

MOTOR VEHICLE SUMMARY REPORT

*In 2021 we saw that, of the 1,647,181 new cars sold in the UK, around **11% were pure electric vehicles.***

*Whilst the move to electric will have been impacted by the semi-conductor shortage, it is suggested by some that **2022 will be the year for the company car to go all-electric** (Automotive Outlook 2022)*

*There are more than 182,000 people employed in manufacturing and some **780,000 in total across the wider automotive industry.***

*The motor industry accounts for **10% of total UK exports with more than 150 countries importing UK produced vehicles, generating £77 billion of trade.***
(SMMT)

*Every job in the sector creates another **2.1 jobs in sectors from chemical and steel to finance and advertising***
(SMMT)



Executive Summary

Introduction

This sector summary overview presents an overview of the **Motor Vehicle** sector within Milton Keynes (MK), highlighting particular areas of regional specialisation prioritisation alongside the macro factors driving short, medium and longer term changes to the sector, and local economy.

The objective of the report is to highlight the strengths, weaknesses, and opportunities within the local employment and skills market, including structural factors which may continue to impact the region in the future.

With the overall aim that intelligence will be used to inform and direct curriculum delivery, including but not limited to Apprenticeships, 16-19, Adult Learning, Higher Education, bespoke, part-time and modular bitesize provision.

The information outlined in the report is designed to inform stakeholder and employer forums to shape curriculum strategies and future facing skills design. Audiences are encouraged to use the data provided therein, alongside other reports, strategies, data and policy papers to plan future recruitment and training strategies in line with industry needs.

Important drivers and trends affecting labour market and skills demand to be considered within the context of this report and subsequent curriculum design include:

- Global and domestic political environments
- National and regional economic growth
- State of public finances and Further Education (FE) Funding allocations
- Ageing population, multigenerational workforces, migration, Brexit
- Pace of technological change* *e.g. technology-facilitated changes to the location and organisation of work*
- Climate change and Bioeconomy* *bioeconomy represents the economic potential of harnessing the power of bioscience, using renewable biological resources to replace fossil resources in innovative products, processes and services in line with Net zero targets*
- Inequality, underrepresentation, In-work poverty, Digital Exclusion
- Geo-based issues including transport and access
- Perception of Industry
- The education inspection framework (EIF) and OFSTED.

LMI in context

Different organisations will use a breadth of complementary official datasets accessible API datasets including information from the Annual Survey of Hours and Earnings, the Labour Force Survey, the Employer Skills Survey, Working Futures and the UK Census.

Statistical agencies like the Office for National Statistics (ONS), the Higher Education Statistics Agency (HESA) produce data, and sector organisations or professional bodies at national and regional level, often have their own researchers and provide a rich source of LMI.

However LMI is also presented in many different formats. For example, complex statistical formats including CSV files, datacubes or technical reports that are geared towards economist and policy makers, rather than for use in education organisations.

Methods of data collection and curation will vary, as will the timeframe over which data is collected, its intended use and the reliability of the data needs to be considered within context of other LMI sources.

An example, some organisations will use former Government Office regions to classify a geography, others a Local Enterprise or Local Authority area. Slightly different geography or demography, the time period over which data was collated, different O*NET or Standard Occupational Classification (*SOC*) or Standard Industry Classification (*SIC*) definitions (levels 1 – 4) should be recognised as a limitation of the data, and account for any variance between sources of LMI.

The validity of the data overall; which yields information from the various official datasets and sources of intelligence it draws upon is accurate at the point of circulation.

Nevertheless, good LMI practitioners will advocate how important to use your own judgement to draw conclusions about the information.

Question and explore the data, reflect on the key messages and in doing so, engage in an ongoing dialogue and debate with the information within context of each readers situation to contribute towards creating growing body of up to date LMI.

Regional Context

Since the previous Census in 2011, Milton Keynes has seen its population grow to 287,821. This is a **15.3% increase, which is above the national average of 6.3%**. Milton Keynes has a **younger age profile than England as a whole**.

272,467

Population (2021)

Population grew by 6,227 over the last 5 years and is projected to grow by 3,877 over the next 5 years.

173,681

Total Regional Employment

Jobs decreased by 8,442 over the last 5 years and are projected to decrease by 953 over the next 5 years.

£32.4k

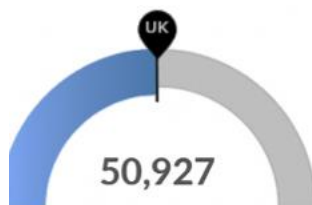
Avg. Wages Per Job (2021)

Regional average wages per job are £1.9k above the national average wages of £30.4k per job.



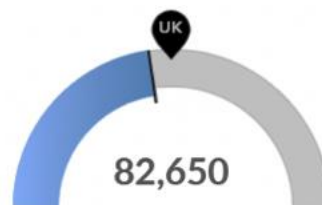
Age Cohort	2021 Population	2021 Percent
Under 16 years	62,372	22.9%
16 to 34 years	58,282	21.4%
35 to 54 years	80,768	29.6%
55 to 74 years	54,022	19.8%
75 years and over	17,023	6.2%

Population Characteristics



Millennials

Milton Keynes has 50,927 millennials (ages 25-39). The national average for an area this size is 51,227.



Retiring Soon

Retirement risk is low in Milton Keynes. The national average for an area this size is 94,806 people 55 or older, while there are 82,650 here.



Racial Diversity

Racial diversity is high in Milton Keynes. The national average for an area this size is 38,519 racially diverse people, while there are 57,037 here.

As of 2021 the region’s population increased by 2.3% since 2016. **Population is expected to increase by 1.4% between 2021 and 2026**, adding 3,877.

Concerning educational attainment, 34.2% of Milton Keynes residents possess a Degree or Equivalent and Above - SCQF L9 (0.7% above the national average), and 7.8% hold a Higher Education Below Degree Level - SCQF L7-8 (0.2% below the national average).



	% of Population	Population
No Qualifications (NVQ)	6.5%	11,000
Other Qualifications (NVQ)	6.5%	11,053
NVQ 1 - SCQF L4	9.6%	16,360
NVQ 2 - SCQF L5	17.2%	29,124
Trade Apprenticeships	1.9%	3,234
NVQ 3 - SCQF L6	16.2%	27,554
Higher Education Below Degree Level - SCQF L7-8	7.8%	13,292
Degree or Equivalent and Above - SCQF L9	34.2%	58,043

Sector Summary

The UK automotive industry is a vital part of the UK economy **worth more than £60.2 billion turnover, adding £11.9 billion value to the economy.**

With approximately 157,00 people employed directly in manufacturing and in excess of 797,300 across the wider industry, it accounts for **11% of total UK export of goods**, worth £42.4 billion, and **invests £2.9 billion each year in automotive R&D.**

Over 30 manufacturers build 70+ models of vehicle in the UK **supported by 2,500+ component suppliers** and skilled engineers.

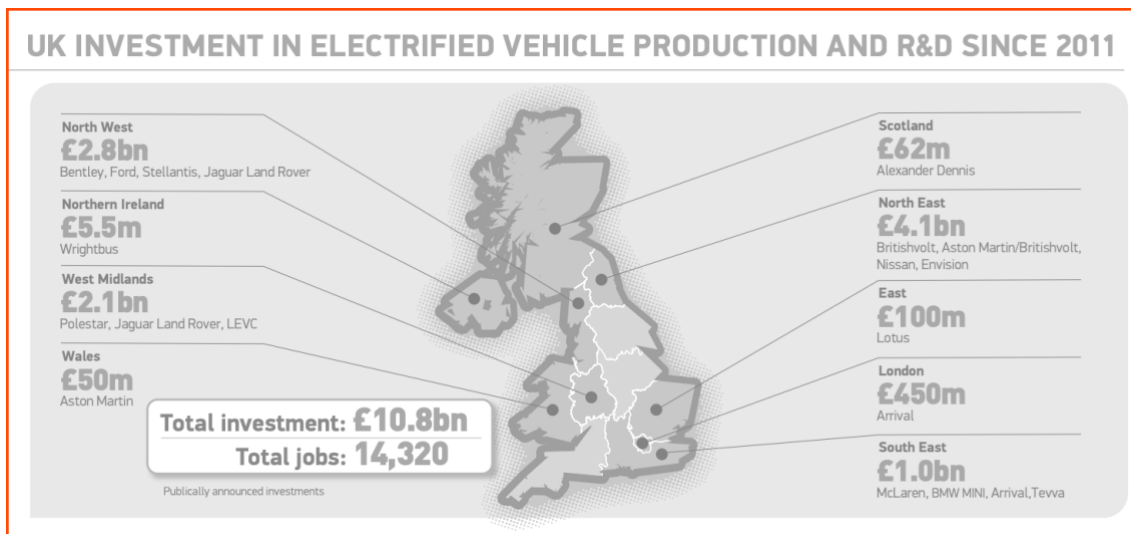
The **Electric Vehicle (EV) industry has a pivotal role to play** in the UK’s and the world’s transition to a **low carbon economy.**

Scaling up partnership work between FE colleges and employers could be at the **heart of the re/upskilling agenda.** Boosting work experience opportunities and ensuring that those delivering FE courses can **inspire people and raise awareness of the emerging roles in the industry.**

Milton Keynes

The **MK Electric vehicle centre of excellence** and **Milton Keynes Go Ultra Low City Scheme (GULCS)**, created using funding from the Office for Zero Emission Vehicles (OZEV) will be central to **supporting the move towards zero-emission vehicles**.

Milton Keynes' Go Ultra Low City status means it is **one of only four titles awarded to four UK cities across the country, aimed at improving electric car uptake**.



A recent report (2021) revealed that **Milton Keynes is the number 1 destination for automotive business start-ups**.

Yell Business, using Companies House data, found that **20,424 new automotive sector businesses were started in 2021**. 7,257 were companies working in **vehicle maintenance and repair**, and made up 36% of the new registrations.

Another **6,137 were based around the sale of used cars and other light vehicles**. In total, sales businesses made up 53% of all companies started in the automotive sector last year.

Yell then analysed Google search demand for specific services versus the actual number of businesses offering this in each area. On this model, **Milton Keynes had the highest demand for all classifications compared with any other area**.

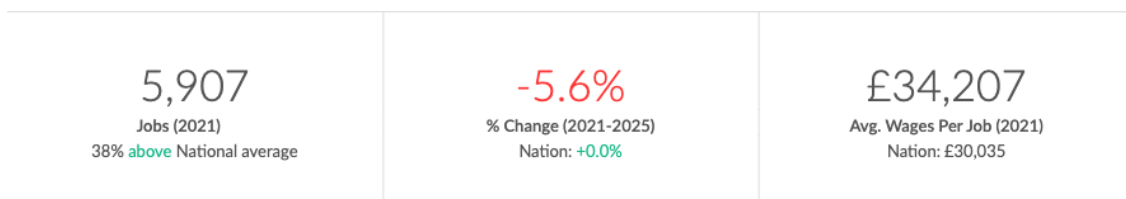
Business type	Top three locations based on searches per listing
Car wash	1. Milton Keynes 2. Salisbury 3. Bath
Car rental	1. Milton Keynes 2. Canterbury 3. Oxford

Garage	1. Milton Keynes 2. Newcastle 3. Bournemouth
Driving lessons	1. Milton Keynes 2. Bath 3. Truro
Mechanic	1. Milton Keynes 2. Belfast 3. Nottingham

Employment profile

According to EMSI, there are close to **6000 people employed in the Motor Vehicle Industry** in Milton Keynes, **33% above the national average**.

Whilst this is projected to decrease to 2025, per the below figures, this will **likely not take into account the rise in new jobs linked to the government’s pledge to move towards EV automotive adoption**.



It is a sector typified the disproportionate number of women in the workforce. **Men make up 80.8% of the total workforce**, and over **99.5% of Vehicle technicians alone are male**.

Representative bodies like the Industry of the Motor Industry (IMI) are taking a lead on making **real change happen on diversity and inclusion**. Presenting the findings of the IMI’s Diversity Task Force, Joanna Hollingdale, the IMI’s Careers and Student Membership Manager, recently issued a passionate plea to **“make the automotive sector accessible to everyone”** available [here](#)

Nationally there are over **23,000 live vacancies in the automotive industry**. The culture within the sector must be one that is welcoming, inclusive and energising.

The majority of the workforce (24%) are aged 25-34, 35-44 yr. olds make up 22% followed by 45-54 occupying the next largest market share at 21%.

It is a **significant high GVA adding industry** to the Milton Keynes economy, with **£244.3m generated annually** in earnings in the most recent EMSI figures, and **adding £1.9bn to the economy in 2019**. It is also plays an **integral role in the supply chain of other industries and sub-sectors**:

Industry Requirements

Purchases from	In-region Purchases	Imported Purchases	Total Purchases
Manufacture of Motor Vehicles	£11,547,972	£118,670,687	£130,218,659
Manufacture of Other Parts and Accessories for Motor Vehicles	£8,432,471	£60,346,928	£68,779,399
Maintenance and Repair of Motor Vehicles	£29,135,761	£13,047,744	£42,183,506
Sale of Cars and Light Motor Vehicles	£41,768,202	£4,710	£41,772,912
Other Monetary Intermediation	£8,562,035	£30,203,386	£38,765,421

It is a sector **reliant on in-region purchases** and supply chains across the following sectors:

Purchases from	In-region Purchases	% In-region Purchases	Imported Purchases	% Imported Purchases	Total Purchases
Sale of Cars and Light Motor Vehicles	£41,768,202	100.0%	£4,710	0.0%	£41,772,912
Maintenance and Repair of Motor Vehicles	£29,135,761	69.1%	£13,047,744	30.9%	£42,183,506
Wholesale Trade of Motor Vehicle Parts and Accessories	£8,763,287	66.3%	£4,455,557	33.7%	£13,218,844
Service Activities Incidental to Land Transportation	£6,835,185	66.3%	£3,481,133	33.7%	£10,316,318

However, some of its **biggest GVA adding areas** are **reliant on imported purchases**:

Purchases from	In-region Purchases	% In-region Purchases	Imported Purchases	% Imported Purchases	Total Purchases
Manufacture of Motor Vehicles	£11,547,972	8.9%	£118,670,687	91.1%	£130,218,659

Manufacture of Other Parts and Accessories for Motor Vehicles	£8,432,471	12.3%	£60,346,928	87.7%	£68,779,399
Other Monetary Intermediation	£8,562,035	22.1%	£30,203,386	77.9%	£38,765,421
Advertising Agencies	£776,055	2.0%	£37,419,380	98.0%	£38,195,436
Engineering Activities and Related Technical Consultancy	£1,331,636	3.8%	£33,913,780	96.2%	£35,245,416
Warehousing and Storage	£10,626,199	33.2%	£21,333,742	66.8%	£31,959,941
Retail Sale in Non-specialised Stores with Food, Beverages or Tobacco	£4,039,201	13.8%	£25,158,501	86.2%	£29,197,702
Predominating Accounting, Bookkeeping and Auditing Activities; Tax Consultancy	£3,428,758	11.8%	£25,732,767	88.2%	£29,161,525
Computer Consultancy Activities	£3,685,732	12.8%	£25,181,802	87.2%	£28,867,535
Renting and Operating of Own or Leased Real Estate	£484,560	1.9%	£25,163,318	98.1%	£25,647,878
Manufacture of Bodies (Coachwork) for Motor Vehicles; Manufacture of Trailers and Semi-trailers	£3,167,034	14.6%	£18,490,373	85.4%	£21,657,407
Freight Transport By Road	£1,277,346	6.2%	£19,259,199	93.8%	£20,536,545
Other Professional, Scientific and Technical Activities	£544,286	3.5%	£15,163,180	96.5%	£15,707,466
Computer Programming Activities	£1,822,525	11.8%	£13,561,304	88.2%	£15,383,830
Other Business Support Service Activities	£1,065,921	7.4%	£13,263,930	92.6%	£14,329,851

The impact of the UKs exit from the EU Single Market, which previously allowed the tariff-free movement of goods between all 28 EU Member States, current **supply chain issues** as a result of the pandemic, **rising price of materials**, and the **conflict in Ukraine** is exacerbating challenges that the automotive sector was already experiencing in its supply chain.

The **reliance on imported goods and services** may have an indirect and direct effect on sector performance and stability.

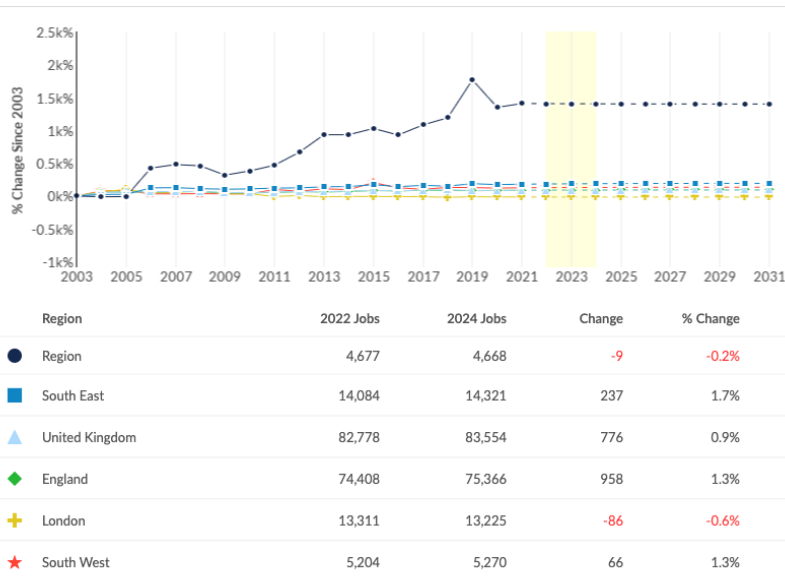
The Service Activities Incidental to Land Transportation Industry is a high employing sub-sector in Milton Keynes.¹

¹ . This subsector includes: activities related to land transport of passengers, animals or freight operation of terminal facilities such as railway stations, bus stations, stations for the handling of goods; operation of

<p>4,682</p> <p>Jobs (2021)</p> <p>914% above National average</p>	<p>-0.2%</p> <p>% Change (2022-2024)</p> <p>Nation: +0.9%</p>	<p>£48,378</p> <p>Avg. Wages Per Job (2021)</p> <p>Nation: £44,443</p>
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As can be seen from the below graph, the area outperforms all other parts of the UK in terms of overall jobs in this market.

Regional Trends



Vehicle Technicians, Mechanics and Electricians make up 10.0% of the total workforce, followed by **Rail Travel Assistants 5.9%**, Rail Transport Operatives 4.0% Van Drivers 3.9% and Bus and Coach Drivers 3.7%.

There are also more **Vehicle Technicians, Mechanics and Electricians and Driving Instructors employed in the area than nationally, currently 48% above the UK average.**

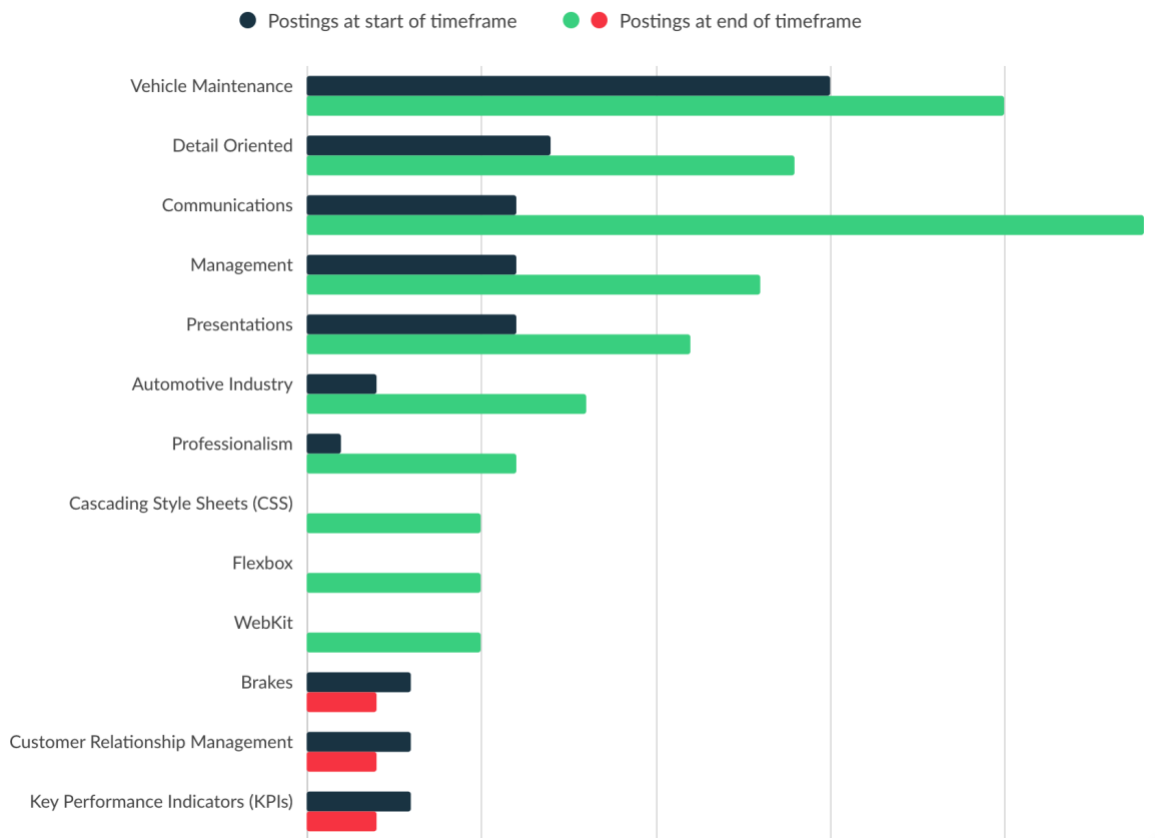
railroad infrastructure; operation of roads, bridges, tunnels, car parks or garages, bicycle parking; switching and shunting; towing and road side assistance; This class also includes: liquefaction of gas for transportation purpose.

Occupation Summary for 2 Occupations

<p>1,514</p> <p>Jobs (2022)</p> <p>48% above National average</p>	<p>-1.3%</p> <p>% Change (2022-2024)</p> <p>Nation: +0.7%</p>	<p>£13.16/hr</p> <p>£28.8k/yr</p> <p>Median Wages</p> <p>Nation: £12.82/hr; £27.9k/yr</p>
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Emerging skills

Employers actively recruiting for **Vehicle Technicians, Mechanics and Electricians** in the last 6 months are seeking skills in the following areas:



Of these, some of the most significant percentage increase in the skills employers are listing in job descriptions throughout this time include **Management +117%** **Presentations +83%** **Mechanical Engineering +100%** **Problem Solving +100%** **Professionalism + 500%** **Basic Math +200%** and **Technical Training + 150%**.

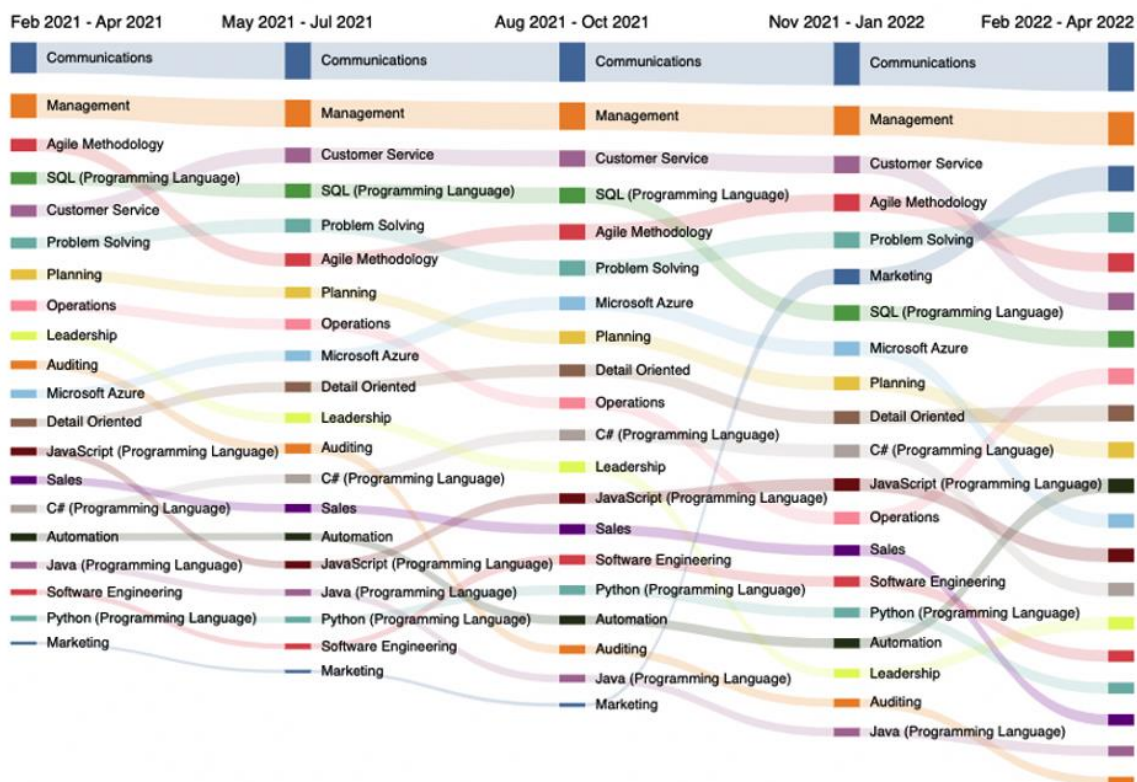
Overall, taking a broader look across the sector over the last year, in all occupations there has been a significant percentage increase in the number of recruiting employers actively seeking the following skills.

Cascading Style Sheets (CSS) increased by 179% from 66 job postings in May 2021, to 150 by May 2022. Similarly, **Software Engineering** rose from 66 appearances in job advertisements to 150 (+127%) **JavaScript (Programming Language)** from 96 to 174 (+81%) **Automation** from 111 to 200 (+80%).

Microsoft Azure (+49%) Communications (+35%) (+52%) Agile Methodology. (+45%) are also more frequently cited as skills needs by recruiting employers than 12 months ago.

Programmers and Software Development Managers, IT Business Analysts, Architects and Systems Professionals, Engineering, Science, Engineering and Production Technicians, Engineering Professionals, Vehicle Technicians, Mechanics, Civil Engineers and Quality Assurance and Regulatory Professionals all remain in demand, as the some of the most frequently advertised occupations within the Motor Vehicle Industry.

As such for the sector overall in Milton Keynes, primary skills requirements over time remain relatively unchanged, as can be seen from the below image:





A future facing Sector

Currently, Further Education (FE) providers are allocated funds from different sources depending on the type of courses they provide and on the age of their students. There is also capital funding available for upgrading the college estate, as well as European funding for skills to support economic growth across locally defined geographies.

EU investment will transition across domestic funding over the next couple of years, spearheaded under the UK Shared Prosperity Fund (UKSPF).

To assess the current performance of different areas of college provision, and develop new, fit for purpose skills solutions and it is important to understand the key sources of funding. Any regulatory requirements, as well as the opportunities and limitations of each programme and overall policy drivers should be factored into any subsequent skills discussion and design.

Primary sources of current FE funding are summarised overleaf.

Education and Skills Funding Agency (ESFA)

16-19

Funding to provide study programmes for young people. The ESFA pays colleges based on the numbers of students they are expected to enrol each academic year using funding rates adjusted by a weighted average calculation based on characteristics.

19+ Adult Education Budget (AEB)

The AEB provides most of the public funding for non-apprenticeship, 19+ further education in England. AEB monies is used specifically to fund training opportunities to support the most disadvantaged learners.

Funds can be used for anyone aged 19-23 to get a L2/ 3 qualification if they don't already have one. AEB can be used to fund low-waged learners 24+ to get their first L2/3 qualification. The AEB can be used to fund anyone unemployed for any course or qualification up to L2.

English and Maths

AEB can be used to fully fund level 2 English and maths for anyone over the age of 19.

Lifelong Loan Entitlement (LLE)

From 2025, the Lifelong Loan Entitlement is intended to provide individuals with a loan entitlement to the equivalent of four years' worth of post-18 education to use over their lifetime. The flagship element of the Skills and Post16 Education Act 2022, It is intended to be used flexibly, for full or part-time study of modules or full qualifications at L4 to L6.

Apprenticeships

Employers can receive incentive payments to help fund apprenticeships The amount received depends on whether employers pay the apprenticeship levy .If you pay the levy you will receive funds to spend on training and assessing your apprentices. The government will add 10%.

If employers do not need to pay the levy they pay 5% and the government will pay the rest (95%) up to the funding band maximum.

Department for Education (DfE)

National Skills Fund

Free L3 qualifications for adults and Skills Bootcamps. There are over 400 qualifications available in areas such as engineering, social care, and accounting. The offer is also available to adults who earn less than the National Living Wage annually or the unemployed. All 19 - 23 year olds can access courses for free through their legal entitlement to a first full L3 qualification.

Capital funding

The 2021 Skills for jobs White Paper included a proposal to “continue to invest in the college estate, to transform facilities and enable high-quality provision.” The £1.5bn capital commitment made in the Budget 2020 for capital spending across all further education sites in England for the next 5 years is primarily being delivered through the **Further Education Capital Transformation Fund**.

Additional sources

EU structural funding (ESIF)

ESIF includes money from the **European Social Fund (ESF)**, **European Regional Development Fund (ERDF)** and **European Agricultural Fund for Rural Development (EAFRD)**.

The ESIF Growth Programme provides investment to projects that improve local innovation and growth, create jobs and promotes social inclusion. Projects funded by the ESIF Growth Programme are currently running, in some cases with an extension to the end of 2023. Local Enterprise Partnerships and Combined Authorities are responsible for developing local ESIF strategies.

The UK Shared Prosperity Fund (UKSPF) is intended to replace EU structural funding. The Fund will focus on three priorities: communities and place, local businesses, and people and skills.



Current curriculum overview

Combining ILR, schools data and LMI, RCU Vector provides an insight into local learner markets. Allowing parties to identify and meet the future needs of local communities by shaping appropriate responses and curriculum updates.

The following pages, using Vector data, provide a comprehensive picture of the current Milton Keynes College Group (MKCG) curriculum delivered, alongside local skills demand.

Summary

In 2020/21 there were a total of **100 MVT 16-19 learners**, of which **90 were enrolled at Milton Keynes College Group (MKCG)**. The total market has grown by 20 learners since 2018/19, during which time MKCG gained 10 learners. **MKCG controlled 93% of the 2020/21 16-19 market**. The remaining learners at Other GFE Colleges (7%).

In 2020/21, there were a total of 40 MVT Adult learners, of which 10 were enrolled at Milton Keynes College Group (MKCG). The total market has grown by 10 learners since the 2018/19 academic year, during which time MKCG saw no change in learner numbers. **The vast majority of learners are studying at level 2 (91%)**.

The apprenticeships market is by far the largest, with 2,890 apprentices recorded within the South East Midlands LEP; Only 150 (5%) of these apprentices are enrolled at MKCG.

This market has **shrunk significantly since 2018/19, by 1,400 apprentices**. The **majority of apprenticeships are at Advanced level (66%)**, which has seen the bulk of the drop in learner numbers.

However, **Higher level apprenticeships appear to be a small, but emerging, market having seen nearly fourfold increase since 2018/19**. There is ample room for growth in this market, where college facilities can be leveraged as a key USP.

In 2020/21, there were <5 learners within the HE market, of which 0 were studying at MKCG. This is no change since 2018/19.

A note on differences across funding streams and data:

There are slight differences in the definition of a Technical Route (which is used for apprenticeships) and Subject Sector Area. These are both based on information contained in the submitted ILR. This is sometimes just a name change, and sometimes multiple SSAs being mapped to a single Technical Route. For example, A full table of this mapping is available in the *Supporting Documents* menu on Vector RCU.

Geographies are defined by Vector as the resident location of learners, rather than where the learning is taking place. Across funding streams, different aggregate geographies are available, from the Local Authority to the LEP level. For some cases, it is more appropriate to

survey a larger geography (such as apprenticeships). This is especially important to note for HE, where many learners leave their residence area to study at a HEI.

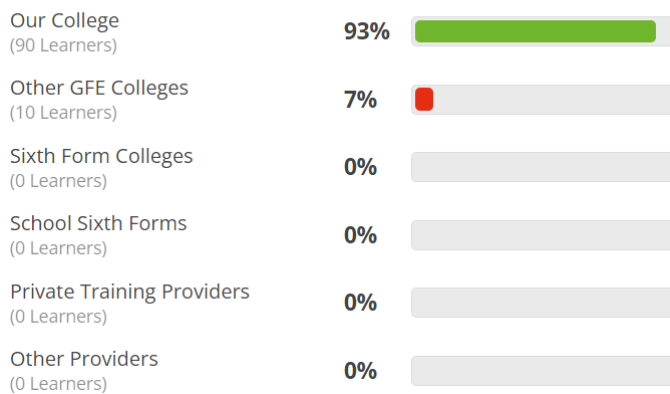
Suppression Rounding is carried out by Vector RCU to ensure anonymity of the data where raw figures are presented. This may cause slight discrepancies between data sets of different granularities and when comparing market share percentages to learner numbers.

16-19

For this section, the Subject Sector Area (SSA) analysed is *Motor Vehicle and Transportation (MVT)*, and the selected geography is *Main Area (MK)*.

In 2020/21 there were a total of **100 MVT 16-19 learners, of which 90 were enrolled at Milton Keynes College Group (MKCG)**. The total market has grown by 20 learners since 2018/19, during which time MKCG gained 10 learners.

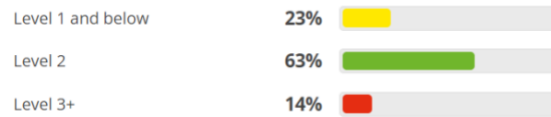
Market Share



MKCG controlled 93% of the 2020/21 16-19 market. The remaining learners at Other GFE Colleges (7%).

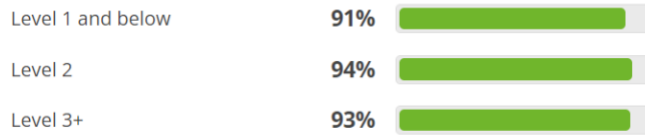
The majority of local 16-19 learners are enrolled on level 2 courses (63%).

Level Profile - All Learners



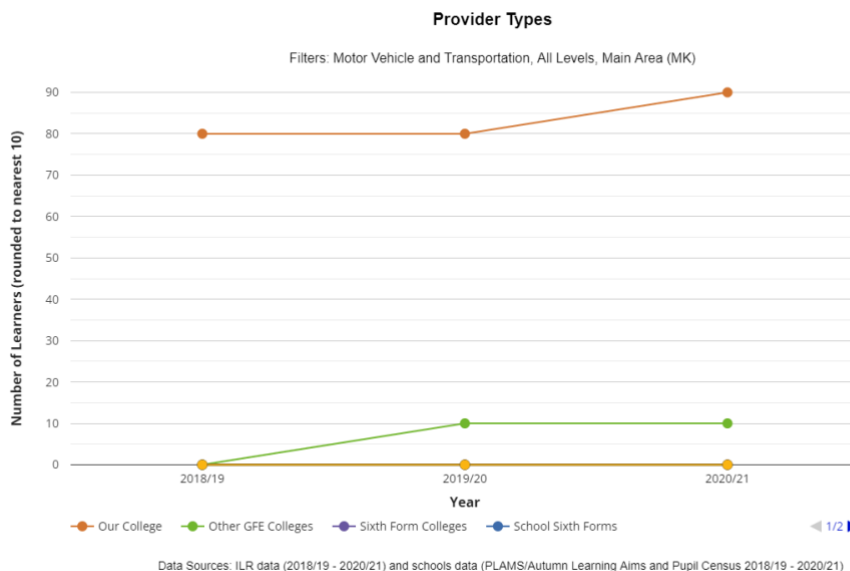
There is a large drop of from level 2 to level 3+ (14%), which may reflect labour market skills demand or difficulties in progression.

Market Share by Level



MKCG has a dominating market share across all levels of study.

There are few providers operating regionally, with only MKCG reporting learner numbers that aren't registered as <5. The only provider (types) seeing growth over the previous 3 years are MKCG and Other GFE Colleges.

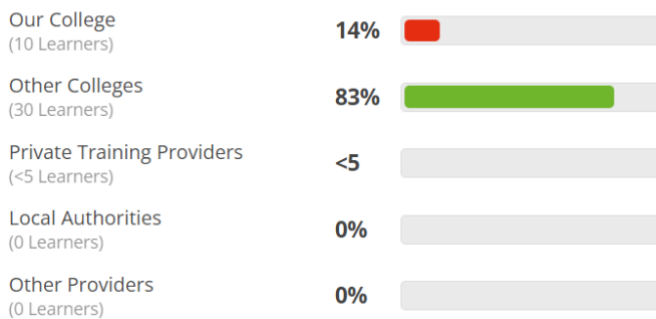


Adults

For this section, the Subject Sector Area (SSA) analysed **Motor Vehicle and Transportation (MVT)**, and the selected geography is **Main Area (MK)**.

In 2020/21, there were a total of **40 MVT Adult learners, of which 10 were enrolled at Milton Keynes College Group (MKCG)**. The total market has grown by 10 learners since the 2018/19 academic year, during which time MKCG saw no change in learner numbers.

Market Share



There are two main providers groups regionally. **Other GFE Colleges dominate with 83% of the market share, whilst MKCG reports 14%.**

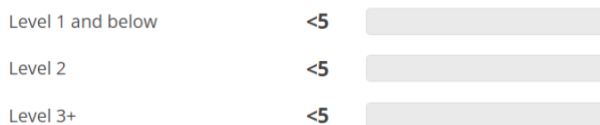
Private Training Providers make up a nominal amount of the market.

The vast majority of learners are studying at level 2 (91%).

Level Profile - All Learners



Market Share by Level

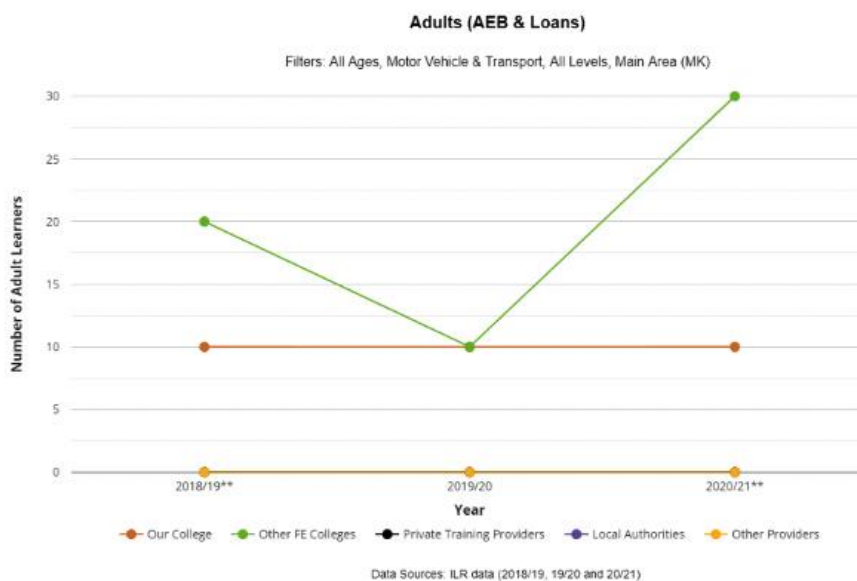


MKCG has very weak control of the market across all levels of qualification.

There are a number of providers within this market, predominantly made up by GFE Colleges.

Provider	2020/21 Learners
Newcastle and Stafford Colleges Group	20
Lambeth College	10
Milton Keynes College	10
Bedford College	<5
West Herts College	<5
Waltham International College Ltd	<5
NCG	<5
Newham College of Further Education	<5

Level 2 learner numbers have seen the greatest growth over the past 3 academic years, which has been the primary driver of growth amongst Other GFE Colleges.



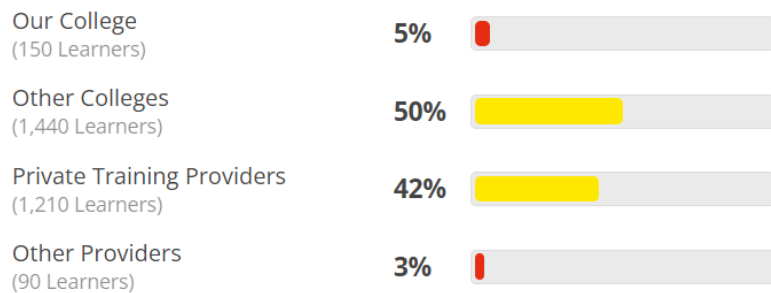
Apprenticeships

For this section, the Technical Route analysed is *Engineering and Manufacturing (which includes Motor Vehicle)* and the available geography is *South East Midlands LEP, for All Ages*.

In 2020/21 there were a total of **2,890 Engineering apprentices, of which 150 were enrolled at Milton Keynes College Group (MKCG).**

The total market has shrunk by **1,400 learners since the 2018/19 academic year**, during which time MKCG saw an increase of 10 learners.

Market Share

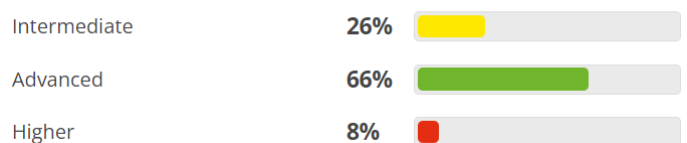


Interestingly, **Other Colleges have the greatest share of the market (50%), followed by Private Training Providers with 42%.**

Regionally, Private Training Providers tend to dominate across SSAs; this may be in part due to the equipment required to run such apprenticeships. **MKCG only control 5% of the market**, with Other Providers tailing with 3%.

Most apprentices study at Advanced Level (66%), with about a quarter at Intermediate Level (26%) and only 8% at Higher Level. This is potentially indicative of the qualification level that most employers require.

Level Profile - All Apprenticeships



Many different providers operate within this market, comprised of a mix of GFE Colleges and Private Training Providers.

Provider	2020/21 Learners
Bedford College	500
Northampton College	260
Milton Keynes College	150
Babcock Training Ltd	120
Remit Group Ltd	90
Warwickshire College Group	90
Activate Learning	80
JTL	70
Midland Group Training Services Ltd	60
Central Bedfordshire College	60

Whilst the overall market has shrunk over the previous three academic years, **Higher level apprenticeships have grown substantially with Other Providers seeing an almost fourfold increase in On Programme apprentices.**

Higher Education

For this section, the SSA selected is **Motor Vehicle and Transportation (MVT)** and the geography selected is **Milton Keynes**. Data is for **All Ages and All Level 4+** unless otherwise specified.

In **2020/21, there were <5 learners within the HE market, of which 0 were studying at MKCG**. This is no change since 2018/19.

The impact of the COVID-1- pandemic continues to impact the learning and skills system, which is no doubt reflected in the data. Particularly in sectors where apprenticeships and other skills may not lend themselves well to online delivery, or industries and employers who have had to focus on business survival, sustainability, or invest in new technologies to support ways of working which has had a knock-on-effect on staff development budgets or time available to train and upskill staff.

Even before the current crisis, changing technologies and new ways of working were disrupting jobs and the skills employees need to do them, and ambitions to improve resilience, tackle digital and social isolation, as well as overcoming barriers to overcome mental and physical health issues for staff and learners have been core priorities for FE Colleges over the last 2 years.

Using the information contained within this report alongside associated LMI and stakeholder intelligence there are opportunities to reskill and upskill the workforce to deliver new business models in the post-pandemic era.



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If you'd like to know more or explore how MKCG can assist your skills growth please contact us at the Skills Hub skills.hub@mkcollege.ac.uk We look forward to hearing from you.