

03 Auto-Crime

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3.1 What is auto-crime ?

Home Office definition:

Auto-crime comprise three crime categories:

- Theft of a motor vehicle
- Theft from a motor vehicle
- Vehicle interference. This type of crime is not often targeted as a clear and successful focus on the largest categories of these vehicle crimes – theft of and from a vehicle – will deliver the greatest contribution to achieving a reduction in vehicle interference.

3.2 What does the community think about auto-crime ?

Fear of Crime Survey

Street respondents were most worried about car crime in the City Centre.

Talkback Survey

When asked what the three most important crime and disorder issues were in their neighbourhood, respondents cited car crime (34%) as their second highest concern, after burglary/robbery/theft (35%).

3.3 How do Oxford's auto-crime levels compare nationally?

Crime trends

Year	England and Wales	Oxford
1998/99	1,125,737	6,025
1999/00	1,100,439	5,495
2000/01	1,031,143	4,003

Figure 3:1 3 year trend - total vehicle crime

All auto-crime fell both in nationally and in Oxford by 8% and 34% respectively in the three years to 31 March 2001. As a proportion of crime, it made up 20% of all crime nationally and 17% of all crime in Oxford in the 12 months to March 2001.

Year	England and Wales	Oxford
1998/99	391,807	1,722
1999/00	374,686	1,618
2000/01	338,796	1,264

Figure 3:2 3 year trend – theft of motor vehicles

Theft of motor vehicles fell by 13% nationally and 26% in Oxford, as a proportion of crime it accounted for 6.5% of all crime nationally and 5.5% in Oxford.

Year	England and Wales	Oxford
1998/99	685,919	4,070
1999/00	669,232	3,655
2000/01	629,651	2,550

Figure 3:3 3 year trend – theft from motor vehicles

Theft from motor vehicles fell by 8% nationally and 37% in Oxford, as a proportion of crime it accounted for 12% of all crime nationally and 11% of all crime in Oxford.

Crime rates per 100,000 population

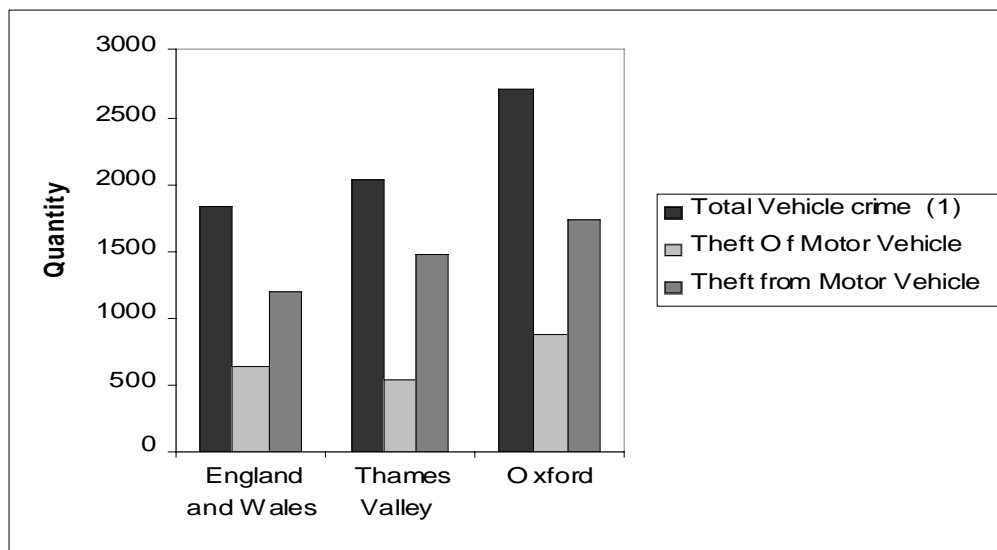


Figure 3:4 Auto-crime per 100,000 population 2000-01

Although the underlying trend is a continuous fall during the last three years, Oxford's vehicle crime rates are still significantly higher than the National and Thames Valley levels.

3.4 How much does auto-crime cost the community in Oxford?

Offence type	Cost per offence (£s)	Estimated cost of crime in Oxford 2000/01
Theft of motor vehicle	4,800	£6.07m
Theft from motor vehicle	580	£1.48m
Total		£7.55m

Figure 3:5 Cost of auto-crime

3.5 Does the partnership have a Best Value Reduction Target for auto-crime?

The government has set a performance indicator for ATMOSPHERE under the Best Value mechanism called BV128

	Performance estimate	Result 2000/01
Vehicles crimes per 1000 population	29.3	25.9

Figure 3:6 Best Value Indicator (vehicle crime)

3.6 Where are these offences occurring in Oxford?

Theft of motor vehicles (Ward trends) 1998–2001

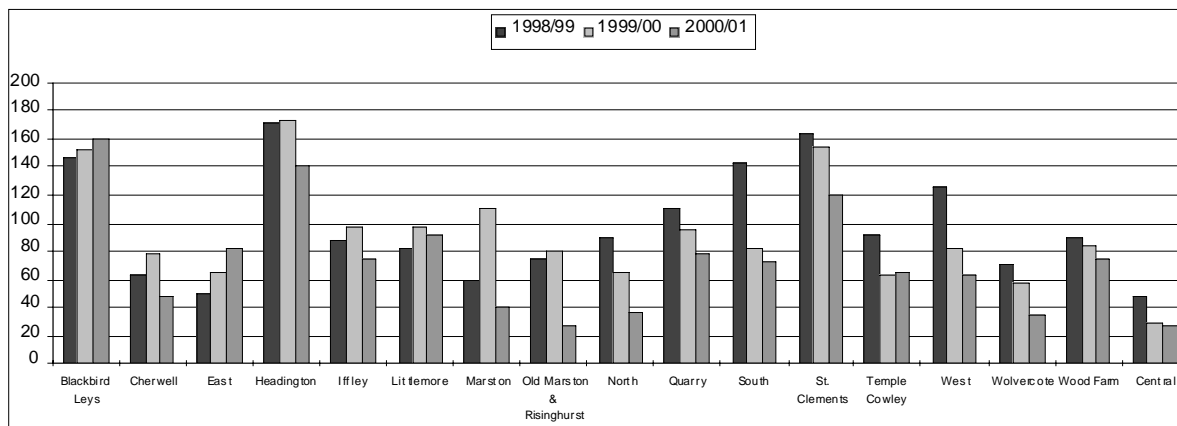


Figure 3:7 Theft of motor vehicles (ward trends) 1998–2000

Neighbourhood trends

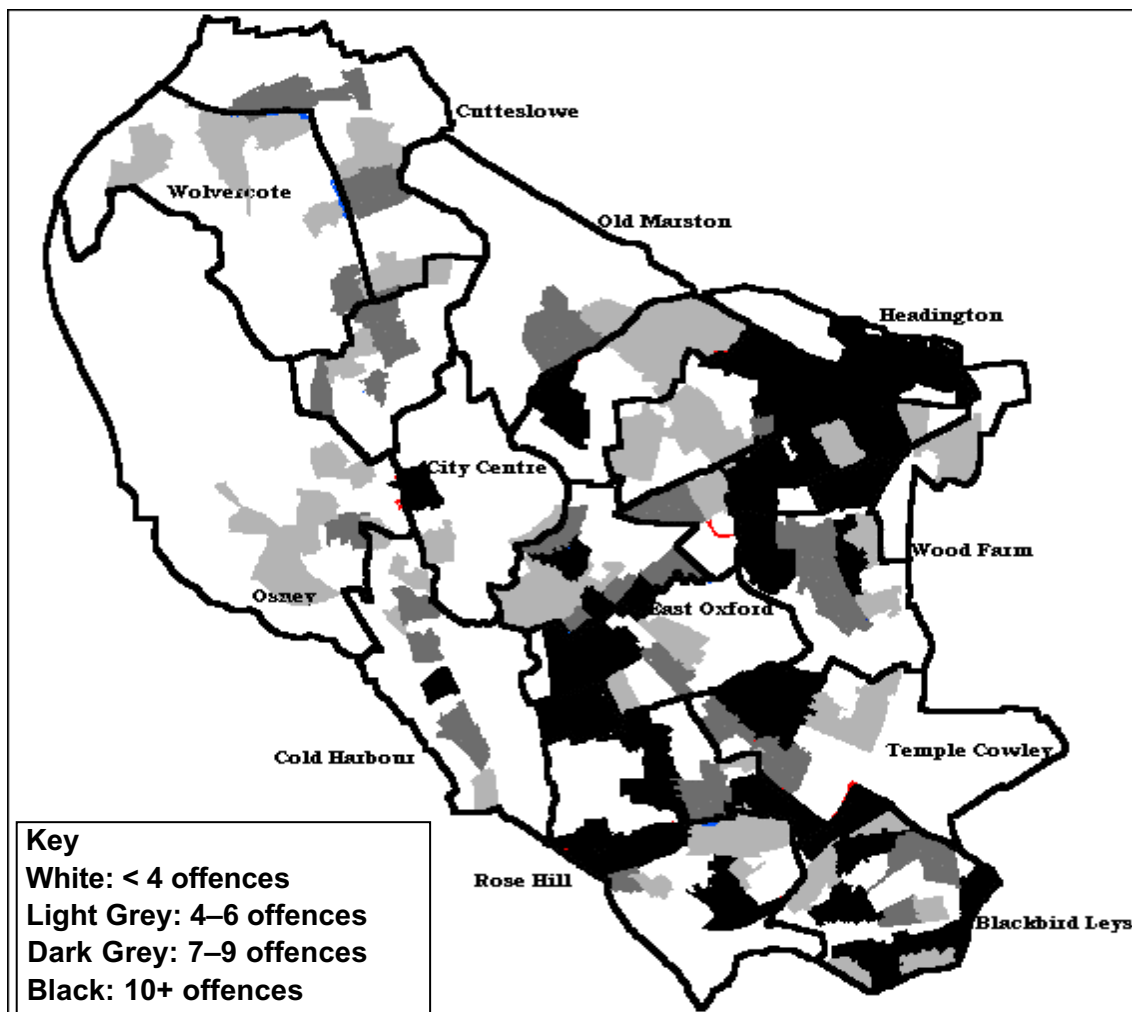


Figure 3:8 Concentration areas for Theft of Motor Vehicles

Concentration areas: Blackbird Leys, Rose Hill, East Oxford, Barton, Headington, Quarry, St. Clements and City Centre.

Theft from motor vehicles (Ward Trends) 1998–2001

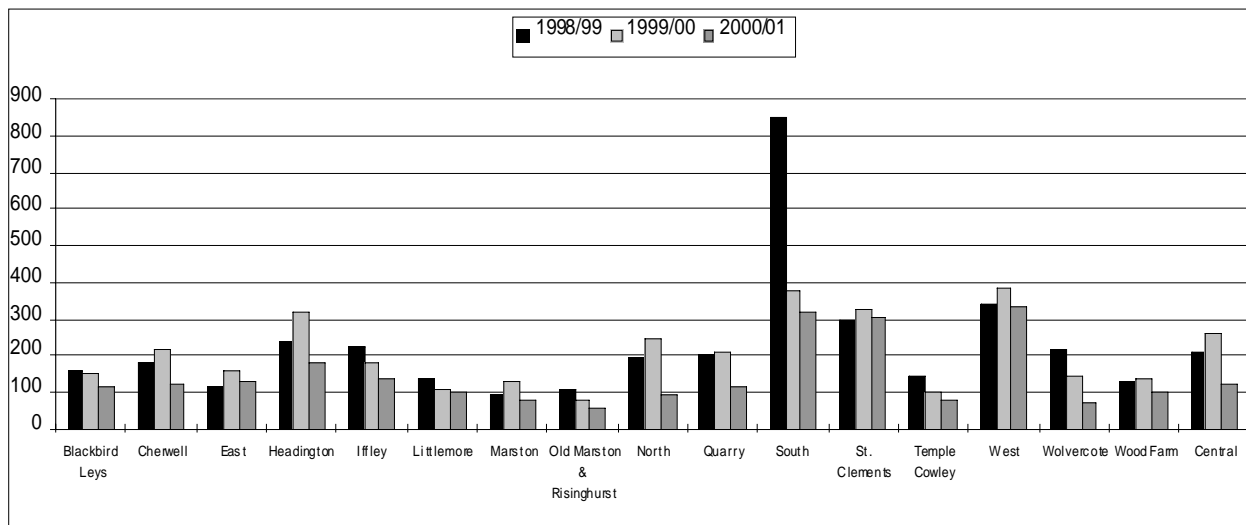


Figure 3:9 Theft from motor vehicles (Ward Trends) 1998–2001

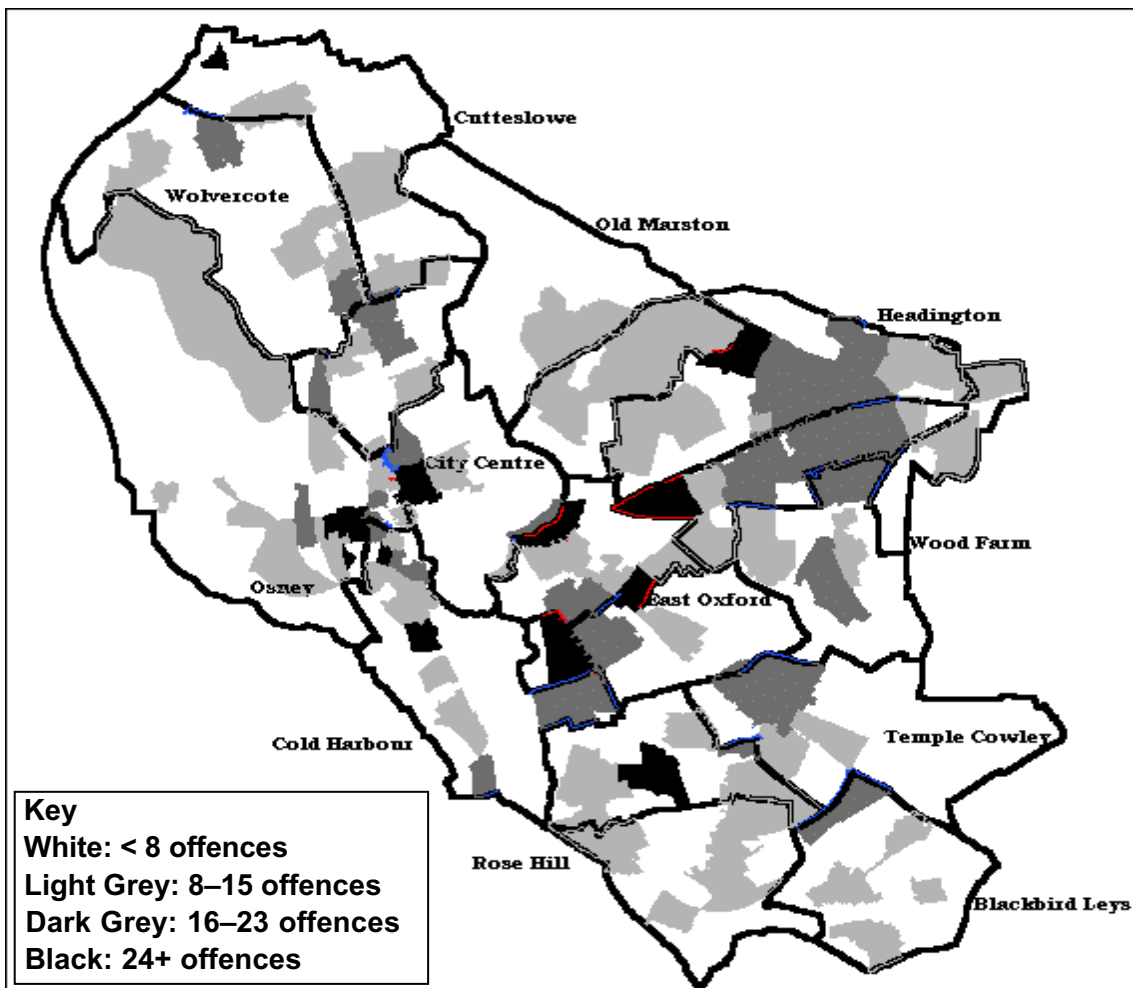


Figure 3:10 Concentration areas for Theft From Motor Vehicles

Concentration areas: City centre, Headington, Quarry, East Oxford, St Clements and parts of North Oxford. High levels of offences can be directly attributed to particular locations within a beat area e.g. a car park, retail centre.

3.7 When do these offences take place?

Theft of motor vehicles

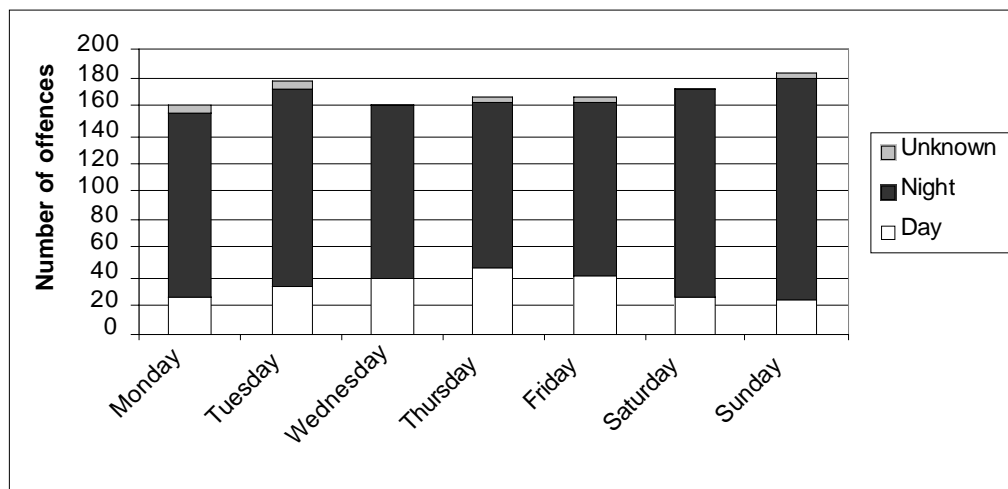


Figure 3:11 Times when theft of motor vehicles takes place

The majority of offences take place between 7 p.m. and 7 a.m., on some days nearly 90% of offences take place at night. There is no significant difference in the day of the week of the offence.

Theft from motor vehicles

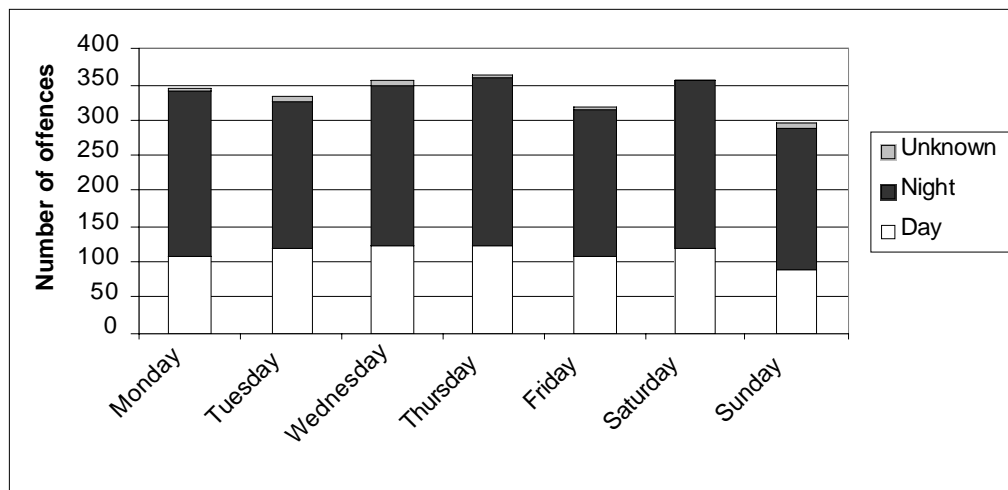


Figure 3:12 Times when theft from motor vehicles takes place

As with theft of motor vehicles, the majority of offences occur during night hours, although a lower proportion of all offences. This may be due to theft from motor vehicles being more of an opportunist crime.

Sunday has the lowest level of offending which supports the view that many of the offences occur in public areas such as car parks, which tend to be less busy on a Sunday.

3.8 Who are the victims of these offences?

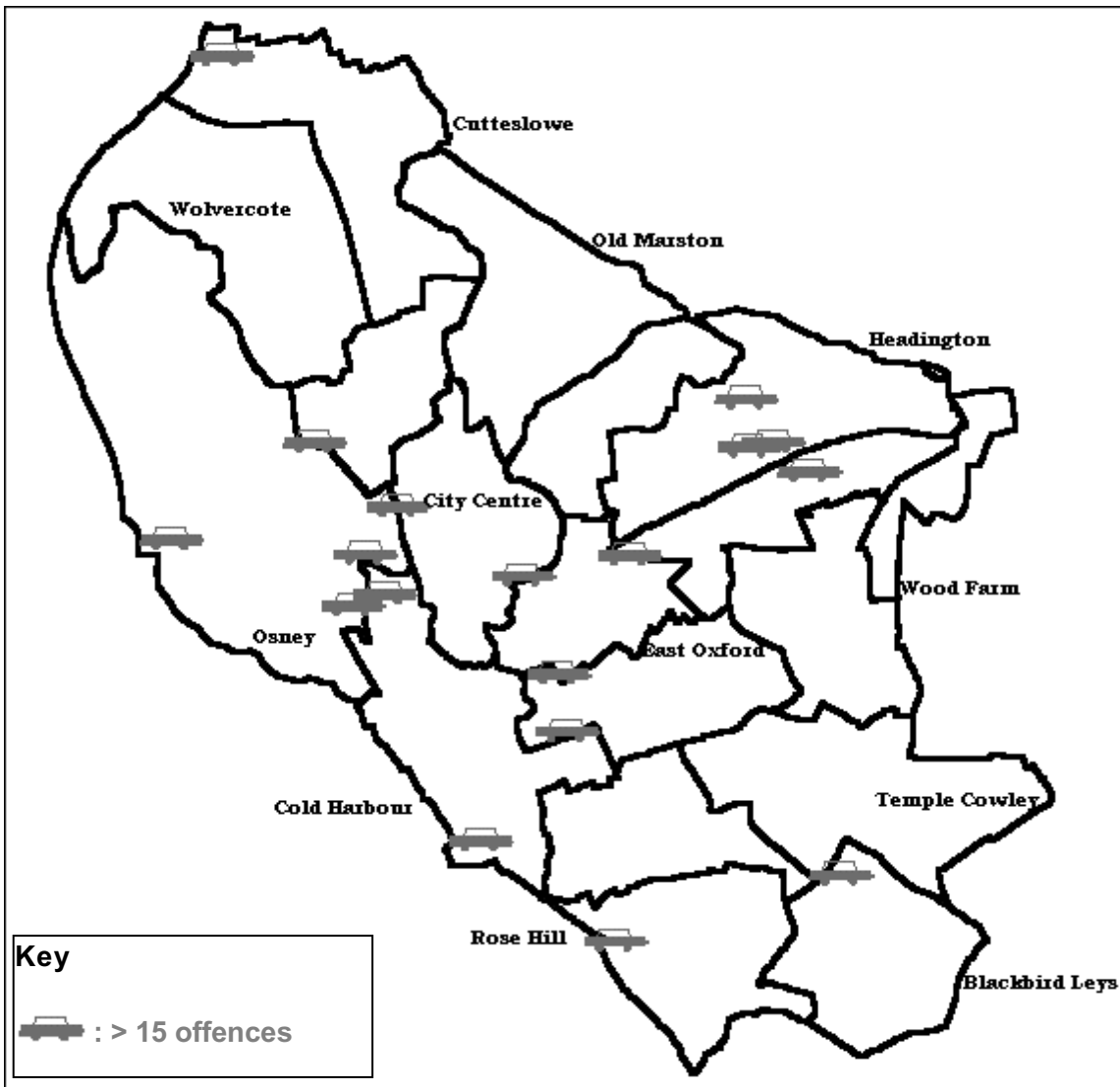


Figure 3:13 Repeat offence locations for theft of and theft from motor vehicles

Many of the high repeat offence locations are in public car parks. This applies to both theft of and theft from motor vehicles.

Offence	Gender	0-9	10-19	20-29	30-39	40-49	50-59	60-69	70-79	80-89	90-99	Total
Theft from vehicles	Female		13	287	245	100	114	33	11	5	1	809
	Male		43	514	315	247	173	61	27	6		1386
Theft of vehicles	Female		7	126	116	75	50	16	9	2		401
	Male		27	186	208	149	72	41	24	6		713

Figure 3:14 Auto Crime Victims – Gender/age profile

The table indicates that in both offence categories males are more likely to become a victim than females. This may be due to the type of car or accessories purchased. Age variations show that victims are more likely to be between 20 and 39, perhaps because people in these age groups are more likely to own cars or accessories that are more attractive to a car thief.

3.9 Who are committing these offences?

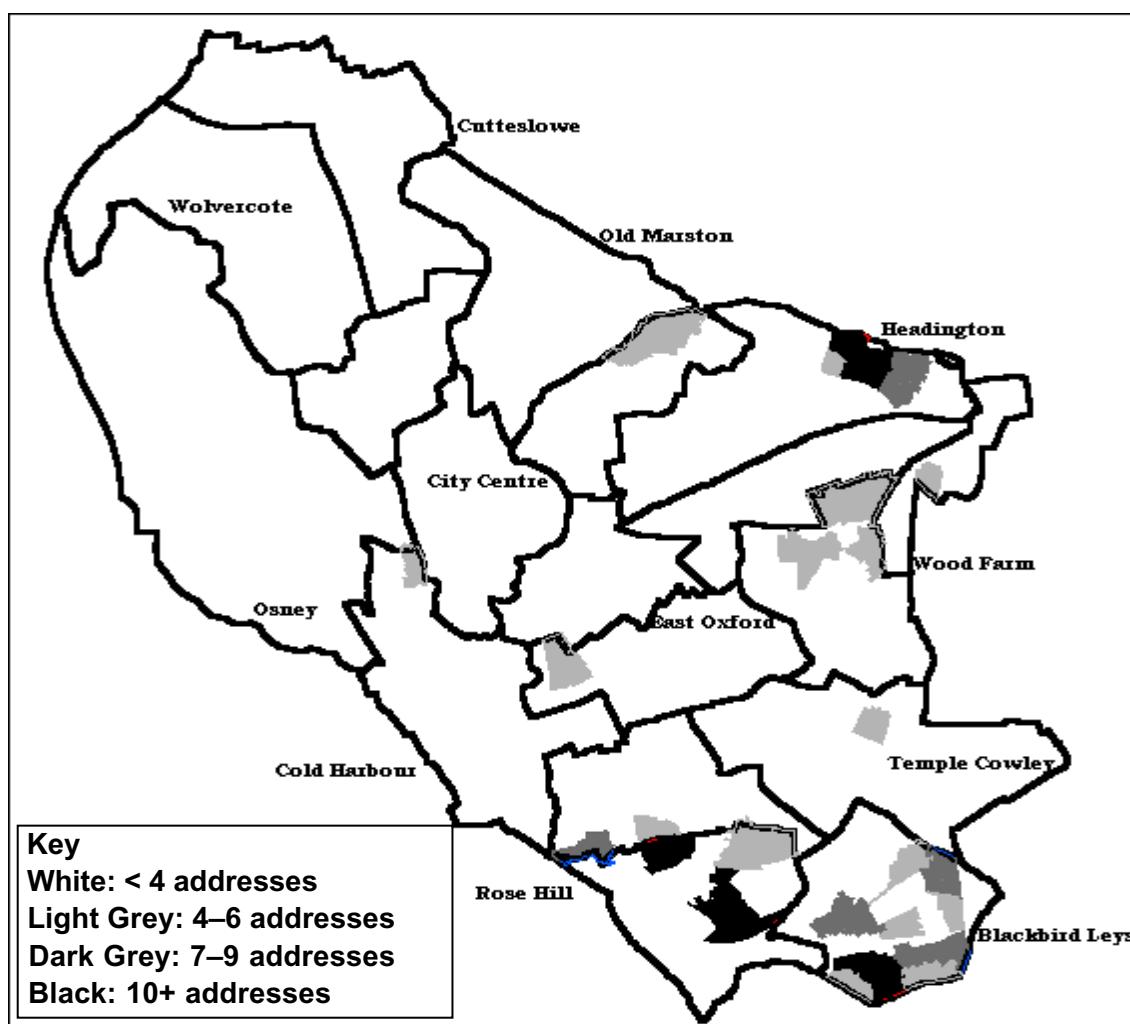


Figure 3:15 Concentration areas of the home addresses of people arrested for auto-crime offences, 1 April 2000 – 31 March 2001

	Male	Female
Probation commencements: 01/04/1998 – 31/03/2001	107	5
Youth Offending Team contacts: 01/04/2000 – 31/12/2000	57	3

Figure 3:16 Gender profile

	Under 16	16-17	18-25	26-32	33-40	41+	Total
Probation commencements : 01/04/1998 – 31/03/2001	-	-	86	25	0	1	112
Youth Offending Team : 01/04/2000 – 31/12/2000	19	41	-	-	-	-	60
Arrests: 01/04/2000 – 31/03/2001	7	8	11	14	2	1	43

Figure 3:17 Age Profile

The tables above indicate that the majority of offenders are male and are aged between 18 and 32.

3.10 Other contributing factors (identified by offenders)

Probation data

1 April 1998 –31 March 2001 Contributing factor to offending

Accommodation	12%
Alcohol	21%
Drugs	29%
Employment	17%
Mental Health	5%

As shown above, drugs and alcohol issues are the most common contributing factors to auto-crime offending. Many offenders starting a probation order had a combination of factors contributing to their offending.

Employment

27% of offenders were categorised as employed and a further 60% were in education or government training.

Ethnicity

Probation: Analysis by ethnic origin found that 85% of auto-crime offenders who commenced a probation order during this period were White European.

Police arrest data

As above, of those arrested by the police and processed, 87% were White European.