

Doncaster Taxi Data			
METHODOLOGY			
Compiled by	Ben Stone SCS Intelligence Analyst	Owner	Mark Payling
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Data Period	01/04/19 – 23/07/21	Protective Marking & Handling Instructions	Official
Aim & Purpose	<p>The aim of this analysis is to highlight the extent of crime associated with taxis and whether the introduction of the requirement for taxi firms to install CCTV might help prevent and/or reduce some of these crimes.</p> <p>The purpose is to support a requirement to change licensing conditions.</p>		
Sources & Parameters	<p>Data is extracted from Connect on 23/07/21 (using 'First Date Committed') and has been identified using one of the following caveats:</p> <ul style="list-style-type: none"> Premise Type is equal to/is in 'Taxi Rank' Initial MO contains any 'taxi' or Investigation Summary contains any 'taxi' MO Desc 2 is equal to/is in 'Taxi – Hackney/Minicab/Private Hire; Taxi Driver; Taxi Driver – Private hire, mini cab, hackney cab; Taxi Office; Taxi Rank' or MO Desc 3 is equal to/is in 'Taxi Driver; Taxi Driver – Private hire, mini cab, hackney cab; Taxi Rank' Vehicle Make Model is equal to/is in 'GRANADA TAXI; TAXI/HIRE CAR; LONDON TAXIS INT; TAXI/HIRE CAR AUTO' or Vehicle Make Desc is equal to/is in 'LONDON TAXIS INT' or Vehicle Type Desc is equal to/is in 'Taxi' or Vehicle Style is equal to/is in 'CARBODIES LONDON TAXI; CARBODIES TAXI; Carbodies Taxi/Hire Cae; E7 TAXI; E7 XS TAXI; Euro Taxi; EUROTAXI LX; EXPERT E7 TAXI; LEVC VISTA COMFORT PLUS TAXI; London taxi's; Peugeot E7 taxi; Taxi estate; VITO 111 CDI TAXI RWS A' 		
Limitations	<p>Due to the methods of data extraction and anomalies with the geocoding of data, any figures provided within this report should be treated as unaudited. The force has a clear policy on the issuing of unaudited data externally and should you wish to share this data externally you take full responsibility for doing so.</p> <p>This report is the position of South Yorkshire Police as of 28/07/2021. Any changes to the data following this date will not be captured within the report. Therefore, if the data held within the report is required for use elsewhere in the future, due to the Retain, Review and Delete requirements of MOPI, additional checks may be required to ensure accuracy of information.</p> <p>The methodology as outlined extracted data where 'Taxi' was contained within the Initial MO or Investigation Summary fields, this returned over 500 results and provided the majority of the volumes outlined in this report (93%).</p> <p>A small dip check of these highlighted that approximately half of the sample referred to a taxi but was used to transport either the victim/suspect at some point in the timeline for the incident. Therefore, the volumes in this report does not necessarily mean that the incident took place in the taxi. For example, the victim/suspect took a taxi to arrive at the location where the offence would later take place, or the victim is waiting in a taxi rank but there are no taxis present. Therefore, please keep in mind, CCTV within the taxi may not prevent/reduce some of the above crimes.</p>		

OFFICIAL

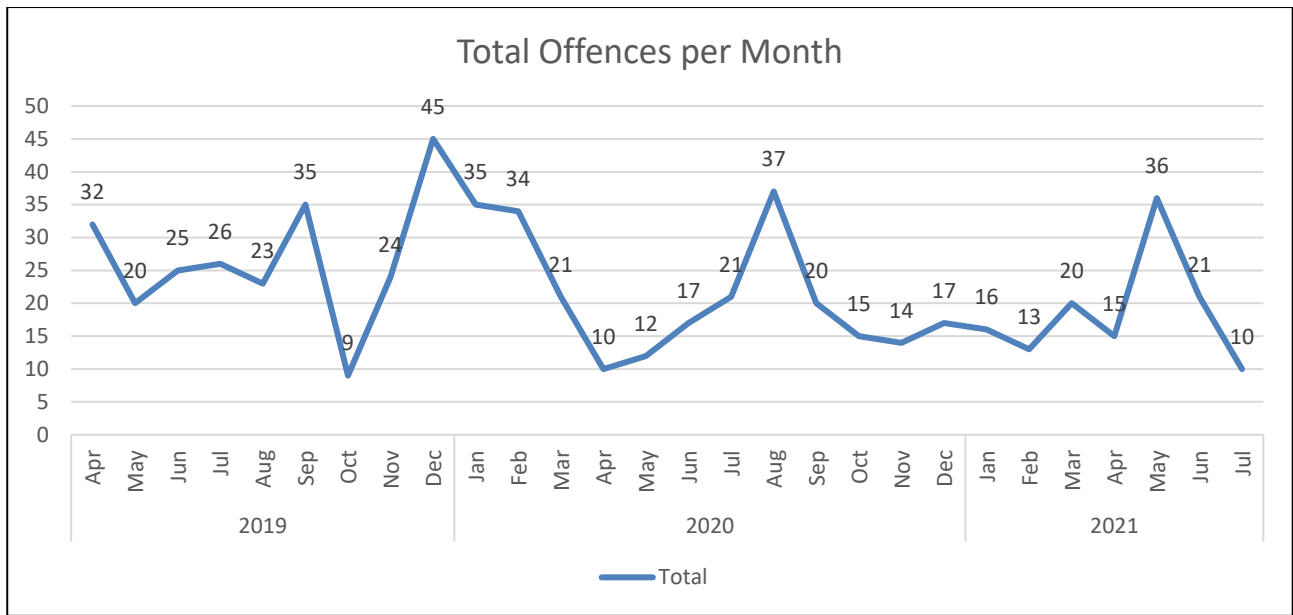
Summary:

There were a total of 623 Offences highlighted during the time period stated.
The majority of these were VAP Offences (32.6%), followed by Theft (26.6%).

The table below shows a breakdown of offences by HO Group & Sub Group:

HO Group & Sub Group	No. of Offences	% of Total
ARSON AND CRIMINAL DAMAGE	67	10.8%
CRIMINAL DAMAGE	67	10.8%
BURGLARY	16	2.6%
BURGLARY BUSINESS AND COMMUNITY	4	0.6%
BURGLARY RESIDENTIAL	12	1.9%
DRUG OFFENCES	5	0.8%
POSSESSION OF DRUGS	3	0.5%
TRAFFICKING OF DRUGS	2	0.3%
MISCELLANEOUS CRIMES AGAINST SOCIETY	14	2.2%
MISC CRIMES AGAINST SOCIETY	14	2.2%
POSSESSION OF WEAPONS	7	1.1%
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PUBLIC ORDER OFFENCES	76	12.2%
OTHER OFFENCES PUBLIC ORDER	8	1.3%
PUBLIC FEAR, ALARM OR DISTRESS	55	8.8%
RACE OR RELIGIOUS AGG PUBLIC FEAR	12	1.9%
VIOLENT DISORDER	1	0.2%
ROBBERY	10	1.6%
ROBBERY OF BUSINESS PROPERTY	1	0.2%
ROBBERY OF PERSONAL PROPERTY	9	1.4%
SEXUAL OFFENCES	33	5.3%
OTHER SEXUAL OFFENCES	20	3.2%
RAPE	13	2.1%
THEFT	166	26.6%
OTHER THEFT	151	24.2%
SHOPLIFTING	4	0.6%
THEFT FROM THE PERSON	11	1.8%
VEHICLE OFFENCES	26	4.2%
AGGRAVATED VEHICLE TAKING	1	0.2%
INTERFERING WITH A MOTOR VEHICLE	2	0.3%
THEFT FROM A VEHICLE	14	2.2%
THEFT OR UNAUTH TAKING OF A MOTOR VEH	9	1.4%
VIOLENCE AGAINST THE PERSON	203	32.6%
STALKING AND HARASSMENT	40	6.4%
VIOLENCE WITH INJURY	78	12.5%
VIOLENCE WITHOUT INJURY	85	13.6%
Grand Total	623	

The graph below shows the total volume of offences per month for the time period:



There are four noticeable peaks during this time period: September & December 2019, August 2020 and May 2021.

Although since April 2020 there has been a significant decline in the average number of offences.

	Average
Pre-April 2020	27
Post-April 2020	18

Therefore, it can be strongly inferred that Covid-19 restrictions have had a significant impact on the number of crimes related to taxis. With very few premises open and little NTE, the use of taxis will have drastically reduced during the national lockdowns.

It can also be inferred that the two peaks in August 2020 and May 2021 are due to the easing of restrictions from the first lockdown in July 2020 and the third in April 2021.

It appears that current volumes are not 'true' volumes and that once restrictions are fully eased, volumes of offences involving taxis are likely to increase and revert to the volumes seen in 2019 and early 2020.