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Local Authority State of the Market 2026

Transport and Vehicle Maintenance



Briefing 26/10
October 2026

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Local Authority State of the Market 2026

Transport and Vehicle Maintenance

This analysis was conducted by Bonni Jee, Principal Policy Lead for Waste, Recycling, Transport and Highways.

For any enquires in relation to the survey, Bonni may be contacted on:

Tel: 0161 772 1810

Email: bjee@apse.org.uk



Looking to insource your Transport service? APSE can help...

Through our ethical consultancy service – APSE Solutions – councils can access expert support with strategic reviews, operating models, business planning and transformation programmes to ensure an effective and sustainable in-house service.

[For more information about how APSE Solutions can help, click here.](#)

APSE Training offers a course '*Insourcing Public Contracts: Rebuilding Capacity*' which helps council transport teams understand what's needed to successfully bring services back in-house. It provides practical guidance on assessing viability, rebuilding internal capacity, planning the transition and designing a modern, sustainable in-house delivery model – giving teams the confidence and tools to manage grounds maintenance services effectively within the council. [You can book your place on the training course here.](#)

Results at a glance

Vehicles

Have a policy against the purchase of internal combustion powered vehicles	23%
Using electric vehicles as part of their fleet	90%
Using HVO fuel	31%

Budgets

Expect a decrease in budget over the next year	15%
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Management Models

Operate their fleet services on an in-house basis	62%
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Workforce

Having trouble recruiting technical staff	78%
Having trouble retaining technical staff	76%
Having trouble recruiting operational staff	39%
Having trouble retaining operational staff	58%
Cite pay/salary as the main reason for struggling with recruitment	53%
Run an apprenticeship scheme	68%
Average age of workforce	47 years
Respondents who feel staff absence levels are at an unacceptable level	53%

1 Executive Summary

1.1 Purpose of the report

Each year APSE undertakes a survey on the state of the market in local authority transport and vehicle maintenance services. The survey is distributed to officers and elected members across the UK and includes a range of questions covering a diverse range of topics – from vehicles, fuel types to workforce matters including recruitment and retention.

Where possible, this report adopts a comparative analysis of previous APSE surveys. This allows for the identification of trends in the sector, as well as the challenges, opportunities, and issues that local authority Transport teams are facing. The results of the survey are shared with local authorities and other organisations to help them better understand the needs of the sector.

1.2 Methodology

APSE conducted an online survey of its member councils in September 2026.

Responses were received from authorities in Scotland, Wales, Northern Ireland and England. All types of authorities were represented: Unitary, County, District/Borough and London Boroughs.

1.3 Three main takeaways

Fuel pressures

The unprecedented sudden spike in fuel prices has had a significant effect on council budgets. This was outlined in [greater detail in a separate survey APSE undertook in May 2026](#), but in September at the time of this general State of the Market Survey, it remains a critical issue with no sign of prices decreasing. A knock-on effect has been a subsequent increase in HVO fuel cost too, a growing alternative to conventional fossil fuels, but the increased demand for a relatively limited resource has meant those using or switching to HVOs are also facing increased costs just as the price of diesel has skyrocketed. There is a recognition of the need to switch to electric vehicles, but it is not an overnight solution as authorities must put in the necessary infrastructure first, from depot space to grid capacity, which also comes at a cost.

Recruitment and retention – still a major issue with limited mitigations, on top of an ageing workforce

Local authorities continue to face significant challenges in competition with the private sector in terms of attracting the necessary skilled workers, especially technical staff, to maintain and drive fleet. The relatively low rate of pay compared to the private sector is the overwhelming limiting factor and reason given for recruitment struggles. Others highlight council recruitment practices, that tend to be a little slower than external recruitment practices, and a lack of suitably qualified staff that are available and seeking work, as reasons for failure to attract enough applications.

Some authorities have looked at increased benefits and pay packages, where possible, but budgets are limited and councils are ever mindful of job evaluation and equal pay challenges. Work is going into job-related training, career progression and succession planning, as a means to better retain the staff already in post. The proportion of those struggling to retain operatives notably decreased this year, signifying some progress in this area or through the use of apprenticeships, which are used by the vast majority of authorities that responded. However, the average age of the workforce continues to increase, with this year's figure being 47 years, four up from last year.

The transition of fleet away from fossil fuels is still on the agenda, but diesel remains the norm

Diesel continues to dominate the local authority fleet sector, but there has been continued growth in the use of HVO fuel, and the growth in HVOs was at a greater rate than that of electric, however electric vehicles are still the second-most popular type used in some way by local authorities with 90% having at least one electric vehicle. More authorities are implementing direct charging at their own depots or at home where applicable for workers able to take vehicles home, both of which were key growth areas, as is the use of salary sacrifice schemes. Grid capacity inevitably remains a limiting factor in terms of making depots suitable for significant numbers of EV charging, with most authorities still looking at a 'long term plan' for additional supply capacity. The budget constraints, not helped by the increase in fuel prices, has potentially inadvertently led to further delay or a slow in progress towards further electrification of fleet.



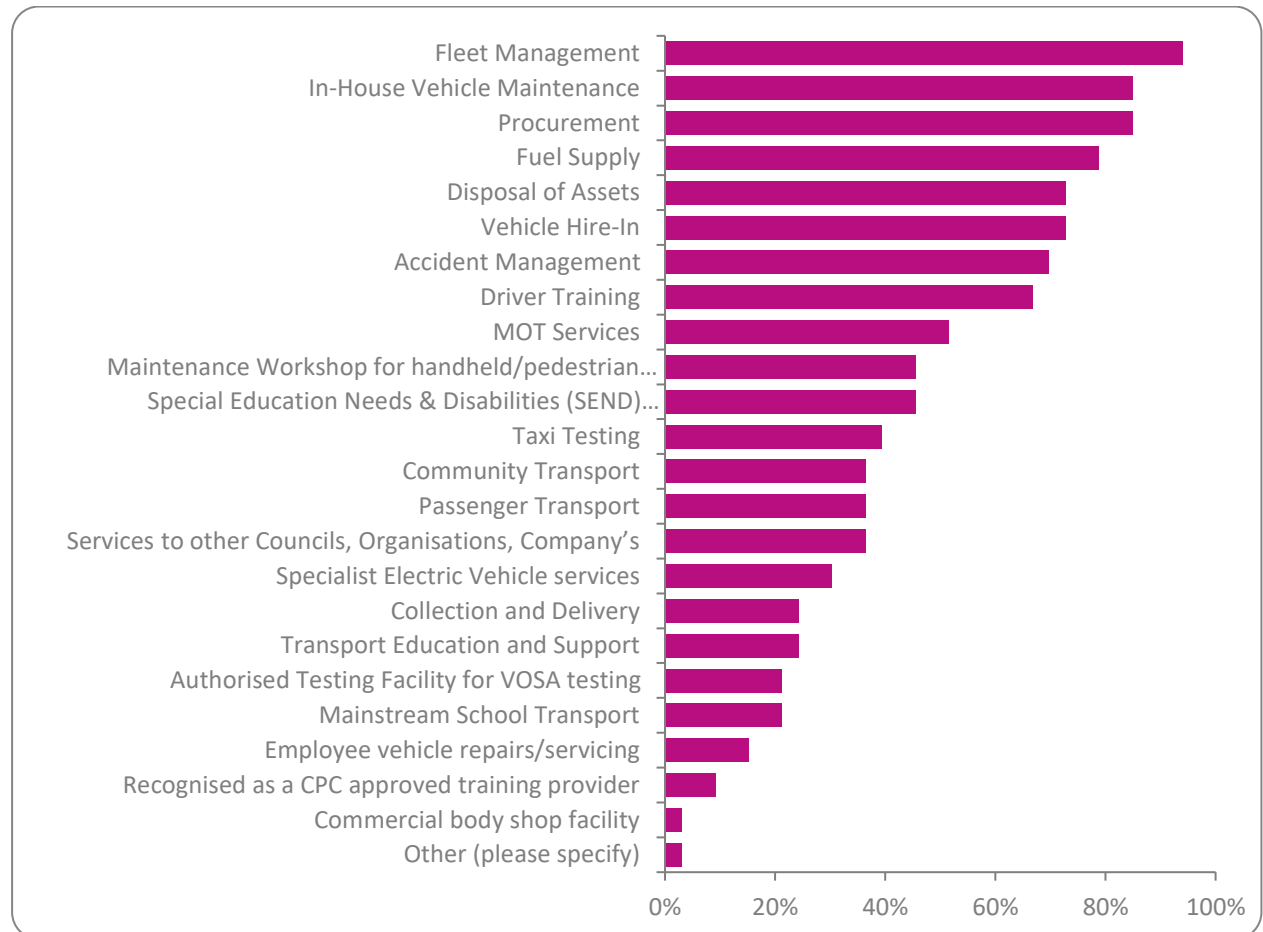
Out of the loop with your council peers? APSE can help...

All APSE members can sign up to APSE's Transport and Vehicle Maintenance Network. This online network provides regular meetings across the year, with expert speakers from across local government and the wider Transport sector. The network is your chance to talk about the latest legislation, technology and best practice with your peers in local government. Be sure to sign up for the network [using this link](#).

2 What do the results tell us?

2.1 Services

Q3: Which of the following services does your Transport section provide?
(Please tick all that apply)



The top five most common areas of service provision by the local authorities who responded were:

- Fleet Management (94%)
- In-house Vehicle Maintenance (85%)
- Procurement (85%)
- Fuel Supply (79%)
- Disposal of Assets (73%)

The one 'Other' response received referred to 'In-house Graphics, Livery and Signs'



New to Transport? Need a refresher? APSE can help...

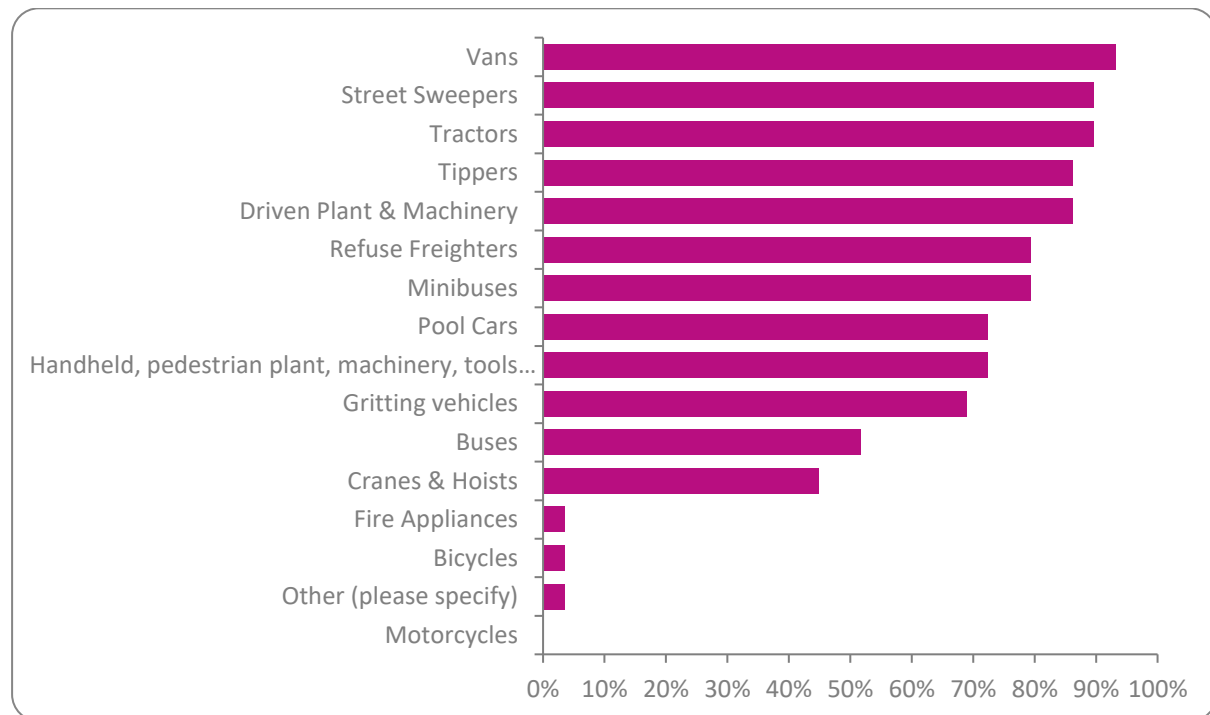
APSE has a range of Training courses to suit you.

These include:

- [Principles of Fleet Management](#)
- [Supervisory Skills for Team Leaders in Frontline Services \(CPD\)](#)
- [Advanced Contract Management \(CPD\)](#)
- [Health & Safety - Working on Highways and Verges \(CPD\)](#)
- [Managing Abandoned and Nuisance Vehicles for Councils](#)

2.2 Vehicles

Q4: Which types of vehicle/plant/equipment do you maintain?(Tick all that apply)

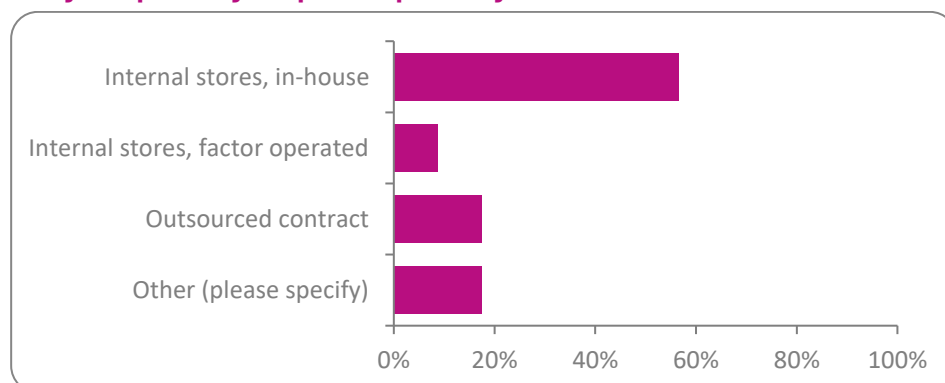


The top five most common vehicle types maintained by respondents were:

- Vans (93%)
- Street sweepers (90%)
- Tractors (90%)
- Tippers (86%)
- Driven Plant and Machinery (86%)

Those vehicles with lower percentages are not to say that authorities do not own any of those vehicles, rather that the respondent's team (i.e. transport/fleet) may not be responsible for maintaining them. In other cases, such as refuse freighters or buses, it may be that the authority (such as a county council or district council, respectively) may not be responsible for such vehicles as it is not in their remit (e.g. a County Council would not normally be responsible for waste collection or a District Council for buses).

Q45: How do you operate your parts/spares system?



The majority of respondents continue to use an in-house internal stores system for their spare parts.

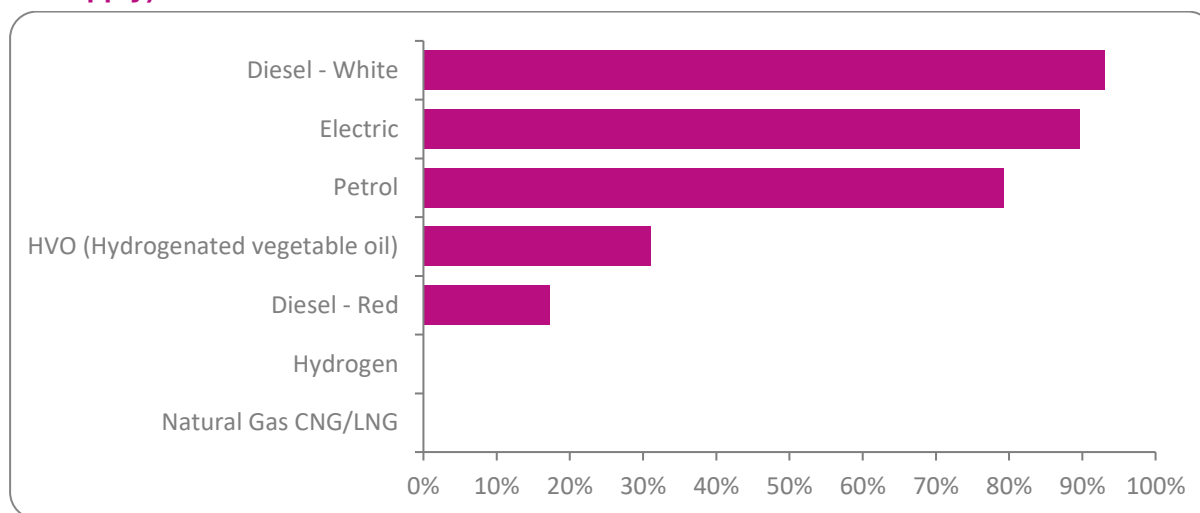


Facing reorganisation? APSE can help...

With councils merging services, there will be a need to review property and asset bases, look at depot rationalisation or repurposing sites, and ensure services are fit for purpose and are run with optimal efficiency. The APSE network can support your local authority grounds maintenance service through reorganisation – visit our [Local Government Reform Support Hub](#) for more information. This hub is also open to those local authorities in Scotland where a further reform of local government is now being considered.

2.3 Fuels

Q5 Which of the following fuels do you currently use for fleet and plant? (Please tick all that apply)



White diesel remains the most popular fuel amongst respondents (93%), but also the vast majority of respondents (90%) are now using electric for at least some of their fleet. 31% are using HVOs.

For this question it is interesting to compare the change from last year, to assess the progress towards electrification and decarbonisation. The table below summarises the changes.

5% ▲

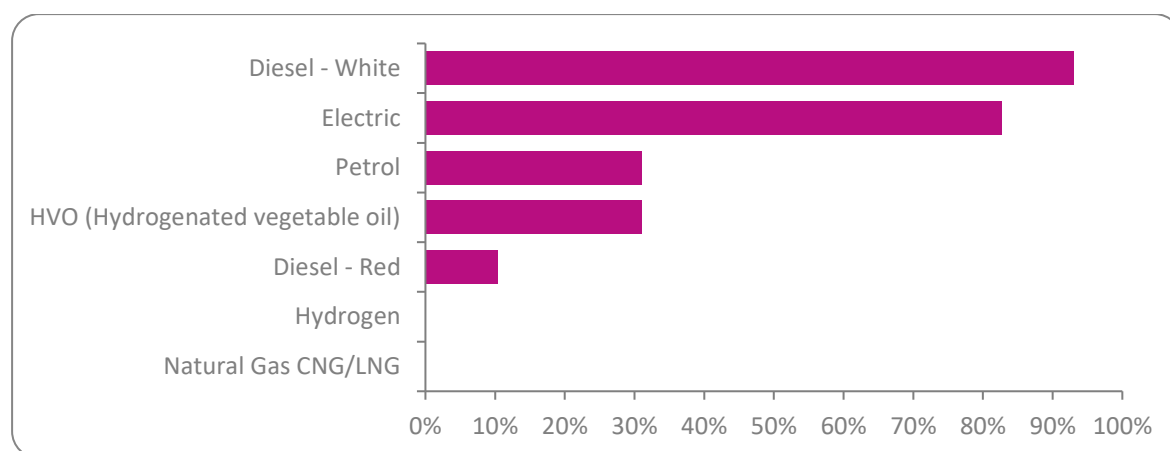
*Increase in HVO
usage compared to
2025.*

Summary of changes from last year:

Fuel type	2026	2025	Change
Diesel - White	93.10%	94.29%	-1.19%
Electric	89.66%	88.57%	+1.09%
Petrol	79.31%	74.29%	+5.02%
HVO (Hydrogenated vegetable oil)	31.03%	25.71%	+5.32%
Diesel - Red	17.24%	11.43%	+5.81%
Hydrogen	0.00%	0.00%	0.00%
Natural Gas CNG/LNG	0.00%	0.00%	0.00%

There was a small decrease in the use of white diesel, but the proportion of those using electric, petrol and HVOs all increased. The increase in Red diesel is based on a small sample size (4 responses to 5) so is not significant.

Q6 Which of the following fuels do you currently dispense directly?



This question asked what fuel types are dispensed directly by local authorities and in line with the previous question white diesel remains the most common with 93%. Electric vehicle charging is now provided by 83% of respondents, whereas the number of authorities providing petrol directly is significantly lower than those using petrol vehicles, suggesting that petrol vehicles may be refilled at public petrol stations using fuel cards, etc. The proportion of HVO dispensation matches the HVO percentage to Q5 exactly which is not surprising as HVOs are not commonplace at public forecourts.

Trend:

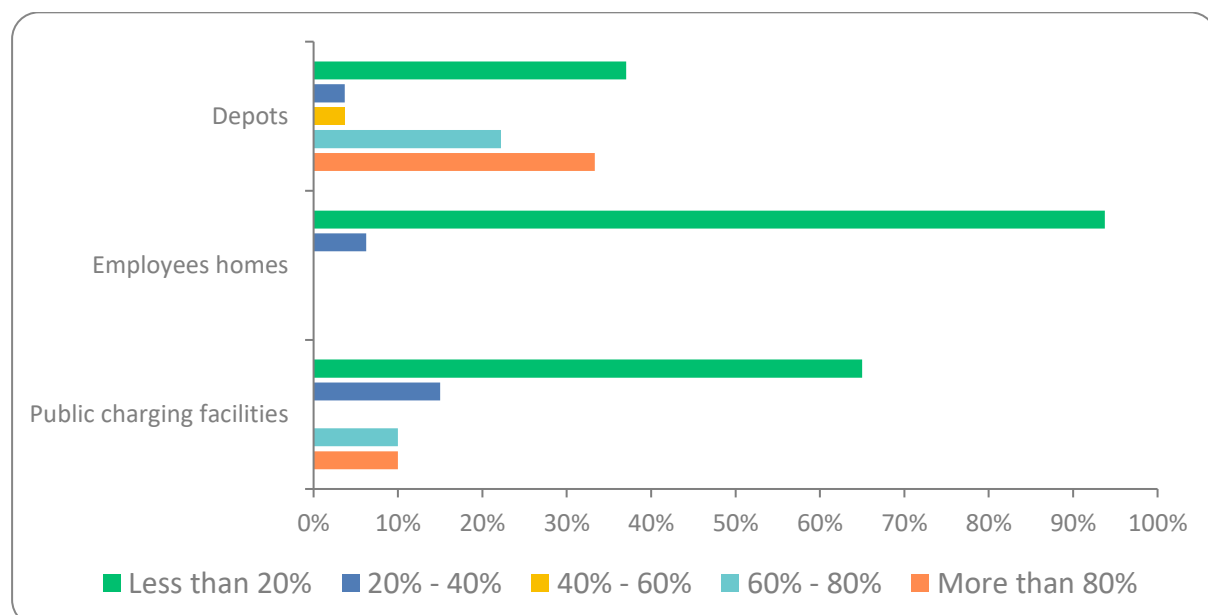
Fuel type	2026	2025	Change
Diesel - White	93.10%	94.29%	-1.19%
Electric	82.76%	68.57%	14.19%
Petrol	31.03%	28.57%	2.46%
HVO (Hydrogenated vegetable oil)	31.03%	22.86%	8.17%
Diesel - Red	10.34%	14.29%	-3.95%
Hydrogen	0.00%	0.00%	0.00%
Natural Gas CNG/LNG	0.00%	0.00%	0.00%

14% ▲

Increase in direct provision of electric charging by LAs

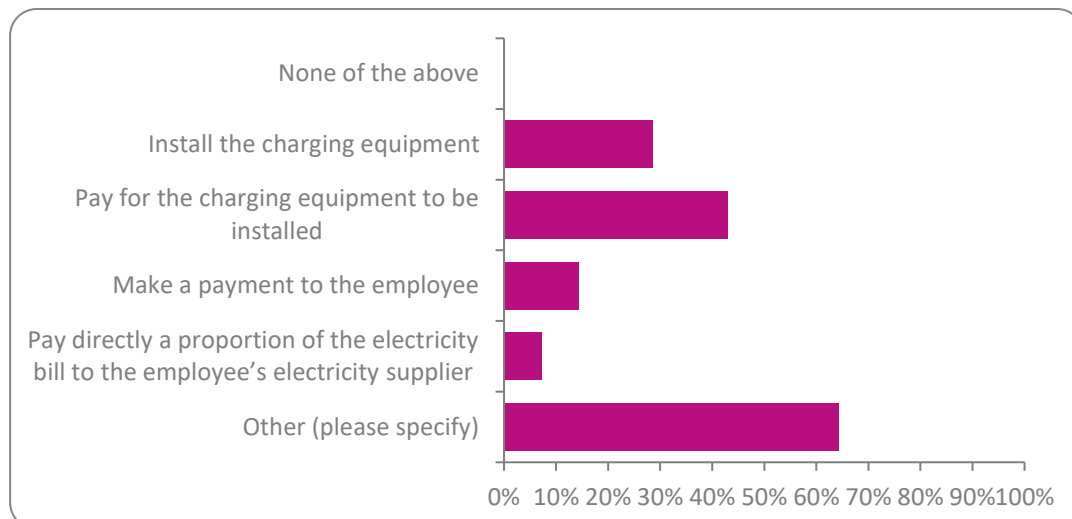
Similarly to Q5, we are interested in the trend towards electric vehicles and in this case charging infrastructure. The trend from last year shows a significant increase in the proportion of respondents directly delivering electric vehicle charging, as opposed to reliance on public/home charging.

Q7 What percentage of electric vehicle recharging takes place in...



In this question, we asked about the different proportion of EV charging that takes place based on location. There was little change from last year in this question.

Q8: If vehicles are charged at an employee's home, does the council... (tick all that apply)



A growing proportion of respondents are now paying for home charging equipment for employees where they do take vehicles home (42% compared to 23% last year) and likewise for direct installation of charging equipment (28%, double last year's figure of 14%).

The 'Other' responses are simply N/A responses from those who do not offer home charging.

Q9 Briefly describe the current situation with regards to the fuel prices since the Middle East conflict earlier this year?

This was an open-ended question inviting respondents to briefly outline the situation with fuel price increases since the Middle East conflict at the beginning of 2026.

The vast majority of responses stated that fuel prices remained high or continued to increase over the year.

Some key responses that emphasised the impact on budgets:

*"Fuel prices have remained consistently high, **have risen sharply** in the last few weeks again and is having a significant impact on budgets."*

*"The current situation is very difficult when managing budgets; **you can't make predictions on what the increases to fuel prices will be**, and bringing in EVs is not a quick process."*

*"Fuel spend increased **from £2.8m to £3.2m**"*

*"We are experiencing high fuel costs but we have **no plans** to change fuel type"*

A significant minority of responses highlighted the effect on and the council's approach to the transition to alternative fuels including HVOs:

*"Fuel prices remain elevated and volatile following the escalation of conflict in the Middle East earlier this year, creating significant pressure on fleet operating budgets. While prices have eased slightly from peak levels, fuel costs remain substantially above historic norms. At the same time, the **transition from conventional diesel to HVO has increased** annual fuel expenditure by approximately £400,000. Despite this additional cost, **HVO continues to be used as a transitional decarbonisation solution**, supporting carbon reduction objectives while the fleet progressively moves towards suitable zero-emission alternatives where operationally viable."*

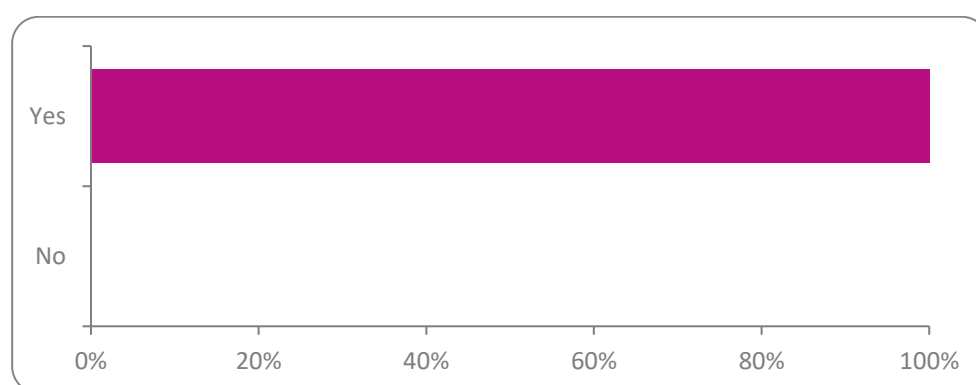
*"**Switched to HVO for all fleet** owned diesel vehicles with a small tank of ULSD used for hired vehicles. HVO pricing is a set price above diesel, so **increased diesel prices affect HVO as well**. Fuel price increases are having a significant effect on budgets. We have swapped most of our small vans for electric and maxed out grid capacity at most depots. Significant investment required to electrify the fleet further. a new Depot will be required to maintain compliance with fire safety."*

*"Fuel prices are still high/significant impact on budgets **we are switching more to HVO's / electric.**"*

Further reading: Earlier this year, APSE conducted a dedicated survey on this issue, and you can read the results in our [**Fuelling Concerns report here**](#).

2.4 Technologies

Q10: Do you utilise Vehicle Tracking Systems?

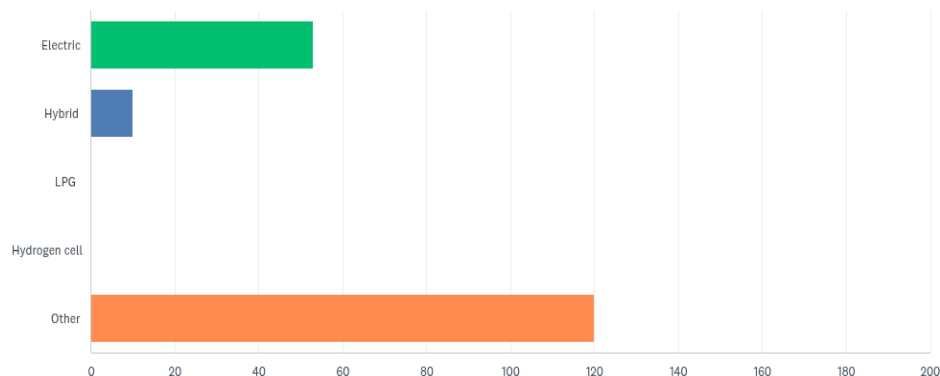


All respondents now use some form of Vehicle Tracking System. A secondary question asked for the proportion of fleet covered by such system and 100% was the most common response with the lowest being 50% coverage.

Q11 How many vehicles are fitted with video recording systems?

This was an open-ended question asking respondents to give a figure. A wide range of responses were received from 0 to 400. The average figure was 40. Two respondents gave percentage figures instead, at 50% and 60%.

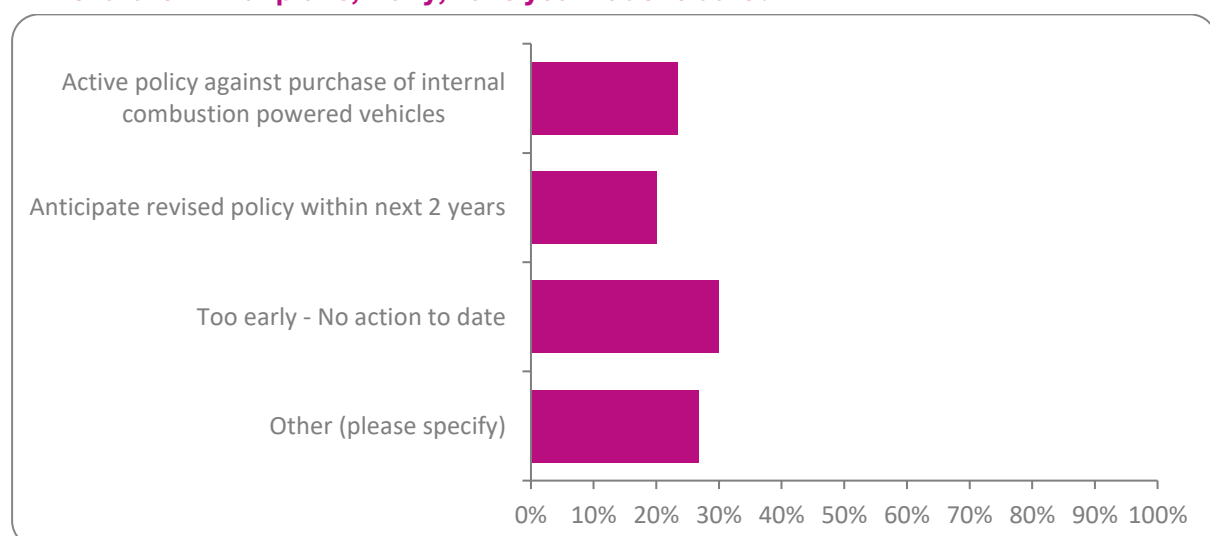
Q12 Do you own any electric or alternatively fuelled vehicles?(Please give the number of each)



This question asked for the number of electric/alternatively fuelled vehicles owned. The average number of EVs owned was 53 and 10 for hybrids. The high number of 'others' in the presumably includes ICE vehicles that accept HVOs, as a growing 'alternative fuel' to diesel. This was as a result of two authorities giving an 'other' figure of 220 and 380 vehicles (hence an 'average' of 120).

The range of number of EVs was from 0 to 222 and hybrids from 0 to 36.

Q13 The Government plans to end the sale of conventional petrol and diesel cars & vans in the future. What plans, if any, have you made to date?



The responses were fairly evenly spread out but with 'Too early – no action to date' being the most common at 30%. The 'Other' responses generally indicated a willingness to shift to EVs but not a hardline

policy as a result of the government's target. Some highlighted the cost pressures as indicated earlier in the fuel question.

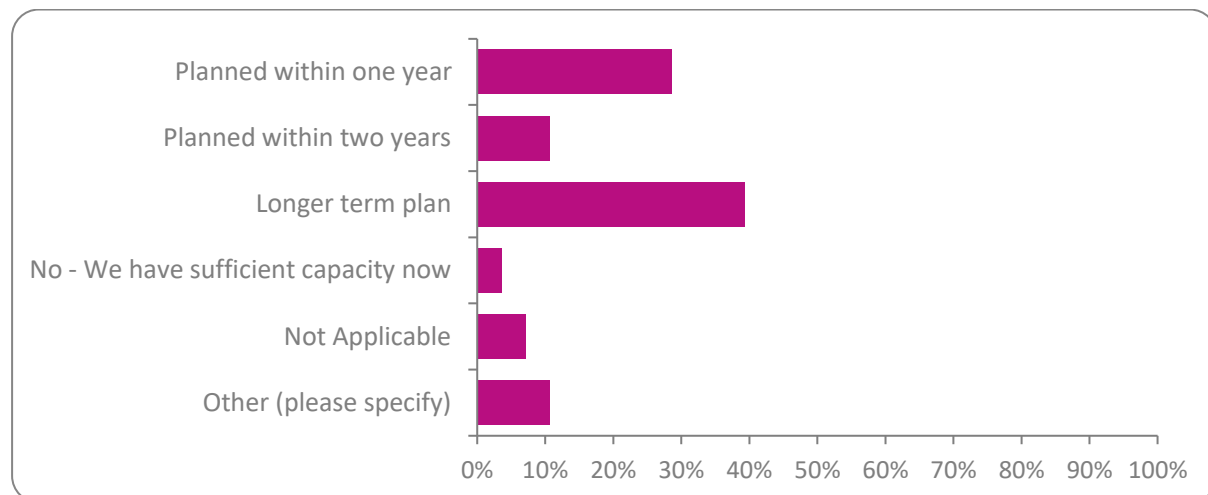
*"Policy is to **always** purchase EV where possible and operationally / financially viable"*

*"Policy agreed but on hold due to **budget restraints.**"*

*"Due to the varied vehicles in our Fleet the general rule is to change ICE with E where there is a sustainable route to market. Specialist vehicles need to align to developing technology and how this moves to E will need to be reviewed **on a case by case scenario**"*

*"in principle would look to procure EVs when vehicles come up for replacement, particularly light vehicles, but **still cost and infrastructure dependent**"*

Q14 Are you adding additional electrical supply capacity to charge Electric Vehicles?



The most common response remains a 'Longer term plan' though the proportion of those responding 'within one year' increased significantly from 12% to 28%, signifying a greater shift to increase the grid capacity necessary to support a more electrified fleet.

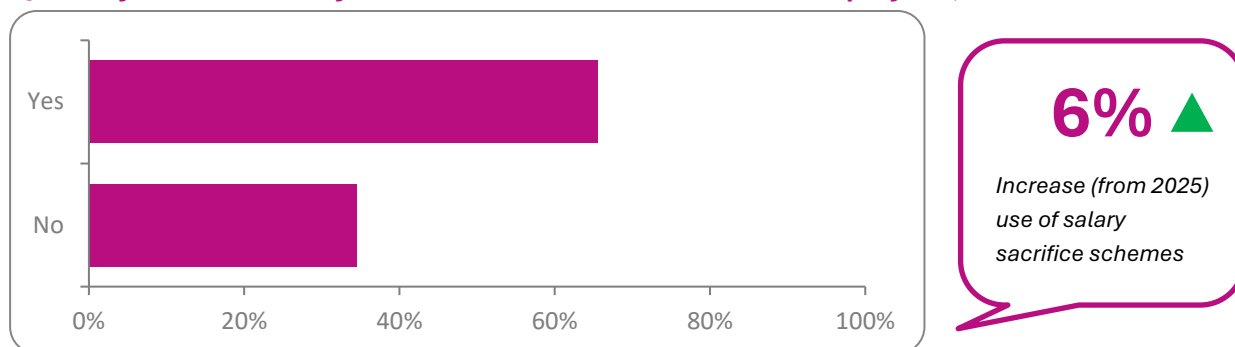
The three 'Other' responses provided an interesting insight into the various challenges faced:

"Depot is too small to charge the fleet safely"

"On hold due to capital restraints."

"Charging points from BP are only 3 years old and very unreliable, out of 8 charging stations only 2 work, down time have been in access of 3 months."

Q15 Do you offer a salary sacrifice scheme for vehicles for employees, or similar?

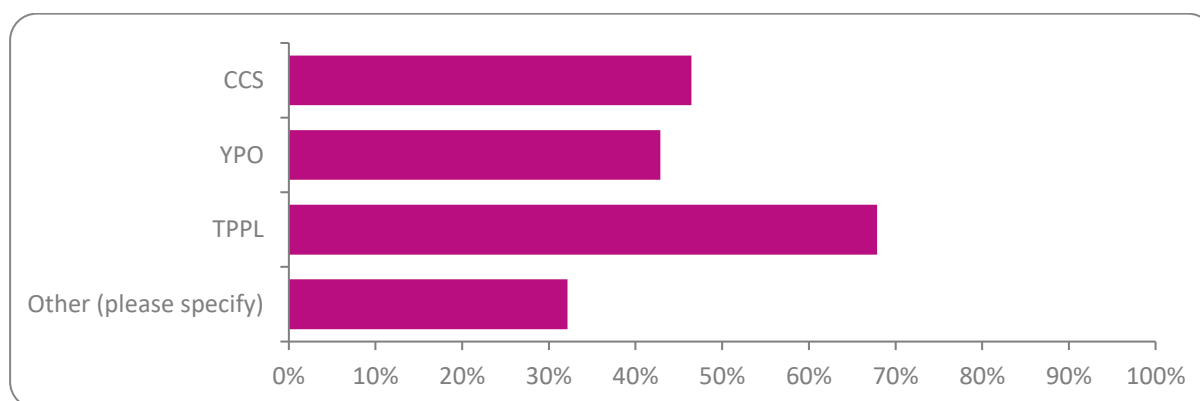


One way councils are reducing their own emissions and supporting employees with the transition is through salary sacrifice schemes to access electric vehicles. The proportion of respondents using such schemes **increased to 65%** from 59% last year.

Q16: How many Pool cars do you operate for internal use?

In this open question, responses ranged from 0 to 114, with an **average of 15** pool cars in use.

Q17: Do you use a Vehicle Procurement Framework?(Please tick all that apply)



In contrast to last year where the responses were evenly spread, this year, TPPL's share increased from 57% in 2025 to **68%** this year, resulting in a small decline in the other frameworks compared to last year.

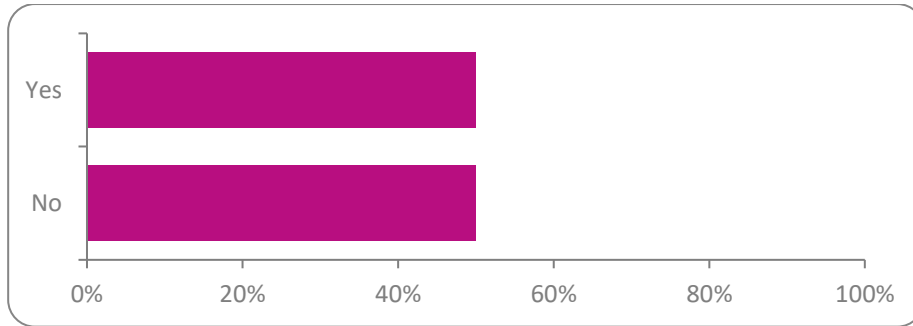
The 'Other' responses included:

- Scotland Excel (2)
- Halton Housing (2)
- And one each for ESPO, SXL, WGEV, WGCD, Sell2Wales/Bravo Solutions, Link Group

2.5 Workforce Matters

2.5.1 Policies

Q18: Do you have a drugs and alcohol testing policy?

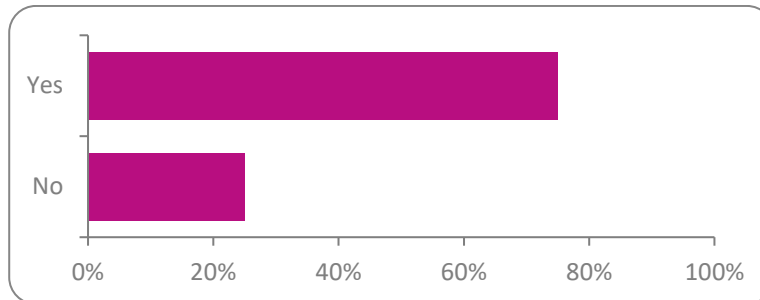


Similar to last year, responses were split evenly in half.

Q19 Do you operate a Driving Licence policy: This includes driver licence checking of different drivers i.e. casual, fleet non-HGV and fleet HGV. It may also cover driving for work in your own vehicle.

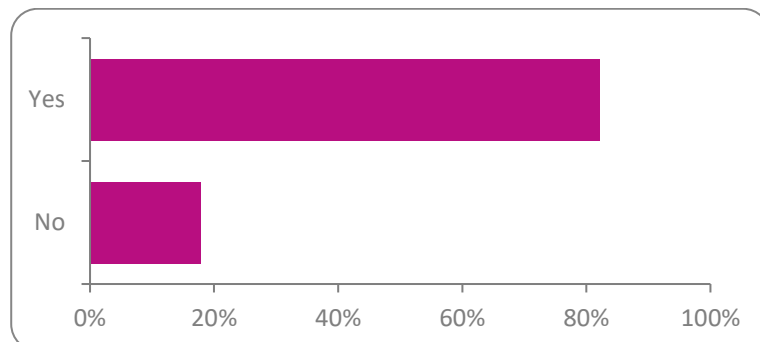
100% of respondents answered yes to this question.

Q20: Do you have a documented road risk policy?



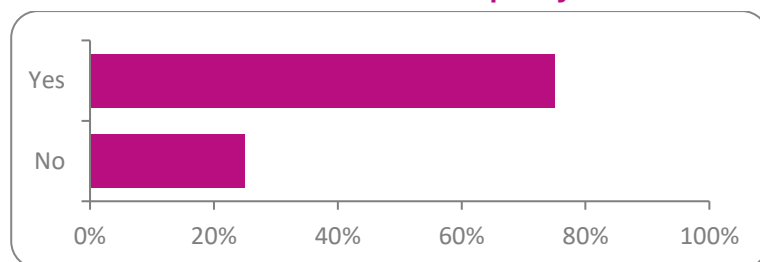
75% of respondents have a documented road risk policy, similar to last year.

Q21: Do you have a documented corporate transport policy?



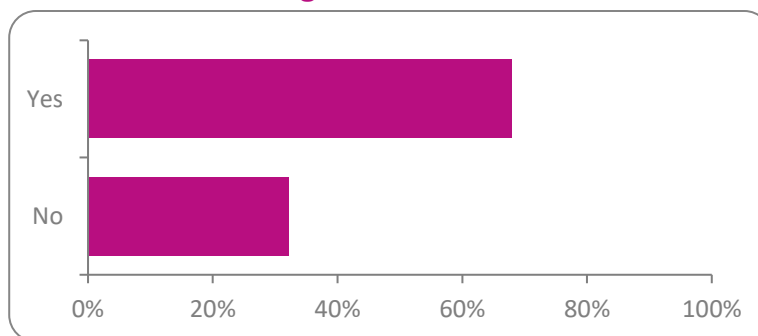
There was a 12% increase in those who have a documented corporate transport policy, from 70% to 82%.

Q22: Do you have a documented driver assessment policy?



This was similar to last year.

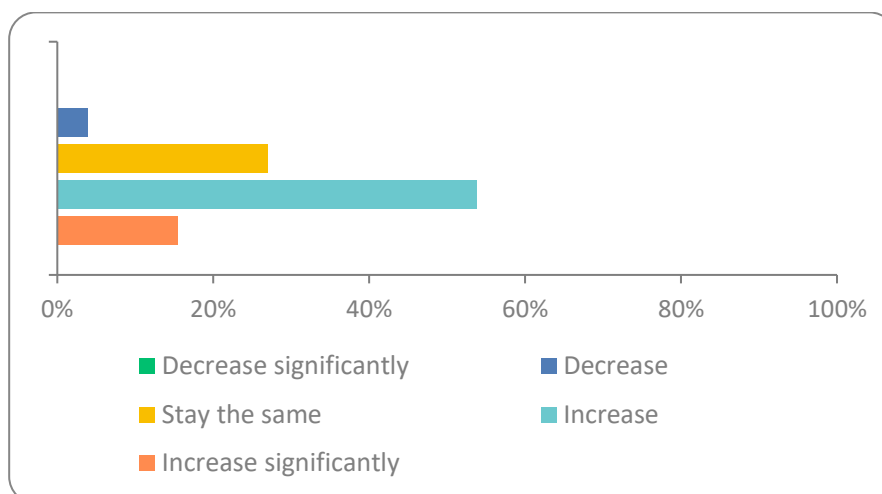
Q23: Do you deliver CPC driver training?



There was a decline from 80% in 2025 to 67% in those delivering CPC driver training. The reasons for this are unclear.

2.5.2 Workload

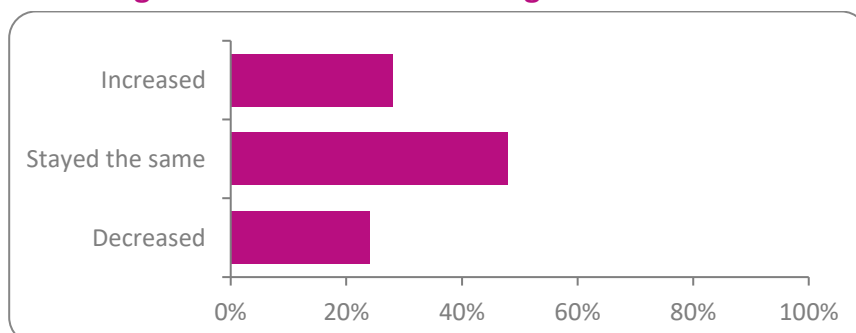
Q25 How do you expect the workload of the transport section to change over the next 12 months?



The most common response was an increase in workload, with some expecting a significant increase and others staying the same.

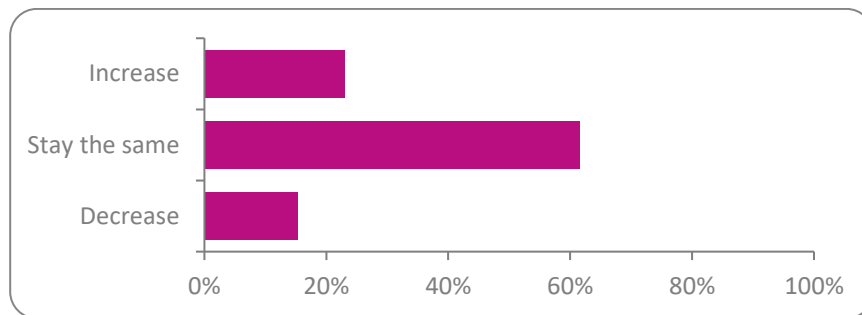
2.6 Budgets

Q26: How has the budget for the Fleet service changed from the last financial year?



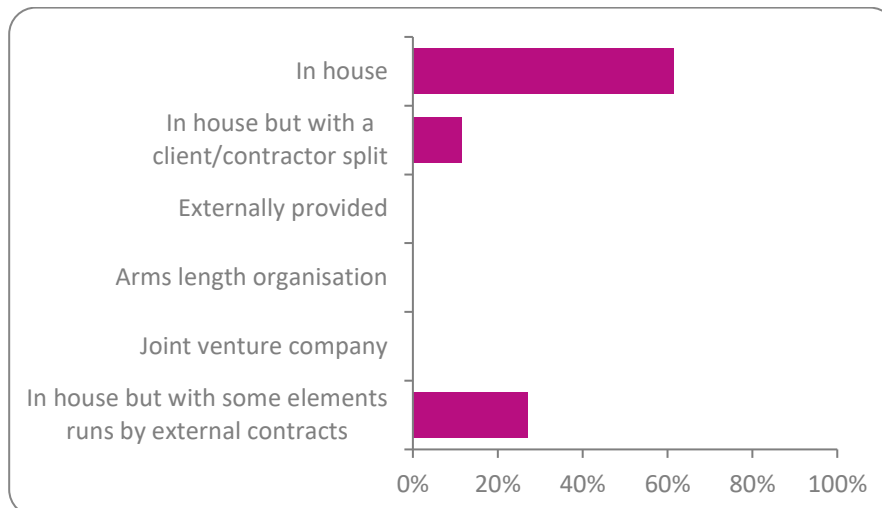
Broadly similar to 2025's responses, most found their fleet service budget to stay the same compared to the previous financial year.

Q28: How do you expect the budget for the Fleet service to change when allocated for the next financial year?



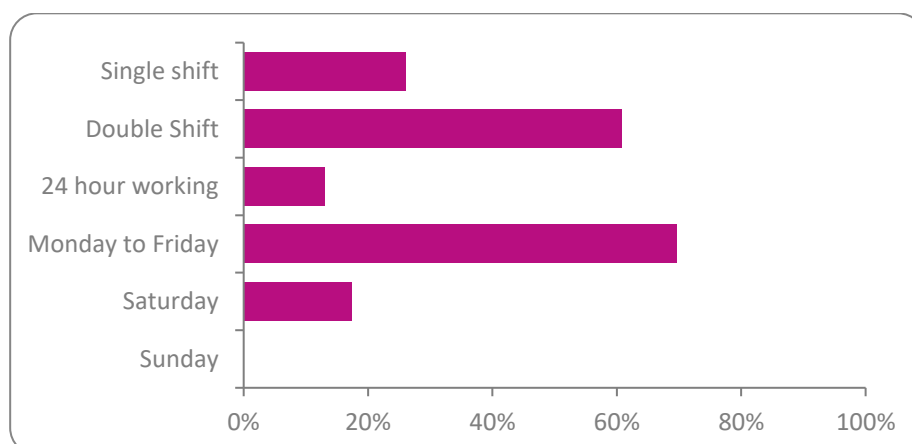
Similarly, they expect their budget to stay the same for the forthcoming financial year.

Q29: How are your Fleet services currently delivered?



Most respondents use an in-house service for fleet, with a minority using mixed models. In a follow-up question (Q30), 96% of those who use an in-house service would remain so going forward.

Q31: Do you operate a shift system for the maintenance garage?

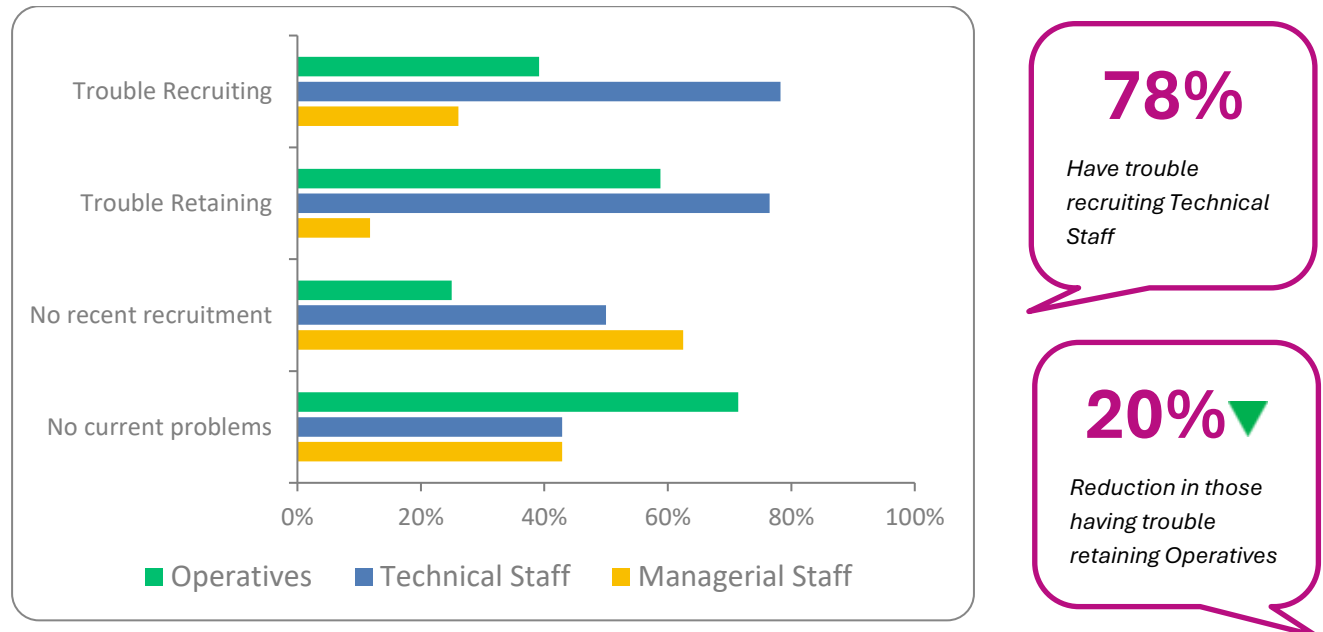


A double shift, Monday-Friday working pattern remains the most common shift system in maintenance,

though there has been an increase (7%) in those using double shift and therefore a decrease (13%) in single shift.

2.7 Recruitment and retention

Q31: Are you having trouble recruiting or retaining staff? (over the past 12 months)



Respondents continue to report that they have trouble recruiting and retaining Technical Staff, broadly in line with last year. Where there has been significant change is a decrease in those responding ‘trouble retaining operatives’ which has decreased from 58% to 38%.

Q32: Please briefly describe the issues (if any) you are facing with recruitment/retention

The following two open-ended qualitative questions invited respondents to state in their own words the situation around recruitment/retention in their authority.

The majority of comments (53% of those who gave comments) related to low pay of workers meaning they are struggling to attract skilled staff, budget restraints affecting pay, and the inability to compete with the private sector on pay. Some also mentioned the rigid grading/salary structure and ‘red tape’ as another hindrance. There were also mentions of an aging workforce as an issue and lack of qualified/skilled staff available.

“Pay is not in line with market expectations so take up in applicants are very low. Even though this has been fed back, budget constraints remain a challenge in the area.”

“Private sector pay for Mechanics has overtaken Public Sector pay considerably.”

“Lack of qualifications, we currently upskill maintenance staff where necessary..”

“We find that we do not offer an attractive enough salary to recruit time served mechanics and at times bus drivers, the main reason for this is our grading system...”

Q34: Are there any positive steps you have taken or are aware of that have improved recruitment and retention, any examples of good practice

Given the overwhelming feeling around recruitment and retention continuing to be a struggle, this new question for this year invited authorities to share where they may be mitigating these as a way to capture any progress and best practice that may be of benefit.

Some respondents did manage to increase pay or re-evaluating salary scales, with some mentions of a market rate supplement:

"Improved benefits and recently gave Mechanics a salary uplift"
"Pay raise and training packages"
"Regrade, market supplement, tool allowance, agencies, local advertisement"

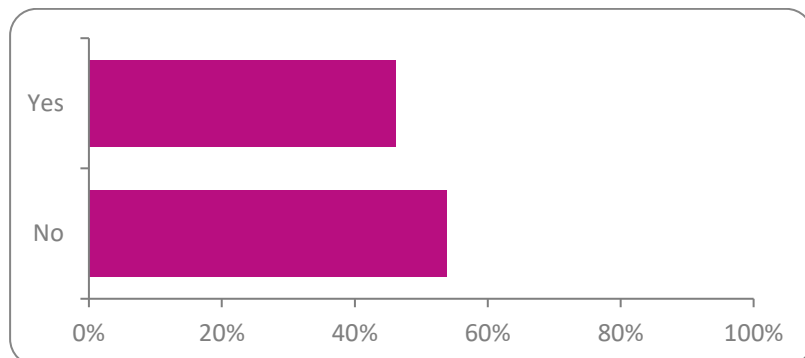
Others focused on training, career development and succession planning as a means to better retain people:

"We have successfully introduced a master tech position which requires the candidate to hold a suitable qualification such as IRTEC which enables us to offer a higher salary, we have also run recruitment open days which proved successful and now have agreement to have a rolling advert for mechanics"

"Moved from red book to green book which has eliminated the reliance on MRS (Market Rate Supplement). Moving to bringing in Apprentice Technicians."

"Encouraging job related training and promotion of training opportunities where relevant."
"Recruiting for light vehicle mechanics with at least 5 years experience and training them up"

Q35: Do you personally feel staff absence levels are at an acceptable level?



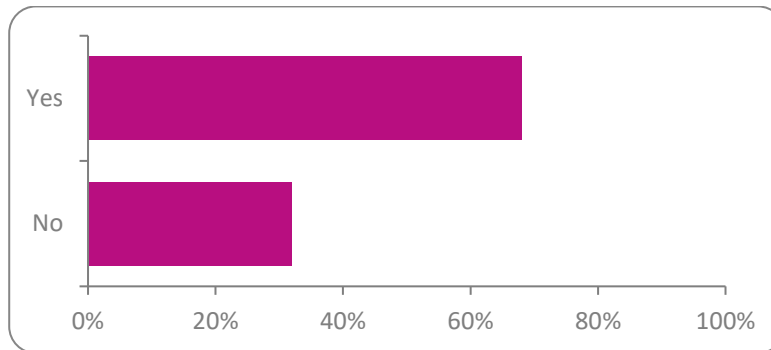
53%

*Find staff absences are now at an **unacceptable** level, up from 27% last year*

There was a worrying and significant increase in the proportion of respondents feeling staff absences are now at an unacceptable level, at 53% a **majority** stating 'No', up from 27% last year.

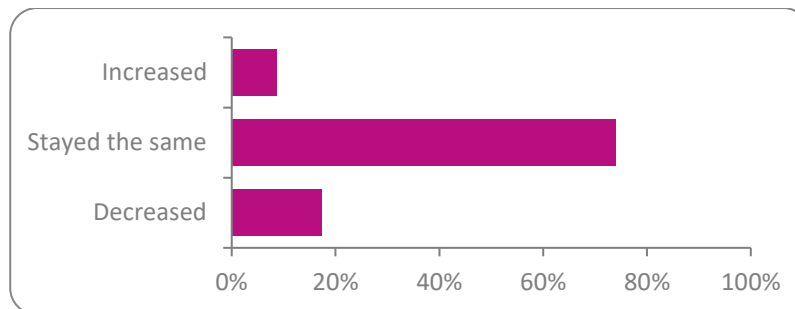
Comments included that this was a general issue across their organisation/the industry/ the general workforce. Staff absence can impact on service costs with for example absences in SEND transport provision creating a reliance on taxi services. That being said APSE's research on workforce matters indicates that many employers are reporting an increase in sickness absence due to employee waiting times for treatment on NHS waiting lists which appears to be having an economy wide impact on sickness absence.

Q36: Do you run an apprenticeship scheme?



The majority of respondents run an apprenticeship scheme. A follow-up question asked how many apprentices they have on a scheme, the average was 2.

Q37: What has happened to your Fleet maintenance training budget over the past 12 months?



The vast majority of respondents continue to report that their Training budget remains the same over the past 12 months but there was a concerning but unsurprising 14% increase in those who are reporting a decreased budget (3% in 2025 to 17% this year).

Q38: Approximately how many staff do you employ within fleet operations?

Average of all responses:

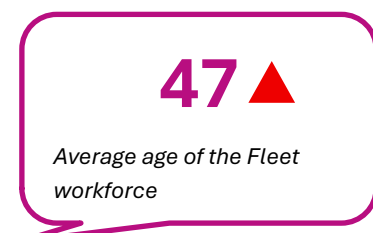
Maintenance Fitters	Technical/Supervisory/Administrative Support	Managerial	SEN Transport Admin. (excluding drivers/escorts)
13	8	3	3

Q39: What is the average age of your Fleet maintenance operational staff? (if known)

Average response: 47

Range: 35 – '50+'

The average age of the workforce continues to increase, with an average of 47, up four years from 2025 when it was 43.



Q40: What is the basic hourly rate of pay for your fitters?

Average response: £19.34

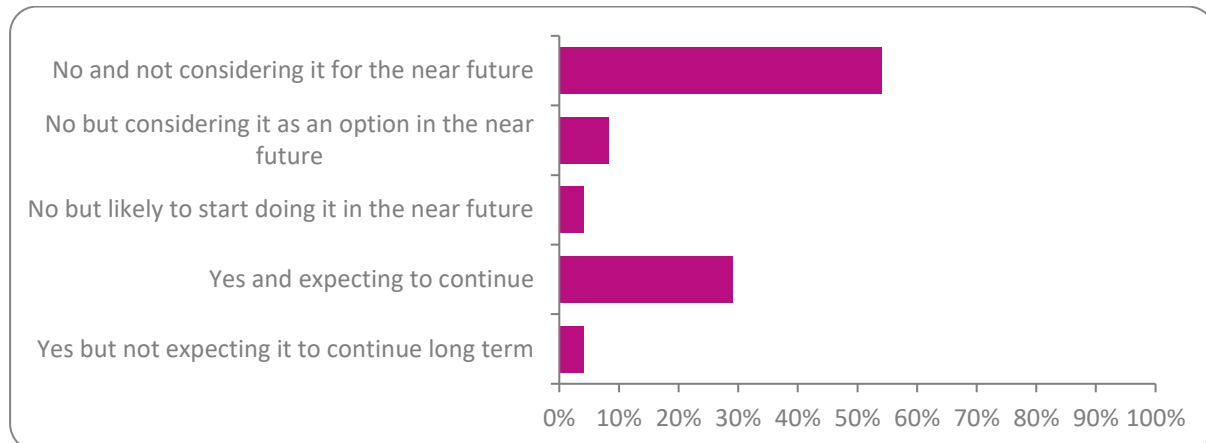
Range: £14.65 - £21.55

The average has increased by around £1, as last year the average hourly rate was £18.32. This will also reflect the NJC pay increases.

£19.34

Average hourly rate

Q41: Do you currently sell your services to organisations external to the council?



The majority of respondents this year (54%) are not considering selling services externally, significantly down from last year when it was 34%. In 2025, most respondents answered 'yes and expecting to continue' (41%) which has declined to 29% this year.

Of those who answered 'Yes', in Q42, 100% of them use 'Simple Charging Mechanisms' to sell their services.

2.8 A look to the future

Q43: Where do you see growth areas for the service over the next 12 months?

The most common responses were around MOT testing, taxi and private hire testing and workshop facilities for third parties. Some mentioned staff training and compliance.

Others highlighted specific service changes, trends and innovations in their area:

"Food waste will bring more work to the VMU as the fleet grows. At the very least we need two more qualified engineers, which will be challenging under our budget constraints. "

"having re-established our replacement programme we anticipate a considerable number of new vehicles coming into service over this period which will increase PDI's, telematics install/de-fits an return condition repairs."

"More data led, joint opportunities with neighbouring authorities, decarbonisation, realignment of vehicle purchasing lifecycles."

Q44: Where do you see areas where work may decrease over the next 12 months?

'No Change' was the most common response, but some themes of those who anticipated decreases were in external work, outsourcing. The expected decrease in external work in these authorities is linked to low workforce numbers:

"It will be our external work streams which does bring a revenue stream into our council, but our fleet will be a priority, so with low workforce numbers, our external revenue may take a hit."

Others highlighted the use of newer vehicles meaning less unplanned or significant maintenance:

"hopefully with the procurement of new vehicles we will see a reduction in larger repair jobs such as gear boxes, DPF's etc"

"Unplanned maintenance due to replacing vehicles at the optimum replacement time. Reducing reliance on long term hires."



Sick of your team's absence levels? APSE can help...

APSE Performance Networks is the largest voluntary public sector benchmarking service across the UK. As standard for all our benchmarking services – including grounds maintenance – we provide data on staff absences and productivity. By comparing with other UK councils, APSE Performance Network provides intelligence which can be used for internal reporting, informing priorities and budgeting, as well as highlighting areas of improvement over time. For more information about how your Transport team can benchmark against others – and secure big improvements in cost, quality, productivity and performance – [click here](#).

APSE Comment

This year's survey highlights all the challenges faced by local authority transport teams who are working hard to keep their fleet moving, integral in delivering essential services from waste and recycling collection to parks and grounds maintenance, housing maintenance and passenger transport including SEND.

The challenges around competing with the private sector for the same skilled workforce remain significant, with local authorities simply unable to match the higher pay in the private sector. Some innovations such as attractive training, development and progression packages, have been identified as possible mitigations. Further work and especially succession planning is needed in order to prevent a future crisis in recruitment and retention as the ageing workforce retires; this will also mean upskilling other staff ready to step into emerging vacancies.

When it comes to recruitment, there are many benefits of working for local authorities compared to the private sector, and many councils have adopted creative advertising and recruitment techniques to better sell these benefits to prospective recruits.

On the transition away from fossil fuels, progress is being made, but we have seen authorities are turning to HVO fuels increasingly as a 'stop-gap' as an alternative to diesel to reduce their emissions, while they await the necessary grid capacity and depot upgrades required to sustain a more significant electric fleet.

However, budget pressures, not helped by the Middle East situation and global increase in diesel prices, have had an impact on councils' ambition to go further, leading to a 'chicken and egg' scenario – increased fuel prices (including HVO prices), further eating into budgets that would be better deployed in planning for towards a green fleet transition.

Local authority fleet and transport professionals should therefore make the most of opportunities to gather and share best practice, good news and wins, no matter how big or small, from their areas through the APSE network and events, and join our network to discuss these critical issues. APSE is the only network dedicated purely to local authorities that is open to all staff including transport and fleet professionals and the ideal place to ask queries, join webinars and seminars to network with fellow local authority transport and fleet officers.

2.9 How can APSE help?

All APSE members can sign up to APSE's Transport and Vehicle Network, which is an online network providing several webinars and in-person events across the year, with expert speakers from across local government and the wider Transport sector. You can sign up to the network using [this link](#).

Training

APSE Training has also designed several special interactive online course for Transport professionals:

1. **Principles of Fleet Management (CPD).** Our one-day training provides a comprehensive overview of fleet management, covering essential principles and practices for local authorities nationwide. Learners will also gain an understanding of budget setting and effective monitoring to ensure optimal fleet performance. This comprehensive four-unit course explains how to manage the lifecycle of vehicles, as well as financial evaluation techniques to help identify the best option when comparing alternative fuel types to conventional models. Through a series of practical exercises and facilitated group discussion, learners will gain knowledge of alternative approaches to review fleet vehicle and management options, to arrive at the best practical solutions for their requirements. You can book your place on the course [here](#).
2. **Health & Safety - Working on Highways and Verges (CPD).** APSE's popular course on Health & Safety on Highways and Verges was designed in response to network query requests from councils seeking guidance for roads, highways, street scene, and transport. In addition to new concerns and requirements, accidents to workers and road users on the highway regularly make headlines and attract investigation and enforcement action. These all place significant responsibilities on local authorities to ensure competence at all levels, and this course provides an opportunity for those managing or delivering these activities to step back from the pressures of their 'day job' and take an overview and an update on key issues, together with sharing experiences and good practice. You can book your place [here](#).

Benchmarking

APSE Performance Networks is the largest voluntary public sector benchmarking organisation in the UK. With over 200 authorities in membership, Performance Networks assists local councils by:

- Helping to set a clear baseline on which competitiveness, efficiency and value for money can be measured in a systematic manner.
- Identifying the impact of service changes and interventions for your own local authorities and for others.
- Assessing the quality, cost and competitiveness of the services that councils provide on a regular basis.
- Helping to report data in meaningful ways to both elected members and the public.
- Identifying direction of travel and pace of change with regard to service delivery.
- Identifying inefficiencies such as poor productivity and high cost.
- Supporting service improvement through process benchmarking and sharing best practice examples.

For more information about how your Transport service can benefit from Performance Networks membership, click [here](#).

Sign up for APSE membership to enjoy a whole range of benefits

APSE member authorities have access to a range of membership resources to assist in delivering council services. This includes our regular network meetings, 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 networks are an excellent forum for sharing ideas and discussing topical service issues with colleagues from other councils throughout the UK.

Networks are a free service included as part of your authority's membership of APSE and take place online, and in-person events end with an informal lunch to facilitate networking with peers in other councils. If you do not currently receive details about APSE Network meetings and would like to be added to our list of contacts for your service area please email enquiries@apse.org.uk.

Our national networks include:-

- FM and Building cleaning
- Catering (School Meals)
- Cemeteries and Crematoria
- Highways and Street Lighting
- Housing, Construction and Building Maintenance
- Local Authority Commercialisation, Income and Trading Network
- Local Government Reorganisation Network
- Parks, Horticulture and Grounds Maintenance
- Renewables and Climate Change
- Roads, highways and street lighting
- Sports and Leisure Management
- Vehicle Maintenance and Transport
- Waste Management, Recycling and Street Cleansing

Visit www.apse.org.uk for more details.



INVESTORS IN PEOPLE™
We invest in people Gold

Association for Public Service Excellence

3rd floor,

Trafford House,

Chester Road, Manchester M32 0RS.

telephone: 0161 772 1810

web: www.apse.org.uk