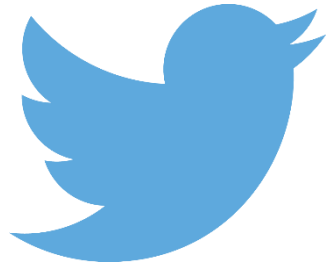




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State of the Market

Transport Seminar 2025

Bonni Jee

Principal Advisor



A bit about me...

- Started at APSE April 2025
- Principal Advisor for Waste and Recycling, Highways and Transport
- Background in waste, recycling, and environment
- Previous roles at Mott MacDonald and Kirklees Council
- Passionate about fleet decarbonisation and EVs, and always willing to learn!



Quick overview

Transport &
Vehicle
Maintenance
Survey

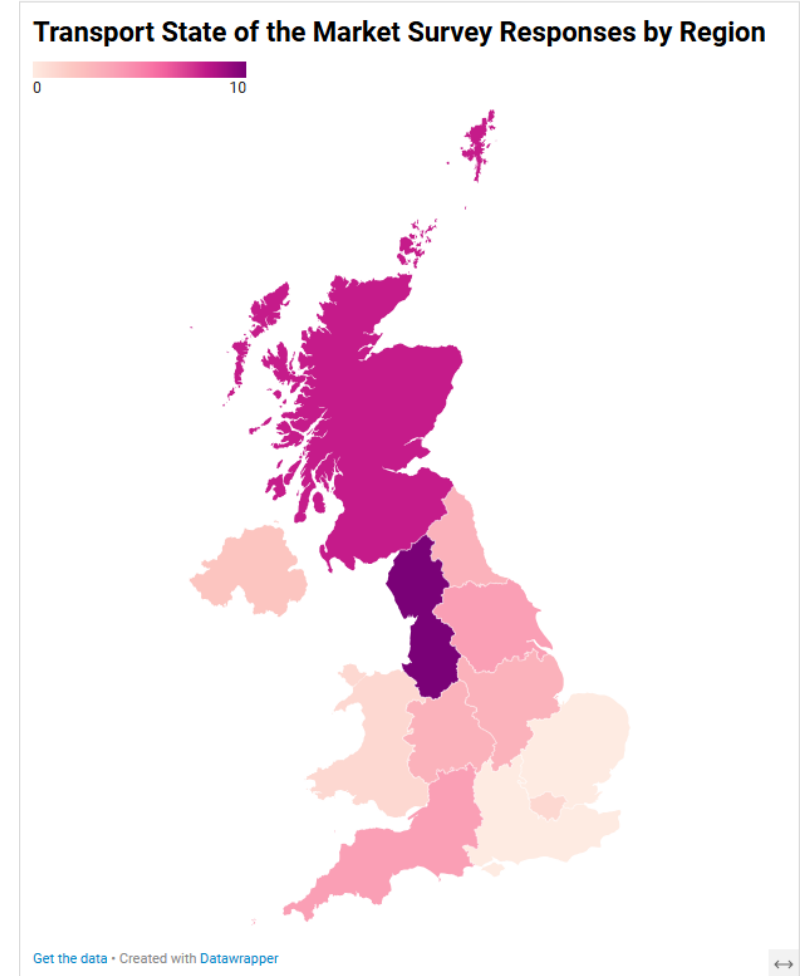
~38
responses

45
questions

Full results
will be issued
as briefing

Range of topics:

- Vehicles
- Fuels
- Staffing
- Policy
- Costs
 - And more!





Government updates

£38 million
funding to **12** local
authorities for 319
zero emissions
buses

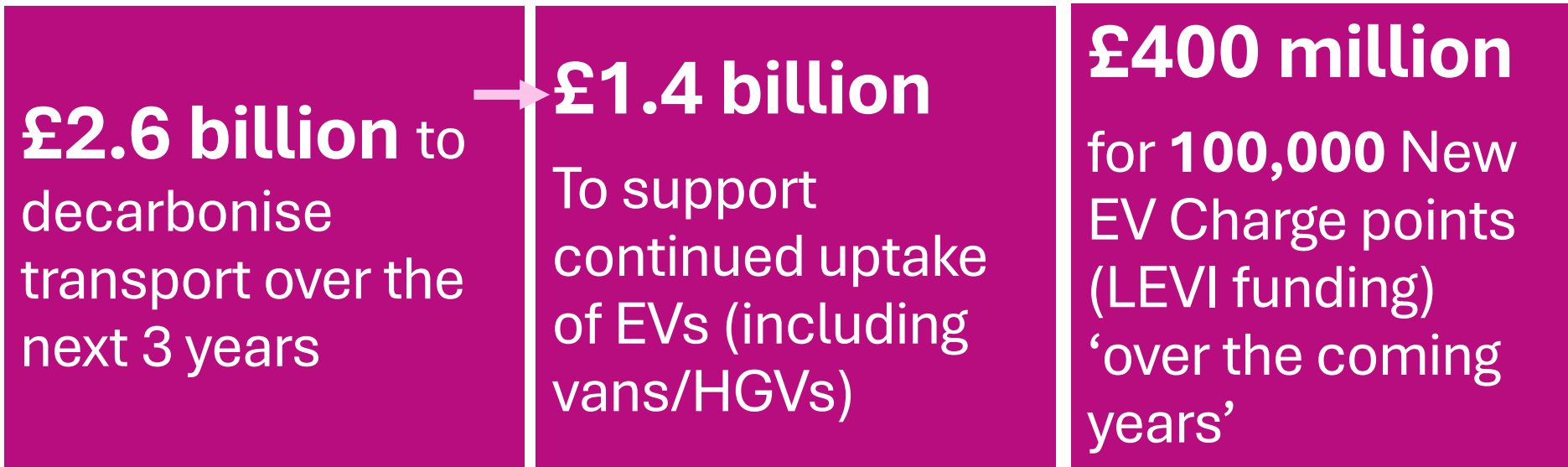
2030
Ban on new petrol
and diesel car
sales

Spring 2026
Pilots for self-
driving taxis/buses

31 March 2026
Simpler Recycling comes
into force (England):

- Food waste
- Separate paper/card*

Spending review

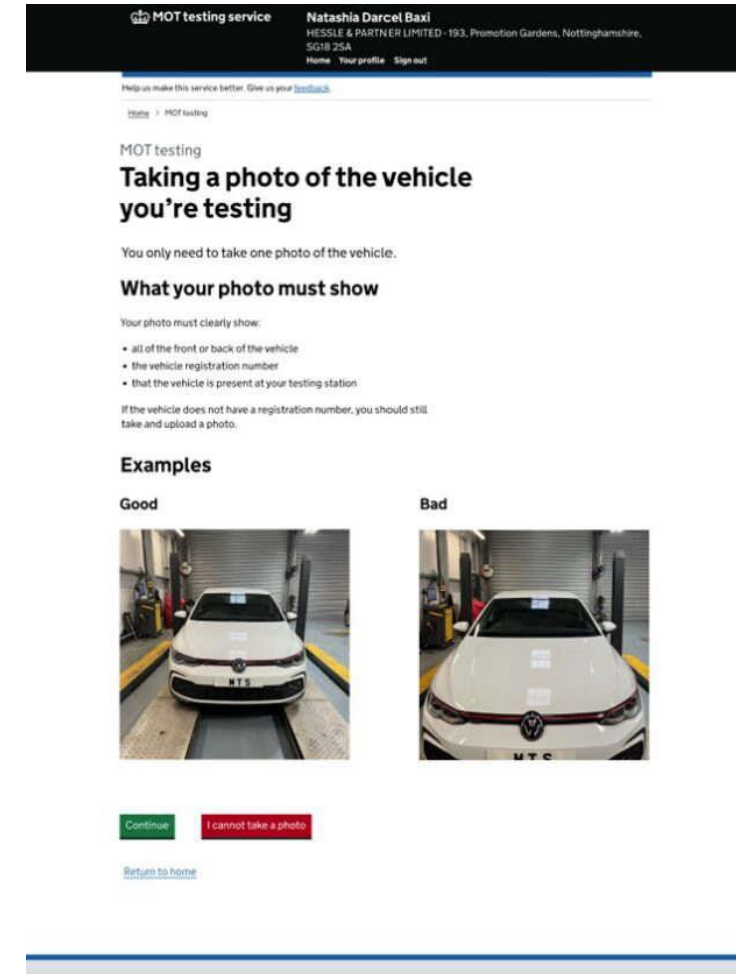


Overall, not only for local authorities



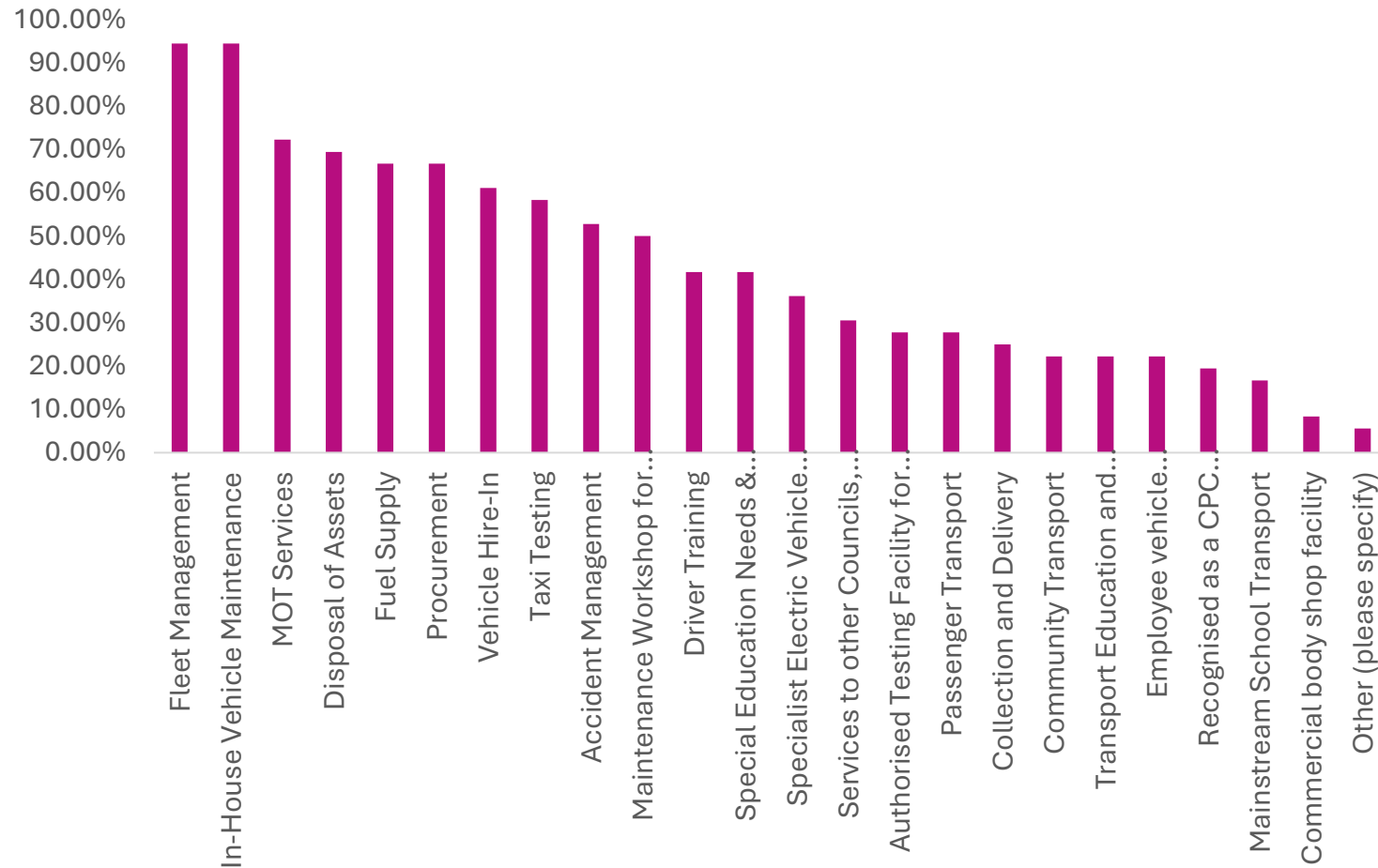
MOT update

- There has been a **trial** underway since **February** where testers must upload **images** of the entire vehicle in the testing bay
- Aim is to prevent 'ghost MOTs' where fake certificates are issued without seeing the vehicle
- They are not accepting new centres into the trial at present



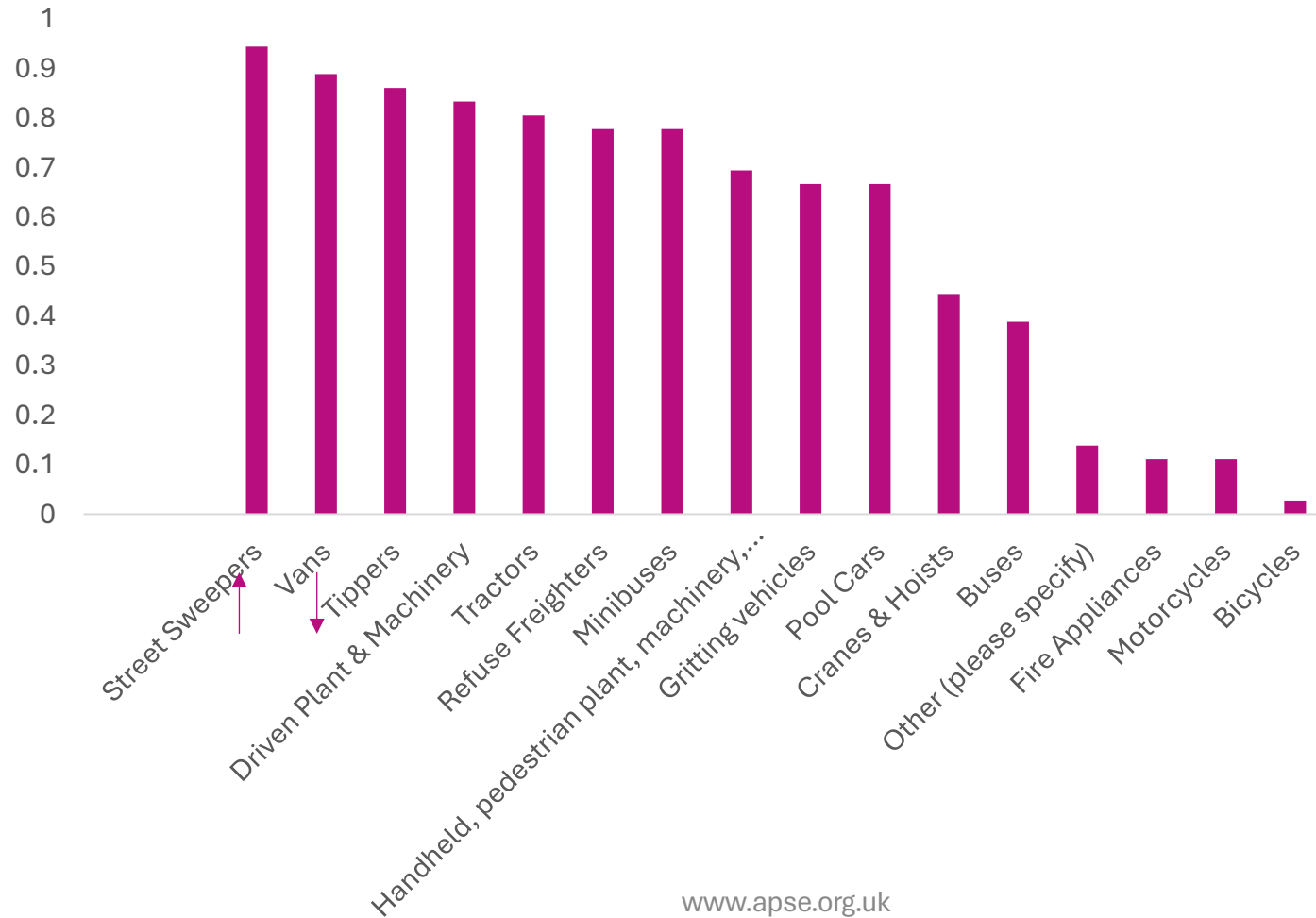


Which of the following services does your Transport section provide?





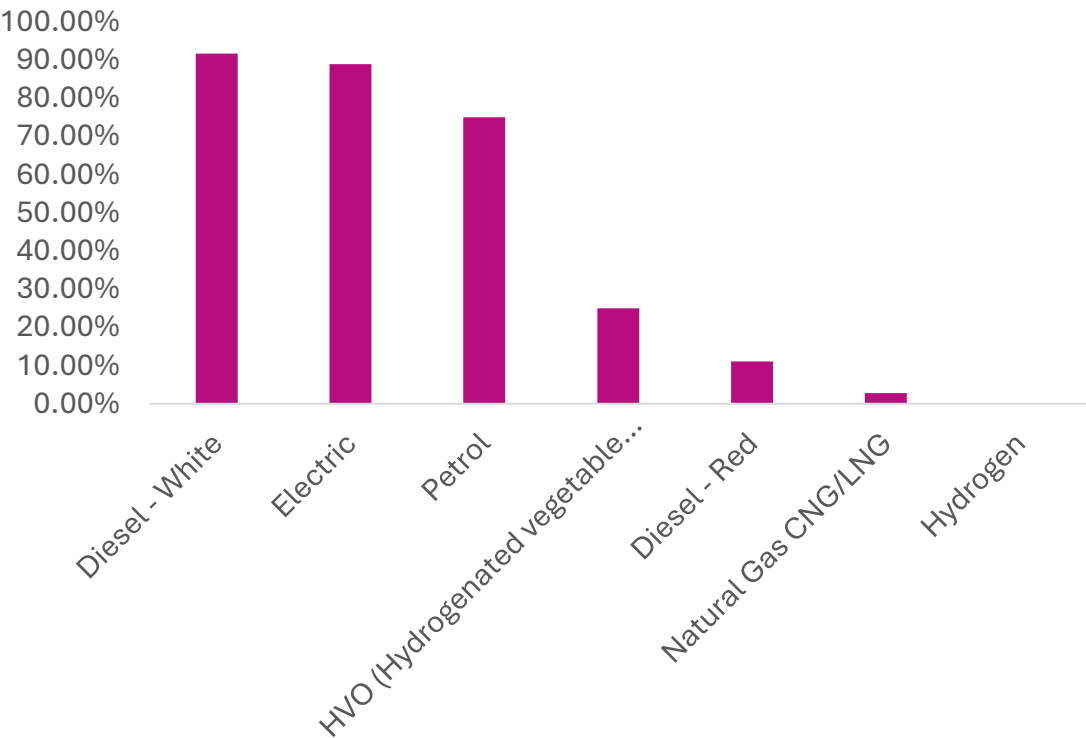
Vehicle types



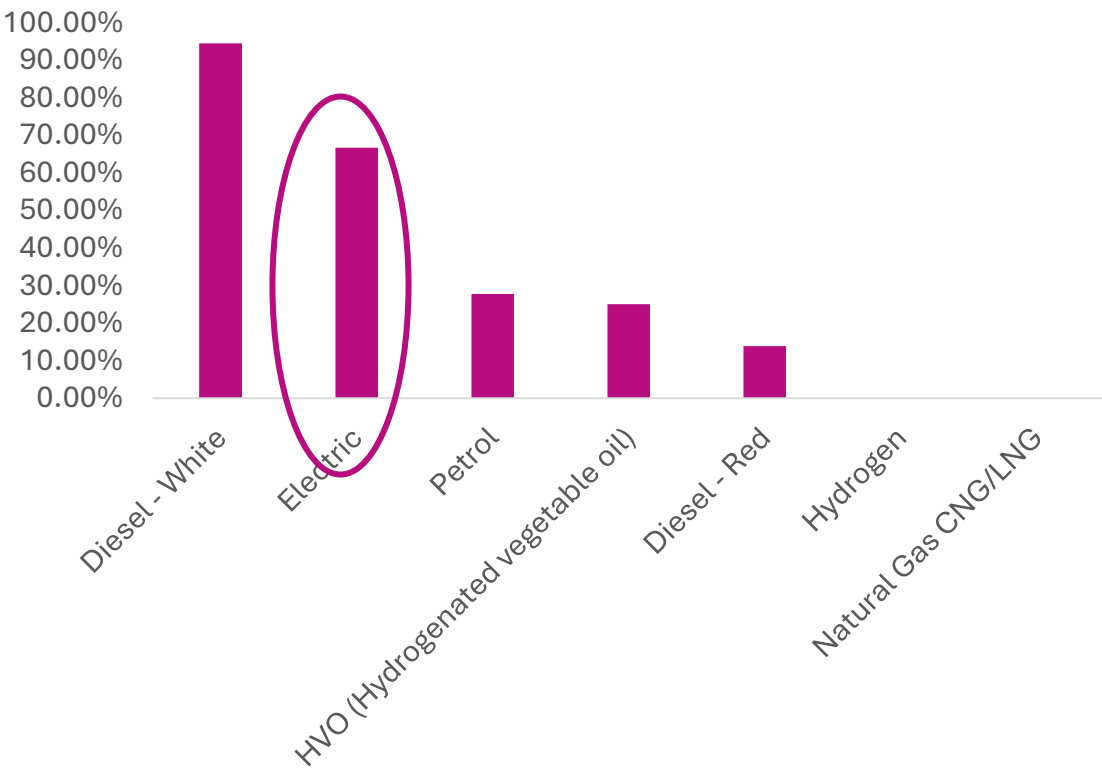


Fuel types

Fuel types used



Fuel types dispensed directly





Fuel costs over time

Diesel / petrol prices continue to fall...

Diesel - average UK prices over time

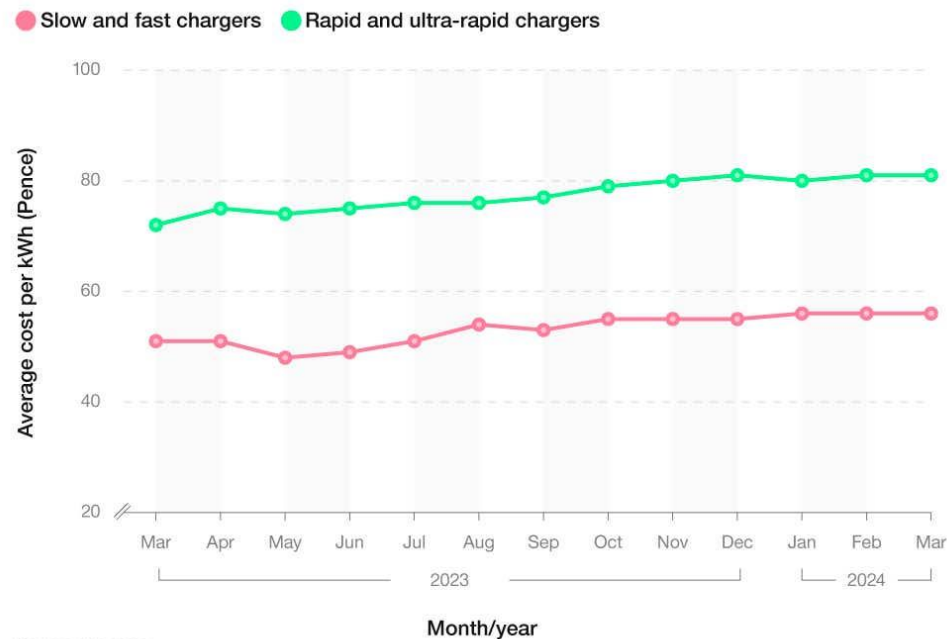


Latest prices for B7 fuel in pence per litre. Errors and omissions excepted

RAC Fuel Watch

Source: [RAC Fuel Watch](#) • [Embed](#)

Public EV charging rates...



Source: Zapmap

Note: home / off peak charging tends to be significantly cheaper

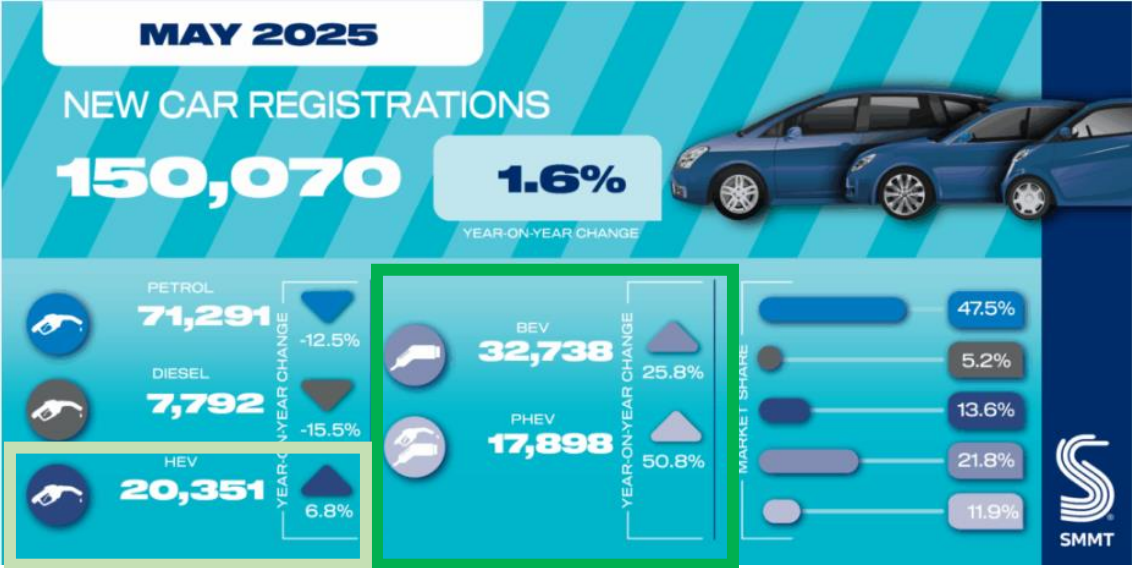


Vehicle registrations by fuel type

Light Commercial Vehicles

	YTD-25	YTD-24	% CHANGE	% YTD 25 TOTAL	% YTD 24 TOTAL
BEV < 3.5T	9,756	6,877	41.9%	7.6%	4.7%
BEV RIGIDS > 3.5 -4.25 T	753	444	69.6%	0.6%	0.3%
DIESEL < 3.5T	111,321	133,798	-16.8%	86.5%	92.3%
OTHERS < 3.5T	6,798	3,879	75.3%	5.3%	2.7%
TOTAL	128,628	144,998	-11.3%		

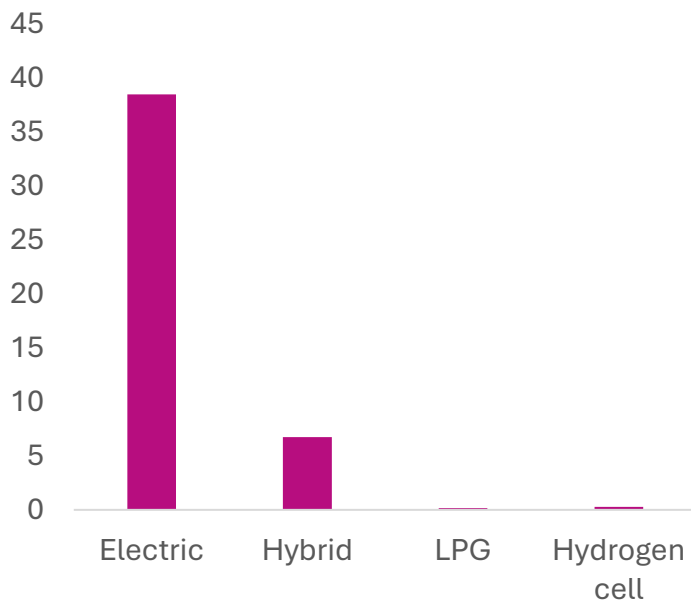
Cars



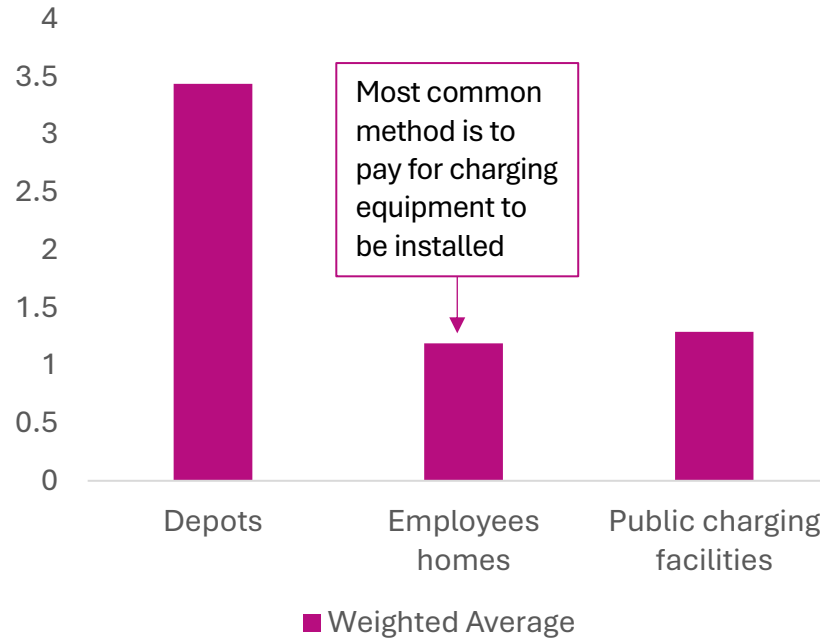


EVs – a closer look

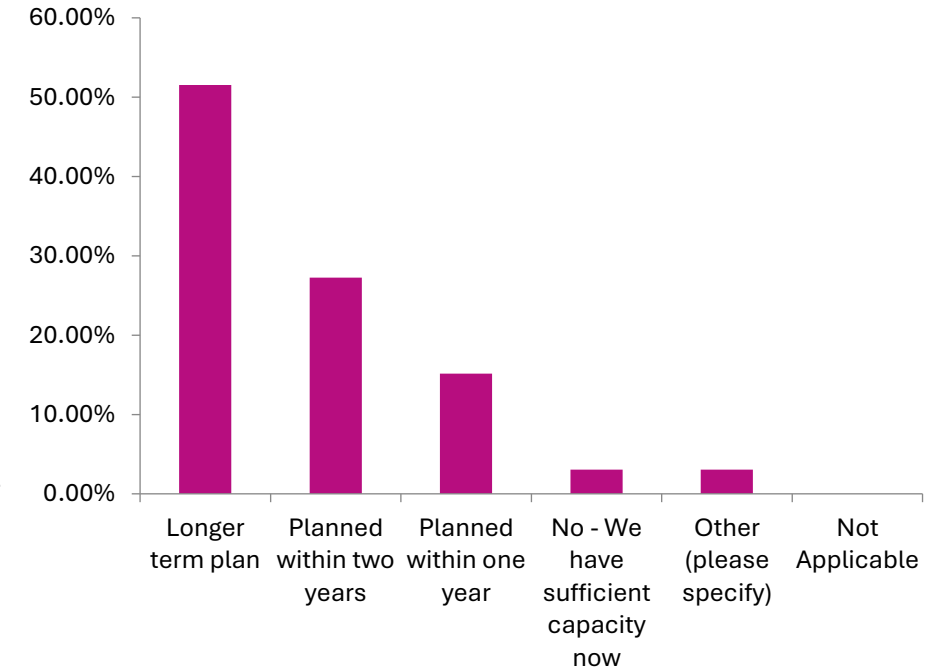
Number of alternative fuelled vehicles

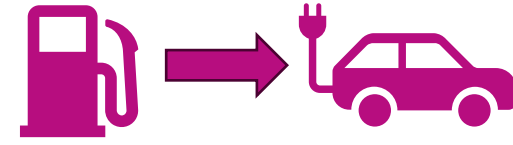


Location of EV charging (proportion)

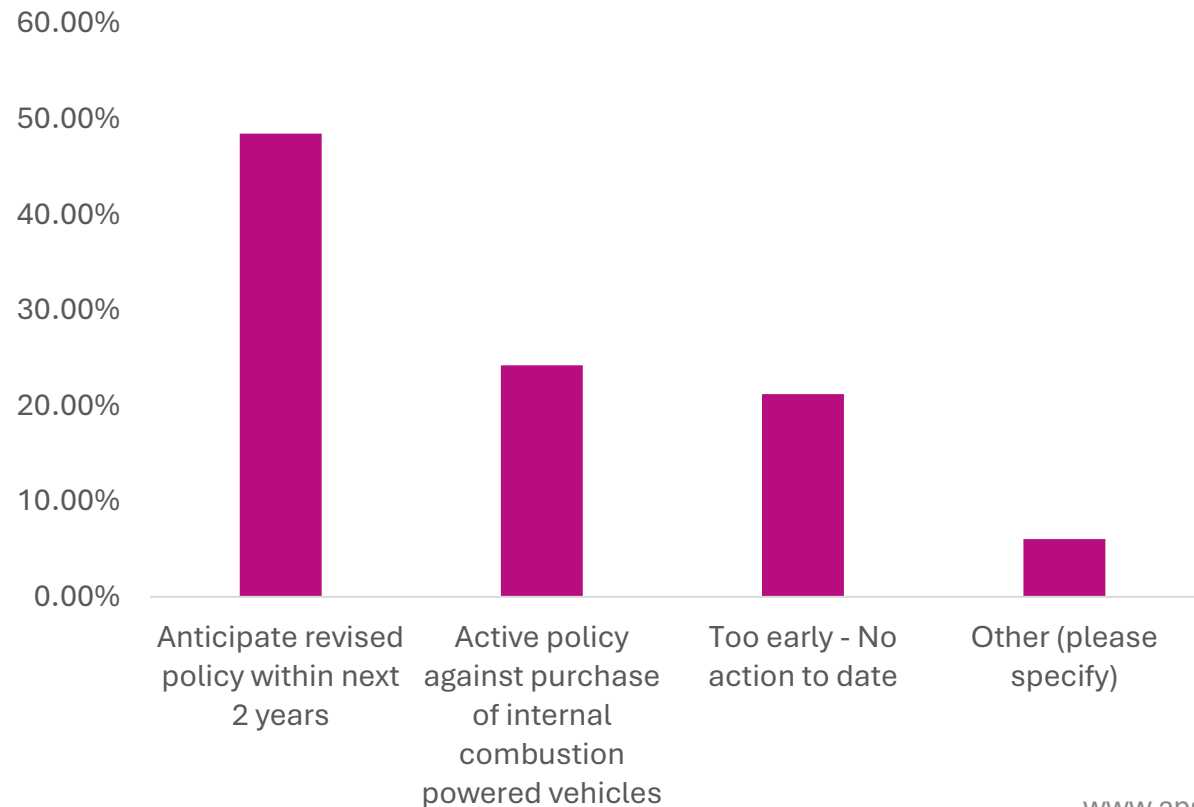


Are you adding additional electrical supply capacity to charge EVs?





LA responses to government's plan to end sales of new petrol/diesel cars (by 2030)

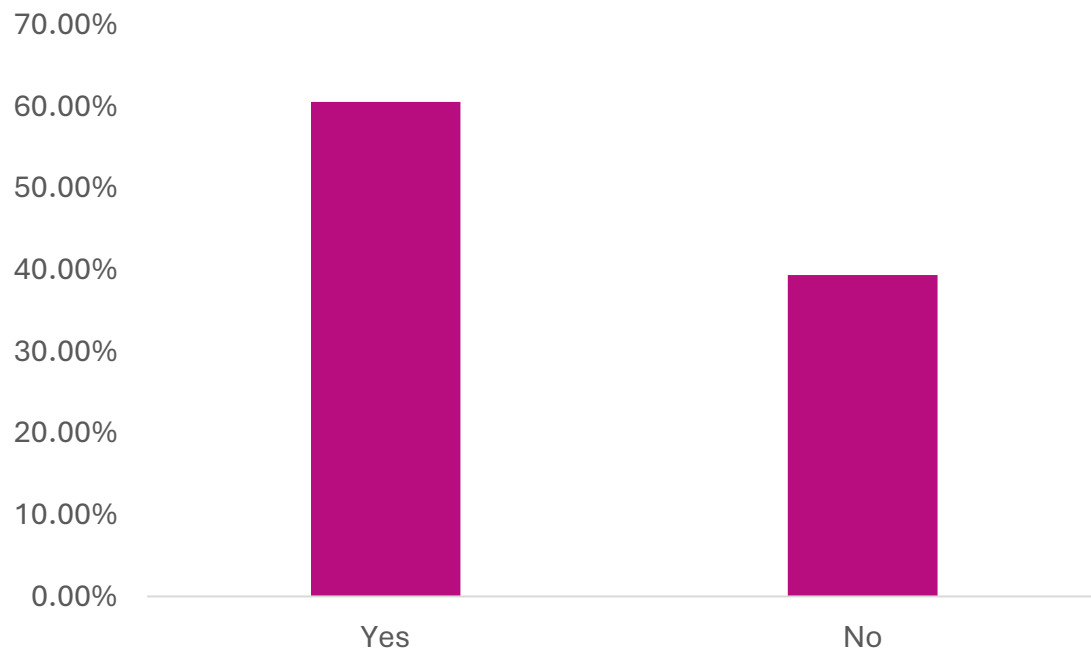


As an aside...

- UK *central government* fleet target is by 2027 to phase out petrol/diesel, including Defra, EA, National Highways.
- Excluding local authorities.
- But they may apply for exemptions (!)



Salary sacrifice schemes

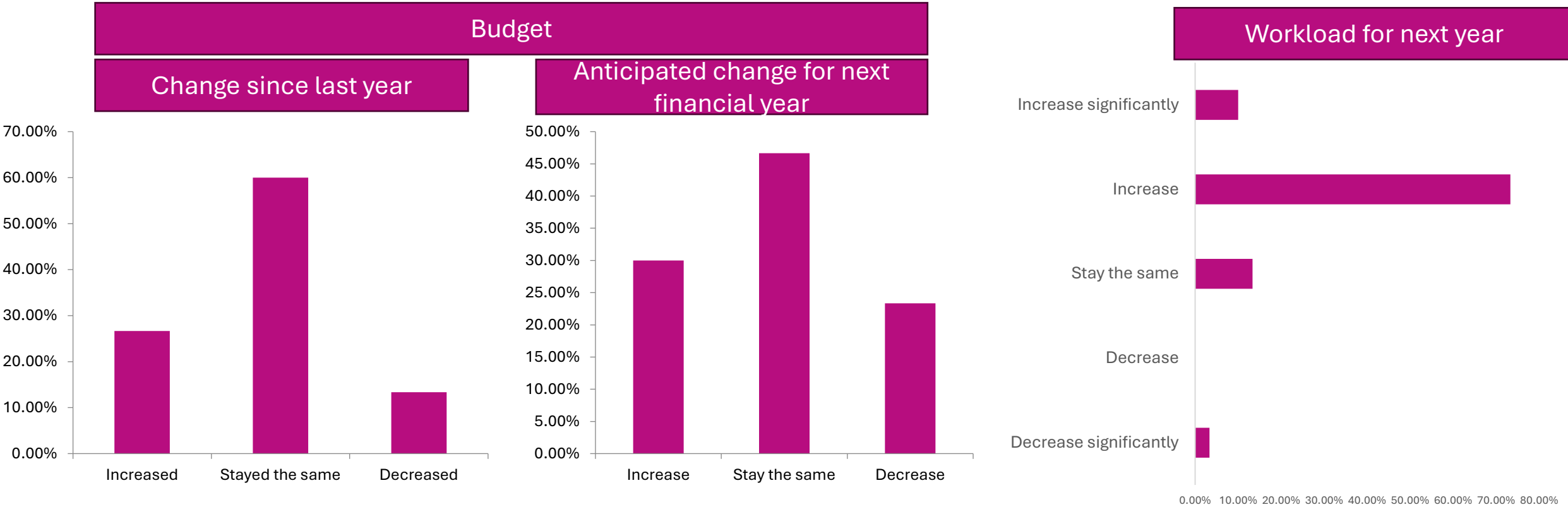


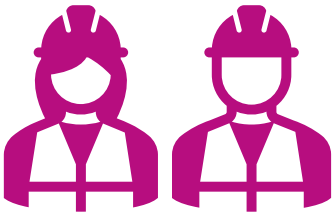
We did not ask on vehicle types for this question but may do so in future.

We know this is an increasingly attractive method for EV take-up



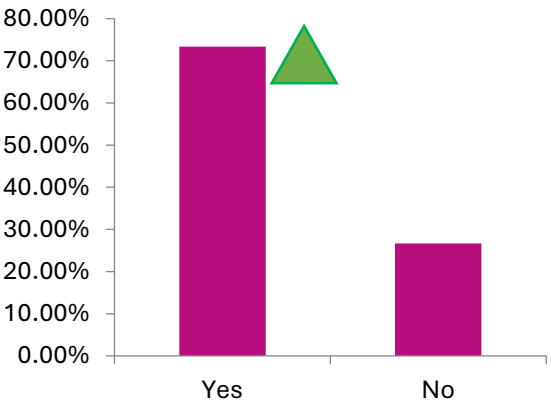
Fleet Budget vs workload



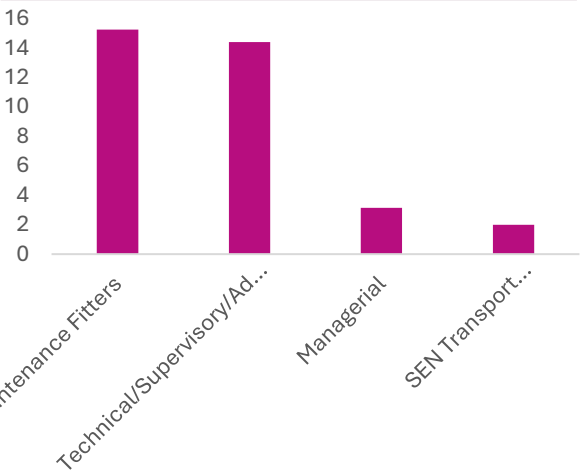


Workforce

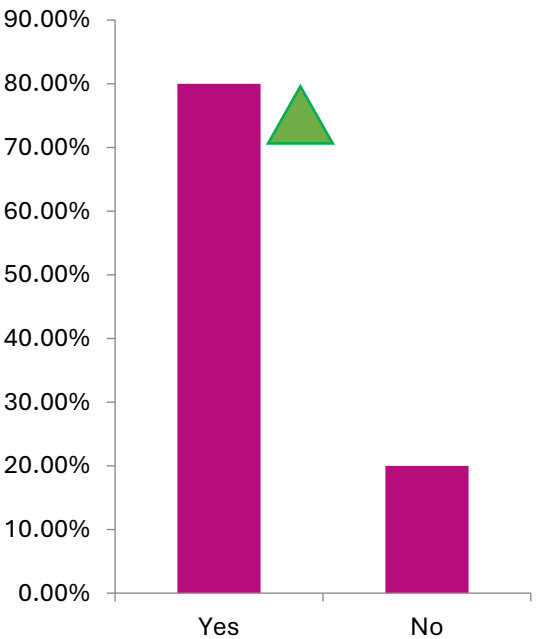
Absences – acceptable level?



Staff type – average number



Apprenticeships



43 ▼

Average age of
maintenance
staff
(range 20-55)

£18.32 ▲

Average hourly pay
for fitters
(range £16-£21.66)

80% ▲

In-house delivery

Shifts





Recruitment and retention

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



“Recruitment and retention of mechanics and HGV drivers is a real issue.”

“We have trouble recruiting Technical staff, despite increasing salary approx 30% over a two year period.”

“An aging workforce which will put added strain on to the service in the coming years.”

“Public sector salaries can not compete with private sector. Staff cannot afford to live in London so many are travelling from outside.”



In your own words...

Growth areas over the next 12 months:

- **EVs** (upskilling)
- Increased workshop workload due to **aging fleet**
- **External** customers, MOT provision
- Fewer vehicles through route optimisation = less maintenance
- More vehicles due to more housing
- Taxi licensing increased demand

Decreasing areas over the next 12 months:

- **Most common** answer by far was **no decreases expected**
- Reducing fleet size
- Switch to EVs = reduced workshop load
- New RCVs = decreased maintenance
- Administration
- Taxi/small van repairs/private MOTs – focus on maintaining core fleet



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Thank you!

Bonni Jee, Principal Advisor

Email: bjee@apse.org.uk



GB 11409



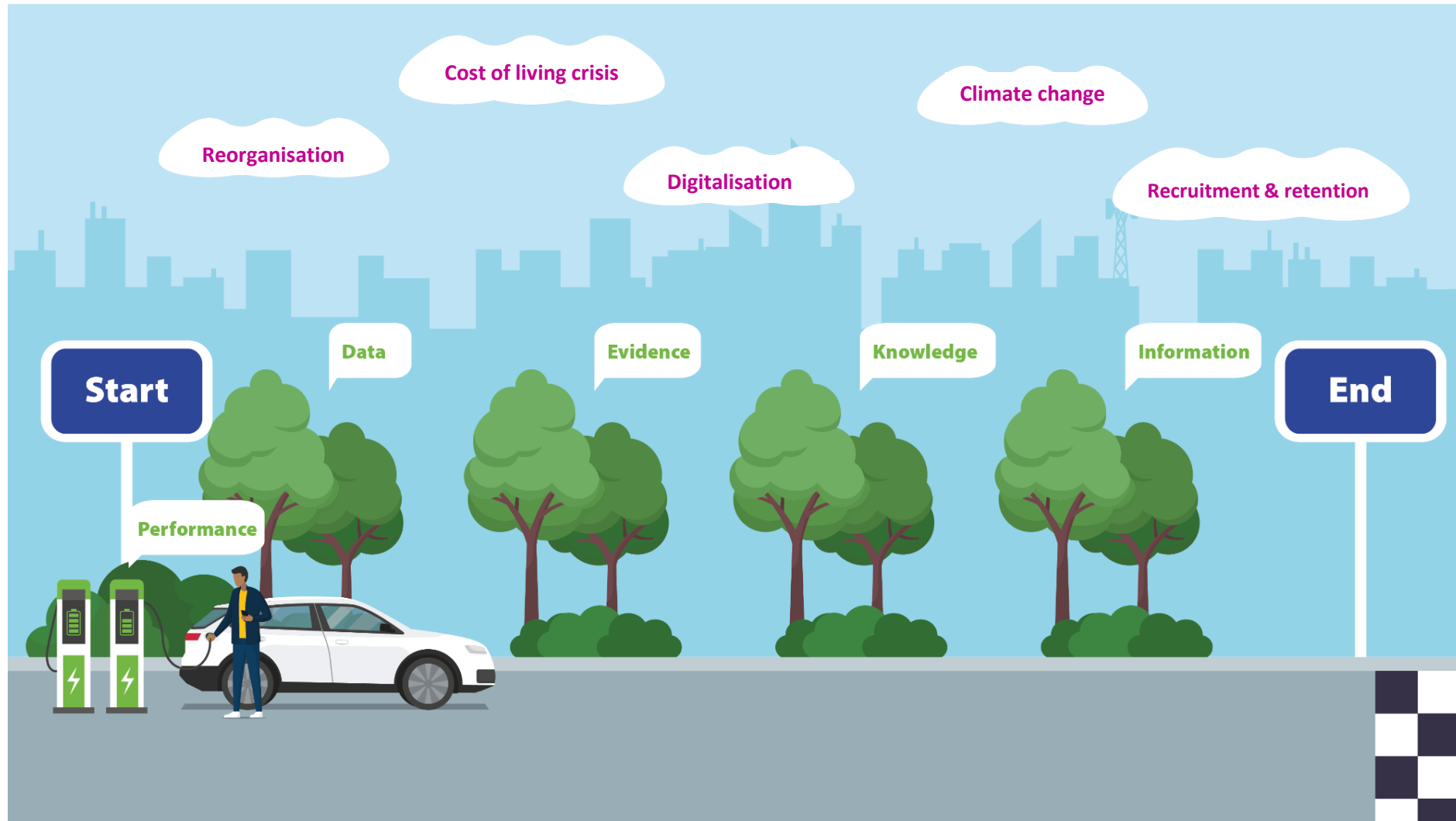
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GB 14074

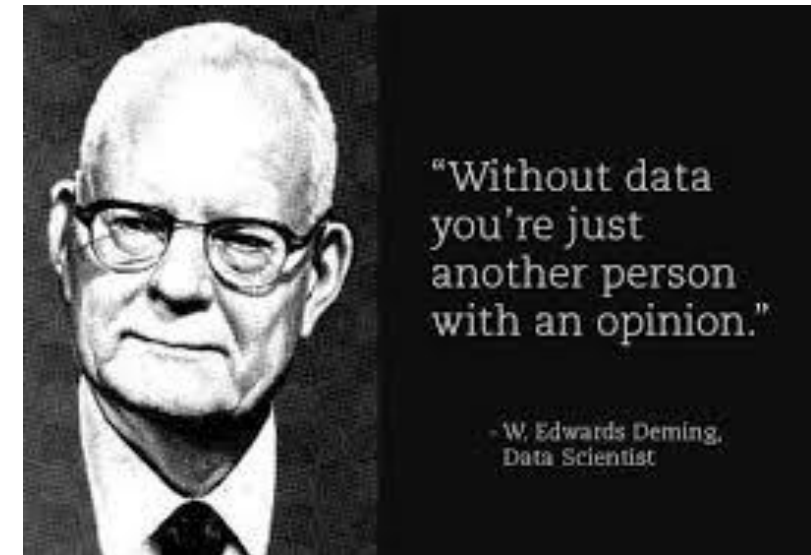
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Old Trafford, Manchester M32 0RS.
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Value of benchmarking



Why do councils benchmark?

- Demonstrate value for money to stakeholders
- Demonstrate progression on carbon reduction/ecological actions
- Impact of service changes on cost, quality, productivity and customer satisfaction
- Learn how comparable local authorities are meeting the challenges
- Making decisions on how to change and transform your services
- Service reviews / efficiency savings
- To manage your services effectively



A powerful network of insight and innovation. Here's what your membership unlocks:

Reporting

Access performance data across 15 core frontline services – from transport and highways to refuse, building maintenance and climate change.

Compare with Confidence

Use comparator groups to benchmark with councils just like yours: by size, location, and service style. Track, compare, and boost your performance with data that brings clarity to your service decisions.

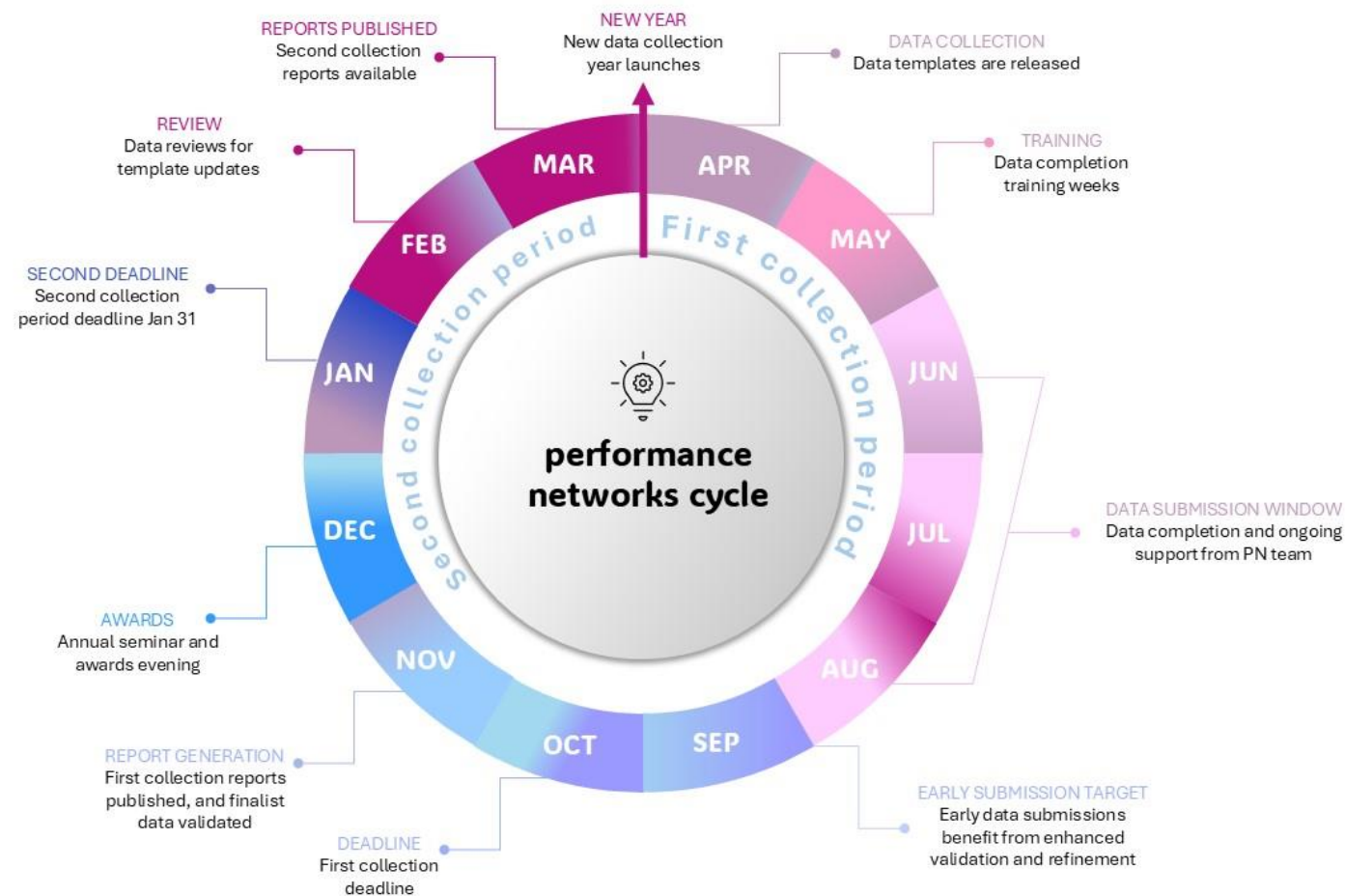
Stay Ahead of the Curve

Our data evolves with you, shaped by frontline experts and aligned with the latest policy shifts and operational needs.

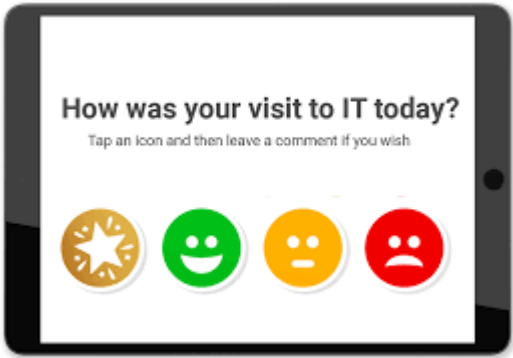
Connect

Tap into a nationwide community of peers to exchange challenges, ideas, and solutions.

Performance Networks Membership Cycle



How and why do the following use statistics?



Family group comparison

Transport operations & vehicle maintenance performance indicator standings

Name of authority

Sample authority

PIN

Family group

T1/2

Performance indicator

Number in group	Highest in group	Average for group	Lowest in group	Your output/score	Standing in group	Top quartile mark	Quartile achieved	Previous year score	High/Low/Neutral
-----------------	------------------	-------------------	-----------------	-------------------	-------------------	-------------------	-------------------	---------------------	------------------

Qualitative performance indicators

PI 66b - Number of weighted vehicles (units - adjusted for direct maintenance) maintained per fitter per annum	16	172.81	123.70	86.09	103.01	11	162.14	3	117.78	H
PI 72b - Number of weighted vehicles (units - adjusted for direct maintenance) maintained per fitter per annum (excluding miscellaneous group)	16	196.68	125.40	82.16	95.97	15	169.09	4	100.66	H
PI 67a - Percentage staff absence (fitters / tradespeople) - Excluding Scotland	7	12.72%	5.38%	0.00%	-	-	-	-	5.99%	L
PI 67b - FTE staff absence days (fitters / tradespeople) - Scotland only	4	21.00	11.96	4.26	9.00	2	-	-	-	L
PI 68 - Number of days hire vehicles used (per vehicle on fleet) to cover for vehicles in workshop (fair wear & tear)	12	3.64	0.56	0.00	0.31	9	0.00	3	0.41	L
PI 70b - Quality assurance and stakeholder consultation	16	70.00%	30.55%	2.00%	20.00%	10	50.00%	3	20.00%	H
PI 71 - Human resources and people management	16	94.00%	70.36%	37.00%	76.00%	7	85.77%	2	55.00%	H
PI 78 - Good practice and consultation	16	100.00%	81.53%	63.64%	90.91%	3	90.91%	1	90.91%	H

Transport operations performance indicators

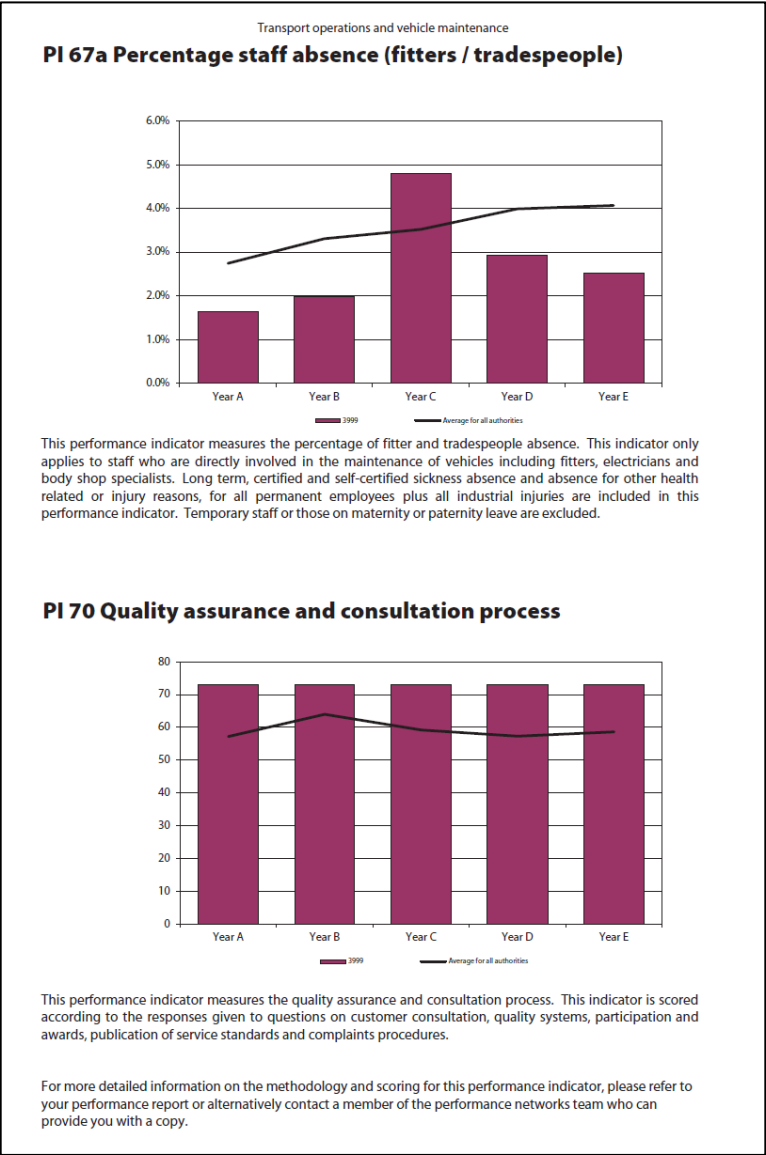
PI 73b - Percentage of vehicles passing DVSA test first time (DVSA statistics)	16	100.00%	94.56%	85.71%	94.29%	9	98.00%	3	95.12%	H
PI 74 - Percentage of vehicles serviced within 7 days of schedule	14	100.00%	96.72%	87.17%	97.10%	10	100.00%	3	95.08%	H
PI 110 - Percentage of council vehicles requiring an operator licence	16	35.63%	19.31%	0.64%	10.19%	-	-	-	9.11%	N
PI 111 - Number of PG9 notices issued by DVSA per 100 council vehicles	16	0.00	0.00	0.00	0.00	1	0.00	1	0.00	L
PI 116 - Number of motor vehicle accidents/incidents reported per 100 vehicles	16	56.04	24.99	4.62	12.22	5	7.76	2	11.59	L

Environmental performance indicators

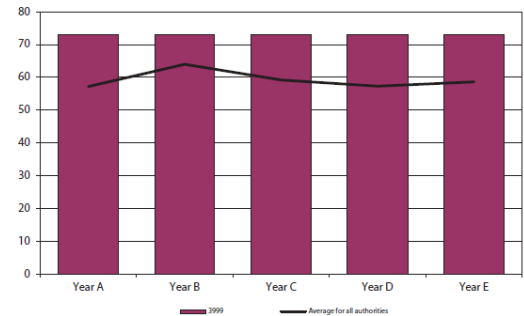
PI 140 - Tonnes of CO2 produced from all petrol vehicles	6	226.91	101.43	6.33	85.55	3	-	-	-	L
PI 141 - Tonnes of CO2 produced from all diesel vehicles	16	8,310	2,610	677	760	2	1,267	1	6,176	L
PI 143 - Tonnes of CO2 produced from all carbon fuel based vehicles	16	8,310	2,648	683	846	2	1,267	1	6,176	L

Group 1 vehicles - cars and car derived vans

PI 27 - Annual maintenance cost per weighted vehicle	11	£1,274	£777	£541	£866	9	£592	3	£1,194	L
PI 118 - Percentage of maintenance cost attributable to non fair wear & tear	11	28.54%	16.13%	2.48%	-	-	8.06%	-	23.39%	L
PI 128 - Labour input hours (fair wear and tear) per weighted vehicle (adjusted for direct maintenance)	13	19.50	10.45	3.24	7.00	3	8.05	1	14.24	L



PI 70 Quality assurance and consultation process



This performance indicator measures the quality assurance and consultation process. This indicator is scored according to the responses given to questions on customer consultation, quality systems, participation and awards, publication of service standards and complaints procedures.

For more detailed information on the methodology and scoring for this performance indicator, please refer to your performance report or alternatively contact a member of the performance networks team who can provide you with a copy.

apse

performance networks

Transport operations and vehicle maintenance performance at a glance

Sample Authority

3999

These pages show your authority's performance for each performance indicator against the current year average performance of your family group. Whether your result has improved or not from previous year is also shown. Icons are used to display this information and the idea of this report is that authorities can see 'at a glance' where improvements may need to be made. Where the box is blank, this indicates that there is no authority score available for this performance indicator or that there were less than three participants in this PI, meaning we are unable to produce a meaningful average score. The key to the icons are displayed below each table.

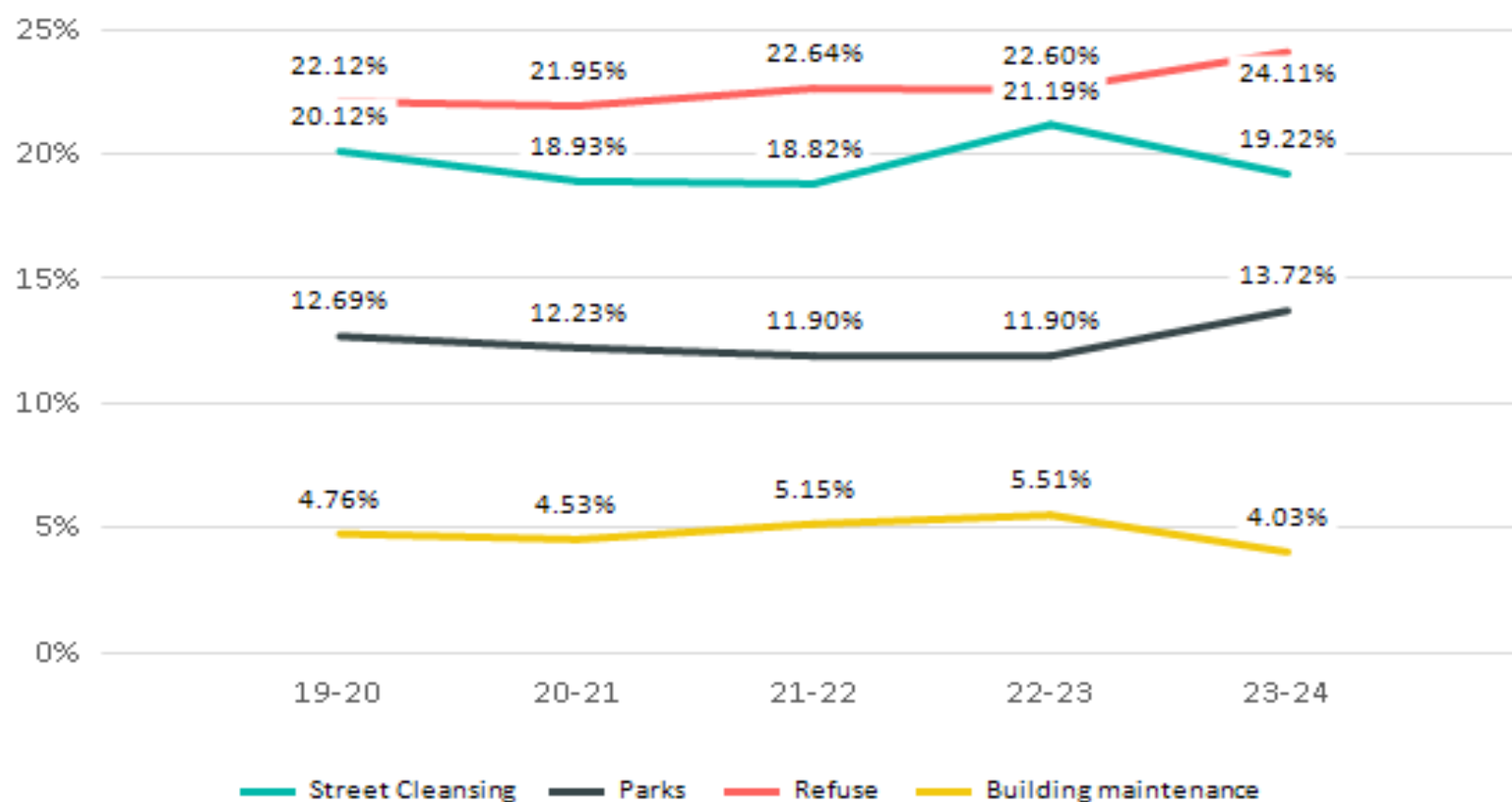
Performance indicators	Performance in current year	Improved since previous year? [^]
Qualitative performance indicators		
PI 66b Number of weighted vehicle (units - adjusted for direct maintenance) maintained per fitter per annum	▲	▲
PI 72b Number of weighted vehicle (units - adjusted for direct maintenance) maintained per fitter per annum (excluding miscellaneous group)	▲	▲
PI 67a/b Staff absence (fitters / tradespeople)	▲	▲
PI 68 Number of days hire vehicles' used (per vehicle on fleet) to cover for vehicles in workshop as a result of no fair wear and tear	●	
PI 70 Quality assurance and consultation	●	▬
PI 71 Human resources and people management	●	▬
PI 78 Good practice and consultation	●	▬
Transport operations performance indicators		
PI 73b Percentage of vehicles passing DVSA test first time (DVSA statistics)	●	▬
PI 74 Percentage of vehicles serviced within 7 days of schedule	▲	▬
PI 76 Percentage of all workshop jobs completed within 24 hours	▲	▲
PI 111 Number of PG9 notices issued by DVSA per 100 council vehicles	●	▲
PI 116 Number of motor vehicle accidents/incidents reported per 100 vehicles	◆	▼
Group 1 vehicles - cars and car derived vans		
PI 14 Contract maintenance hire charge – supply and maintain	●	▼
PI 27 Annual maintenance cost per weighted vehicle unit	●	▲
PI 118 Percentage of maintenance cost attributable to non fair wear & tear	◆	▼
PI 128 Labour input hours per weighted vehicle	●	▲
Group 2 vehicles - vans up to 3,500kg GVW		
PI 15 Contract maintenance hire charge – supply and maintain	●	
PI 28 Annual maintenance cost per weighted vehicle unit	●	▼



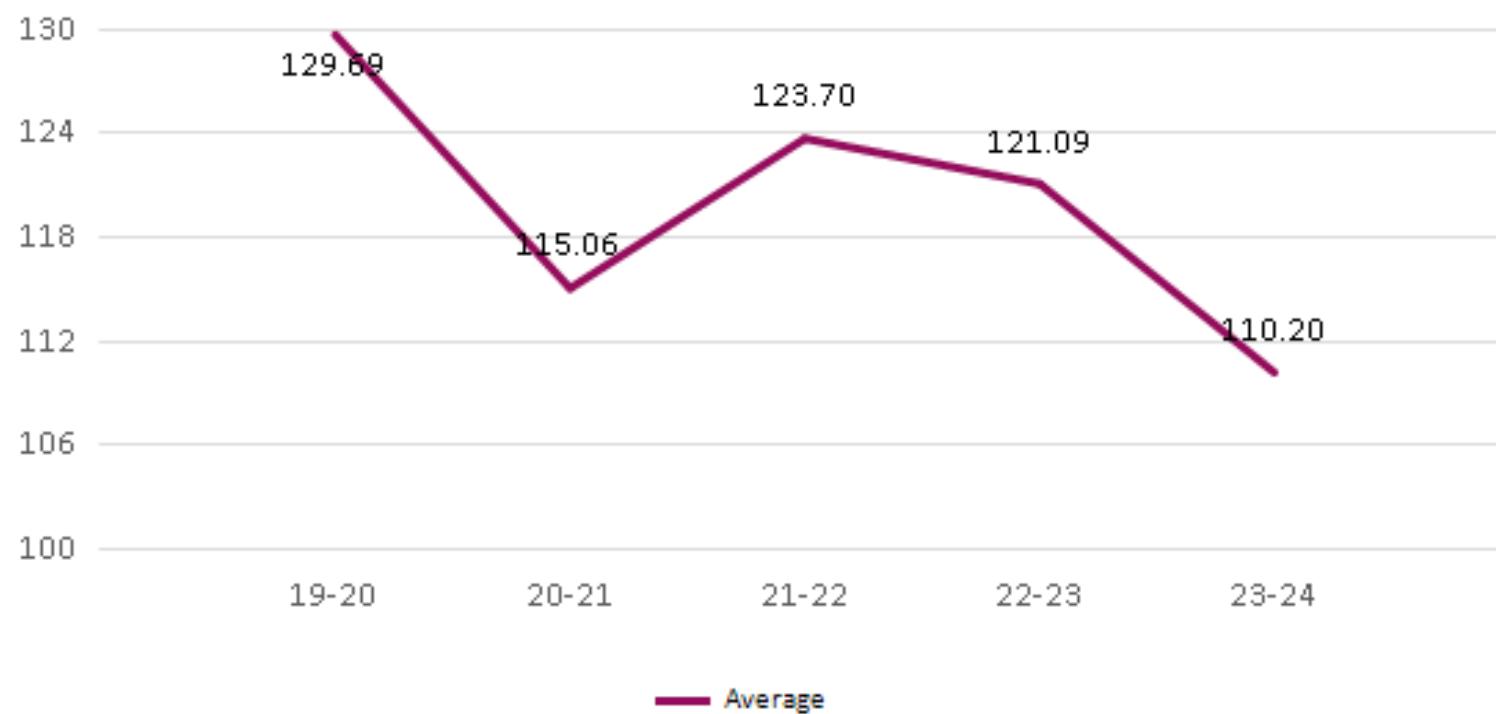
A sample of the metrics



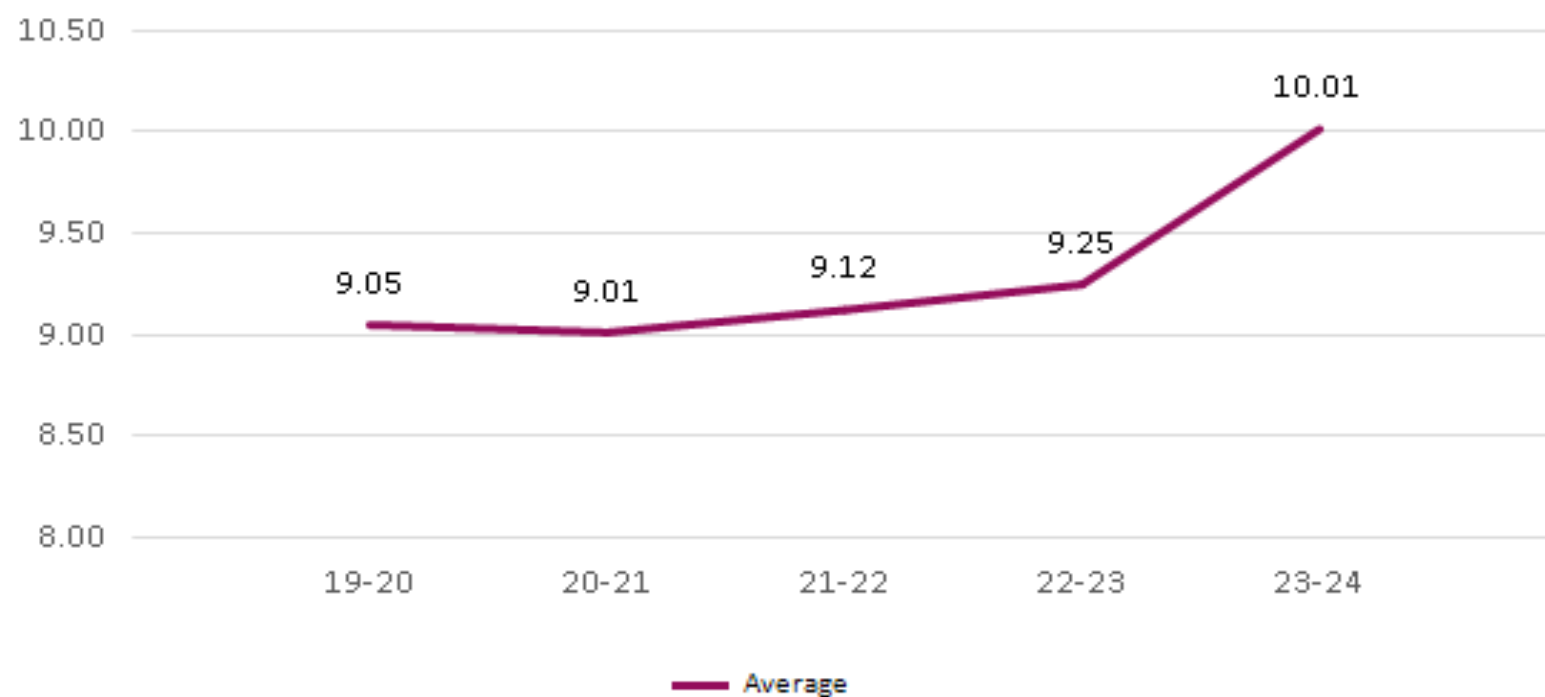
Transport costs as a percentage of total costs



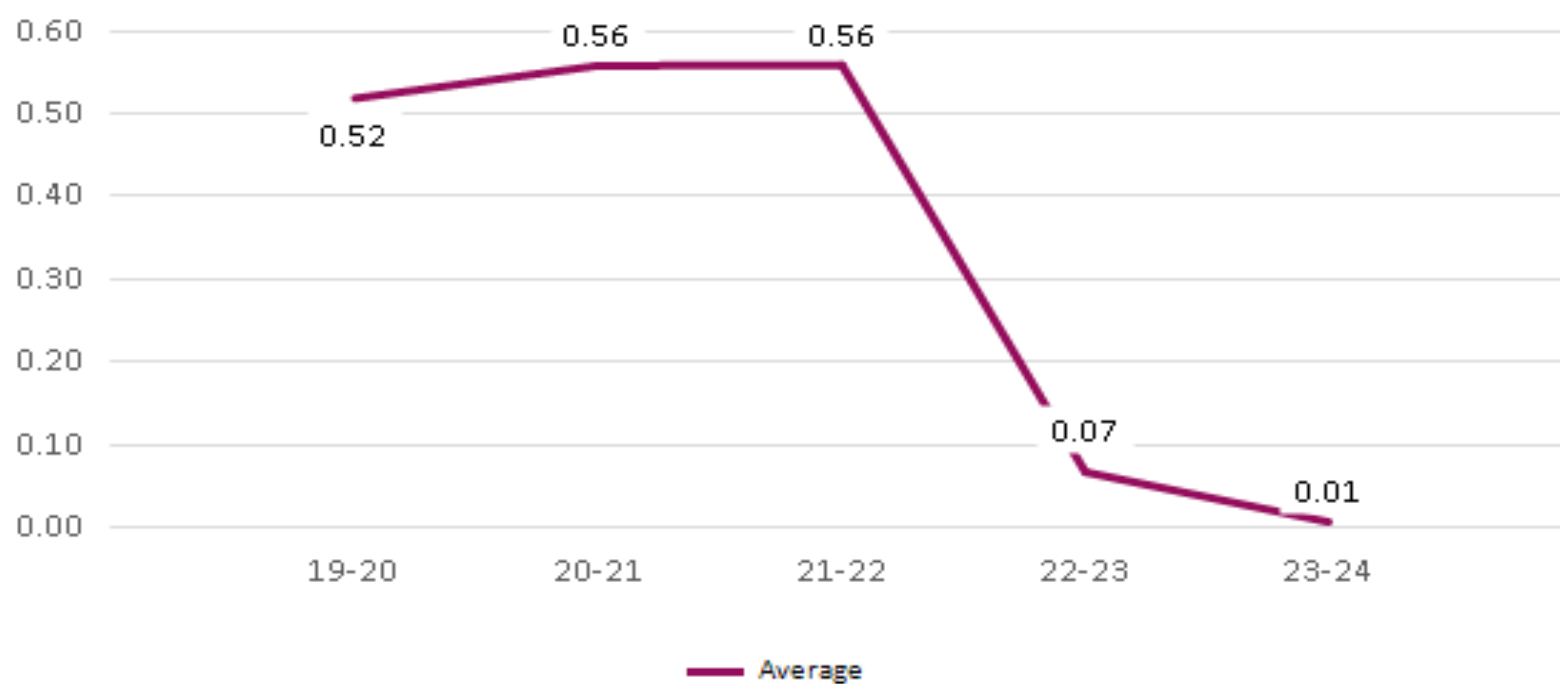
PI 66b Number of weighted vehicles (units - adjusted for direct maintenance)
maintained per fitter per annum



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



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












	19-20	20-21	21-22	22-23	23-24
PI 73b - Percentage of vehicles passing DVSA test first time (DVSA statistics)	95.42%	95.03%	93.76%	95.89%	92.98%
PI 74 - Percentage of vehicles serviced within 7 days of schedule	94.55%	95.73%	96.94%	97.26%	95.88%

	19-20	20-21	21-22	22-23	23-24
PI 111 - Number of PG9 notices issued by DVSA per 100 council vehicles	0.035	0.021	0.000	0.024	0.000
PI 112 - Number of overloading incidents identified per 100 council vehicles monitored	104.41	85.27	30.49	6.40	21.88
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	0.74	0.71	0.74	1.96	0.85
PI 115 - Number of parking tickets/notices per 100 council vehicles	0.31	0.51	0.79	1.88	0.62
PI 116 - Number of motor vehicle accidents/incidents reported per 100 vehicles	33.00	24.07	24.51	30.01	22.03

Service specific training sessions now available to book online



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Service specific data support sessions

To mark the start of the new data collection year and in addition to the data completion training sessions already available on the training page, we are pleased to announce that we are again hosting **service specific training** sessions in June 2025.

These two hour sessions are designed to provide an in-depth exploration of each service template. During these workshops, our trainer will guide participants through every tab, explaining how to fill out each section, where to find the necessary data, and the importance of each piece of information. This is a valuable opportunity for members who are new to data completion or those who may be midway through their templates and seeking assistance. Join us for these working sessions to ask questions and receive tailored guidance on your specific template needs.

Please complete the form below to book onto one of the upcoming service specific training sessions. It is recommended that you have had the generic data completion training ahead of attending these more detailed sessions. Introduction to data completion training sessions can be viewed via the training pages of this website.

If you are not yet registered, or struggling to access the portal, please email performance.networks@apse.org.uk and a member of the team will help you login.

NEW MUNICIPALISM

Delivering for local people and local economies

Contact details

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