

TRANSPORT FOR LONDON

SURFACE TRANSPORT PANEL

**SUBJECT: UPDATE ON COMMUNITY SAFETY, ENFORCEMENT AND POLICING ISSUES**

**DATE: 30 JUNE 2010**

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**1 PURPOSE**

- 1.1 This paper updates the Panel on crime levels on the public transport network in 2009/10 and the progress made against key Mayoral and TfL priorities regarding safety and security on the transport system.

**2 SUMMARY OF CRIME LEVELS**

**Overall crime trends**

- 2.1 Official crime figures from the Metropolitan Police Service (MPS) and British Transport Police (BTP) for 2009/10 showed that crime continued to fall on TfL's public transport services. Crime is at its lowest levels since recording began over six years ago. Detailed crime figures and supporting charts can be seen in Appendices 1, 2 and 3.
- 2.2 The BTP crime figures were announced by the Mayor and BTP's Chief Constable on 25 May 2010.

**Bus-related crime**

- 2.3 Crime figures from the MPS showed an 8.1 per cent reduction in bus-related crime (2,194 fewer offences) in 2009/10 compared to the same period in 2008/09. This reduction builds on an 18 per cent reduction in bus-related crime in 2008/09 and an 11 per cent reduction in 2007/8.
- 2.4 Criminal damage offences fell by 36.9 per cent (1,377 offences), violence against the person by 9.7 per cent (743 offences) and robbery by 7.9 per cent (221 offences). Increases were seen in sexual offences (6 per cent - 31 offences) and theft and handling (2.9 per cent - 320 offences).
- 2.5 The majority of boroughs (26 boroughs) saw reductions in bus-related crime in 2009/10 compared with the previous year. The greatest reduction was seen in Bexley with a reduction of 34.3 per cent. This is on top of a 43 per cent reduction seen last year in the borough. Bus-related crime also fell by 29.5 per cent in Greenwich, 24 per cent in Lewisham, 23.7 per cent in Bromley, 23.2 per cent in Kensington and Chelsea and 22 per cent in Sutton.
- 2.6 The crime rate per million passenger journeys for the bus network stands at 11.1 for 2009/10. This is an improvement on the 2008/09 rate where there were 12 crimes per million passenger journeys on the bus network and has almost halved from 2005/06 when the crime rate was 21.6 crimes per million

passenger journeys.

- 2.7 Theft remained the highest volume crime in 2009/10 accounting for over 45 per cent of bus-related offences.
- 2.8 Crime figures for April 2010 continued to show improvement. Bus-related crime was down by over 5 per cent compared with April 2009.

### **Crime on London Underground/Docklands Light Railway and London Overground**

- 2.9 British Transport Police crime figures for London Underground and Docklands Light Railway showed a reduction of 3.8 per cent in 2009/10 compared with the previous year – a reduction of 573 offences.
- 2.10 Violence against the person offences fell by 7.5 per cent (161 offences), criminal damage offences fell by 17.2 per cent (278 offences) and public disorder fell by 22.7 per cent (430 offences). Robbery remained low with less than one per cent change between 2009/10 and 2008/09. There was a 10.5 per cent increase in theft offences (686 offences).
- 2.11 The provisional crime rate per million passenger journeys for London Underground/Docklands Light Railway in 2009/10 is 12.8. This is down from 13.1 in 2008/09.
- 2.12 Theft also remained the highest volume crime in 2009/10 for London Underground/Docklands Light Railway, accounting for almost 50 per cent of crime.
- 2.13 Crime remained low on TfL's London Overground service with little change between 2009/10. Crime fell from 523 offences in 2008/09 to 517 in 2009/10.

### **Perception of safety and security on the transport network**

- 2.14 The 2009 annual results for TfL's safety and security survey showed no change in the proportion of Londoners who have concerns about crime and anti-social behaviour on the transport system. The level remained at 45 per cent (same as 2008) which is down from 54 per cent in 2007.
- 2.15 TfL's quarterly safety and security survey for April 2010 shows that the proportion of Londoners who have significant concerns about crime and anti-social behaviour on public transport, such that it deters them from using it, currently stands at 30 per cent. This figure is significantly lower (statistically) than in April 2008 when it was 35 per cent but is not significantly different from the levels in April 2009.
- 2.16 The proportion of Londoners citing concern about the anti-social behaviour of others as a deterrent to using public transport has significantly reduced since April 2009 (42 per cent down from 47 per cent, a further reduction from 49 per cent in April 2008).
- 2.17 Women's perceptions of safety and security on the transport system have shown even greater improvement. The latest survey shows that 36 per cent of women have concerns compared to 45 per cent in April 2008.

### **3 KEY COMMUNITY SAFETY ISSUES**

#### **Community Safety Strategy for Transport and Travelling**

- 3.1 The 2009/10 Community Safety Plan for Transport and Travelling in London, produced by TfL in partnership with the MPS, BTP and City of London Police (CoLP) set out the priorities, objectives and key activities to improve further safety and security on and around the transport system. Young people, women, alcohol and cycling received particular focus in last year's plan to understand and more effectively respond better to the issues relating to these groups/crime types. While significant progress has been made in some areas – including further reductions in youth offending and victimisation, the development of a partnership plan to improve cycle security, increased enforcement against illegal cab drivers and the introduction of the Earn Your Travel Back scheme – TfL and partner activities will continue to focus on these areas in 2010/11.
- 3.2 Development of the Mayor's Community Safety Strategy for Travel and Transport in London is well underway and is on track for publication in October 2010. The strategy provides more details on the policies and proposals in relation to safety and security contained in the Mayor's Transport Strategy and sets out priorities for action in 2010-2013. The strategy will be submitted to the TfL Board for final approval in September.

#### **MPS Hub Teams**

- 3.3 The Mayor's commitment to enhance policing on the bus network through the creation of 32 Hub policing teams at priority locations across London has been a key contributor to the wider TfL community safety agenda and the progress made against the priorities set out in the 2009/10 Plan. All teams have been operational and fully resourced since June 2009.
- 3.4 The Hub teams, which work as part of the 32 local Borough Safer Transport Teams, provide high visibility, locally accountable policing at busy transport hubs, have made a significant contribution to the overall reductions in crime on the transport system and have had a positive effect on the travelling experience of Londoners. Bus-related crime is at its lowest level in over six years and this is a reflection of the combined efforts of the Safer Transport and Hub teams and other transport policing teams working as part of the MPS Safer Transport Command, which is funded by TfL.

#### **Cycle security**

- 3.5 Following the detailed analysis of cycle theft data, a review of innovative practice across the country and engagement with key organisations and groups, the draft Cycle Security Action Plan was published for consultation on 6 June setting out the actions needed to tackle cycle theft and criminal damage. Following the consultation process, the plan will be taken forward by TfL, BTP, CoLP, MPS and other partners to reduce cycle theft and criminal damage to cycles. The consultation period closes on 3 August and the final plan will be launched later in 2010.
- 3.6 The new TfL-funded Cycle Security Task Force in the MPS Safer Transport Command was also launched on 6 June, as a key priority from the Draft Cycle Security Action Plan. The team will focus on increasing the detection rate for stolen bikes in key hotspots, disrupting criminal activity and appropriate

enforcement across London against cyclists who act in a criminal/anti-social manner.

### **Earn Your Travel Back**

- 3.7 From 1 August 2009, the scheme, Earn Your Travel Back, has been in place to allow under-18s who have had their free bus travel withdrawn for non-criminal breaches of the behaviour code to earn it back through voluntary work on conservation projects in London. Between 1 August 2009 and the end of May 2010, TfL extended invitations to participate to over 2,980 individuals who have had their travel concession withdrawn as a result of a breach of the behaviour code.
- 3.8 To date, over 70 events have been organised by the volunteer consortium, resulting in 663 young people earning back their free travel concession. A further 63 individuals were unsuccessful due to either poor punctuality, failing to attend a booked event or as a result of poor behaviour at the event.

### **Touting measures**

- 3.9 TfL continues to work closely with the MPS and the CoLP, and in partnership with the Taxi and Private Hire trades to tackle touting across London, building on the success of the Safer Travel at Night (STAN) initiative and anti-touting enforcement activities.
- 3.10 From 1 August 2008, licensed PHV drivers convicted of touting lose their licence for a minimum of one year. Their fitness to hold a licence will be re-assessed by TfL if and when they reapply. The Safer Transport Command Cab Enforcement Unit made 1,449 arrests for touting (including licensed and unlicensed drivers) between 1 August 2008 and 31 May 2010. This has led to 435 Magistrates' Court convictions involving licensed Private Hire Vehicle drivers to date which have been referred to TfL. Of these drivers, 334 have had their PHV driver's licence revoked to date with the remaining still being processed.
- 3.11 Planning for this year's STAN initiative, which will include a refresh of the hard-hitting 'know what you're getting into' campaign, is underway. This will include a programme of enforcement activities targeting touting/illegal cabs and education activities that will continue to raise awareness of the dangers of using un-booked minicabs.

### **Workplace Violence Unit (WVU)**

- 3.12 Following the successful establishment of a WVU within London Underground, a WVU for front line bus staff has been in place since January 2009 dedicated to supporting the investigation and prosecution of assaults and improving the standards of support for victims.
- 3.13 Between 2 January 2009 and 7 June 2010, 1,210 cases have been notified to the WVU. All of these crimes are reported to and 'owned' by local borough police but the WVU provide full support to borough police colleagues in investigation. The WVU has dealt with 439 cases with 157 cases remaining ongoing. To date, 186 cases have received judicial disposals (such as charged, summonsed, cautioned etc).

## **4 RECOMMENDATION**

4.1 The Panel is asked to NOTE this paper.

## **5 CONTACT**

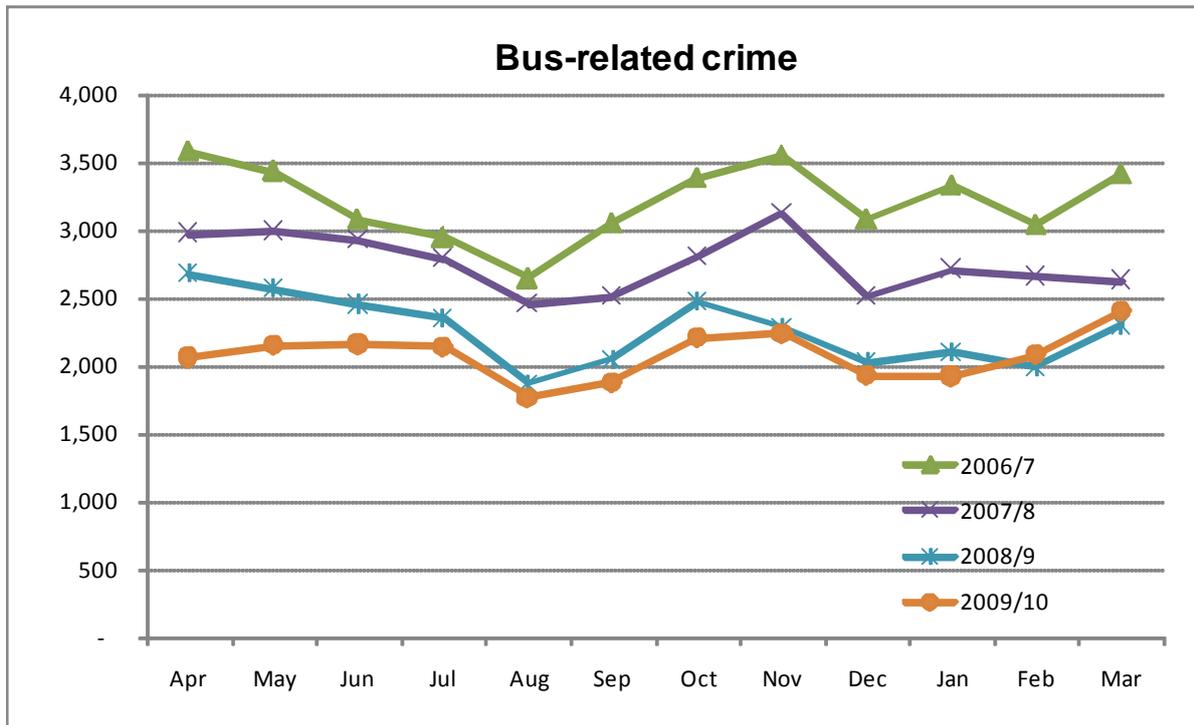
5.1 Contact: David Brown, Managing Director, Surface Transport  
Phone: 020 3054 0180  
Email: [DavidBrownMD@tfl.gov.uk](mailto:DavidBrownMD@tfl.gov.uk)

## BUS-RELATED CRIME FIGURES FOR 2009/10

Crime Type	2008/09	2009/10	Percentage change between 2009/10 and 2008/09	Volume change between 2009/10 and 2008/09
Criminal Damage	3,727	2,350	-36.9	-1,377
Drugs	826	693	-16.1	-133
Fraud / Forgery	410	325	-20.7	-85
Other Notifiable Offences	325	339	4.3	14
Robbery	2,785	2,564	-7.9	-221
Sexual Offences	519	550	6.0	31
Theft and Handling	10,945	11,265	2.9	320
Violence against the Person	7,633	6,890	-9.7	-743
<b>Total</b>	<b>27,170</b>	<b>24,976</b>	<b>-8.1</b>	<b>-2,194</b>

**Note:** 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.

MONTHLY BUS-RELATED CRIME COMPARISON 2006/07 TO 2009/10



## CRIME ON LONDON UNDERGROUND/DOCKLANDS LIGHT RAILWAY - 2009/10

Crime Type	2008/09	2009/10	Percentage change between 2009/10 and 2008/09	Volume change between 2009/10 and 2008/09
Violence Against the Person	2,158	1,997	-7.5	-161
Sexual Offences	338	328	-3.0	-10
Criminal Damage	1,615	1,337	-17.2	-278
Line of Route	118	112	-5.1	-6
Theft of Passenger Property	6,134	6,794	10.8	660
Motor Vehicle/Cycle Offences	359	346	-3.6	-13
Robbery	136	137	0.7	1
Theft of Railway Property	381	407	6.8	26
Public Order	1,892	1,462	-22.7	-430
Fraud	230	206	-10.4	-24
Drugs	1,616	1,266	-21.7	-350
Other Serious Offences	132	144	9.1	12
<b>Total Notifiable Offences</b>	<b>15,109</b>	<b>14,536</b>	<b>-3.8</b>	<b>-573</b>

**Note:** The BTP is responsible for policing the rail network in London, including the TfL managed London Underground, the Docklands Light Railway, and London Overground services. Crime figures for London Underground and the Docklands Light Railway have been provided by the BTP and 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 network.