provides details on the performance information available from APSE's performance networks service looking at performance indicators and current policy issues for councils who deliver Transport services. This briefing is based on the last full year's figures so it is a reflective analysis and, where appropriate, takes into account the impact of Covid-19.

Key Issues

- The average labour input hours (fair wear and tear) per weighted vehicle continues to reduce
- The percentage of vehicles passing the DVSA test first time remains close to the all-time high at 95.03%
- The number of motor vehicle accidents/incidents reported per 100 vehicles is at a 5 year low of 24.07
- The number of overloading incidents per 100 council vehicles monitored remains high at 85.27 per 100 vehicles
- The percentage of staff absence among fitters and tradesmen remains above the 5-year average at 4.44%

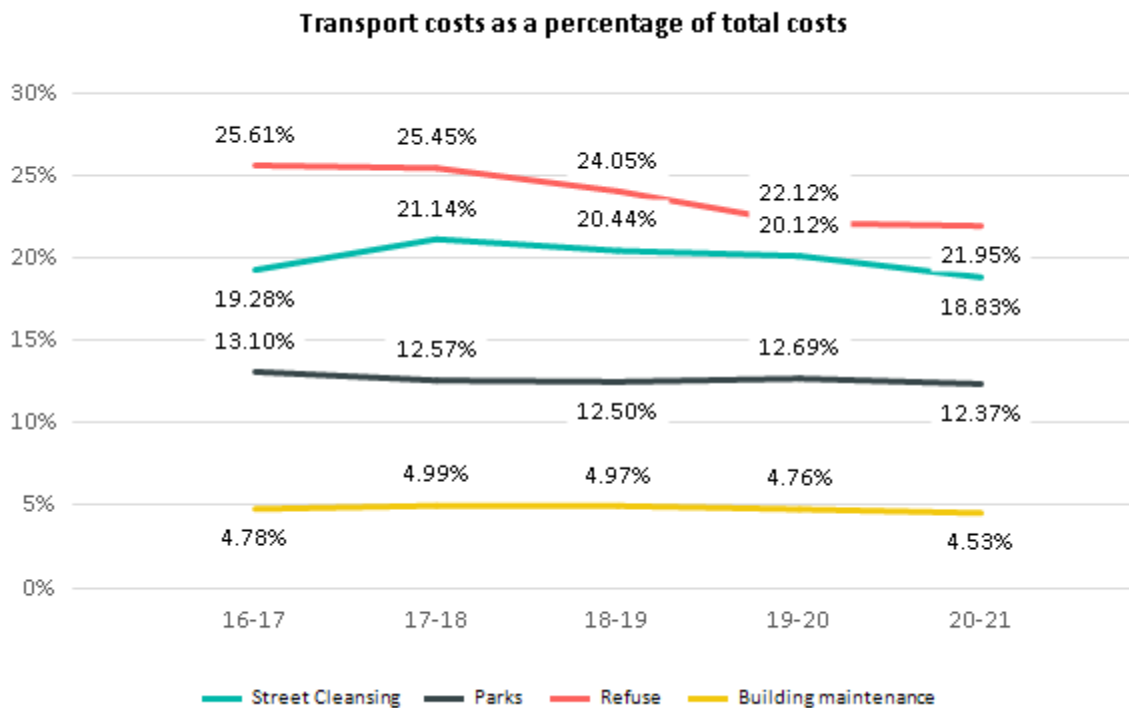
Overview

The APSE performance networks programme for transport operations and vehicle maintenance 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 could consider. The transport and vehicle maintenance model remains complex because of the wide variation in vehicle types and also the difference in services provided by different types of councils; but it is comprehensive as a result of this.

The analysis in this summary is based on 'service wide averages' across all participating local authorities for 2020-21.

Costs

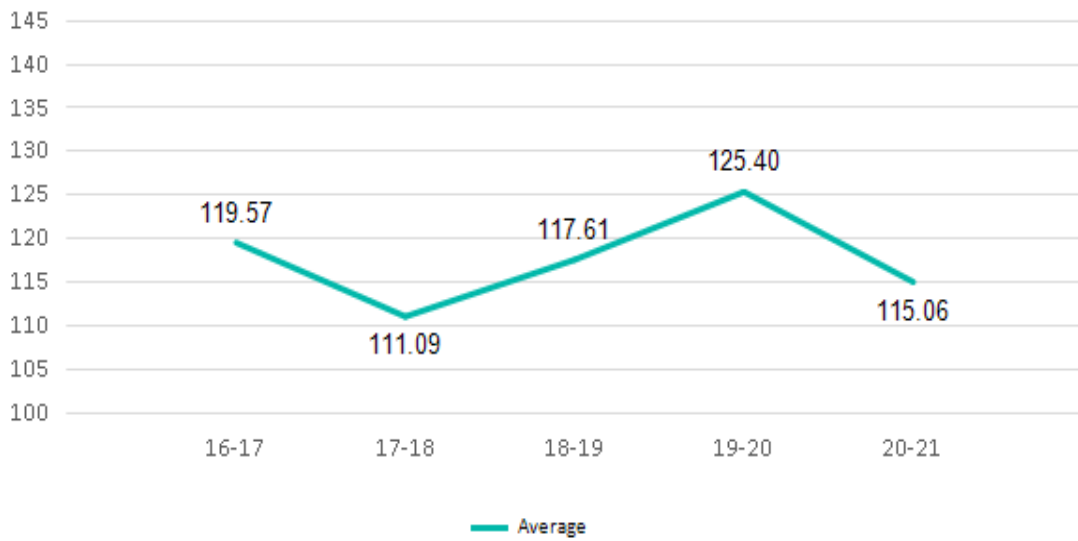
Transport costs as a percentage of total costs have remained largely unchanged since 2019-20 for all four services. With a 6.4% reduction to 18.83% for street cleansing, a 2.5% reduction to 12.37% for parks and a 4.8% reduction for building maintenance. Refuse remained largely unchanged since 2019-20 seeing a reduction of 0.76%, although it is stabilising at that level.



Productivity

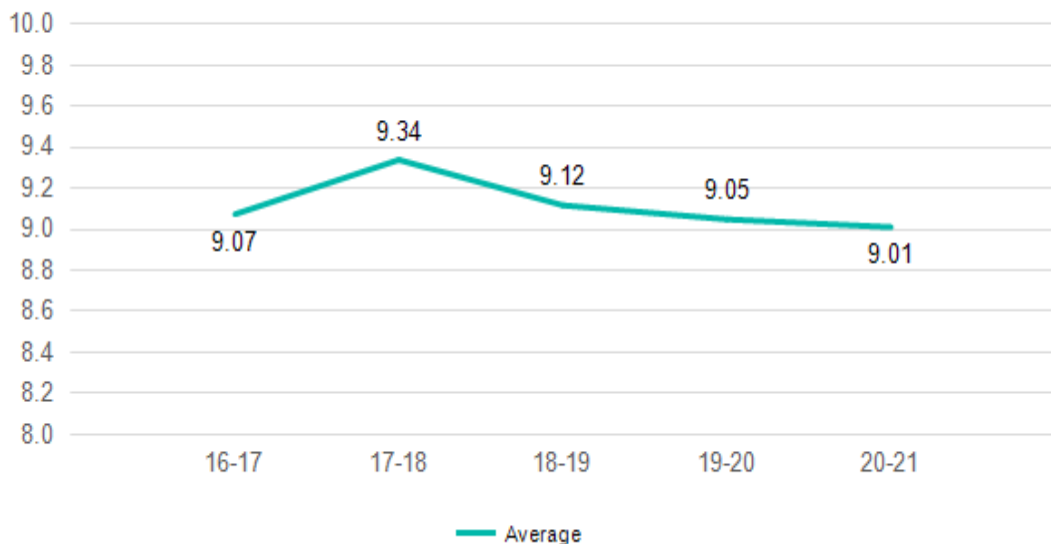
The number of weighted vehicles (units – adjusted for direct maintenance) maintained per fitter per annum has seen a decrease to 115.06. Given that 2020-21 was a Covid year a single result does not prove a trend and it is likely that the number of units returns to its upward trend in later years, especially as more electric vehicles enter the fleet.

PI 66b No of weighted vehicle (units - adjusted for direct maintenance) maintained per fitter per annum



The average labour input hours (fair wear and tear) per weighted vehicle (adjusted for direct maintenance) all groups (see below) have continued a slow but steady decline since 2017-18 to the lowest over the last decade. This is likely to decline further with electric vehicles requiring less maintenance and older vehicles retiring from the fleet to be replaced with newer models.

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



In terms of the effectiveness of the maintenance regime, the previous three indicators can be used to demonstrate performance. In relation to the percentage of

vehicles passing the DVSA test first time, this has dropped slightly from its five-year high of 95.42% in 19/20 to 95.03% in 20/21. The percentage of vehicles serviced within 7 days of service has improved marginally over last year but has failed to match the rates seen 5 years ago over 97%.

	16-17	17-18	18-19	19-20	20-21
PI 73b - Percentage of vehicles passing DVSA test first time (DVSA statistics)	93.33%	95.13%	94.35%	95.42%	95.03%
PI 74 - Percentage of vehicles serviced within 7 days of schedule	97.20%	97.57%	97.44%	94.55%	95.73%

The table further on shows penalties and accident records. The number of PG9 notices issued by DVSA per 100 council vehicles were 0.021 in 20/21. This is a small decrease on the previous year.

The number of overloading incidents per 100 council vehicles monitored remains high at 85.27 per 100, slightly lower than the 104.41 registered in 2019/20. It is undoubtedly true that Councils have introduced procedures and checks which catch the incidents, increasing detection rates.

The number of overloading prosecutions per 100 council vehicles has remained at 0.00. Councils are better at spotting infringements early and enforcement is less than historically.

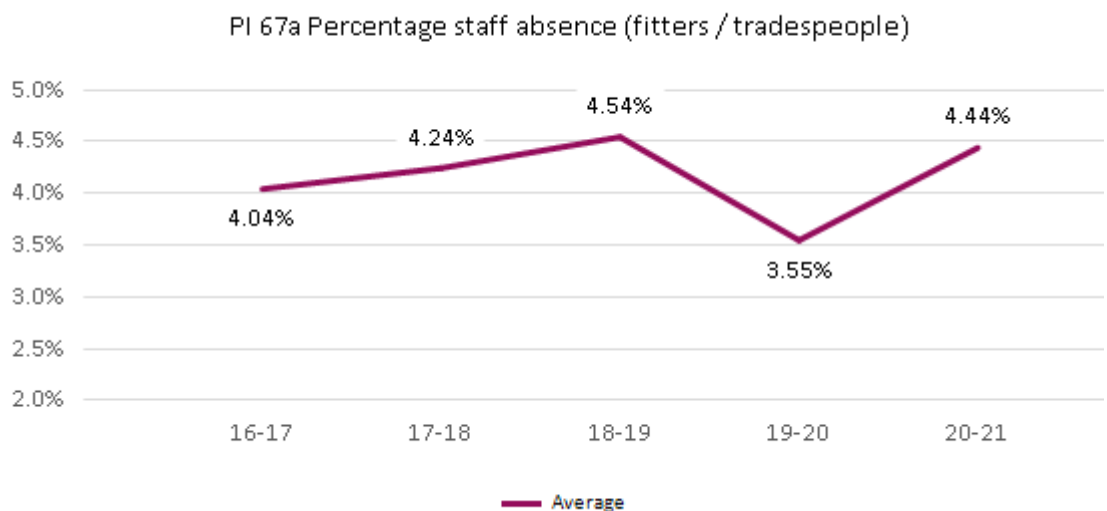
The number of speeding fines/ penalties per 100 council vehicles has remained at a 5 year low at 0.71. Apart from the effects of Covid on traffic, many vehicles are now monitored remotely and speeding flagged so this figure should remain suppressed.

The number of parking tickets/notices has increased to 0.51 from 0.31 in 2019/20. This is still below the 5-year average and a little surprising during Covid lockdown.

PI 116, the number of motor vehicle accidents/incidents reported per 100 vehicles has fallen to its lowest in 5 years. It's likely fewer vehicles on the road due to Covid mean fewer accidents so a rise could be expected from 2022 onwards.

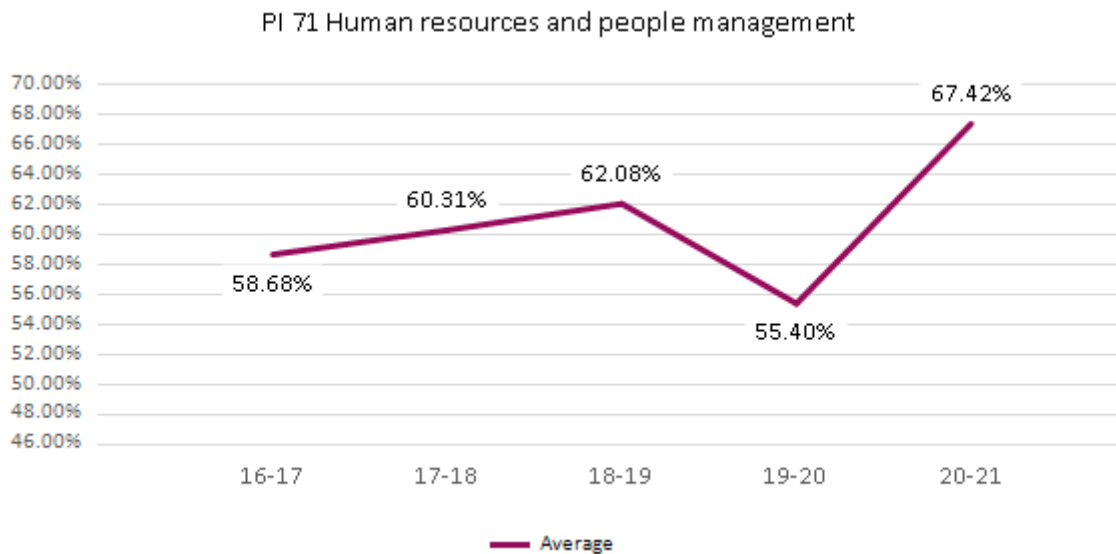
	16-17	17-18	18-19	19-20	20-21
PI 111 - Number of PG9 notices issued by DVSA per 100 council vehicles	0.009	0.002	0.022	0.035	0.021
PI 112 - Number of overloading incidents identified per 100 council vehicles monitored	66.53	30.12	26.71	104.41	85.27
PI 113 - Number of overloading prosecutions per 100 council vehicles	0.01	0.31	0.00	0.00	0.00
PI 114 - Number of speeding fines/penalties per 100 council vehicles	1.47	1.08	0.90	0.74	0.71
PI 115 - Number of parking tickets/notices per 100 council vehicles	0.94	0.71	1.21	0.31	0.51
PI 116 - Number of motor vehicle accidents/incidents reported per 100 vehicles	28.96	32.24	33.42	33.30	24.07

The percentage of staff absence among fitters and tradespeople (illustrated in the graph below) shows a period of relative stability from 16/17 to 18/19 reaching its highest in 5 years, recording 4.54%. With a blip in 2019/20, it appears to have returned to the long-term trend with 4.44% absence in 20/21.



The graph below highlights the human resources and people management scores, in 2020/21 this has risen again to 67.42. 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.



Passenger Transport

Performance networks also collects data relating specifically to passenger transport. In 20/21 the percentage of people who spend less than 1-hour on-board day-care transport per trip was 96.5%. This is a slight deterioration on the 98.93% in the base year of 2016/17. The percentage of journeys to school on time has remained relatively constant with the figure sitting again between 97% and 99% over the past five years

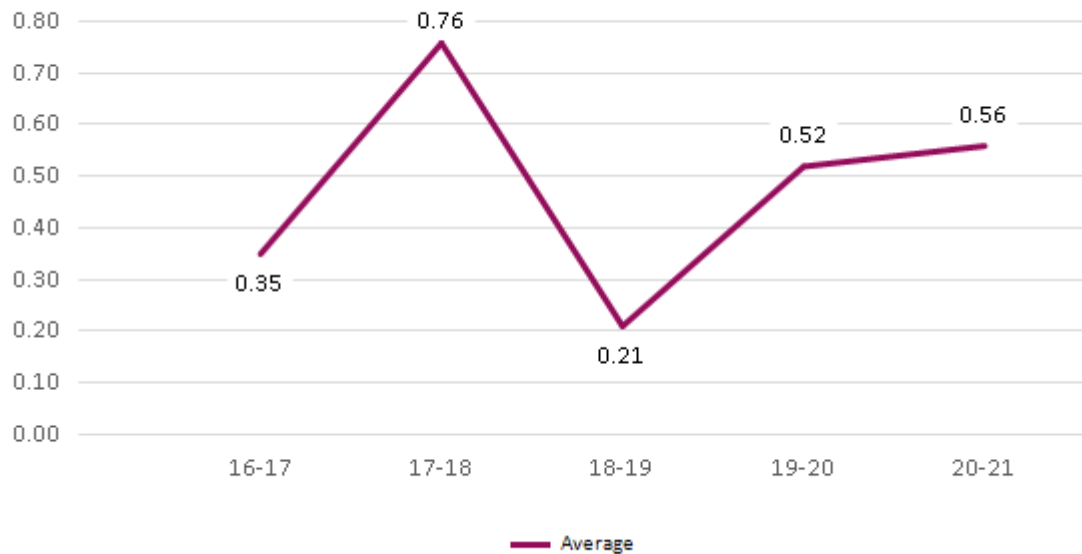
The 18/19 figure of 98.23% is just 0.58% more than that of the previous year.

The percentage of fleet capacity used has decreased to 77.50% although still higher than the 71.5% found in 2016/17. Thus, despite Covid capacity has remained high although in 2019/20 it was 86.33% so there is scope to improve again.

The final performance indicator within passenger transport relates to the percentage of referrals for transport that are assessed and with provision of transport within 3 days of receipt of referral. Year 20/21 shows this at 100% and it appears that Authorities are now fulfilling their responsibility fully.

One might have expected some volatility over the last year 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. Given that vehicle movements were restricted for the latter period, the figure of 0.56 probably under represents the actual requirement.

PI 68 Number of days hire vehicles' used (per vehicle on fleet) to cover for vehicles in wo



APSE Comment

During COVID-19 transport and fleet managers were critical to the COVID-19 response as the transport and vehicle needs of frontline services were put to the test; the sector help to ensure social distancing in frontline service delivery, which included the need to source and supply additional vehicles, adapt vehicles and keeping services operational.

APSE Transport and Fleet managers and service directors will benefit from attending APSE's Vehicle Maintenance and Transport Advisory Group which is free to APSE member councils and you can sign up to attend this group [using this link](#). APSE members attending the APSE Annual Seminar on the 14-15 September 2022 in Swansea will also be able to hear the latest debates on climate change and neighbourhood services, including the impact of carbon reduction measures on transport and fleet based frontline services. [You can view the full agenda and book online using this link.](#)

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