Transport for London

2012/2013 Crime statistics bulletin

Quarter 2 2012/13 (1 July – 30 September 2012)

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

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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) and provides a summary of crime and anti-social behaviour (ASB) on TfL services during Q2 2012/13 (July–September 2012). The bulletin focuses on the London Bus network, London Underground/Docklands Light Railway, London Tramlink and London Overground service[1].

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 2011/2012 Crime Statistics Bulletin for recent annual statistics - available here http://www.tfl.gov.uk/assets/downloads/corporate/crime-statistic-bulletin-201112.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. Official figures from the MPS and the BTP show further reductions in levels of crime on the transport network despite increasing passenger numbers. The risk of becoming a victim of crime is falling.

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[1] London Overground services operate on the North London Railway and the new East London Railway. The North London Railway consists of the North London Line (Richmond to Stratford), the London Euston to Watford Junction local line, the West London Line (Willesden Junction to Clapham Junction via Kensington Olympia) and the Gospel Oak to Barking line. The extended East London Line operates between Highbury and Islington and West Croydon/Crystal Palace/New Cross.

The levels of bus-related crime in the second quarter (Q2) of 2012/13 (1 July – 30 September 2012) were 3.5% lower than Q2 in 2011/12 and the rate of crime for the bus network has fallen to 8.3 crimes per million passenger journeys (from 8.8 in Q2 of 2011/12). Crime on LU/DLR has also fallen, 0.8% lower during Q2 of 2012/13 compared to 2011/12 with the rate also falling to 8.8 crimes per million passenger journeys (from 10.0 in Q2 of 2011/12).

The levels of pan-modal transport related crime in Q2 of 2012/13 (were 2.3% lower than the same quarter in 2011/12 and the rate of crime has fallen by 7.8% to 8.5 crimes per million passenger journeys (from 9.3 in the second quarter of 2011/12).

These reductions in 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 Q2 2011/12 and Q2 2012/13[2]. The last column of the table shows the percentage change in the number of crimes between Q2 2011/12 and Q2 2012/13.

Table 1

Network	Q2 2011/12		Q2 2012/13		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Bus	5,095	8.8	4,918	8.3	-3.5%
London Underground /Docklands Light Railway	3,061	10.0	3,037	8.8	-0.8%
London Overground	261	10.4	276	8.6	+5.7%[3]
London Tramlink	99	14.0	88	11.2	-11.1%
Pan-modal crime	8,516	9.3	8,319	8.5	-2.3%

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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] Between Q1 2011/12 and Q1 2012/13 passengers upon the LO network increased by 33% (over 7 million additional passengers); this compares to increased patronage of the bus, LU/DLR and Tramlink networks by 6%, 1% and 5% respectively. The rise in LO passengers can be mainly attributed to increased frequency of service implemented in May and December 2011, and this may have contributed to the rise in recorded crime.
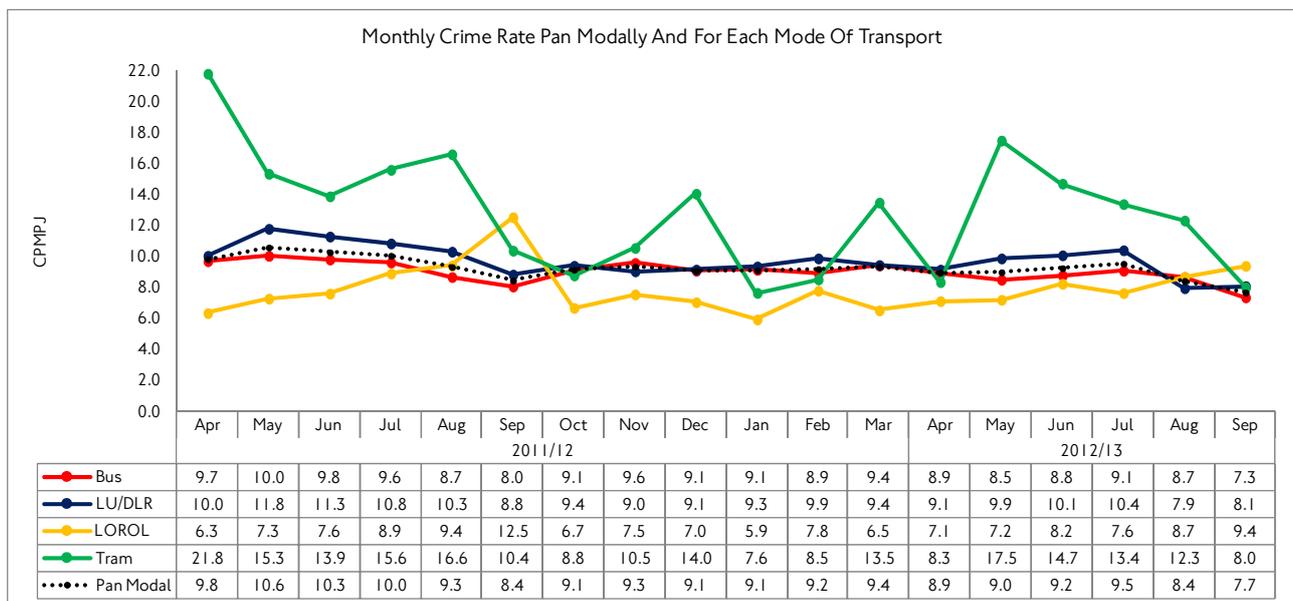
3. Monthly breakdown

Table 2 shows the total number of crimes for each month in Q2 2012/13. Chart 1 shows the crime rate on each mode and pan-modally since July 2011.

Table 2

Network	July		August		September	
	Crimes	Rate	Crimes	Rate	Crimes	Rate
Bus	1,822	9.1	1,591	8.7	1,505	7.3
London Underground /Docklands Light Railway	1,205	10.4	948	7.9	884	8.1
London Overground	80	7.6	97	8.7	99	9.4
London Tramlink	36	13.4	31	12.3	21	8.0
Pan-modal crime	3,143	9.5	2,667	8.4	2,509	7.7

Chart 1

	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
			2011/12												2012/13			
Bus	9.7	10.0	9.8	9.6	8.7	8.0	9.1	9.6	9.1	9.1	8.9	9.4	8.9	8.5	8.8	9.1	8.7	7.3
LU/DLR	10.0	11.8	11.3	10.8	10.3	8.8	9.4	9.0	9.1	9.3	9.9	9.4	9.1	9.9	10.1	10.4	7.9	8.1
LOROL	6.3	7.3	7.6	8.9	9.4	12.5	6.7	7.5	7.0	5.9	7.8	6.5	7.1	7.2	8.2	7.6	8.7	9.4
Tram	21.8	15.3	13.9	15.6	16.6	10.4	8.8	10.5	14.0	7.6	8.5	13.5	8.3	17.5	14.7	13.4	12.3	8.0
Pan Modal	9.8	10.6	10.3	10.0	9.3	8.4	9.1	9.3	9.1	9.1	9.2	9.4	8.9	9.0	9.2	9.5	8.4	7.7

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 2012/13. The table includes the number of crimes, the crime rates per million passenger journeys and comparisons with Q2 2011/12.

Table 3

Offence	Q2 2011/12		Q2 2012/13		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Burglary	25	N/A	17	N/A	-32.0%
Criminal damage	502	Less than 1	402	Less than 1	-19.9%
Drugs	162	Less than 1	270	Less than 1	66.7%
Fraud / forgery	69	Less than 1	44	Less than 1	-36.2%
Other notifiable offences	56	Less than 1	43	Less than 1	-23.2%
Robbery	596	1.0	507		-14.9%
Sexual offences	121	Less than 1	116	Less than 1	-4.1%
Theft and Handling	2,163	3.7	2,256	3.8	4.3%
VAP	1,401	2.4	1,263	2.1	-9.9%
Total Offences	**5,095**	**8.8**	**4,918**	**8.3**	**-3.5%**

Map 1 – Bus-related crime volume by borough

Map 1 shows the breakdown of MPS bus-related crime by borough for Q2 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 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 1

Bus-related crime
Quarter 2 of 2012/13

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

Transport for London

Drawn By: Community Safety, Enforcement and Policing, Transport for London
Date: 26/10/2012
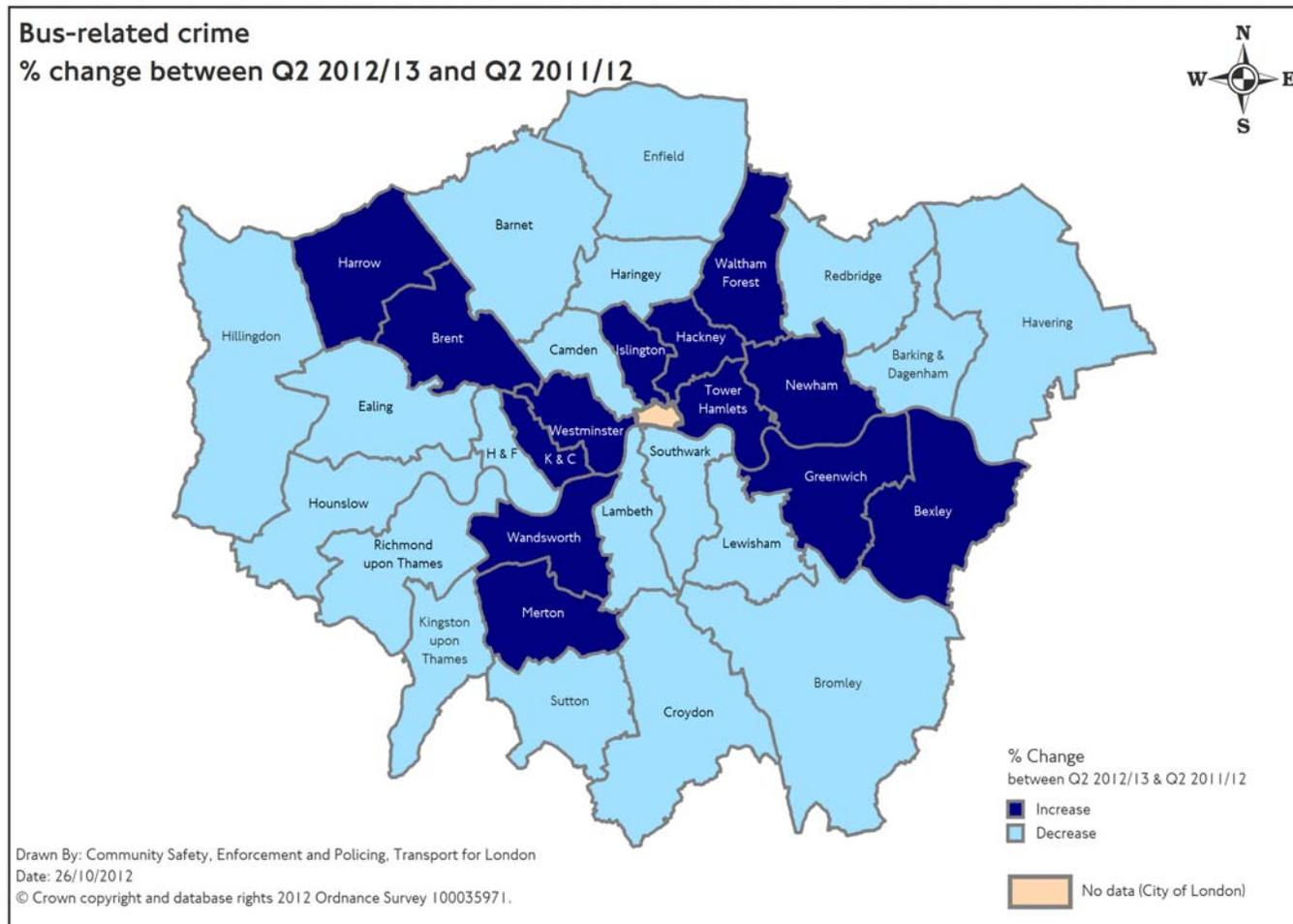© Crown copyright and database rights 2012 Ordnance Survey 100035971.
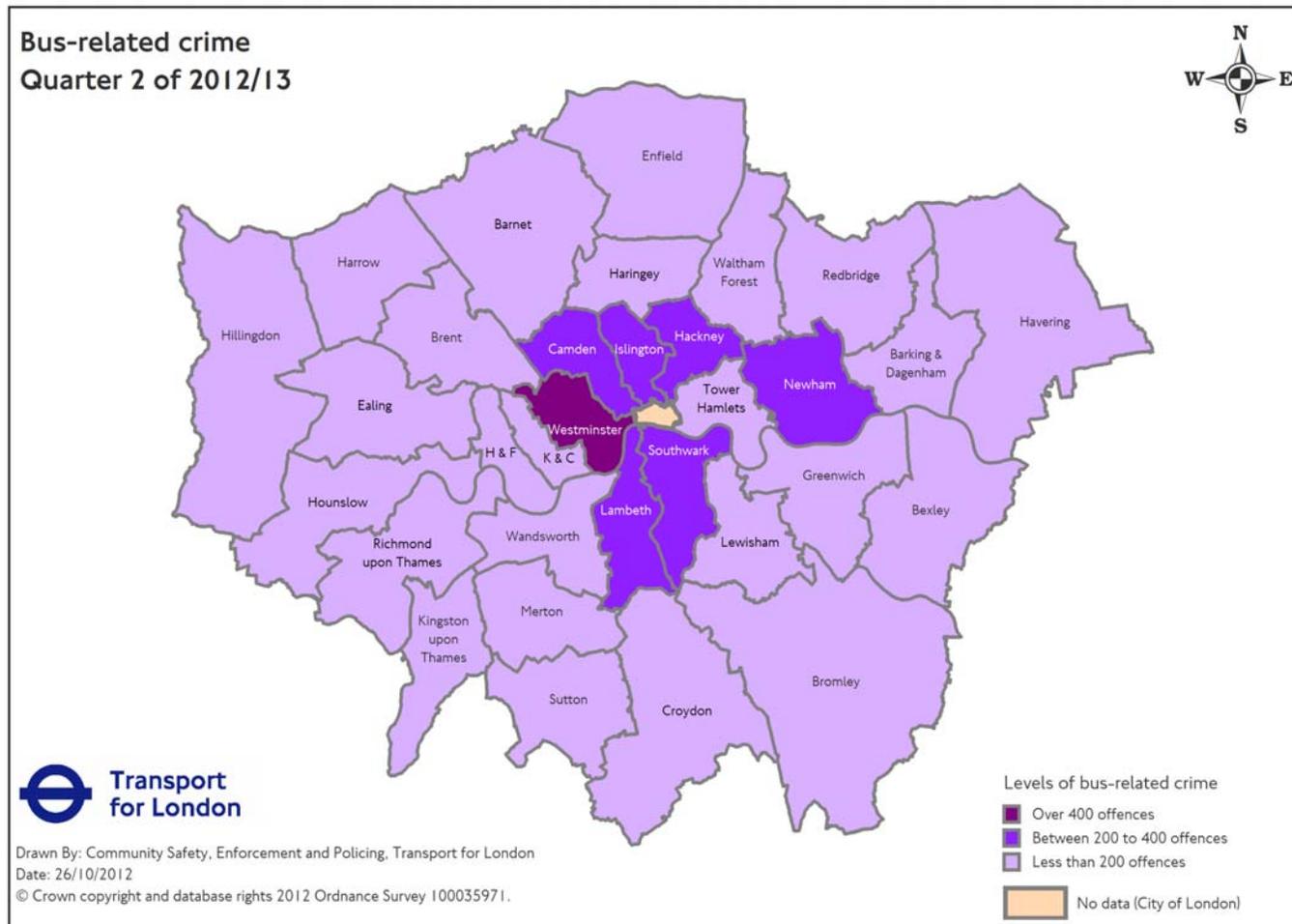
Map 2 – Bus-related crime change between Q2 2012/13 and Q2 2011/12 by borough

Map 2 shows the percentage change in the levels of bus-related crime between Q2 2011/12 and Q2 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 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.
Map 2

Bus-related crime
% change between Q2 2012/13 and Q2 2011/12

Drawn By: Community Safety, Enforcement and Policing, Transport for London
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% Change
between Q2 2012/13 & Q2 2011/12
■ Increase
□ Decrease

No data (City of London)

Table 4 - Borough breakdown of bus-related crime for Q2 2012/13 (July –September 2012)

	Q2 2012/13										Q2 2011/12 Total	% Change
	Burglary	Criminal Damage	Drugs	Fraud or Forgery	Other Notifiable Offences	Robbery	Sexual Offences	Theft and Handling	Violence Against the Person	Q2 2012/13 Total		
Barking & Dagenham	0	8	5	2	1	22	1	22	17	78	138	-43.5%
Barnet	0	13	2	3	1	16	3	51	35	124	179	-30.7%
Bexley	1	12	0	0	0	1	1	18	22	55	49	12.2%
Brent	2	18	15	3	1	23	4	61	59	186	180	3.3%
Bromley	0	21	1	0	1	13	3	30	26	95	98	-3.1%
Camden	0	19	6	1	2	14	6	106	53	207	271	-23.6%
Croydon	0	21	3	1	1	23	6	57	49	161	184	-12.5%
Ealing	2	9	2	2	3	20	5	70	54	167	222	-24.8%
Enfield	1	11	0	3	2	11	1	53	23	105	110	-4.5%
Greenwich	2	11	1	1	1	10	4	43	56	129	106	21.7%
Hackney	0	14	1	0	1	15	4	147	39	221	195	13.3%
Hammersmith & Fulham	0	5	0	1	2	8	2	78	41	137	168	-18.5%
Haringey	0	11	0	0	2	24	4	92	38	171	179	-4.5%
Harrow	1	9	1	1	1	10	3	21	30	77	65	18.5%
Havering	0	13	2	0	1	10	3	21	21	71	87	-18.4%
Hillingdon	0	27	2	1	0	13	4	54	45	146	156	-6.4%
Hounslow	1	12	2	0	1	17	4	41	33	111	149	-25.5%
Islington	0	17	0	0	1	18	4	149	27	216	190	13.7%
Kensington & Chelsea	1	10	0	2	0	3	1	43	16	76	67	13.4%
Kingston upon Thames	0	7	0	1	0	3	1	19	33	64	69	-7.2%
Lambeth	0	10	2	2	1	44	10	117	79	265	332	-20.2%
Lewisham	1	13	4	0	3	14	6	68	64	173	234	-26.1%
Merton	0	10	1	0	1	10	4	29	22	77	64	20.3%
Newham	3	6	4	3	7	29	4	152	49	257	223	15.2%

Continued on next page

	Burglary	Criminal Damage	Drugs	Fraud or Forgery	Other Notifiable Offences	Robbery	Sexual Offences	Theft and Handling	Violence Against the Person	Q2 2012/13 Total	Q2 2011/12 Total	% Change
Redbridge	0	5	4	2	0	18	3	41	26	99	102	-2.9%
Richmond upon Thames	1	10	0	3	1	5	3	13	24	60	67	-10.4%
Southwark	1	14	2	1	1	44	2	132	70	267	321	-16.8%
Sutton	0	5	0	0	0	1	0	20	25	51	66	-22.7%
Tower Hamlets	0	20	2	3	0	11	3	75	38	152	109	39.4%
Waltham Forest	0	17	4	1	0	12	2	68	33	137	137	0.0%
Wandsworth	0	6	6	1	2	15	4	94	37	165	129	27.9%
Westminster	0	18	198	6	5	30	11	271	79	618	449	37.6%
Q2 2012/13 Total	17	402	270	44	43	507	116	2,256	1,263	4,918		
Q2 2011/12 Total	25	502	162	69	56	596	121	2,163	1,401	5,095		
% Change	-32.0%	-19.9%	66.7%	-36.2%	-23.2%	-14.9%	-4.1%	4.3%	-9.9%			

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 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 Q2 2011/12.

Table 5

Offence	Q2 2011/12		Q2 2012/13		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Violence Against the Person	433	1.4	434	1.3	+0.2%
Sexual Offences	97	Less than 1	86	Less than 1	-11.3%
Criminal Damage	187	Less than 1	128	Less than 1	-31.6%
Line of Route	24	Less than 1	31	Less than 1	+29.2%
Theft of Passenger Property	1,427	4.6	1,629	4.7	+14.2%
Motor Vehicle/Cycle Offences	109	Less than 1	141	Less than 1	+29.4%
Robbery	22	Less than 1	27	Less than 1	+22.7%
Theft of Railway Property / Burglary	107	Less than 1	62	Less than 1	-42.1%
Serious Public Order	275	Less than 1	217		-21.1%
Serious Fraud	56	Less than 1	47	Less than 1	-16.1%
Drugs	302	1.0	196	Less than 1	-35.1%
Other Serious Offences	22	Less than 1	39	Less than 1	+77.3%
Total Notifiable Offences	**3,061**	**10.0**	**3,037**	**8.8**	**-0.8%**

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 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 Q2 2011/12.

Table 6

Offence	Q2 2011/12		Q2 2012/13		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Violence Against the Person	64	2.5	82	2.5	+28.1%
Sexual Offences	2	Less than 1	1	Less than 1	-50.0%
Criminal Damage	19	Less than 1	3	Less than 1	-84.2%
Line of Route	1	Less than 1	1	Less than 1	0.0%
Theft of Passenger Property	56	2.2	65	2.0	+16.1%
Motor Vehicle/Cycle Offences	29	1.1	40	1.2	+37.9%
Robbery	5	Less than 1	3	Less than 1	-40.0%
Theft of Railway Property / Burglary	8	Less than 1	9	Less than 1	+12.5%
Serious Public Order	40	1.6	34	1.1	-15.0%
Serious Fraud	2	Less than 1	4	Less than 1	+100.0%
Drugs	33	1.3	29	Less than 1	-12.1%
Other Serious Offences	2	Less than 1	5	Less than 1	+150.0%
Total Notifiable Offences	**261**	**10.3**	**276**	**8.6**	**+5.7%**

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 Q2 2012/13. The table includes the number of crimes and makes comparisons with Q2 2011/12.

Table 7

Offence	Q2 2011/12		Q2 2012/13		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Violence Against the Person	17	2.4	17	2.2	No change
Sexual Offences	0	Less than 1	0	Less than 1	No change
Criminal Damage	16	2.3	12	1.5	-25.0%
Line of Route	7	1.0	9	1.1	+28.6%
Theft of Passenger Property	5	Less than 1	19	2.4	+280.0%
Motor Vehicle/Cycle Offences	7	1.0	1	Less than 1	-85.7%
Robbery	14	2.0	11	1.4	-21.4%
Theft of Railway Property / Burglary	2	Less than 1	1	Less than 1	-50.0%
Serious Public Order	14	2.0	7	Less than 1	-50.0%
Serious Fraud	3	Less than 1	0	Less than 1	-100.0%
Drugs	14	2.0	11	1.4	-21.4%
Other Serious Offences	0	Less than 1	0	Less than 1	No change
Total Notifiable Offences	**99**	**14.0**	**88**	**11.2**	**-11.1%**

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	Q2 2011/12		Q2 2012/13		% change in DIRs
	DIRs	Rate	DIRs	Rate	
Criminal Damage	1,243	2.1	963	1.6	-22.5%
Disturbances	6,425	11.1	5,619	9.5	-12.5%
Forgery / fraud	3,461	6.0	3,508	5.9	+1.4%
Minicab Touting	0	0	1	N/A	+100.0%
Robbery /Theft and Handling	200	Less than 1	205	Less than 1	+2.5%
Violent Offences	537	Less than 1	398	Less than 1	-25.9%
Total	11,866	20.4	10,694	18.1	-9.9%

9. Levels of fare evasion on the bus network

Surveys are undertaken every quarter, in February, May, August and November to investigate the levels of fare evasion§ on the London bus network. A representative sample of One Person Operated (OPO) routes is surveyed to enable a comprehensive coverage of London. Table 9 shows results from the most recent London Buses fare evasion survey, conducted September 2012.

Table 9

Bus network	Q2 2011/12 (August survey) Fare Evasion Rate Rolling 12 month average	Q2 2012/13 (September survey) Fare Evasion Rate Rolling 12 month average
One Person Operated	1.0%	1.0%
Articulated buses	9.5%	N/A**

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 Q2 perception results for safety and security measured through TfL's Customer Satisfaction Survey (CSS). 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. Chart 2 shows the last 6 quarters, including the current, scores on services, whilst chart 3 demonstrates the same though for stops and stations. Please note that due to Olympic and Paralympic Games activities CSS was not conducted on the DLR Network during Q2 2012/13.

Table 10

Bus network	Q2 2011/12 score	Q2 2012/13 score	Change
On bus	85	88	+3
At shelters / stops	82	84	+2
LU	Q2 2011/12 score	Q2 2012/13 score	Change
On train	85	87	+2
At stations	83	84	+1
DLR	Q2 2011/12 score	Q2 2012/13 score	Change
On train	86	N/A	N/A
At stations	85	N/A	N/A
LO	Q2 2011/12 score	Q2 2012/13 score	Change
On train	84	86	+2
At stations	84	86	+2
Tramlink	Q2 2011/12 score	Q2 2012/13 score	Change
On tram	88	90	+2
At stops	84	88	+4

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§ The fare evasion survey does include some ticketing irregularities that haven't necessarily resulted in fare evasion, such as non-validation of Zip cards.
** Since December 2011 TfL no longer operate articulated buses, hence this type of information is no longer collected.
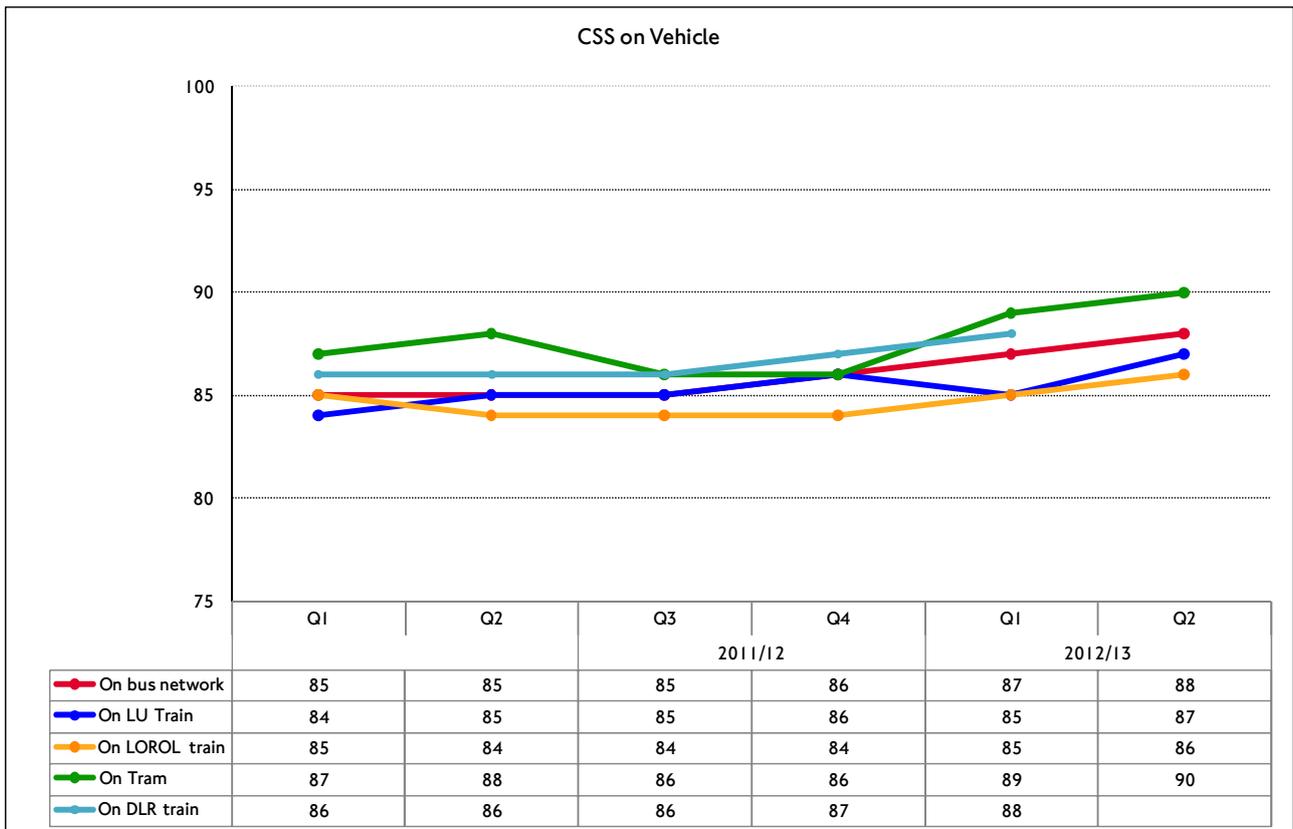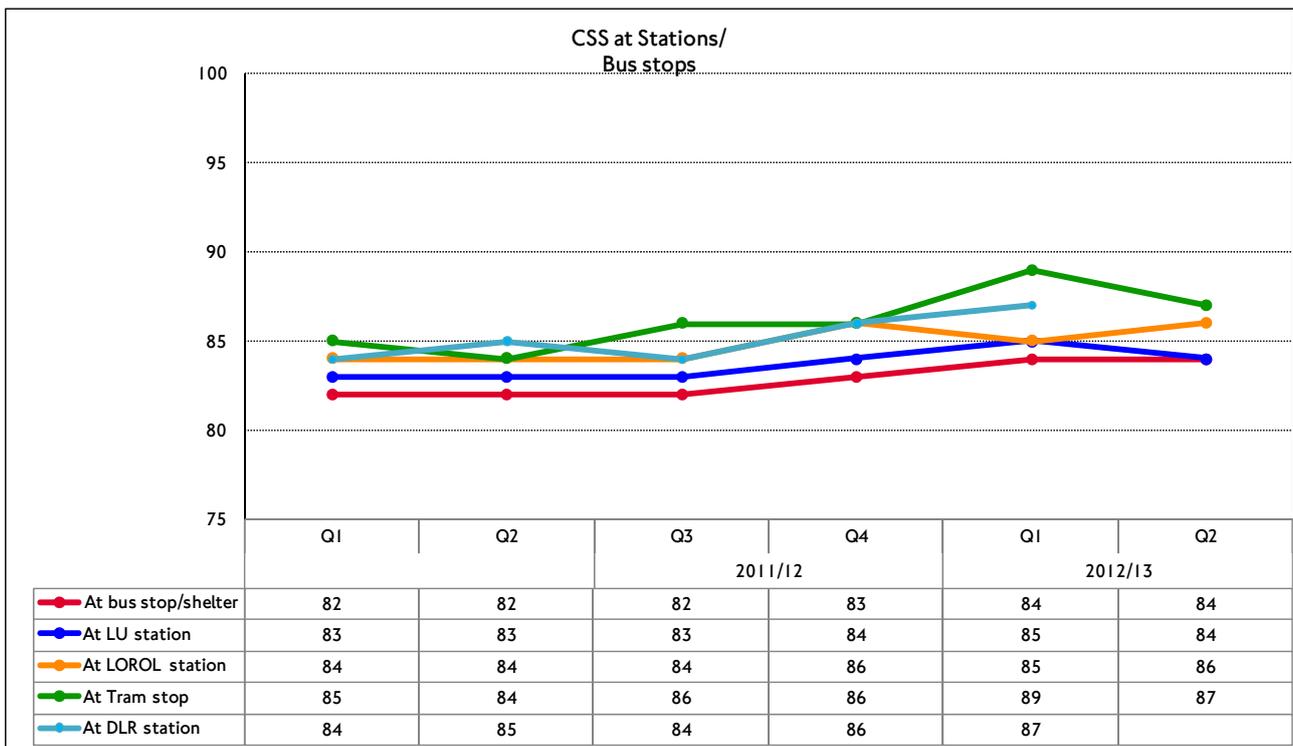
Chart 2

CSS on Vehicle

	Q1	Q2	Q3	Q4	Q1	Q2
			2011/12		2012/13	
On bus network	85	85	85	86	87	88
On LU Train	84	85	85	86	85	87
On LOROL train	85	84	84	84	85	86
On Tram	87	88	86	86	89	90
On DLR train	86	86	86	87	88	

Chart 3

CSS at Stations/ Bus stops

	Q1	Q2	Q3	Q4	Q1	Q2
			2011/12		2012/13	
At bus stop/shelter	82	82	82	83	84	84
At LU station	83	83	83	84	85	84
At LOROL station	84	84	84	86	85	86
At Tram stop	85	84	86	86	89	87
At DLR station	84	85	84	86	87	

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

For more information on this report please contact TfL at csepcommunications@tfl.gov.uk. For other general TfL enquiries please telephone +44 (0)843 222 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