

TABLE OF CONTENTS

1)	ABSTRACT	
2)	PROJECT BACKGROUND / DIRECTION	
3)	OBJECTIVES	Page 1.
4)	SCANNING	Page 1.
5)	ANALYSIS	Page 2.
6)	RESPONSE	Pages 3 + 4.
7)	ASSESSMENT	Page 5.
8)	PROJECT CONTACT	Page 6.
9)	PIE CHARTS	Pages 7 -11.
10)	PRESS ARTICLE (INSURANCE) Copy.	Page 12.
11)	PRESS ARTICLE (Op - SHED) Copy.	Page 13.
12)	CHIEF CONSTABLES MEMO Copy.	Page 14.
13)	AREA COMMANDERS COMMENDATION. Copy.	Page 15.

OPERATION SHED

Safer Highways Environmental Drive

THE PROBLEM

Operation **SHED** became an Area response, to address a problem which arose from a previous national campaign aimed at Vehicle Excise Licence (Road Tax) evasion. The operation code named "**Clean Sweep**" involved Officers and Traffic Wardens from the **Walton & Croxteth Area** of the **Merseyside Police**, based in the heart of the City of Liverpool.

From the 3rd to the 30th March 1999. The **Walton & Croxteth Area** alone, dealt with and reported a total of : **518 vehicles**. This operation was extended throughout the Force Area, as a Campaign initiated by the Government

This figure surprised many people and highlighted a considerable problem. Clearly a large number of defective vehicles, were being used on the roads within our Area.

THE EVIDENCE

The evidence was overwhelming in that so many vehicles were detected without Road Tax, in what could be described as a relatively small Area of : **30 square miles**. With a **population of 119,611** and with a total of **46,414 households**. This figure also surprised many officers and led to speculation that many vehicles were being driven on our roads without Insurance and Test Certificates. This led us to a problem solving response.

THE RESPONSE

Our response was to arrange a multi - agency road side check, in which 5 outside agencies came together to measure the size of the problem.

These agencies included :-

1. **Department Of Transport. (Vehicle Inspectorate).**
2. **H M Customs & Excise (Fuel Testing Division)**
3. **Hackney Carriage & Private Hire Licensing Department.**
4. **Driver and Vehicle Licensing Agency.**
5. **The Benefits Agency.**

THE IMPACT OF THE RESPONSE

The impact has been measured by the numbers of defective | unlicensed vehicles, being taken off the road. This was a staggering **58%** of **81** vehicles checked on day one. Reducing to 17% of **103** vehicles checked on day four. A total of 414 vehicles passed through the Check Sites from an estimated 10, 000 vehicles over the four day period:

Reactions from different parts of the community including the press and local radio reveal that the operation has been a major success and one for which people are still talking about in terms of its findings.

OPERATION SHED

Information received from Her Majesty's Chief Inspector of Constabulary:-

Sir. David O'DOWD CBE, QPM, BA, MSc., CIMgt. in the recent H.M.I.C. Road Traffic & Policing Report recommends :

The policing of road traffic and road crime has gained significance as :

Government sits its priorities for the future.,

- o **Road Safety** affects **Local Communities** and therefore is rightly to be **Incorporated,** along with **Road Crime,** into the **Community Safety Strategies** mandated within the **Crime and Disorder Act.**
- o **This Report highlights :**
- o **Governments** concern over **Traffic Management.** is articulated in their **White Paper** on the **Integrated Transport Policy.** Which makes clear the necessary role of :

Police in Traffic Law Enforcement.

- o The report culminates with a model for effective road policing which is : **Intelligence Driven** and focuses on the management of '**hotspots**' where collisions occur; on **Offender Targeting** ; managing **Driver Behaviour** and **Preventing Collisions** as well as preventing **Crime and Disorder.**
- o All these facets incorporate many successful **Working Relationships** and **Partnerships** with **Other Agencies** involved in road policing.
- o These Agencies may include, Insurance Companies, National Health Service, Department of Social Security. All of whom should be committed to the overall aim of :

Casualty Reduction

Objectives

- i. By use of a Multi - Agency approach. To identify and respond to Vehicles 1 Drivers not fit to use the roads of our Area.
- ii. To remove from our roads any such vehicles which were either mechanically unfit or being driven around without the correct documentation etc.
- iii. Overall to help make the roads of our Area a safer place in which to drive, commute or walk.

Scanning

- 1.1 The nature of this problem was identified by an earlier National Campaign during the month of March 1999, in which the Area took part. This operation code-named: "**Clean Sweep**" in our Area, examined and implemented a Government led Initiative, to reclaim Road Tax revenue, which was being denied them by motorists who failed to tax their vehicles.
- 1.2 Vehicles need to be correctly insured, as well as being physically and mechanically tested by the Department of Transport, as being fit to be used on the roads before being taxed. This raised questions amongst the officers like :- "Are these vehicles Insured ?" "Are they properly tested ?" "Are their drivers fit to drive legally ?". The scale of the problem uncovered by "**Clean Sweep**" in our Area surprised many. It prompted a swift response, necessary to combat what was initially believed to be, and ultimately proved to be, a considerable problem.
- 1.3 The Area Commander, allocated funds, equipment and personnel, to ensure an appropriate response, to an identified problem and acted upon. The operation was-not prioritised over others but complimented them.
- 1.4 The problem was identified by the Area Traffic Management and Enquiry Department, during "Clean Sweep". They were responsible for the gathering and dissemination of that information to the appropriate authority in this case the Driver and Vehicle Licensing Agency.
- 1.5 This problem was highlighted by the returns from "Clean Sweep" sent to the Area Traffic Management and Enquiry Department. From this information, both written format and by word of mouth. It it soon became apparent that there was the potential of uncovering a considerable problem within the Area.

At this stage no one could have imagined the size or extent of the problem which was subsequently revealed during **Operation Shed**.

Response

- 3.1 Our response to the problem, was to contact as many agencies as would be interested, in attempting to combat the problems highlighted. I had previously conducted a similar operation in 1996 in response to a personal goal.
- 3.2 This was however a one day only operation at one of the sites chosen for this operation. The results of that operation did spur me on to attempt more such checks but due to a long term illness, I was forced to put any such ideas on hold.
- 3.3 This response was chosen in preference to any other, purely on an efficiency and proven best practice basis. This method was preferred as it is the most efficient way of dealing with multiple vehicle 1 driver enquiries. The number of Agencies in attendance meant vehicles could be filtered through the system and graded on their size, type, use, problem, with the minimum amount of disruption to all.
- 3.4 Our response was designed around an effective analysis which was brief but quickly placed into action. The analysis itself was instrumental in bringing to our knowledge and understanding, the size of the problem.
- 3.5 At Area level we gained ownership of the response within the force by stepping out into relatively uncharted territory. With confidence, boldness and a determination to send out a strong *message* to our motoring **customers**. We were determined to show that indiscriminate flouting of the law, was not going to be tolerated.
- 3.6 This ownership was conveyed to all the outside agencies who participated purely on that basis. Their response turned out to be an overwhelming approval of such an initiative. One which they have applauded. Without exception all the agencies involved have expressed their willingness to be involved in any future checks of this magnitude and nature.
- 3.7 We planned our response with the limited information received from "**Clean Sweep**" believing that there was more of a problem within our Area than that of which was being portrayed by the available intelligence. The factors to influence the response made, were :
- a) Sheer Number of unlicensed vehicles discovered.
 - b) The belief that there were more serious /complex underlying factors determining the use of **such** vehicles on our roads.
- 3.8 A costed plan was prepared for which the police resources selected, in order to maintain adequate strengths to service the customers of our Area. The Agencies represented
- provided their own staff free of charge.
- 3.9 The response plan was was implemented with the approval of the Area Commander and close liaison with the senior management. Once the go ahead was given, a Strategy Plan was formulated for the police personnel. After approval this was distributed amongst the officers allocated to complete the project.

Continued.....

Response

Continued.....

- 3.10 The work has been evaluated on the quantity of vehicles checked through the sites over the four day period, in comparison to the amount of vehicles which actually passed through and were not stopped or checked. There is no precise figure for this as I believe to employ someone to count the number of vehicles which passed us, would not have been cost effective. The estimated figure though was in the region of 10, 000 to 15, 000 vehicles over the four day period.
- 3.11 All agencies attending, together with ourselves inputted information, from which we have evaluated the success of this operation. The data generated has been that of actual incidents for which some form of action has been taken. This is either by sole agencies or in partnership with the other agencies involved.
- 3.12 Of the total of 414 vehicles stopped and checked, few were released without the involvement of one or more of the agencies represented.
- 3.13 I have also attached copies of the "Pie Charts" representing the outcome of the project. It can be seen just how successful this operation was. I have served for 9 years in our Traffic Department, during which time I both took part in and **planned** similar projects. I have to say there are none I remember from that time, which have been anywhere near as successful in terms of work generated, for the amount of resources used.
- 3.14 In order to ensure maximum staff availability, sites with toilet facilities nearby were chosen in preference to more remote but equally as busy roads. To ensure refreshments were available, a local mobile catering firm was used. This proved to be not only popular but very productive. Officers and supporting agency staff, were able to remain on site for the duration of the checks, without having to go off site.

Assessment

- 4.1 This initiative was aimed at an Area level problem. It included the involvement of the Area Commander and line managers together with the officers who provided the necessary skills in order to create a trouble free, clear through flow of traffic with minimum disruption and inconvenience to all concerned.
- 4.2 On day four of the operation, the local press and radio were invited to attend. This provoked a large phone-in discussion on the local radio station, with wide ranging viewpoints on the operation. The overall result was that many people agreed the operation was necessary and proper. A copy press cutting from a local paper has been included and attached.
- 4.3 Many guidelines and instructions including, Health & Safety issues and public awareness were issued, because many of the officers in attendance had little or no experience of an operation of this size and scale, the response was overwhelming. Once they became aware of how an operation of this magnitude was run and how important their role was. All the officers who attended have expressed their desire to become involved in any future road checks of this nature.
- 4.4 One problem encountered since the Operation, was that of a Disqualified Drivers Check, made by an officer during the day he was on duty at one of the Check Sites. This check was made under the heading of **Operation Shed**, which appeared not to be recognised by our Data Protection Officer, who has highlighted the need for a system to be adopted, which would satisfy the requirements of the Data Protection Guidelines. This will be done in time for the next operation. The problem orientated policing model was of great assistance throughout the whole process.
- 4.5 Such was the impact of this operation, within our community and with the officers and agencies represented, it has been decided that another two such operations of this magnitude should be planned. Finances permitting these checks will go ahead before the end of the financial year.
- 4.6 The press cutting describing **Operation SHED** and showing the picture of a Rigid Goods Tipper Vehicle, (attached), typifies the whole reason **Operation SHED** was initiated. This vehicle was fully loaded with concrete blocks, was 28 tonne fully laden.
- Upon inspection by the Department of Transport Vehicle Inspectorate, it was found to be in such poor state of repair that it was not allowed to move from where it was stopped.
- The braking system, was found to be in such poor condition **that** it would not have been able to stop effectively in an emergency. There were so many other problems with the mechanical condition of this vehicle, that an immediate prohibition was placed upon it.
- On top of the vehicles' condition, when the driver was invited to see for himself the poor condition, he was unable to bend sufficiently due to having a back condition. He was claiming invalidity benefit through the Benefits **Agency, which** when discovered, was immediately withdrawn.
- 4.7 Many of the Agencies represented, have established a good multi-agency working practice as a result of **Operation SHED**. They have voiced their willingness to work together in future initiatives.

Project Contact Person

Constable 6130 `C'
David Kenneth John Riley.
Merseyside Police.
Walton & Croxteth Area.

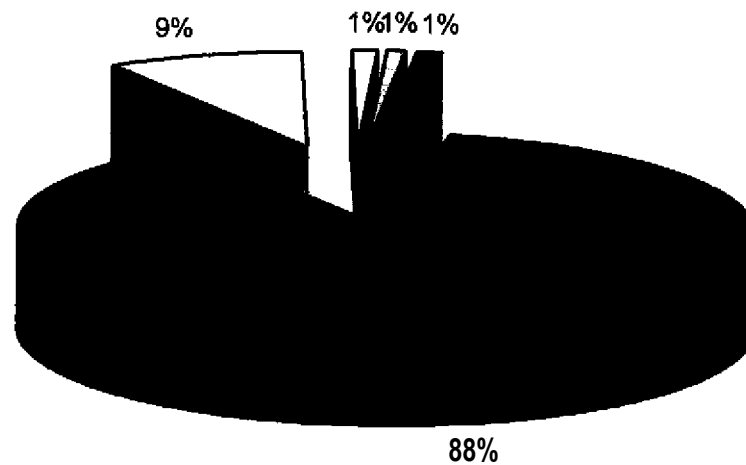
Traffic Management & Enquiry Dept Manager.
Walton Lane Police Station
Walton
Liverpool
L4 5XF.

Tel No 0151 777 4629

Fax No 0151 777 4699

Email : Management Support Unit
Walton Ln

POLICE OPERATION SHED, VEHICLES STOPPED 414



- HOIRT ISSUED
- PROCESS
- FIXED PENALTIES
- ARRESTS
- ILLEGAL C.B. RADIO SETS SEIZED

HACKNEY CARRIAGE & PRIVATE HIRE TAXIS, TOTAL
VEHICLES CHECKED 112



VEHICLES INSPECTORATE VEHICLES CHECKED 141

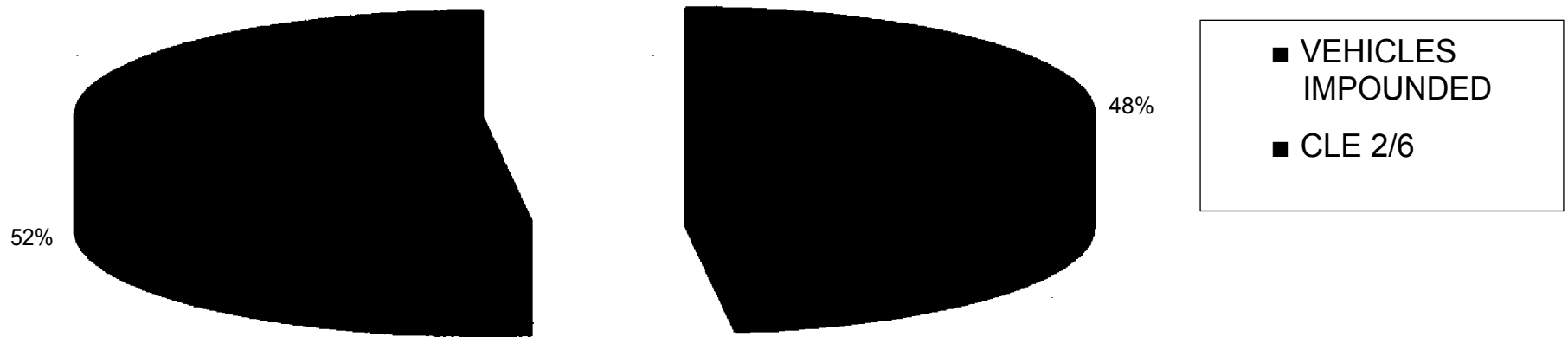
34%

27%

42%

- IMMEDIATE PROHIBITIONS
- DELAYED PROHIBITIONS
- DEFECTS NOTICES

D.V.L.A. CLAMPERS. TOTAL NUMBER 82



BENEFIT AGENCY PEOPLE CHECKED

