



# Home Office

Crime Reduction and Community Safety Group  
Public Order Unit

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Respondents to the consultation on statutory charges for the removal, storage and disposal on police instructions of vehicles that are illegally, dangerously or obstructively parked, or broken down or abandoned

21 December 2007

Dear Colleague

## STATUTORY CHARGES FOR THE REMOVAL, STORAGE AND DISPOSAL OF VEHICLES BY THE POLICE

I am writing to let you know the outcome of the Home Office consultation earlier this year and to explain where we have now made changes to our proposals and where they remain the same.

First, however, I should like to thank you very much for your responses to the consultation. We are very grateful for the thoughtful and detailed consideration which respondents obviously gave the proposals the consultation set out. We welcome the useful data which many respondents supplied to support suggested amendments.

We have now analysed the responses and prepared a report summarising these and setting out the Government's reaction. I attach a copy of the report, which we are also making available on the Home Office website.

As you will see from the report, the Government has decided to maintain the main broad principles of the proposals. Its firm intention, therefore, is to replace the current flat rate charge with charges based on scenarios according to vehicle type, condition and location. As we have emphasised throughout, however, the particular scenarios presented in the consultation document were for illustrative purposes only. In the light of your comments and further work here, we have amended the scenario tables. The revised versions are attached at Annex A. Ministers are satisfied that this table most closely and practically represents the situations likely to arise. **They have agreed this table as final and we are therefore not seeking further comment on this aspect of the proposals.**

**Where we would welcome views is on the charges proposed for the different scenarios.** We have suggested charges, based on our consideration of information put to us, but these suggestions are not final. We will carefully consider other suggestions, especially from those with a professional knowledge of the issues and those backed by objective evidence, e.g. receipted invoices. Our final recommendations to Ministers will take these fully into account.

If you would like to respond to this letter and have any suggestions as to the appropriate charges for the new scenarios, your reply should arrive no later than Friday 25 January 2008 and be sent to:

Postal Address:

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020 7035 1797

Please also contact John Crozier if you have any questions about this letter.

**G C BIDDULPH**

Head, Road Crime Section.

**REVISED TABLES OF SCENARIOS AND PROPOSED STATUTORY CHARGES FOR THE  
REMOVAL, STORAGE AND DISPOSAL OF VEHICLES BY THE POLICE.**

**Removal**

| Vehicle type |  | Not exceeding<br>2.5 tonnes MAM | Exceeding 2.5<br>tonnes MAM,<br>but not<br>exceeding 7.5<br>tonnes MAM | Exceeding 7.5<br>tonnes MAM,<br>but not<br>exceeding 18<br>tonnes MAM | Exceeding 18<br>tonnes MAM     |
|--------------|--|---------------------------------|--|---|--------------------------------|
| Scenario     |  |                                 |  |   |                                |
| A            | On the road<br>All wheels in<br>contact with road  | £150                            | £250   | £325  | £350                           |
| B            | No part of the<br>vehicle on the road;<br>but all wheels in<br>contact with ground                                   | £250                            | £400   | Unladen £1,500<br>Laden £2,000  | Unladen £1,900<br>Laden £2,700 |
| C            | On the road<br>One or more wheels<br>not in contact with<br>road; or not free to<br>roll                             | £300                            | £750   | Unladen £2,750<br>Laden £3,500  | Unladen £3,600<br>Laden £6,800 |
| D            | No part of the<br>vehicle on the road;<br>one or more wheels<br>not in contact with<br>ground OR not free<br>to roll | £300                            | Unladen £900<br>Laden £1,500   | Unladen £3,000<br>Laden £6,100  | Unladen £5,200<br>Laden £8,400 |

**Storage**

| Vehicle type | 2 wheeled<br>vehicles | Not<br>exceeding<br>2.5 tonnes<br>MAM | Exceeding<br>2.5 tonnes<br>MAM, but<br>not<br>exceeding<br>7.5 tonnes<br>MAM | Exceeding 7.5<br>tonnes MAM,<br>but not<br>exceeding 18<br>tonnes MAM | Exceeding 18<br>tonnes MAM |
|--------------|-----------------------|---------------------------------------|--|---|----------------------------|
| Storage      | £15                   | £25                                   | £30  | £50   | £75                        |

**Disposal**

| Vehicle type | 2 wheeled vehicles | Not exceeding 2.5 tonnes MAM | Exceeding 2.5 tonnes MAM, but not exceeding 7.5 tonnes MAM | Exceeding 7.5 tonnes MAM, but not exceeding 18 tonnes MAM | Exceeding 18 tonnes MAM |
|--------------|--------------------|------------------------------|--|---|-------------------------|
| Disposal     | £50                | £75                          | £100   | £150  | £150                    |

## Definitions

Please note that the terms used in the tables above are defined as follows. These are working definitions and may be amended before inclusion in the final regulations.

### Term used

### Definition

MAM

a) in relation to a goods vehicle, has the same meaning as "permissible maximum weight" in section 108(1) of the Traffic Act;  
b) in relation to an incomplete large vehicle, means its working weight, and  
c) in relation to any other motor vehicle or trailer, has the same meaning as "maximum gross weight" in regulation 3(2) of the Construction and Use Regulations.

2 wheeled vehicles

a vehicle constructed or adapted to have two wheels

On the road

a road is any length of highway or of any other road to which the general public has access, and includes bridges over which a road passes (this will include pavements, curbs and boundary grass verges)

Not free to roll

Irreparable damage to wheels, axle or suspension, requiring lifting of all or part of vehicle to recover.

Unladen

All vehicles are considered unladen unless laden as defined below.

Laden

Only applies to commercial vehicles carrying commercial loads or vehicles hired for the purpose of conveying a load. In the case of hazardous loads this means vehicles which have *not* been cleaned and purged. The Vehicle Recovery Operator must demonstrate that a vehicle is laden.

## Assumptions behind the tables

The Government recognises that the scenarios do not cover all vehicles in all circumstances, but is satisfied that in broad terms they represent the vast majority of situations necessitating statutory removals.

Within each scenario there will be a range of removals from the easy to the more difficult. The statutory charge is intended to represent the average cost of a removal of medium difficulty.

Your suggested charges for each of the different scenarios should be based on your assessment of the resources required to complete the removal. You may therefore wish to provide details of the equipment, personnel and time needed for removals of medium difficulty within each specified scenario.