

Transport for London

2015/2016 Crime statistics bulletin

Quarter 4 2015/16 (1 January – 31 March 2016)

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

**Quarter 4 (1 January– 31 March) 2015/16**

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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 Q4 2015/16 (January–March 2016). The bulletin focuses on the London Bus network, London Underground/Docklands Light Railway, London Tramlink 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 - 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 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 Q4 2015/16 compared with the same quarter last year. The headline figures include:

- The levels of pan-modal transport related crime<sup>1</sup> in Q4 2015/16 were 8.0% higher than Q4 2014/15 (567 additional offences) and the rate of crime has increased to 7.8 crimes per million passenger journeys (from 7.3 in Q4 2014/15).
- The levels of bus-related crime in Q4 2015/16 were 5.2% lower than Q4 2014/15 (231 fewer offences) and the rate of crime for the bus network has decreased to 7.5 crimes per million passenger journeys (from 7.7 in Q4 2014/15).
- Crime on LU/DLR has increased 29.1% during Q4 2015/16 compared to Q4 2014/15 (705 more offences) with the rate increasing to 8.5 crimes per million passenger journeys (from 6.8 in Q4 2014/15).
- Crime on London Overground has increased 59.5% during Q4 2015/16 (113 more offences) compared to Q4 2014/15 with the rate of crime rising to 6.5 crimes per million passenger journeys (from 5.6 in Q4 2014/15).
- Crime on London Tramlink has increased 9.5% during Q4 2015/16 (7 more offences) compared to Q4 2014/15 with the rate of crime rising to 11.8 crimes per million passenger journeys (from 9.6 in Q4 2014/15).

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.

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.

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).

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

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<sup>1</sup> 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.

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 Q4 2014/15 and Q4 2015/16<sup>2</sup>. The last column of the table shows the percentage change in the number of crimes between Q4 2014/15 and Q4 2015/16.

Table I

Network	Q4 2014/15		Q4 2015/16		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Bus	4,428	7.7	4,197	7.5	-5.2%
London Underground /Docklands Light Railway	2,424	6.8	3,129	8.5	29.1%
London Overground	190	5.6	303	6.5	59.5%
London Tramlink	74	9.6	81	11.8	9.5%
Pan-Modal	7,116	7.3	7,725	7.9	8.6%

<sup>2</sup> 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.

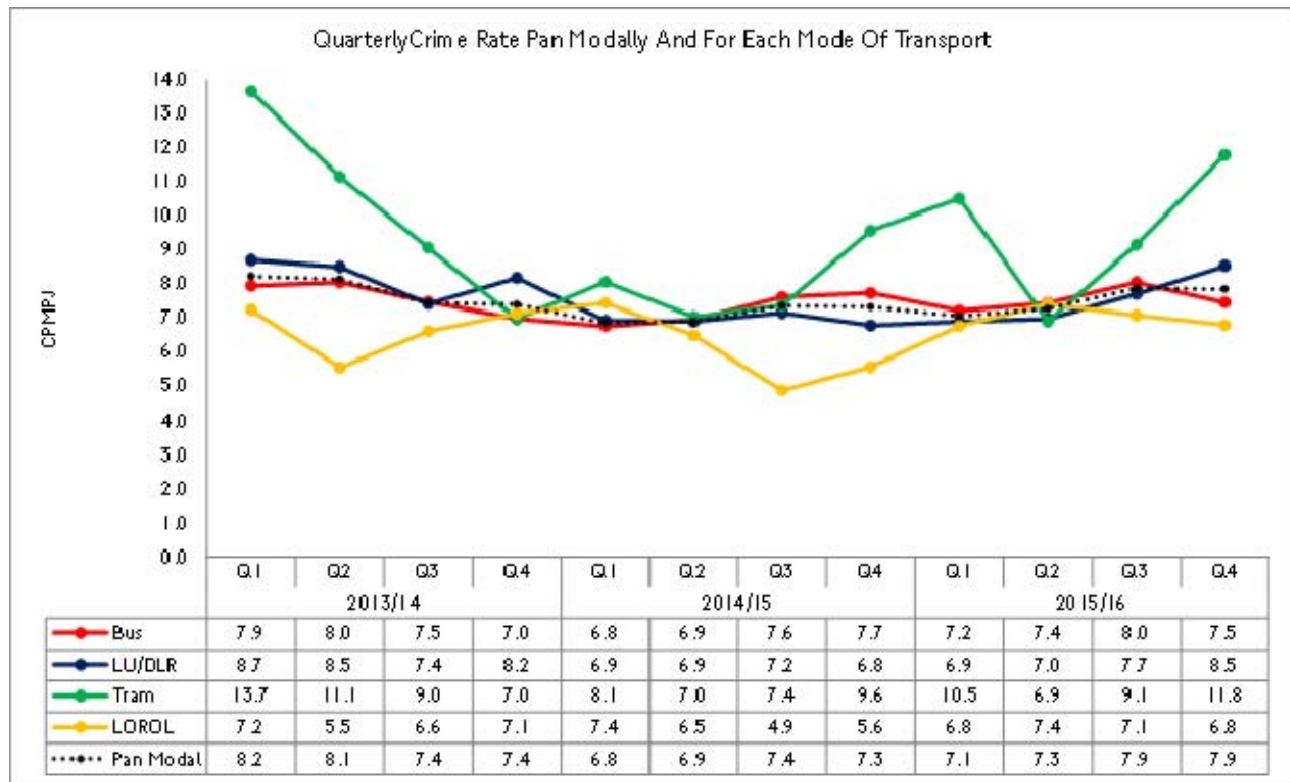
### 3. Monthly breakdown

Table 2 shows the total number of crimes for each month in Q4 2015/16. Chart 1 shows the crime rate on each mode and pan-modally since April 2012.

Table 2

Network	January		February		March	
	Crimes	Rate	Crimes	Rate	Crimes	Rate
Bus	1,394	7.5	1,407	7.7	1,396	7.2
London Underground /Docklands Light Railway	1,091	9.2	906	7.4	1,132	9.0
London Overground	110	7.0	100	6.5	108	6.9
London Tramlink	33	14.5	16	7.1	32	13.6
Pan-Modal	2,628	8.1	2,429	7.5	2,668	7.9

Chart 1



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

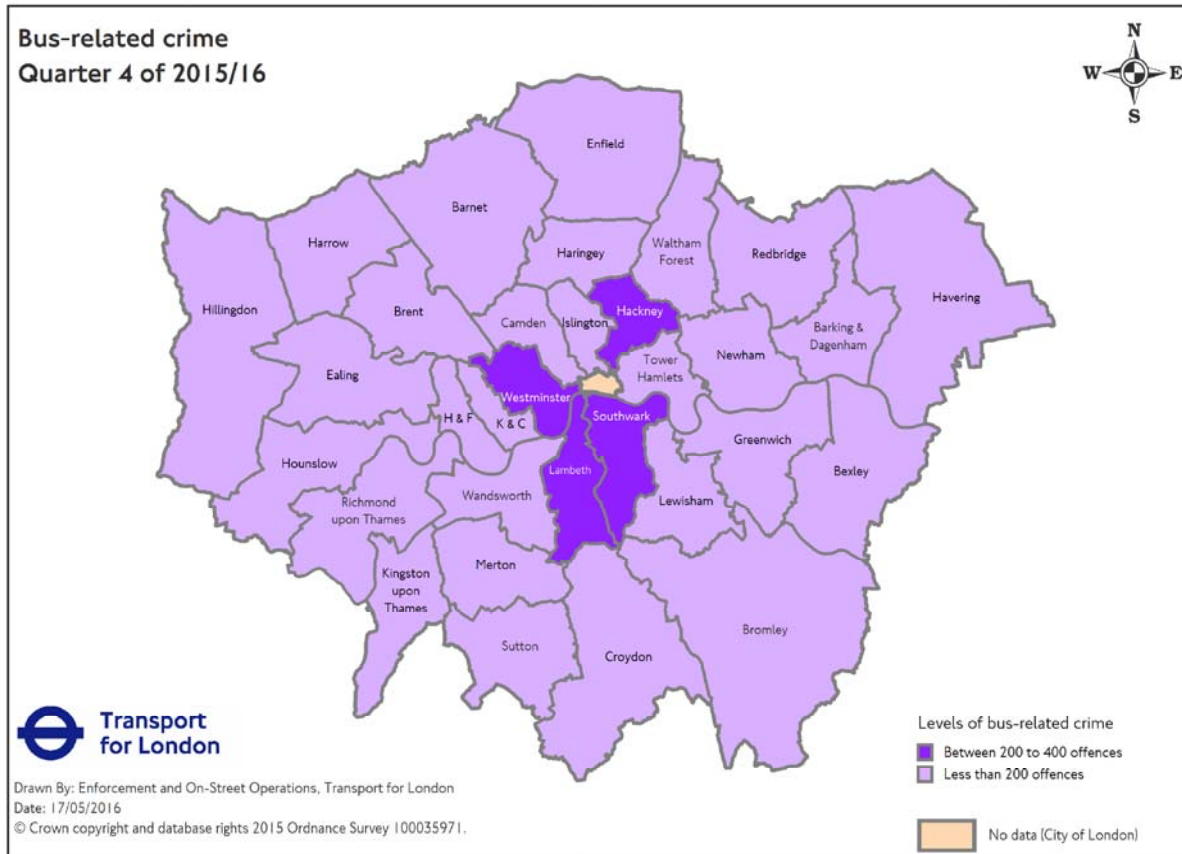
Table 3 shows the breakdown of MPS bus-related crime by the major crime categories used by the MPS for Q4 2015/16. The table includes the number of crimes, the crime rates per million passenger journeys and comparisons with Q4 2014/15.

**Table 3**

Offence	Q4 2014/15		Q4 2015/16		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Burglary	13	N/A	8	N/A	-38.5%
Criminal damage	276	Less than 1	290	Less than 1	5.1%
Drugs	68	Less than 1	43	Less than 1	-36.8%
Fraud / forgery	1	Less than 1	3	Less than 1	200.0%
Other notifiable offences	76	Less than 1	69	Less than 1	-9.2%
Robbery	264	Less than 1	291	Less than 1	10.2%
Sexual offences	176	Less than 1	175	Less than 1	-0.6%
Theft and Handling	1,989	3.5	1,794	3.2	-9.8%
VAP	1,565	2.7	1,524	2.7	-2.6%
<b>Total Offences</b>	<b>4,428</b>	<b>7.7</b>	<b>4,197</b>	<b>7.5</b>	<b>-5.2%</b>

## Map 1 – Bus-related crime volume by borough

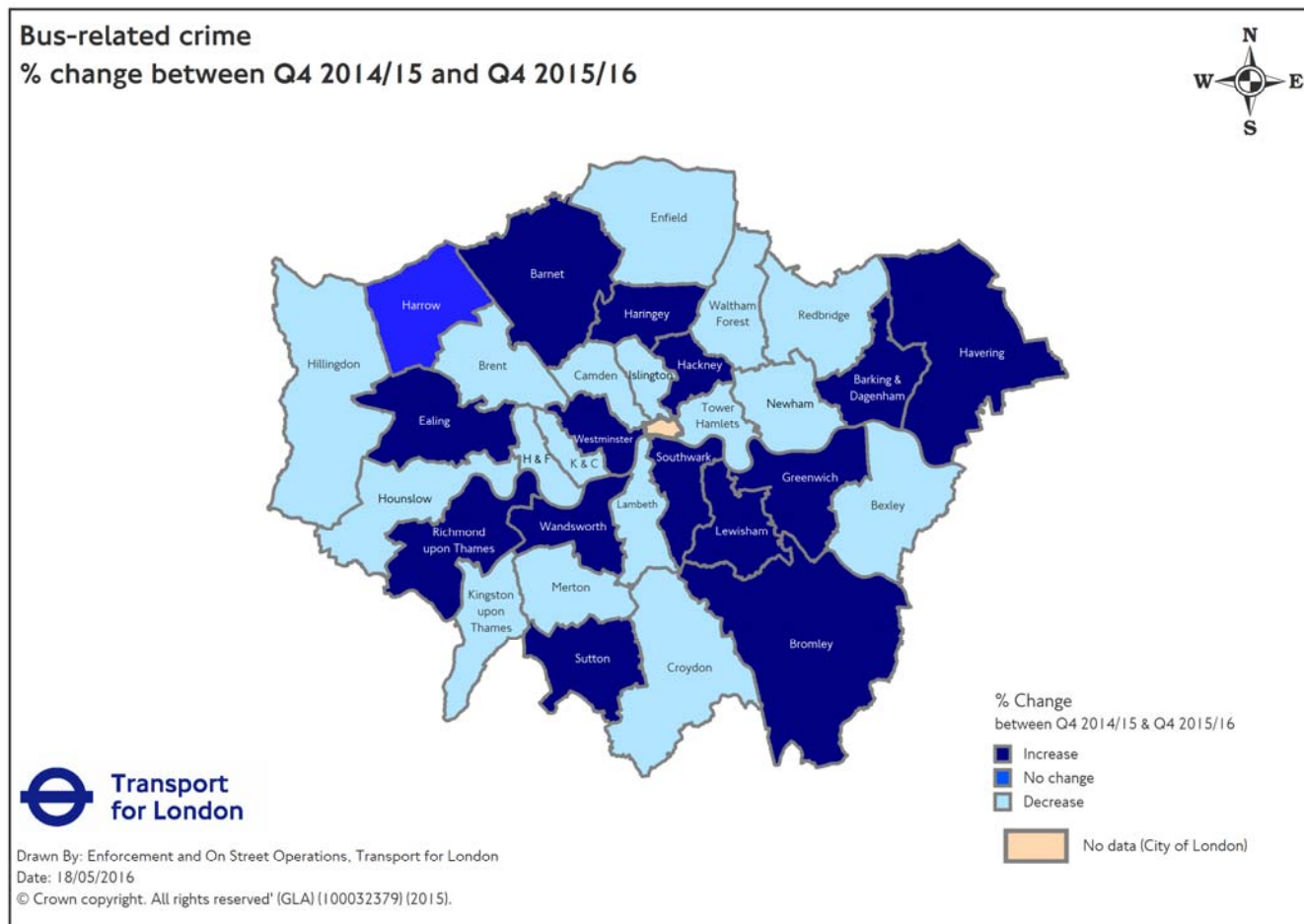
Map 1 shows the breakdown of MPS bus-related crime by borough for Q4 2015/16. The darker shades of purple show the boroughs with the highest number of recorded bus-related crimes. The map has not been adjusted for passenger or population numbers. Borough bus-related crime figures are shown in Table 4. 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.





## Map 2 – Bus-related crime change between Q4 2014/15 and Q4 2015/16 by borough

Map 2 shows the percentage change in the levels of bus-related crime between Q4 2014/15 and Q4 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.



**Table 4 - Borough breakdown of bus-related crime for Q4 2015/16 (January–March 2016)**

	Q4 2015/16									Q4 2015/16 Total	Q4 2014/15 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	15	0	0	0	11	4	35	36	101	87	16.1%
Barnet	0	9	2	0	13	14	10	57	57	162	123	31.7%
Bexley	0	5	0	0	1	2	4	14	16	42	51	-17.6%
Brent	0	6	0	0	2	19	10	56	61	154	159	-3.1%
Bromley	0	9	1	0	2	3	5	26	37	83	68	22.1%
Camden	0	13	0	1	1	7	7	81	43	153	191	-19.9%
Croydon	1	12	1	0	3	17	4	55	53	146	160	-8.8%
Ealing	1	13	0	0	3	8	12	55	71	163	145	12.4%
Enfield	1	12	1	0	3	15	5	39	40	116	126	-7.9%
Greenwich	0	17	0	0	0	5	6	41	55	124	121	2.5%
Hackney	1	7	0	1	8	11	8	100	65	201	192	4.7%
Hammersmith & Fulham	0	1	3	0	2	4	3	42	50	105	130	-19.2%
Haringey	0	13	2	0	5	9	8	102	53	192	175	9.7%
Harrow	0	4	0	0	1	8	4	27	40	84	84	0.0%
Havering	0	19	2	0	0	7	4	26	39	97	71	36.6%
Hillingdon	0	8	1	0	6	7	6	35	43	106	146	-26.9%
Hounslow	0	12	0	0	3	3	9	30	41	98	115	-15.5%
Islington	0	4	1	0	1	19	3	121	49	198	270	-26.7%
Kensington & Chelsea	0	2	0	0	0	4	1	31	26	64	79	-19.0%
Kingston upon Thames	0	9	1	1	0	2	4	13	26	56	61	-8.2%
Lambeth	2	5	6	0	2	22	9	131	72	249	262	-5.0%
Lewisham	0	9	3	0	1	5	4	69	82	173	149	16.1%
Merton	0	3	0	0	2	1	3	31	31	71	72	-1.4%
Newham	1	13	5	0	3	11	7	78	56	174	239	-27.2%

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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 2015/16 Total	Q4 2014/15 Total	% Change
Redbridge	0	8	1	0	1	11	2	61	27	111	136	-18.4%
Richmond upon Thames	0	11	0	0	0	1	3	18	27	60	55	9.1%
Southwark	1	12	2	0	4	22	3	78	91	213	207	2.9%
Sutton	0	5	0	0	0	1	3	8	24	41	37	10.8%
Tower Hamlets	0	10	0	0	0	6	3	49	42	110	157	-29.9%
Waltham Forest	0	11	3	0	0	5	3	47	42	111	128	-13.3%
Wandsworth	0	7	1	0	2	10	7	62	48	137	131	4.6%
Westminster	0	6	7	0	0	21	11	176	81	302	301	0.3%
<b>Q4 2015/16 Total</b>	<b>8</b>	<b>290</b>	<b>43</b>	<b>3</b>	<b>69</b>	<b>291</b>	<b>175</b>	<b>1,794</b>	<b>1,524</b>	<b>4,197</b>	<b>4,428</b>	<b>-5.2%</b>
<b>Q4 2014/15 Total</b>	<b>13</b>	<b>276</b>	<b>68</b>	<b>1</b>	<b>76</b>	<b>264</b>	<b>176</b>	<b>1,989</b>	<b>1,565</b>			
<b>% Change</b>	<b>-38.5%</b>	<b>5.1%</b>	<b>-36.8%</b>	<b>200.0%</b>	<b>-9.2%</b>	<b>10.2%</b>	<b>-0.6%</b>	<b>-9.8%</b>	<b>-2.6%</b>			

## 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 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 Q4 2014/15.

Table 5

Offence	Q4 2014/15		Q4 2015/16		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Violence Against the Person	612	1.7	811	2.2	32.5%
Sexual Offences	132	Less than 1	216	Less than 1	63.6%
Criminal Damage	162	Less than 1	222	Less than 1	37.0%
Line of Route	11	Less than 1	22	Less than 1	100.0%
Theft of Passenger Property	1,015	2.8	1,348	3.7	32.8%
Motor Vehicle/Cycle Offences	80	Less than 1	91	Less than 1	13.8%
Robbery	18	Less than 1	27	Less than 1	50.0%
Theft of Railway Property / Burglary	35	Less than 1	55	Less than 1	57.1%
Serious Public Order	228	Less than 1	195	Less than 1	-14.5%
Serious Fraud	41	Less than 1	65	Less than 1	58.5%
Drugs	73	Less than 1	60	Less than 1	-17.8%
Other Serious Offences	17	Less than 1	17	Less than 1	0.0%
<b>Total Notifiable Offences</b>	<b>2,424</b>	<b>6.8</b>	<b>3,129</b>	<b>8.5</b>	<b>29.1%</b>

## 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 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 Q4 2014/15.

Table 6

Offence	Q4 2014/15		Q4 2015/16		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Violence Against the Person	58	1.7	113	2.4	94.8%
Sexual Offences	10	Less than 1	10	Less than 1	0.0%
Criminal Damage	16	Less than 1	26	Less than 1	62.5%
Line of Route	0	Less than 1	3	Less than 1	100.0%
Theft of Passenger Property	42	1.2	66	1.4	57.1%
Motor Vehicle/Cycle Offences	14	Less than 1	22	Less than 1	57.1%
Robbery	1	Less than 1	4	Less than 1	300.0%
Theft of Railway Property / Burglary	3	Less than 1	8	Less than 1	166.7%
Serious Public Order	23	Less than 1	33	Less than 1	43.5%
Serious Fraud	1	Less than 1	0	Less than 1	-100.0%
Drugs	22	Less than 1	16	Less than 1	-27.3%
Other Serious Offences	0	Less than 1	2	Less than 1	100.0%
<b>Total Notifiable Offences</b>	<b>190</b>	<b>5.6</b>	<b>303</b>	<b>6.5</b>	<b>59.5%</b>

## 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 2015/16. The table includes the number of crimes and makes comparisons with Q4 2014/15.

Table 7

Offence	Q4 2014/15		Q4 2015/16		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Violence Against the Person	19	2.5	32	4.7	68.4%
Sexual Offences	5	Less than 1	3	Less than 1	-40.0%
Criminal Damage	2	Less than 1	13	1.9	550.0%
Line of Route	3	Less than 1	3	Less than 1	0.0%
Theft of Passenger Property	14	1.8	11	1.6	-21.4%
Motor Vehicle/Cycle Offences	1	Less than 1	2	Less than 1	100.0%
Robbery	3	Less than 1	2	Less than 1	-33.3%
Theft of Railway Property / Burglary	0	Less than 1	0	Less than 1	N/A
Serious Public Order	18	2.3	8	1.2	-55.6%
Serious Fraud	0	Less than 1	0	Less than 1	N/A
Drugs	8	1.0	4	Less than 1	-50.0%
Other Serious Offences	1	Less than 1	3	Less than 1	200.0%
<b>Total Notifiable Offences</b>	<b>74</b>	<b>9.6</b>	<b>81</b>	<b>11.8</b>	<b>9.5%</b>

## 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	Q4 2014/15		Q4 2015/16		% change in DIRs
	DIRs	Rate	DIRs	Rate	
Criminal Damage	660	1.2	806	1.4	22.1%
Disturbances	5,589	9.8	5,576	9.9	-0.2%
Forgery / fraud	2,781	4.9	2,812	5.0	1.1%
Minicab Touting	1	N/A	0	0	N/A
Robbery	18	Less than 1	16	Less than 1	-11.1%
Theft and Handling	66	Less than 1	78	0.1%	18.2%
Violent Offences	468	Less than 1	442	0.8%	-5.6%
<b>Total</b>	<b>9,583</b>	<b>16.7</b>	<b>9,730</b>	<b>17.3</b>	<b>1.5%</b>

## 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<sup>‡</sup> 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 2014/15 Fare Evasion Rate Rolling 12 month average	Q4 2015/16 Fare Evasion Rate Rolling 12 month average
One Person Operated	1.2%	1.2%

## 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 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	Q4 2014/15 score	Q4 2015/16 score	Change
On bus	89	90	+1
At shelters / stops	87	87	N/A
LU	Q4 2014/15 score	Q4 2015/16 score	Change
On train	87	87	N/A
At stations	86	86	N/A
DLR	Q4 2014/15 score	Q4 2015/16 score	Change
On train	90	90	N/A
At stations	89	89	N/A
LO	Q4 2014/15 score	Q4 2015/16 score	Change
On train	88	89	+1
At stations	87	88	+1
Tramlink	Q4 2014/15 score	Q4 2015/16 score	Change
On tram	89	90	+1
At stops	89	90	+1

<sup>‡</sup> 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](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](http://www.btp.police.uk/local_btp_teams/london_underground.aspx)

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