

**Comparison table of options for review of current authorised testing station process**

Option	Advantages	Disadvantages
<p>No change to the current authorised Testing Stations</p>	<p>No advantages identified</p>	<ul style="list-style-type: none"> <li>• Inconsistencies between current testing stations standard of tests</li> <li>• No standard test fee</li> <li>• Lack of confidence of data on what vehicles are being failed and re-tested. Leading to potential for conflicts of interest – businesses wanting to retain testing work for a customer may advise / repair and not fail thus not accurately reported the compliance of a vehicle at all times.</li> <li>• Allowing tests to be carried out at multiple test stations will require additional enforcement and compliance work to ensure consistent application of standards across each testing station. Given resource limitations, this will also reduce capacity for general enforcement work.</li> <li>• A risk of applicants with vehicles in a poorer condition may favour a test station which takes a more lenient approach of the testing standards – if an applicant believed that one station would fail their vehicle and one would pass it, they will inevitably take the vehicle to the latter. Therefore it's not a true reflection on how the vehicle has been maintained</li> </ul>

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		in the 6 months prior to its compliance test.
Invite expressions of interest from MOT garages to a specific Service Level Agreement	<ul style="list-style-type: none"> <li>• More customer choice</li> <li>• Less travel time for licence holders</li> <li>• Control over setting fee for testing</li> <li>• More control over operating conditions and actions for non-compliance (of garages)</li> </ul>	<ul style="list-style-type: none"> <li>• Allowing tests to be carried out at multiple test stations will require additional enforcement and compliance work to ensure consistent application of standards across each testing station. Given resource limitations, this will also reduce capacity for general enforcement work.</li> <li>• Insufficient interest from garages leading to little choice</li> </ul>
Reduce the number of authorised Testing Stations in the County	<ul style="list-style-type: none"> <li>• Customer choice</li> <li>• Less travel time for licence holders</li> <li>• Reduce Officer time for enforcement and compliance of testing stations</li> </ul>	<ul style="list-style-type: none"> <li>• Inconsistencies between current testing stations standard of tests</li> <li>• Allowing tests to be carried out at multiple test stations will require additional enforcement and compliance work to ensure consistent application of standards across each testing station. Given resource limitations, this will also reduce capacity for general enforcement work.</li> <li>• Lack of confidence of data on what vehicles are being failed and re-tested. Leading to potential for conflicts of interest – businesses wanting to retain testing work for a customer may advise / repair and not fail thus not accurately reported the compliance of a vehicle at all times.</li> </ul>

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		<ul style="list-style-type: none"> <li>• A risk of applicants with vehicles in a poorer condition may favour a test station which takes a more lenient approach of the testing standards – if an applicant believed that one station would fail their vehicle and one would pass it, they will inevitably take the vehicle to the latter.</li> <li>• Reduces customer choice</li> </ul>
<p>Move over to In-house compliance testing</p>	<ul style="list-style-type: none"> <li>• Eliminate inconsistencies within the current testing regime.</li> <li>• Testing slots would be available up to 19:00 hrs – Monday to Friday (potential to open on a Saturday should there be demand)</li> <li>• Impartial testing as Fleet Services do not carry out any repairs on the vehicle</li> <li>• Standard test fee which will be published</li> <li>• True reflection on 1<sup>st</sup> time presented failure / pass rates. Better data on how vehicles are being maintained by the operator, and potential reduction in enforcement workload by enabling enforcement to concentrate on the vehicles and operators that are actually failing on 1<sup>st</sup> time presented basis.</li> </ul>	<ul style="list-style-type: none"> <li>• Increased travel time for licence holders. However, testing is only required once every 6 months, therefore it should be minimal impact on licence holders.</li> <li>• Possible increase in fees for operators as some have potentially struck deals with preferred garage</li> <li>• Capacity at testing station</li> </ul>

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