

Transport for London

2012/2013 Crime statistics bulletin

Quarter 4 2012/13 (1 January – 31 March 2013)

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

Quarter 4 (1 January – 31 March) 2012/13

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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 Q4 2012/13 (January–March 2013). 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. Crime figures for LU and DLR are reported together as these networks are policed by the same division of 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 2012/2013 Crime Statistics Bulletin for recent annual statistics - available here http://www.tfl.gov.uk/assets/downloads/corporate/crime_statistic_bulletin_201213.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 of the network, increases were seen in some crime types on some modes during Q4 2012/13 compared with the same quarter last year. These increases are largely attributable to an increase in theft driven by organised thieves targeting the London transport network, predominantly stealing mobile phones. TfL and its police partners are redoubling their efforts and have put measures in place to deal with those issues.

The headline figures include:

- The levels of pan-modal transport related crime¹ in Q4 2012/13 were 2.9% lower than Q4 2011/12 and the rate of crime has decreased to 9.1 crimes per million passenger journeys (from 9.3 in Q4 2011/12).
- The levels of bus-related crime in Q4 2012/13 were 10.9% lower than Q4 2011/12 (589 fewer offences) and the rate of crime for the bus network has fallen to 8.4 crimes per million passenger journeys (from 9.1 in Q4 2011/12).
- Crime on LU/DLR has increased 10.7% during Q4 2012/13 (323 additional offences) compared to Q4 2011/12 with the rate also rising to 10.5 crimes per million passenger journeys (from 9.5 in Q4 2011/12).
- Crime on London Overground has increased 0.5% during Q4 2012/13 (1 additional offence) compared to Q4 2011/12 with the rate of crime falling to 6.3 crimes per million passenger journeys (from 7.3 in Q4 2011/12).
- Crime on London Tramlink has increased 2.8% during Q4 2012/13 (2 additional offences) compared to Q4 2011/12 with the rate of crime falling to 9.9 crimes per million passenger journeys (from 10.0 in Q4 2011/12).

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 Q4 2011/12 and Q4 2012/13². The last column of the table shows the percentage change in the number of crimes between Q4 2011/12 and Q4 2012/13.

Table 1

Network	Q4 2011/12		Q4 2012/13		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Bus	5,386	9.1	4,797	8.4	-10.9%
London Underground /Docklands Light Railway	3,005	9.5	3,328	10.5	+10.7%
London Overground	208	7.3	209	6.3	+0.5%
London Tramlink	71	10.0	73	9.9	+2.8%
Pan-Modal	8,654	9.3	8,407	9.1	-2.9%

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 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.

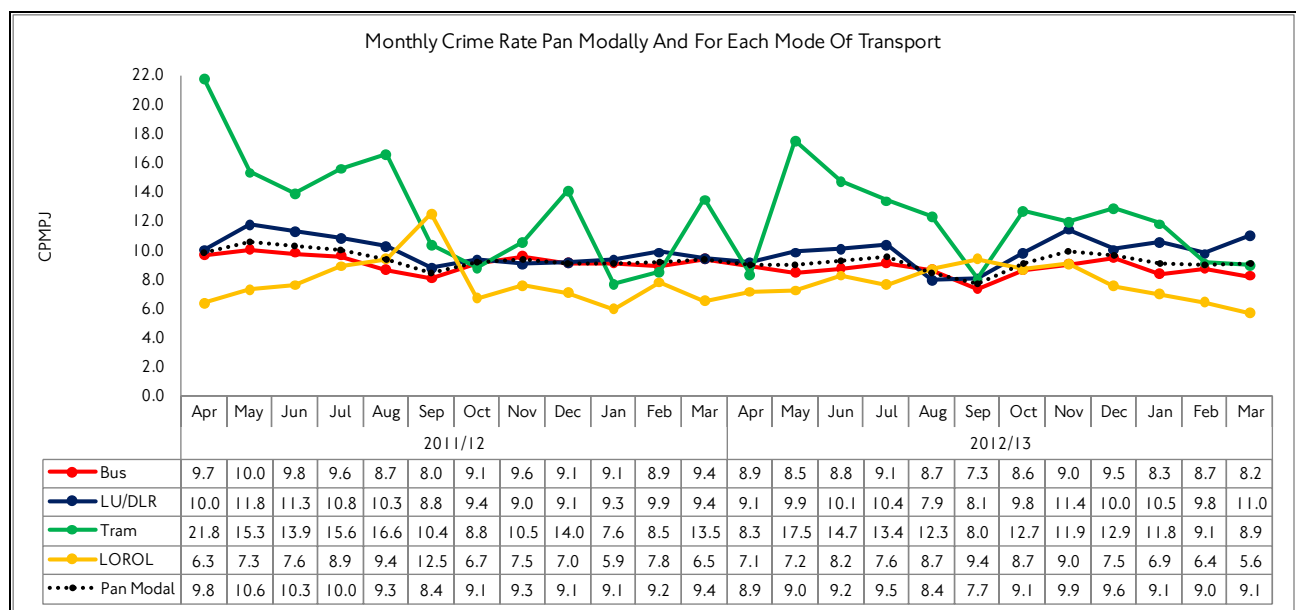
3. Monthly breakdown

Table 2 shows the total number of crimes for each month in Q4 2012/13. Chart 1 shows the crime rate on each mode and pan-modally since April 2011.

Table 2

Network	January		February		March	
	Crimes	Rate	Crimes	Rate	Crimes	Rate
Bus	1,581	8.3	1,572	8.7	1,644	8.2
London Underground /Docklands Light Railway	1,108	10.5	999	9.8	1,221	11.0
London Overground	76	6.9	68	6.4	65	5.6
London Tramlink	29	11.8	21	9.1	23	8.9
Pan-Modal	2,794	9.1	2,660	9.0	2,953	9.1

Chart 1



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

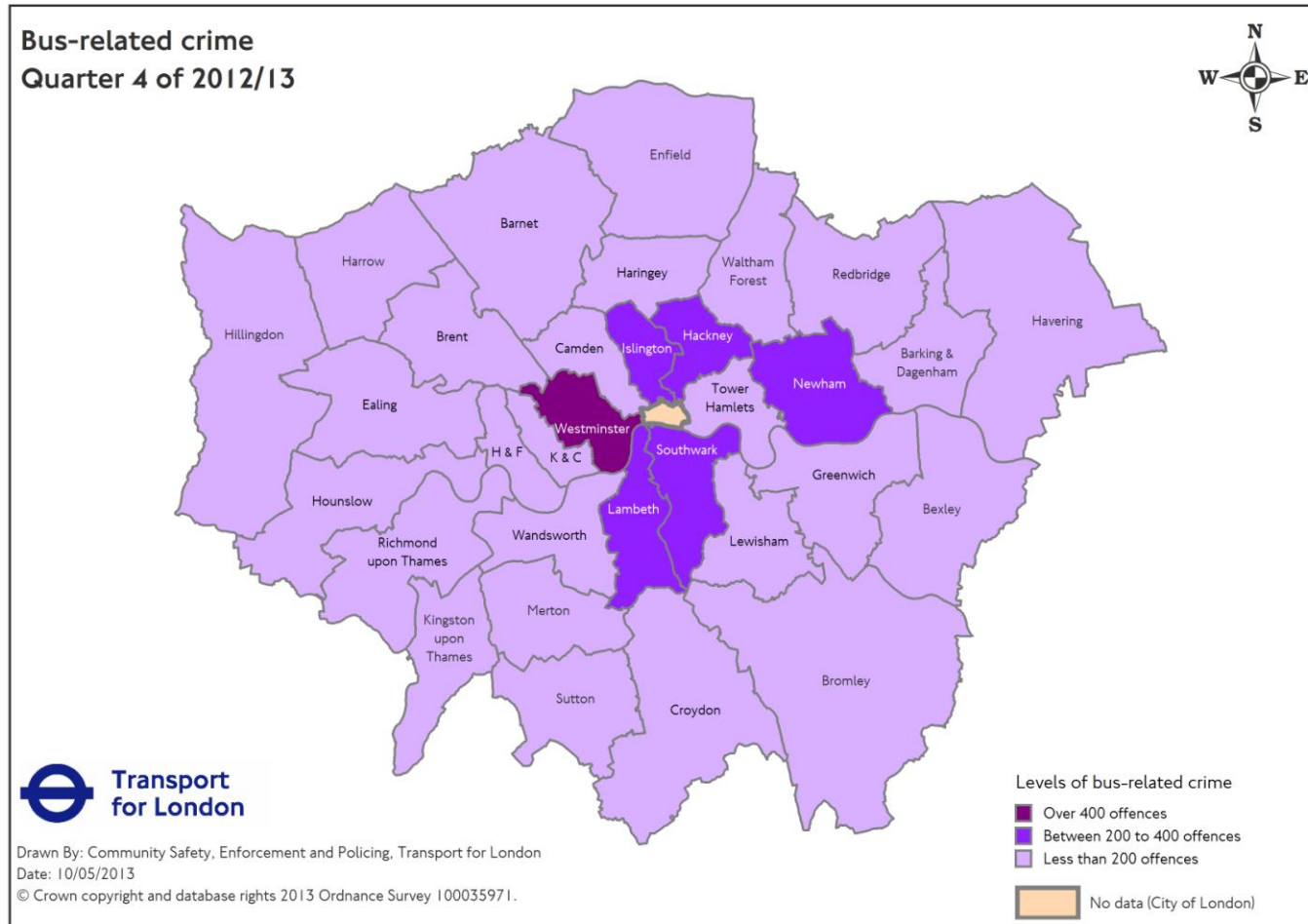
Table 3 shows the breakdown of MPS bus-related crime by the major crime categories used by the MPS for Q4 2012/13. The table includes the number of crimes, the crime rates per million passenger journeys and comparisons with Q4 2011/12.

Table 3

Offence	Q4 2011/12		Q4 2012/13		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Burglary	9	N/A	19	N/A	+111.1%
Criminal damage	392	Less than 1	327	Less than 1	-16.6%
Drugs	164	Less than 1	197	Less than 1	+20.1%
Fraud / forgery	68	Less than 1	35	Less than 1	-48.5%
Other notifiable offences	64	Less than 1	52	Less than 1	-18.8%
Robbery	691	1.2	565	1.0	-18.2%
Sexual offences	116	Less than 1	111	Less than 1	-4.3%
Theft and Handling	2,540	4.3	2,374	4.2	-6.5%
VAP	1,342	2.3	1,117	2.0	-16.8%
Total Offences	5,386	9.1	4,797	8.4	-10.9%

Map 1 – Bus-related crime volume by borough

Map 1 shows the breakdown of MPS bus-related crime by borough for Q4 2012/13. 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 8. 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 Q4 2011/12 and Q4 2012/13 by borough

Map 2 shows the percentage change in the levels of bus-related crime between Q4 2011/12 and Q4 2012/13. 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 8. 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.

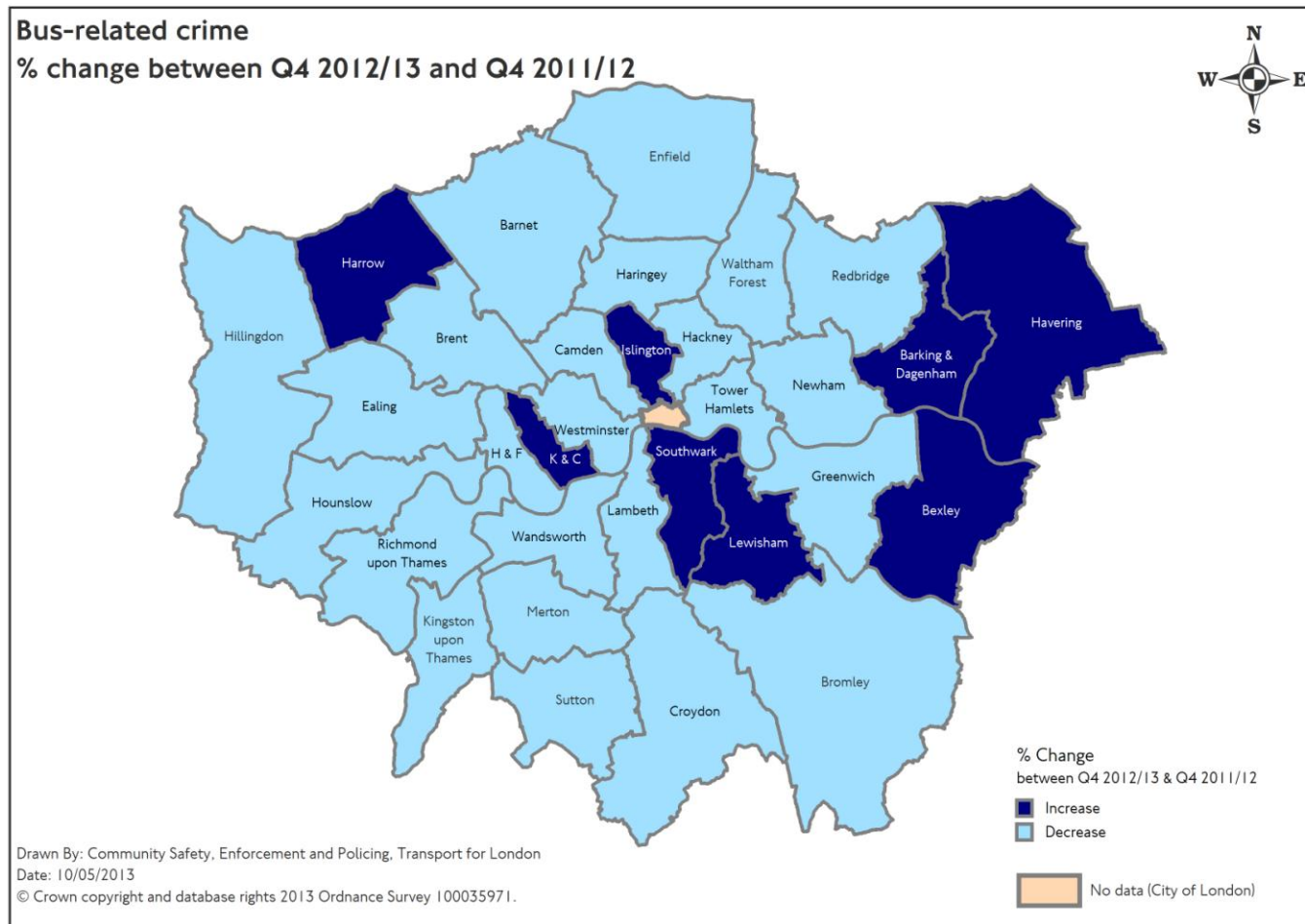


Table 8 - Borough breakdown of bus-related crime for Q4 2012/13 (January–March 2013)

	Q4 2012/13										Q4 2011/12 Total	% Change
	Burglary	Criminal Damage	Drugs	Fraud or Forgery	Other Notifiable Offences	Robbery	Sexual Offences	Theft and Handling	Violence Against the Person	Q4 2012/13 Total		
Barking & Dagenham	1	19	5	1	0	29	1	45	30	131	111	+18.0%
Barnet	0	12	1	6	1	19	1	75	43	158	175	-9.7%
Bexley	0	14	0	2	0	11	1	7	23	58	35	+65.7%
Brent	3	8	32	6	3	19	4	62	49	186	224	-17.0%
Bromley	0	17	1	0	1	6	1	28	26	80	103	-22.3%
Camden	0	7	6	1	1	18	3	115	36	187	230	-18.7%
Croydon	1	20	3	0	2	31	6	56	39	158	223	-29.1%
Ealing	0	15	3	2	3	23	4	71	49	170	225	-24.4%
Enfield	0	7	4	1	2	11	1	44	42	112	137	-18.2%
Greenwich	1	11	3	1	3	5	4	48	33	109	132	-17.4%
Hackney	3	7	3	0	0	19	3	144	41	220	302	-27.2%
Hammersmith & Fulham	1	0	3	2	1	11	3	77	36	134	157	-14.6%
Haringey	0	11	3	0	0	16	2	91	26	149	216	-31.0%
Harrow	1	10	1	0	0	9	4	34	27	86	64	+34.4%
Havering	0	14	0	0	0	12	7	27	29	89	77	+15.6%
Hillingdon	0	9	4	3	6	18	2	48	34	124	168	-26.2%
Hounslow	1	14	3	2	1	6	7	31	34	99	131	-24.4%
Islington	2	9	6	2	1	17	7	154	34	232	220	+5.5%
Kensington & Chelsea	0	2	0	1	0	3	1	38	27	72	66	+9.1%
Kingston upon Thames	0	7	0	1	2	8	1	27	12	58	69	-15.9%
Lambeth	0	14	7	0	2	39	4	157	51	274	283	-3.2%
Lewisham	0	22	4	0	5	25	6	76	60	198	163	+21.5%
Merton	0	6	3	1	1	9	0	29	17	66	69	-4.3%
Newham	0	7	8	0	3	44	4	163	47	276	338	-18.3%

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	Burglary	Criminal Damage	Drugs	Fraud or Forgery	Other Notifiable Offences	Robbery	Sexual Offences	Theft and Handling	Violence Against the Person	Q4 2012/13 Total	Q4 2011/12 Total	
Redbridge	0	10	4	0	0	9	2	38	24	87	104	-16.3%
Richmond upon Thames	0	4	1	0	2	6	3	18	20	54	57	-5.3%
Southwark	2	12	4	2	3	60	6	170	66	325	321	+1.2%
Sutton	1	4	1	0	2	3	0	13	16	40	53	-24.5%
Tower Hamlets	0	11	1	0	1	10	7	72	32	134	150	-10.7%
Waltham Forest	1	6	21	0	1	21	4	88	24	166	178	-6.7%
Wandsworth	0	7	6	1	2	22	3	85	34	160	189	-15.3%
Westminster	1	11	56	0	3	26	9	243	56	405	416	-2.6%
Q4 2012/13 Total	19	327	197	35	52	565	111	2,374	1117	4,797	5,386	-10.9%
Q4 2011/12 Total	9	392	164	68	64	691	116	2,540	1,342			
% Change	+111.1%	-16.6%	+20.1%	-48.5%	-18.8%	-18.2%	-4.3%	-6.5%	-16.8%			

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 Q4 2012/13. The table includes the number of crimes and the crime rates per million passenger journeys made on the LU/DLR and makes comparisons with Q4 2011/12.

Table 5

Offence	Q4 2011/12		Q4 2012/13		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Violence Against the Person	455	1.4	538	1.7	+18.2%
Sexual Offences	88	Less than 1	79	Less than 1	-10.2%
Criminal Damage	212	Less than 1	146	Less than 1	-31.1%
Line of Route	11	Less than 1	21	Less than 1	+90.9%
Theft of Passenger Property	1,503	4.8	1,926	6.0	+28.1%
Motor Vehicle/Cycle Offences	99	Less than 1	70	Less than 1	-29.3%
Robbery	37	Less than 1	31	Less than 1	-16.2%
Theft of Railway Property / Burglary	107	Less than 1	57	Less than 1	-46.7%
Serious Public Order	220	Less than 1	187	Less than 1	-15.0%
Serious Fraud	61	Less than 1	71	Less than 1	16.4%
Drugs	186	Less than 1	169	Less than 1	-9.1%
Other Serious Offences	26	Less than 1	33	Less than 1	+26.9%
Total Notifiable Offences	3,005	9.5	3,328	10.5	+10.7%

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 Q4 2012/13. The table includes the number of crimes and the crime rates per million passenger journeys made on the London Overground and makes comparisons with Q4 2011/12.

Table 6

Offence	Q4 2011/12		Q4 2012/13		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Violence Against the Person	52	1.8	47	1.4	-9.6%
Sexual Offences	0	Less than 1	3	Less than 1	+300.0%
Criminal Damage	13	Less than 1	9	Less than 1	-30.8%
Line of Route	0	Less than 1	1	Less than 1	+100.0%
Theft of Passenger Property	45	1.6	73	2.2	+62.2%
Motor Vehicle/Cycle Offences	36	1.3	15	Less than 1	-58.3%
Robbery	1	Less than 1	2	Less than 1	+100.0%
Theft of Railway Property / Burglary	8	Less than 1	5	Less than 1	-37.5%
Serious Public Order	30	1.0	29	Less than 1	-3.3%
Serious Fraud	6	Less than 1	2	Less than 1	-66.7%
Drugs	16	Less than 1	22	Less than 1	+37.5%
Other Serious Offences	1	Less than 1	1	Less than 1	0.0%
Total Notifiable Offences	208	7.3	209	6.3	+0.5%

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 Q4 2012/13. The table includes the number of crimes and makes comparisons with Q4 2011/12.

Table 7

Offence	Q4 2011/12		Q4 2012/13		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Violence Against the Person	17	2.4	19	2.6	+10.5%
Sexual Offences	1	Less than 1	2	Less than 1	+50.0%
Criminal Damage	4	Less than 1	8	1.1	+50.0%
Line of Route	6	Less than 1	5	Less than 1	-20.0%
Theft of Passenger Property	12	1.7	11	1.5	-9.1%
Motor Vehicle/Cycle Offences	3	Less than 1	0	Less than 1	+300.0%
Robbery	11	1.6	1	Less than 1	-1000.0%
Theft of Railway Property / Burglary	0	N/A	1	N/A	+100.0%
Serious Public Order	7	1.0	9	1.2	+22.2%
Serious Fraud	0	N/A	2	Less than 1	+200.0%
Drugs	10	1.4	15	2.0	+33.3%
Other Serious Offences	0	N/A	0	N/A	0.0%
Total Notifiable Offences	71	10.0	73	9.9	+2.7%

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 five categories which are 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	Q4 2011/12		Q4 2012/13		% change in DIRs
	DIRs	Rate	DIRs	Rate	
Criminal Damage	870	1.5	945	1.7	+8.6%
Disturbances	5,469	9.3	5,669	9.9	+3.7%
Forgery / fraud	3,277	5.6	4,352	7.6	+32.8%
Minicab Touting	2	Less than 1	5	Less than 1	+150.0%
Robbery	69	Less than 1	56	Less than 1	-18.8%
Theft and Handling	190	Less than 1	146	Less than 1	-23.2%
Violent Offences	437	Less than 1	407	Less than 1	-6.9%
Total	10,314	17.5	11,580	20.3	+12.3%

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	Q4 2011/12 Fare Evasion Rate Rolling 12 month average	Q4 2012/13 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 Q4 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 14 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	Q4 2011/12 score	Q4 2012/13 score	Change
On bus	86	87	+1
At shelters / stops	83	84	+1
LU	Q4 2011/12 score	Q4 2012/13 score	Change
On train	86	87	+1
At stations	84	85	+1
DLR	Q4 2011/12 score	Q4 2012/13 score	Change
On train	87	90	+3
At stations	86	88	+2
LO	Q4 2011/12 score	Q4 2012/13 score	Change
On train	84	85	+1
At stations	86	85	-1
Tramlink	Q4 2011/12 score	Q4 2012/13 score	Change
On tram	87	90	+3
At stops	86	88	+2

[‡] 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/>
- L Area (London Underground / Docklands Light Railway) Division - <http://www.btp.police.uk/pdf/LUDLR-policing-plans-web-2012-13.pdf>
- London Underground Division Neighbourhood Policing Teams - http://www.btp.police.uk/local_btp_teams/london_underground.aspx

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