



## ARSON CONTROL FORUM

### Tackling Vehicle Arson: Vehicle Removal Schemes

#### Foreword

The potential fire risks presented by derelict or abandoned vehicles are obvious, but in the past difficulties in removing these vehicles from the public highway speedily have exacerbated an already serious problem.

Local authorities have a key role to play in partnership with the DVLA, the police and the fire and rescue service and other agencies to tackle this blight on our communities. Abandoned vehicles often act as a magnet for further anti-social behaviour, including arson, which leads to a steady deterioration in the liveability of our communities. Moreover, the problems caused by vehicle abandonment are often most acute in our most deprived communities.

The Government has recently introduced changes to the legislation covering abandoned vehicles in order to facilitate the removal process and to give local authorities an opportunity to tackle the problem speedily. These changes include: -

- Reducing the notice periods before vehicles can be removed to 24 hours in the case of the least valuable vehicles;
- Enabling local authorities to use powers to clamp and remove unlicensed vehicles;
- Promoting best practice for the agencies dealing with abandoned and unlicensed vehicles;
- Tightening vehicle registration procedures to ensure that those who dump vehicles can be tracked down and prosecuted.

The European Secure Vehicle Alliance document – “*A Balanced Approach to Reducing Vehicle Crime and Disorder*” emphasises the benefits of building partnerships and involving the local community in initiatives that address the problem of abandoned vehicles. A number of local authorities have already established local vehicle clearance initiatives and the Arson Control Forum funds many of these.

This research bulletin summarises the emerging findings from the evaluation of some of these local vehicle clearance schemes. It provides a valuable insight into some of the factors that need to be taken into account when working in partnership with other agencies to tackle the problem of vehicle abandonment.



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## Introduction

Vehicle arson is an increasing concern in the UK. The latest Fire Statistics show that there were 102,100 vehicle<sup>1</sup> fires recorded by the Fire Service in 2001<sup>2</sup>. This represented an 8% rise on the previous year and a 13% increase from 1999. This increase has largely been generated by the high proportion of fires that are in cars. Eight out of ten vehicle fires are in cars (as opposed to other types of vehicle), and such fires have increased by over 50% since 1991. In 2001, 79% of car fires in the UK were caused by malicious ignition (arson) – a rise from 57% of all car fires in 1991. A report commissioned by the Arson Control Forum found that “between 1990 and 2000 arson fires in buildings increased by 40% and arson fires in vehicles tripled”<sup>3</sup>.

This increase, which predominantly involves vehicles over ten years old, is thought to have been due a number of factors, not least the decline in the price of scrap metal in recent years, that has made the legal disposal of vehicles more expensive. This is expected to become a greater problem when the End of Life Vehicles Directive<sup>4</sup> is implemented. This will increase the costs associated with vehicle disposal.

The Arson Control Forum’s New Projects Initiative has provided funding for a variety of arson reduction projects across England and Wales, with the first round of funding allocated in 2001/02, with subsequent funding rounds in 2002/03 and 2003/04. A number of these projects focused specifically on vehicle arson, while others aimed to tackle the problem as part of a range of measures designed to reduce the overall incidence of arson.

This paper reports on the emerging findings relating to vehicle removals from the evaluation of the New Projects Initiative by Evidence Led Solutions with Morgan Harris Burrows and CRG Research. The evaluation included an examination of the process, impact and cost effectiveness of 31 arson reduction projects funded under the auspices of the New Projects Initiative. The evaluation included a number of projects that focused on vehicle removals, including:

- Avon’s Car Clear Project.
- Wrexham, Merthyr Tydfil and Swansea’s Vehicle Arson Reduction Initiatives.
- Luton’s Vehicle Arson Scheme.

The following pages begin by examining the issues associated with planning and implementing such projects. It then documents the various types of vehicle removal schemes that currently exist and finally, provides a check-list of the key factors that facilitate and inhibit the successful implementation of such projects.

## Planning a vehicle removal scheme

In the planning stage of a vehicle removal scheme there are a number of key processes that a project will have to go through to progress. These include:

- Identifying the problem.
- Analysing the problems identified.
- Developing partnership working.

### Identifying the problem

As with any community safety related project, it is obviously necessary to identify that there is a problem before interventions are developed to address it. Where vehicle arson is concerned, there are a number of factors that can inhibit the extent to which a local problem can be identified.

First there is the issue of the type of behaviour that is being addressed by a vehicle recovery scheme. Vehicles can be abandoned for a number of reasons. Some may have been dumped for economic reasons (e.g. to avoid paying for the cost of scrapping the vehicle); while others may be dumped for criminal reasons (e.g. a vehicle is stolen for ‘joyriding’ and subsequently abandoned and burnt out). Vehicles that fall into the former category will not ordinarily come to the attention of the fire and rescue service until they are set alight. Furthermore, in some areas, vehicles that are set on fire may not be recorded by the police unless the fire and rescue service in attendance at such an incident takes action to inform the police. This suggests that estimating the number of vehicles that may come within the remit of a vehicle removal scheme may require inter-agency working – drawing on data sources from different organisations.

Second, the definition of arson varies from one organisation to another. In particular there are significant differences in definition between the police and the fire and rescue service. Indeed, the

1 This includes vehicle fires where the vehicles are classed as having a value and does not include ‘derelict vehicle’ fires.

2 ODPM Fire Statistics, 2003.

3 Canter & Almond (2002)

4 The End of Life Vehicles Directive (2000/53/EC) requires manufacturers to provide free ‘take-back’ schemes from 2007. This applies to vehicles first registered after 1st July 2002. Until those schemes become available, the last owner will be responsible for the full cost of disposal and this, it is thought, will lead to an increase in abandoned vehicles.

police record (under the Criminal Damage Act 1971) approximately half the number of arson incidents recorded by the fire and rescue service. This is largely due to the higher level of proof required by the police to record an incident as 'arson'. In many areas this is being addressed through closer working between the fire and rescue service and the police in order to reduce the gap in the recorded figures and to simplify recording practices in both agencies.

Third, within many organisations, current data systems can make identifying abandoned and burnt out vehicles difficult. For example, in the fire and rescue service, incidents can be recorded as 'primary' or 'secondary' depending on the professional judgement of officers. In some police forces, abandoned/burnt out vehicles require detailed searching of free-text fields in incident log systems.

Identifying the extent of a problem is not only important for developing a project plan and for assessing resource requirements, it can also be important for gaining co-operation from partner agencies. This is discussed in more detail below.

### Analysing the problems identified

Once a problem has been identified, further analysis should be undertaken to examine the nature of that problem. Analysis should ideally include, for example:

- Location of abandoned/burnt out vehicles
- Time of report – time of day, day of week etc.
- Type of vehicle.
- Status of vehicle – abandoned with untraceable owner, stolen and burnt out etc.
- Condition of vehicle – whether abandoned intact, abandoned and stripped or burnt out.
- Time between first report of an abandoned vehicle and subsequent report of fire.

This information should be used to design an appropriate vehicle removal scheme as this allows one to ascertain key details about the nature of the problem and to quickly intervene. It has been noted that sometimes such data is not always available to all agencies concerned. However, section 115 of the Crime and Disorder Act 1998 provides additional legislation to support and enable data sharing between organisations, when it is done to tackle crime and disorder. This means

that, once data sharing protocols have been established, it should be possible to exchange appropriate information between the police and the fire and rescue services.

Once a scheme is implemented, analysis should be undertaken as a routine aspect of the project, in order to identify emerging changes in the nature of the problem. At this stage, monitoring information should be collected and analysed. This might include details of:

- The number of vehicles removed per week/month.
- The time between report of abandoned vehicle and removal.
- Subsequent action taken with vehicle – destroyed, returned to owner etc.

The projects examined in the New Projects Initiative (NPI) evaluation reported various problems with data sharing. These included:

- Data collection and collation systems in the partner agencies being incompatible.
- Data covering different geographical areas (e.g. police sectors not matching station areas).
- Different computerised systems used to hold the information, making it difficult to translate information from one system to another.
- Differences in recording practices.
- Incomplete data, which meant little was known about individual incidents.

These are issues that need to be addressed in future in order to facilitate the identification and analysis of vehicle arson incidents.

### Working in Partnership

Given the fact that vehicle arson is a problem that affects a number of statutory organisations (including Local Authorities, the police and the fire and rescue service), it follows that it is often best addressed through multi-agency co-operation. Local Crime and Disorder Reduction Partnerships (CDRP's) provide a forum in which such problems can be addressed and all three organisations are now 'Responsible Authorities' in these partnerships<sup>5</sup>. To date, relatively few CDRPs have included vehicle arson (or arson at all) in their crime and disorder audits and strategies. In the short term, this may impinge on the extent to which partnership resources can be levered in to address vehicle arson. In the longer term, the

<sup>5</sup> The fire and rescue service only became a Responsible Authority in April 2003, as required by section 97 of the Police Reform Act 2002.

inclusion of vehicle arson as an objective in Crime and Disorder Strategies (where it is identified as a local problem) will assist in focusing effort on this issue.

The NPI evaluation has highlighted the importance of identifying the right people to work in partnership on a vehicle removal scheme. In particular, the seniority of those involved was felt to be important by those interviewed. It was noted that it was particularly important to engage partners with sufficient seniority in their agency so that decisions could be made without lengthy 'in-agency' discussions. Equally important, was engaging representatives from appropriate departments within partner organisations. This allowed individuals with relevant experience and knowledge to be accessed quickly and efficiently, without the need for constant reference back to other departments.

Multi-agency working is not always trouble-free, however. The evaluation identified a number of problems associated with partnership working. Some partners were felt to have overly bureaucratic procedures, while some were hard to contact. In other cases, partners were unresponsive even once they were contacted. Staff re-assignment within the partner organisations also raised issues regarding continuity of communication and led to delays in establishing protocols and services in some areas.

## Implementing a vehicle removal scheme

### Introduction

Once a decision has been made to launch a vehicle removal scheme in the local area, there are a number of issues that need to be taken into account. The following paragraphs comment on some of the key issues that have arisen from evaluating such schemes.

### Understanding the legislation

From the evaluation, it was evident that the legal basis upon which vehicles were removed was unclear. There were a number of different pieces of legislation that were used by different organisations in order to remove vehicles within different periods of time. This section outlines the powers that were being used by the evaluated projects.

### *Powers available to local authorities*

The local authority has a statutory duty to remove any abandoned vehicle<sup>6</sup>. However, their powers are limited, and they must serve notice for vehicles to be removed. Under the Removal and Disposal of Vehicle Regulations 1986 and the subsequent amendments made in 2002, local authorities can issue a 24-hour notice on a vehicle that they believe to be of no value. If it has not been moved within 24 hours it can be removed and destroyed immediately. There is no statutory duty on a local authority to contact the owner, however, they may wish to do so in order to reclaim the costs of removal and destruction.

If a vehicle is believed to have some value, it is issued with a seven-day notice, and attempts must be made to contact the owner. After seven days it can be removed and destroyed, unless it has a valid excise licence, in which case it must be held until 14 days after the expiry of the excise. In addition to the powers to remove vehicles, the owner can be prosecuted by the local authority under the Refuse Disposal (Amenity) Act 1978 if they are found to be responsible for abandoning a vehicle.

### *Powers available to the police*

The police have no statutory duty for the removal of abandoned vehicles<sup>6</sup>. However, under sections 99 to 101 of the Road Traffic Regulation Act 1984 and under the Removal and Disposal of Vehicle Regulations 1986 they can authorise *immediate* removal if they deem the vehicle to be:

- In a condition or situation that is potentially dangerous.
- Causing an obstruction.
- Contravening a parking restriction.

It is important to note that none of this legislation (the Removal and Disposal of Vehicle Regulations 1986, the Refuse Disposal Amenity Act 1978 and the Road Traffic Regulation Act 1984, or any of their amendments) extends the power of immediate removal to either the fire and rescue service or the local authority.

### *Use of available powers*

The local authorities in areas examined by the evaluation were often found to be hesitant about authorising the removal and destruction of vehicles, due to fears of compensation claims.

<sup>6</sup> This is outlined in the Refuse Disposal and Amenity Act 1978.

However, the projects that have implemented fast removal and immediate destruction schemes, have found that claims for compensation are rare. Furthermore, legitimate claims can often be offset against the charges for the removal of the vehicle that are levied on the vehicle's owner. These charges can often cost the claimant more than the value of the vehicle. Successful claims are likely to involve small sums of money. Claims for larger amounts can be disputed, particularly if detailed records are kept to prove the state of the vehicle at time of removal – such as digital camera pictures and police statements. Any cost of compensation must be considered with reference to the cost that would have been incurred had the vehicle been set alight. A Home Office<sup>7</sup> study estimates this to be £4,000 per vehicle.

Fire Service Circular No 12/2001 provides details on the legislation available for removing abandoned vehicles.

### Identifying the vehicle keeper

Before removing a vehicle, the local authority must establish the ownership of the vehicle. This can be obtained by contacting the Driver and Vehicle Licensing Agency (DVLA), who holds the database of registered keepers.

The police have direct access to DVLA's registered keeper information via the Police National Computer (PNC). While the police cannot pass information on registered keepers to a local authority, they can inform the local authority on whether a vehicle is owned by someone and whether it has been involved in a crime. This is sufficient information on which to decide whether the vehicle may be destroyed.

By working in partnership, a police representative can take on the responsibility for contacting the owners of vehicles, negating the need for a local authority to contact DVLA and speeding up the process considerably. This further confirms the importance of partnership working and the requirement of police involvement in such a project.

The local authority can obtain devolved powers from the DVLA and utilise a fast access computer link to access the DVLA's data. However, these

links are expensive to establish and maintain, and the records may not hold as much detail as that available to the police via the PNC.

One scheme highlighted the capacity to interrogate the PNC as one of the most important facets of their scheme. This made the project more cost-effective, quicker and more efficient, although there were obviously implications on police time.

### Contracting out vehicle removal

The NPI evaluation highlighted a number of key issues that should be considered when contracting out services for the removal, storage and destruction of abandoned vehicles:

- **Ensuring sufficient capacity.** A contractor should have sufficient capacity to remove vehicles within the agreed time limit and must have suitable, secure space to store vehicles. An indication of the likely demand for a scheme should be obtained from the initial analysis of the problem.
- **Identifying the capabilities of contractors.** Different types of schemes (see below) will have different requirements. For example, if a scheme to remove burnt-out vehicles is being considered, the contractor must also have planning permission from the local authority to store and dispose of hazardous vehicles. Fast-Track schemes, where vehicles are to be removed immediately, require the contractor to provide a service 24 hours a day, for 365 days of the year.
- **Dealing with difficult locations.** Vehicles will frequently be abandoned in off-road locations and the contractors must have the facilities to collect from such locations.
- **Keeping clear records.** The contractor must be prepared to keep records on the removal, destruction and claiming of vehicles. In some of the schemes examined during the evaluation, the contractor took responsibility for contacting the owners of vehicles (through the DVLA), and dealing with all the paper work involved.
- **Controlling costs.** This is an important consideration, especially as there is a cost every time a vehicle is removed. Furthermore, some schemes may be more costly than others – particularly fast-track and burnt out vehicle removals.

7 Weiner M (2001) The Economic Costs of Fire: Home Office Research Study No 229. London: Home Office.

A number of problems were identified in relation to contracting out removal services. These were focused around the use of multiple contractors. While this could keep costs down (by introducing a degree of competition whereby the cheapest contractor is used) it also creates additional administration. In one project, which employed different types of vehicle removal scheme, the use of multiple contractors led to the 'wrong' contractor being called out for collections (e.g. a Fast-Track removal contractor being called when a 24-hour removal was sufficient), adding additional cost and duplication of effort.

In another area, where a contractor was a partner in the project steering group, other vehicle removal companies complained that there was a monopoly on vehicle removals in the area. As a result the partner-contractor agreed to stand down and tender for the contract along with others.

It was also observed that the project team may need to deal with a range of complaints, including those from the public regarding slow removals or from owners unhappy with the removal (and destruction) of their vehicle. Therefore designated lines of accountability should be established. These should utilise the information kept by the contractors, the local authority and police, so that complaints can be dealt with quickly and efficiently, without the need for lengthy investigation.

### **Monitoring and evaluating vehicle removal schemes**

Given the fact that vehicle removal schemes can prove resource-intensive (especially where services are contracted out) robust mechanisms for monitoring and evaluation should be established from the outset. Careful attention should be paid to how many vehicles are being removed (output monitoring) and whether vehicles are being removed under an appropriate scheme, given the level of risk. This is likely to influence the cost of the scheme (with a fixed price for the removal of a vehicle, the more vehicles removed, the greater the cost) and means that careful attention will need to be paid to the available budget (input monitoring) to ensure sufficient funds are available for the duration of the project.

Evaluation will largely be retrospective and will assess the extent to which a scheme has been effective in meeting its objectives. In the case of

vehicle removal schemes, evaluation may examine whether the rapid removal of vehicles led to a reduction in vehicle arson and, indeed, arson overall. It may also identify ways in which the scheme could be further developed in future. This evaluation component may assist with subsequent funding applications, as funding agencies are often keen to support projects that can be shown to work.

### **Types of vehicle removal schemes**

The evaluation identified three main types of vehicle removal schemes in operation. These include:

- Projects that aim to prevent vehicles becoming abandoned (End-of-Life Collections, Vehicle Amnesties and Auction House/Motor Trader Schemes).
- Projects that remove abandoned vehicles (including fast-track and commercial premises removals).
- Projects that remove burnt out vehicles.

### **Projects that aim to prevent vehicles becoming abandoned**

#### ***End-Of-Life Collections***

In many areas, the local authority provides an End-of-Life collection, removing vehicles at the owner's request, when it is no longer required, and is not fit for use. These schemes are often subsidised by the authority, requiring the owner to pay a small charge (usually less than £20). These schemes can help reduce the number of vehicles that are abandoned, by removing them at a lower cost than the owners would need to pay to scrap the vehicle themselves. These schemes require promotion in the local community, and a method of reporting vehicles that require removal.

#### ***Vehicle Amnesties (basic)***

Vehicle Amnesties are similar to End-of-Life removals, but run for a time-limited duration and are often limited to a particular area. Leaflet drops and media are utilised to advertise the free (or subsidised) removal schemes.

#### ***Vehicle Amnesties (Intensive)***

Intensive Vehicle Amnesties are similar to the basic Vehicle Amnesty but can be more pro-active, with vehicles identified in driveways and on private property, often within specifically targeted areas

(for example, wards or estates identified during analysis as having a large number of abandoned vehicles). The scheme is more resource intensive than the basic model, as it requires officers to visit the designated area, identify vehicles, contact the owners and offer them the low cost end-of-life removal.

This scheme may have a follow-up procedure. The letter sent to registered keepers inviting them to take part in the scheme may warn them that their details are kept on record and if the vehicle that has been identified is subsequently found to be abandoned, the owner is subject to the total cost of removal and may be prosecuted.

This type of scheme can prove resource-intensive with officers having to scour an area for potential vehicles. However, community beat officers, police community support officers, housing officers, neighbourhood wardens and traffic wardens could be used to provide the local authority with details of those vehicles thought to be candidates for a vehicle amnesty scheme.

The collection of data about these vehicles is a vital element of such schemes, as these vehicles must be tracked to ensure that the owner is contacted, should they be found abandoned. A central database, accessible by all partners has been used in such projects to enable quick and efficient identification of vehicles.

### **Auction House/Motor Trader Removals**

Targeting the source of low value vehicles helps to reduce the number of vehicles on the road that are likely to be abandoned. The Avon Car Clear project developed two innovative schemes in an attempt to reduce the number of unroadworthy vehicles being sold into the community. The Auction House Scheme involved establishing contact with a local auction house, responsible for auctioning vehicles. The dealers supplying vehicles to the auction were also contacted, and a protocol was established, whereby no vehicle would be sold for less than £50. The suppliers agreed that any vehicle not making this self-imposed reserve would be given over to the local authority for destruction. The auction house was prepared to pay a fee for these vehicles to be removed and destroyed.

The time taken to liaise with the auction house and the suppliers should not be under-estimated, often

more than one supplier of vehicles will need to be contacted and it may be that not all suppliers will be prepared to give up low value vehicles. A clear understanding of the legislation and issues surrounding the problem are essential for bringing on board these businesses. This must be an on-going process with negotiations and protocols with new suppliers to the auction house being established.

The Motor Trader Scheme is similar to the Auction House Scheme. Local motor traders were contacted by the project team, who negotiated that vehicles received (usually in part exchange) that had little or no resale value, would be given over to the local authority for destruction rather than released back into the community. At present this scheme has few subscribers, as publicity and negotiations have proved problematic and resource-intensive. Establishing such schemes can be a lengthy process, compounded by the reluctance of some (particularly small dealers) to hand over such vehicles.

### **Removal of abandoned vehicles**

#### ***Abandoned Vehicle Removal (Standard)***

In areas where vehicles are abandoned on a non-regular basis and cause little obstruction, a *standard* vehicle removal scheme can be introduced. This type of scheme utilises the local authority power, with a notice served on the vehicle (either seven days for vehicles deemed to have value or 24 hours for vehicles that are deemed to have no value). Contact with the DVLA, or the police, is required to check that the vehicle is not stolen, with the police also being able to ascertain if the vehicle is wanted in connection with other crimes.

The DVLA need to be contacted to determine the owners of vehicles. In the case of vehicles with no value the local authority can instruct that the vehicle be destroyed without informing the owner, contact only being made to charge the owner with removal and destruction costs.

This is the most common type of scheme currently in use. However, problems can occur in areas where abandoned vehicles are at a high risk of being vandalised or burnt out due to the length of time they remain *in situ* before being removed.

### *Abandoned Vehicle Removal (fast track)*

Utilising police powers that allow the immediate removal of vehicles, requires the police and local authority to work closely together, identifying vehicles that are in dangerous situations or conditions (see legislation above). Protocols should be established to ensure that the process of removal is swift and efficient. In some fast track removal schemes, police officers can contact their control room, who inform the local authority and the contractor. The contractor can implement an immediate removal and the local authority remains informed.

Fast-track removals are more resource intensive than standard removals (requiring police intervention and immediate response from contractors), as such consideration should be given for implementation of such schemes to be limited to 'hotspot' areas, where vehicles are more likely to be burnt as a consequence of being abandoned.

### *Commercial Premises Removals*

This type of scheme provides a service for local businesses that suffer from abandoned vehicles on their property (e.g. in their car parks and yards). The business can contact the partnership directly, and report a vehicle that they believe to be abandoned; the police and local authority then investigate this. The vehicle is subjected to the same checks and processes as in fast-track removals and, if found to be abandoned, it is removed within 24 hours (faster if it is deemed to be at significant risk).

The businesses are charged a fixed rate for the removal of vehicles; this rate is negotiated and agreed with each business. In one area where this scheme was employed the charge covered the cost of removal, destruction and the associated paperwork costs and netted a small profit for the partnership.

### **Removal of burnt out vehicles**

#### *Burnt Out Vehicle Removals*

These schemes may appear to be 'too late', but the prompt removal of already burnt out vehicles can improve the appearance of an area and can prevent injuries from the hazardous material left once a fire is extinguished.

The fire service is perhaps the best agency to report burnt out vehicles, as they attend all those that are reported (obviously some vehicle fires do go unreported, and other agencies and the public can also report such vehicles). Projects in Avon and Swansea have both utilised immediate recovery schemes; to remove burnt out vehicles, in some cases 'while they are still smoking'.

The vehicles removed still need to be traced back to an owner if possible, although they can be destroyed immediately. The contractor engaged to conduct such removals must have planning permission for the storage and destruction of burnt out vehicles (these are classed as hazardous waste).

### **Summary of types of vehicle removal scheme**

Table 1 provides a summary of the different types of scheme, their purpose and the issues that need to be considered when establishing such interventions.

### **Implementation check-list**

The following list provides details of the factors that facilitate the implementation of a successful vehicle removal scheme and those that are likely to inhibit the introduction of such a scheme.

#### *Facilitators*

- **Partnership Working** – with representatives from relevant departments, and of suitable seniority, to make decisions.
- **Commitment** – vehicle arson detailed as a crime reduction aim in strategies.
- **Data Exchange** – secured under protocols between relevant departments, with high-level support.
- **Detailed Analysis** – utilising a variety of data.
- **Clear Processes and Responsibilities** – established under protocols and with all agencies and officers involved being fully aware.
- **Good Publicity** – highlighting the schemes both to the public and those internally involved.

#### *Inhibitors*

- **Lack of Commitment** – without arson as a crime reduction priority, data sharing will be more limited.

- **Lack of Data Analysis** – poor analysis will not provide a sound basis of understanding on which to base interventions.
- **Low Priority of Arson** – partners with other priorities will not devote sufficient resources to the problem (exacerbated by lack of data analysis).
- **Cost of Removals** – contractor costs vary, but generally, all schemes have proved resource intensive.
- **Unreliable Contractors** – contractors who are not able to remove vehicles promptly or who do not destroy the vehicle can provide additional problems.
- **Unclear Processes** – each agency must be aware of their role within the scheme or failure can occur at a number of points.

**Table 1**  
**Types of vehicle removal scheme currently in use**

Type of scheme	Purpose	Issues to consider
<b>Preventing vehicles becoming abandoned</b>		
End of Life Collections	Reduce the supply of low value vehicles that may subsequently be abandoned. Vehicle owners are usually charged a small (subsidised) fee to collect and dispose of their vehicle.	These schemes need to be publicised within the relevant communities where abandoned vehicles tend to be found. A procedure for reporting and subsequently collecting vehicles needs to be established.
Basic Vehicle Amnesties	Reduce the supply of low value vehicles that may subsequently be abandoned. Amnesties usually offer to scrap vehicles free of charge.	Usually run for a time-limited period, these schemes need to be well publicised to achieve a good uptake.
Intensive Vehicle Amnesties	Reduce the supply of low value vehicles that may subsequently be abandoned. Amnesties usually offer to scrap vehicles free of charge.	Intensive schemes require staff to identify potential candidates for the amnesty, which can be resource intensive. May also include the threat of subsequent recovery of costs and prosecution should a vehicle offered an amnesty be later found abandoned.
Auction House/ Motor Trader Removals	Reduce the number of low value vehicles being sold into the community.	Requires the agreement of car dealerships to scrap vehicles under a certain value. This can be hard to reach agreement on and can be time consuming. Needs continual negotiation as new dealers enter the scheme.
<b>Removal of abandoned vehicles</b>		
Standard Abandoned Vehicle Removals	Remove abandoned vehicles before they are burnt out	The most common type of scheme in operation, in which vehicles are removed within seven days, or within 24 hours (where the vehicle has no value). Slow removal can result in other abandoned vehicles appearing or in the vehicle being burnt out.
Fast Track Abandoned Vehicle Removals	Remove abandoned vehicles before they are burnt out	Suitable for areas where there is a high risk of abandoned vehicles being set on fire. These schemes are more expensive because they require immediate action by the vehicle removal contractor.
Commercial Premises Removals	Remove abandoned vehicles on private property before they are burnt out	Can be operated similar to a standard vehicle removal scheme. Companies with abandoned vehicles on their premises can be charged a fee for the removal of the vehicle. This can generate a small revenue for the project.
<b>Removal of burnt out vehicles</b>		
Burnt Out Vehicle Removals	Remove vehicles that may be a hazard to the public and to improve the appearance of an area	Vehicle removal contractors should have planning permission for the storage and destruction of burnt out vehicles as these are classed as hazardous waste.

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