Transport for London

Crime and anti-social behaviour statistics bulletin
Quarter 3 (1 October – 31 December 2008/09)

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1. Introduction

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 2008/9 (October–December 2008). The bulletin focuses on the London Bus network, London Underground/Docklands Light Railway and TfL's new London Overground service[*].

The BTP is responsible for policing London Underground (LU), the Docklands Light Railway (DLR) and the London Overground (LO) service. Crime figures for the LU, DLR 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 network.

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.

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. Official figures from the MPS and the BTP show further reductions in levels of crime on the transport network despite increasing passenger numbers. The risk of becoming a victim of crime is falling.

The level of bus-related crime in the first three quarters of 2008/9 (April–December 2008) was 17.6% lower than the same period in 2007/8 and the rate of crime for the bus network had fallen to 12.1 crimes per million passenger journeys. Crime on LU/DLR is down, 7.1% lower in the first three quarters of 2008/9 compared to 2007/8 with the rate of crime also falling to 13.1 crimes per million passenger journeys.

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[*] 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 North Woolwich), 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 East London Line runs between Whitechapel and New Cross / New Cross Gate.

These reductions in 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. TfL's Community Safety Plan provides more information on TfL's activities to enhance safety and security across the transport system – http://www.tfl.gov.uk/assets/downloads/corporate/community-safety-plan-2008-2009.pdf

2. Crime trend over recent years

2.1. Bus-related Crime 2005/06–2007/08

Table 1 shows a break-down of MPS bus-related crime by the major crime categories used by the MPS for 2005/6, 2006/7 and 2007/8 and includes the rate of crime[†] for each of these categories with the exception of burglary[‡]. In 2007/8, there were 15 crimes for every million passenger journeys made on the bus network.

Information on offences included in the MPS major crime categories can be found at http://www.met.police.uk/crimestatistics/index.htm

Table 1

Crime Type	2005/6		2006/7		2007/8	
	Crimes	Rate	Crimes	Rate	Crimes	Rate
Burglary	156	N/A	115	N/A	104	N/A
Criminal Damage	7,624	4.2	7,710	4.1	5,846	2.7
Drugs	504	Less than 1	430	Less than 1	683	Less than 1
Fraud / Forgery	549	Less than 1	330	Less than 1	414	Less than 1
Other Notifiable Offences	226	Less than 1	298	Less than 1	233	Less than 1
Robbery	5,297	2.9	6,214	3.3	4,266	2.0
Sexual Offences	521	Less than 1	481	Less than 1	480	Less than 1
Theft and Handling	15,707	8.6	14,623	7.8	12,699	5.8
Violence against the Person	8,558	4.7	8,281	4.4	8,400	3.9
Total	39,142	21.6*	38,482	20.5*	33,125	15.2*

[†] **Rate of crime per million passenger journeys is calculated by the dividing the number of crimes by the number of passenger journeys multiplied by one million. The number of journeys made between July and September is an approximation based on weekly passenger journey data collected by TfL.**
[‡] **Most burglaries take place in buildings and therefore it is not appropriate to calculate crime rates for burglary based on the number of passenger journeys made on the bus network.**
***** **Bus-related crime rates for 2005/6, 2006/7 and 2007/8 are based on annual passenger journey figure of 1.816b, 1.880b and 2.191b respectively.**

2.2. London Underground and Docklands Light Railway Crime 2005/6–2007/8

Table 2 provides a breakdown of the major crime categories§ used by the BTP for the LU/DLR network in 2005/6, 2006/7 and 2007/8. There were 14 crimes for every million passenger journeys made on the LU/DLR network in 2007/8.

Information on offences included in the BTP major crime categories can be found within
http://www.btp.police.uk/docs/Aboutus_Performance_FMI%20October%202008.xls

Table 2

Crime Type	2005/6		2006/7		2007/8	
	Crimes	Rate	Crimes	Rate	Crimes	Rate
Violence Against the Person	2,796*	2.7	2,494	2.3	2,215	1.9
Sexual Offences	342	Less than 1	393	Less than 1	332	Less than 1
Criminal Damage	1,975	1.9	2,704	2.5	1,921	1.7
Line of Route	231	Less than 1	135	Less than 1	142	Less than 1
Theft of Passenger Property	7,929	7.7	7,988	7.4	7,481	6.6
Motor Vehicle/Cycle Offences	373	Less than 1	390	Less than 1	342	Less than 1
Robbery	506	Less than 1	399	Less than 1	192	Less than 1
Theft of Railway Property / Burglary	1,295	1.3	819	Less than 1	592	Less than 1
Serious Public Order	1,550	1.5	2,050	1.9	1,981	1.7
Serious Fraud	200	Less than 1	167	Less than 1	264	Less than 1
Drugs	824	Less than 1	687	Less than 1	881	Less than 1
Other Serious Offences	863	Less than 1	260	Less than 1	102	Less than 1
Total Notifiable Offences	**18,884**	**18.4****	**18,486**	**17.2****	**16,445**	**14.4****

§ The BTP categorise crime differently to the MPS. The BTP categories reflect the type of crime experienced on the rail network.
* The 2005/06 violent crime figures include the crimes committed on the LU system by terrorists in the London bombings on 7th July 2005. These are recorded as murders (39), attempted murders (112) and assaults (280).
** BTP LU/DLR crime rates for 2005/6, 2006/7 and 2007/8 are based on annual passenger journey figures of 1.028b, 1.076b and 1.139b respectively.

2.3. London Overground Crime 2005/6–2007/8

Table 3 provides a breakdown of the major crime categories used by the BTP for the LO network in 2005/6, 2006/7 and 2007/8. The London Overground statistics comprise offences recorded at stations or upon trains managed by London Overground Rail Operations Ltd (LOROL) for TfL with some additional non-LOROL managed stations included where TfL is keen to monitor offences[**].

It is not possible to calculate a crime rate per passenger journey as accurate passenger data is not currently available.

Table 3

Crime Type	2005/6 Crimes	2006/7 Crimes	2007/8 Crimes
Violence Against the Person	77	112	98
Sexual Offences	8	11	8
Criminal Damage	91	92	67
Line of Route	1	2	0
Theft of Passenger Property	100	100	86
Motor Vehicle/Cycle Offences	18	15	16
Robbery	47	47	20
Theft of Railway Property / Burglary	20	18	25
Serious Public Order	41	56	67
Serious Fraud	8	5	4
Drugs	64	84	52
Other Serious Offences	15	11	4
Total Notifiable Offences	**490**	**553**	**447**

[**] Offences occurring at the stations of Clapham Junction, Euston, Kensington (Olympia), Richmond and Watford Junction and between Harrow & Wealdstone to Queen's Park (inclusive) have not been included to avoid duplication where these are recorded within other BTP division offence figures totals (e.g. Harrow & Wealdstone to Queen's Park stations are under the jurisdiction of BTP L Area (responsible for London Underground and DLR) and hence any offences occurring upon the station are recorded under L Area figures). These figures are subject to revision due to re-classification of offences (either by crime category or police division / train operating company).

3. Quarterly crime results

Table 4 shows the number of recorded crimes and the rate of crime per million passenger journeys for Q3 2007/8 and Q3 2008/9. The last column of the table shows the percentage change in the number of crimes between Q3 2007/8 and Q3 2008/9.

Table 4

Network	Q3 2007/8		Q3 2008/9		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Bus	8,416	15.1	6,730	11.7	–20.0%
London Underground /Docklands Light Railway	4,133	14.0	3,802	12.9	–8.0%
London Overground	92	–	105	–	+14.1%

4. Monthly breakdown

Table 5 shows the total number of crimes for each month in Q3 2008/9.

Table 5

Network	October		November		December	
	Crimes	Rate	Crimes	Rate	Crimes	Rate
Bus	2,462	12.2	2,2261	11.7	2,007	11.3
London Underground /Docklands Light Railway	1,322	12.6	1,390	14.3	1,090	11.9
London Overground	39	–	32	–	34	–

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

Table 6 shows the breakdown of MPS bus-related crime by the major crime categories used by the MPS for Q3 2008/9. The table includes the number of crimes, the crime rates per million passenger journeys and comparisons with Q3 2007/8.

Table 6

Offence	Q3 2007/8		Q3 2008/9	
	Crimes	Rate	Crimes	Rate
Burglary	21	N/A	17	N/A
Criminal damage	1,487	2.7	826	1.4
Drugs	182	Less than 1	220	Less than 1
Fraud / forgery	74	Less than 1	100	Less than 1
Other notifiable offences	62	Less than 1	51	Less than 1
Robbery	1,114	2.0	660	1.2
Sexual offences	125	Less than 1	141	Less than 1
Theft and Handling	3,207	5.8	2,889	5.0
VAP	2,144	3.8	3,207	3.2

Map 1 – Bus-related crime volume by borough

Map 1 shows the breakdown of MPS bus-related crime by borough for Q3 2008/9. 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 7.

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.

Bus-related crime
Quarter 3 of 2008/9

Levels of bus-related crime
- Over 400 offences
- Between 200 to 400 offences
- Less than 200 offences
- No data (City of London)

Transport for London

Drawn By: Community Safety, Enforcement and Policing, Transport for London
Date: February 2009
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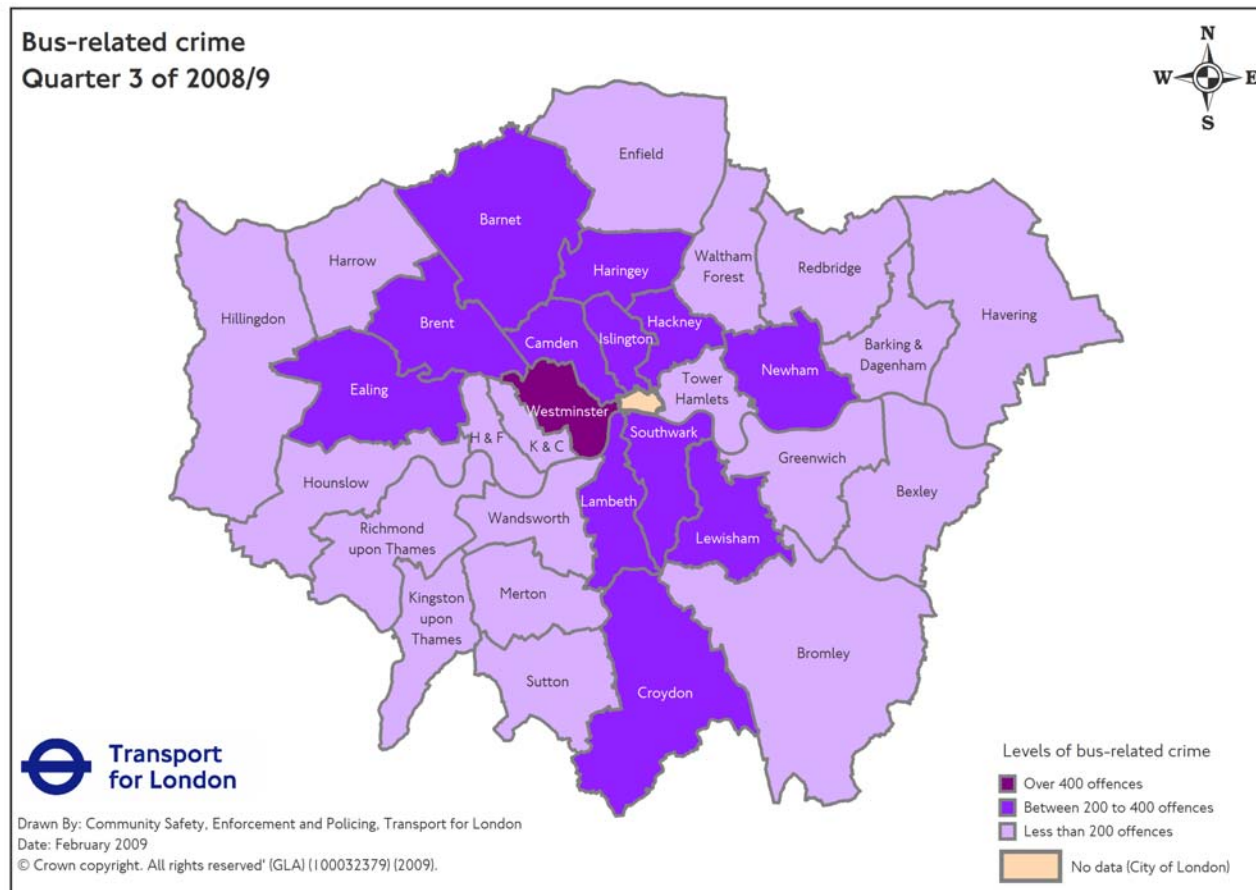
Map 2 – Bus-related crime change between Q3 2008/9 and Q3 2007/8 by borough

Map 2 shows the percentage change in the levels of bus-related crime between Q3 2007/8 and Q3 2008/9. 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 7.

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.

Bus-related crime
% change between Q3 2008/9 and Q3 2007/8

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% Change
between Q3 2008/09 & Q3 2007/08

Increase
Decrease

No data (City of London)
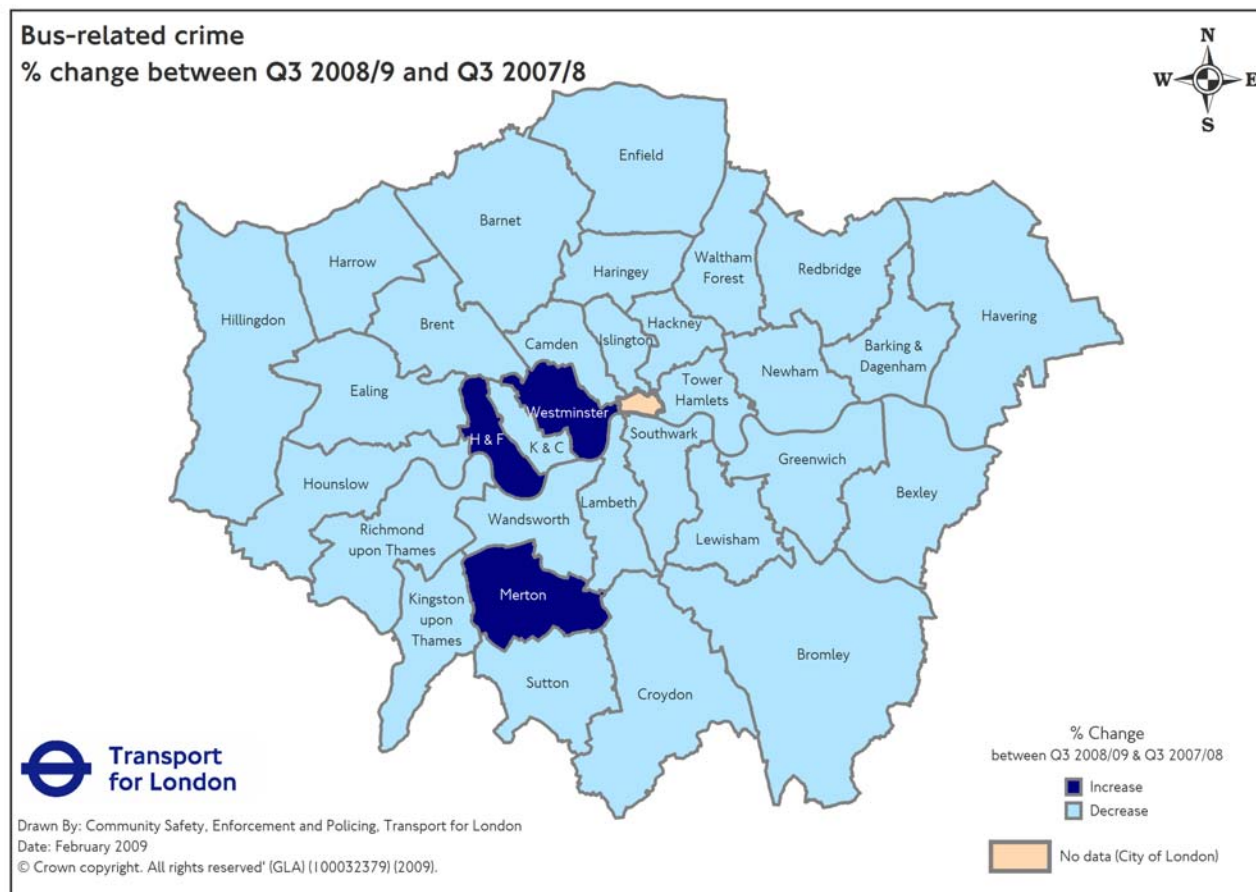
Table 7 - Borough breakdown of bus-related crime for Q3 2008/9 (October–December 2008)

	Q3 2008/9									Q3 2008/9 Total	Q3 2007/8 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	29	1	2	0	12	1	25	26	96	125	-23.2%
Barnet	0	21	6	10	1	22	7	94	62	223	311	-28.3%
Bexley	1	38	1	0	0	12	0	19	42	113	162	-30.2%
Brent	2	21	4	3	1	37	4	113	73	258	318	-18.9%
Bromley	2	27	1	5	1	13	3	29	55	136	295	-53.9%
Camden	1	11	11	7	4	20	2	96	78	230	337	-31.8%
Croydon	0	43	9	2	2	25	4	94	63	242	417	-42.0%
Ealing	0	25	6	5	4	42	8	113	88	291	364	-20.1%
Enfield	1	34	6	1	0	30	9	61	42	184	259	-29.0%
Greenwich	2	31	1	1	1	31	9	44	63	183	274	-33.2%
Hackney	0	26	13	3	3	18	7	143	73	286	340	-15.9%
Hammersmith & Fulham	0	6	5	1	1	9	5	92	70	189	172	9.9%
Haringey	0	45	12	4	2	24	6	159	61	313	402	-22.1%
Harrow	0	21	4	3	3	16	2	36	36	121	125	-3.2%
Havering	0	44	3	2	0	13	3	27	38	130	146	-11.0%
Hillingdon	0	41	3	5	3	23	6	68	44	193	280	-31.1%
Hounslow	0	33	1	4	0	13	7	51	55	164	189	-13.2%
Islington	0	10	6	1	3	25	3	137	69	254	352	-27.8%
Kensington & Chelsea	0	8	3	1	0	6	2	105	26	151	174	-13.2%
Kingston upon Thames	1	6	0	0	0	7	3	30	22	69	76	-9.2%
Lambeth	1	40	14	6	2	51	9	166	69	358	413	-13.3%
Lewisham	0	42	2	6	4	30	8	110	103	305	389	-21.6%
Merton	2	14	3	1	0	8	5	33	43	109	103	5.8%
Newham	1	50	2	2	1	18	2	141	70	287	358	-19.8%

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 2008/9 Total	Q3 2007/8 Total	% Change
Redbridge	0	21	2	2	0	16	1	57	32	131	136	-3.7%
Richmond upon Thames	2	15	3	1	1	6	1	21	30	80	82	-2.4%
Southwark	0	14	17	8	3	31	4	133	112	322	440	-26.8%
Sutton	0	19	2	1	0	5	4	19	25	75	91	-17.6%
Tower Hamlets	0	25	6	3	5	16	4	100	28	187	202	-7.4%
Waltham Forest	1	24	10	0	1	24	1	55	44	160	186	-14.0%
Wandsworth	0	16	1	0	0	22	2	93	58	192	209	-8.1%
Westminster	0	26	62	10	5	35	9	425	126	698	689	1.3%
Q3 2008/9 Total	17	826	220	100	51	660	141	2889	1826	6730	8416	-20.0%
Q3 2007/8 Total	21	1,487	182	74	62	1,114	125	3,207	2,144			
% Change	-19.0%	-44.5%	20.9%	35.1%	-17.7%	-40.8%	12.8%	-9.9%	-14.8%			

6. London Underground and Docklands Light Railway crime levels

Table 8 shows the breakdown of crime on the LU/DLR network by the major crime categories used by the BTP for Q3 2008/9. 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 2007/8.

Table 8

Offence	Q3 2007/8		Q3 2008/9	
	Crimes	Rate	Crimes	Rate
Violence Against the Person	594	2.0	538	1.8
Sexual Offences	79	Less than 1	72	Less than 1
Criminal Damage	541	1.8	381	1.3
Line of Route	35	Less than 1	27	Less than 1
Theft of Passenger Property	1,950	6.6	1,728	5.9
Motor Vehicle/Cycle Offences	80	Less than 1	80	Less than 1
Robbery	50	Less than 1	33	Less than 1
Theft of Railway Property / Burglary	88	Less than 1	69	Less than 1
Serious Public Order	437	1.5	460	1.6
Serious Fraud	67	Less than 1	47	Less than 1
Drugs	187	Less than 1	329	1.1
Other Serious Offences	25	Less than 1	38	Less than 1
Total Notifiable Offences	4,133	14.0	3, 802	12.9

7. London Overground crime levels

Table 9 shows the breakdown of crime on the LO network by the major crime categories used by the BTP for Q3 2008/9. The table includes the number of crimes and makes comparisons with Q3 2007/8.

Table 9

Offence	Q3 2007/8 Crimes	Q3 2008/9 Crimes
Violence Against the Person	19	24
Sexual Offences	0	2
Criminal Damage	14	14
Line of Route	0	0
Theft of Passenger Property	21	16
Motor Vehicle/Cycle Offences	3	2
Robbery	4	0
Theft of Railway Property / Burglary	5	9
Serious Public Order	19	9
Serious Fraud	0	1
Drugs	6	25††
Other Serious Offences	1	3
Total Notifiable Offences	92	105

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†† The increase in offences is largely a result of planned operational activity in focussing upon fraud, drugs and staff assaults.

8. Levels of Driver Incident Reports (DIRs) for the bus network

Table 10 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 10

ASB DIRs	Q3 2007/8		Q3 2008/9		% change in DIRs
	DIRs	Rate	DIRs	Rate	
Criminal Damage	2,302	4.1	1,692	3.0	-26.5%
Disturbances	8,252	14.8	7,344	12.8	-11.0%
Forgery / fraud	7,516	13.5	4,393	7.7	-41.6%
Minicab Touting	1	Less than 1	1	Less than 1	0.0%
Robbery /theft	450	Less than 1	302	Less than 1	-32.9%
Violent Offences	759	1.4	555	1.0	-26.9%
Total	19,280	34.6	14,287	24.9	-25.9%

Comparable incident data for LU/DLR and LO is not available. However, this section will include an ASB index in future reports which is currently being developed by CSEP for 2008/9. The composite Index has been developed to provide an indicator of anti-social behaviour which fuses numerous relevant data sources from TfL, MPS and BTP.

9. Levels of fare evasion on the bus network

Surveys are undertaken every quarter, in February, May, August and November to investigate the levels of fare evasion on the London bus network. A representative sample of One Person Operated (OPO) routes is surveyed plus all of the articulated routes to enable a comprehensive coverage of London.

Table 11 shows results from the London Buses fare evasion survey, conducted November 2008.

Table 11

Bus network	Q3 2007/8 (November survey) Fare Evasion Rate Rolling 12 month average	Q3 2008/9 (November survey) Fare Evasion Rate Rolling 12 month average
One Person Operated	2.9%	1.8%
Articulated buses	9.6%	8.4%

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 12 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. The table 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 12

Bus network	Q3 2007/8 score	Q3 2008/9 score	Change
On bus	84	86	+2
At shelters / stops	81	81	No change

LU	Q3 2007/8 score	Q3 2008/9 score	Change
On train	82	85	+3
At stations	80	81	+1

DLR	Q3 2007/8 score	Q3 2008/9 score	Change
On train	98	98	No change
At stations	98	98	No change

LO	Q3 2007/8 score	Q3 2008/9 score	Change
On train	74	76	+2
At stations	73	78	+5

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 Teams http://www.met.police.uk/saferneighbourhoods/safertransport/index.htm

British Transport Police http://www.btp.police.uk/
London Underground Division
http://www.btp.police.uk/about_us/areas/london_underground___dlr.aspx

For more information on this report please contact TfL at crimereduction@tfl.gov.uk. For other general TfL enquiries please telephone +44 (0)20 7222 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