

Transport for London

2014/2015 Crime statistics bulletin

Quarter 3 2014/15 (1 October – 31 December 2014)

**Transport for London  
Crime and anti-social behaviour quarterly statistics bulletin**

**Quarter 3 (1 October– 31 December) 2014/15**

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## **I. Introduction**

### **I.1. Overview of Data included**

This quarterly bulletin brings together crime and incident statistics from the Metropolitan Police Service (MPS), British Transport Police (BTP) and Transport for London (TfL) services during Q3 2014/15 (October–December 2014). The bulletin focuses on the London Bus network, London Underground/Docklands Light Railway, London Tramlink and TfL's London Overground service.

The BTP is responsible for policing the rail network in London, including the TfL managed London Underground (LU), Docklands Light Railway (DLR), London Tramlink and the London Overground (LO) services. Crime figures for the LU, DLR, London Tramlink and LO have been provided by the BTP. The BTP only deals with crime relating to the rail and Tramlink networks.

The MPS is responsible for policing the rest of London's transport network, including the bus network. The figures reported in this bulletin for the bus network are based on official MPS figures for bus-related crime unless otherwise stated. There is no distinct category of 'bus crime' in the MPS crime recording system. Recorded crime data is extracted from the MPS system using a complex query that searches all MPS crime for transport venue codes and those that have the word bus, bus stop, bus station and transport related words somewhere in the electronic case file. For this reason, some crimes that did not occur on the bus network will be included in the figures. This is different from the BTP as all crimes dealt with by the BTP and included on their crime recording system relate directly to the rail network.

Recorded crime figures relate to crime recorded by the MPS and BTP in the quarterly period. The figures do not include crimes that have not been reported to the police or those that the police decide not to record. Crime figures reported in this bulletin are consistent with Home Office counting rules and are subject to revision in future updates. At the end of the financial year, crime and passenger journey figures contained in this report will be adjusted to reflect the most accurate and up to date data available. Some of the figures and percentage changes published in this report may change. The adjusted figures will be published in the annual statistical bulletin (See 2013/2014 Crime Statistics Bulletin for recent annual statistics - available here <http://www.tfl.gov.uk/cdn/static/cms/documents/crime-statistics-bulletin-2013-14.pdf>)

### **I.2. Summary of Quarterly statistics**

Public transport in London continues to be a safe and low crime environment. Currently, over ten million passengers travel on the TfL's public transport services each day with very few of them ever experiencing or witnessing crime.

Despite low levels of crime across the network, increases were seen in some crime types on some modes during Q3 2014/15 compared with the same quarter last year. The headline figures include:

- The levels of pan-modal transport related crime<sup>1</sup> in Q3 2014/15 were 1.0% higher than Q3 2013/14 and the rate of crime has remained the same at 7.4 crimes per million passenger journeys (from 7.4 in Q3 2013/14).

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<sup>1</sup> The pan-modal transport crime figure and rate is based on the aggregate crime and passenger journey figures for the bus, LU/DLR, Tramlink and LO networks.

- The levels of bus-related crime in Q3 2014/15 were 2.4% higher than Q3 2013/14 (107 more offences) and the rate of crime for the bus network has increased to 7.6 crimes per million passenger journeys (from 7.5 in Q3 2013/14).
- Crime on LU/DLR has increased 1% during Q3 2014/15 (25 more offences) compared to Q3 2013/14 with the rate decreasing to 7.2 crimes per million passenger journeys (from 7.4 in Q3 2013/14).
- Crime on London Overground has decreased 21.0% during Q3 2014/15 (45 fewer offences) compared to Q3 2013/14 with the rate of crime decreasing to 4.9 crimes per million passenger journeys (from 6.6 in Q3 2013/14).
- Crime on London Tramlink has decreased 18.1% during Q3 2014/15 (13 fewer offences) compared to Q3 2013/14 with the rate of crime falling to 7.4 crimes per million passenger journeys (from 9.0 in Q3 2013/14).

These low levels of crime have been driven by a range of initiatives undertaken by TfL in partnership with the police forces in London. TfL's significant investment in transport policing and commitment to improving safety and security has ensured the system remains a low crime environment. The Right Direction, the Mayor's three year strategy for improving transport safety and security provides more information on activities to enhance safety and security across the transport system - <http://www.london.gov.uk/publication/right-direction>.

## 2. Quarterly crime results

Table 1 shows the number of recorded crimes and the rate of crime per million passenger journeys for Q3 2013/14 and Q3 2014/15<sup>2</sup>. The last column of the table shows the percentage change in the number of crimes between Q3 2013/14 and Q3 2014/15.

Table 1

Network	Q3 2013/14		Q3 2014/15		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Bus	4,514	7.5	4,621	7.6	+2.3%
London Underground /Docklands Light Railway	2,627	7.4	2,652	7.2	+1.0%
London Overground	214	6.6	169	4.9	-21.0%
London Tramlink	72	9.0	59	7.4	-18.1%
Pan-Modal	7,427	7.4	7,501	7.4	+1.0%

<sup>2</sup> Quarterly and monthly crime figures published in this bulletin are based on figures produced by the MPS and BTP at the end of each month as a snapshot of recorded crime. These figures are then aggregated to create quarterly values for this quarterly bulletin. These figures are not updated retrospectively until the end of the financial year when adjusted figures are published in the annual statistical bulletin.

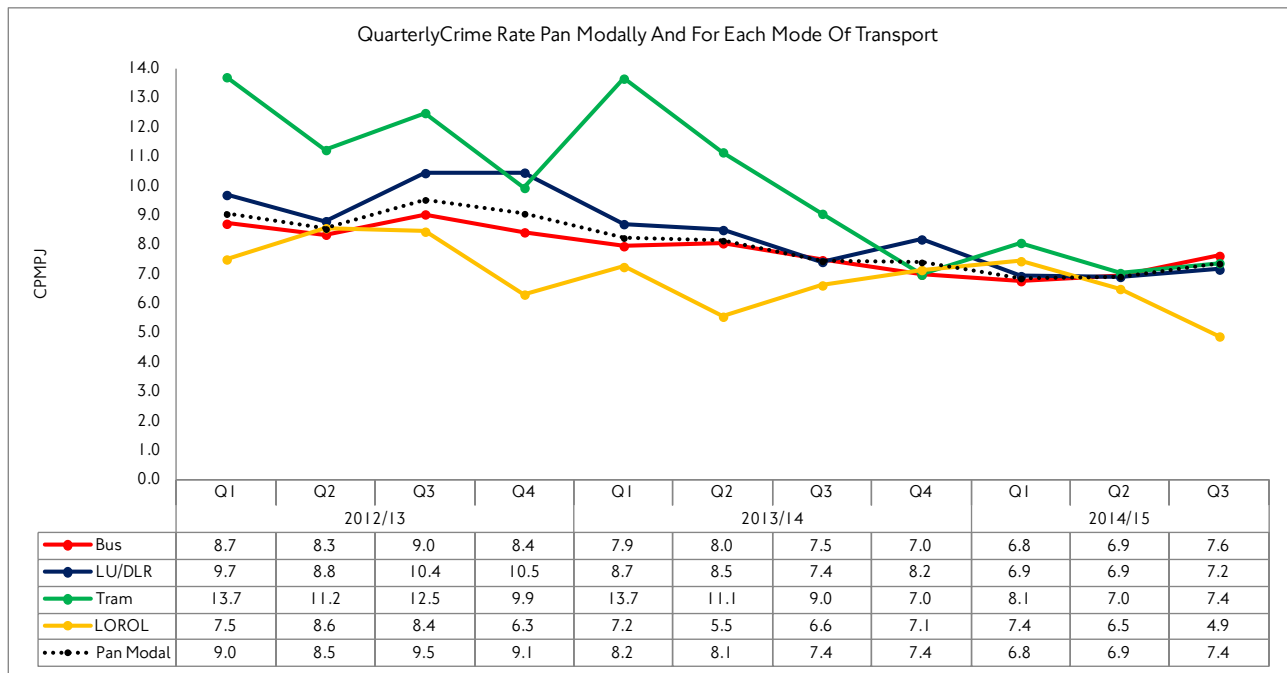
### 3. Monthly breakdown

Table 2 shows the total number of crimes for each month in Q3 2014/15. Chart 1 shows the crime rate on each mode and pan-modally since April 2012.

Table 2

Network	October		November		December	
	Crimes	Rate	Crimes	Rate	Crimes	Rate
Bus	1,585	7.4	1,521	7.4	1,515	8.0
London Underground /Docklands Light Railway	913	7.0	856	6.8	883	7.7
London Overground	54	4.4	63	5.3	52	4.9
London Tramlink	20	7.2	22	8.2	17	6.7
Pan-Modal	2,572	7.1	2,462	7.2	2,467	7.8

Chart 1



#### 4. Bus-related crime levels – breakdown by major crime category

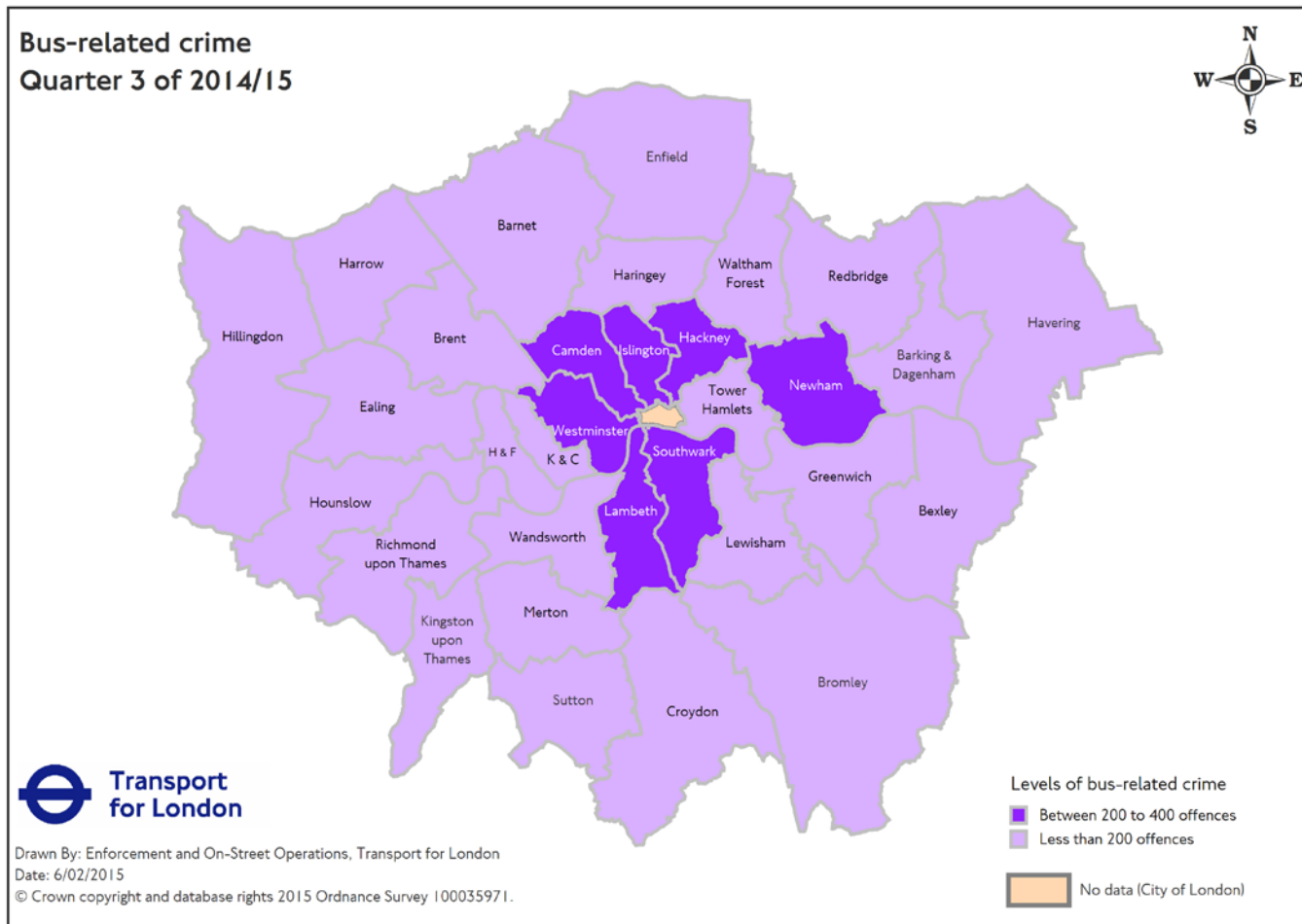
Table 3 shows the breakdown of MPS bus-related crime by the major crime categories used by the MPS for Q3 2014/15. The table includes the number of crimes, the crime rates per million passenger journeys and comparisons with Q3 2013/14.

**Table 3**

Offence	Q3 2013/14		Q3 2014/15		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Burglary	10	N/A	19	N/A	+90.0%
Criminal damage	290	Less than 1	310	Less than 1	+6.9%
Drugs	117	Less than 1	137	Less than 1	+17.1%
Fraud / forgery	7	Less than 1	8	Less than 1	+14.3%
Other notifiable offences	42	Less than 1	72	Less than 1	+71.4%
Robbery	417	Less than 1	250	Less than 1	-40.0%
Sexual offences	159	Less than 1	202	Less than 1	+27.0%
Theft and Handling	2,261	3.7	2,074	3.4	-8.3%
VAP	1,211	2.0	1,549	2.6	+27.9%
<b>Total Offences</b>	<b>4,514</b>	<b>7.5</b>	<b>4,621</b>	<b>7.6</b>	<b>+2.4%</b>

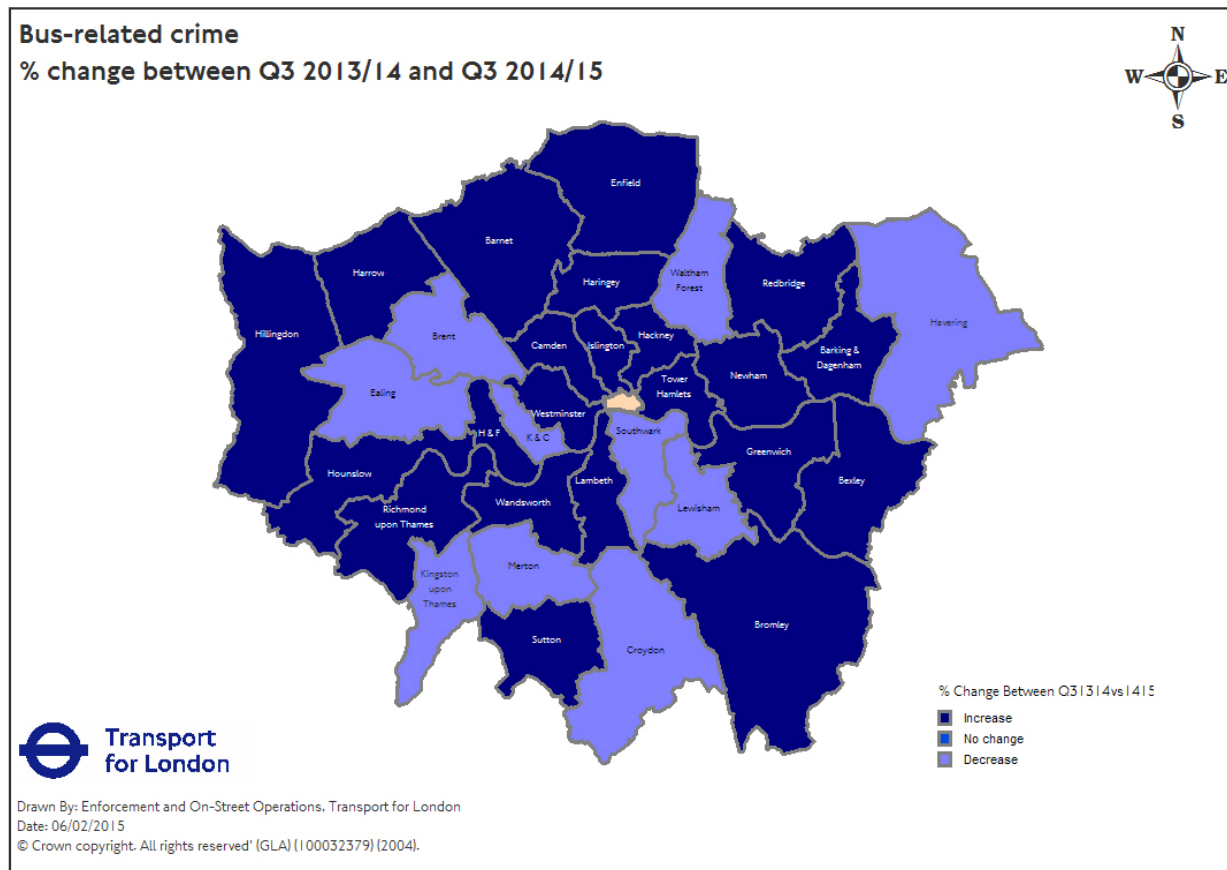
## Map 1 – Bus-related crime volume by borough

Map 1 shows the breakdown of MPS bus-related crime by borough for Q3 2014/15. The darker shades of purple show the boroughs with the highest number of recorded bus-related crimes. The map has not been adjusted for passenger or population numbers. Borough bus-related crime figures are shown in Table 4. Please note that the map below does not include data for the City of London; this is policed by the City of London Police (CoLP) which is a separate police force from the MPS.



## Map 2 – Bus-related crime change between Q3 2013/14 and Q3 2014/15 by borough

Map 2 shows the percentage change in the levels of bus-related crime between Q3 2013/14 and Q3 2014/15. The lighter blue boroughs have seen reductions in crime. The boroughs shaded in the darkest blue have seen an increase in levels of crime. Borough bus-related crime figures are shown in Table 4. It is not possible to create similar maps of BTP recorded crime. The exact location of crimes upon the rail network is unknown due to some victims identifying the offence at the end of their journey which was undertaken across more than one borough.





**Table 4 - Borough breakdown of bus-related crime for Q3 2014/15 (October–December 2014)**

	Q3 2014/15										Q3 2013/14 Total	% Change
	Burglary	Criminal Damage	Drugs	Fraud or Forgery	Other Notifiable Offences	Robbery	Sexual Offences	Theft and Handling	Violence Against the Person	Q3 2014/15 Total		
Barking & Dagenham	1	7	2	0	1	13	3	45	27	99	70	41.4%
Barnet	1	13	0	1	1	12	5	58	42	133	119	11.8%
Bexley	2	13	0	0	1	2	1	12	23	54	53	1.9%
Brent	2	9	4	0	1	8	6	57	62	149	184	-19.0%
Bromley	1	17	1	0	4	5	3	33	44	108	88	22.7%
Camden	1	5	3	0	5	12	6	126	70	228	166	37.3%
Croydon	0	26	2	0	0	6	6	33	60	133	176	-24.4%
Ealing	1	13	2	1	5	10	14	43	57	146	185	-21.1%
Enfield	1	10	0	0	2	9	7	61	30	120	102	17.6%
Greenwich	0	8	0	0	0	6	12	26	38	90	87	3.4%
Hackney	2	9	1	0	1	13	9	130	73	238	223	6.7%
Hammersmith & Fulham	0	6	1	0	4	5	3	64	56	139	133	4.5%
Haringey	0	9	2	5	2	6	12	76	57	169	163	3.7%
Harrow	1	1	3	0	1	5	4	32	37	84	64	31.3%
Havering	1	7	5	0	1	1	2	18	36	71	85	-16.5%
Hillingdon	0	15	4	0	1	4	6	51	49	130	96	35.4%
Hounslow	0	14	1	0	1	3	13	50	49	131	114	14.9%
Islington	1	14	1	1	6	13	11	196	54	297	268	10.8%
Kensington & Chelsea	0	3	0	0	2	2	3	43	23	76	80	-5.0%
Kingston upon Thames	0	3	3	0	0	1	5	25	13	50	73	-31.5%
Lambeth	0	16	9	0	10	11	11	123	102	282	274	2.9%
Lewisham	1	8	0	0	3	10	9	57	64	152	189	-19.6%
Merton	1	4	0	0	1	2	5	22	23	58	65	-10.8%
Newham	0	8	18	0	3	17	6	125	68	245	234	4.7%

*Continued on next page*

	Burglary	Criminal Damage	Drugs	Fraud or Forgery	Other Notifiable Offences	Robbery	Sexual Offences	Theft and Handling	Violence Against the Person	Q3 2014/15 Total	Q3 2013/14 Total	% Change
Redbridge	1	7	2	0	2	5	5	36	30	88	72	22.2%
Richmond upon Thames	0	4	0	0	0	0	5	17	28	54	52	3.8%
Southwark	0	18	3	0	6	15	7	111	66	226	294	-23.1%
Sutton	0	5	0	0	0	0	3	20	29	57	37	54.1%
Tower Hamlets	1	13	0	0	2	11	3	65	51	146	130	12.3%
Waltham Forest	0	11	14	0	0	14	6	59	46	150	151	-0.7%
Wandsworth	0	3	0	0	0	9	3	77	53	145	135	7.4%
Westminster	0	11	56	0	6	20	8	183	89	373	352	6.0%
<b>Q3 2014/15 Total</b>	<b>19</b>	<b>310</b>	<b>137</b>	<b>8</b>	<b>72</b>	<b>250</b>	<b>202</b>	<b>2,074</b>	<b>1,549</b>	<b>4,621</b>	<b>4,514</b>	<b>2.4%</b>
<b>Q3 2013/14 Total</b>	<b>10</b>	<b>290</b>	<b>117</b>	<b>7</b>	<b>42</b>	<b>417</b>	<b>159</b>	<b>2,261</b>	<b>1,211</b>			
<b>% Change</b>	<b>90.0%</b>	<b>6.9%</b>	<b>17.1%</b>	<b>14.3%</b>	<b>71.4%</b>	<b>-40.0%</b>	<b>27.0%</b>	<b>-8.3%</b>	<b>27.9%</b>			

## 5. London Underground and Docklands Light Railway crime levels

Table 5 shows the breakdown of crime on the LU/DLR network by the major crime categories used by the BTP for Q3 2014/15. The table includes the number of crimes and the crime rates per million passenger journeys made on the LU/DLR and makes comparisons with Q3 2013/14.

Table 5

Offence	Q3 2013/14		Q3 2014/15		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Violence Against the Person	498	1.4	611	1.6	22.7%
Sexual Offences	107	Less than 1	132	Less than 1	23.4%
Criminal Damage	142	Less than 1	162	Less than 1	14.1%
Line of Route	8	Less than 1	18	Less than 1	125.0%
Theft of Passenger Property	1,270	3.6	1,227	3.3	-3.4%
Motor Vehicle/Cycle Offences	86	Less than 1	78	Less than 1	-9.3%
Robbery	26	Less than 1	28	Less than 1	7.7%
Theft of Railway Property / Burglary	44	Less than 1	58	Less than 1	31.8%
Serious Public Order	195	Less than 1	205	Less than 1	5.1%
Serious Fraud	27	Less than 1	27	Less than 1	0.0%
Drugs	194	Less than 1	84	Less than 1	-56.7%
Other Serious Offences	30	Less than 1	22	Less than 1	-26.7%
<b>Total Notifiable Offences</b>	<b>2,627</b>	<b>7.4</b>	<b>2,652</b>	<b>7.2</b>	<b>1.0%</b>

## 6. London Overground crime levels

Table 6 shows the breakdown of crime on the LO network by the major crime categories used by the BTP for Q3 2014/15. The table includes the number of crimes and the crime rates per million passenger journeys made on the London Overground and makes comparisons with Q3 2013/14.

Table 6

Offence	Q3 2013/14		Q3 2014/15		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Violence Against the Person	47	1.5	39	1.1	-17.0%
Sexual Offences	5	Less than 1	10	Less than 1	100.0%
Criminal Damage	17	Less than 1	8	Less than 1	-52.9%
Line of Route	0	Less than 1	1	Less than 1	100.0%
Theft of Passenger Property	53	1.6	48	1.4	-9.4%
Motor Vehicle/Cycle Offences	22	Less than 1	17	Less than 1	-22.7%
Robbery	1	Less than 1	2	Less than 1	100.0%
Theft of Railway Property / Burglary	5	Less than 1	9	Less than 1	80.0%
Serious Public Order	35	1.1	26	Less than 1	-25.7%
Serious Fraud	0	Less than 1	1	Less than 1	100.0%
Drugs	25	Less than 1	9	Less than 1	-64.0%
Other Serious Offences	4	Less than 1	1	Less than 1	-75.0%
<b>Total Notifiable Offences</b>	<b>214</b>	<b>6.6</b>	<b>169</b>	<b>4.9</b>	<b>-21.0%</b>

## 7. London Tramlink crime levels

Table 7 shows the breakdown of crime on the London Tramlink network by the major crime categories used by the BTP for Q3 2014/15. The table includes the number of crimes and makes comparisons with Q3 2013/14.

Table 7

Offence	Q3 2013/14		Q3 2014/15		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Violence Against the Person	23	2.9	26	3.3	13.0%
Sexual Offences	4	Less than 1	2	Less than 1	-50.0%
Criminal Damage	5	Less than 1	6	Less than 1	20.0%
Line of Route	4	Less than 1	10	1.3	150.0%
Theft of Passenger Property	12	1.5	3	Less than 1	-75.0%
Motor Vehicle/Cycle Offences	1	Less than 1	2	Less than 1	100.0%
Robbery	8	1.0	1	Less than 1	-87.5%
Theft of Railway Property / Burglary	1	Less than 1	0	Less than 1	-100.0%
Serious Public Order	7	Less than 1	4	Less than 1	-42.9%
Serious Fraud	0	N/A	0	N/A	N/A
Drugs	5	Less than 1	3	Less than 1	-40.0%
Other Serious Offences	2	Less than 1	2	Less than 1	N/A
<b>Total Notifiable Offences</b>	<b>72</b>	<b>9.0</b>	<b>59</b>	<b>7.4</b>	<b>-18.1%</b>

## 8. Levels of Driver Incident Reports (DIRs) for the bus network

Table 8 shows the number of Driver Incident Reports (DIRs) relating to ASB and the rate of DIRs per million passenger journeys made on the bus network.

A DIR is a call from a driver of a London Bus to London's 24 hour bus control centre (CentreComm) via the on-bus radio system. Drivers use DIRs to request a response including an emergency response or to report an incident or issue. DIRs are made for a number of reasons including congestion, mechanical problems, passenger illness or anti-social behaviour. It is important to note that DIRs are not crimes and many relate to low level incidents that are used for intelligence purposes.

DIRs for anti-social behaviour fall broadly into the categories shown in the table below. Not all DIRs result in a crime and the reports range in severity from minor passenger disputes, rowdy behaviour to more serious incidents including fighting and threatening behaviour. TfL and the MPS actively encourage reporting of all incidents of an anti-social nature on the network. DIRs are a valuable source of intelligence, which is used to inform police deployment decisions and TfL's community safety activities.

**Table 8**

ASB DIRs	Q3 2013/14		Q3 2014/15		% change in DIRs
	DIRs	Rate	DIRs	Rate	
Criminal Damage	878	1.5	782	1.3	-10.9%
Disturbances	5,615	9.3	5,948	9.8	5.9%
Forgery / fraud	4,237	7.0	2,988	4.9	-29.5%
Minicab Touting	2	N/A	0	N/A	-100.0%
Robbery /Theft and Handling	150	Less than 1	107	Less than 1	-28.7%
Violent Offences	441	Less than 1	466	Less than 1	5.7%
<b>Total</b>	<b>11,323</b>	<b>18.7</b>	<b>10,291</b>	<b>17.0</b>	<b>-9.1%</b>

## 9. Levels of fare evasion on the bus network

The London Bus fare evasion survey changed in October 2012 from being undertaken every quarter to a continuous survey reported upon quarterly to investigate the levels of fare evasion<sup>‡</sup> on the London bus network. A representative sample of 200 driver duties on One Person Operated (OPO) routes is surveyed to enable a comprehensive coverage of London. Table 9 shows the percentage of passengers from the most recent survey, that were found to not have possession of, or have either an incorrect or invalid ticket or pass, for their current journey.

Table 9

Bus network	Q3 2013/14 Fare Evasion Rate Rolling 12 month average	Q3 2014/15 Fare Evasion Rate Rolling 12 month average
One Person Operated	1.2%	1.1%

## 10. Perception of safety and security

Through market research, TfL monitors people's views of different aspects of using TfL's transport system including perceptions of how safe they feel when travelling on and waiting for transport services. Table 10 shows Q2 perception results for safety and security measured through TfL's Customer Satisfaction Survey. The results are presented as a score out of 100 and should not be interpreted as the percentage of people feeling safe. The higher scores reflect more positive perceptions of safety and security. Table 10 shows two scores for each mode of transport – one score for perception of safety and security on the vehicle and the other for stations and stops.

Table 10

Bus network	Q3 2013/14 score	Q3 2014/15 score	Change
On bus	87	89	+2
At shelters / stops	83	86	+3
<b>LU</b>	<b>Q3 2013/14 score</b>	<b>Q3 2014/15 score</b>	<b>Change</b>
On train	85	87	+2
At stations	84	86	+2
<b>DLR</b>	<b>Q3 2013/14 score</b>	<b>Q3 2014/15 score</b>	<b>Change</b>
On train	89	90	+1
At stations	87	89	+2
<b>LO</b>	<b>Q3 2013/14 score</b>	<b>Q3 2014/15 score</b>	<b>Change</b>
On train	88	88	N/A
At stations	87	87	N/A
<b>Tramlink</b>	<b>Q3 2013/14 score</b>	<b>Q3 2014/15 score</b>	<b>Change</b>
On tram	86	89	+3
At stops	90	88	-2

<sup>‡</sup> The survey includes ticketing irregularities that haven't resulted in fare evasion, such as non-validation of Zip cards.

## 11. Useful links

Transport for London

- <http://www.tfl.gov.uk>

Metropolitan Police Service - <http://www.met.police.uk>

- Crime figures - <http://www.met.police.uk/crimefigures/index.php>
- Safer Transport Command - <http://content.met.police.uk/Site/safertransport>

British Transport Police <http://www.btp.police.uk/>

- Crime figures - <http://www.btp.police.uk/stats/>
- B Division (TfL Sub-Division) - [http://www.btp.police.uk/about\\_us/our\\_strategy\\_and\\_plans.aspx](http://www.btp.police.uk/about_us/our_strategy_and_plans.aspx)
- TfL Sub-Division Neighbourhood Policing Teams - [http://www.btp.police.uk/local\\_btp\\_teams/london\\_underground.aspx](http://www.btp.police.uk/local_btp_teams/london_underground.aspx)

For more information on this report please contact TfL at [csepcommunications@tfl.gov.uk](mailto:csepcommunications@tfl.gov.uk). For other general TfL enquiries please telephone +44 (0)343 222 1234, textphone: +44 (0)20 7918 3015 or use the relevant contact form of TfL's website <http://www.tfl.gov.uk/contact/default.aspx>