

## Recorded Crime: Vehicle Crime

<b>General details</b>	Crime reported to and recorded by the police
<b>Area output</b>	The data are postcoded and georeferenced and can be aggregated to any set of geographical boundaries
<b>Time period</b>	Data supplied quarterly, but reported annually Other information from the British Crime Survey
<b>Source</b>	West Yorkshire Police
<b>Provider</b>	West Yorkshire Police
<b>Comments</b>	

### 1 Introduction

1.1 Recorded vehicle crime refers to

- thefts and attempted thefts of vehicles (where the intent is to permanently deprive the owner)
- unauthorised taking of a vehicle (where the intent to deprive the owner is not evident, e.g. joyriding)
- aggravated vehicle taking (where a vehicle once taken, is known to have been driven dangerously, damaged or caused an accident)
- thefts and attempted thefts from a vehicle and
- vehicle interference (which includes attempts to drive a vehicle away without apparent intent to permanently deprive the owner)

1.2 In this paper the offences have been split into theft of a vehicle and theft from a vehicle

1.3 The Home Office has published information on vehicle-related crime in the Car Theft Index and some of the interesting facts from it are:

- Cars that were 13 years old (registered in 1989) faced the greatest risk of being stolen, with a theft rate of 30 cars per 1,000 registered. Cars aged between 1-5 years old (2001-1996) all had the same rate of theft with 5 stolen per 1,000 registered.
- The average value of possessions stolen from vehicles is estimated at £80, while the average cost of a stolen vehicle is £900.
- Small saloons were stolen most frequently at around 13 per 1,000 registered on the road. People Carriers and 4x4s had less than half that risk of theft with only 6 stolen per 1,000 registered. The car with the overall highest risk of theft in 2002 was the Vauxhall Belmont first registered pre 1988 with 99 stolen per 1,000 registered.

1.4 Around 40 per cent of vehicle crimes occur on the street outside the home according to the British Crime Survey.

### 2 National and Regional Figures

2.1 Vehicle-related theft has declined dramatically in England and Wales from a recent high of over 1.3 million recorded offences in 1995 of which 813,000 were thefts from the vehicle (61.5%) to just under 890,000 of which about 600,000 were thefts from the vehicle (67.3%). By contrast, the British Crime Survey (BCS) estimated that there were 4.35 million vehicle-related thefts in 1995 falling to 2.1 million in 2003/4.

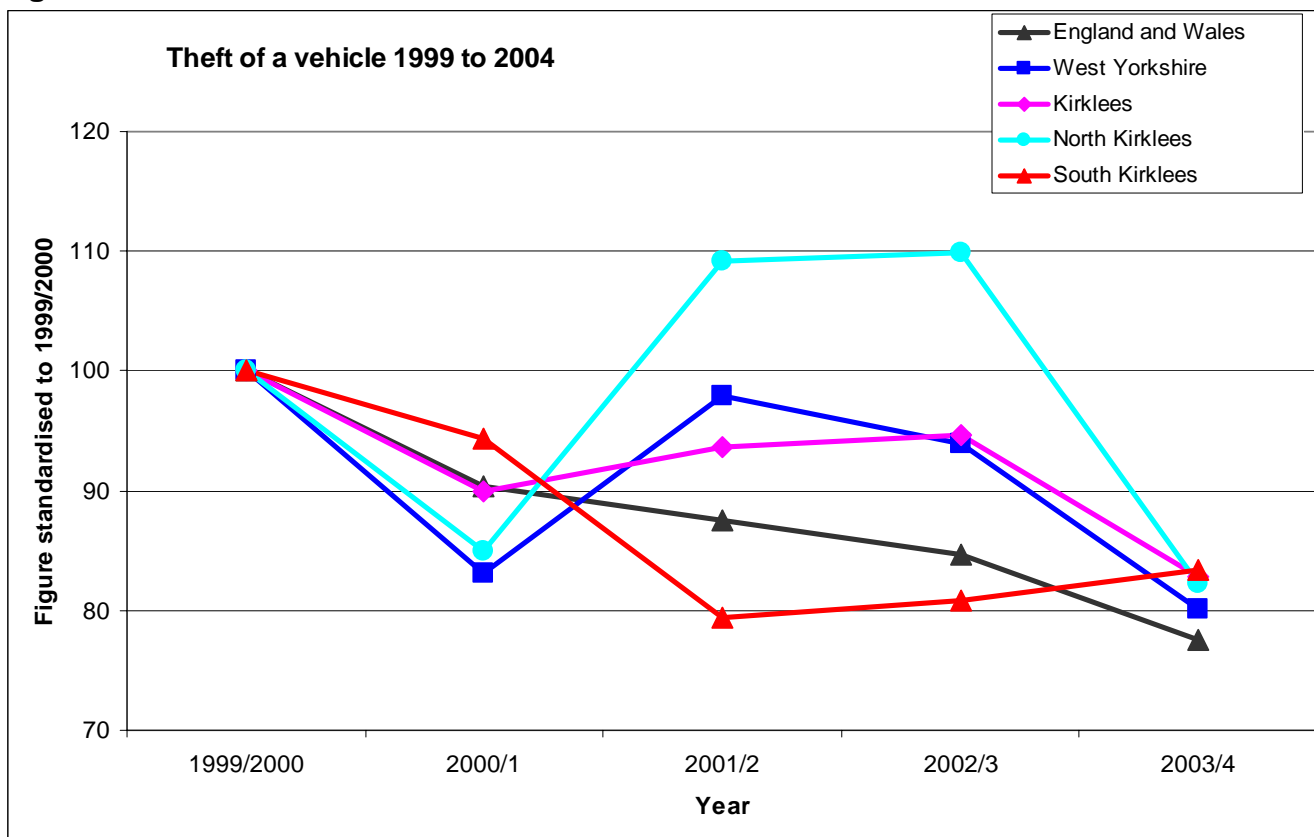
2.2 The BCS also estimated that 95% of vehicle thefts were reported to the police (of which 90% were recorded) and 45% of thefts from vehicles were reported (of which 80% were recorded.)

2.3 About 1 in 10 vehicle-owning households (9.7%) experienced vehicle-related theft in England and Wales in 2003/4 but this was not spread evenly across all social groups. Factors which increased the risk of vehicle-related theft include, being a young head of the household, living in a terraced house or a flat, renting, living in an inner city or deprived area and being a single parent.

2.4 Cars also have different risk factors as discussed above (1.3) Modern cars with immobilisers are far less likely to be stolen than older cars without security devices.

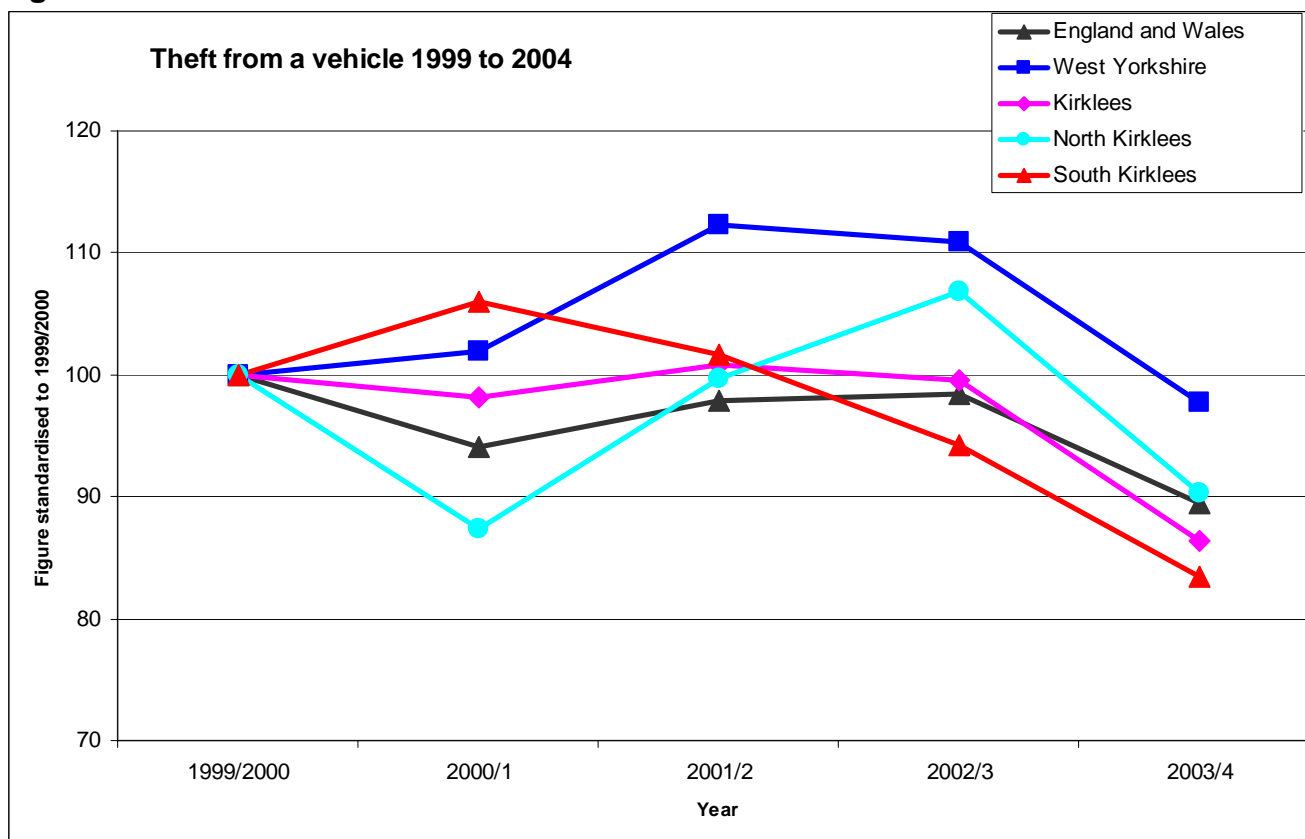
2.5 Figure 1 shows the figures for the number of vehicles stolen locally and nationally (standardised to the figure for 1999/2000). Whilst the district, the county and the national figures show a decrease on the 1999/2000 figure of almost 20% only the national figure has shown a steady decline. In West Yorkshire, North and South Kirklees the numbers have both fallen and risen quite dramatically over the five year period..

**Figure 1: Theft of a vehicle 1999 to 2004**



2.6 Figure 2 shows the numbers of thefts from vehicles nationally, regionally and locally (standardised to the 1999/2000 figure). The figures for West Yorkshire only dipped below the 1999/2000 figure by 2003/4. Figures for North and South Kirklees and England and Wales have fallen by at least 10% but year on year there have been both increases and decreases.

**Figure 2: Theft from a vehicle 1999 to 2004**



2.7 Kirklees, with under 19% of the population of West Yorkshire and almost 20% of the cars and vans owned by households in West Yorkshire at the last Census, has less than 14% of the number of thefts of vehicles in West Yorkshire and just over 15% of the number of thefts from vehicles, i.e. somewhat lower figures than might be expected.

2.8 The last Census identified that there were 69,229 cars or vans owned by households in North Kirklees and 95,741 owned by households in South Kirklees. This is equivalent to 0.40 cars per person in North Kirklees and 0.44 cars per person in South Kirklees.

2.9 North Kirklees with over 44% of the population of Kirklees and 42% of the cars and vans owned by households at the last Census had over 47% of thefts of vehicles and 44% of thefts from vehicles. South Kirklees had almost 56% of the population of Kirklees, 58% of cars and vans, almost 53% of thefts of vehicles and 56% of thefts from vehicles.

2.10 In England and Wales and in Kirklees there are approximately twice as many thefts from vehicles recorded as thefts of vehicles (using data aggregated over the last five years). In North Kirklees the proportion is much lower, there are 1.7 thefts from vehicles to each theft of a vehicle and consequently in South Kirklees the ratio is much higher at 2.4.

### 3 Kirklees Figures

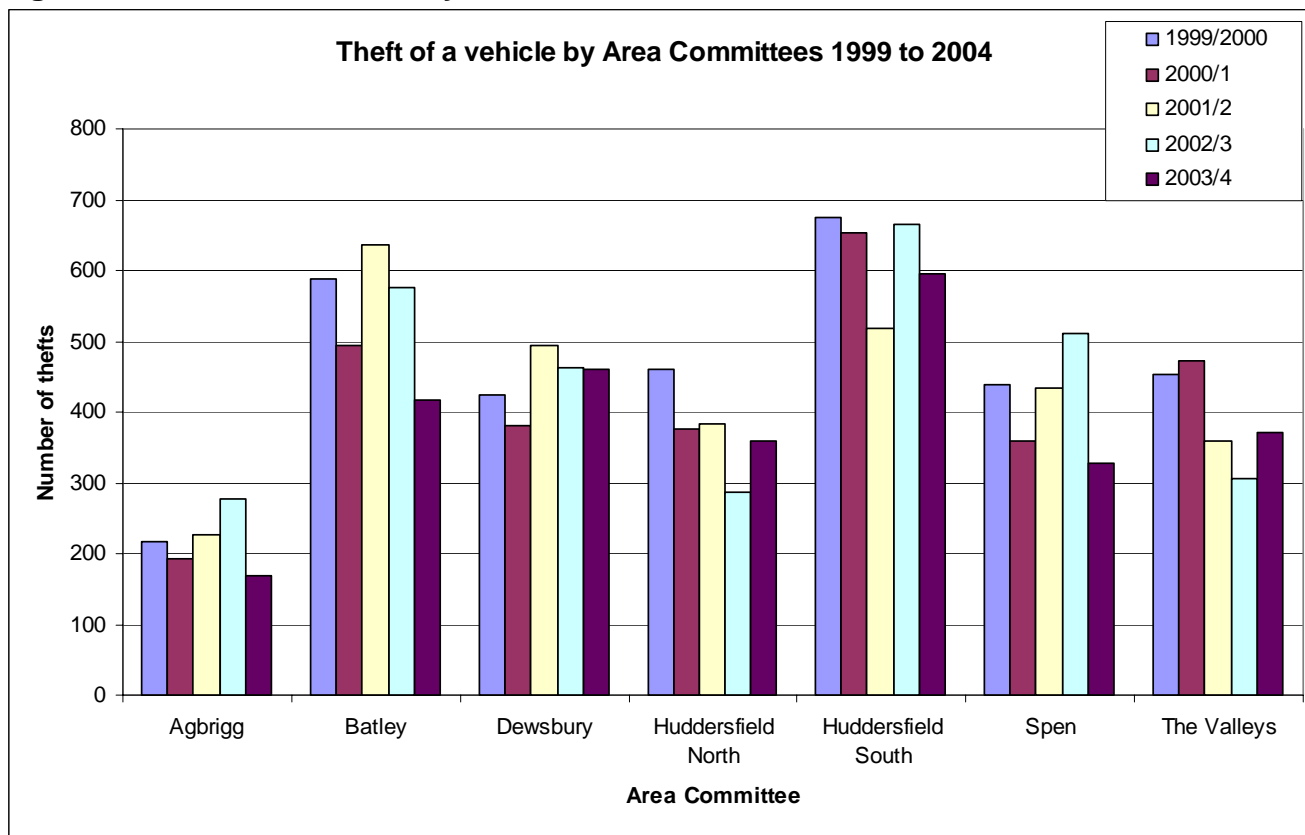
3.1 Figure 3 shows the numbers of thefts of a vehicle by Area Committee over the last five years. Most Area Committees consist of three wards except the Valleys and Huddersfield South, which consist of four wards.

3.2 Whilst Huddersfield South has consistently experienced the highest numbers of vehicle thefts, this is in part because it contains Huddersfield town centre and therefore a high number of commuter and shopper cars during the day, and partly because it has four wards. Batley Area Committee has just three wards and the high number of vehicle thefts is partly because the area contains the Junction 27 shopping complex in Birstall and Birkenshaw ward (which includes Ikea and which attracts a large number of shoppers using a car) and partly because there is also a high number of vehicle thefts in both Batley East and West wards as shown in Table 1.

3.3 Dewsbury Area Committee has seen a fairly steady rise in thefts of vehicles and the 2003/4 number was higher than all other Area Committees except Huddersfield South.

3.4 Vehicle thefts in Agbrigg are the lowest of all seven Area Committees, which reflects the low number of vehicle crimes that occur in rural wards. Table 1 shows that in Kirkburton, Denby Dale and Holme Valley North and South, the average number of vehicle thefts over the last five years was less than 100.

**Figure 3: Theft of a vehicle by Kirklees Area Committees 1999 to 2004**



**Table 1: Theft of a vehicle 1999 to 2004 by Kirklees Wards**

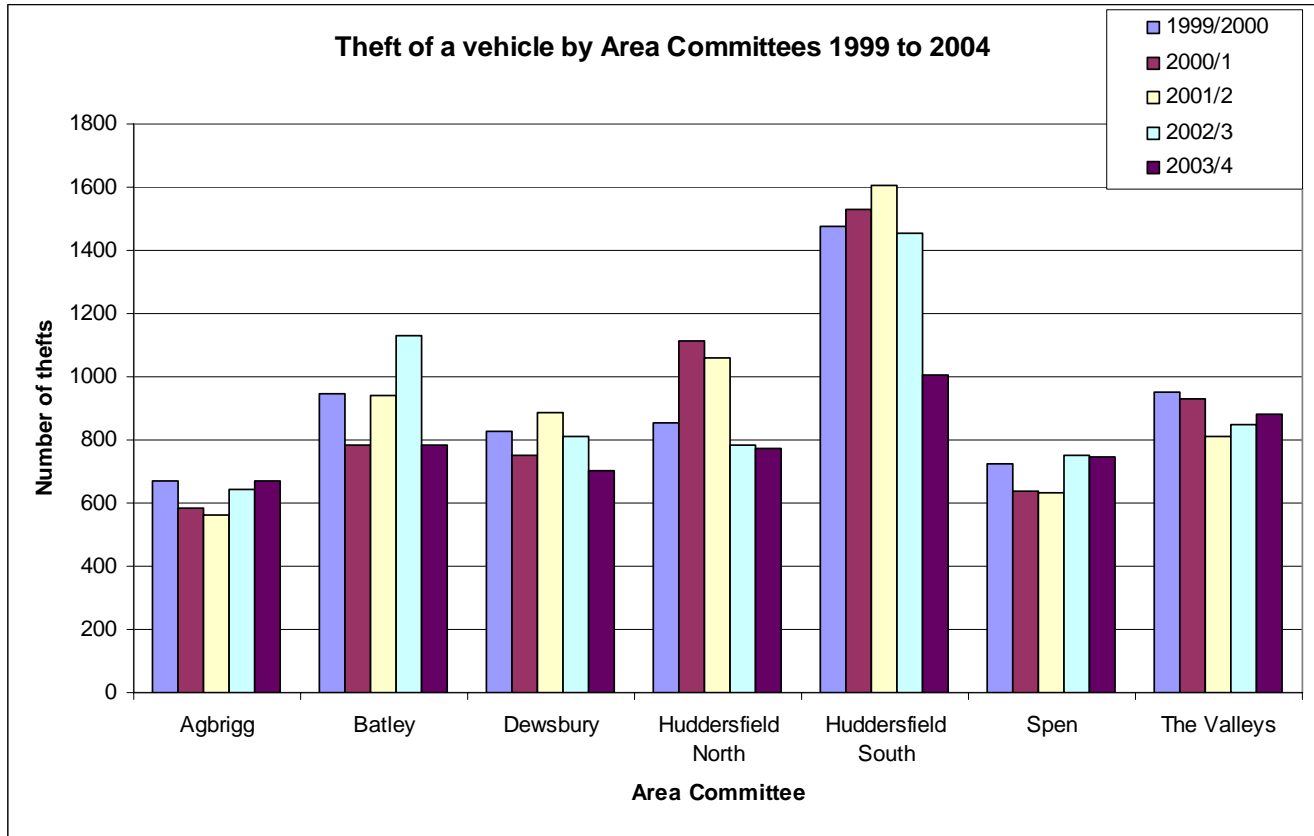
Ward	1999/2000	2000/1	2001/2	2002/3	2003/4	5 year Average
Newsome	292	251	215	180	207	229
Birstall & Birkenshaw	212	169	203	200	165	190
Dewsbury East	171	157	182	203	182	179
Batley West	205	180	212	180	113	178
Greenhead	193	176	199	138	164	174
Batley East	172	144	221	195	138	174
Dalton	167	175	140	201	156	168
Cleckheaton	159	129	194	201	119	160
Dewsbury West	153	125	187	165	166	159
Heckmondwike	159	128	141	153	117	140
Ashbrow	177	121	129	103	141	134
Almondbury	92	107	80	189	127	119
Colne Valley	131	147	101	94	111	117
Golcar	159	118	93	74	139	117
Liversedge & Gomersal	120	103	98	157	92	114
Mirfield	100	85	131	157	70	109
Dewsbury South	100	98	124	94	113	106
Crosland Moor & Netherton	124	121	82	95	104	105
Holme Valley South	87	114	62	74	70	81
Holme Valley North	75	93	103	64	50	77
Lindley	90	79	55	45	55	65
Denby Dale	82	64	53	63	53	63
Kirkburton	36	44	43	57	46	45
<b>Kirklees</b>	<b>3256</b>	<b>2928</b>	<b>3048</b>	<b>3082</b>	<b>2698</b>	<b>3002</b>

3.5 Theft from a vehicle by Area Committees appears to be more evenly spread across the district than theft of a vehicle (see Figure 4), with Huddersfield South again having the greatest number partly because of the number of cars parked in and around Huddersfield during the day and partly because there are four wards in the Area Committee compared with three in most of the others.

3.6 Newsome and Greenhead wards experienced the highest numbers of thefts from vehicles over the last five years, the wards which contain Huddersfield town centre (see Table 2). Dewsbury East, which contains Dewsbury town centre, also had a high number of almost one per day. Dalton ward has a high five year average but experienced a dramatic drop to under 250 recorded thefts in 2003/4.

3.7 The rural areas of Holme Valley North and South and Kirburton had the lowest five year average number of thefts from vehicles, with fewer than one recorded crime every two days. A similarly low figure was also recorded for Dewsbury South.

**Figure 4: Theft from a vehicle by Kirklees Area Committees 1999 to 2004**



3.8 At the ward level, the difference in the ratio of “thefts from” to “thefts to” vehicles is marked. In Dewsbury West and Cleckheaton, there were 1.5 thefts from vehicles recorded for every theft of a vehicle over the period 1999 to 2004, whereas in Kirkburton and Lindley the ratio was over 4. Theft of vehicles might be lower in more affluent areas because vehicles may be newer, more expensive and more secure from theft because they are immobilised. Alternatively theft from vehicles may be under reported in high crime areas because victims may derive little or no benefit from reporting the crime.

**Table 2: Theft from a vehicle 1999 to 2004 by Kirklees Wards**

Wards	1999/2000	2000/1	2001/2	2002/3	2003/4	5 year average
Newsome	605	535	715	546	377	556
Greenhead	375	429	555	296	367	404
Dewsbury East	390	390	405	355	354	379
Dalton	384	398	354	395	241	354
Birstall & Birkenshaw	312	290	321	420	311	331
Batley East	308	279	333	331	273	305
Golcar	272	269	325	326	317	302
Lindley	251	371	292	299	232	289
Batley West	325	213	285	381	198	280
Heckmondwike	324	240	251	307	277	280
Almondbury	251	290	296	295	189	264
Dewsbury West	269	190	255	319	190	245
Crosland Moor & Netherton	238	309	242	219	200	242
Cleckheaton	202	217	247	226	281	235
Colne Valley	226	241	173	262	268	234
Mirfield	231	210	255	219	227	228
Ashbrow	227	313	211	187	176	223
Denby Dale	259	204	156	209	258	217
Liversedge & Gomersal	197	181	134	216	190	184
Kirkburton	181	169	150	215	187	180
Holme Valley South	222	204	163	124	178	178
Dewsbury South	166	171	229	135	158	172
Holme Valley North	233	216	152	135	120	171
<b>Kirklees</b>	<b>6448</b>	<b>6329</b>	<b>6499</b>	<b>6417</b>	<b>5569</b>	<b>6252</b>

#### 4 Links and further information

Office for National Statistics

<http://www.statistics.gov.uk/default.asp>

The Car Theft Index

<http://www.crimereduction.gov.uk/cti2003.pdf>

Home Office Research on vehicle crime

<http://www.homeoffice.gov.uk/rds/policingroads.html>

Crime in England and Wales 2003/2004

<http://www.homeoffice.gov.uk/rds/pdfs04/hosb1004.pdf>

## 5 Indicator archive

Date of the original document	July 2005
Author	Steve Jones: KMC CDU
Details of consultation	Richard Whitaker, Kirklees Community Safety Partnership, August 2005
Document update date	
Update author	
Details of update consultation	