Transport for London

2015/2016 Crime statistics bulletin

Quarter 1 2015/16 (1 April – 30 June 2015)

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

Quarter 1 (1 April– 30 June) 2015/16

Table of Contents

1. Introduction

1.1. 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 2015/16 (April–June 2015). 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 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 2014/2015 Crime Statistics Bulletin for recent annual statistics - available here http://www.tfl.gov.uk/cdn/static/cms/documents/crime-statistics-bulletin-2014-15.pdf)

1.2. 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 2015/16 compared with the same quarter last year. The headline figures include:

- The levels of pan-modal transport related crime[1] in Q1 2015/16 were 5.2% higher than Q1 2014/15 and the rate of crime has increased slightly to 7.1 crimes per million passenger journeys (from 6.8 in Q1 2014/15).
- The levels of bus-related crime in Q1 2015/16 were 5.0% higher than Q1 2014/15 (206 more offences) and the rate of crime for the bus network has increased slightly to 7.2 crimes per million passenger journeys (from 6.8 in Q1 2014/15).
- Crime on LU/DLR has increased 6.4% during Q1 2015/16 (150 more offences) compared to Q1 2014/15 with the rate remaining the same at 6.9 crimes per million passenger journeys.
- Crime on London Overground has decreased 7.2% during Q1 2015/16 (18 fewer offences) compared to Q1 2014/15 with the rate of crime falling to 5.6 crimes per million passenger journeys (from 7.4 in Q1 2014/15).
- Crime on London Tramlink has increased 21.3% during Q1 2015/16 (13 more offences) compared to Q1 2014/15 with the rate of crime rising to 10.5 crimes per million passenger journeys (from 8.1 in Q1 2014/15).

TfL continues to work with the British Transport Police, City of London Police and the Metropolitan Police Service on Project Guardian, a partnership initiative to increase the confidence in reporting sexual offences which occur on the London's public transport system, reduce the risk of becoming a victim, challenge unwelcome sexual behaviour and target offenders. In line with expectations, there has been an increase in the number of sexual offences reported to the police on the bus network and on LU/DLR.

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.

---

[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.

2. Quarterly crime results

Table 1 shows the number of recorded crimes and the rate of crime per million passenger journeys for Q1 2014/15 and Q1 2015/16[2]. The last column of the table shows the percentage change in the number of crimes between Q1 2014/15 and Q1 2015/16.

Table 1

Network	Q1 2014/15		Q1 2015/16		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Bus	4,094	6.8	4,300	7.2	5.0%
London Underground /Docklands Light Railway	2,337	6.9	2,487	6.9	6.4%
London Overground	249	7.4	231	5.6	-7.2%
London Tramlink	61	8.1	74	10.5	21.3%
Pan-Modal	6,741	6.8	7,092	7.1	5.2%

3. Monthly breakdown

Table 2 shows the total number of crimes for each month in Q1 2015/16. Chart 1 shows the crime rate on each mode and pan-modally since April 2013.

Table 2

Network	April		May		June	
	Crimes	Rate	Crimes	Rate	Crimes	Rate
Bus	1,376	7.2	1,415	7.1	1,509	7.3
London Underground /Docklands Light Railway	805	6.9	841	7.0	841	6.8
London Overground	70	5.6	63	4.9	98	6.1
London Tramlink	20	9.3	29	12.2	25	9.9
Pan-Modal	2,271	7.1	2,348	7.0	2,473	7.0

---

[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.

Chart 1

QuarterlyCrime Rate Pan Modally And For Each Mode Of Transport

|	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
		2013/14				2014/15			2015/16
Bus	7.9	8.0	7.5	7.0	6.8	6.9	7.6	7.7	7.2
LU/DLR	8.7	8.5	7.4	8.2	6.9	6.9	7.2	6.8	6.9
Tram	13.7	11.1	9.0	7.0	8.1	7.0	7.4	9.6	10.5
LOROL	7.2	5.5	6.6	7.1	7.4	6.5	4.9	5.6	5.6
Pan Modal	8.2	8.1	7.4	7.4	6.8	6.9	7.4	7.3	7.1
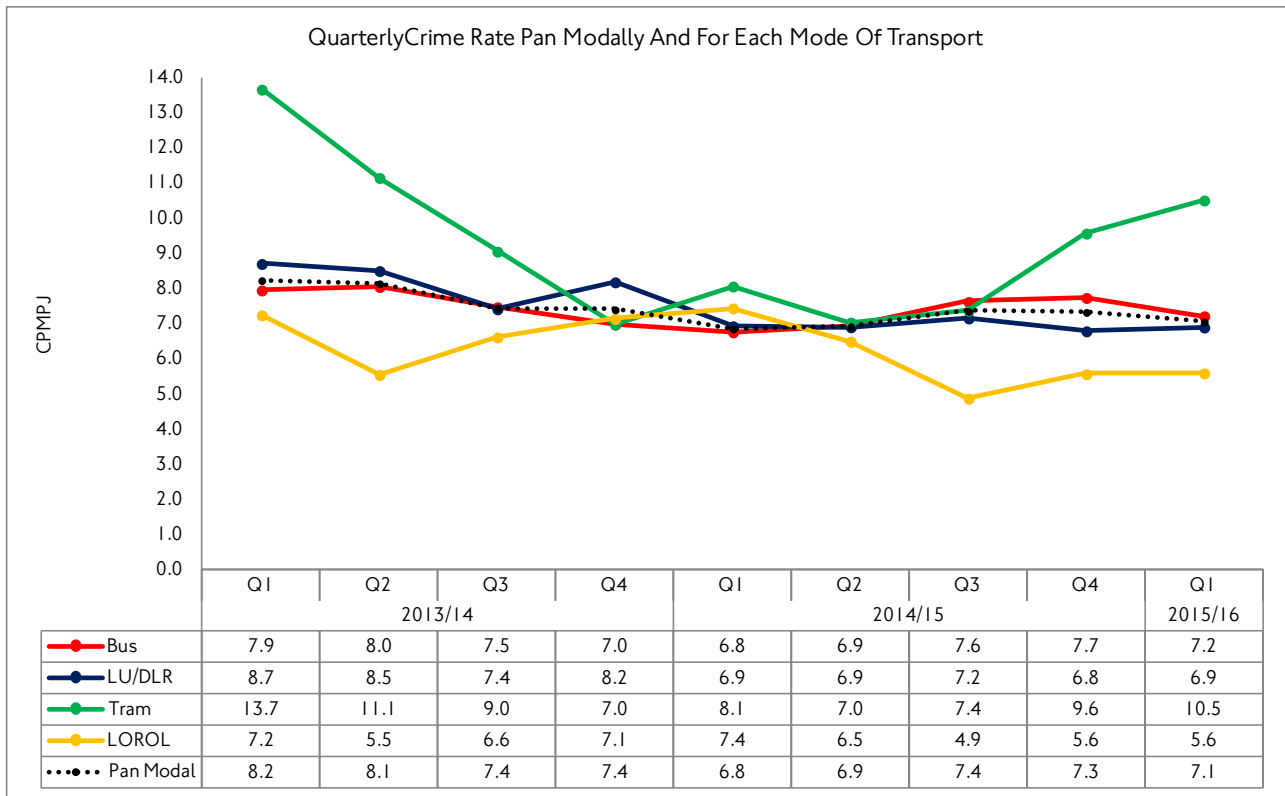
4. Bus-related crime levels – breakdown by major crime category

Table 3 shows the breakdown of MPS bus-related crime by the major crime categories used by the MPS for Q1 2015/16. The table includes the number of crimes, the crime rates per million passenger journeys and comparisons with Q1 2014/15.

Table 3

Offence	Q1 2014/15		Q1 2015/16		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Burglary	8	N/A	12	N/A	50.0%
Criminal damage	289	Less than 1	264	Less than 1	-8.7%
Drugs	120	Less than 1	85	Less than 1	-29.2%
Fraud / forgery	1	Less than 1	0	Less than 1	-100.0%
Other notifiable offences	57	Less than 1	62	Less than 1	8.8%
Robbery	267	Less than 1	219	Less than 1	-18.0%
Sexual offences	128	Less than 1	197	Less than 1	53.9%
Theft and Handling	1,943	3.2	1,928	3.2	-0.8%
VAP	1,281	2.1	1,533	2.6	19.7%
Total Offences	**4,094**	**6.8**	**4,300**	**7.2**	**5.0%**

Map 1 – Bus-related crime volume by borough

Map 1 shows the breakdown of MPS bus-related crime by borough for Q1 2015/16. 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.

Bus-related crime
Quarter 1 of 2015/16

Levels of bus-related crime
- Between 200 to 400 offences
- Less than 200 offences
- No data (City of London)

Transport for London

Drawn By: Enforcement and On-Street Operations, Transport for London
Date: 12/08/2015
© Crown copyright and database rights 2015 Ordnance Survey 100035971.
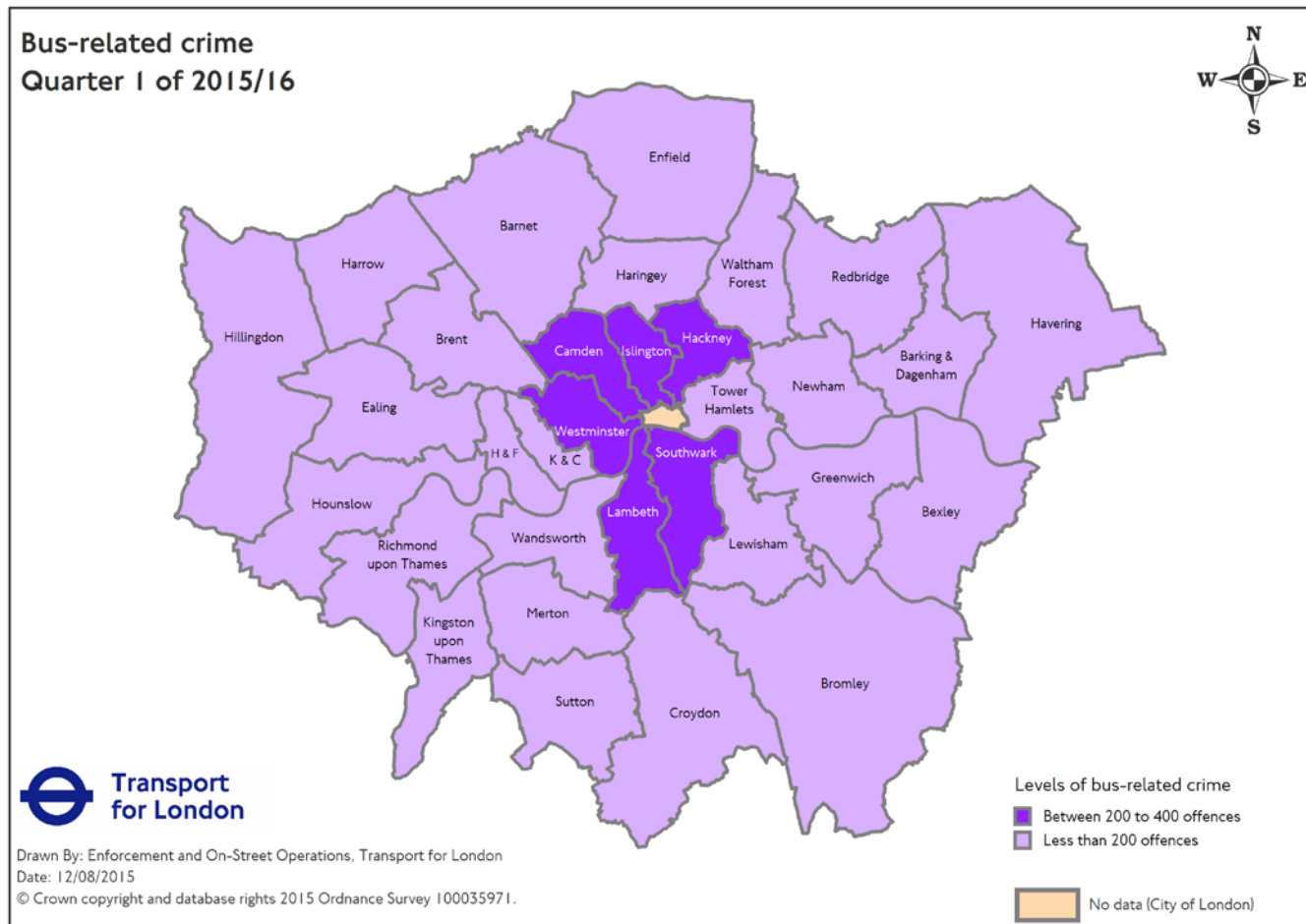
Map 2 – Bus-related crime change between Q1 2014/15 and Q1 2015/16 by borough

Map 2 shows the percentage change in the levels of bus-related crime between Q1 2014/15 and Q1 2015/16. 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.

Bus-related crime
% change between Q1 2014/15 and Q1 2015/16

% Change between Q1 14/15 and Q1 15/16
- Increase
- Decrease
- No data (City of London)

Transport for London

Drawn By: Enforcement and On Street Operations, Transport for London
Date: 12/08/2015
© Crown copyright. All rights reserved' (GLA) (100032379) (2015).
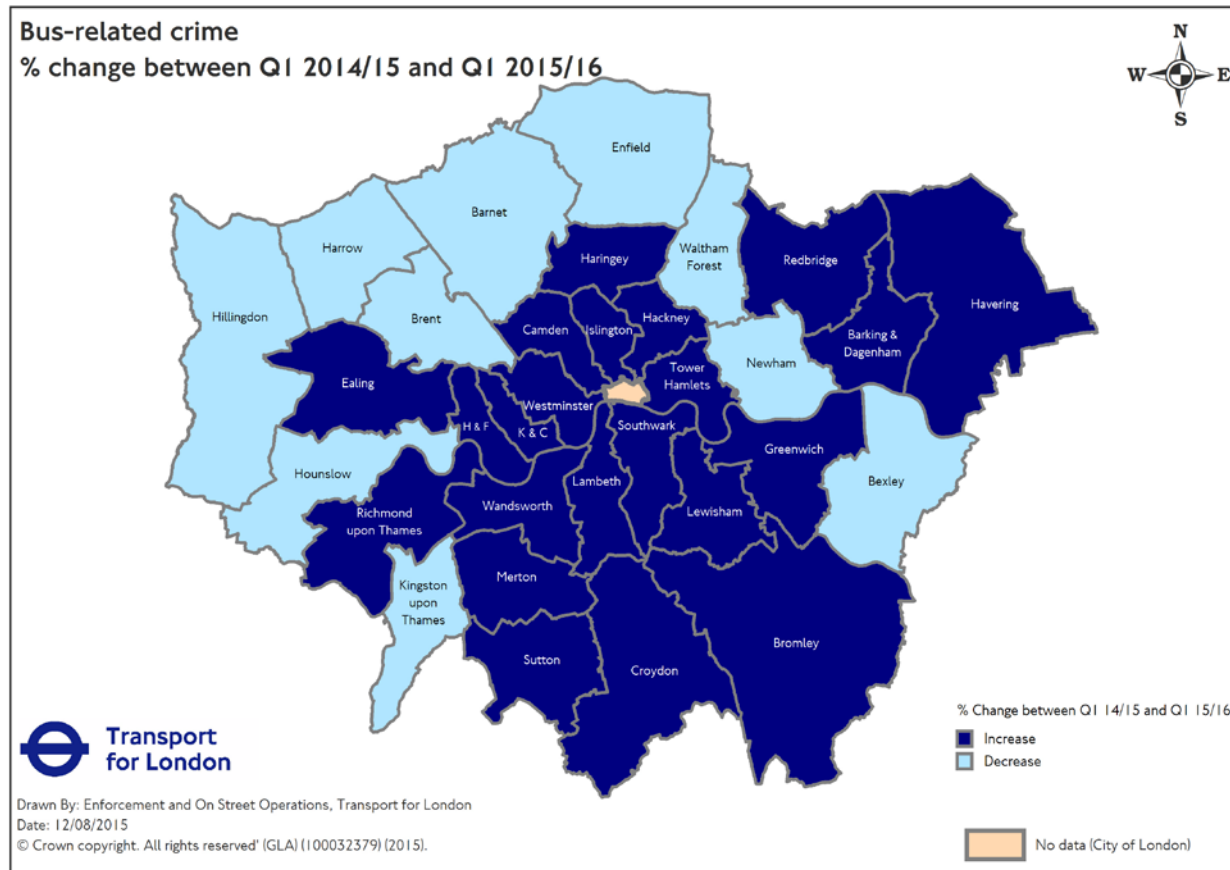
Table 4 - Borough breakdown of bus-related crime for Q1 2015/16 (April–June 2015)

	Q1 2015/16											
	Burglary	Criminal Damage	Drugs	Fraud or Forgery	Other Notifiable Offences	Robbery	Sexual Offences	Theft and Handling	Violence Against the Person	Q1 2015/16 Total	Q1 2014/15 Total	% Change
Barking & Dagenham	1	6	1	0	0	7	4	26	35	80	60	33.3%
Barnet	0	9	1	0	3	15	4	50	39	121	136	-11.0%
Bexley	0	2	0	0	2	0	0	17	29	50	56	-10.7%
Brent	0	3	5	0	1	9	6	66	58	148	188	-21.3%
Bromley	0	12	0	0	2	1	6	33	51	105	90	16.7%
Camden	1	6	0	0	1	9	8	123	56	204	198	3.0%
Croydon	2	14	0	0	2	7	11	49	56	141	123	14.6%
Ealing	0	8	0	0	1	4	13	37	65	128	124	3.2%
Enfield	0	9	0	0	2	15	4	39	22	91	102	-10.8%
Greenwich	0	6	0	0	1	8	7	47	48	117	85	37.6%
Hackney	0	10	0	0	1	12	6	127	63	219	167	31.1%
Hammersmith & Fulham	0	2	1	0	1	6	4	60	62	136	125	8.8%
Haringey	0	10	1	0	1	9	9	62	51	143	128	11.7%
Harrow	1	6	0	0	0	2	5	21	20	55	60	-8.3%
Havering	0	11	2	0	1	3	4	19	34	74	73	1.4%
Hillingdon	1	8	1	0	3	2	3	52	45	115	131	-12.2%
Hounslow	2	16	0	0	1	4	9	31	52	115	116	-0.9%
Islington	0	4	3	0	4	17	8	146	53	235	198	18.7%
Kensington & Chelsea	0	6	0	0	0	3	4	44	25	82	66	24.2%
Kingston upon Thames	0	2	0	0	1	1	0	15	17	36	42	-14.3%
Lambeth	0	21	3	0	4	15	18	133	94	288	277	4.0%
Lewisham	1	11	2	0	5	12	4	56	61	152	134	13.4%
Merton	0	5	1	0	2	2	3	33	31	77	65	18.5%
Newham	0	5	6	0	5	16	10	73	70	185	213	-13.1%

Continued on next page

	Burglary	Criminal Damage	Drugs	Fraud or Forgery	Other Notifiable Offences	Robbery	Sexual Offences	Theft and Handling	Violence Against the Person	Q1 2015/16 Total	Q1 2014/15 Total	% Change
Redbridge	0	9	1	0	1	2	2	39	45	99	86	15.1%
Richmond upon Thames	1	7	0	0	2	0	2	21	22	55	52	5.8%
Southwark	1	9	3	0	6	13	8	124	68	232	228	1.8%
Sutton	0	4	2	0	0	2	4	19	21	52	43	20.9%
Tower Hamlets	0	11	0	0	2	5	5	58	41	122	115	6.1%
Waltham Forest	0	11	3	0	1	4	5	47	61	132	139	-5.0%
Wandsworth	0	7	0	0	2	4	7	70	52	142	122	16.4%
Westminster	1	14	49	0	4	10	14	191	86	369	352	4.8%
Q1 2015/16 Total	12	264	85	0	62	219	197	1,928	1,533	4,300	4,094	5.0%
Q1 2014/15 Total	8	289	120	1	57	267	128	1,943	1,281			
% Change	50.0%	-8.7%	-29.2%	-100.0%	8.8%	-18.0%	53.9%	-0.8%	19.7%			

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 2015/16. 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 2014/15.

Table 5

Offence	Q1 2014/15		Q1 2015/16		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Violence Against the Person	527	1.6	564	1.6	7.0%
Sexual Offences	121	Less than 1	211	Less than 1	74.4%
Criminal Damage	131	Less than 1	175	Less than 1	33.6%
Line of Route	23	Less than 1	27	Less than 1	17.4%
Theft of Passenger Property	991	2.9	990	2.7	-0.1%
Motor Vehicle/Cycle Offences	67	Less than 1	98	Less than 1	46.3%
Robbery	10	Less than 1	17	Less than 1	70.0%
Theft of Railway Property / Burglary	53	Less than 1	45	Less than 1	-15.1%
Serious Public Order	232	Less than 1	204	Less than 1	-12.1%
Serious Fraud	37	Less than 1	76	Less than 1	105.4%
Drugs	129	Less than 1	59	Less than 1	-54.3%
Other Serious Offences	16	Less than 1	21	Less than 1	31.3%
Total Notifiable Offences	2,337	6.9	2,487	6.9	6.4%

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 2015/16. 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 2014/15.

Table 6

Offence	Q1 2014/15		Q1 2015/16		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Violence Against the Person	62	1.9	70	1.7	12.9%
Sexual Offences	10	Less than 1	8	Less than 1	-20.0%
Criminal Damage	8	Less than 1	20	Less than 1	150.0%
Line of Route	3	Less than 1	1	Less than 1	-66.7%
Theft of Passenger Property	58	1.7	41	1.0	-29.3%
Motor Vehicle/Cycle Offences	20	Less than 1	34	Less than 1	70.0%
Robbery	0	Less than 1	4	Less than 1	400.0%
Theft of Railway Property / Burglary	10	Less than 1	9	Less than 1	-10.0%
Serious Public Order	36	1.0	30	Less than 1	-16.7%
Serious Fraud	3	Less than 1	1	Less than 1	-66.7%
Drugs	34	1.0	10	Less than 1	-70.6%
Other Serious Offences	5	Less than 1	3	Less than 1	-40.0%
Total Notifiable Offences	249	7.4	231	5.6	-7.2%

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 2015/16. The table includes the number of crimes and makes comparisons with Q1 2014/15.

Table 7

Offence	Q1 2014/15		Q1 2015/16		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Violence Against the Person	14	1.8	26	3.8	**85.7%**
Sexual Offences	3	Less than 1	3	Less than 1	**0.0%**
Criminal Damage	9	1.2	8	1.2	-11.1%
Line of Route	5	Less than 1	3	Less than 1	**-40.0%**
Theft of Passenger Property	8	1.1	8	1.2	**N/A**
Motor Vehicle/Cycle Offences	0	N/A	1	Less than 1	**100.0%**
Robbery	4	Less than 1	0	N/A	-100.0%
Theft of Railway Property / Burglary	0	N/A	2	Less than 1	**200.0%**
Serious Public Order	9	1.2	13	1.9	**44.4%**
Serious Fraud	0	N/A	0	Less than 1	**N/A**
Drugs	9	1.2	10	1.5	11.1%
Other Serious Offences	0	N/A	0	N/A	**N/A**
Total Notifiable Offences	61	8.1	74	10.9	21.3%

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 2014/15		Q1 2015/16		% change in DIRs
	DIRs	Rate	DIRs	Rate	
Criminal Damage	706	1.2	711	1.2	0.7%
Disturbances	5,400	8.9	5,652	9.5	4.7%
Forgery / fraud	3,690	6.1	2,866	4.8	-22.3%
Minicab Touting	1	Less than 1	1	Less than 1	N/A
Robbery	30	Less than 1	23	Less than 1	-23.3%
Theft Handling	94	Less than 1	75	Less than 1	-20.2%
Violent Offences	489	Less than 1	483	Less than 1	-1.2%
Total	10,410	17.2	9,811	16.5	-5.8%

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 2014/15 Fare Evasion Rate Rolling 12 month average	Q1 2015/16 Fare Evasion Rate Rolling 12 month average
One Person Operated	1.1	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 2014/15 score	Q1 2015/16 score	Change
On bus	89	89	N/A
At shelters / stops	86	86	N/A
LU	Q1 2014/15 score	Q1 2015/16 score	Change
On train	86	87	+1
At stations	85	86	+1
DLR	Q1 2014/15 score	Q1 2015/16 score	Change
On train	90	91	+1
At stations	88	89	+1
LO	Q1 2014/15 score	Q1 2015/16 score	Change
On train	88	89	+1
At stations	87	88	+1
Tramlink	Q1 2014/15 score	Q1 2015/16 score	Change
On tram	90	90	N/A
At stops	88	89	+1

[‡] 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

British Transport Police http://www.btp.police.uk/
- Crime figures - http://www.btp.police.uk/stats/
- L Area (London Underground / Docklands Light Railway) Division – http://www.btp.police.uk/about_us/our_strategy_and_plans.aspx
- London Underground Division Neighbourhood Policing Teams – http://www.btp.police.uk/local_btp_teams/london_underground.aspx

For more information on this report please contact TfL at EOScommunications@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