

Transport for London

2012/2013 Crime statistics bulletin

Quarter 3 2012/13 (1 October – 31 December 2012)

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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 Q3 2012/13 (October–December 2012). The bulletin focuses on the London Bus network, London Underground/Docklands Light Railway, London Tramlink and London Overground service¹.

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.

Despite low levels of crime of the network, increases were seen in some crime types on some modes during Q3 2012/13 compared with the same quarter last year. The increases are largely

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/Clapham Junction.

attributable to an increase in theft of passenger property offences compared to last year. It relates to an ongoing issue with organised thieves targeting the London transport network, predominantly stealing mobile phones. TfL and the police are monitoring the situation closely and have interventions in place to deal with this specific issue including crime reduction and awareness campaigns to targeted enforcement activity.

The levels of bus-related crime in Q3 2012/13 were 1.4% lower than Q3 in 2011/12 and the rate of crime for the bus network has fallen to 9.0 crimes per million passenger journeys (from 9.3 in Q3 of 2011/12). Crime on LU/DLR has increased, 18.8% during Q3 of 2012/13 compared to 2011/12 with the rate also rising to 10.4 crimes per million passenger journeys (from 9.2 in Q3 of 2011/12).

The levels of pan-modal transport related crime in Q3 of 2012/13 were 6.4% higher than the same quarter in 2011/12 and the rate of crime has increased to 9.5 crimes per million passenger journeys (from 9.2 in Q3 of 2011/12).

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 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 Q3 2011/12 and Q3 2012/13². The last column of the table shows the percentage change in the number of crimes between Q3 2011/12 and Q3 2012/13.

Table 1

Network	Q3 2011/12		Q3 2012/13		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Bus	5,448	9.3	5,370	9.0	-1.4%
London Underground /Docklands Light Railway	2,945	9.2	3,499	10.4	18.8%
London Overground	194	7.1	265	8.4	36.6% ³
London Tramlink	82	11.0	94	12.5	14.6%
Pan-modal crime	8,669	9.2	9,228	9.5	6.4%

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.

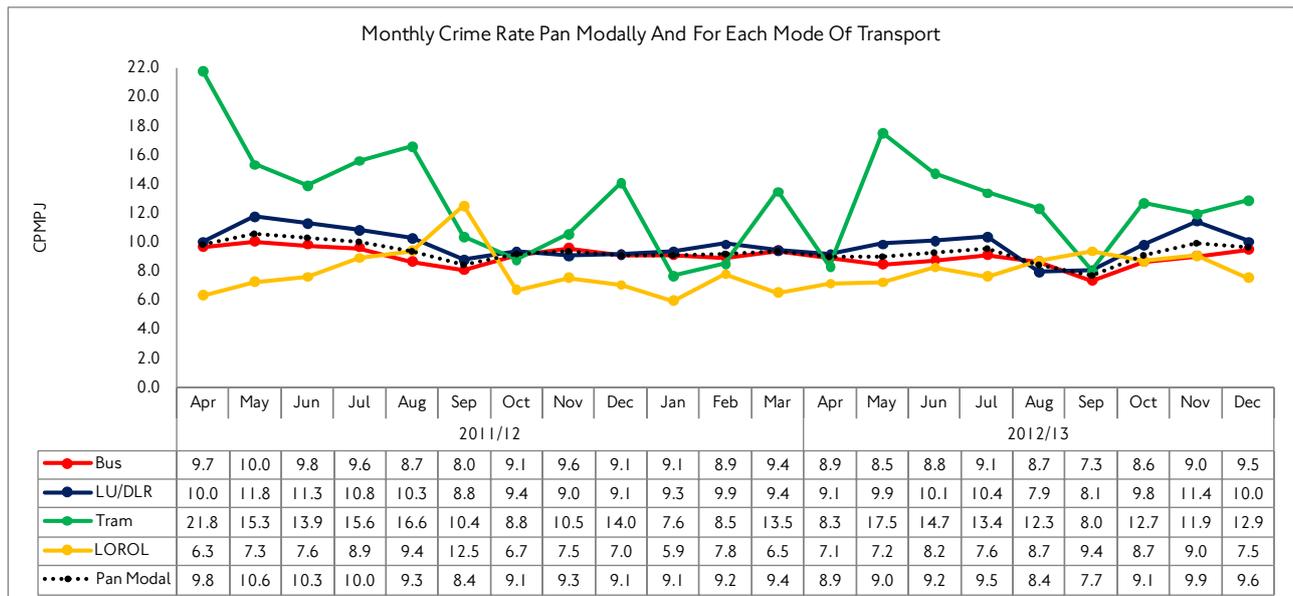
3. Monthly breakdown

Table 2 shows the total number of crimes for each month in Q3 2012/13. Chart 1 shows the crime rate on each mode and pan-modally since April 2011.

Table 2

Network	October		November		December	
	Crimes	Rate	Crimes	Rate	Crimes	Rate
Bus	1,822	8.6	1,823	9.0	1,725	9.5
London Underground /Docklands Light Railway	1,158	9.8	1,304	11.4	1,037	10.0
London Overground	93	8.7	100	9.0	72	7.5
London Tramlink	32	12.7	31	11.9	31	12.9
Pan-modal crime	3,105	9.1	3,258	9.9	2,865	9.6

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 Q3 2012/13. The table includes the number of crimes, the crime rates per million passenger journeys and comparisons with Q3 2011/12.

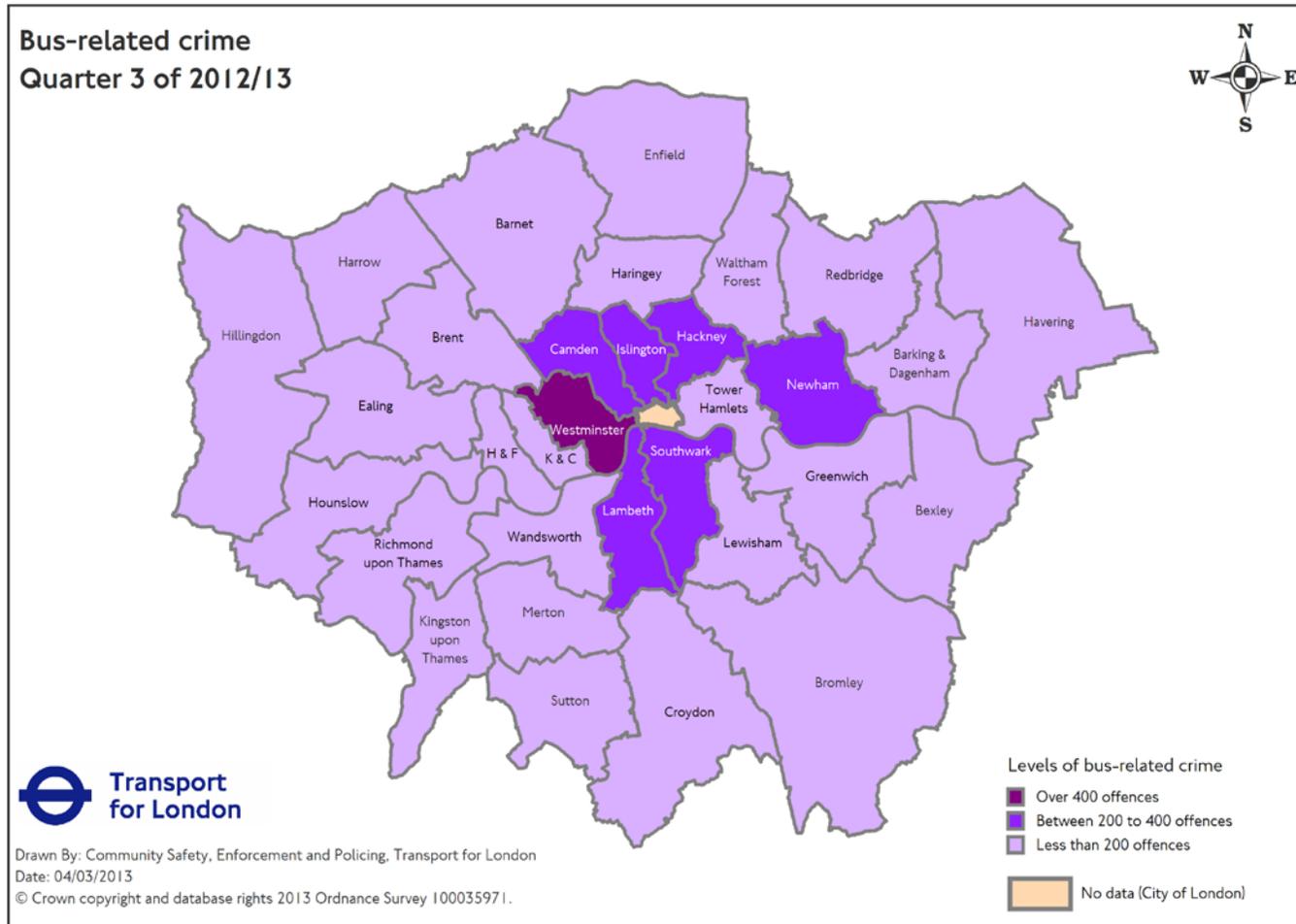
Table 3

Offence	Q3 2011/12		Q3 2012/13		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Burglary	14	N/A	14	N/A	N/A
Criminal damage	402	Less than 1	350	Less than 1	-12.9%
Drugs	176	Less than 1	170	Less than 1	-3.4%
Fraud / forgery	79	Less than 1	49	Less than 1	-38.0%
Other notifiable offences	49	Less than 1	53	Less than 1	8.2%
Robbery	676	1.1	636	1.1	-5.9%
Sexual offences	134	Less than 1	126	Less than 1	-6.0%
Theft and Handling	2,491	4.2	2,704	4.5	8.6%
VAP	1,427	2.4	1,268	2.1	-11.1%
Total Offences	5,448	9.3	5,370	9.0	-1.4%

Map 1 – Bus-related crime volume by borough

Map 1 shows the breakdown of MPS bus-related crime by borough for Q3 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



Map 2 – Bus-related crime change between Q3 2012/13 and Q3 2011/12 by borough

Map 2 shows the percentage change in the levels of bus-related crime between Q3 2011/12 and Q3 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

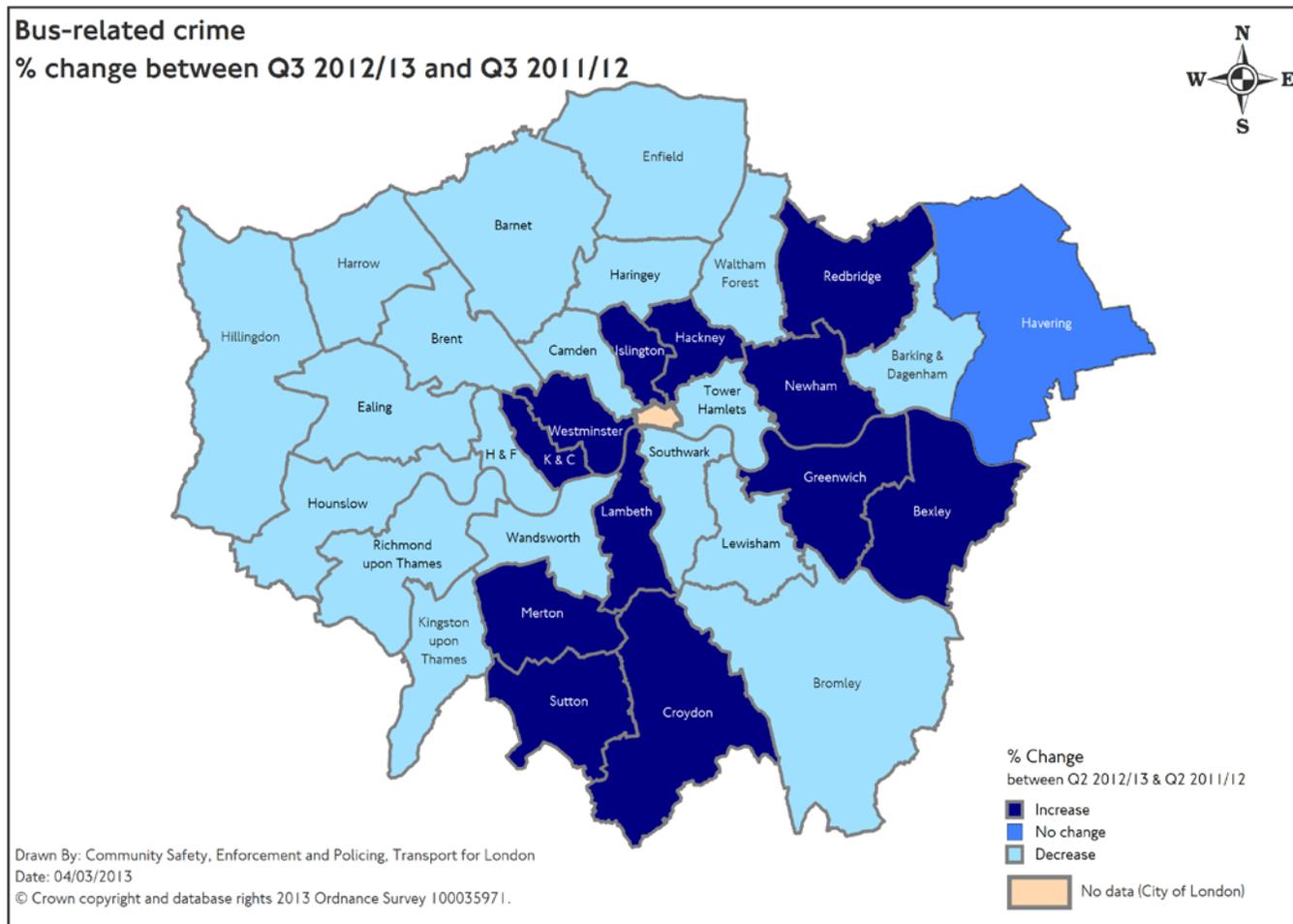


Table 4 - Borough breakdown of bus-related crime for Q3 2012/13 (October–December 2012)

	Q3 2012/13									Q3 2012/13 Total	Q3 2011/12 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	12	5	2	1	9	4	41	28	102	113	-9.7%
Barnet	1	13	2	0	3	23	6	62	42	152	177	-14.1%
Bexley	0	11	1	1	0	3	4	21	20	61	56	8.9%
Brent	2	12	20	3	0	31	3	70	59	200	212	-5.7%
Bromley	0	11	2	0	2	19	0	37	51	122	129	-5.4%
Camden	0	9	9	5	2	12	3	132	34	206	276	-25.4%
Croydon	0	25	3	2	3	36	4	72	44	189	179	5.6%
Ealing	0	14	8	1	4	22	7	82	61	199	255	-22.0%
Enfield	1	13	1	1	1	13	2	62	49	143	150	-4.7%
Greenwich	0	13	3	3	1	15	4	49	36	124	121	2.5%
Hackney	0	13	1	2	0	14	2	162	41	235	230	2.2%
Hammersmith & Fulham	0	5	2	2	2	17	2	90	31	151	168	-10.1%
Haringey	0	7	3	2	0	16	5	114	39	186	215	-13.5%
Harrow	0	7	3	0	2	13	7	24	30	86	87	-1.1%
Havering	0	11	0	0	1	4	2	19	37	74	74	0.0%
Hillingdon	0	26	3	0	3	18	5	62	29	146	171	-14.6%
Hounslow	0	11	2	3	7	15	10	38	37	123	131	-6.1%
Islington	1	10	3	0	0	15	2	182	47	260	224	16.1%
Kensington & Chelsea	1	3	0	1	0	10	1	88	12	116	93	24.7%
Kingston upon Thames	0	8	0	0	1	6	3	24	26	68	74	-8.1%
Lambeth	2	13	6	2	3	54	8	202	72	362	328	10.4%
Lewisham	1	8	3	2	5	45	6	72	57	199	216	-7.9%
Merton	0	7	2	1	1	18	5	29	25	88	70	25.7%
Newham	1	16	2	3	2	39	4	172	50	289	220	31.4%

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	Burglary	Criminal Damage	Drugs	Fraud or Forgery	Other Notifiable Offences	Robbery	Sexual Offences	Theft and Handling	Violence Against the Person	Q3 2012/13 Total	Q3 2011/12 Total	% Change
Redbridge	1	8	1	3	0	27	2	67	24	133	117	13.7%
Richmond upon Thames	0	2	4	0	1	4	2	17	19	49	54	-9.3%
Southwark	0	11	3	2	2	49	5	156	64	292	321	-9.0%
Sutton	0	4	2	0	0	8	4	16	20	54	38	42.1%
Tower Hamlets	0	9	1	0	1	10	2	73	27	123	135	-8.9%
Waltham Forest	0	9	8	2	0	18	4	73	47	161	169	-4.7%
Wandsworth	2	12	1	1	1	20	1	76	39	153	163	-6.1%
Westminster	1	17	66	5	4	33	7	320	71	524	482	8.7%
Q3 2012/13 Total	14	350	170	49	53	636	126	2,704	1,268	5,370	5,448	-1.4%
Q3 2011/12 Total	14	402	176	79	49	676	134	2,491	1,427			
% Change	0.0%	-12.9%	-3.4%	-38.0%	8.2%	-5.9%	-6.0%	8.6%	-11.1%			

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 Q3 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 Q3 2011/12.

Table 5

Offence	Q3 2011/12		Q3 2012/13		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Violence Against the Person	478	1.5	492	1.5	2.9%
Sexual Offences	83	Less than 1	78	Less than 1	-6.0%
Criminal Damage	169	Less than 1	176	Less than 1	4.1%
Line of Route	12	Less than 1	19	Less than 1	58.3%
Theft of Passenger Property	1,475	4.6	2,148	6.4	45.6%
Motor Vehicle/Cycle Offences	102	Less than 1	99	Less than 1	-2.9%
Robbery	17	Less than 1	21	Less than 1	23.5%
Theft of Railway Property / Burglary	59	Less than 1	67	Less than 1	13.6%
Serious Public Order	228	Less than 1	238	Less than 1	4.4%
Serious Fraud	43	Less than 1	48	Less than 1	11.6%
Drugs	257	Less than 1	97	Less than 1	-62.3%
Other Serious Offences	22	Less than 1	16	Less than 1	-27.3%
Total Notifiable Offences	2,945	9.2	3,499	10.4	18.8%

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 Q3 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 Q3 2011/12.

Table 6

Offence	Q3 2011/12		Q3 2012/13		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Violence Against the Person	50	1.8	58	1.8	16.0%
Sexual Offences	2	Less than 1	7	Less than 1	250.0%
Criminal Damage	10	Less than 1	16	Less than 1	60.0%
Line of Route	0	N/A	1	Less than 1	100.0%
Theft of Passenger Property	48	1.8	74	2.4	54.2%
Motor Vehicle/Cycle Offences	21	Less than 1	31	1.0	47.6%
Robbery	2	Less than 1	3	Less than 1	50.0%
Theft of Railway Property / Burglary	9	Less than 1	17	Less than 1	88.9%
Serious Public Order	30	1.1	36	1.1	20.0%
Serious Fraud	2	Less than 1	1	Less than 1	-50.0%
Drugs	19	Less than 1	18	Less than 1	-5.3%
Other Serious Offences	1	Less than 1	3	Less than 1	200.0%
Total Notifiable Offences	194	7.1	265	8.4	36.6%

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 Q3 2012/13. The table includes the number of crimes and makes comparisons with Q3 2011/12.

Table 7

Offence	Q3 2011/12		Q3 2012/13		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Violence Against the Person	17	2.3	24	3.2	41.2%
Sexual Offences	5	Less than 1	3	Less than 1	-40.0%
Criminal Damage	12	1.6	6	Less than 1	-50.0%
Line of Route	10	1.3	6	Less than 1	-40.0%
Theft of Passenger Property	16	2.2	23	3.1	43.8%
Motor Vehicle/Cycle Offences	3	Less than 1	8	1.1	166.7%
Robbery	4	Less than 1	1	Less than 1	-75.0%
Theft of Railway Property / Burglary	0	N/A	1	Less than 1	100.0%
Serious Public Order	9	1.2	9	1.2	No change
Serious Fraud	3	Less than 1	0	N/A	-100.0%
Drugs	3	Less than 1	13	1.7	333.3%
Other Serious Offences	0	N/A	0	Less than 1	No change
Total Notifiable Offences	82	11.0	94	12.5	14.6%

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	Q3 2011/12		Q3 2012/13		% change in DIRs
	DIRs	Rate	DIRs	Rate	
Criminal Damage	1,092	1.9	1,007	1.8	-7.8%
Disturbances	6,517	11.1	5,820	10.9	-10.7%
Forgery / fraud	3,682	6.3	4,292	6.2	16.6%
Minicab Touting	0	N/A	0	N/A	N/A
Robbery /Theft and Handling	252	Less than 1	219	Less than 1	-13.1%
Violent Offences	500	Less than 1	477	Less than 1	-4.6%
Total	12,043	20.5	11,701	20.2	-2.8%

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[§] 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	Q3 2011/12 (November survey) Fare Evasion Rate Rolling 12 month average	Q3 2012/13 (November survey) Fare Evasion Rate Rolling 12 month average
One Person Operated	1.0	1.0

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 Q3 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 5 quarters, including the current, scores on services, whilst chart 3 demonstrates the same for stops and stations.

Table 10

Bus network	Q3 2011/12 score	Q3 2012/13 score	Change
On bus	85	87	+2
At shelters / stops	82	83	+1
LU	Q3 2011/12 score	Q3 2012/13 score	Change
On train	85	88	+3
At stations	83	86	+3
DLR	Q3 2011/12 score	Q3 2012/13 score	Change
On train	86	90	+4
At stations	84	88	+4
LO	Q3 2011/12 score	Q3 2012/13 score	Change
On train	84	84	N/A
At stations	84	84	N/A
Tramlink	Q3 2011/12 score	Q3 2012/13 score	Change
On tram	88	90	+2
At stops	84	88	+4

[§] The survey includes ticketing irregularities that haven't resulted in fare evasion, such as non-validation of Zip cards.

Chart 2**

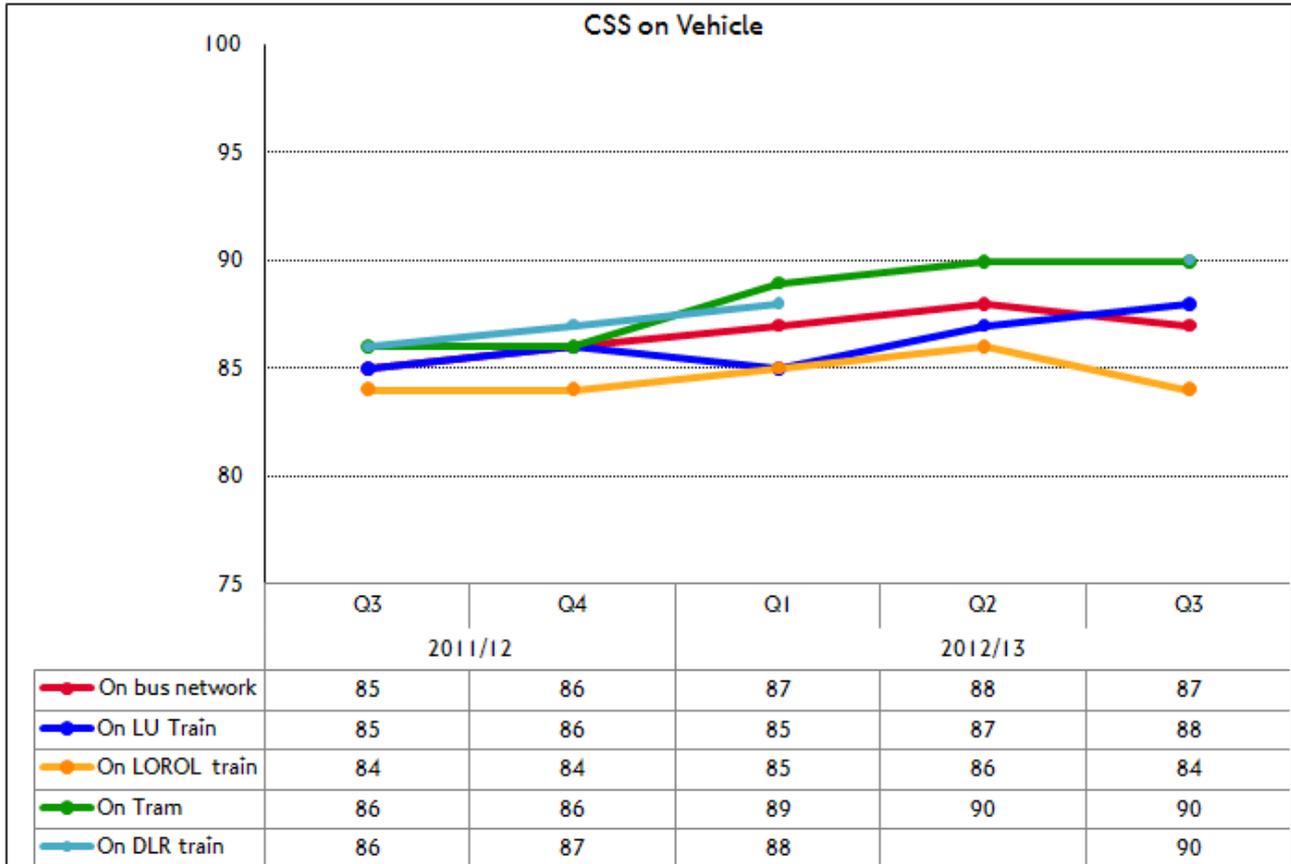
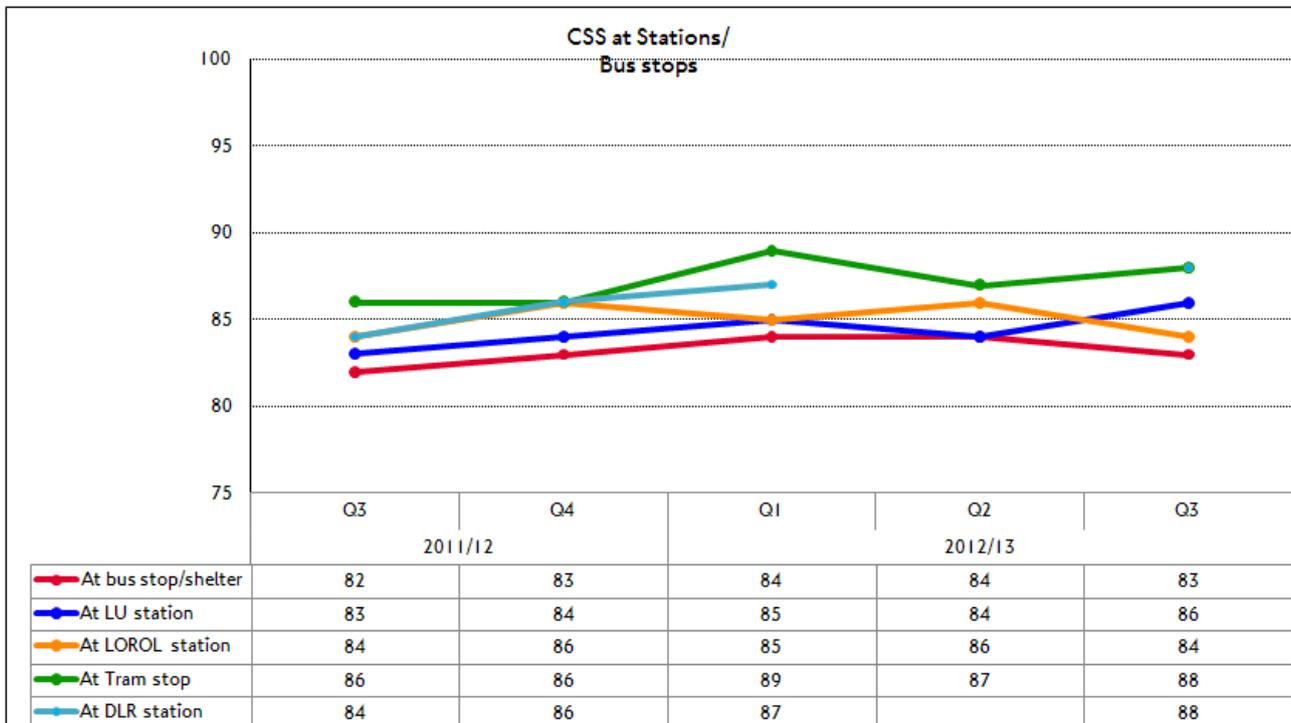


Chart 3



** A survey was not conducted on the DLR network during Q2 2012/13 due to the 2012 Games.

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>