

TRANSPORT FOR LONDON

SURFACE TRANSPORT PANEL

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

DATE: 3 JULY 2009

1 PURPOSE

- 1.1 This paper updates the Surface Transport Panel on crime levels on the transport network and progress made against key Mayoral priorities regarding safety and security on public transport.

2 SUMMARY OF CRIME LEVELS

Overall crime trends

- 2.1 Crime has reduced on TfL's public transport services over the last year. All crime types have shown significant reductions with the exception of drug offences (which are primarily driven by greater use of stop and search and more knife arch/dog operations) and sexual assaults. The latter relates mostly to lower level offences as opposed to serious sexual violence and partly reflects increased reporting and patronage. Women's safety will be an area of focus in 2009/10.

Bus-related crime

- 2.2 Latest figures from the Metropolitan Police Service (MPS) for 2008/09 show an 18.3 per cent reduction in bus related crime compared to 2007/08. This amounts to 6,063 fewer offences compared to the previous year.
- 2.3 Bus-related crime fell in all London boroughs with Bexley and Bromley showing the largest reductions of 43 per cent and 41 per cent respectively. The greatest reductions were in criminal damage and robbery offences.
- 2.4 Based on these figures, the crime rate is 12 crimes per million passenger journeys on the bus network – an improvement of 21 per cent on the previous year. This is the first time since TfL started recording crime this way (five years ago) that the rate of crime on the bus network has been below that of the Underground. Detailed crime figures and supporting charts can be seen in Appendices 1 and 2.

Crime on London Underground/Docklands Light Railway

- 2.5 British Transport Police crime figures for London Underground and DLR showed a reduction of 8.1 per cent for 2008/09 – a reduction of 1,336 offences. The crime rate for 2008/9 was 13.1 crimes per million passenger journeys - nine per cent lower than the previous year. Detailed crime figures can be seen in Appendix 3.

Perception of Anti-social Behaviour (ASB) on the transport network

- 2.6 For the first time since 2005/06, TfL's surveys are showing a reduction in concerns about crime/ASB on the transport network. The proportion of Londoners who have concerns about ASB on the transport system has reduced from 54 per cent in 2007 to 45 per cent in 2008.

3 KEY COMMUNITY SAFETY ISSUES

Review of transport policing arrangements (MPS Transition Project)

- 3.1 Since 2002, TfL has invested significant resources in dedicated transport policing provided by the Metropolitan Police Service. This was – and remains – based on the premise that the impact of low level crime and anti-social behaviour on the public transport network has a disproportionate impact on how actual and potential customers view the safety of public transport. Furthermore, the public transport system presents a unique operational environment where individual incidents (eg traffic accidents) can rapidly lead to major network disruption. As such, TfL sought to address public concerns around the safety of the transport network and to build a robust, joint transport policing model with the Metropolitan Police Service.
- 3.2 Since his election in 2008, the Mayor has funded a further increase of 440 officers to provide high visibility police at major transport hubs and 34 additional officers for cab enforcement.
- 3.3 In 2009/10, TfL is spending a total of £94 million on MPS transport policing services, totalling approximately 2,000 uniformed officers.
- 3.4 TfL and the MPS have recently undertaken a review of transport policing structures. As a result, all transport policing is now consolidated under the Territorial Policing division of the MPS, which also oversees Borough policing. Only the Traffic Operational Command Unit (Traffic OCU) has remained within the central business group.
- 3.5 A joint MPS/TfL team has been established to manage the transition and is ensuring that the changes deliver improved services to passengers and staff and deliver value for money to TfL. This work is due to be completed in March 2010.
- 3.6 The new safer transport policing arrangements will deliver:
- (a) A single point accountability for Transport Policing within the MPS and the retention of a Commander role responsible for the function;
 - (b) rigorous joint performance management arrangements involving TfL and based on existing Compstat/Joint Transport Action Group activities;
 - (c) a focus on problem solving and prevention rather than incident response;
 - (d) a clear and genuine commitment to partnership working and collaboration (particularly with local boroughs);
 - (e) an enhanced neighbourhood focus (with a Safer Transport Team (STT) in every borough) and localised problem solving;

- (f) a single contract for MPS transport policing services; and
- (g) recognition of the importance of traffic policing (smoothing traffic flow, cycling and walking) and the need for strong links between the core Traffic OCU policing and the new structure.

3.7 The new structure will deliver a number of efficiencies and reduce the cost of policing services to TfL while maintaining service delivery to the public. The current business plan projections contain a £2m reduction per year on policing expenditure from 2010/11 and a further £8m per year from 2013/14 post Olympics.

Deployment of an additional 440 officers on the bus network

3.8 The Mayor, through TfL, has committed to enhancing local STTs by providing increased visible presence at identified transport hubs and an increase in the size of all 21 STTs. All 32 Hub Teams - consisting of one sergeant, one police constable and seven police community support officers - are now operational. The Mayor launched the final Hub Team on 15 June in Brixton. The list of hub teams is at Appendix 4.

Touting measures and the additional cab enforcement officers

3.9 The Mayor has made it clear that he is committed to tackling illegal touting across London, building on the success of the Safer Travel at Night (STAN) initiative and anti-touting enforcement activities. TfL is doubling the number of cab enforcement officers (an additional 34 officers – 27 in the TOCU Cab Enforcement Unit and seven in the City of London Police) and has introduced a 'one strike and you're out' policy for private hire drivers convicted of touting.

3.10 The additional officers will provide greater coverage for anti-touting activities across London and will maximise the number of officers deployed to touting hotspot locations across London. The additional resources will allow a wider range of tactical options to identify and deter sexual predators, illegal operators and touts. The additional officers were in place by the end of June 2009.

Payback London and supporting data sharing arrangements

3.11 TfL, the MPS, the Greater London Authority and other partner agencies have developed a scheme to allow under-18s who have had their free bus travel withdrawn for breaches of the behaviour code to earn it back through voluntary community service. The provider of these services was chosen by a joint GLA/TfL panel in early June 2009 and the scheme will go live in September 2009.

Live CCTV trial

3.12 A six month trial of live CCTV is currently in progress on a busy north London bus route. The trial will assess the impact of live CCTV on call handling and follow up in the joint London Buses and MPS control room. A full evaluation of the scheme is being undertaken, supported by Professor Martin Gill (a leading national expert in CCTV). The results of the trial and a decision on the value and future of live CCTV is expected in early July 2009.

Deployment of an additional 50 BTP officers on suburban rail network (BTP50)

- 3.13 TfL will be investing more than £6m over the next two years to fund the additional officers on the suburban rail network as part of the Mayor's commitment to clamp down on low-level crime and disorder at outer London rail stations. The deployment took place between January and May 2009. All seven teams are now operational.

Crime mapping and Web Intelligence Network

- 3.14 Crime mapping and intelligence led policing is a key part of the Mayor's priorities. TfL has a well developed crime and disorder mapping system which is being enhanced to incorporate intelligence information from partner agencies to improve the efficiency and effectiveness of analysis, deployment and performance management.

4 RECOMMENDATION

- 4.1 The Panel is asked to NOTE the report.

5 CONTACT

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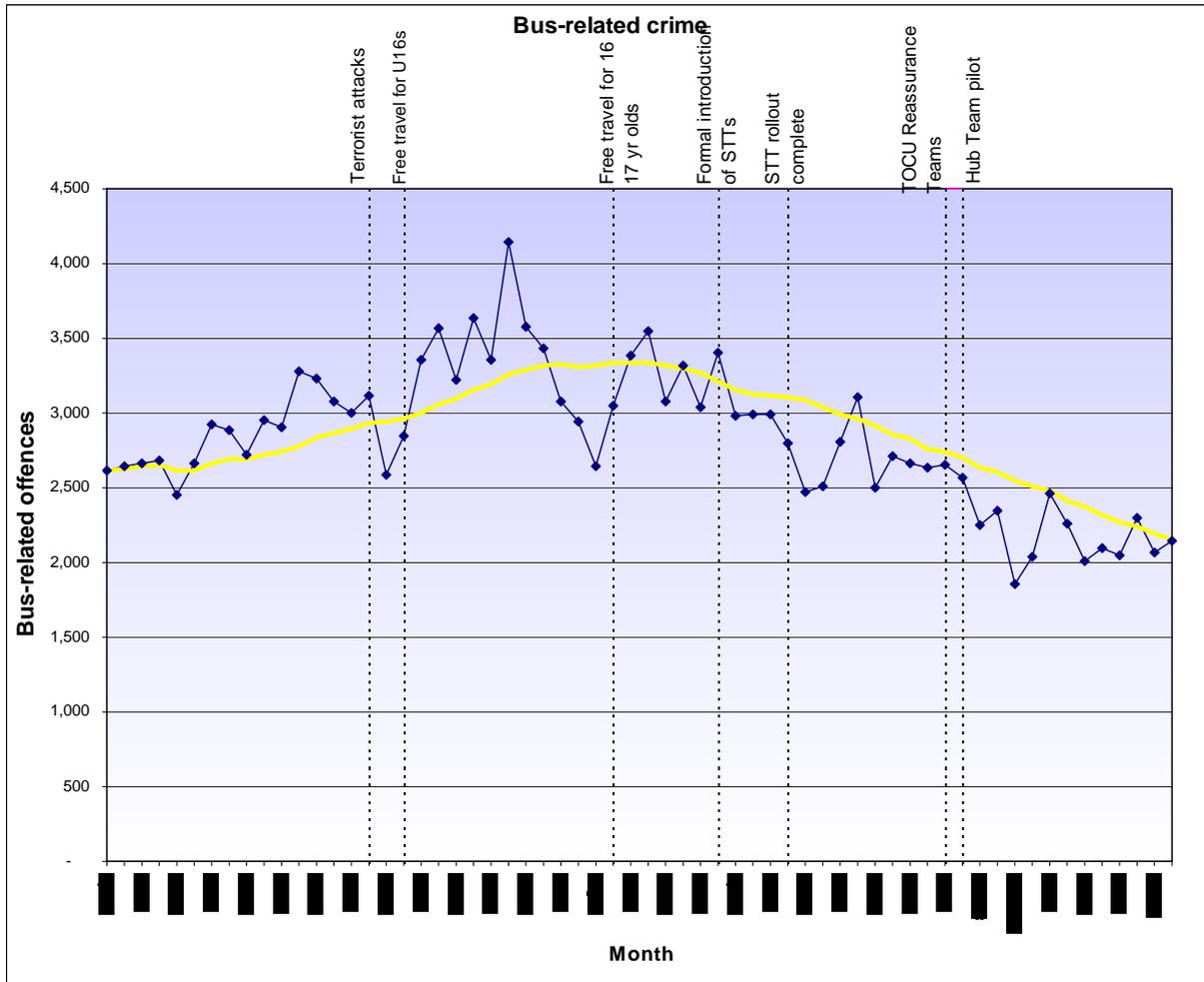
Bus-related crime figures for 2008/9

Crime Type	2007/8	2008/9	% Change
Criminal Damage	5,846	3,723	-36.3%
Drugs	683	779	14.1%
Fraud / forgery	414	387	-6.5%
Other	337	320	-5.0%
Robbery	4,266	2,761	-35.3%
Sexual Offences	480	535	11.5%
Theft and handling	12,699	10,948	-13.8%
Violence against the person	8,400	7,609	-9.4%
Total	33,125	27,062	-18.3%

Note: This data has been retrieved from the MPS crime reporting system by using a specific query to retrieve the word bus, by searching various fields and by retrieving various transport related flags and venue codes including offences related to taxi touting.

This query was developed for intelligence purposes, and as a result it can include non-bus related crimes, for example touting. However, when the source data has been previously quality checked we have found that over 90 per cent of the crimes retrieved directly involved the bus network, including crimes around bus stops.

Monthly bus-related crime chart



NB: Yellow line denotes rolling 12 month average

LU/DLR crime figures from the British Transport Police

Crime Type	2007/8	2008/9	% Change
Criminal Damage	1,921	1,615	-15.9%
Drugs	881	1,616	83.4%
Line of Route Offences	142	118	-16.9%
Motor Vehicle/Cycle Offences	342	359	5.0%
Other Serious Offences	102	132	29.4%
Robbery	192	136	-29.2%
Serious Fraud	264	230	-12.9%
Serious Public Order	1,981	1,892	-4.5%
Sexual Offences	332	338	1.8%
Theft of Passenger Property	7,481	6,134	-18.0%
Theft of Railway Property / Burglary	592	381	-35.6%
Violence Against the Person	2,215	2,158	-2.6%
Total Notifiable Offences	16,445	15,109	-8.1%

APPENDIX 4

MPS Hub Team locations

Hub Location	Borough
West Croydon	Croydon
Turnpike Lane	Wood Green
Canning Town	Newham
Woolwich Arsenal DLR	Greenwich
Romford Town Centre	Havering
Ilford BR Station	Redbridge
Barking	Barking & Dagenham
Walthamstow Central Stations	Waltham Forest
Hayes Town, Hillingdon	Hillingdon
Elephant & Castle	Southwark
Peckham High St	Southwark
Bexley Heath Broadway	Bexley
Harrow On Hill	Harrow
Edgware LUL	Barnet
Lewisham Bus Stn	Lewisham
Dalston Kingsland	Hackney
Hammersmith Bus station	Hammersmith and Fulham
Finsbury Park	Islington
Seven Sisters/Tottenham	Haringey
Bromley Town Centre & Nth	Bromley
Crystal Palace	Bromley
Clapham Junction	Wandsworth
Ealing Broadway	Ealing
Uxbridge Rd	Ealing
Hounslow High St	Hounslow
Wembley Central	Brent
Stratford	Newham
Mile End	Tower Hamlets
Enfield Town	Enfield
Edmonton Green	Enfield
Westfield Shopping Centre	Hammersmith and Fulham
Brixton road	Lambeth