

Transport for London

2016/2017 Crime statistics bulletin

Quarter 2 2016/17 (1 July – 30 September 2016)

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

Quarter 2 (1 July– 30 September) 2016/17

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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 Q2 2016/17 (July–September 2016). 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, London Overground (LO) and TfL Rail services. Crime figures for LU, DLR, London Tramlink, LO and TfL Rail 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 2015/2016 Crime Statistics Bulletin for recent annual statistics - available here <http://www.tfl.gov.uk/cdn/static/cms/documents/crime-statistics-bulletin-2015-16.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 on some modes during Q2 2016/17 compared with the same quarter last year. The headline figures include:

- The levels of pan-modal transport related crime¹ in Q2 2016/17 were 4.3% higher than Q2 2015/16 (313 additional offences) and the rate of crime has increased to 7.6 crimes per million passenger journeys (from 7.3 in Q2 2015/16).
- The levels of bus-related crime in Q2 2016/17 were 0.8% higher than Q2 2015/16 (34 more offences) and the rate of crime for the bus network has increased to 7.8 crimes per million passenger journeys (from 7.4 in Q2 2015/16).
- Crime on LU/DLR has increased 12.6% during Q2 2016/17 (313 more offences) compared to Q2 2015/16 with the rate increasing to 7.5 crimes per million passenger journeys.
- Crime on London Overground has decreased 6.0% during Q2 2016/17 (21 fewer offences) compared to Q2 2015/16 with the rate of crime falling to 7.0 crimes per million passenger journeys (from 7.4 in Q2 2015/16).
- Crime on TfL Rail has decreased 5.0% during Q2 2016/17 (5 fewer offences) compared to Q2 2015/16 with the rate of crimes falling to 8.1 crimes per million passenger journeys (from 8.9 in Q2 2015/16).
- Crime on London Tramlink has decreased 23.9% during Q2 2016/17 (11 fewer offences) compared to Q2 2015/16 with the rate of crime falling to 4.8 crimes per million passenger journeys (from 6.9 in Q2 2015/16).

Analysis has shown that the increase in crime seen across the network has been largely driven by increases in the reporting of sexual offences which were expected and considered to be a positive result of our efforts to tackle unwanted sexual behaviour on public transport; and some changes to the way that violence against the person (VAP) offences are recorded. The increases in VAP on the transport network reflects a wider increase in VAP across London and in England and Wales which is in large part being driven by a change in the way VAP offences are recorded by the police which has resulted in an increase in the number of minor VAP offences being recorded as notifiable crimes (which were not being recorded as such previously).

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.

TfL's significant investment in transport policing and commitment to improving safety and security has ensured the system remains a safe, 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, LO and TfL Rail networks.

2. Quarterly crime results

Table I shows the number of recorded crimes and the rate of crime per million passenger journeys for Q2 2015/16 and Q2 2016/17². The last column of the table shows the percentage change in the number of crimes between Q2 2015/16 and Q2 2016/17.

Table I

Network	Q2 2015/16		Q2 2016/17		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Bus	4,300	7.4	4,333	7.8	0.8%
London Underground /Docklands Light Railway	2,482	7.0	2,795	7.5	12.6%
London Overground ³	352	7.4	331	7.0	-6.0%
TfL Rail	101	8.9	96	8.1	-5.0%
London Tramlink	46	6.9	35	4.6	-23.9%
Pan-Modal	7,281	7.3	7,594	7.6	4.3%

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.

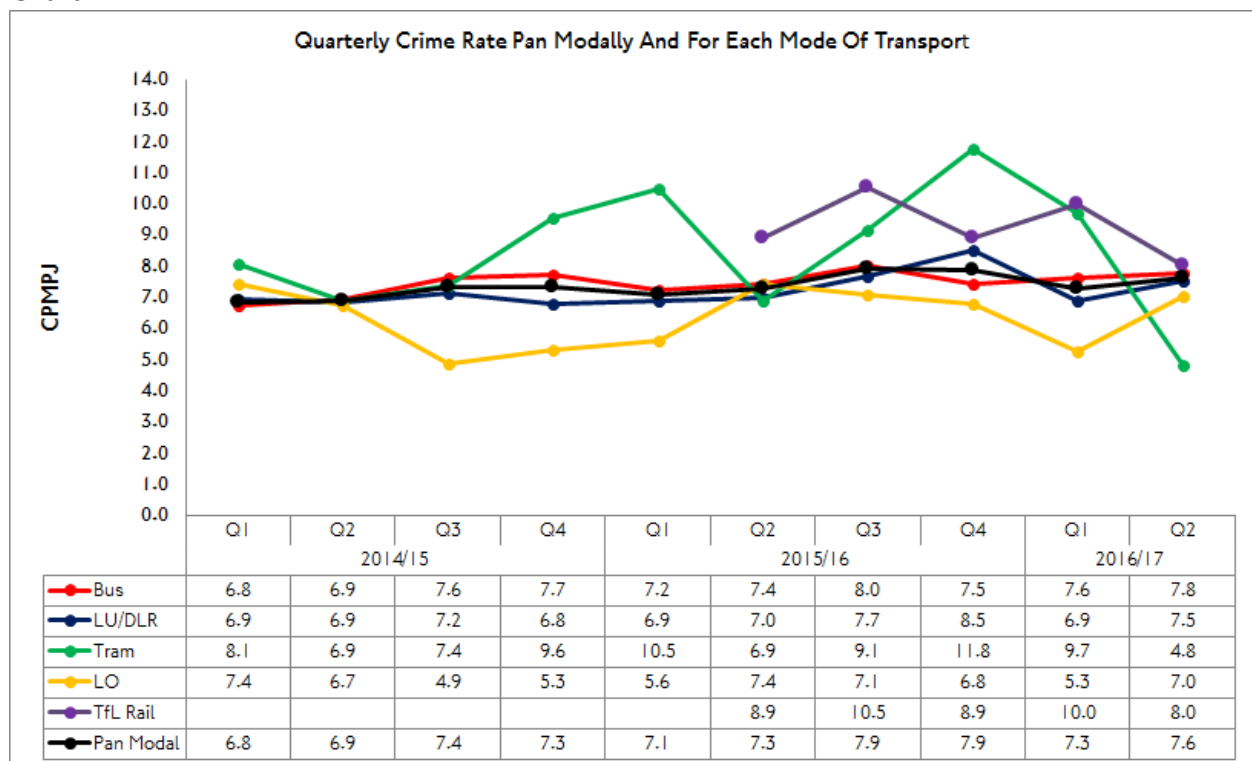
3. Monthly breakdown

Table 2 shows the total number of crimes for each month in Q2 2016/17. Chart 1 shows the crime rate on each mode and pan-modally since April 2014.

Table 2

Network	July		August		September	
	Crimes	Rate	Crimes	Rate	Crimes	Rate
Bus	1,482	7.9	1,404	8.3	1,447	7.3
London Underground /Docklands Light Railway	911	7.1	1,028	8.7	856	6.9
London Overground	110	6.9	110	7.2	111	7.0
TfL Rail	29	7.1	28	7.1	39	10.1
London Tramlink	14	5.4	12	5.9	9	4.6
Pan-Modal	2,546	7.5	2,583	8.3	2,465	7.2

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 Q2 2016/17. The table includes the number of crimes, the crime rates per million passenger journeys and comparisons with Q2 2015/16.

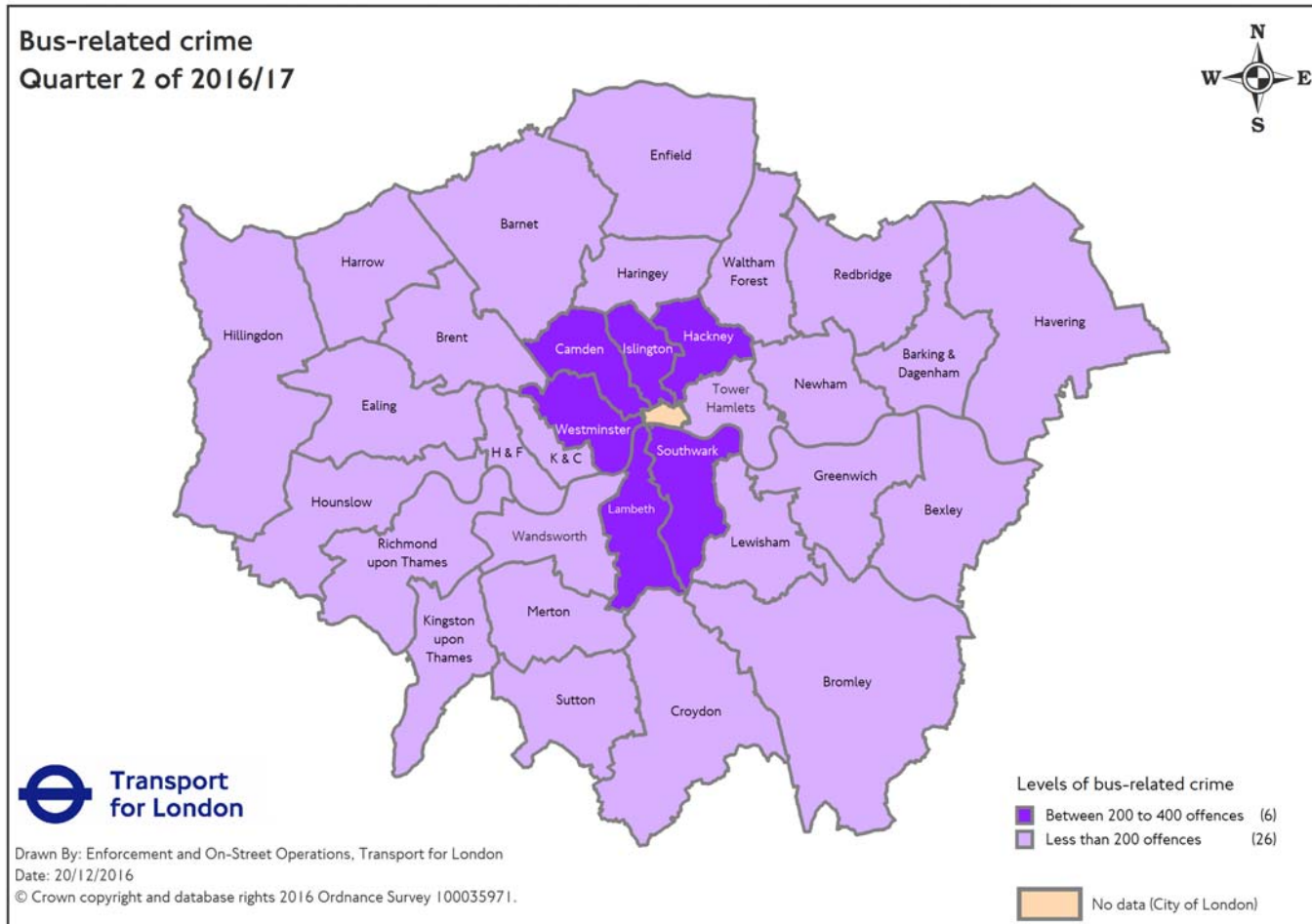
Table 3

Offence	Q2 2015/16		Q2 2016/17		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Criminal damage	287	Less than 1	283	Less than 1	-1.4%
Other notifiable crime ⁴	150	Less than 1	137	Less than 1	-8.7%
Robbery	199	Less than 1	202	Less than 1	1.5%
Sexual offences	181	Less than 1	226	Less than 1	24.9%
Theft and Handling	1,964	3.4	1,900	3.4	-3.3%
VAP	1,519	2.6	1,616	2.9	6.4%
Total Offences	4,300	7.4	4,333	7.8	0.8%

⁴ Other notifiable crime includes burglary, fraud and forgery, drugs and other minor offences.

Map 1 – Bus-related crime volume by borough

Map 1 shows the breakdown of MPS bus-related crime by borough for Q2 2016/17. 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 Q2 2015/16 and Q2 2016/17 by borough

Map 2 shows the percentage change in the levels of bus-related crime between Q2 2015/16 and Q2 2016/17. 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.

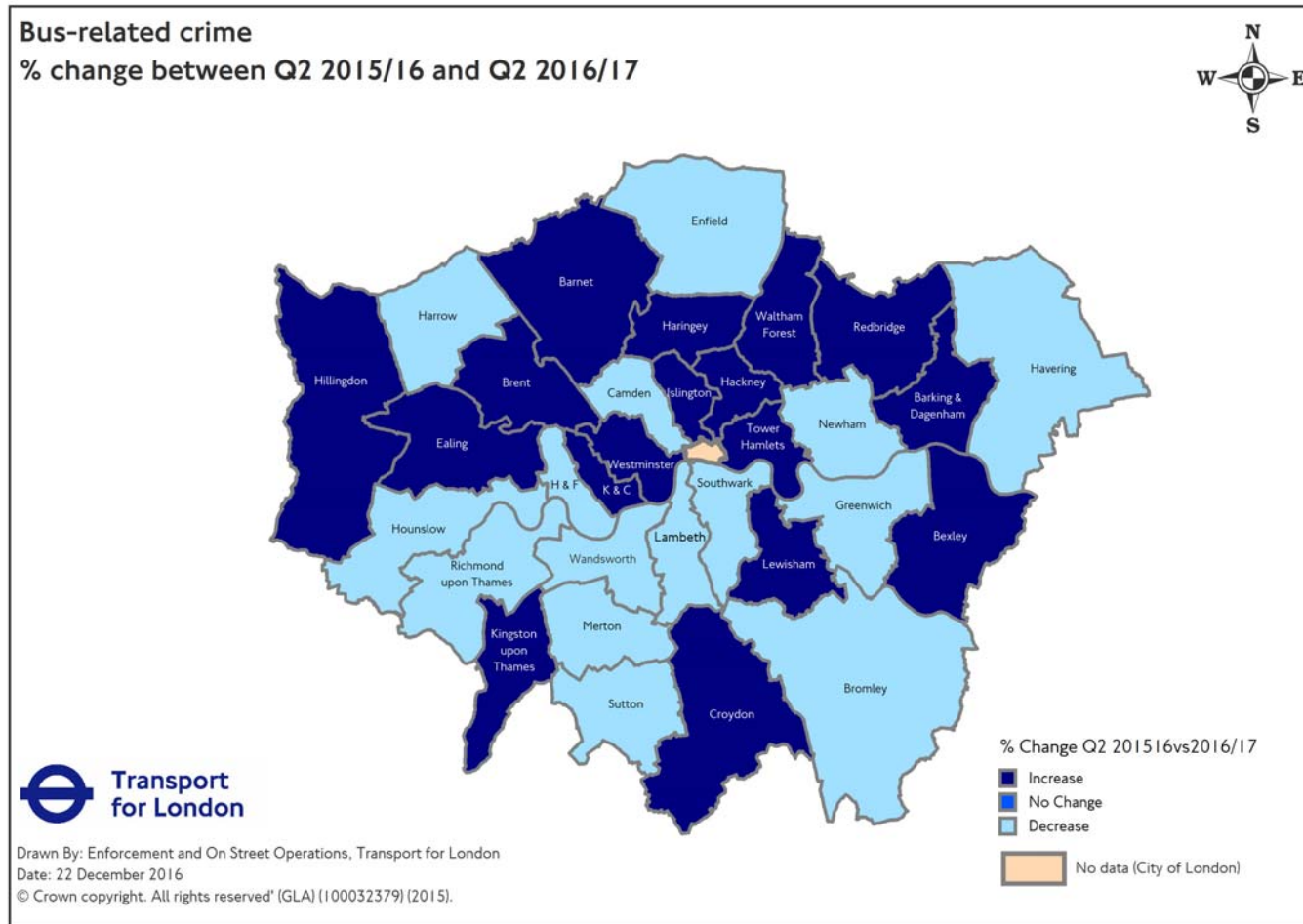


Table 4 - Borough breakdown of bus-related crime for Q2 2016/17 (July–September 2016)

	Q2 2016/17						Q2 2016/17 Total	Q2 2015/16 Total	% Change
	Criminal Damage	Other Notifiable Offences	Robbery	Sexual Offences	Theft and Handling	Violence Against the Person			
Barking & Dagenham	5	5	4	3	23	35	75	74	1.4%
Barnet	7	5	1	1	67	68	149	131	13.7%
Bexley	13	2	5	3	16	29	68	66	3.0%
Brent	11	7	7	23	64	70	182	172	5.8%
Bromley	12	5	1	6	27	31	82	94	-12.8%
Camden	10	3	4	8	87	62	174	179	-2.8%
Croydon	20	3	17	11	53	65	169	140	20.7%
Ealing	13	1	5	10	68	76	173	134	29.1%
Enfield	6	3	9	3	56	32	109	113	-3.5%
Greenwich	13	3	7	6	34	55	118	137	-13.9%
Hackney	7	6	14	5	120	58	210	157	33.8%
Hammersmith & Fulham	2	0	2	5	50	47	106	129	-17.8%
Haringey	10	3	13	6	107	63	202	175	15.4%
Harrow	2	4	4	4	22	25	61	65	-6.2%
Havering	5	0	0	5	19	38	67	83	-19.3%
Hillingdon	6	5	8	13	59	39	130	121	7.4%
Hounslow	10	3	5	6	37	40	101	108	-6.5%
Islington	7	10	5	7	136	45	210	190	10.5%
Kensington & Chelsea	3	2	5	3	36	34	83	76	9.2%
Kingston upon Thames	6	2	2	4	15	23	52	51	2.0%
Lambeth	16	10	7	14	101	101	249	279	-10.8%
Lewisham	12	7	14	7	55	63	158	144	9.7%
Merton	5	2	2	3	20	37	69	76	-9.2%
Newham	12	10	16	9	75	58	180	217	-17.1%

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	Criminal Damage	Other Notifiable Offences	Robbery	Sexual Offences	Theft and Handling	Violence Against the Person	Q2 2016/17 Total	Q2 2015/16 Total	% Change
Redbridge	7	1	4	5	43	31	91	90	1.1%
Richmond upon Thames	8	1	1	4	17	17	48	54	-11.1%
Southwark	15	8	15	10	104	79	231	243	-4.9%
Sutton	4	0	1	3	12	12	32	48	-33.3%
Tower Hamlets	6	1	7	7	70	47	138	125	10.4%
Waltham Forest	5	5	3	10	43	60	126	125	0.8%
Wandsworth	5	4	2	7	53	45	116	153	-24.2%
Westminster	18	16	12	12	189	127	374	351	6.6%
Q2 2016/17 Total	283	137	202	226	1,900	1,616	4,333	4,300	0.8%
Q2 2015/16 Total	287	150	199	181	1,964	1,519			
% Change	1.4%	-8.7%	-1.5%	-24.9%	3.3%	-6.4%			

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 Q2 2016/17. The table includes the number of crimes and the crime rates per million passenger journeys made on the LU/DLR and makes comparisons with Q2 2015/16.

Table 5

Offence	Q2 2015/16		Q2 2016/17		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Violence Against the Person	608	1.7	643	1.7	5.8%
Sexual Offences	216	Less than 1	251	Less than 1	16.2%
Criminal Damage	177	Less than 1	237	Less than 1	33.9%
Line of Route	14	Less than 1	15	Less than 1	7.1%
Theft of Passenger Property	929	2.6	924	2.5	-0.5%
Motor Vehicle/Cycle Offences	147	Less than 1	140	Less than 1	-4.8%
Robbery	17	Less than 1	22	Less than 1	29.4%
Theft of Railway Property / Burglary	54	Less than 1	45	Less than 1	-16.7%
Serious Public Order	209	Less than 1	376	1.0	79.9%
Serious Fraud	47	Less than 1	55	Less than 1	17.0%
Drugs	42	Less than 1	70	Less than 1	66.7%
Other Serious Offences	22	Less than 1	17	Less than 1	-22.7%
Total Notifiable Offences	2,482	7.0	2,795	7.5	12.6%

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 Q2 2016/17. The table includes the number of crimes and the crime rates per million passenger journeys made on the London Overground and makes comparisons with Q2 2015/16.

Table 6

Offence	Q2 2015/16		Q2 2016/17		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Violence Against the Person	124	2.6	78	1.7	-37.1%
Sexual Offences	19	Less than 1	18	Less than 1	-5.3%
Criminal Damage	20	Less than 1	21	Less than 1	5.0%
Line of Route	1	Less than 1	6	Less than 1	500.0%
Theft of Passenger Property	73	1.5	69	1.5	-5.5%
Motor Vehicle/Cycle Offences	39	Less than 1	20	Less than 1	-48.7%
Robbery	2	Less than 1	3	Less than 1	50.0%
Theft of Railway Property / Burglary	5	Less than 1	3	Less than 1	-40.0%
Serious Public Order	51	1.1	98	2.1	92.2%
Serious Fraud	0	Less than 1	0	N/A	0.0%
Drugs	12	Less than 1	10	Less than 1	-16.7%
Other Serious Offences	6	Less than 1	5	Less than 1	-16.7%
Total Notifiable Offences	352	7.4	331	7.0	-6.0%

7. TfL Rail crime levels

Table 7 shows the breakdown of crime on the TfL Rail network by the major crime categories used by the BTP for Q2 2016/17. The table includes the number of crimes and makes comparisons with Q2 2015/16.

Table 7

Offence	Q2 2015/16		Q2 2016/17		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Violence Against the Person	35	3.1	26	2.2	-25.7%
Sexual Offences	6	Less than 1	6	Less than 1	0.0%
Criminal Damage	3	Less than 1	7	Less than 1	133.3%
Line of Route	2	Less than 1	0	N/A	-100.0%
Theft of Passenger Property	22	1.9	7	Less than 1	-68.2%
Motor Vehicle/Cycle Offences	17	1.5	20	1.7	17.6%
Robbery	0	N/A	2	Less than 1	200.0%
Theft of Railway Property / Burglary	2	Less than 1	2	Less than 1	0.0%
Serious Public Order	13	1.1	20	1.7	53.8%
Serious Fraud	0	N/A	5	Less than 1	500.0%
Drugs	1	Less than 1	1	Less than 1	0.0%
Other Serious Offences	0	N/A	0	N/A	N/A
Total Notifiable Offences	101	8.9	96	8.0	-5.0%

8. London Tramlink crime levels

Table 8 shows the breakdown of crime on the London Tramlink network by the major crime categories used by the BTP for Q2 2016/17. The table includes the number of crimes and makes comparisons with Q2 2015/16.

Table 8

Offence	Q2 2015/16		Q2 2016/17		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Violence Against the Person	13	2.0	13	1.8	0.0%
Sexual Offences	4	Less than 1	3	Less than 1	-25.0%
Criminal Damage	3	Less than 1	9	1.2	200.0%
Line of Route	2	Less than 1	2	Less than 1	0.0%
Theft of Passenger Property	3	Less than 1	3	Less than 1	0.0%
Motor Vehicle/Cycle Offences	4	Less than 1	0	N/A	-100.0%
Robbery	1	Less than 1	1	Less than 1	0.0%
Theft of Railway Property / Burglary	0	N/A	0	N/A	0.0%
Serious Public Order	8	1.2	2	Less than 1	-75.0%
Serious Fraud	0	N/A	0	N/A	0.0%
Drugs	7	1.1	2	Less than 1	-71.4%
Other Serious Offences	1	Less than 1	0	N/A	-100.0%
Total Notifiable Offences	46	6.9	35	4.6	-23.9%

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

Table 9 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 9

ASB DIRs	Q2 2015/16		Q2 2016/17		% change in DIRs
	DIRs	Rate	DIRs	Rate	
Criminal Damage	784	1.4	770	1.4	-1.8%
Disturbances	5,664	9.8	5,848	10.5	3.2%
Forgery / fraud	2,933	5.1	2,559	4.6	-12.8%
Minicab Touting	0	N/A	1	Less than 1	100.0%
Robbery	16	Less than 1	25	Less than 1	56.3%
Theft Handling	62	Less than 1	86	Less than 1	38.7%
Violent Offences	488	Less than 1	470	Less than 1	-3.7%
Total	9,947	17.2	9,759	17.5	-1.9%

10. 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 10 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 10

Bus network	Q2 2015/16 Fare Evasion Rate Rolling 12 month average	Q2 2016/17 Fare Evasion Rate Rolling 12 month average
One Person Operated	1.2%	1.2%

11. 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 11 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 11 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 11

Bus network	Q2 2015/16 score	Q2 2016/17 score	Change
On bus	90	89	-1
At shelters / stops	87	87	N/A
LU	Q2 2015/16 score	Q2 2016/17 score	Change
On train	87	87	N/A
At stations	87	86	-1
DLR	Q2 2015/16 score	Q2 2016/17 score	Change
On train	91	91	N/A
At stations	90	89	-1
TfL Rail	Q2 2015/16 score	Q2 2016/17 score	Change
On train	85	85	N/A
At stations	85	86	+1
LO	Q2 2015/16 score	Q2 2016/17 score	Change
On train	89	88	-1
At stations	88	88	N/A
Tramlink	Q2 2015/16 score	Q2 2016/17 score	Change
On tram	91	90	-1
At stops	89	90	+1

** The survey includes ticketing irregularities that haven't resulted in fare evasion, such as non-validation of Zip cards.

12. 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/>
- B Division TfL (London Underground / Docklands Light Railway) 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>