

Transport for London

2013/2014 Crime statistics bulletin

Quarter 3 2013/14 (1 October – 31 December 2013)

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

Quarter 3 (1 October– 31 December) 2013/14

Table of Contents

1. Introduction	3
1.1. Overview of Data included.....	3
1.2. Summary of Quarterly statistics.....	4
2. Quarterly crime results	5
3. Monthly breakdown.....	5
4. Bus-related crime levels – breakdown by major crime category	7
5. London Underground and Docklands Light Railway crime levels	12
6. London Overground crime levels	13
7. London Tramlink crime levels	14
8. Levels of Driver Incident Reports (DIRs) for the bus network	15
9. Levels of fare evasion on the bus network.....	16
10. Perception of safety and security.....	16
11. Useful links	17

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 Quarter 3 (Q3) 2013/14 (October–December 2013). The bulletin focuses on the London Bus network, London Underground/Docklands Light Railway 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. 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 2012/2013 Crime Statistics Bulletin for recent annual statistics - available here

<http://www.tfl.gov.uk/assets/downloads/corporate/crime-statistic-bulletin-2012-13.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.

The headline figures for Q3 include:

- The levels of pan-modal transport related crime¹ in Q3 2013/14 were 19.5% lower than Q3 2012/13 and the rate of crime has decreased to 7.4 crimes per million passenger journeys (from 9.5 in Q3 2012/13). The volume and rate of crime fell on all TfL networks in Q3 2013/14 compared with Q3 2012/13.
- The levels of bus-related crime in Q3 2013/14 were 15.9% lower than Q3 2012/13 (856 fewer offences) and the rate of crime for the bus network has fallen to 7.5 crimes per million passenger journeys (from 9.0 in Q3 2012/13).
- Crime on LU/DLR has decreased 24.9% during Q3 2013/14 (872 fewer offences) compared to Q3 2012/13 with the rate decreasing to 7.4 crimes per million passenger journeys (from 10.4 in Q3 2012/13).
- Crime on London Overground has decreased 19.2% during Q3 2013/14 (51 fewer offences) compared to Q3 2012/13 with the rate of crime falling to 6.6 crimes per million passenger journeys (from 8.4 in Q3 2012/13).
- Crime on London Tramlink has decreased 23.4% during Q3 2013/14 (22 fewer offences) compared to Q3 2012/13 with the rate of crime falling to 9.0 crimes per million passenger journeys (from 12.5 in Q3 2012/13).

Despite low levels of crime across the network, increases were seen in some crime types on some modes during Q3 2013/14 compared with the same quarter last year. One category that saw an increase was sexual offences. From the beginning of 2013/14, TfL has been working closely with its policing partners – the BTP, MPS and City of London Police – to tackle sexual offences on London's public transport network through Project Guardian. The partnership project aims to increase the confidence in reporting sexual offences which occur on the London public transport system which are generally under-reported, reduce the risk of becoming a victim, challenge unwelcome sexual behaviour and target offenders. As a result, there has been an increase in the number of offences and police detections for both the bus and LU/DLR networks.

The 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>.

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

2. Quarterly crime results

Table 1 shows the number of recorded crimes and the rate of crime per million passenger journeys for Q3 2012/13 and Q3 2013/14². The last column of the table shows the percentage change in the number of crimes between Q3 2012/13 and Q3 2013/14.

Table 1

Network	Q3 2012/13		Q3 2013/14		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Bus	5,370	9.0	4,514	7.9	-15.9%
London Underground /Docklands Light Railway	3,499	10.4	2,627	7.4	-24.9%
London Overground	265	8.4	214	6.6	-19.2%
London Tramlink	94	12.5	72	9.0	-23.4%
Pan-Modal	9,228	9.5	7,427	7.4	-19.5%

3. Monthly breakdown

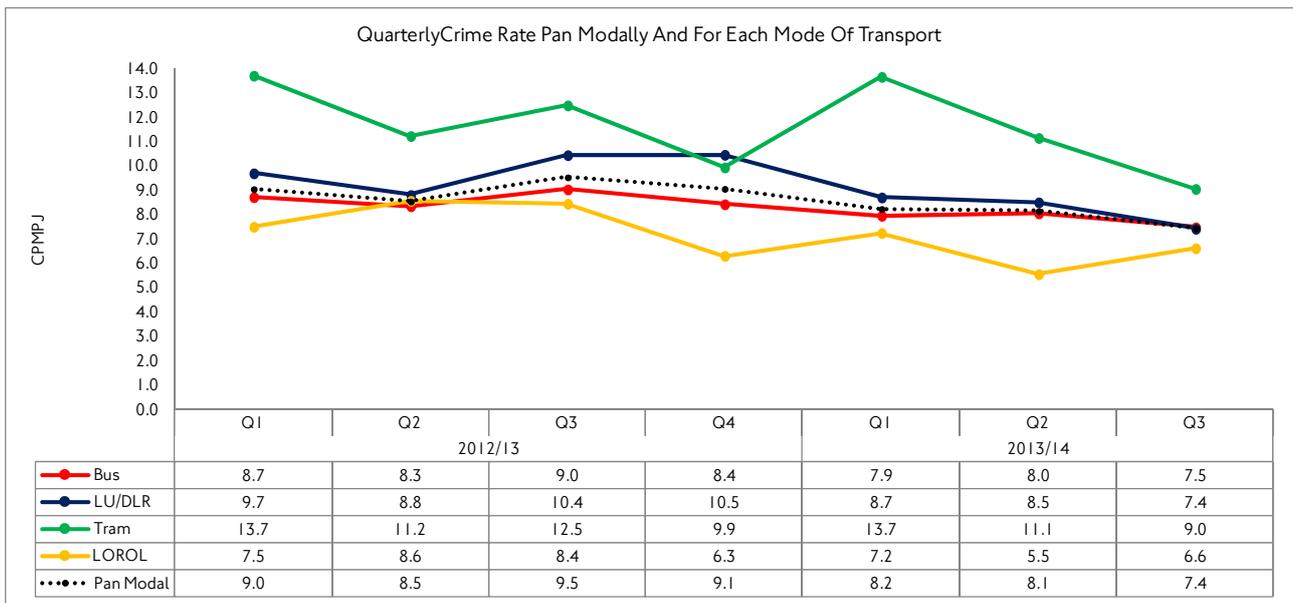
Table 2 shows the total number of crimes for each month in Q3 2013/14. Chart 1 shows the crime rate on each mode and pan-modally since April 2011.

Table 2

Network	October		November		December	
	Crimes	Rate	Crimes	Rate	Crimes	Rate
Bus	1,675	7.9	1,511	7.3	1,328	7.1
London Underground /Docklands Light Railway	932	7.5	866	7.1	829	7.7
London Overground	80	7.1	70	6.2	64	6.5
London Tramlink	33	11.8	19	6.8	20	8.4
Pan-Modal	2,720	7.8	2,466	7.2	2,241	7.3

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.

Chart I



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

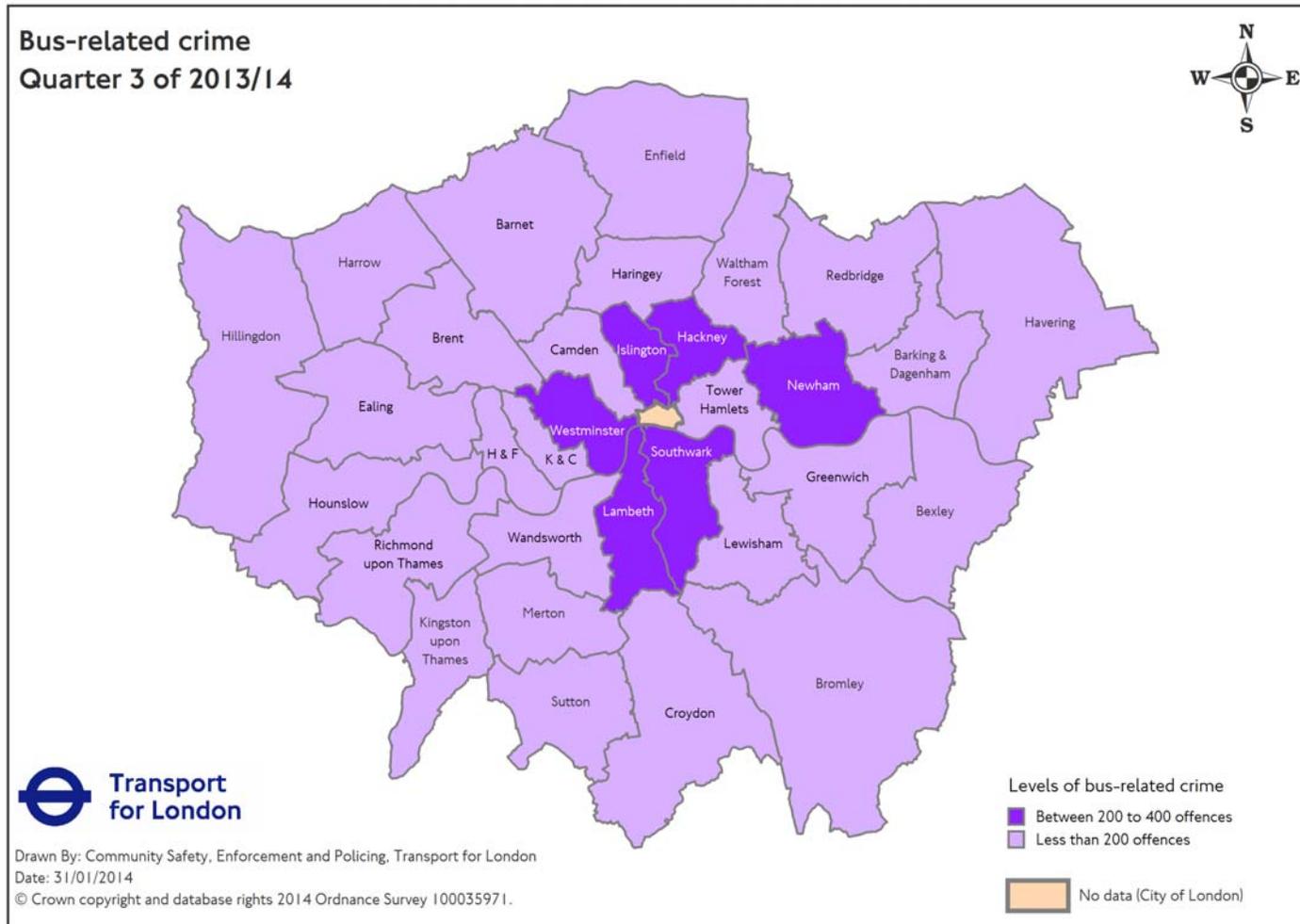
Table 3 shows the breakdown of MPS bus-related crime by the major crime categories used by the MPS for Q3 2013/14. The table includes the number of crimes, the crime rates per million passenger journeys and comparisons with Q3 2012/13.

Table 3

Offence	Q3 2012/13		Q3 2013/14		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Burglary	14	N/A	10	N/A	-28.6%
Criminal damage	350	Less than 1	290	Less than 1	-17.1%
Drugs	170	Less than 1	117	Less than 1	-31.2%
Fraud / forgery	49	Less than 1	7	Less than 1	-85.7%
Other notifiable offences	53	Less than 1	42	Less than 1	-20.8%
Robbery	636	1.1	417	Less than 1	-34.4%
Sexual offences	126	Less than 1	159	Less than 1	26.2%
Theft and Handling	2,704	4.5	2,261	3.7	-16.4%
VAP	1,268	2.1	1,211	2.0	-4.5%
Total Offences	5,370	9.0	4,514	7.5	-15.9%

Map 1 – Bus-related crime volume by borough

Map 1 shows the breakdown of MPS bus-related crime by borough for Q3 2013/14. 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 Q3 2012/13 and Q3 2013/14 by borough

Map 2 shows the percentage change in the levels of bus-related crime between Q3 2012/13 and Q3 2013/14. 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.

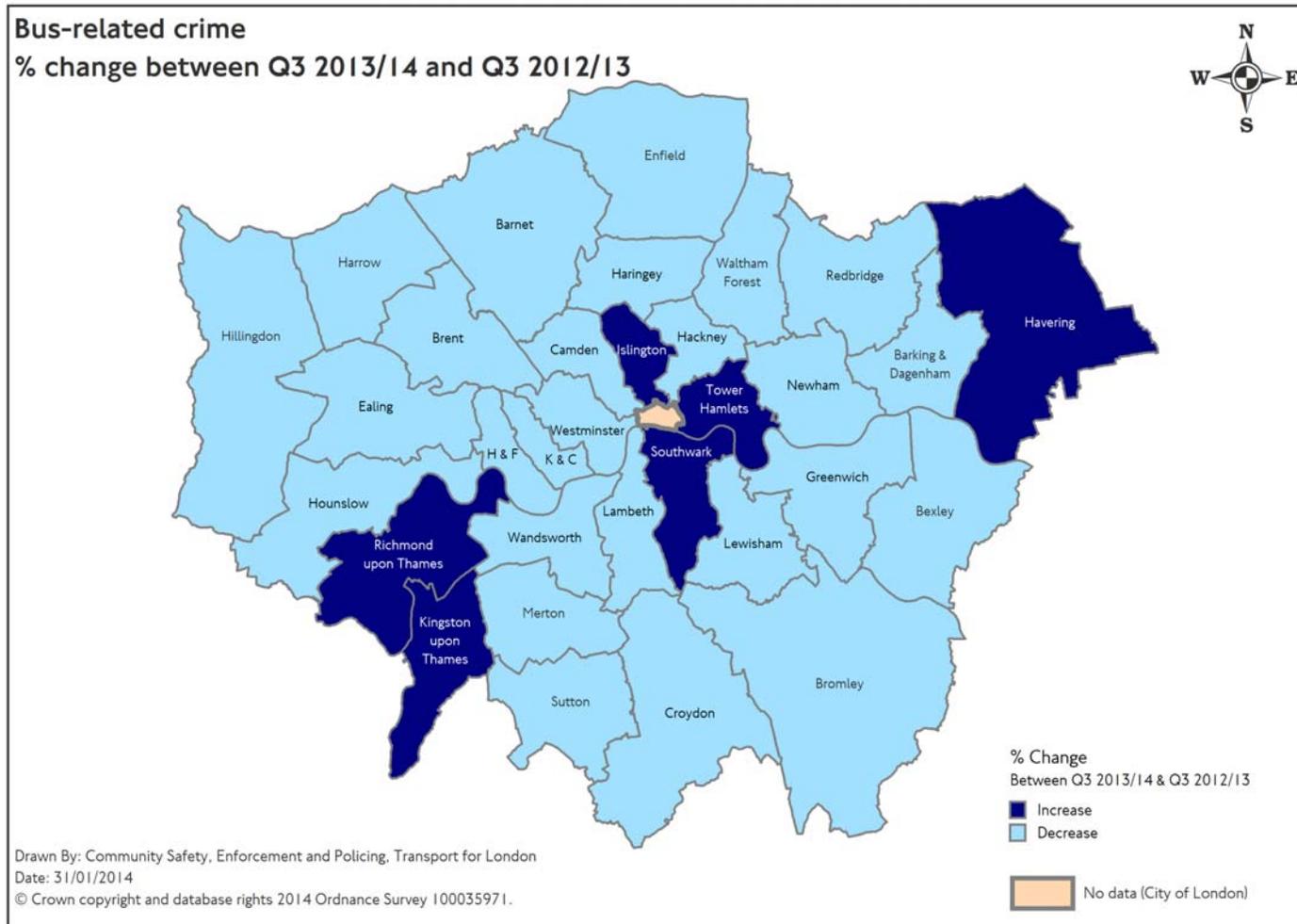


Table 4 - Borough breakdown of bus-related crime for Q3 2013/14 (October–December 2013)

	Q3 2013/14									Q3 2013/14 Total	Q3 2012/13 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	0	3	8	0	30	23	70	102	-31.4%
Barnet	1	6	7	0	2	19	3	54	27	119	152	-21.7%
Bexley	0	8	2	0	1	3	2	16	21	53	61	-13.1%
Brent	0	20	11	1	1	15	6	75	55	184	200	-8.0%
Bromley	0	6	1	0	1	8	3	31	38	88	122	-27.9%
Camden	0	3	3	0	0	8	6	106	40	166	206	-19.4%
Croydon	0	12	4	0	5	25	8	69	53	176	189	-6.9%
Ealing	1	14	2	1	0	21	12	75	59	185	199	-7.0%
Enfield	0	4	4	0	0	11	3	58	22	102	143	-28.7%
Greenwich	0	6	2	0	0	14	2	36	27	87	124	-29.8%
Hackney	1	9	1	0	3	13	5	144	47	223	235	-5.1%
Hammersmith & Fulham	0	3	4	0	2	4	6	80	34	133	151	-11.9%
Haringey	1	8	3	0	1	9	5	98	38	163	186	-12.4%
Harrow	0	4	2	0	3	6	1	30	18	64	86	-25.6%
Havering	0	6	3	0	2	1	6	27	40	85	74	14.9%
Hillingdon	0	12	3	0	1	7	5	37	31	96	146	-34.2%
Hounslow	1	11	4	0	1	8	2	41	46	114	123	-7.3%
Islington	1	6	1	1	2	19	2	188	48	268	260	3.1%
Kensington & Chelsea	0	12	0	0	0	2	5	39	22	80	116	-31.0%
Kingston upon Thames	0	2	0	1	2	8	7	31	22	73	68	7.4%
Lambeth	0	16	15	1	2	35	7	118	80	274	362	-24.3%
Lewisham	0	21	3	0	4	22	6	78	55	189	199	-5.0%
Merton	0	2	0	0	1	8	8	31	15	65	88	-26.1%
Newham	1	16	8	0	1	34	8	124	42	234	289	-19.0%

Continued on next page

	Burglary	Criminal Damage	Drugs	Fraud or Forgery	Other Notifiable Offences	Robbery	Sexual Offences	Theft and Handling	Violence Against the Person	Q3 2013/14 Total	Q3 2012/13 Total	
Redbridge	0	5	1	0	0	10	1	32	23	72	133	-45.9%
Richmond upon Thames	1	11	2	0	1	3	2	19	13	52	49	6.1%
Southwark	0	13	2	0	0	40	6	156	77	294	292	0.7%
Sutton	2	4	0	0	0	6	1	11	13	37	54	-31.5%
Tower Hamlets	0	9	2	0	0	9	3	78	29	130	123	5.7%
Waltham Forest	0	8	1	0	0	17	8	78	39	151	161	-6.2%
Wandsworth	0	9	0	0	1	10	10	67	38	135	153	-11.8%
Westminster	0	18	26	2	2	14	10	204	76	352	524	-32.8%
Q3 2013/14 Total	10	290	117	7	42	417	159	2,261	1,211	4,514	5,370	-15.9%
Q3 2012/13 Total	14	350	170	49	53	636	126	2,704	1,268			
% Change	-28.6%	-17.1%	-31.2%	-85.7%	-20.8%	-34.4%	26.2%	-16.4%	-4.5%			

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 2013/14. 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 2012/13.

Table 5

Offence	Q3 2012/13		Q3 2013/14		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Violence Against the Person	492	1.5	498	1.4	1.2%
Sexual Offences	78	Less than 1	107	Less than 1	37.2%
Criminal Damage	176	Less than 1	142	Less than 1	-19.3%
Line of Route	19	Less than 1	8	Less than 1	-57.9%
Theft of Passenger Property	2,148	6.4	1,270	3.6	-40.9%
Motor Vehicle/Cycle Offences	99	Less than 1	86	Less than 1	-13.1%
Robbery	21	Less than 1	26	Less than 1	23.8%
Theft of Railway Property / Burglary	67	Less than 1	44	Less than 1	-34.3%
Serious Public Order	238	Less than 1	195	Less than 1	-18.1%
Serious Fraud	48	Less than 1	27	Less than 1	-43.8%
Drugs	97	Less than 1	194	Less than 1	100.0%
Other Serious Offences	16	Less than 1	30	Less than 1	87.5%
Total Notifiable Offences	3,499	10.4	2,627	7.4	-24.9%

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 2013/14. 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 2012/13.

Table 6

Offence	Q3 2012/13		Q3 2013/14		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Violence Against the Person	58	1.8	47	1.5	-19.0%
Sexual Offences	7	Less than 1	5	Less than 1	-28.6%
Criminal Damage	16	Less than 1	17	Less than 1	6.3%
Line of Route	1	Less than 1	0	Less than 1	-100.0%
Theft of Passenger Property	74	2.4	53	1.6	-28.4%
Motor Vehicle/Cycle Offences	31	1.0	22	Less than 1	-29.0%
Robbery	3	Less than 1	1	Less than 1	-66.7%
Theft of Railway Property / Burglary	17	Less than 1	5	Less than 1	-70.6%
Serious Public Order	36	1.1	35	1.1	-2.8%
Serious Fraud	1	Less than 1	0	Less than 1	-100.0%
Drugs	18	Less than 1	25	Less than 1	38.9%
Other Serious Offences	3	Less than 1	4	Less than 1	33.3%
Total Notifiable Offences	265	8.4	214	6.6	-19.2%

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 2013/14. The table includes the number of crimes and makes comparisons with Q3 2012/13.

Table 7

Offence	Q3 2012/13		Q3 2013/14		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Violence Against the Person	24	3.2	23	2.9	-4.2%
Sexual Offences	3	Less than 1	4	Less than 1	33.3%
Criminal Damage	6	Less than 1	5	Less than 1	-16.7%
Line of Route	6	Less than 1	4	Less than 1	-33.3%
Theft of Passenger Property	23	3.1	12	1.5	-47.8%
Motor Vehicle/Cycle Offences	8	1.1	1	Less than 1	-387.5%
Robbery	1	Less than 1	8	1.0	700.0%
Theft of Railway Property / Burglary	1	Less than 1	1	Less than 1	0.0%
Serious Public Order	9	1.2	7	Less than 1	-22.2%
Serious Fraud	0	N/A	0	N/A	0.0%
Drugs	13	1.7	5	Less than 1	-61.5%
Other Serious Offences	0	Less than 1	2	Less than 1	100.0%
Total Notifiable Offences	94	12.5	72	9.0	-23.4%

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 2012/13		Q3 2013/14		% change in DIRs
	DIRs	Rate	DIRs	Rate	
Criminal Damage	1,007	1.7	878	1.5	-12.8%
Disturbances	5,820	9.8	5,615	9.3	-3.5%
Forgery / fraud	4,292	7.2	4,237	7.0	-1.3%
Minicab Touting	0	N/A	2	N/A	+100.0%
Robbery /Theft and Handling	219	Less than 1	150	Less than 1	-31.5%
Violent Offences	477	Less than 1	441	Less than 1	-7.5%
Total	11,815	19.9	11,323	18.7	-4.2%

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 2012/13 Fare Evasion Rate Rolling 12 month average	Q3 2013/14 Fare Evasion Rate Rolling 12 month average
One Person Operated	1.0%	1.2%

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. 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 14 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	Q3 2012/13 score	Q3 2013/14 score	Change
On bus	87	87	N/A
At shelters / stops	83	83	N/A
LU	Q3 2012/13 score	Q3 2013/14 score	Change
On train	88	85	-3
At stations	86	84	-2
DLR	Q3 2012/13 score	Q3 2013/14 score	Change
On train	90	89	-1
At stations	88	87	-1
LO	Q3 2012/13 score	Q3 2013/14 score	Change
On train	84	88	+4
At stations	84	87	+3
Tramlink	Q3 2012/13 score	Q3 2013/14 score	Change
On tram	90	90	N/A
At stops	88	86	-2

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

11. 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)343 222 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>