

**TRANSPORT FOR LONDON**

**SAFETY, HEALTH AND ENVIRONMENT COMMITTEE**

**SUBJECT: COMMUNITY SAFETY PLAN**

**DATE: 16 SEPTEMBER 2008**

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**1 PURPOSE AND DECISION REQUIRED**

This report provides a summary of the Community Safety Plan for Transport and Travelling in London 2008/09. It is presented to the Committee for information.

**2 BACKGROUND**

The Community Safety Plan for Transport and Travelling in London is a joint annual publication between TfL, British Transport Police (BTP), Metropolitan Police Service (MPS) and the City of London Police (CoLP). 2008/09 is only the second year that a Plan has been produced. The Plan sets out TfL and partners' vision, priorities and activities to increase community safety and security across the whole transport system, so that all journeys are safe and feel safe, free from the fear of crime and anti-social behaviour.

**3 SUMMARY OF THE 2008/09 COMMUNITY SAFETY PLAN**

**3.1 Strategic Priorities and Approach**

The 2008/09 Plan confirms the vision and strategic priorities set out in the first annual plan. The four agreed strategic priorities are:

- a) To improve the perception of safety and security on the transport system;
- b) To reduce Anti-Social Behaviour (ASB) on the transport system;
- c) To reduce crime on the transport system by focusing on priority crimes; and
- d) To reduce the number of people killed or seriously injured on London's roads resulting from criminal or anti-social behaviour.

**3.2 The Plan sets out a five pronged approach to make progress towards the strategic priorities:**

- a) Enforcement of the law and transport regulations to tackle crime and anti-social behaviour;
- b) Education including work in schools, marketing, media and public awareness;

- c) Engagement, for example uniformed officers in local policing teams engaging with passengers and staff to fully understand and address their concerns;
  - d) Environment, including measures such as CCTV and lighting to help design out crime; and
  - e) Continuous and rigorous evaluation to assess the impact of all activities and learn from what we do.
- 3.3 The Plan supports the Mayor's vision and focus on tackling poor behaviour, incivilities and low-level crime, such as fare evasion and criminal damage, in order to drive out more serious crime.

#### **Joint Action Plan for 2008/09**

- 3.4 The Plan's main chapter is the 2008/09 Action Plan which outlines new and on-going activities. Responsibility for progressing these actions is shared between TfL, the MPS, BTP and CoLP through the strategic multi-agency Transport Community Safety Partnership. Highlights from the 2008/09 Action Plan include:
- a) Setting up of a workplace violence unit by the MPS in partnership with TfL to tackle assaults on staff working on the bus network;
  - b) Enforcing a ban on people drinking alcohol on the TfL public transport system;
  - c) Increasing the number of police officers to tackle illegal taxi touting and crack down on sexual assaults by drivers;
  - d) Developing the Together for London campaign to encourage considerate behaviour by all passengers;
  - e) Increasing the number of MPS officers and Police Community Service Officers (PCSOs) by 440 providing dedicated reassurance teams at transport hubs; and
  - f) Updating the TfL Streetscape guidance to fully incorporate designing out crime measures.

#### **Crime, disorder and anti-social behaviour on the London transport system**

- 3.5 The Plan also includes a summary of the findings from a strategic assessment undertaken in January 2008 of community safety on the transport system. Key findings include that the peak time for robbery on the bus system is between three and five pm. Violence peaks at 5pm and spikes again late at night. Criminal damage on the bus network is heavily skewed towards the outer London boroughs. There is little correlation between the pattern of crime on the transport system and public perception of safety, but there is a far stronger relationship between anti-social behaviour – such as drunkenness; passengers travelling in large groups, shouting, swearing and threatening – and poor confidence in the safety of travelling.

#### **Performance in 2007/08**

- 3.6 Over the last two years crime rates on both bus and London Underground/DLR have decreased. Crime is now at its lowest rate of 15 crimes per million

passenger journeys. The biggest changes over the last year have been in the level of robbery (51 per cent reduction on LU/DLR; 32 per cent on bus and 57 per cent on London Overground) and criminal damage (30 per cent on LU/DLR and 24 per cent on bus).

#### **4 CRIME AND DISORDER/ SUSTAINABILITY/ EQUALITIES / RISK MANAGEMENT IMPLICATIONS**

##### **Crime and Disorder**

- 4.1 TfL is subject to Section 17 of the Crime and Disorder Act 1998. This places a duty on public authorities to give due regard to the likely effect on crime, disorder, anti-social behaviour and substance misuse in the exercising of all its functions, and to do all that it reasonably can to prevent crime and disorder. The Community Safety Plan is a public expression of TfL's activities to fulfil the requirements of section 17.

##### **Sustainability**

- 4.2 Poor perception of safety of the transport system, and concerns about cycle theft are two of the major impediments to people switching from private car use to public transport, walking and cycling. The priorities and activities in the Community Safety Plan will contribute to modal shift and improve the quality of life of people travelling around the capital.

##### **Equalities**

- 4.3 Reducing crime and anti-social behaviour, and increasing public perception of the safety and security improves accessibility to the transport system. Fear of crime and poor perception of safety is not evenly distributed across the population – women, ethnic minorities and older people are far more likely to avoid using public transport because of fear – so further exacerbating social exclusion. As well as general measures to reduce crime and anti-social behaviour, and improve perceptions, the Community Safety Plan sets out specific actions to reduce sexual assaults, address hate crime and make travelling safer for children.

#### **5 RECOMMENDATION**

- 5.1 The Committee is asked to NOTE the 2008/09 Community Safety Plan for Transport and Travelling in London.

Community Safety Plan awaiting approval by the TfL Board.