



Crime Reduction & Community Safety Group

Tilley Awards 2007

Application form

Please ensure that you have read the guidance before completing this form. ***By making an application to the awards, entrants are agreeing to abide by the conditions laid out in the guidance.*** Please complete the following form in full, **within the stated word limit and ensuring the file size is no more than 1MB.** Failure to do so will result in your entry being rejected from the competition.

Completed application forms should **be e-mailed to tilleyawards07@homeoffice.gsi.gov.uk**

All entries must be received by noon on **Friday 27th April 2007**. No entries will be accepted after this time/date. Any queries on the application process should be directed to Alex Blackwell on 0207 035 4811. Any queries regarding publicity of the awards should be directed to Chaz Akoshile on 0207 035 1589.

Section 1: Details of application

Title of the project:

Operation Crackdown – The Sussex Solution to the Reporting and Removal of Abandoned Vehicles

Name of force/agency/CDRP/CSP:

Sussex Police

Name of one contact person with position and/or rank (this should be one of the authors):

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East Sussex
BN7 2DZ

Telephone number: 01273 – 404515. Mobile. 07748 281064

Fax number: 01273 - 404487

If known please state in which Government Office area you are located e.g. Government Office North West, Government Office London etc:

Government Office for the South East (GOSE)

Name of endorsing senior representatives(s): Joe Edwards

Name of organisation, position and/or rank of endorsing senior representatives(s):

Chief Constable, Sussex Police

Full address of endorsing senior representatives(s):

Sussex Police Headquarters
Malling House
Church Lane
Lewes
East Sussex
BN7 2DZ

Please tick box to indicate that all organisations involved in the project have been notified of this entry (this is to prevent duplicate entries of the same project):



Section 2: Summary of application

In no more than 400 words please use this space to describe your project (see guidance for more information).

Operation Crackdown commenced when it was identified that **Abandoned Vehicles** were a source of a high proportion of calls received by the Police and Local Authorities. They were a catalyst for anti-social behaviour, crime and disorder, vandalism, arson and fly tipping and had increased the public fear of crime.

Following a multi-agency workshop involving Sussex Police, Local Authorities, County Councils and the Fire and Rescue Services it was agreed that a partnership based on the concept of an 'internet based system' should be developed. The purpose of this partnership was to:

“ Keep Sussex clear of Abandoned Vehicles to improve the environment and reduce opportunities for crime, arson and vandalism.”

Following research by the Manchester Business School it became evident that the problem of Abandoned Vehicles resulted in a high social, environmental and financial cost.

The Manchester Business School Concluded that in Sussex:

- 32, 0000 vehicles were abandoned
- 1402 malicious car fires were recorded
- Cost : £307 per vehicle.
- Annual cost to the tax payer - £10 million.
- Average time to remove – 17 days

- 42% of abandoned vehicles were stolen and re-abandoned

The project developed a scheme using Police Powers, which vastly reduced the time a vehicle remains on site. This Power is used remotely and electronically, facilitated by the use of an 'on line' secure 'information hub'. This is accessed by agency partners to collate, investigate and remove abandoned vehicles.

The Success of Crackdown derives from improvements in communication and workflow and the elimination of unnecessary delays. The scheme became a Sussex-wide partnership agreement on the 1 April 2004 between Sussex Police, all Local Authorities, County Councils and the Fire and Rescue Services.

Impact & Results :

- Over 50, 000 abandoned vehicle reports received and investigated
- 9,500 vehicles removed – all within 3 days
- 60% reduction in vehicle arson
- Improved community safety & reduced public fear of crime

Operation Crackdown's success has been phenomenal at improving the environment for the people of Sussex , reducing the potential for crime whilst also saving public money.

The scheme is moving forward in 2007 to include the ability for the public to report and partner agencies to investigate : fly-tipping, graffiti and acts of 'Anti-Social' driving. Crime and Disorder Reduction Partnerships have identified these three areas as key targets to reduce the fear of crime by improving the environment and community safety.

Section 3: Description of project

Describe the project in no more than 4000 words (see guidance for more information in particular Section 7 - judging criteria).

Introduction – Objectives of the Project and Definition of the problem

Operation Crackdown is a multi-agency system, which adopts a partnership approach to swiftly remove abandoned vehicles from our streets and open spaces, improving the visual experience for residents and visitors to Sussex, contributing to improvement in public reassurance and thereby reducing the fear of crime, actual crime and deliberate fires.

Abandoned vehicles have long been recognised as problematic for various reasons. They result in multiple calls to the Police, Local Authorities and the Fire Service; they are a catalyst for anti-social behaviour, crime and environmental pollution. They reduce the quality of life in a neighbourhood, increase the public's fear of crime, cause a general nuisance and are a great expense to the public.

In June 2001 the Sussex Police Call Handling Programme was selected to carry out work on a number of pilot schemes; one of the pilots chosen involved abandoned vehicles, as they had been identified as a source of a persistently high proportion of calls received by the Police, Local authorities and Fire Service. It was believed that just one vehicle could result in over 20 calls to all agencies.

In the UK, costs incurred by agencies for the removal and disposal of an estimated 350, 000 abandoned vehicles stretch to well over half a billion pounds per year.

Defining the scale of the problem in Sussex.

Manchester Business School were asked to assist with scoping and unravelling the multi-million pound Sussex-wide problem. The study undertaken by the Business School, (believed to be the first such study on the subject of abandoned vehicles) was made in consultation with Sussex Police and their partners Chichester and Arun District Council, the West Sussex Fire and Rescue Service and West Sussex County Council. It revealed that during the year of the study:

- 32, 000 vehicles had been reported as abandoned
- 1402 had resulted in malicious car fires
- Costs to the residents of Sussex were £307 per vehicle, which grew to £3,000 per vehicle for those that had been set on fire.
- This resulted in a £10 million annual cost and immeasurable, social and environmental issues.

The study also revealed that the vehicles reported had been abandoned on site for an average of 17 days before any action was taken and 42% of these vehicles were subsequently stolen and re-abandoned in a different location and reported abandoned again. This meant that any investigation previously commenced had to begin again, causing inefficiencies. Abandoned vehicles remained on site for an unacceptable period of time due to a lack of timely and efficient investigation.

In one Sussex district (Arun) it was revealed that the number of reported abandoned vehicles had increased year on year by a staggering 900% since 1996.

Arun

Year	Number of Vehicle Reports
1996/1997	100
2001/2002	900

It was also discovered that :

- 96% of abandoned vehicles were in fact not stolen as was the general perception, and therefore these would not be recovered by the Police
- 80% of the vehicles did not have a current vehicle excise licence (tax disc)
- Most vehicle owners were untraceable due to the vehicle not being legally registered with the DVLA. This also meant that any outstanding fines or costs involved in removal and storage of the vehicle were un-recoverable.

The study concluded that the problem was getting worse and showed no sign of abating without comprehensive and decisive action being taken.

Abandoned vehicles having been identified as a long standing ' Policing Problem' within Sussex also impacted on a number of other different agencies including the District and Borough Councils, County Councils and the Fire and Rescue service. Often vehicles were not being investigated, as each agency was working independently of the other and responsibilities were unclear. The resultant time delays meant that members of public received an unsatisfactory service.

The local authorities who have the statutory duty to deal with abandoned vehicles were hampered by being unable to obtain the details of the registered owner of the vehicle quickly. The process consisted of a written request to the Driver and Vehicle Licensing Agency (DVLA) which took two weeks to obtain a response. If the vehicle did not have a registered keeper this created a two week delay in the removal of the vehicle, resulting in further inefficiency.

The local authorities were also required to issue a seven day notice to the vehicle by the action of fixing a notice on the windscreen, which gives out a strong signal that the car has no known owner. Offenders are often attracted to these vehicles, in some cases setting fire to them, exposing themselves and local residents to physical risk and danger and the likelihood of further property damage. Malicious car fires result in an expensive drain on the resources of the fire services and create additional demands on the recovery agents, as greater care and effort is required to clear the partially incinerated material that can contain dangerous environmental pollutants.

After a burnt out vehicle is removed, local authority cleaning teams are often needed to clear up the resultant debris and there may also be damage to the road surface which also requires repair. There are also environmental considerations

both short and long term, such as damage to vegetation and the release of CO₂ emissions. There is no recyclable value in a vehicle that has been burnt out.

Result: the longer the vehicle remains abandoned the more the costs increase.

Response to the Problem

A multi-agency workshop held at Sussex Police Headquarters in January 2001, brought together representatives from East and West Sussex County Councils, Brighton and Hove City Council, East and West Sussex Fire and Rescue Services and the 13 District and Borough Councils of Sussex. During this workshop it was agreed that a pilot scheme should be run, in partnership with Chichester and Arun District Councils.

The Operation Crackdown pilot project was launched on 3rd of September 2001. The aim being to offer a long term solution to ensure the speedy, lawful removal of abandoned vehicles from our streets and open spaces by the appropriate agency.

The scheme initially started with a manual process whereby a police officer and local authority inspector would visit and investigate a reported abandoned vehicle, always with the intention of working towards the creation of an internet base electronic 'information hub' accessible by all partner agencies to be used for the reporting, investigation and removal of abandoned vehicles.

The model for Operation Crackdown was based on the creation of protocols, which properly apportion cost and risk between the partner agencies, allowing for information sharing, while providing the firm basis and the means of enabling partners to work together.

The first step was to organise the immediate provision of keeper details directly from the DVLA to the local authorities, which was made possible through the Data Protection Protocol under the Crime and Disorder Act 1998.

A further aim was to enhance the information flow between partner agencies to eliminate unnecessary delay, thereby reducing the overall time interval from notification to removal (and disposal) of an abandoned vehicle from a month to just two or three days. A pictorial representation of all the different aspects of the whole process is at Appendix A.

Operation Crackdown was established to create a partnership at the practitioner level, based on a system of visits and vehicle assessments by the local authorities and immediate removal using police powers in appropriate cases.

The police officer having visited the vehicle with the local authority inspector and having made relevant enquires would authorise for the vehicle to be removed (using police authority) under The Road Traffic Regulations Act 1984 Removal and Disposal of Vehicles Regulations 1986 as opposed to The Refuse Disposal (Amenity) Act 1978 used by local authorities. This minor adjustment in procedures and use of police powers eliminated the requirement for the local authority to issue a notice.

The jointly obtained evidence of abandonment, along with the rapid acquisition of keeper information, photographs and detailed vehicle condition reports helped to make the decision process more efficient and also provides a robust defence in the event of any civil claims. The requirement for claimants to produce their vehicle documents, insurance, MOT certificates and registration document to the police prior to collecting the vehicle provides an additional deterrent to any spurious claims against scheme partners.

Work was also commenced on the development of an internet based secure 'information hub'. Initially this was used by Sussex Police Contact Centre staff to electronically report abandoned vehicles to all the local authorities in Sussex. As the scheme rolled out to each local authority they obtained full access to the system.

Although this process worked adequately, the requirement for a police officer to accompany the local authority inspectors to each vehicle was very labour intensive and could cause further delays to the removal of vehicles, based on officer capacity.

To alleviate this problem the next stage was to develop the 'information hub' to allow it to be accessed by partner agencies and the public. The system was designed in consultation with all partners to ensure it provided the best functionality and support for the reporting, investigating and removal of abandoned vehicles. Information is stored on the 'information hub' and can be accessed by any authorised user.

The operational process using the 'information hub' allows for reports of abandoned vehicles to be obtained from any source such as the public, police and local authorities in to one central database. This information is then immediately shared with all relevant agencies and therefore avoids a duplication of work and delivers a dynamic system.

It provides access to report an abandoned vehicle either by telephone to Sussex Police or their local authority, or directly via the internet. Members of the public using the internet are presented with an easy to use online form (www.sussex.police.uk/operations/crackdown.asp) to record information about the vehicle, the location and when it was abandoned.

Local authority inspectors , police officers and staff enter more detailed information about a vehicle's condition, and indicate if the location in which it has been abandoned presents a hazard to other road users and therefore requires more urgent attention.

Following the initial report the ' information hub', via an automated link to the Police National Computer, will identify any vehicles which are stolen or have been used in criminal activity. These vehicles are then recovered by Sussex Police immediately allowing evidence to be secured and property to be recovered that may not otherwise have been found .

As a result more than 256 stolen vehicles have been recovered and returned to their owners since April 2004. Stolen vehicles which have been the subject of arson are identified (previously these could be disposed of by the local authority without notification to the police) and allow for the victim and insurance companies to be made aware of the vehicle's condition enabling claims to be completed, in addition to providing the investigating officer with further information or evidence.

The system was further developed by working in partnership with the DVLA to provide the local authorities with keeper details directly on to the 'information hub'. Getting electronic access to DVLA information was something that had not been done before, and therefore involved considerable negotiations between all the parties. Once this electronic link was in place, this meant a saving of one full-time post in the Vehicle Recovery Office at Police Headquarters.

All reported vehicles need to be located if they are to be assessed for removal. The 'information hub' uses mapping tools to pinpoint the precise location of abandoned vehicles. The problem of locating vehicles is most pronounced in sizeable rural areas. The mapping system helps to avoid wasted journeys by the local authority vehicle inspectors and has resulted in substantial efficiency gains. The public are able to use the innovative online map which allows users of the system to indicate the specific location of an abandoned vehicle rather than relying on a description of street names, house numbers or landmarks.

The public are offered the opportunity to upload digital images of the vehicle they have reported. One of the most significant costs associated with abandoned vehicles is the requirement to inspect them before authorising removal. The system makes use of these digital photographs which has meant that there is no need for additional visits to the location prior to the vehicle being authorised for removal. When a vehicle does require an on site inspection the local authority inspector can make use of access to the 'information hub' via a mobile device such as a telephone or PDA (hand held computer), which is possible as the system is web based and secure. The Inspector can obtain data at the location for updating at a later stage.

The local authority inspectors report vehicles to the DVLA if they are not displaying a current excise license. This evidence along with the digital photographs obtained provides the DVLA with good quality evidence in order to pursue a prosecution of the registered owner.

The 'information hub' is designed to automatically generate a range of correspondence which can be sent to the registered owner of a vehicle. These contain details of the vehicle's location, the registered owner's details and range from a simple enquiry about a licensed vehicle possibly being abandoned, to notification that due to the condition of a vehicle it has been removed and disposed of. As a result, local authority administration has been significantly reduced.

The 'information hub' enables the police to authorise removal centrally and electronically, following evaluation of the information and photographs provided by the local authority. As a result only one police officer is required to authorise removal of vehicles deemed to have been abandoned for Sussex.

Information submitted by the local authority is investigated and assessed and with the aid of police information, applications and data bases the officer is often able to locate vehicle owners and interested parties which can result in the vehicle being removed. This can result in a reduction in cost to the local authority and may result in appropriate prosecutions.

Abandonment of vehicles following road traffic crashes or vehicles which are subject to finance difficulties (where the payments have ceased or are in arrears and the vehicle has not been located by the finance company) are also investigated. With access to Hpi (Finance) and Miafr (Insurance) databases the police are able to ensure that vehicles are removed by the appropriate company or agency, once again saving public funds.

Following authorisation the local authority instruct their recovery agent to remove the vehicle. The relevant information contained within the 'information hub' is passed to the recovery agent in an electronic format and advises them of the vehicle's location, condition (e.g. wheels missing) and any access problems they may face. This allows the recovery agent to ensure they take the correct equipment and vehicle to the scene to recover the vehicle on the first attempt. Prior to Operation Crackdown each local authority employed their own recovery agent independently, resulting in a vast variation of service and cost. East and West Sussex County Councils now have one removal contract for each area, which has dramatically improved the service and costs.

Once the vehicle has been removed the 'information hub' is updated by the local authority. This automatically notifies the Police National Computer Bureau and ensures that an up to date record of a vehicle's location is held, should any enquiries subsequently be needed. In the past lack of timely notification had resulted in lengthy and unnecessary theft investigations taking place only for it to transpire that the vehicle had been recorded on the database as 'abandoned'. The 'information hub' is designed to prompt users when a set period of storage has been completed and will enable a decision regarding storage or disposal to be made.

From the pilot project in 2001 to April 2004, the project was rolled out for use by twelve local authorities, along with Brighton and Hove City Council, East and West Sussex County Councils, the East and West Sussex Fire and Rescue Services and Sussex Police.

Operation Crackdown directly supports the Modernising Government agenda and West Sussex Pathfinder Programme for electronic service delivery and the development of online services. Enhanced web reporting and the creation of new call handling arrangements within Sussex Police, such as the automated reporting voice form for abandoned vehicles, frees up Contact Centre staff.

The system is described as 'future proof', and has potential to be adopted in other areas. The system can operate as a 'stand alone' system or be centrally managed depending on requirements. Due to the system being web based it would enable any authority with the appropriate security clearance to have access.

Local authorities have a statutory duty to investigate and where appropriate remove abandoned vehicles and the police have the powers to authorise the removal of abandoned vehicles. Crackdown creates a balance between police and local authorities responsibilities and reduces liabilities and the likelihood of litigation (R V Jolley, House of Lords 2000). It is also popular with members of the public, as demonstrated in the East Sussex eGovt (electronic government) Forum Poll feedback commissioned by the Crime and Disorder Reduction Partnerships.

Measures for tackling the problem of abandoned vehicles are an important feature in community safety action plans across East and West Sussex. Operation Crackdown has established linked enforcement activity with other partner agencies such as the DVLA and runs operations to target offenders for road tax evasion (eg Operation Vanquish). Studies have shown that an untaxed vehicle is far more likely to become an abandoned vehicle in time. These joint operations enable the DVLA to target unlicensed vehicles in conjunction with the Local Authority.

Evaluation of the intervention

Operation Crackdown works extremely closely with the East and West Sussex Fire and Rescue Services to reduce the instances of malicious car fires. Fire officers are trained and encouraged to report vehicles they suspect of being abandoned as soon as possible. They obtain vehicle details at the scene of arsons to identify if the vehicle was reported abandoned prior to the arson attack. To date a 60% reduction in malicious vehicle fires has been recorded since the commencement of Operation Crackdown in 2001. The fire and rescue service state that this is as a result of the rapid investigation and removal of reported abandoned vehicles. A comparison between the years 2001/2002 and 2006/2007 carried out by East Sussex Fire and Rescue Service (Appendix C) reveals that 302 fewer vehicle fires were attended in 06/07 than 01/02. The recognised cost for each vehicle fire is £3,300, on achieving a saving in East Sussex alone to be in the region of £996, 600*.

A large volume of calls requiring attendance to abandoned vehicles by police units and local authorities have been vastly reduced, impacting on the unit cost to the different agencies.

The condition of the vehicles now being reported has greatly improved, an archetypal 'abandoned vehicle' with no wheels

and broken windows for example is now a rare occurrence in Sussex.

Since Crackdown commenced over 55,000 vehicles have been reported and investigated via the 'information hub'. Since the Operation rolled out in April 2004, 9,504 vehicles (appendix B) have been removed by Local Authorities.

Since the Sussex wide rollout in April 2004, East and West Sussex County Councils, Brighton and Hove City Council, District and Borough Councils of Sussex, along with West and East Sussex Fire and Rescue Service have agreed to use and support Operation Crackdown when dealing with abandoned vehicles. A further 3 year agreement to continue to use Operation Crackdown has been achieved.

Quarterly meetings take place between practitioners to evaluate data, discuss scheme improvements and formulate best practice.

In September 2006 partners agreed to extend the scheme to include the facility for the public to report fly-tipping, graffiti and acts of anti-social driving. Following consultation with Crime and Disorder Reduction Partnerships these three areas were highlighted as a continued cause of community concern.

Members of the public can report these criminal acts quickly and efficiently with reduced impact on police call handling resources. It will enable scheme partners to investigate and respond directly and where possible proceed with the prosecution and removal of offending material at the earliest opportunity.

The launch of the new system is planned for September 2007.

**the costs used are the 'consequential' costs (i.e. human costs, property damage, lost business, and Criminal Justice System costs) only, and does NOT include response costs.*

Concluding Remarks

Operation Crackdown has developed extensively and produced remarkable results in a very short period of time, having a positive impact on a variety of communities in Sussex.

It is an example of effective partnership and innovation which has embraced problem solving principles to deliver a sustainable and cost effective solution which has provided clear benefits to the public.

The general public seem to greatly appreciate this initiative and some have felt compelled to contact us with their views:

"I previously reported an abandoned vehicle in Lark Rise some months ago and I was very impressed with the speed and efficiency of the action taken, as the car was removed within a few days of reporting it. Thanks for your help tidying up the area we live in". DF

"Thanks for your quick response to my reporting of the abandoned car outside my house. With parking becoming increasingly difficult it makes a real difference when such cars are removed quickly. Cheers". DML

"Excellent idea and good website Thanks" RM

"Very easy web forms to fill out. Good service". DH

"Very good initiative. Excellent mapping and being able to send a picture. Why not some simple feedback on reports to the originator?" MW (will be incorporated on the current upgrade)

"Reported an abandoned 26/9/6 and pleased to see the matter dealt with efficiently within 2-3 days. Well done. Have just reported two more in same crescent - becoming a real problem around here, especially with everyone parking here too." MR

Appendices:

Appendix A – The different parts of the process



Appendix B - Vehicle removals:

**Abandoned Vehicles
Removed – For Year 04/05**

	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Total	Av/ Mo nth
Adur	14	9	17	16	19	17	7	12	4	17	13	9	154	13
Arun	14	33	40	39	39	23	27	16	18	33	61	72	415	35
Brighton & Hove	74	89	68	106	55	91	83	56	52	95	106	118	993	83
Chichester	23	27	38	34	24	33	24	17	15	22	11	13	281	23
Crawley	1	15	57	45	45	37	35	33	16	26	26	38	374	31
Eastbourne	4	51	26	28	42	25	27	26	17	54	27	19	346	29
Horsham	2	15	19	16	20	8	11	11	4	10	19	25	160	13
Lewes	3	6	16	15	4	7	12	8	11	14	29	18	143	12
Mid-Sussex	18	12	13	14	19	15	14	18	13	11	14	13	174	15
Rother	13	11	8	19	9	9	16	4	10	12	14	6	131	11
Wealden	16	13	26	19	30	10	25	15	20	57	63	30	324	27
Worthing	29	16	32	25	32	19	15	2	22	26	16	20	254	20
Total	197	288	360	376	338	294	281	218	202	377	399	381	3711	31

**Abandoned Vehicles
Removed – For Year 05/06**

	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Total	Av/ Mo nth
Adur	18	10	14	12	18	24	12	13	14	6	8	9	158	13
Arun	23	23	21	6	28	25	28	23	20	22	12	14	245	20
Brighton & Hove	79	96	127	53	80	89	46	130	55	114	95	72	1036	86
Chichester	19	3	23	33	14	22	13	9	14	14	9	22	195	16
Crawley	46	38	30	34	33	22	27	26	24	25	27	34	366	31
Eastbourne	37	24	31	26	25	28	21	33	20	21	18	8	292	24
Horsham	11	13	13	9	7	5	12	23	6	9	11	10	129	11
Lewes	21	17	15	30	27	18	12	7	8	10	18	15	198	17
Mid-Sussex	6	13	8	17	11	9	10	14	4	21	14	23	150	13
Rother	9	8	6	12	11	7	4	8	3	10	6	6	90	8
Wealden	24	25	32	28	32	14	29	11	10	14	12	21	252	21
Worthing	30	23	21	71	38	27	22	27	23	30	36	23	371	31
Total	323	293	341	331	324	290	236	324	201	296	266	257	3482	290

**Abandoned Vehicles
Removed – For Year
06/07**

	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Total	Av/ nt/ nt
Adur	10	9	17	5	12	11	12	15	7	14	4	9	125	10
Arun	17	18	22	21	24	12	16	10	11	19	10	9	189	16
Brighton & Hove	60	52	72	71	63	59	66	62	27	53	36	11	632	53
Chichester	15	15	5	22	4	7	7	12	7	10	7	8	119	10
Crawley	30	23	28	32	18	25	17	29	28	21	13	14	278	23
Eastbourne	17	16	16	9	18	17	10	10	13	16	18	17	177	15
Hastings	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Horsham	14	10	3	5	6	9	9	6	7	16	9	7	101	8
Lewes	9	15	22	8	6	7	13	6	13	10	9	13	131	11
Mid-Sussex	11	6	16	14	7	14	9	9	12	10	6	12	126	11
Rother	9	7	10	4	8	4	7	10	10	6	4	6	85	7
Wealden	12	21	27	17	11	18	12	10	12	14	6	12	172	14
Worthing	12	15	18	10	16	7	16	32	10	17	5	3	161	13
Total	216	207	256	218	193	190	194	211	157	206	127	121	2296	193

Source: Sussex Police

	Apr	May	Jun	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Total
2001/ 2002	37	62	75	52	64	44	38	42	28	27	13	35	517
2005/ 2006	17	36	27	32	36	30	19	22	19	14	11	13	276
2006/ 2007	22	20	23	31	31	20	16	33	18	1	0	0	215

**the costs used are the 'consequential' costs (i.e. human costs, property damage, lost business, and Criminal Justice System costs) only, and does NOT include response costs.*

Source: East Sussex Fire and Rescue Service

Appendix D – Total Abandoned vehicle reports submitted:

Source	2004	2005	2006
Police	6,725	5,563	4,477
Via Internet	2,160	2,434	2,211
Council	9,761	9,705	7,833
Total	18,646	17,702	14,521

Source: Sussex Police

Section 4: Endorsement by Senior Representative

Please insert letter from endorsing representative:

Dear Panel Members,

Tilley Award 2007: Sussex Police (Operation Crackdown – The Sussex Solution to the

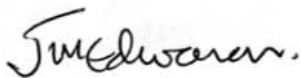
Reporting and Removal of Abandoned Vehicles)

I fully endorse this application for the 2007 Tilley Award competition. The material facts in the application are accurate and it meets the criteria for the award.

Operation Crackdown is a multi-agency partnership project whereby the police work together with a number of other agencies in order to speed up the recovery of abandoned vehicles. The results have been impressive in significantly streamlining the process of removing vehicles and in reducing the amount of time such vehicles remain on the street.

By thorough investigation into the nature of the problem and how best it can be resolved, this work has made a real difference to the community in Sussex and brought about a welcome saving in public expenditure.

Yours sincerely



Joe Edwards
Chief Constable

Checklist for Applicants:

1. Have you read the process and application form guidance?
2. Have you completed all four sections of the application form in full including the endorsement from a senior representative?
3. Have you checked that your entry addresses all aspects of the judging criteria?
4. Have you advised all partner agencies that you are submitting an entry for your project?
5. Have you adhered to the formatting requirements within the guidance?
6. Have you checked whether there are any reasons why your project should **not** be publicised to other police forces, partner agencies and the general public?
7. Have you saved you application form as a PDF attachment and entitled your message 'Entry for Tilley Awards 2007' before emailing it?

Once you are satisfied that you have completed your application form in full please **email it to Tilleyawards07@homeoffice.gsi.gov.uk**. Two hard copies must also be posted to Alex Blackwell at Home Office, Effective Practice, Support & Communications Team, 6th Floor, Peel Building (SE Quarter), 2 Marsham Street, London, SW1P 4DF.