

Bath & North East Somerset Council

DECISION MAKER:	Cllr Charles Gerrish, Cabinet Member for Customer Services Cllr Malcolm Hanney, Cabinet Member for Resources	
DECISION DATE:	On or after 26 th June 2010	PAPER NUMBER 1
TITLE:	Capital Project Transfer - Windsor Bridge Transport Centre Provision of MOT Facilities	EXECUTIVE FORWARD PLAN REFERENCE: E 2114
WARD:	All	
AN OPEN PUBLIC ITEM		
List of attachments to this report: Appendix: Environmental Services Business Case: Vehicle Workshop MOT Facilities		

1 THE ISSUE

- 1.1 There is a need to replace the outdated (20-40 years old) vehicle workshop equipment at Windsor Bridge Transport Centre and this provides an opportunity as the new equipment will enable an application to VOSA (Vehicle & Operator Services Agency) for MOT facilities. The savings made and income generated from providing in-house MOT facilities will re-pay the capital funding costs plus give an additional income stream to the Authority. There will also be some reduction of vehicle downtime allowing for greater productivity. The business case has been approved by the Corporate Transport Services Group and recommended for approval by Capital Strategy Group.

2 RECOMMENDATION

The Cabinet members are asked to agree that:

- 2.1 A capital budget of £60,000 for the introduction of MOT facilities at Windsor Bridge Depot, Bath is approved

3 FINANCIAL IMPLICATIONS

The request is for a capital budget allocation of £60,000, funded by service supported borrowing with a repayment schedule of £5,600 per annum over 15 years or less. Revenue forecasts show there is a potential additional income of circa £18,500 which after other annualised running costs are met will return circa £9,000 net additional annual income to the authority. c£6,400 is currently being spent on MOT's outside of the Authority.

Within the £9,500 of cost £5,600 of this is loan repayment, £2,750 will be required for equipment calibration and between £750 and £1,150 will be required for official stationary.

In addition there are one off costs for training (£1,000) and ground works (£3,950) which can be met from first year income but is in any case manageable within service budgets.

The business case in support of this is set out in the Appendix to this report.

4 CORPORATE PRIORITIES

4.1 Addressing the causes and effects of Climate Change: By having an in-house MOT facility there will be a large reduction in our carbon footprint by not having to move vehicles between various MOT testing stations (currently between Bath and Bristol).

4.2 Improving transport and the public realm by contributing to reduce congestion: The in-house MOT facility will improve the efficiency of the workshop and therefore reduce the down time of the in-house Passenger Transport fleet.

5 THE REPORT

Equipment used in vehicle maintenance is wearing out and needs replacing. The provision of MOT facilities is an innovative way to fund the replacement of this equipment whilst also improving efficiency. If, in the future, relocation from the Windsor Bridge site were to be necessary, all of the equipment purchased can be easily moved and installed into another site.

6 RISK MANAGEMENT

- a. The report author has fully reviewed the risk assessment related to the issue and recommendations, in compliance with the Council's decision making risk management guidance.
- b. Insurance: Having checked with the authority's insurance department, it has been established that there is no requirement to increase the Council's Public Liability insurance cover in order to allow private vehicles to be MOT tested.
- c. Right to trade: This should not cause a problem as it is a VOSA stipulation that, when they authorise an MOT testing station, it must be open to the general public, albeit on a strict booking system. Many other local authorities already carry out MOT testing, including Bristol City Council,

7 EQUALITIES

There are no identified issues.

8 RATIONALE

This decision is being sought following the development of a clear business case and PID. This application has been recommended for approval at all stages by CTSG, PID & CSG. Consultation with VOSA indicates they fully support the application for MOT status. There are no right to trade or insurance issues. There would be an income stream to the authority and all of the equipment would remain moveable should the need arise

9 OTHER OPTIONS CONSIDERED

There is a clear business case and the “do nothing” option would result in increased cost to the Council through likely equipment failure

10 CONSULTATION

Surveying staff and service users has indicated that having MOT facilities would improve their service provision by greatly reducing vehicle down time.

11 ISSUES TO CONSIDER IN REACHING THE DECISION

Customer Focus; Sustainability; Impact on Staff

12 ADVICE SOUGHT

The Council's Monitoring Officer (Council Solicitor) and Section 151 Officer (Strategic Director - Support Services) have had the opportunity to input to this report and have cleared it for publication.

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Background papers	None
Please contact the report author if you need to access this report in an alternative format	