Transport for London

2013/2014 Crime statistics bulletin

Quarter 1 2013/14 (1 April – 30 June 2013)

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

Quarter 1 (1 April– 30 June) 2013/14

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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 Q1 2013/14 (April–June 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-2012-13.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 2013/14 compared with the same quarter last year. The headline figures include:

- The levels of pan-modal transport related crime[1] in Q1 2013/14 were 5.7% lower than Q1 2012/13 and the rate of crime has decreased to 8.2 crimes per million passenger journeys (from 9.0 in Q1 2012/13).

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[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 2013/14 were 7.5% lower than Q1 2012/13 (387 fewer offences) and the rate of crime for the bus network has fallen to 7.9 crimes per million passenger journeys (from 8.7 in Q1 2012/13).
- Crime on LU/DLR has decreased 4.7% during Q1 2013/14 (147 fewer offences) compared to Q1 2012/13 with the rate decreasing to 8.7 crimes per million passenger journeys (from 9.7 in Q1 2012/13).
- Crime on London Overground has increased 18.5% during Q1 2013/14 (39 additional offences) compared to Q1 2012/13 with the rate of crime falling to 7.2 crimes per million passenger journeys (from 7.5 in Q1 2012/13).
- Crime on London Tramlink has increased 7.0% during Q1 2013/14 (7 additional offences) compared to Q1 2012/13 with the rate of crime falling to 13.6 crimes per million passenger journeys (from 13.7 in Q1 2012/13).

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 Q1 2012/13 and Q1 2013/14[2]. The last column of the table shows the percentage change in the number of crimes between Q1 2012/13 and Q1 2013/14.

Table 1

Network	Q1 2012/13		Q1 2013/14		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Bus	5,164	8.7	4,777	7.9	-7.5%
London Underground /Docklands Light Railway	3,081	9.7	2,935	8.7	-4.7%
London Overground	211	7.5	250	7.2	18.5%
London Tramlink	100	13.7	107	13.6	7.0%
Pan-Modal	8,556	9.0	8,069	8.2	-5.7%

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[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 2013/14. Chart 1 shows the crime rate on each mode and pan-modally since April 2011.

Table 2

Network	April		May		June	
	Crimes	Rate	Crimes	Rate	Crimes	Rate
Bus	1,578	8.2	1,610	7.8	1,589	7.8
London Underground /Docklands Light Railway	1,018	9.2	954	8.3	963	8.6
London Overground	75	6.7	91	7.9	84	7.1
London Tramlink	41	16.1	36	13.6	30	11.3
Pan-Modal	2,712	8.6	2,691	8.0	2,666	8.1

Chart 1

QuarterlyCrime Rate Pan Modally And For Each Mode Of Transport

	Q1	Q2	Q3	Q4	Q1
		2012/13			2013/14
Bus	8.7	8.3	9.0	8.4	7.9
LU/DLR	9.7	8.8	10.4	10.5	8.7
Tram	13.7	11.2	12.5	9.9	13.7
LOROL	7.5	8.6	8.4	6.3	7.2
Pan Modal	9.0	8.5	9.5	9.1	8.2
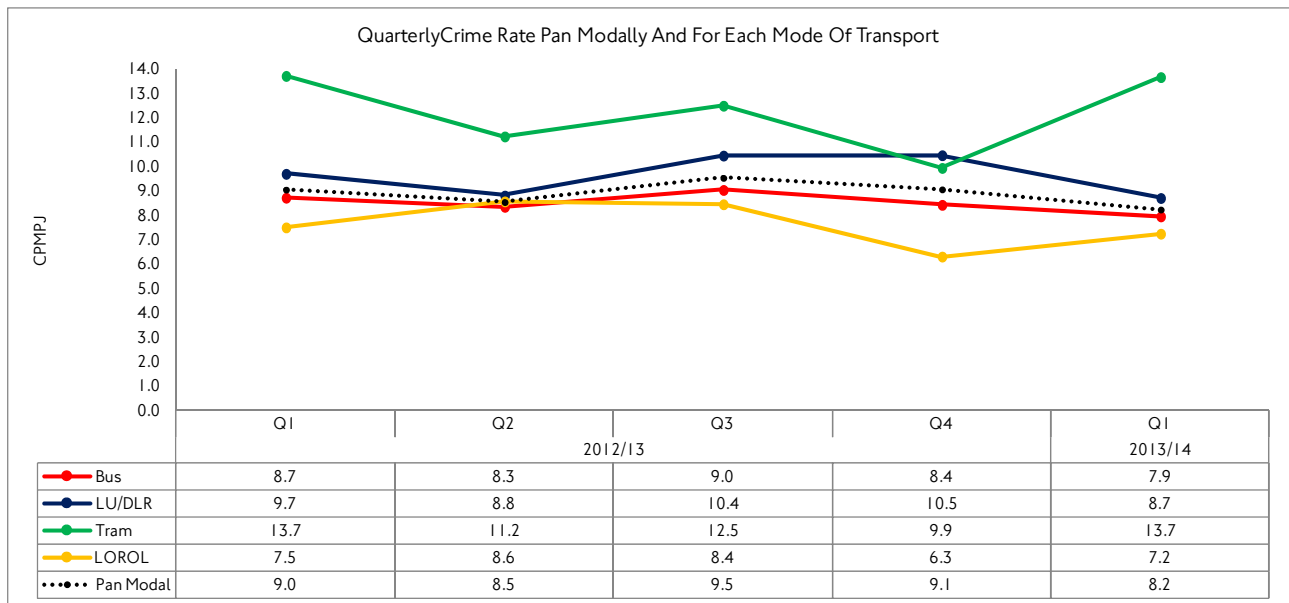
4. Bus-related crime levels – breakdown by major crime category

Table 3 shows the breakdown of MPS bus-related crime by the major crime categories used by the MPS for Q1 2013/14. The table includes the number of crimes, the crime rates per million passenger journeys and comparisons with Q1 2012/13.

Table 3

Offence	Q1 2012/13		Q1 2013/14		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Burglary	11	N/A	18	N/A	63.6%
Criminal damage	425	Less than 1	340	Less than 1	-20.0%
Drugs	132	Less than 1	280	Less than 1	112.1%
Fraud / forgery	74	Less than 1	10	Less than 1	-86.5%
Other notifiable offences	39	Less than 1	61	Less than 1	56.4%
Robbery	589	1.0	448	1.0	-23.9%
Sexual offences	135	Less than 1	114	Less than 1	-15.6%
Theft and Handling	2,407	4.1	2,241	3.7	-6.9%
VAP	1,352	2.3	1,265	2.1	-6.4%
Total Offences	**5,164**	**8.7**	**4,777**	**7.9**	**-7.5%**

Map 1 – Bus-related crime volume by borough

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

Transport for London

Drawn By: Community Safety, Enforcement and Policing, Transport for London
Date: 02/08/2013
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Levels of bus-related crime

- More than 400 offences
- Between 200 to 400 offences
- Less than 200 offences
- No data (City of London)
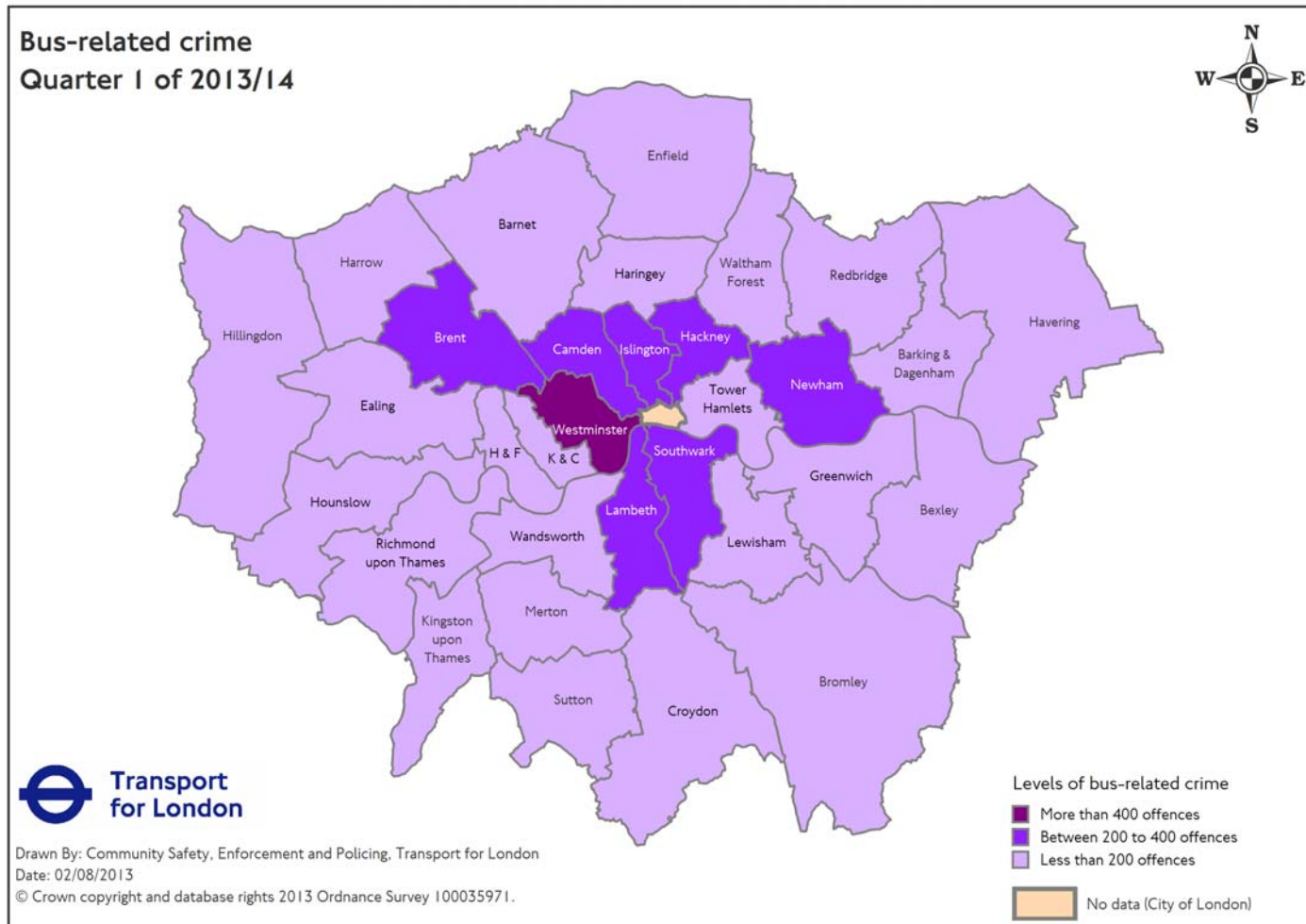
Map 2 – Bus-related crime change between Q1 2012/13 and Q1 2013/14 by borough

Map 2 shows the percentage change in the levels of bus-related crime between Q1 2012/13 and Q1 2013/14. 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 2013/14 and Q1 2012/13

Drawn By: Community Safety, Enforcement and Policing, Transport for London
Date: 02/08/2013
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% Change
Between Q1 2013/14 & Q1 2012/13

- Increase
- No change
- Decrease
- No data (City of London)
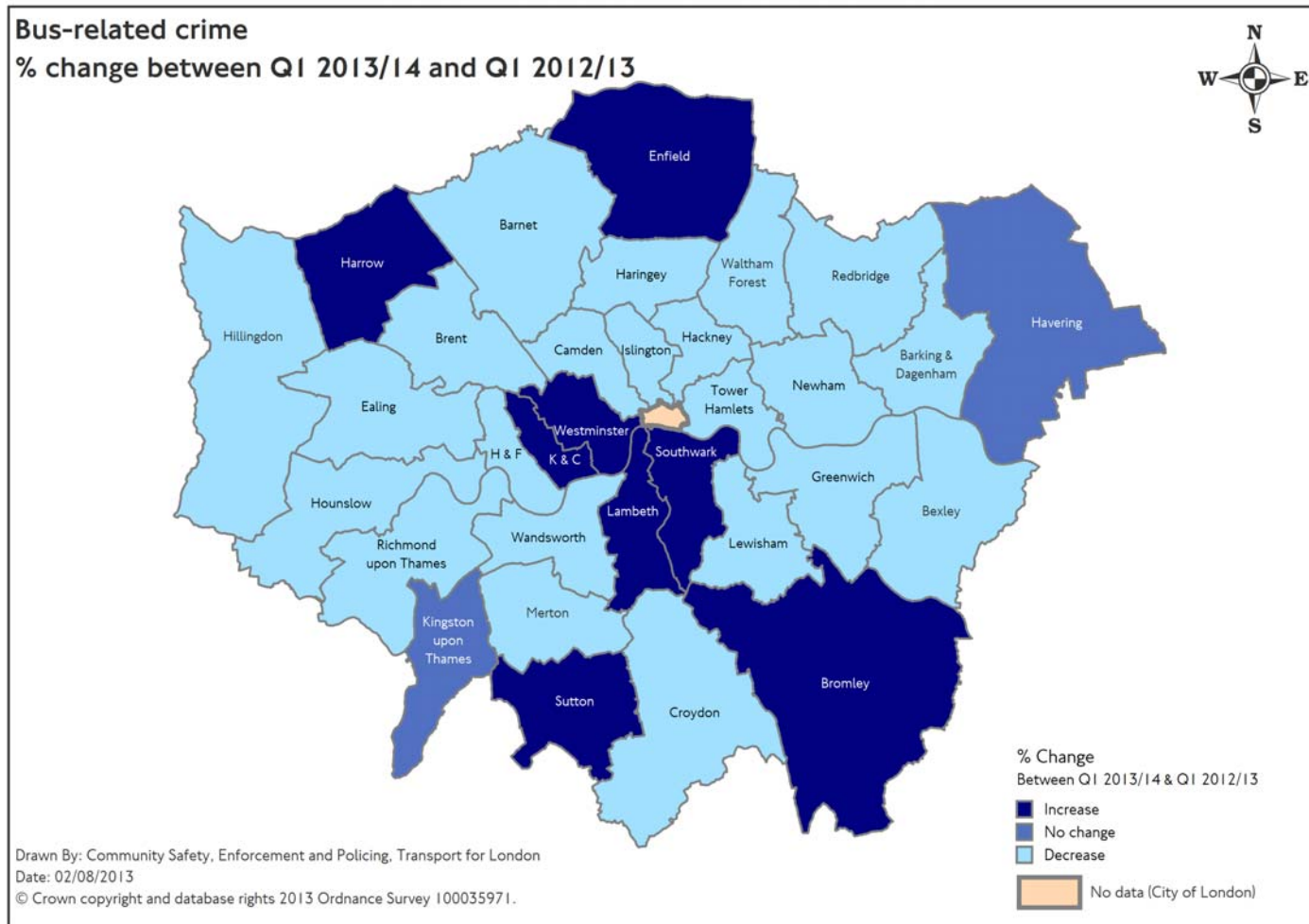
Table 4 - Borough breakdown of bus-related crime for Q1 2013/14 (April–June 2013)

| | Q1 2013/14 | | | | | | | | | | | |
	Burglary	Criminal Damage	Drugs	Fraud or Forgery	Other Notifiable Offences	Robbery	Sexual Offences	Theft and Handling	Violence Against the Person	Q1 2013/14 Total	Q1 2012/13 Total	% Change
Barking & Dagenham	1	6	3	0	0	6	4	26	20	66	101	-34.7%
Barnet	0	9	7	0	3	6	5	72	54	156	172	-9.3%
Bexley	1	16	1	0	1	2	3	9	14	47	64	-26.6%
Brent	1	23	21	1	5	27	3	67	63	211	221	-4.5%
Bromley	0	8	1	0	1	12	6	29	39	96	95	+1.1%
Camden	1	8	5	0	1	16	3	118	57	209	218	-4.1%
Croydon	0	15	6	0	4	27	6	34	60	152	189	-19.6%
Ealing	2	16	12	1	5	12	4	71	49	172	231	-25.5%
Enfield	1	12	4	0	4	9	2	55	41	128	120	6.7%
Greenwich	0	15	3	0	0	14	4	47	35	118	121	-2.5%
Hackney	1	10	3	0	2	14	4	148	48	230	244	-5.7%
Hammersmith & Fulham	0	1	1	0	2	6	3	56	33	102	186	-45.2%
Haringey	0	12	3	0	1	27	1	88	42	174	185	-5.9%
Harrow	0	4	1	1	2	4	5	28	11	56	54	+3.7%
Havering	0	11	1	0	0	14	3	19	32	80	80	0.0%
Hillingdon	0	12	5	2	1	7	3	52	40	122	147	-17.0%
Hounslow	0	18	1	0	3	7	3	35	39	106	144	-26.4%
Islington	3	6	2	0	2	11	1	137	38	200	253	-20.9%
Kensington & Chelsea	0	7	1	0	3	4	1	71	14	101	94	+7.4%
Kingston upon Thames	0	7	1	0	0	1	1	20	20	50	50	0.0%
Lambeth	2	21	6	0	3	44	6	156	80	318	308	+3.2%
Lewisham	0	14	2	1	3	19	3	65	61	168	184	-8.7%
Merton	0	10	1	0	0	6	1	26	15	59	64	-7.8%
Newham	1	13	11	1	2	25	6	130	44	233	265	-12.1%

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 2013/14 Total	Q1 2012/13 Total	
Redbridge	1	6	1	0	1	11	1	30	23	74	103	-28.2%
Richmond upon Thames	0	9	4	0	2	6	3	15	24	63	68	-7.4%
Southwark	0	18	0	1	2	62	1	191	77	352	293	+20.1%
Sutton	0	11	1	0	0	0	4	17	16	49	42	+16.7%
Tower Hamlets	0	5	1	0	2	6	5	47	42	108	118	-8.5%
Waltham Forest	1	2	3	0	2	11	5	90	42	156	157	-0.6%
Wandsworth	0	3	1	1	2	10	6	75	35	133	185	-28.1%
Westminster	2	12	167	1	2	22	8	217	57	488	408	+19.6%
Q1 2013/14 Total	18	340	280	10	61	448	114	2,241	1,265	4,777	5,164	-7.5%
Q1 2012/13 Total	11	425	132	74	39	589	135	2,407	1,352			
% Change	+63.6%	-20.0%	+112.1%	-86.5%	+56.4%	-23.9%	-15.6%	-6.9%	-6.4%			

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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 2013/14. 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 2012/13.

Table 5

Offence	Q1 2012/13		Q1 2013/14		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Violence Against the Person	437	1.4	506	1.5	15.8%
Sexual Offences	83	Less than 1	82	Less than 1	-1.2%
Criminal Damage	187	Less than 1	147	Less than 1	-21.4%
Line of Route	18	Less than 1	20	Less than 1	11.1%
Theft of Passenger Property	1,713	5.4	1,441	4.3	-15.9%
Motor Vehicle/Cycle Offences	98	Less than 1	70	Less than 1	-28.6%
Robbery	21	Less than 1	16	Less than 1	-23.8%
Theft of Railway Property / Burglary	92	Less than 1	54	Less than 1	-41.3%
Serious Public Order	243	Less than 1	223	Less than 1	-8.2%
Serious Fraud	39	Less than 1	58	Less than 1	48.7%
Drugs	131	Less than 1	283	Less than 1	116.0%
Other Serious Offences	19	Less than 1	35	Less than 1	84.2%
Total Notifiable Offences	3,081	9.7	2,935	8.7	-4.7%

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 Q1 2013/14. 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 2012/13.

Table 6

Offence	Q1 2012/13		Q1 2013/14		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Violence Against the Person	51	1.8	48	1.4	-5.9%
Sexual Offences	1	Less than 1	6	Less than 1	500.0%
Criminal Damage	7	Less than 1	8	Less than 1	14.3%
Line of Route	1	Less than 1	3	Less than 1	200.0%
Theft of Passenger Property	49	1.7	66	1.9	34.7%
Motor Vehicle/Cycle Offences	29	1.0	26	Less than 1	-10.3%
Robbery	5	Less than 1	5	Less than 1	0.0%
Theft of Railway Property / Burglary	16	Less than 1	2	Less than 1	-87.5%
Serious Public Order	21	Less than 1	46	1.3	119.0%
Serious Fraud	1	Less than 1	1	Less than 1	0.0%
Drugs	27	1.0	37	1.1	37.0%
Other Serious Offences	3	Less than 1	2	Less than 1	-33.3%
Total Notifiable Offences	211	7.5	250	7.2	18.5%

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 Q1 2013/14. The table includes the number of crimes and makes comparisons with Q1 2012/13.

Table 7

Offence	Q1 2012/13		Q1 2013/14		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Violence Against the Person	24	3.3	19	2.4	-20.8%
Sexual Offences	5	Less than 1	0	N/A	-100.0%
Criminal Damage	2	Less than 1	11	1.4	450.0%
Line of Route	7	1.0	14	1.8	100.0%
Theft of Passenger Property	19	2.6	19	2.4	N/A
Motor Vehicle/Cycle Offences	1	Less than 1	5	Less than 1	400.0%
Robbery	13	1.8	8	1.0	-38.5%
Theft of Railway Property / Burglary	1	Less than 1	1	Less than 1	N/A
Serious Public Order	11	1.5	17	2.2	54.5%
Serious Fraud	1	Less than 1	0	N/A	-100.0%
Drugs	15	2.1	13	1.7	-13.3%
Other Serious Offences	1	Less than 1	0	N/A	-100.0%
Total Notifiable Offences	100	13.7	107	13.7	7.0%

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	Q1 2012/13		Q1 2013/14		% change in DIRs
	DIRs	Rate	DIRs	Rate	
Criminal Damage	946	1.6	822	1.4	-13.1%
Disturbances	5,953	10.0	5,743	9.6	-3.5%
Forgery / fraud	3,661	6.2	4,420	7.4	+20.7%
Minicab Touting	4	Less than 1	8	Less than 1	+100.0%
Robbery	50	Less than 1	51	Less than 1	+2.0%
Theft Handling	157	Less than 1	130	Less than 1	-17.2%
Violent Offences	466	Less than 1	469	Less than 1	+0.6%
Total	11,238	19.0	11,643	19.4	+3.6%

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 2012/13 Fare Evasion Rate Rolling 12 month average	Q1 2013/14 Fare Evasion Rate Rolling 12 month average
One Person Operated	1.0	1.3

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 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	Q1 2012/13 score	Q1 2013/14 score	Change
On bus	87	88	+1
At shelters / stops	84	85	+1
LU	Q1 2012/13 score	Q1 2013/14 score	Change
On train	87	85	–2
At stations	84	84	N/A
DLR	Q1 2012/13 score	Q1 2013/14 score	Change
On train	88	89	+1
At stations	87	88	+1
LO	Q1 2012/13 score	Q1 2013/14 score	Change
On train	85	86	+1
At stations	85	85	N/A
Tramlink	Q1 2012/13 score	Q1 2013/14 score	Change
On tram	91	91	N/A
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/
- 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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