

FLINTSHIRE COUNTY COUNCIL

REPORT TO: **ENVIRONMENT OVERVIEW AND SCRUTINY
COMMITTEE**

DATE: **WEDNESDAY 15 JULY 2015**

REPORT BY: **CHIEF OFFICER (STREETSCENE &
TRANSPORTATION)**

SUBJECT: **VEHICLE MANAGEMENT SYSTEM POLICY**

1.00 PURPOSE OF REPORT

1.01 To seek an Environment Overview Scrutiny Committee recommendation to Cabinet for the approval of the proposed Vehicle Management System Policy for all fleet vehicles operated by the Authority.

2.00 BACKGROUND

2.01 Flintshire County Council operates a total fleet of approximately 500 vehicles. Whilst the vehicles operate in services across the County, their procurement and maintenance are centrally organised by Fleet Services staff within Streetscene & Transportation.

2.02 The total replacement cost of Flintshire County Council's fleet inventory is in excess of £12.8m, with an annual operating lease/hire charge in excess of £1.9m. Lease/hire charges and any associated repair or maintenance costs are managed by the Streetscene and Transportation portfolio, who currently manages the budget for all of the County's vehicles. (With the exception of HRA and other ring-fenced budgets)

2.03 The majority of vehicles operated by the Council were previously procured through an operator's lease, whilst recent effort have been made to migrate the fleet over to short term hire arrangements, in line with recent findings following the Fleet Review. Operator leases are effectively five or seven year fixed term agreements following which the vehicle returns to the third party or leasing company. Hire arrangements are currently utilised for short term vehicle requirements or where no guarantee of long term service requirement is available. Vehicles operated by the Council under either option are currently repaired and maintained at the Council Fleet workshop in Alltami depot.

2.04 In December 2012, the Council engaged a consultant/efficiency partner to undertake a full review of Fleet Services, including making recommendations on the most beneficial ownership models and the most effective maintenance arrangements for Councils vehicle fleet into the future.

2.05 This has led to a move to refresh the fleet by terminating expiring lease arrangements, and replacing these vehicles when applicable with fixed term hire arrangements from a preferred partner.

- 2.06 These new vehicles arrive with tracking systems pre-installed, and all of the individual service areas of the Council have access to the data this provides.
- 2.07 Vehicle tracking systems allow the Council to accurately monitor utilisation levels and ensure the Council gains the maximum benefit from its investment in vehicles, delivering the savings and opportunities outlined in the aforementioned Fleet Review. By applying a 'Logistics' or Demand Planning approach to the provision of vehicles the increased utilisation will reduce the number of vehicles required and consequently reduce the cost of delivering all Council services which carry a vehicle fleet requirement.
- 2.08 Approximately 75% of the current fleet is tracked using one of the following 2 systems. The original Trackyou system was installed from 2009 within specific service areas. This contract has since expired. All new vehicles procured through the spot-hire arrangements set out in the Fleet Review have been fitted with the Quartix system.
- 2.09 Both systems provide similar functionality and reporting mechanism, although the user interface is considerably different.

3.00 CONSIDERATIONS

- 3.01 The Council, as an employer, has a duty to its employees to protect their Health and Safety whilst at work, this includes the legal requirement to take breaks and adhering to road safety standards. Satellite Tracking and monitoring of vehicle use, by fitting a GPS Vehicle Management System (VMS) unit to each vehicle, will help to actively monitor this.
- 3.02 Streetscene and Transportation has consulted with Trade Unions regarding the proposal to install a VMS in all current vehicles and high value, high risk items of plant and to all new vehicles.
- 3.03 The device in the vehicle is a GPS based VMS that can pinpoint the location of the vehicle to an accuracy of typically within 5 metres. The status of the vehicle can be measured in terms of but not limited to:
- Time and location of stops and starts;
 - Length of time at specific locations;
 - Driver Behaviour including speeding and violent breaking events;
 - Excessive idling (Engine tick-over);
 - Vehicles leaving authorised areas;
 - Vehicles entering no-go areas;
 - Unauthorised usage and out of hours usage;
 - Driver identification, who is driving the vehicle at any given time;
- 3.04 The on-screen system interface can provide vehicle location and status information from:
1. A full screen map which can be zoomed down to street level;
 2. A live journey list which shows the vehicle location and status in real time;

3. A journey replay screen which enables historical journeys to be replayed;
 4. A number of detailed VMS reports.
- 3.05 The system will allow real-time monitoring of resources, and provide historical data of specific times, dates and locations.
- 3.06 Before the policy is introduced, Streetscene and Transportation will provide all of the Councils service managers with a 'Manager's Guide' to aide with the roll-out and active monitoring of the new system.
- 3.07 Following the issue date of this policy there will be "a settling in period" of 3 months where individuals will be counselled on operational and traffic infringements arising from the VMS reports, to enable operatives/staff the opportunity to be fully conversant with the new technologies, whilst the training is being provided to support operatives in a new era of challenge and improvement. After that date, cases of repeated infringements will be dealt with through the process set out in the policy. This includes informing individuals, challenging them to improve, providing additional training, and should this not lead to the required improvement, dealing with them under the relevant Councils policies.
- 3.08 The VMS policy requires each service area to agree utilisation levels across its fleet, and record any local agreements for the use of the vehicles. (e.g. Home-to-Work travel, on-call arrangements).The justification for these conditions will be assessed by the Streetscene and Transportation service for consistency and practicality, and will be available for scrutiny in the event of any future challenge.
- 3.09 The policy includes the identification and utilisation of other on-board management systems to support and develop efficiencies within the fleet/transport operations of the Authority. The role of the Fleet Manager and the Service Managers will be to deliver the most efficient operations possible through the employment of telematics systems to improve vehicle utilisation, journey planning, effectiveness of supervisory roles and the health, safety and well-being of the workforce.
- 3.10 An example of this service specific utilisation is real time monitoring of waste vehicles through cameras which have already been installed on the vehicles.

4.00 RECOMMENDATIONS

- 4.01 That Environment and Overview Scrutiny recommends the Vehicle Management System Policy (Appendix 1) to Cabinet for approval.

5.00 FINANCIAL IMPLICATIONS

- 5.01 Any additional costs and subscription fees are offset within the Fleet Review savings and have previously been presented within the previous Fleet Review report.
- 5.02 Overview of Fleet savings:
- Vehicle Ownership: Hire / Lease of LIGHT fleet - £231k

- Vehicle Ownership: Hire / Lease of HGV/Specialist fleet - £132.8k
- Logistics model – Utilisation management LIGHT - £243k
- Logistics model – Utilisation management HGV/Specialist - £44k
- Fleet & maintenance management - £231k
- RCV / Recycling - £32k
- Waste Transfer - £155k
- Small Waste Vehicles - £24k
- Sweepers (HGV & precincts) - £82.5k
- Verge Mowing - £35k
- Gully Emptiers - £34.5k
- Mowers – £8.7k
- Fuel Trackers - £75k
- Voids Process - £25k
- Vehicle Size / Specification - £0k
- “People Transport” £13.3k

Total Savings £1.3m

5.03 Following the Fleet Review, savings of £141k had been identified in the reduction of fleet ownership, in part due to improved monitoring and utilisation of fleet. This had a lead-on saving of £102k from service benefits (a newer fleet attend the workshop less often) and a FTE mechanic reduction in the workshop. These savings were captured in the Fleet Review, but were linked to improved efficiencies gleaned from tracking vehicles.

6.00 ANTI POVERTY IMPACT

6.01 None

7.00 ENVIRONMENTAL IMPACT

7.01 Improved environmental impact across the fleet by managing journeys, vehicle utilisation and driver behaviour.

8.00 EQUALITIES IMPACT

8.01 None

9.00 PERSONNEL IMPLICATIONS

9.01 None

10.00 CONSULTATION REQUIRED

10.01 Human Resources & Organisational Development regarding policy design and integration.

10.02 Trades Unions in respect workforce engagement.

11.00 CONSULTATION UNDERTAKEN

11.01 Operational departments, union representatives and stakeholders.

11.02 With Cabinet Member.

12.00 APPENDICES

12.01 Vehicle Management System Policy

12.02 Manager's Guide to Vehicle Management Systems Policy

12.03 Vehicle Telematics Service Specific Assessment

LOCAL GOVERNMENT (ACCESS TO INFORMATION ACT) 1985
BACKGROUND DOCUMENTS

None.

Contact Officer: Stephen O Jones

Telephone: 01352 704700

Email: stephen.o.jones@flintshire.gov.uk