

Transport for London

2016/2017 Crime statistics bulletin

Quarter 4 2016/17 (1 January – 31 March 2017)

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

Quarter 4 2016/17 (1 January – 31 March 2017)

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I. Introduction

I.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) services during Q4 2016/17 (January–March 2017). The bulletin focuses on the London Bus network, London Underground/Docklands Light Railway, London Tramlink and TfL's London Overground service.

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. 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 - available here <http://www.tfl.gov.uk/cdn/static/cms/documents/crime-statistics-bulletin-2016-17.pdf>

1.2. Summary of quarterly statistics

Public transport in London continues to be a 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.

The headline figures for Q4 2016/17 compared with the same quarter last year include:

- The levels of pan-modal transport related crime¹ in Q4 2016/17 were 1.7% lower than Q4 2015/16 (135 fewer offences) and the rate of crime decreased to 7.6 crimes per million passenger journeys (from 7.9 in Q4 2015/16).
- The levels of bus-related crime in Q4 2016/17 were 3.4% lower than Q4 2015/16 (142 fewer offences) and the rate of crime for the bus network has decreased to 7.2 crimes per million passenger journeys (from 7.5 in Q4 2015/16).
- Crime on LU/DLR has decreased 2.3% during Q4 2016/17 compared to Q4 2015/16 (72 fewer offences) with the rate decreasing to 8.3 crimes per million passenger journeys (from 8.5 in Q4 2015/16).
- Crime on London Overground has increased 0.3% during Q4 2016/17 (1 more offences) compared to Q4 2015/16 with the rate of crime falling to 6.4 crimes per million passenger journeys (from 6.5 in Q4 2015/16).
- Crime on TfL Rail has remained the same compared to Q4 2015/16 with the rate of crime decreasing to 8.4 crimes per million passenger journeys (from 8.9 in Q4 2015/16).
- Crime on London Tramlink has decreased 6.2% during Q4 2016/17 (5 fewer offences) compared to Q4 2015/16 with the rate of crime falling to 10.1 crimes per million passenger journeys (from 11.8 in Q4 2015/16).

TfL continues to work with the British Transport Police, City of London Police and the Metropolitan Police Service on Project Guardian, a partnership initiative to increase the confidence in reporting sexual offences which occur on the London's public transport system, reduce the risk of becoming a victim, challenge unwelcome sexual behaviour and target offenders. In line with expectations, there has been an increase in the number of sexual offences reported to the police on the bus network and on LU/DLR.

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>.

¹ The pan-modal transport crime figure and rate is based on the aggregate crime and passenger journey figures for the bus, LU/DLR, TfL Rail, Tramlink and LO networks.

2. Quarterly crime results

Table I shows the number of recorded crimes and the rate of crime per million passenger journeys for Q4 2015/16 and Q4 2016/17². The last column of the table shows the percentage change in the number of crimes between Q4 2015/16 and Q4 2016/17.

Table I

Network	Q4 2015/16		Q4 2016/17		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Bus	4,197	7.5	4,055	7.2	-3.4%
London Underground /Docklands Light Railway	3,129	8.5	3,057	8.3	-2.3%
London Overground	303	6.5	304	6.4	0.3%
TfL Rail	98	8.9	98	8.4	0.0%
London Tramlink	81	11.8	76	10.1	-6.2%
Pan-Modal	7,725	7.9	7,590	7.6	-1.7%

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.

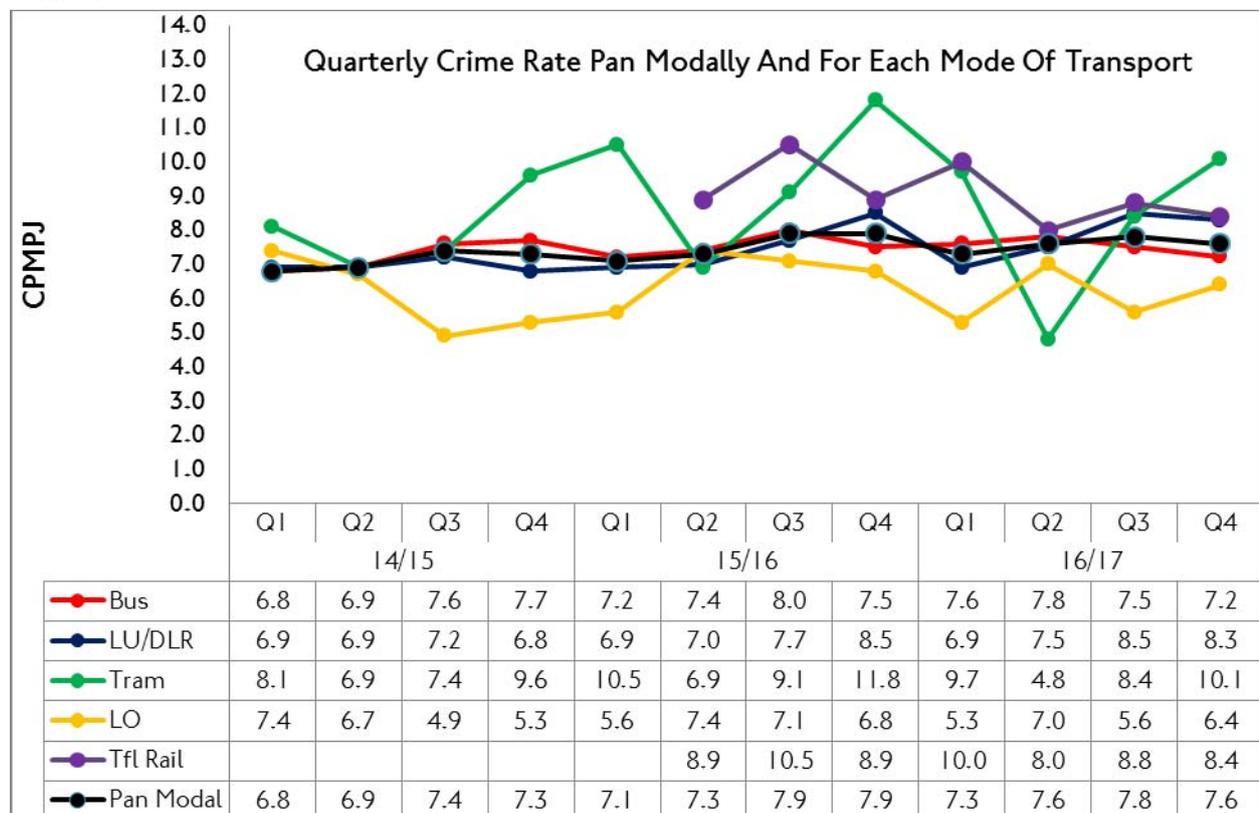
3. Monthly breakdown

Table 2 shows the total number of crimes for each month in Q4 2016/17. Chart 1 shows the crime rate on each mode and pan-modally since April 2014.

Table 2

Network	January		February		March	
	Crimes	Rate	Crimes	Rate	Crimes	Rate
Bus	1,212	6.6	1,256	7.3	1,587	7.7
London Underground /Docklands Light Railway	974	8.4	944	8.0	1,139	8.5
London Overground	91	5.8	86	5.9	127	7.3
TfL Rail	32	7.6	30	9.1	36	8.8
London Tramlink	19	7.4	29	13.2	28	10.2
Pan-Modal	2,328	7.2	2,345	7.6	2,917	8.0

Chart 1



4. Bus-related crime levels – breakdown by major crime category

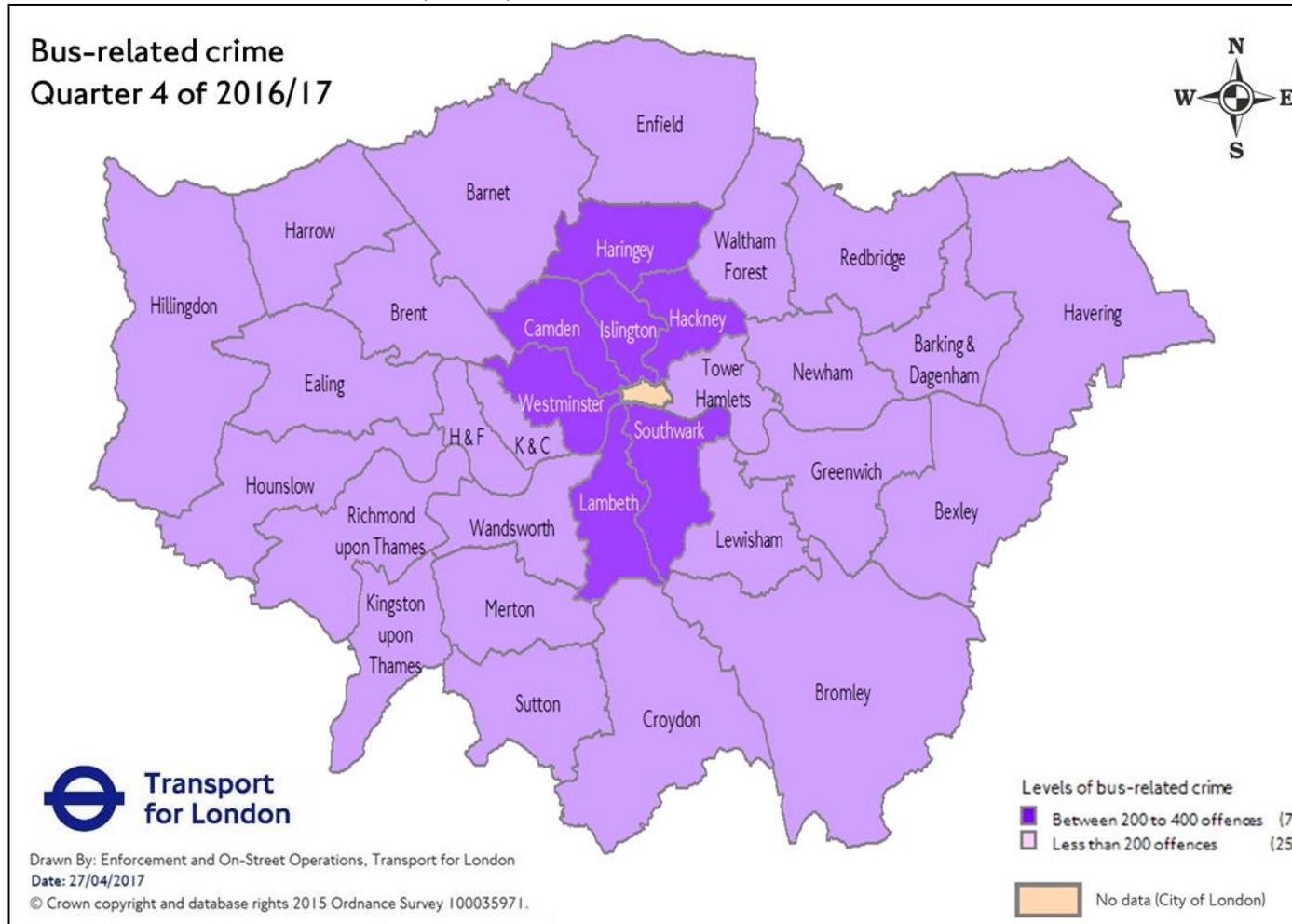
Table 3 shows the breakdown of MPS bus-related crime by the major crime categories used by the MPS for Q4 2016/17. The table includes the number of crimes, the crime rates per million passenger journeys and comparisons with Q4 2015/16.

Table 3

Offence	Q4 2015/16		Q4 2016/17		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Burglary	8	N/A	4	N/A	-50.0%
Criminal damage	290	Less than 1	266	Less than 1	-8.3%
Drugs	43	Less than 1	42	Less than 1	-2.3%
Fraud / forgery	3	Less than 1	2	Less than 1	-33.3%
Other notifiable offences	69	Less than 1	49	Less than 1	-29.0%
Robbery	291	Less than 1	252	Less than 1	-13.4%
Sexual offences	175	Less than 1	236	Less than 1	34.9%
Theft and Handling	1,794	3.2	1,719	3.1	-4.2%
VAP	1,524	2.7	1,488	2.7	-2.4%
Total Offences	4,197	7.5	4,058	7.2	-3.3%

Map 1 – Bus-related crime volume by borough

Map 1 shows the breakdown of MPS bus-related crime by borough for Q4 2016/17. 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 2 – Bus-related crime change between Q4 2015/16 and Q4 2016/17 by borough

Map 2 shows the percentage change in the levels of bus-related crime between Q4 2015/16 and Q4 2016/17. 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.

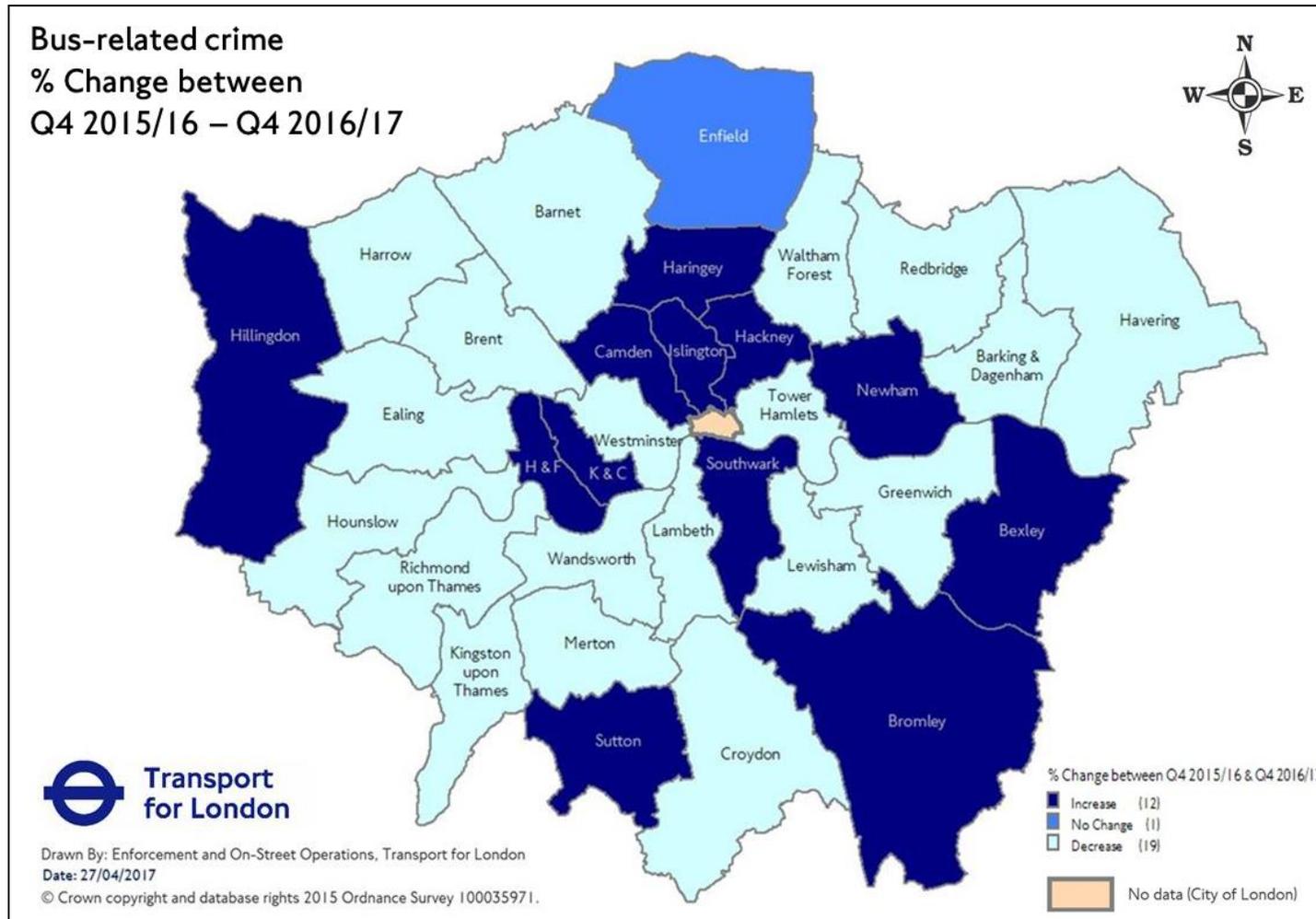


Table 4 - Borough breakdown of bus-related crime for Q4 2016/17 (January–March 2017)

	Q4 2016/17									Q4 2016/17 Total	Q4 2015/16 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	6	0	1	4	7	4	27	21	70	101	-30.7%
Barnet	0	12	1	0	1	6	10	42	51	123	162	-24.1%
Bexley	0	12	0	0	1	3	3	6	25	50	42	19.0%
Brent	1	10	1	0	2	4	8	44	58	128	154	-16.9%
Bromley	0	10	1	0	1	4	11	14	44	85	83	2.4%
Camden	0	15	4	0	1	14	5	112	62	213	153	39.2%
Croydon	0	15	0	0	2	24	1	27	57	126	146	-13.7%
Ealing	0	6	1	1	0	5	11	39	47	110	163	-32.5%
Enfield	0	3	0	0	0	9	7	52	45	116	116	0.0%
Greenwich	0	15	3	0	0	3	8	32	55	116	124	-6.5%
Hackney	1	10	1	0	3	15	10	185	56	281	201	39.8%
Hammersmith & Fulham	0	3	1	0	2	5	6	46	57	120	105	14.3%
Haringey	0	11	3	0	2	24	14	126	72	252	192	31.3%
Harrow	0	0	0	0	1	2	5	17	27	52	84	-38.1%
Havering	0	12	0	0	1	5	6	19	31	74	97	-23.7%
Hillingdon	0	12	0	0	2	4	6	32	72	128	106	20.8%
Hounslow	0	6	0	0	2	1	9	28	45	91	98	-7.1%
Islington	0	10	1	0	2	17	4	168	46	248	198	25.3%
Kensington & Chelsea	1	3	0	0	1	2	1	39	18	65	64	1.6%
Kingston upon Thames	0	6	0	0	0	2	3	15	19	45	56	-19.6%
Lambeth	0	7	8	0	3	13	14	91	84	220	249	-11.6%
Lewisham	0	12	0	0	1	4	10	37	64	128	173	-26.0%
Merton	0	2	0	0	1	3	8	16	24	54	71	-23.9%
Newham	0	21	2	0	1	14	11	70	65	184	174	5.7%

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Q4 2016/17												
	Burglary	Criminal Damage	Drugs	Fraud or Forgery	Other Notifiable Offences	Robbery	Sexual Offences	Theft and Handling	Violence Against the Person	Q4 2016/17 Total	Q4 2015/16 Total	% Change
Redbridge	0	4	0	0	3	11	5	42	35	100	111	-9.9%
Richmond upon Thames	0	7	0	0	0	1	5	15	12	40	60	-33.3%
Southwark	0	7	7	0	4	21	19	86	74	218	213	2.3%
Sutton	0	7	1	0	4	4	5	10	23	54	41	31.7%
Tower Hamlets	0	3	0	0	0	4	1	59	29	96	110	-12.7%
Waltham Forest	0	1	2	0	1	7	10	36	52	109	111	-1.8%
Wandsworth	0	5	0	0	0	3	7	32	38	85	137	-38.0%
Westminster	1	13	5	0	3	11	9	155	80	277	302	-8.3%
Q4 2016/17 Total	4	266	42	2	49	252	236	1,719	1,488	4,058	4,197	-3.3%
Q4 2015/16 Total	8	290	43	3	69	291	175	1,794	1,524			
% Change	-50.0%	-8.3%	-2.3%	-33.3%	-29.0%	-13.4%	34.9%	-4.2%	-2.4%			

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 Q4 2016/17. The table includes the number of crimes and the crime rates per million passenger journeys made on the LU/DLR and makes comparisons with Q4 2015/16.

Table 5

Offence	Q4 2015/16		Q4 2016/17		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Violence Against the Person	811	2.2	640	1.7	-21.1%
Sexual Offences	216	Less than 1	256	Less than 1	18.5%
Criminal Damage	222	Less than 1	284	Less than 1	27.9%
Line of Route	22	Less than 1	50	Less than 1	127.3%
Theft of Passenger Property	1,348	3.7	1,050	2.9	-22.1%
Motor Vehicle/Cycle Offences	91	Less than 1	87	Less than 1	-4.4%
Robbery	27	Less than 1	34	Less than 1	25.9%
Theft of Railway Property / Burglary	55	Less than 1	53	Less than 1	-3.6%
Serious Public Order	195	Less than 1	511	Less than 1	162.1%
Serious Fraud	65	Less than 1	28	Less than 1	-56.9%
Drugs	60	Less than 1	49	Less than 1	-18.3%
Other Serious Offences	17	Less than 1	15	Less than 1	-11.8%
Total Notifiable Offences	3,129	8.5	3,057	8.3	-2.3%

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 Q4 2016/17. The table includes the number of crimes and the crime rates per million passenger journeys made on the London Overground and makes comparisons with Q4 2015/16.

Table 6

Offence	Q4 2015/16		Q4 2016/17		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Violence Against the Person	113	2.4	67	1.4	-40.7%
Sexual Offences	10	Less than 1	21	Less than 1	110.0%
Criminal Damage	26	Less than 1	34	Less than 1	30.8%
Line of Route	3	Less than 1	6	Less than 1	100.0%
Theft of Passenger Property	66	1.4	60	1.3	-9.1%
Motor Vehicle/Cycle Offences	22	Less than 1	16	Less than 1	-27.3%
Robbery	4	Less than 1	5	Less than 1	25.0%
Theft of Railway Property / Burglary	8	Less than 1	8	Less than 1	0.0%
Serious Public Order	33	Less than 1	75	1.6	127.3%
Serious Fraud	0	Less than 1	1	Less than 1	100.0%
Drugs	16	Less than 1	6	Less than 1	-62.5%
Other Serious Offences	2	Less than 1	5	Less than 1	150.0%
Total Notifiable Offences	303	6.5	304	6.4	0.3%

7. TfL Rail crime levels

Table 7 shows the breakdown of crime on the TfL rail network by the major crime categories used by the BTP for Q4 2016/17. The table includes the number of crimes and the crime rates per million passenger journeys made on TfL Rail and makes comparisons with Q4 2015/16.

Table 6

Offence	Q4 2015/16		Q4 2016/17		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Violence Against the Person	35	3.2	19	1.6	-45.7%
Sexual Offences	4	Less than 1	8	Less than 1	100.0%
Criminal Damage	6	Less than 1	13	Less than 1	116.7%
Line of Route	2	Less than 1	1	Less than 1	-50.0%
Theft of Passenger Property	26	2.4	9	1.4	-65.4%
Motor Vehicle/Cycle Offences	4	Less than 1	10	Less than 1	150.0%
Robbery	5	Less than 1	0	Less than 1	-100.0%
Theft of Railway Property / Burglary	2	Less than 1	9	Less than 1	350.0%
Serious Public Order	13	1.2	24	2.1	84.6%
Serious Fraud	1	Less than 1	0	Less than 1	-100.0%
Drugs	0	Less than 1	1	Less than 1	100.0%
Other Serious Offences	0	Less than 1	4	Less than 1	400.0%
Total Notifiable Offences	98	8.9	98	8.4	0.0%

8. 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 Q4 2016/17. The table includes the number of crimes and makes comparisons with Q4 2015/16.

Table 7

Offence	Q4 2015/16		Q4 2016/17		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Violence Against the Person	32	4.7	25	3.3	-21.9%
Sexual Offences	3	Less than 1	3	Less than 1	0.0%
Criminal Damage	13	1.9	6	Less than 1	-53.8%
Line of Route	3	Less than 1	6	Less than 1	100.0%
Theft of Passenger Property	11	1.6	6	Less than 1	-45.5%
Motor Vehicle/Cycle Offences	2	Less than 1	3	Less than 1	50.0%
Robbery	2	Less than 1	3	Less than 1	50.0%
Theft of Railway Property / Burglary	0	Less than 1	2	Less than 1	200.0%
Serious Public Order	8	1.2	18	2.4	125.0%
Serious Fraud	0	Less than 1	0	Less than 1	0.0%
Drugs	4	Less than 1	3	Less than 1	-25.0%
Other Serious Offences	3	Less than 1	1	Less than 1	-66.7%
Total Notifiable Offences	81	11.8	76	10.1	-6.2%

9. 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 the categories 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	Q4 2015/16		Q4 2016/17		% change in DIRs
	DIRs	Rate	DIRs	Rate	
Criminal Damage	806	1.4	826	1.5	2.5%
Disturbances	5,576	9.9	6,032	10.8	8.2%
Forgery / fraud	2,812	5	2,897	5.2	3.0%
Minicab Touting	0	0	1	Less than 1	100.0%
Robbery	16	Less than 1	35	Less than 1	118.8%
Theft and Handling	78	0.10%	92	Less than 1	17.9%
Violent Offences	442	0.80%	435	Less than 1	-1.6%
Total	9,730	17.3	10,318	18.4	6.0%

10. 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	Q4 2015/16 Fare Evasion Rate Rolling 12 month average	Q4 2016/17 Fare Evasion Rate Rolling 12 month average
One Person Operated	1.2%	1.3%

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

11. 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 Q4 perception results for safety and security measured through TfL's Customer Satisfaction Survey. 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.

Table 10

Bus network	Q4 2015/16 score	Q4 2016/17 score	Change
On bus	90	89	-1
At shelters / stops	87	87	N/A
LU	Q4 2015/16 score	Q4 2016/17 score	Change
On train	87	87	N/A
At stations	86	86	N/A
DLR	Q4 2015/16 score	Q4 2016/17 score	Change
On train	90	90	N/A
At stations	89	89	N/A
LO	Q4 2015/16 score	Q4 2016/17 score	Change
On train	89	89	N/A
At stations	88	89	+1
TfL Rail	Q4 2015/16 score	Q4 2016/17 score	Change
On train	84	85	+1
At stations	85	86	+1
Tramlink	Q4 2015/16 score	Q4 2016/17 score	Change
On tram	90	90	N/A
At stops	90	90	N/A

Useful links

Transport for London

- <http://www.tfl.gov.uk>

Metropolitan Police Service - <http://www.met.police.uk>

- Crime figures - <https://www.met.police.uk/stats-and-data/>

British Transport Police <http://www.btp.police.uk/>

- Crime figures - http://www.btp.police.uk/about_us/your_right_to_information/publications.aspx

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