

Transport for London

2014/2015 Crime statistics bulletin

Quarter 1 2014/15 (1 April – 30 June 2014)

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

Quarter 1 (1 April– 30 June) 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 Q1 2014/15 (April–June 2014). The bulletin focuses on the London Bus network, London Underground/Docklands Light Railway 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 relatively 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 Q1 2014/15 compared with the same quarter last year. The headline figures include:

- The levels of pan-modal transport related crime¹ in Q1 2014/15 were 16.7% lower than Q1 2013/14 and the rate of crime has decreased to 6.8 crimes per million passenger journeys (from 8.2 in Q1 2013/14).

¹ 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 Q1 2014/15 were 14.3% lower than Q1 2013/14 (683 fewer offences) and the rate of crime for the bus network has fallen to 6.8 crimes per million passenger journeys (from 7.9 in Q1 2013/14).
- Crime on LU/DLR has decreased 20.4% during Q1 2014/15 (598 fewer offences) compared to Q1 2013/14 with the rate decreasing to 6.9 crimes per million passenger journeys (from 8.7 in Q1 2013/14).
- Crime on London Overground has decreased 0.4% during Q1 2014/15 (1 less offence) compared to Q1 2013/14 with the rate of crime rising to 7.4 crimes per million passenger journeys (from 7.2 in Q1 2013/14).
- Crime on London Tramlink has decreased 61.7% during Q1 2014/15 (66 less offences) compared to Q1 2013/14 with the rate of crime falling to 5.4 crimes per million passenger journeys (from 13.7 in Q1 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 I shows the number of recorded crimes and the rate of crime per million passenger journeys for Q1 2013/14 and Q1 2014/15². The last column of the table shows the percentage change in the number of crimes between Q1 2013/14 and Q1 2014/15.

Table I

Network	Q1 2013/14		Q1 2014/15		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Bus	4,777	7.9	4,094	6.8	-14.3%
London Underground /Docklands Light Railway	2,935	8.7	2,337	6.9	-20.4%
London Overground	250	7.2	249	7.4	-0.4%
London Tramlink	107	13.7	41	5.4	-61.7%
Pan-Modal	8,069	8.2	6,721	6.8	-16.7%

² 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.

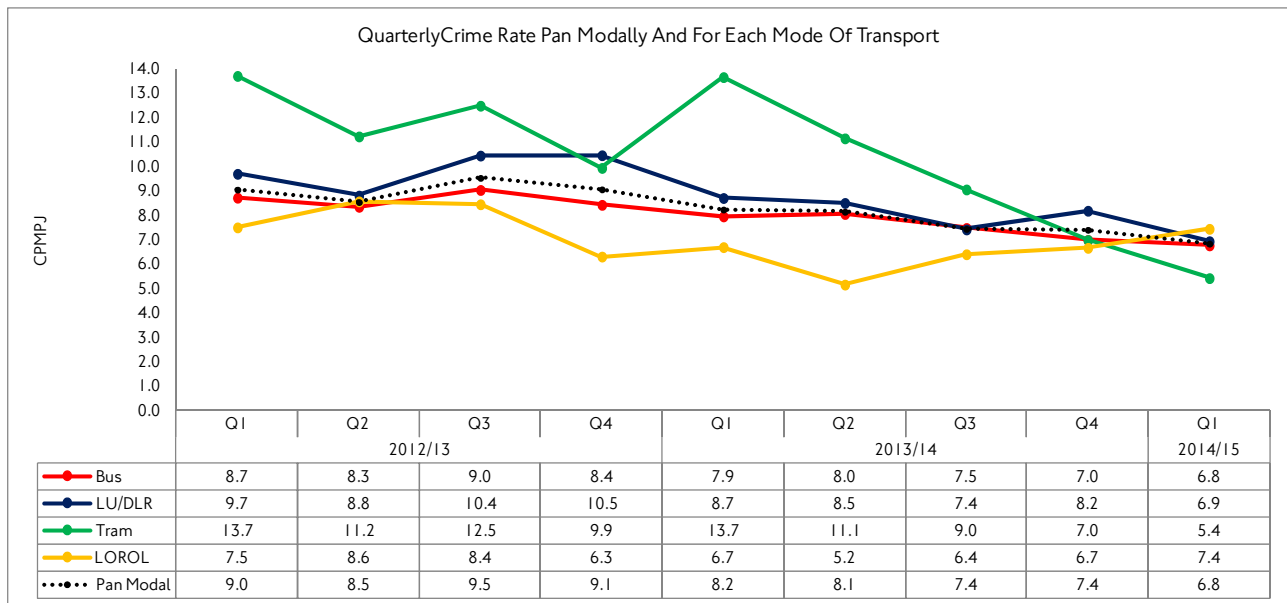
3. Monthly breakdown

Table 2 shows the total number of crimes for each month in Q1 2014/15. Chart 1 shows the crime rate on each mode and pan-modally since April 2012.

Table 2

Network	April		May		June	
	Crimes	Rate	Crimes	Rate	Crimes	Rate
Bus	1,306	6.8	1,350	6.6	1,438	6.9
London Underground /Docklands Light Railway	749	7.0	747	6.5	841	7.3
London Overground	83	7.3	91	8.4	75	6.7
London Tramlink	14	5.6	13	5.4	14	5.3
Pan-Modal	2,152	6.9	2,201	6.6	2,368	7.0

Chart 1



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

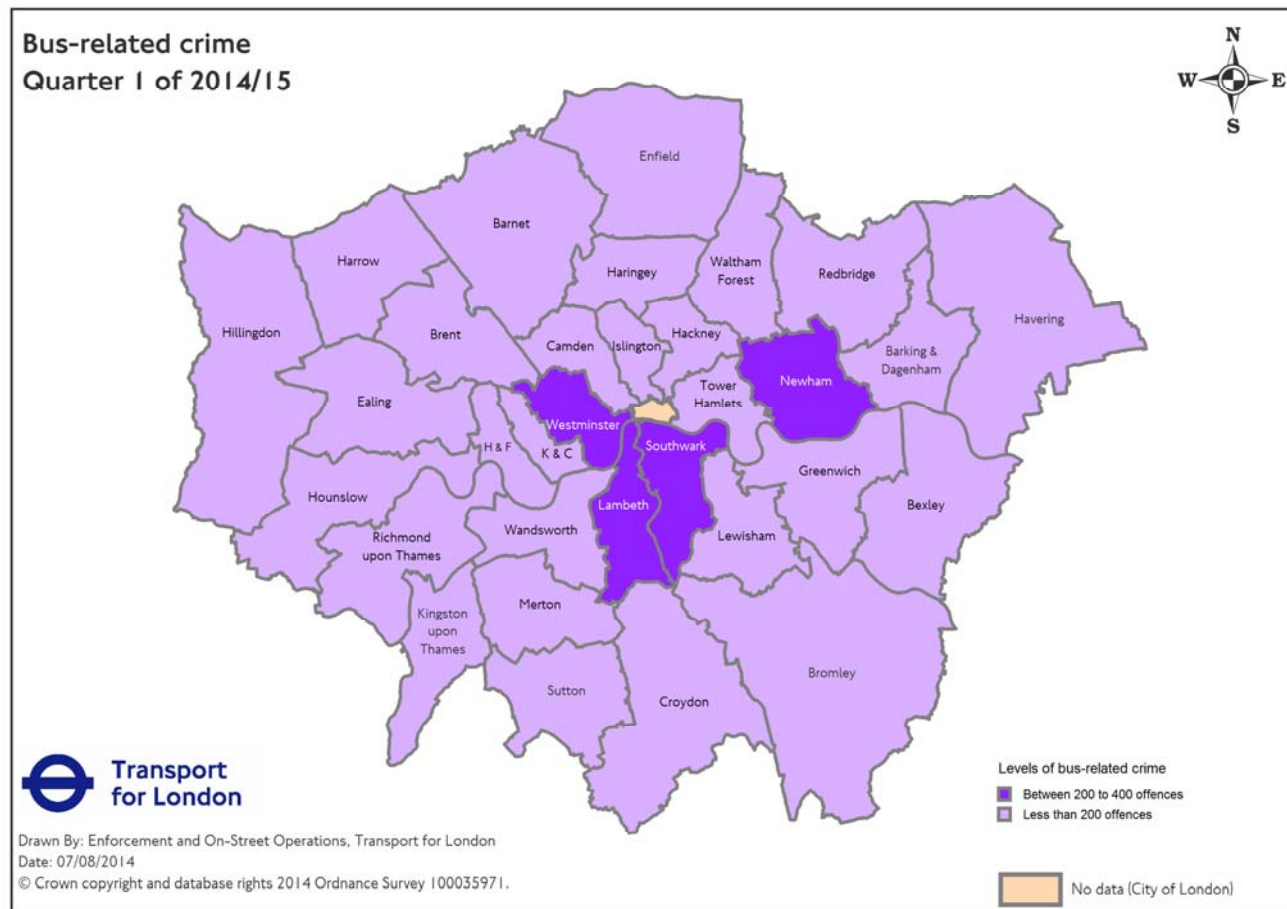
Table 3 shows the breakdown of MPS bus-related crime by the major crime categories used by the MPS for Q1 2014/15. The table includes the number of crimes, the crime rates per million passenger journeys and comparisons with Q1 2013/14.

Table 3

Offence	Q1 2013/14		Q1 2014/15		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Burglary	18	N/A	8	N/A	-55.6%
Criminal damage	340	Less than 1	289	Less than 1	-15.0%
Drugs	280	Less than 1	120	Less than 1	-57.1%
Fraud / forgery	10	Less than 1	1	Less than 1	-90.0%
Other notifiable offences	61	Less than 1	57	Less than 1	-6.6%
Robbery	448	1.0	267	Less than 1	-40.4%
Sexual offences	114	Less than 1	128	Less than 1	12.3%
Theft and Handling	2,241	3.7	1,943	3.2	-13.3%
VAP	1,265	2.1	1,281	2.1	1.3%
Total Offences	4,777	7.9	4,094	6.8	-14.3%

Map 1 – Bus-related crime volume by borough

Map 1 shows the breakdown of MPS bus-related crime by borough for Q1 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 Q1 2013/14 and Q1 2014/15 by borough

Map 2 shows the percentage change in the levels of bus-related crime between Q1 2013/14 and Q1 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.

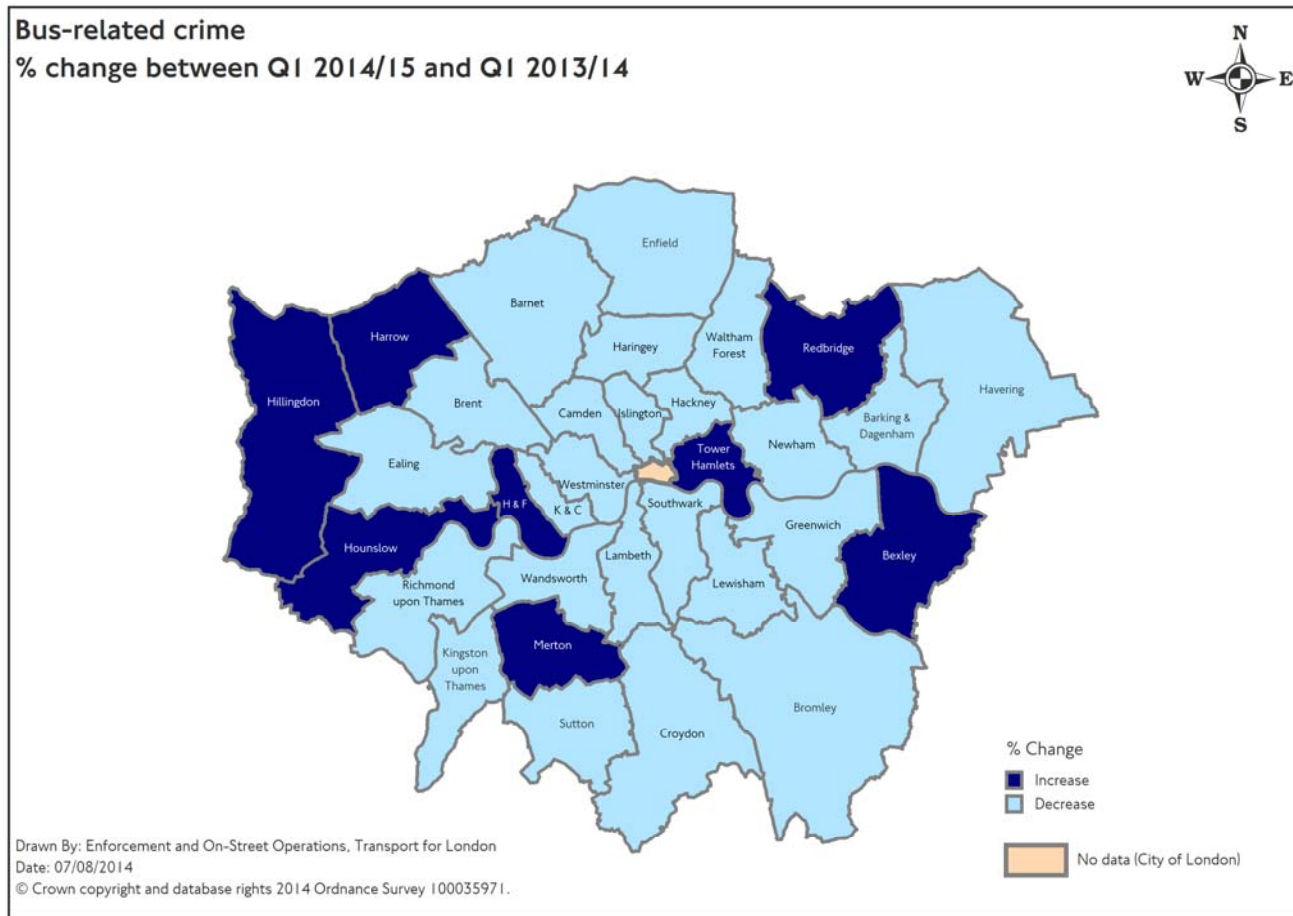


Table 4 - Borough breakdown of bus-related crime for Q1 2014/15 (April–June 2014)

	Q1 2014/15									Q1 2014/15 Total	Q1 2013/14 Total	% Change
	Burglary	Criminal Damage	Drugs	Fraud or Forgery	Other Notifiable Offences	Robbery	Sexual Offences	Theft and Handling	Violence Against the Person			
Barking & Dagenham	0	7	3	0	0	5	1	20	24	60	66	-9.1%
Barnet	0	15	2	0	4	10	5	59	41	136	156	-12.8%
Bexley	0	15	1	0	1	5	2	16	16	56	47	19.1%
Brent	2	13	4	0	1	16	3	97	52	188	211	-10.9%
Bromley	0	12	1	0	2	3	6	33	33	90	96	-6.3%
Camden	0	10	1	0	2	10	7	122	46	198	209	-5.3%
Croydon	0	11	2	0	1	9	6	45	49	123	152	-19.1%
Ealing	0	5	3	0	4	6	5	41	60	124	172	-27.9%
Enfield	1	5	0	0	3	6	2	48	37	102	128	-20.3%
Greenwich	0	10	0	0	2	3	6	32	32	85	118	-28.0%
Hackney	0	4	1	0	1	19	4	97	41	167	230	-27.4%
Hammersmith & Fulham	0	4	1	0	0	2	2	54	62	125	102	22.5%
Haringey	0	8	2	0	1	13	6	66	32	128	174	-26.4%
Harrow	0	10	2	0	0	2	2	19	25	60	56	7.1%
Havering	0	11	2	0	1	2	2	24	31	73	80	-8.8%
Hillingdon	0	19	2	0	3	13	3	47	44	131	122	7.4%
Hounslow	0	8	2	0	2	6	6	50	42	116	106	9.4%
Islington	0	6	1	0	2	7	6	117	59	198	200	-1.0%
Kensington & Chelsea	0	1	0	0	0	4	2	37	22	66	101	-34.7%
Kingston upon Thames	0	6	1	0	1	1	1	19	13	42	50	-16.0%
Lambeth	0	12	3	0	5	23	3	151	80	277	318	-12.9%
Lewisham	0	9	0	0	1	9	4	57	54	134	168	-20.2%
Merton	0	9	2	0	1	3	1	33	16	65	59	10.2%
Newham	0	8	18	0	6	13	5	101	62	213	233	-8.6%

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	Burglary	Criminal Damage	Drugs	Fraud or Forgery	Other Notifiable Offences	Robbery	Sexual Offences	Theft and Handling	Violence Against the Person	Q1 2014/15 Total	Q1 2013/14 Total	
Redbridge	0	3	1	0	1	12	5	34	30	86	74	16.2%
Richmond upon Thames	0	5	0	0	0	2	6	24	15	52	63	-17.5%
Southwark	0	13	2	0	3	24	3	105	78	228	352	-35.2%
Sutton	0	11	0	0	0	4	1	9	18	43	49	-12.2%
Tower Hamlets	1	9	0	1	1	4	2	74	23	115	108	6.5%
Waltham Forest	2	8	4	0	3	8	2	71	41	139	156	-10.9%
Wandsworth	0	8	2	0	2	8	3	48	51	122	133	-8.3%
Westminster	2	14	57	0	3	15	16	193	52	352	488	-27.9%
Q1 2014/15 Total	8	289	120	1	57	267	128	1,943	1281	4,094	4,777	-14.3%
Q1 2013/14 Total	18	340	280	10	61	448	114	2,241	1,265			
% Change	-55.6%	-15.0%	-57.1%	-90.0%	-6.6%	-40.4%	12.3%	-13.3%	1.3%			

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 Q1 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 Q1 2013/14.

Table 5

Offence	Q1 2013/14		Q1 2014/15		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Violence Against the Person	506	1.5	527	1.6	4.2%
Sexual Offences	82	Less than 1	121	Less than 1	47.6%
Criminal Damage	147	Less than 1	131	Less than 1	-10.9%
Line of Route	20	Less than 1	23	Less than 1	15.0%
Theft of Passenger Property	1,441	4.3	991	2.9	-31.2%
Motor Vehicle/Cycle Offences	70	Less than 1	67	Less than 1	-4.3%
Robbery	16	Less than 1	10	Less than 1	-37.5%
Theft of Railway Property / Burglary	54	Less than 1	53	Less than 1	-1.9%
Serious Public Order	223	Less than 1	232	Less than 1	4.0%
Serious Fraud	58	Less than 1	37	Less than 1	-36.2%
Drugs	283	Less than 1	129	Less than 1	-54.4%
Other Serious Offences	35	Less than 1	16	Less than 1	-54.3%
Total Notifiable Offences	2,935	8.7	2,337	6.9	-20.4%

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 Q1 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 Q1 2013/14.

Table 6

Offence	Q1 2013/14		Q1 2014/15		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Violence Against the Person	48	1.4	62	1.9	29.2%
Sexual Offences	6	Less than 1	10	Less than 1	66.7%
Criminal Damage	8	Less than 1	8	Less than 1	0.0%
Line of Route	3	Less than 1	3	Less than 1	0.0%
Theft of Passenger Property	66	1.9	58	1.7	-12.1%
Motor Vehicle/Cycle Offences	26	Less than 1	20	Less than 1	-23.1%
Robbery	5	Less than 1	0	Less than 1	-100.0%
Theft of Railway Property / Burglary	2	Less than 1	10	Less than 1	233.3%
Serious Public Order	46	1.3	36	1.0	-21.7%
Serious Fraud	1	Less than 1	3	Less than 1	200.0%
Drugs	37	1.1	34	1.0	-8.1%
Other Serious Offences	2	Less than 1	5	Less than 1	150.0%
Total Notifiable Offences	250	7.2	249	7.4	-0.4%

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 Q1 2014/15. The table includes the number of crimes and makes comparisons with Q1 2013/14.

Table 7

Offence	Q1 2013/14		Q1 2014/15		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Violence Against the Person	19	2.4	11	1.5	-42.1%
Sexual Offences	0	N/A	3	Less than 1	100.0%
Criminal Damage	11	1.4	8	1.1	-27.3%
Line of Route	14	1.8	4	Less than 1	-71.4%
Theft of Passenger Property	19	2.4	4	Less than 1	-78.9%
Motor Vehicle/Cycle Offences	5	Less than 1	0	N/A	-100.0%
Robbery	8	1.0	3	Less than 1	-62.5%
Theft of Railway Property / Burglary	1	Less than 1	0	N/A	-100.0%
Serious Public Order	17	2.2	4	Less than 1	-76.5%
Serious Fraud	0	N/A	0	N/A	0.0%
Drugs	13	1.7	4	Less than 1	-69.2%
Other Serious Offences	0	N/A	0	N/A	0.0%
Total Notifiable Offences	107	13.7	41	5.4	-61.7%

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	Q1 2013/14		Q1 2014/15		% change in DIRs
	DIRs	Rate	DIRs	Rate	
Criminal Damage	822	1.4	706	1.2	-14.1%
Disturbances	5,743	9.6	5,400	8.9	-6.0%
Forgery / fraud	4,420	7.4	3,690	6.1	-16.5%
Minicab Touting	8	Less than 1	1	Less than 1	-87.5%
Robbery	51	Less than 1	30	Less than 1	-41.2%
Theft Handling	130	Less than 1	94	Less than 1	-27.7%
Violent Offences	469	Less than 1	489	Less than 1	4.3%
Total	11,643	19.4	10,410	17.2	-10.6%

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[‡] 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	Q1 2013/14 Fare Evasion Rate Rolling 12 month average	Q1 2014/15 Fare Evasion Rate Rolling 12 month average
One Person Operated	1.3	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 Q1 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	Q1 2013/14 score	Q1 2014/15 score	Change
On bus	88	89	+1
At shelters / stops	85	86	+1
LU	Q1 2013/14 score	Q1 2014/15 score	Change
On train	85	86	+1
At stations	84	85	+1
DLR	Q1 2013/14 score	Q1 2014/15 score	Change
On train	89	90	+1
At stations	88	88	N/A
LO	Q1 2013/14 score	Q1 2014/15 score	Change
On train	86	88	+2
At stations	85	87	+2
Tramlink	Q1 2013/14 score	Q1 2014/15 score	Change
On tram	91	90	-1
At stops	88	88	N/A

[‡] 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
- TfL Sub-Division Neighbourhood Policing Teams - http://www.btp.police.uk/local_btp_teams/london_underground.aspx

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