
Socio-economic profile of rural Hampshire 2016

Crime and community safety

Research & Intelligence,
Hampshire County Council



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Introduction

1. The rural profile brings together a variety of socio-economic data relating to rural Hampshire, and with the aim of providing a wide ranging evidence base for Hampshire County Council and partners to inform future rural programmes, assist in the targeting of investment and undertake effective action.
2. The profile comprises a number of themed reports covering diverse areas of importance to the future well-being and prosperity of rural Hampshire. The Office for National Statistics Rural Urban Classification (RUC 2011) is linked to the data to achieve a cogent definition describing the rural-urban landscape. The RUC 2011 provides a consistent hierarchical spatial framework based on the make-up of rural-urban populations. Where possible, the smallest geography (output area) is used and aggregated upwards to create a spatial definition that is more precise and, by association, more robust. This approach does however mean that there is no one catch-all rural-urban definition to describe rural Hampshire. See the Appendix for a graphic representation and the Supplementary Report for a fuller description.
3. This report very briefly summarises some key findings from national studies on rural crime and police offences crime data, and data on fly-tipping incidents.

Key findings

- The estimated rural cost of crime in Hampshire for 2014 was £1.7 million.
- Tools, ATV/Quad bikes, oil/diesel and machinery are the top four items most likely to be taken in rural areas.
- In purely number terms, urban areas account for most offences, but proportionately crimes in more rural districts are relatively higher in all other thefts, non-domestic burglaries and drug offences. Crimes in more urban districts are relatively higher in bicycle thefts, shoplifting and violence with injury.
- Overall, there appears to have been a decrease in crimes since 2010 involving property or possessions such as, thefts, burglaries and criminal damage, but an increase in those against the person such as violence (with or without injury) and public order offences.

- In contrast to national trends in 2014-2015, fly-tipping incidents appear to have been on the decline in Hampshire.
- In line with national trends, the highway is the most common location for fly-tipping in Hampshire, while council land is ranked second.
- Household waste is the largest type of waste accounting for just under half (49%) of incidents in the Hampshire Economic Area (HEA). The figure for the Hampshire County Council area (HCC area) is higher at 59%, but both are lower than the national average of 66%.
- The clearance costs were £661,000 in the Hampshire Economic Area and £443,000 in the Hampshire County Council area. Costs are down in line with a decrease in incidents.
- Fly-tipping more often involves a single item-black bag or a smaller car boot sized load, and although the proportion of larger loads is relatively small they are more likely to take place in the more rural districts.

Crime context

4. The Hampshire and Isle of Wight Rural Policing Strategy (2013-2017)¹ provides more detail on the impact of crime on rural areas and, also addresses how the Hampshire Constabulary and Hampshire's Police and Crimes Commissioner plan to reduce rural crime. One of the key differences made in the report is that it distinguishes between rural and urban crime, in the sense that, there is a more significant impact on communal trust being broken by criminal activity in these more isolated and tightly knit communities. The strategy goes on to describe six themes around rural crime ranging from: farm and agricultural crime, rural community crime, heritage crime, wildlife and environmental crime, tourism crime, and serious and organised crime. One example of proactive crime reduction is the application of area data derived from the Rural Payments Agency. This has been used to define rural beats and working with landowners to identify items of interest such as fuel storage units and holdings of plant and machinery that will assist 101 and 999 operators to better deploy the correct resources.
5. There are a number of national studies specifically on rural crime. One of which is based on insurance claims from the NFU Mutual Rural Crimes Survey (2014). This ranked the top ten most common types of theft in 2013 and 2014. The top four types of theft is consistent for both years, with tools being the items most likely to be taken in rural areas, and followed in order by ATV/Quad bikes, oil/diesel and machinery. There was a rise in claims for the theft of livestock, trailers and equestrian transport, and a decrease in garden

¹ <http://www.hampshire-pcc.gov.uk/Document-Library/Publications/RuralPolicingStrategy8ppBrochureweb.pdf>

equipment. Claims for bicycles and personal effects were new to the top ten in 2014. The estimated rural cost of crime in Hampshire for 2014 was £1.7 million.

6. Types of rural crimes also identified by Crimestoppers² UK includes:
 - Theft of livestock
 - Illegal waste sites and dumping
 - Burglary of farms, homes and business premises
 - Drug dealing and cannabis cultivation
 - Theft from churches and damage to graveyards and monuments
 - Poaching, hare-coursing and cruelty to animals
 - Arson or criminal damage to fences and crops

7. The 2015 National Rural Crime Survey³ conducted by the National Rural Crime Network found the cost of crime in rural areas could exceed £800 million for England and Wales. Other key findings found:
 - The average cost to rural households is £2,500 and £4,100 for rural businesses, although many do not make a claim, or do not recover the full costs.
 - Fear of crime is relatively high, but equally crime is under reported in rural areas.
 - Rural communities are resilient.
 - Low satisfaction rates of police performance in rural areas.
 - Road safety and fly-tipping were of particular concerns in 2015.

8. The survey goes on to make a number of recommendations, many of which are addressed in the Hampshire and Isle of Wight Rural Policing Strategy. The main recommendations are;
 - Fair funding for rural policing
 - Rural communities encouraged to report all incidents
 - Police, government and other partners must work better together
 - Policing must be targeted better
 - Innovative ways to tackle crimes in rural areas and sharing of best practice

Crime data (recorded offences)

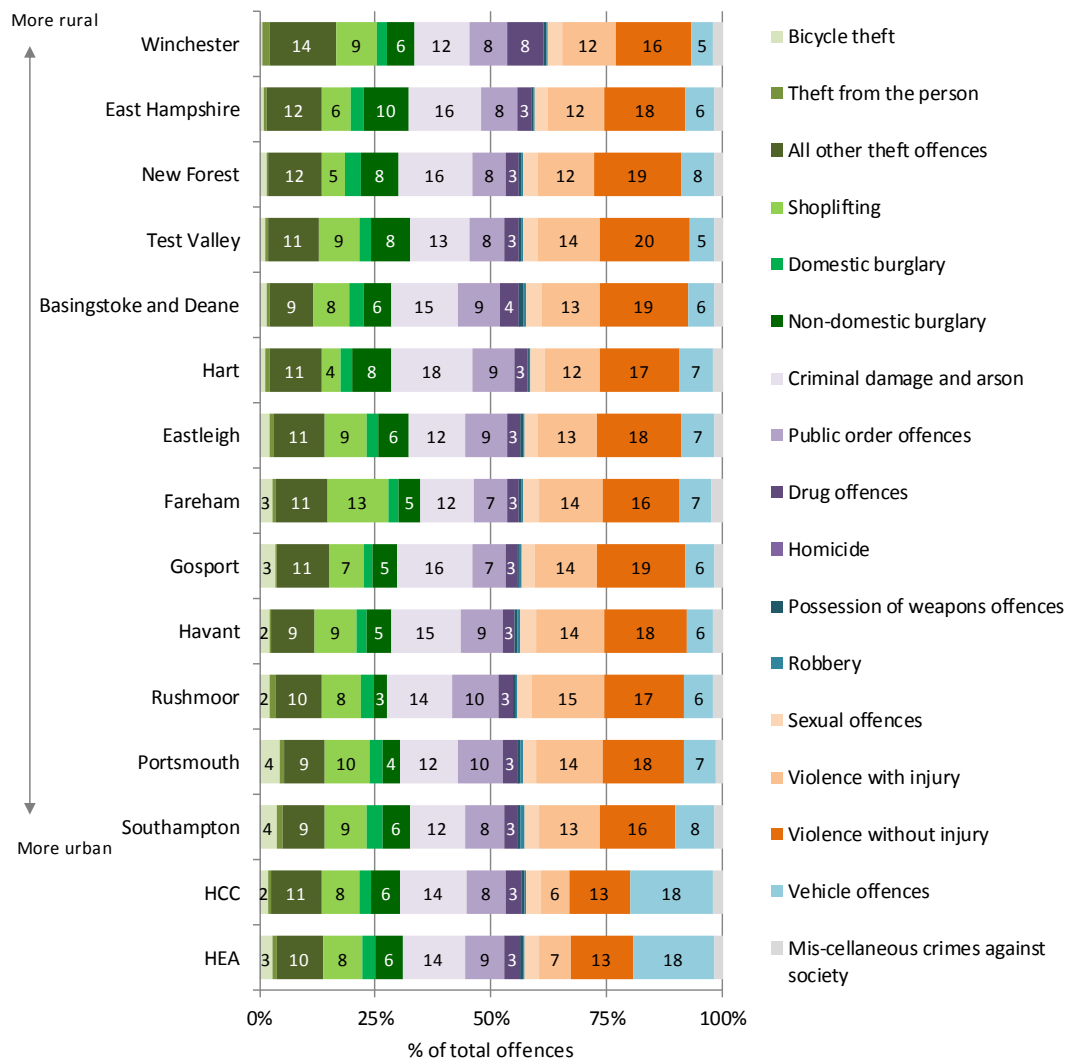
9. Figures on crime levels and trends for England and Wales are based primarily on two sets of statistics: the Crime Survey for England and Wales (CSEW) and police recorded crime data. Locally, ONS data obtained from police forces are published each quarter on a rolling 12 month period, which means a degree of overlap in the data. As such, for this report data for the period

² <https://crimestoppers-uk.org/get-involved/our-campaigns/national-campaigns/rural-crime/>

³ <http://www.nationalruralcrimenetwork.net/content/uploads/2015/09/NRCN-National-Rural-Crime-Sur...pdf>

ending in the December quarter has been analysed at district level. Furthermore, fraud offence data have been removed due to changes in the data collection since 2012. Lastly, although the LAD rural-urban classification can be applied to the data it is not really possible to know from the data whether offences took place in the urban area within a rural district. However, according to national ONS recorded crime data, average crime rates are generally lower in rural areas and this is true for most types of crime. On this basis the expectation would be for the majority of offences to take place in urban areas.

Figure 1: Police recorded offences 2015

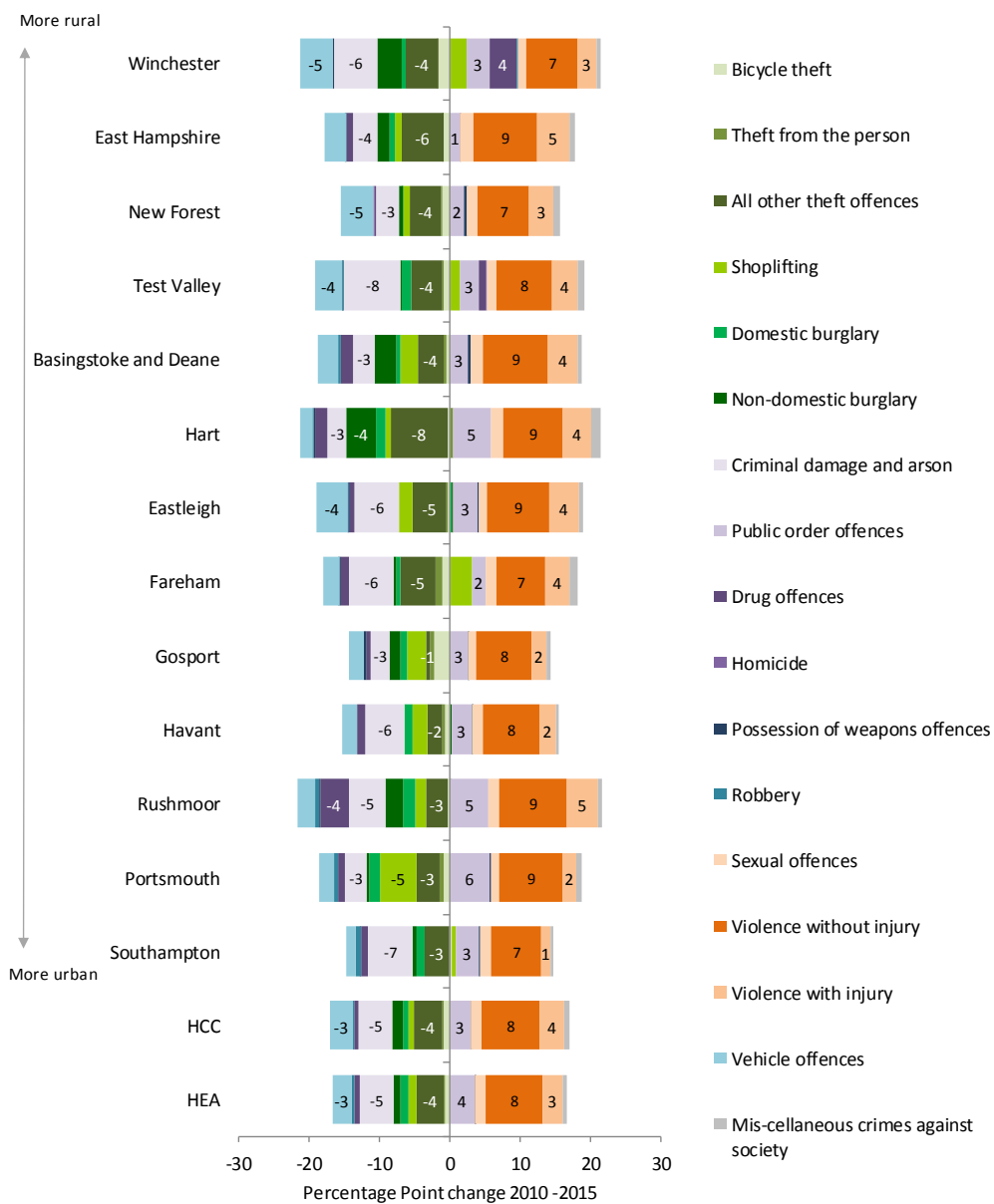


Source: ONS Police Offences data 2015

- Based on the 2015 data there is little difference in the distribution of offence types between the Hampshire Economic Area and Hampshire County Council area (Figure 1.). Minor differences would include proportionately more bicycle thefts in the Economic Area (0.8 percentage points higher) compared to the County Council area, but fewer criminal damage or other theft offences (0.8

percentage points lower). In number terms urban areas account for most offences, which ties in with the ONS national analysis. However, if the proportion of total offences by each type are considered, there is a suggestion that some offences are proportionately higher in urban areas while others are higher in rural areas. Crimes in more urban districts are relatively higher in bicycle thefts, shoplifting and violence with injury. Crimes in more rural districts are relatively higher in all other thefts, non-domestic burglaries and drug offences. According to the data drug offences appear to be relatively higher in Winchester than elsewhere, although this may be an anomaly for that period.

Figure 2: Percentage point change in offences 2010 – 2015



Source: ONS Police Offences data 2015

11. Comparing the same quarter period of police data between 2010 and 2015 there appears to be a pattern for certain types of crime seeing a fall in both numbers and proportionately, while others have risen (Figure 2). Although there are variations across the local authorities the broad trend suggests a decrease in crimes against property or possessions such as, thefts, burglaries and criminal damage, but an increase in those against the person such as violence (with or without injury) and public order offences. The largest increase tended to be violence without injury and the largest decrease was in criminal damage and arson. There are though, variations across the districts. Drug offences appear to have seen a larger percentage point increase in Winchester since 2010, whereas Rushmoor has seen a more notable decrease in drug offences.

Fly-tipping

12. According to the Department for Environment, Food and Rural Affairs (DEFRA), “*Fly-tipping is a significant blight on local environments; a source of pollution; a potential danger to public health; a hazard to wildlife and a nuisance. It also undermines legitimate waste businesses where unscrupulous operators undercut those operating within the law*”⁴.
13. A report⁵ referencing research by the National Fly-Tipping Prevention Group (NFTPG) found the primary causes of fly-tipping are:
- Financial gains or savings
 - Lack of waste disposal facilities or access to them
 - Laziness and an attitude that someone else will clear up the waste
14. A separate Government report⁶ goes on to suggest that the increase in fly-tipping nationally could be down to improved online reporting of incidents, whereas witnesses representing local councils and landowners in the report’s survey thought the introduction of charges for household waste items and green waste was a contributory factor.
15. Data on fly-tipping is taken from the joint Defra and Local Government Association Flycapture national database. Flycapture records the incidents and costs of clearing and enforcing against fly-tipping. However, this is likely to under-estimate the actual extent of fly-tipping as private landowners, who are required by law to clear fly-tipping from their property, are not required to report fly-tips on their land. The data is at local authority district level which makes it harder to draw out any specific rural-urban differences.

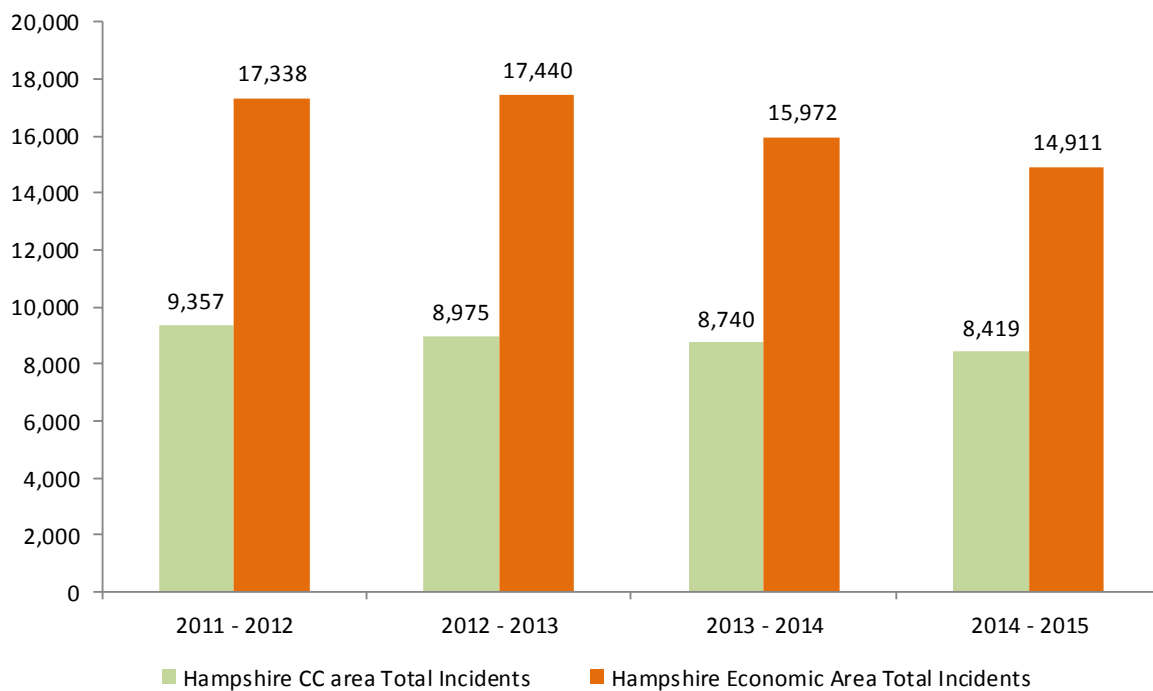
⁴ DEFRA Flycapture 2014-2015 (October 2015)

⁵ <http://researchbriefings.files.parliament.uk/documents/SN05672/SN05672.pdf>

⁶ <http://www.publications.parliament.uk/pa/cm201415/cmselect/cmcomloc/607/607.pdf>

16. Nationally, incidents of fly-tipping have been on the rise over the past two years. However, locally fly-tipping incidents appear to be on the decline in both the Hampshire Economic Area (HEA) and the Hampshire County Council area (HCC), although the HEA did see a single increase in 2012-2013. By local authority the picture is more mixed across Hampshire. Most authorities also saw a decrease in incidents on the previous year, notably in Southampton (-634) and in Basingstoke and Deane (-490). In contrast, Havant has seen fly-tipping incidents rise by 264 on the previous year. Although incidents are down since 2011-2012 in the HEA and HCC areas, this is mostly down to large reductions in Southampton (-1,718), Basingstoke and Deane (-1,083) and Test Valley (-721). Elsewhere, incidents are higher in 2014-2015 than in 2011-2012 for eight of the 13 HEA authorities, and notably in Havant (573). Havant is also the only local authority to see year on year increases in incidents. However, Defra advises caution when interpreting any upward movements, as this may reflect both improvements to the capture of fly-tipping incidents as well as genuine increases in the number of incidents. Furthermore, because of the complex nature of fly-tipping Defra do not advise labelling authorities as 'poor' or 'good' based on fly-tipping incidents.

Figure 3: Number of fly-tipping incidents



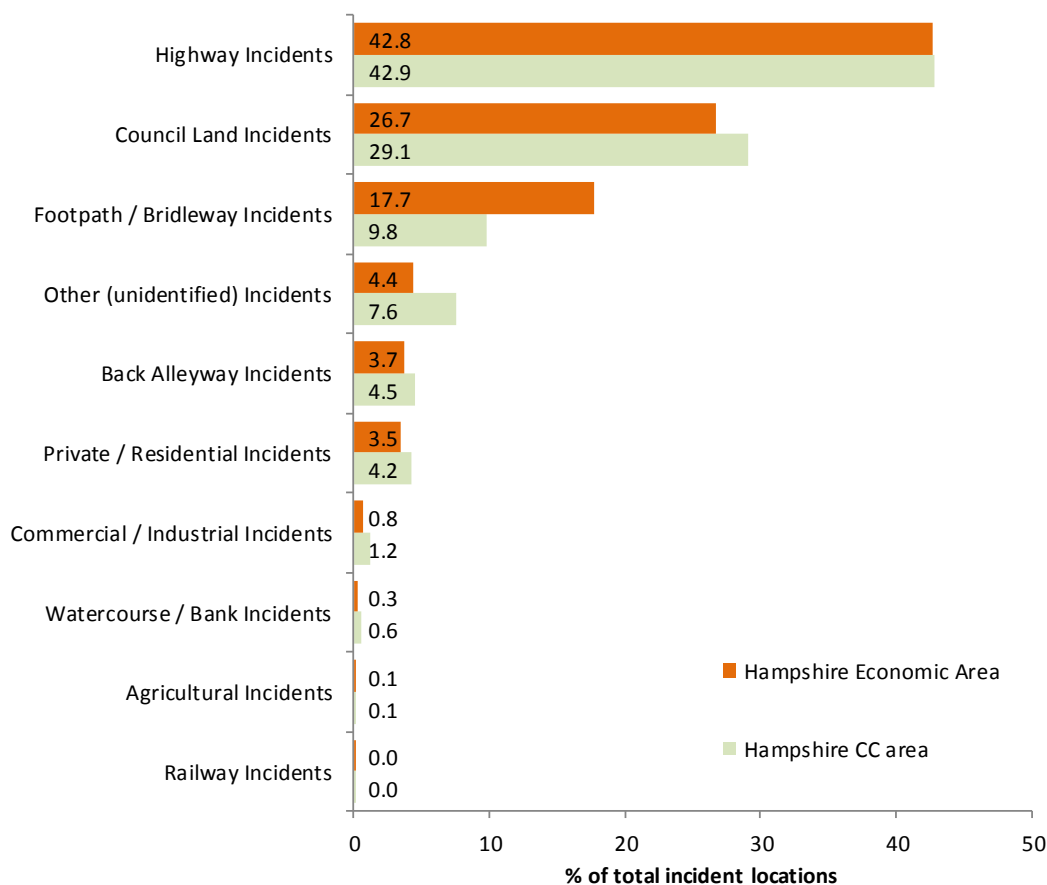
Source: Defra, Flycapture 2014-2015

Table 1: Number of fly-tipping incidents by Local Authority

Total Incidents	2011 - 2012	2012 - 2013	2013 - 2014	2014 - 2015	Change on year	Change on 2011-2012
Basingstoke & Deane	2,391	2,198	1,798	1,308	-490	-1,083
East Hampshire	286	404	442	437	-5	151
Eastleigh	554	428	529	604	75	50
Fareham	626	300	404	338	-66	-288
Gosport	436	321	423	511	88	75
Hart	602	702	711	602	-109	0
Havant	930	1,167	1,239	1,503	264	573
New Forest	821	742	896	875	-21	54
Rushmoor	913	1,314	1,147	1,102	-45	189
Test Valley	1,257	785	523	536	13	-721
Winchester	541	614	628	603	-25	62
Hampshire CC area	9,357	8,975	8,740	8,419	-321	-938
Portsmouth	626	646	1,029	923	-106	297
Southampton	7,355	7,819	6,203	5,569	-634	-1,786
Hampshire Economic Area	17,338	17,440	15,972	14,911	-1,061	-2,427

Source: Defra, Flycapture 2014-2015. Green denotes reduction and pink an increase in incidents.

Figure 4: Proportion of fly-tipping incidents by location



Source: Defra, Flycapture 2014-2015

17. By location of fly-tipping incidents, just under half (48%) of all national incidents in 2014-2015 took place on highways. Locally, the highway is also the most common location for fly-tipping in both the HEA and HCC areas, although the proportion of incidents is lower at around 43% (Figure 4). The next most common location of fly-tipping is on council land, and this is proportionately higher in the HCC area when compared to the HEA. This is followed by footpath and bridleway incidents, which is more prevalent in the HEA, and therefore more likely to be urban footpaths rather than 'rural' rights of way. There are proportionately far fewer commercial, watercourse, agricultural or railway incidents. However, this could be down to under-reporting on private sites and/or a lack of easy access to commit fly-tipping activities at such locations.
18. Across the local authority districts there are variations in the most common locations for fly-tipping incidents, and this will partly reflect population density, housing stock and commuter routes. Splitting out the districts into 'more' rural and 'more' urban (Tables 2a and 2b) shows only subtle differences in the rankings, although the proportions vary by larger margins. Highway incidents are the most common location in three of the six more rural districts (notably in Winchester), while council land was more prevalent in Test Valley and Basingstoke and Deane (Table 2a). The New Forest saw fly-tipping taking place more often on footpaths and bridleways. In the more urban districts an equal number of districts recorded either the highway or council land as the most common location for fly-tipping incidents (Table 2b). However, almost all fly-tipping incidents in Eastleigh have been recorded under 'Other', which suggests either an issue with the recording process or something unique happening locally.

Table 2a: Common location of fly-tipping incidents (more rural authorities)

Local Authority	1st	2nd	3rd
Winchester	Highway Incidents (81%)	Council Land Incidents (10%)	Footpath / Bridleway Incidents (8%)
East Hampshire	Highway Incidents (76%)	Council Land Incidents (9%)	Footpath / Bridleway Incidents (9%)
New Forest	Footpath / Bridleway Incidents (47%)	Highway Incidents (35%)	Back Alleyway Incidents (16%)
Test Valley	Council Land Incidents (38%)	Highway Incidents (34%)	Footpath / Bridleway Incidents (13%)
Basingstoke & Deane	Council Land Incidents (60%)	Private / Residential Incidents (15%)	Highway Incidents (14%)
Hart	Highway Incidents (67%)	Council Land Incidents (26%)	Footpath / Bridleway Incidents (4%)

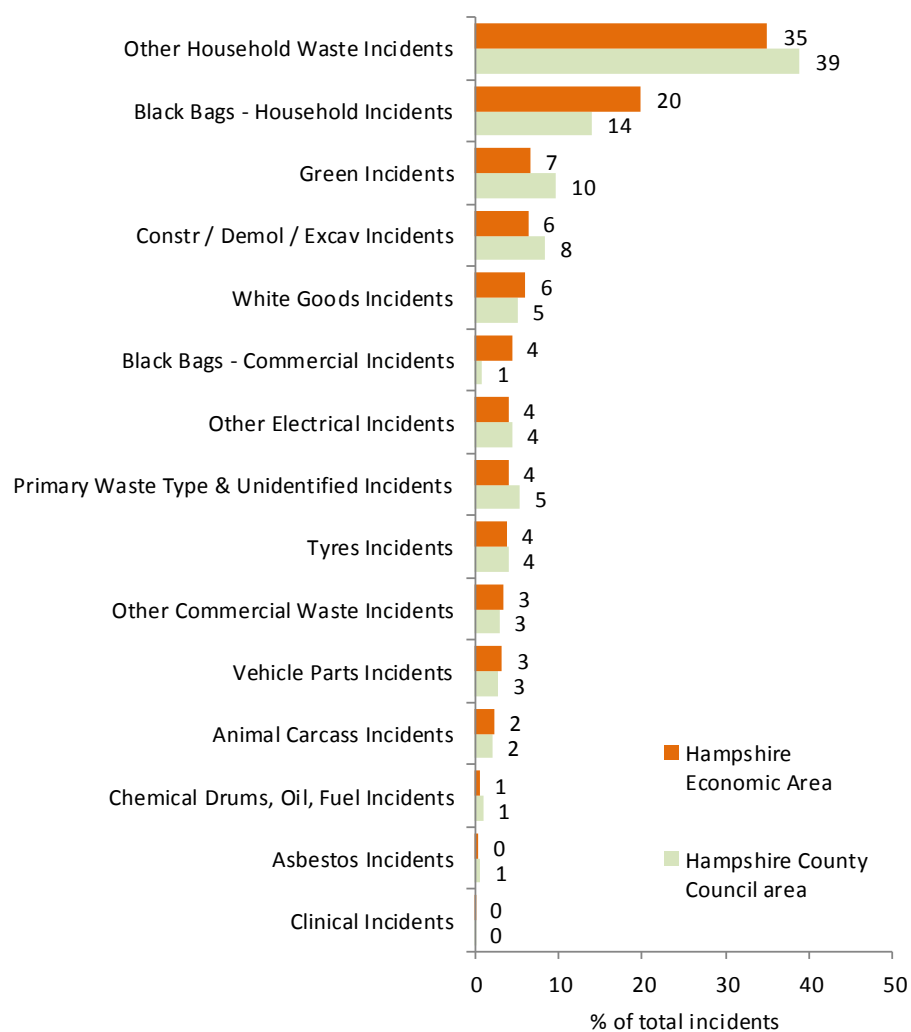
Source: Defra, Flycapture 2014-2015

Table 2b: Common location of fly-tipping incidents (more urban authorities)

Local Authority	1st	2nd	3rd
Eastleigh	Other (unidentified) Incidents (99%)	Highway Incidents (0.7%)	Council Land Incidents (0.2%)
Fareham	Highway Incidents (44%)	Council Land Incidents (34%)	Footpath / Bridleway Incidents (17%)
Gosport	Council Land Incidents (35%)	Highway Incidents (33%)	Private / Residential Incidents (18%)
Havant	Council Land Incidents (47%)	Highway Incidents (41%)	Footpath / Bridleway Incidents (5%)
Rushmoor	Highway Incidents (70%)	Council Land Incidents (20%)	Footpath / Bridleway Incidents (5%)
Portsmouth	Council Land Incidents (67%)	Private / Residential Incidents (17%)	Highway Incidents (10%)
Southampton	Highway Incidents (48%)	Footpath / Bridleway Incidents (33%)	Council Land Incidents (16%)

Source: Defra, Flycapture 2014-2015

Figure 5: Proportion of fly-tipping incidents by type of incident



Source: Defra, Flycapture 2014-2015

19. Nationally, household waste which includes ‘black bags’ and ‘other’ is the largest waste type and contributes two thirds (66%) of all fly-tipping incidents. With reference to Figure 5, the figure is lower locally, with household waste accounting for just under half (49%) of incidents in the HEA. The figure for the HCC area is higher at 59%. In both cases other household waste is the larger contributor of the two. Green incidents and incidents involving construction, demolition or excavation are marginally higher in the HCC area than the HEA. Household waste is the highest type of incident for 12 of the 13 local authorities in the HEA. Eastleigh is the exception with half of incidents recorded as primary waste type and unidentified. The following incident types are relatively higher in each district to the HCC area average:
- Animal carcass – Hart 18% (HCC area 2%)
 - Green incidents – Hart 17%, Basingstoke and Deane 15% (HCC area 10%)
 - Vehicle parts – Havant 8% (HCC area 3%)
 - White goods – Basingstoke and Deane 9% (HCC area 5%)
 - Tyres – Winchester 8% (HCC area 4%)
 - Construction, demolition or excavation – East Hampshire 17%, Winchester 15% (HCC area 8%)
 - Black bags (commercial) – Southampton 10% (HCC area 1%)
 - Other commercial waste – East Hampshire 12% (HCC area 3%)
 - Primary waste type and unidentified incidents – Eastleigh 50% (HCC area 5%)
20. Nationally, the most common type of fly-tipping incidents by volume is equivalent in size to a ‘small van load’. In the HEA single item incidents are more common and account for one third of incidents. This is followed by small van loads and car boot or less sized incidents at 19% respectively (Figure 6). In the HCC area single item and small van load incidents are equally common with one quarter of all incidents each, while car boot size loads account for a further 22%. Larger loads are relatively more common in the HCC area (15%) and 50% more transit van load incidents than the HEA (10%). It is probable that single or smaller van or car boot sized loads are more prevalent as they are more opportunistic (single items) or less conspicuous (car boot or small van).

Figure 6: Fly-tipping incidents by equivalent load size

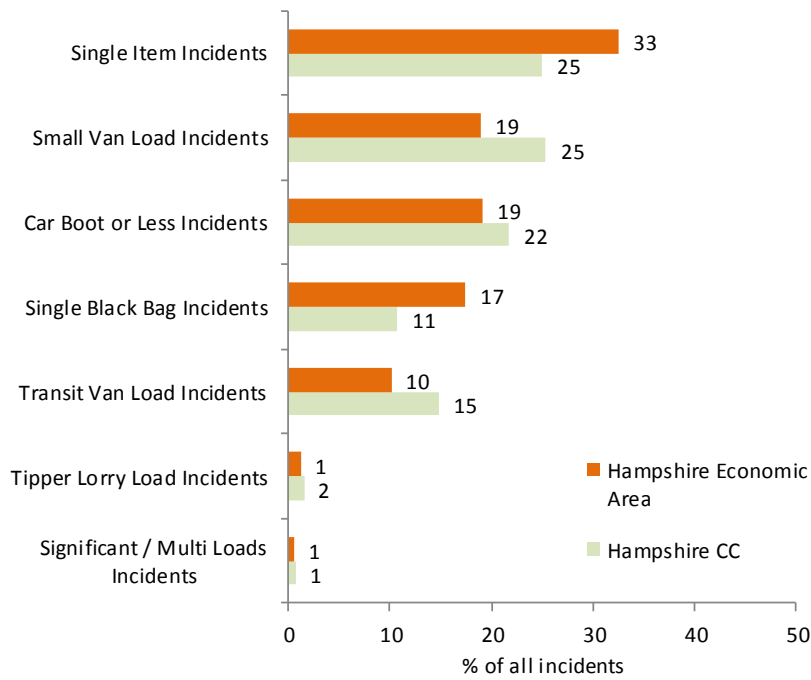
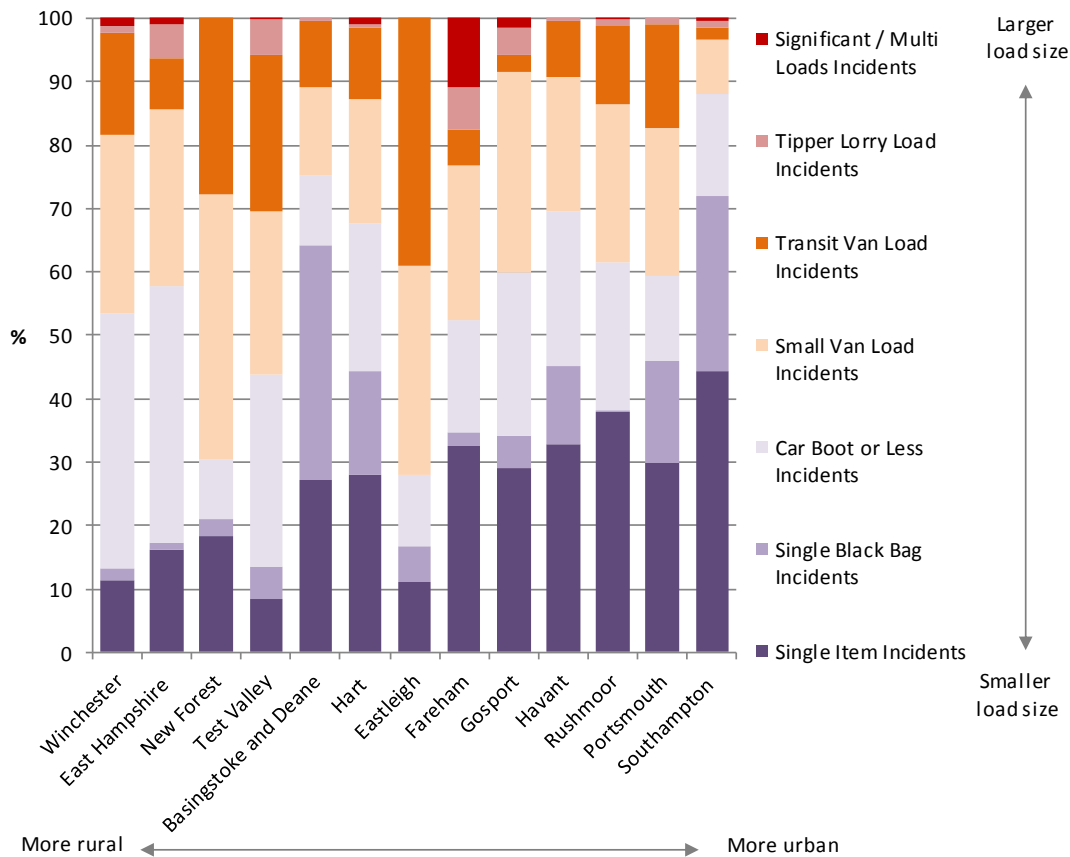


Figure 7: Fly-tipping incidents by equivalent load size (Local Authority)

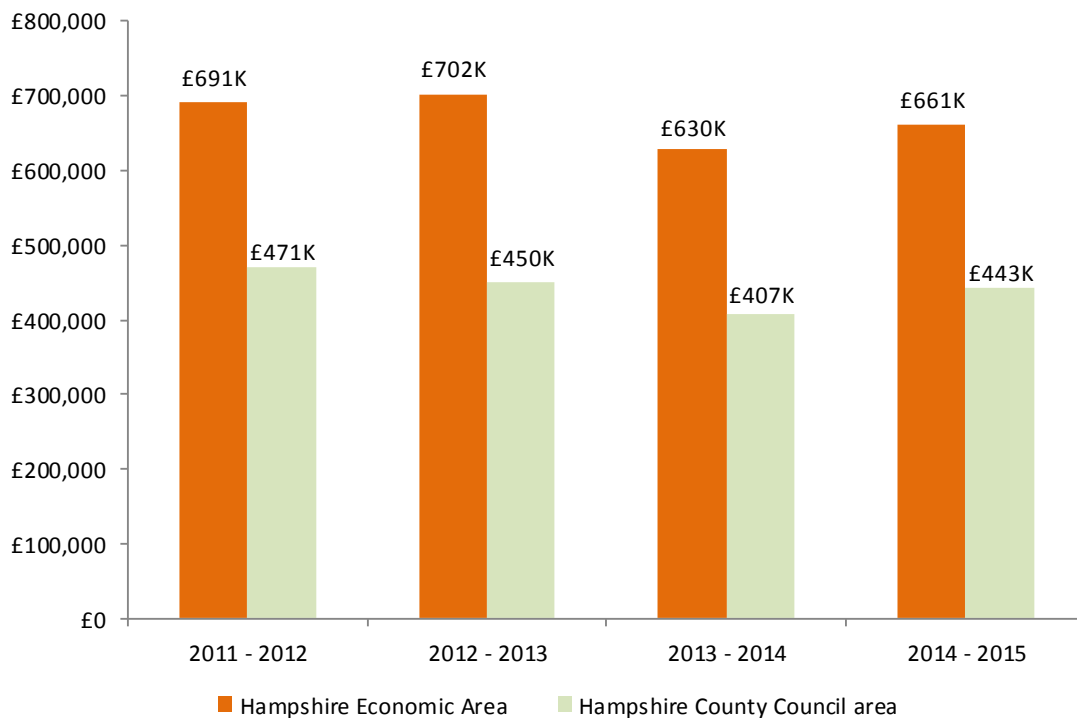


Source: Defra, Flycapture 2014-2015

21. Locally, single item and single black bag equivalent incidents appear to be generally skewed more towards the urban areas, although Eastleigh bucks this broad trend (Figure 7). The larger sized loads are more likely to take place in the more rural areas where the remoteness and isolated locations may facilitate larger fly-tipping opportunities.

22. Nationally, the estimated cost of clearance of fly-tipping to local authorities in 2014-2015 was nearly £50 million, an 11% increase on 2013-2014. Locally the costs were £661,000 in the HEA and £443,000 in the HCC area (Figure 8). Unlike the national figure, costs rose on 2013-2014 by 5% (HEA) and 9% (HCC area). However, costs are lower than both 2011-2012 and 2012-2013. The number of larger equivalent load sizes (Figure 6) is much smaller than single or smaller loads but the cost of clearance is much higher. For example, 185 tipper loads cost the HEA nearly £60,000 to clear (£324 per incident) compared to 1,829 car boot size incidents costing £83,000 to remove (£45 per incident). The largest single cost by size was the 1,507 Transit Van loads at a cost of £173,000 to HEA authorities.

Figure 8: Estimated costs of fly-tipping incidents



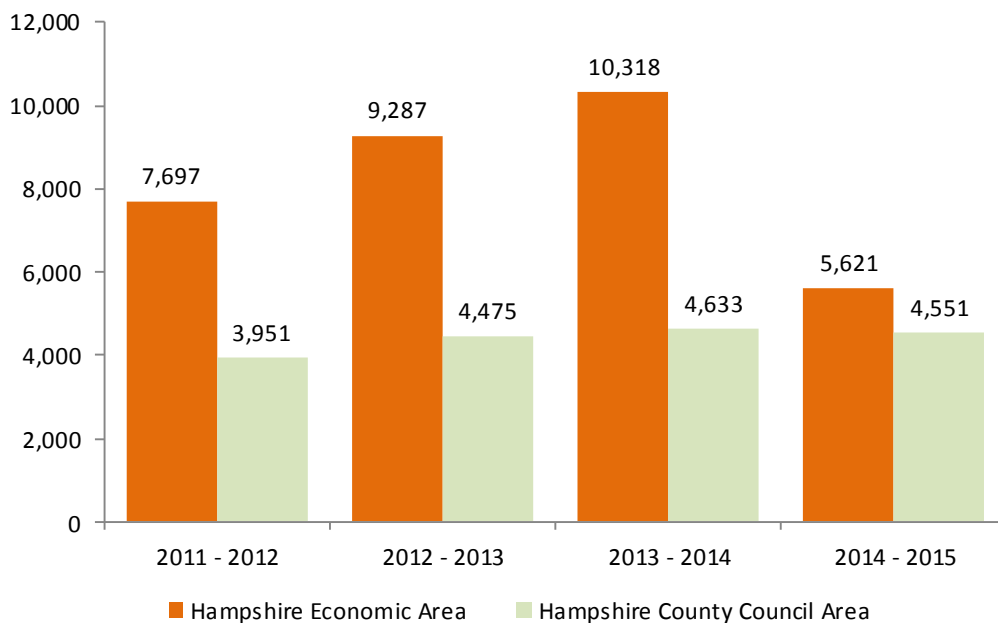
Source: Defra, Flycapture 2011-2012 to 2014-2015

23. Estimated costs vary both across local authority districts and within the districts from year to year making trends harder to discern. The increase in

overall costs in 2014-2015 is attributable to Eastleigh (+ £14,500) and Havant (+ £15,000), and is down to both local authorities experiencing an increase in incidents (see Table 1).

24. The number of actions reported in 2014-2015 for the HEA is down sharply on previous years and closer to the current HCC area total (Figure 9). The number of actions taken in the HCC area is also down on the previous year, but not by the same degree of magnitude as the HEA. This is mostly down to the two cities seeing a large reduction in the number of actions being taken in 2014-2015. The number of actions reported by each local authority in the HEA ranges from a single action in East Hampshire to nearly 3,000 in Portsmouth. Four local authorities reported over 1,000 actions (Havant, Portsmouth, Southampton and Test Valley), while Winchester with 16 was the only other authority with less than 100 reported actions.

Figure 9: Number of fly-tipping actions reported by Local Authorities



Source: Defra, Flycapture 2011-2012 to 2014-2015

25. Nearly two thirds of reported actions in the HEA were investigation actions (62.3%), followed by a third for warning letter actions (34.8%). This compares to 76.3% and 21.6% for the HCC area. The differences are due to 87% of all warning letters in the HEA attributable to Portsmouth and Southampton, while 81% of investigation actions were in the HCC area.

Table 3: Number of fly-tipping actions reported by type

Actions Reported	Hampshire Economic Area		Hampshire County Council Area	
	Actions	%	Actions	%
Investigation Actions	5,621	62.3	4,551	76.3
Warning Letter Actions	3,144	34.8	1,287	21.6
Fixed Penalty Notice Actions	112	1.2	97	1.6
Duty of Care Inspection Actions	96	1.1	7	0.1
Statutory Notice Actions	11	0.1	10	0.2
Stop and Search Actions	31	0.3	1	0.0
Total Actions	9,027	100.0	5,965	100.0

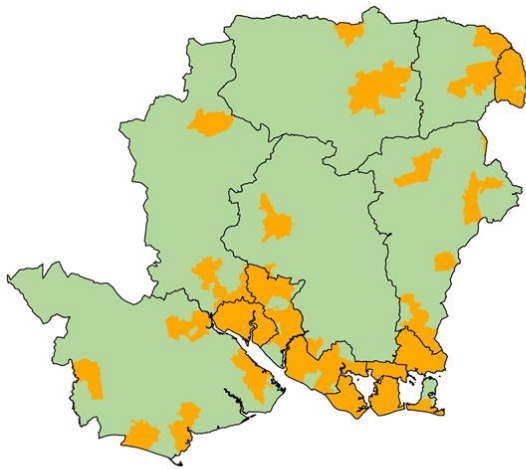
Source: Defra, Flycapture 2014-2015

26. The cost of all the actions taken came to just over £200,000 across the HEA for 2014-2015, and down £150,000 from nearly £350,000 in 2013-2014. Approximately £110,000 of the £150,000 annual difference is attributable to Portsmouth and Southampton, and a direct consequence of far fewer actions taken in 2014-2015.

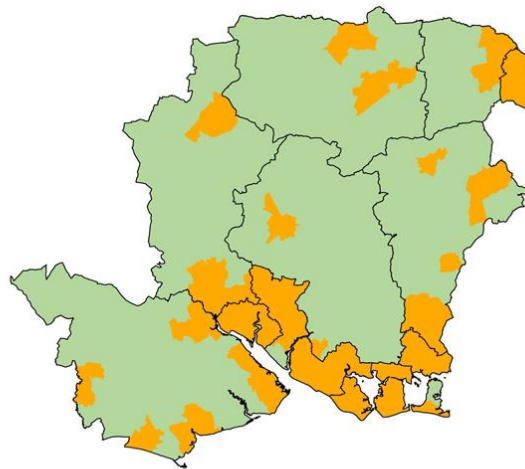
Conclusion

27. The various reports and the data generally reach the same conclusion; crime is far more likely to take place in urban areas. Nonetheless, rural crime has significant costs to households and businesses, while the experience of crime in rural areas will differ from urban ones. Isolation and the breach of communal trust can result in a higher fear of crime in rural areas. Many of the recommendations made in national reports, such as better partnership working and improving on preventative measures are largely addressed by the Hampshire and Isle of Wight Rural Policing Strategy.
28. According to the data for Hampshire all types of crime are present to greater or lesser extent across either more rural and more urban districts. However, as a broad trend there would seem to have been a decrease in thefts and burglaries, perhaps because of better security, and an apparent rise in violence against the person and public order offences. Although not conclusive, there is also a suggestion that crimes in more urban districts are relatively higher in bicycle thefts, shoplifting and violence with injury. Rural crimes are relatively higher in all other thefts, non-domestic burglaries and drug offences.
29. Fly-tipping has risen nationally, but locally the number of incidents shows a downward trend on previous years. Highways and council land provide the primary location for fly-tipping, with most incidents comprising a single item/black bag or a smaller car boot size load. Although the proportion of larger loads is relatively small they are generally more likely to take place in the more rural districts. The cost of clearance and enforcement actions has fallen in line with fewer incidents.

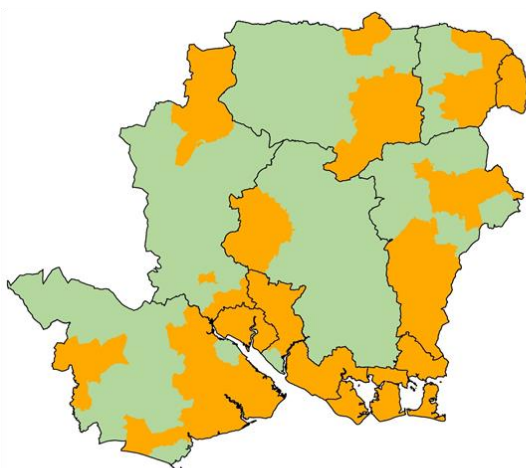
Appendix – Rural Urban Classifications (2011)



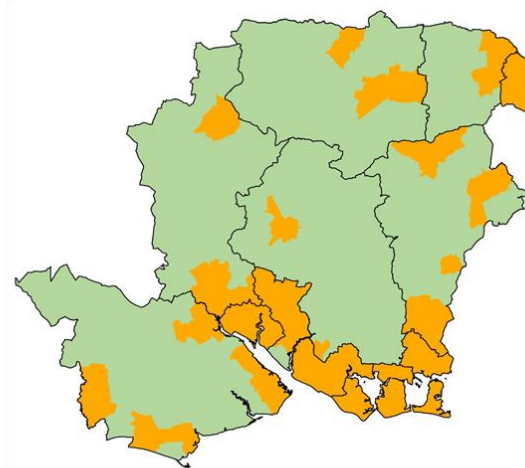
2011 Output Area (OA)



2011 Lower Super Output Area (LSOA)



2011 Middle Super Output Area (MSOA)



2011 Census Ward

**ONS Census Output
(based on resident
population)**

Middle (layer) Super
Output Area (largest
output geography)

Lower (layer) Super
Output Area

Output Area
(smallest output
geography)

**Census Ward
(based on electoral
population)**

2011 Census Ward
(closest in size to
MSOA)

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