

Transport for London

2017/2018 Crime statistics bulletin

Quarter 1 2017/18 (1 April – 30 June 2017)

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

## Quarter 1 (1 April– 30 June) 2017/18

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# **I. Introduction**

## **I.1. Overview**

This quarterly bulletin brings together crime and incident statistics from the Metropolitan Police Service (MPS) and British Transport Police (BTP) for Transport for London (TfL) services during Q1 2017/18 (April–June 2017). The bulletin provides crime statistics for the London Bus network, London Underground (LU), Docklands Light Railway (DLR), London Tramlink, TfL Rail and London Overground (LO) services.

The BTP is responsible for policing the rail network in London, including TfL’s LU, DLR, London Tramlink, TfL Rail and the LO services. Crime figures for LU, DLR, London Tramlink, TfL Rail 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 (See 2016/2017 Crime Statistics Bulletin for recent annual statistics - available here <https://tfl.gov.uk/cdn/static/cms/documents/crime-statistics-bulletin-1617.pdf>)

Information on Bus driver incident reports, Customer Safety Scores and Levels of Bus Fare Evasion are no longer reported within this bulletin and will be included in the quarterly report presented to the TfL Customer Services Operational Performance Panel which will also be available on the TfL website at <https://tfl.gov.uk/corporate/publications-and-reports/board-papers>

## 1.2. Revision of bus-related crime data previously published

TfL has worked with the MPS to further improve the accuracy of the method used to extract bus-related crime data from the MPS' crime recording system (CRIS). A more sophisticated query has been developed and which will help to minimise the number of non-bus crimes that may have previously been captured. It also provides enhanced capability to update (add or remove offences) that may have been re-categorised following further police investigation.

TfL and the MPS have undertaken detailed analysis to understand the impact of this change on the data collected. As expected, the data extracted using the revised query has improved the accuracy of the data. This has resulted in a lower number of bus-related offences extracted from CRIS. The crime rate is lower than what has been previously reported. For illustrative purposes, the annual data previously published is shown in the table 1 for both queries:

**Table 1 Original and revised bus-related crime volume and rates**

Network	2014/15		2015/16		2016/17	
	Crimes	Rate	Crimes	Rate	Crimes	Rate
Bus (previous crime query)	17,109	7.2	17,367	7.5	17,011	7.5
Bus (revised crime query)	16,401	6.9	16,868	7.3	16,729	7.4

This revised query is used in this and all subsequent quarterly publications. All bus-related crime data included in the report for previous quarters and or years will also be updated also. This means that the figures reported in this quarterly bulletin will be different to what has been published in previous quarterly and annual crime bulletins.

Table 2 shows the break-down of MPS bus-related crime by the major crime categories used by the MPS for 2014/15, 2015/16 and 2016/17. It includes the rate of crime<sup>1</sup> for each of these categories with the exception of burglary<sup>2</sup>. In 2016/17, there were 7.4 crimes for every million passenger journeys made on the bus network.

**Table 2**

Crime Type	2014/15		2015/16		2016/17	
	Crimes	Rate	Crimes	Rate	Crimes	Rate
Burglary	40	N/A	33	N/A	29	N/A
Criminal Damage	1,106	Less than 1	1,121	Less than 1	1,137	Less than 1
Drugs	409	Less than 1	292	Less than 1	190	Less than 1
Fraud / Forgery	6	Less than 1	4	Less than 1	9	Less than 1
Other Notifiable Offences	258	Less than 1	288	Less than 1	242	Less than 1
Robbery	956	Less than 1	867	Less than 1	853	Less than 1
Sexual Offences	684	Less than 1	762	Less than 1	866	Less than 1
Theft and Handling	7,214	3.0	7,089	3.1	6,948	3.1
Violence against the Person	5,728	2.4	6,412	2.8	6,455	2.9
<b>Total</b>	<b>16,401</b>	<b>6.9*</b>	<b>16,868</b>	<b>7.3*</b>	<b>16,729</b>	<b>7.4*</b>

<sup>1</sup> Rate of crime per million passenger journeys is calculated by dividing the number of crimes by the number of passenger journeys multiplied by one million.

<sup>2</sup> 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.

## 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.

Overall, the level of pan-modal transport related crime<sup>3</sup> in Q1 2017/18 is 5.6% higher than Q1 2016/17 (407 more offences) and the rate of crime has increased to 7.6 crimes per million passenger journeys (from 7.1 in Q1 2016/17).

While levels of transport crime remain low, TfL and its transport policing partners remain focussed on those networks and crime types that have seen an increase.

Measures have been put in place to deal with the upward trend in violence / serious public order offences seen on some rail modes, most notably LU, DLR and the LO networks. The rise is largely due to an increase in low level violence, pushing and shoving, verbal disputes and threatening behaviour at busy commuter times when services are at peak capacity. Despite the upward trend in recorded incidents, overall there remain a very low number of offences. Concerted action is underway to address these offences. Some of the key measures include high visibility policing and targeted action against offenders combined with TfL's travel demand management and communications activities to encourage improved passenger behaviour. However, targeting violence/public order offences on transport networks remains challenging given their sporadic nature.

It should also be noted, that there were some changes to the way that some offences were recorded within the VAP and serious public order offences throughout the year. For the purposes of comparison with previous years, these categories should be combined. Levels of violence on the bus network are stable but it remains a priority and efforts to drive this down continue.

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 transport networks.

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.

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<sup>3</sup> The pan-modal transport crime figure and rate is based on the aggregate crime and passenger journey figures for the bus, LU, DLR, Tramlink, LO and TfL Rail networks.

## 2.1. Quarterly crime results

Table 3 shows the number of recorded crimes and the rate of crime per million passenger journeys for Q1 2016/17 and Q1 2017/18<sup>4</sup>. The last column of the table shows the percentage change in the number of crimes between Q1 2016/17 and Q1 2017/18.

**Table 3**

Network	Q1 2016/17		Q1 2017/18		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Bus	4,188	7.3	3,964	6.9	-5.3%
London Underground	2,452	7.1	2,950	8.8	20.3%
Docklands Light Railway	132	4.3	184	6.0	39.4%
London Overground	239	5.3	369	7.8	48.2%
TfL Rail	118	10.0	86	7.8	-27.1%
London Tramlink	73	9.7	66	9.2	-9.6%
Pan-Modal	7,212	7.1	7,619	7.6	5.6%

<sup>4</sup> 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.

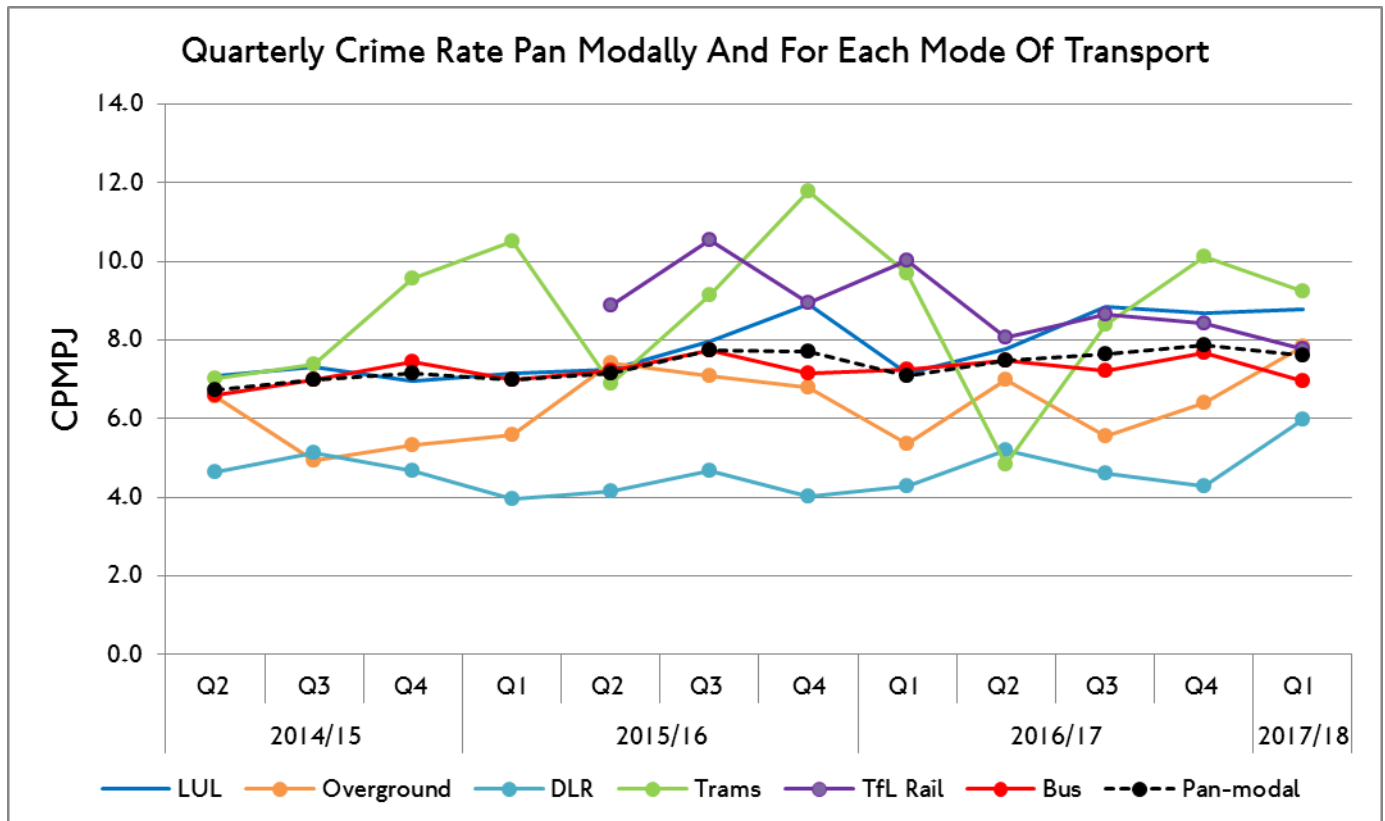
### 3. Monthly breakdown

Table 4 shows the total number of crimes for each month in Q1 2017/18. Chart 1 shows the crime rate on each mode and pan-modally since April 2014.

Table 4

Network	April		May		June	
	Crimes	Rate	Crimes	Rate	Crimes	Rate
Bus	1,166	6.6	1,396	7.0	1,402	7.2
London Underground	1,014	9.5	922	7.9	1,014	9.0
Docklands Light Railway	63	6.1	61	5.9	60	5.9
London Overground	98	6.6	134	8.3	137	8.7
TfL Rail	22	7.0	39	10.0	25	6.2
Tramlink	19	8.7	23	9.3	24	9.7
Pan-Modal	2,382	7.6	2,575	7.4	2,662	7.8

Chart 1





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

Table 5 shows the breakdown of MPS bus-related crime by the major crime categories used by the MPS for Q1 2017/18 the table includes the number of crimes, the crime rates per million passenger journeys and makes comparisons with Q1 2016/17.

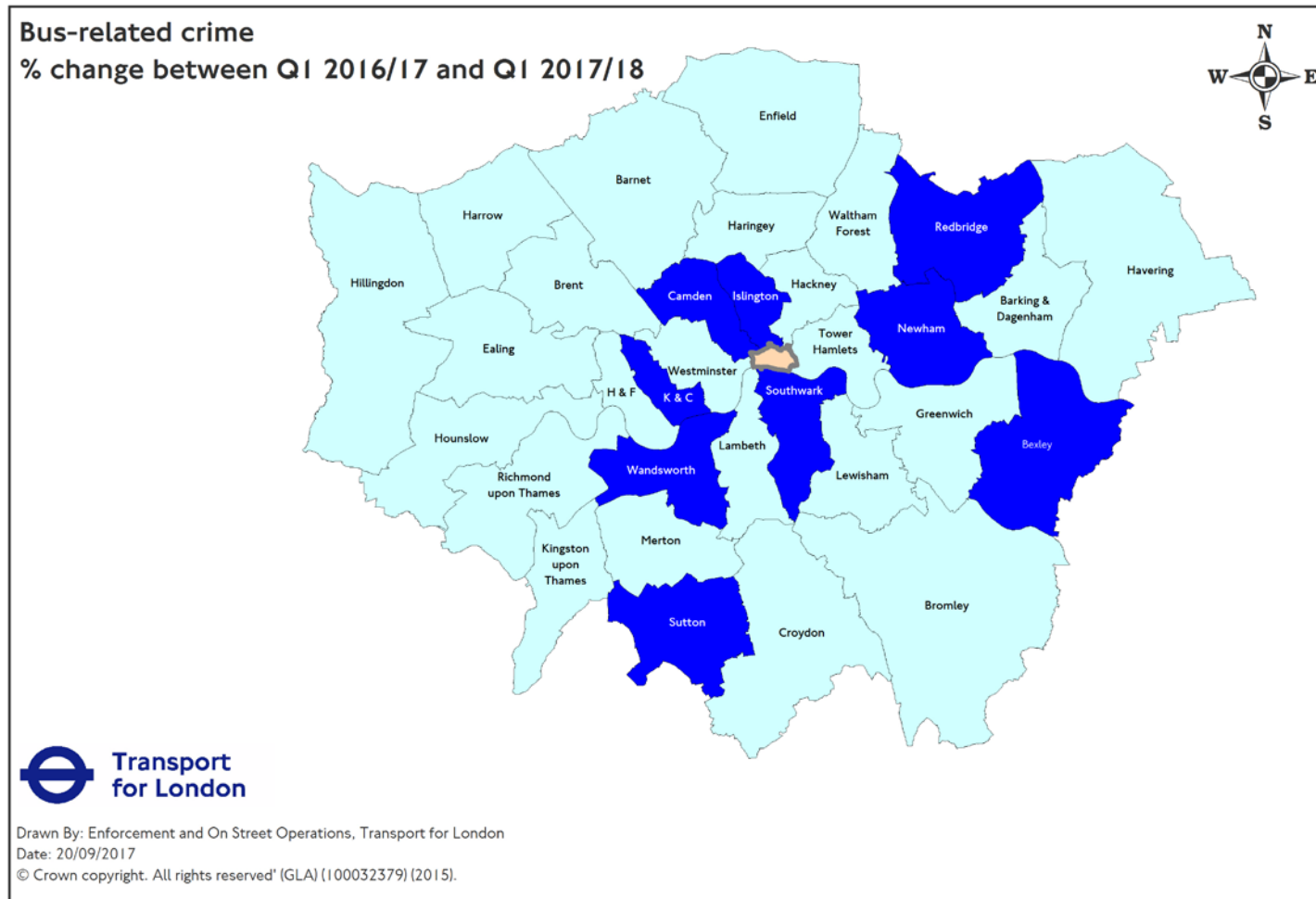
**Table 5**

Offence	Q1 2016/17		Q1 2017/18		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Criminal Damage	290	Less than 1	248	Less than 1	-14.5%
Other notifiable crime <sup>5</sup>	136	Less than 1	111	Less than 1	-18.4%
Robbery	200	Less than 1	240	Less than 1	20.0%
Sexual offences	204	Less than 1	187	Less than 1	-8.3%
Theft and Handling	1,723	3.0	1,615	2.8	-6.3%
VAP	1,635	2.8	1,563	2.7	-4.4%
<b>Total Offences</b>	<b>4,188</b>	<b>7.3</b>	<b>3,964</b>	<b>6.9</b>	<b>-5.3%</b>

<sup>5</sup> Other notifiable crime includes burglary, fraud and forgery, drugs and other serious offences.

## Map 1 – Bus-related crime change between Q1 2016/17 and Q1 2017/18 by borough

Map 1 shows the percentage change in the levels of bus-related crime between Q1 2016/17 and Q1 2017/18. 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 6. 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 6 - Borough breakdown of bus-related crime for Q1 2017/18 (April–June 2017)**

	Q1 2017/18								
	Criminal Damage	Other Notifiable Offences	Robbery	Sexual Offences	Theft and Handling	Violence Against the Person	Q1 2017/18 Total	Q1 2016/17 Total	% Change
Barking & Dagenham	6	2	5	3	18	25	59	71	-16.9%
Barnet	8	6	4	13	50	50	131	133	-1.5%
Bexley	11	1	0	2	14	33	61	55	10.9%
Brent	6	5	9	6	45	56	127	161	-21.1%
Bromley	17	3	2	1	18	31	72	79	-8.9%
Camden	8	2	16	16	137	73	252	167	50.9%
Croydon	12	0	15	5	33	75	140	146	-4.1%
Ealing	9	2	5	12	40	72	140	179	-21.8%
Enfield	5	5	10	3	44	38	105	139	-24.5%
Greenwich	13	4	6	0	31	44	98	116	-15.5%
Hackney	9	3	20	10	131	61	234	250	-6.4%
Hammersmith & Fulham	5	2	5	7	36	43	98	126	-22.2%
Haringey	8	4	17	6	105	70	210	246	-14.6%
Harrow	1	7	3	6	16	25	58	66	-12.1%
Havering	7	1	3	7	19	36	73	85	-14.1%
Hillingdon	15	1	3	8	23	46	96	100	-4.0%
Hounslow	7	3	6	5	36	49	106	110	-3.6%
Islington	2	1	13	4	130	56	206	182	13.2%
Kensington & Chelsea	4	1	1	5	41	19	71	60	18.3%
Kingston upon Thames	3	1	2	1	12	23	42	58	-27.6%
Lambeth	16	10	12	7	87	111	243	250	-2.8%
Lewisham	9	4	10	5	56	60	144	169	-14.8%
Merton	2	1	6	0	19	32	60	65	-7.7%
Newham	13	11	7	8	57	52	148	139	6.5%

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	Criminal Damage	Other Notifiable Offences	Robbery	Sexual Offences	Theft and Handling	Violence Against the Person	Q1 2017/18 Total	Q1 2016/17 Total	% Change
Redbridge	7	2	12	2	30	37	90	60	50.0%
Richmond upon Thames	5	0	2	5	15	19	46	54	-14.8%
Southwark	9	5	10	9	84	84	201	191	5.2%
Sutton	3	1	2	2	8	29	45	43	4.7%
Tower Hamlets	3	2	4	4	53	41	107	123	-13.0%
Waltham Forest	7	7	6	5	36	45	106	138	-23.2%
Wandsworth	8	3	4	13	41	40	109	100	9.0%
Westminster	10	11	20	7	150	88	286	327	-12.5%
<b>Q1 2017/18 Total</b>	<b>248</b>	<b>111</b>	<b>240</b>	<b>187</b>	<b>1,615</b>	<b>1,563</b>	<b>3,964</b>	<b>4,188</b>	<b>-5.3%</b>
<b>Q1 2016/17 Total</b>	<b>290</b>	<b>136</b>	<b>200</b>	<b>204</b>	<b>1,723</b>	<b>1,635</b>			
<b>% change</b>	<b>-14.5%</b>	<b>-18.4%</b>	<b>20.0%</b>	<b>-8.3%</b>	<b>-6.3%</b>	<b>-4.4%</b>			

## 5. London Underground crime levels

Table 7 shows the breakdown of crime on the LU network by the major crime categories used by the BTP for Q1 2017/18. The table includes the number of crimes and the crime rates per million passenger journeys made on the LU and makes comparisons with Q1 2016/17.

Table 7

Offence	Q1 2016/17		Q1 2017/18		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Violence Against the Person and Serious Public Order	865	2.5	1,171	3.5	35.4%
Sexual Offences	244	Less than 1	265	Less than 1	8.6%
Criminal Damage	181	Less than 1	225	Less than 1	24.3%
Line of Route	12	Less than 1	24	Less than 1	100.0%
Theft of Passenger Property	853	2.5	966	2.9	13.2%
Motor Vehicle/Cycle Offences	99	Less than 1	126	Less than 1	27.3%
Robbery	15	Less than 1	31	Less than 1	106.7%
Theft of Railway Property / Burglary	34	Less than 1	57	Less than 1	67.6%
Serious Fraud	49	Less than 1	28	Less than 1	-42.9%
Drugs	77	Less than 1	33	Less than 1	-57.1%
Other Serious Offences	23	Less than 1	24	Less than 1	4.3%
<b>Total Notifiable Offences</b>	<b>2,452</b>	<b>7.1</b>	<b>2,950</b>	<b>8.8</b>	<b>20.3%</b>

**Note:** there were some changes to the way that some offences were recorded within the VAP and serious public order offences throughout 2016/17. For the purposes of comparison with 2016/17, these categories have been combined in the above table. The combined level of VAP/serious public order offences increased by 35.4% (306 additional offences) compared with the previous year. Table 7a shows the split between VAP and serious public order categories.

Table 7a

Offence	Q1 2016/17		Q1 2017/18		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Violence Against the Person	697	2.0	611	1.8	-12.3%
Serious Public Order	168	Less than 1	560	1.7	233.3%

## 6. Docklands Light Railway crime levels

Table 8 shows the breakdown of crime on the DLR network by the major crime categories used by the BTP for Q1 2017/18. The table includes the number of crimes and the crime rates per million passenger journeys made on the DLR and makes comparisons with Q1 2016/17.

Table 8

Offence	Q1 2016/17		Q1 2017/18		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Violence Against the Person and Serious Public Order	63	2.0	70	2.3	11.1%
Sexual Offences	10	Less than 1	5	Less than 1	-50.0%
Criminal Damage	11	Less than 1	7	Less than 1	-36.4%
Line of Route	4	Less than 1	3	Less than 1	-25.0%
Theft of Passenger Property	33	1.1	69	2.2	109.1%
Motor Vehicle/Cycle Offences	1	Less than 1	9	Less than 1	800.0%
Robbery	2	Less than 1	1	Less than 1	-50.0%
Theft of Railway Property / Burglary	4	Less than 1	15	Less than 1	275.0%
Serious Fraud	0	NA	0	NA	0.0%
Drugs	4	Less than 1	4	Less than 1	0.0%
Other Serious Offences	0	NA	1	Less than 1	100.0%
<b>Total Notifiable Offences</b>	<b>132</b>	<b>4.3</b>	<b>184</b>	<b>6.0</b>	<b>39.4%</b>

**Note:** there were some changes to the way that some offences were recorded within the VAP and serious public order offences throughout 2016/17. For the purposes of comparison with 2016/17, these categories have been combined in the above table. The combined level of VAP/serious public order offences increased by 11.1% (7 additional offences) compared with the previous year. Table 8a shows the split between VAP and serious public order categories.

Table 8a

Offence	Q1 2016/17		Q1 2017/18		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Violence Against the Person	56	1.8	35	1.1	-37.5%
Serious Public Order	7	Less than 1	35	Less than 1	400.0%

## 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 Q1 2017/18. The table includes the number of crimes and the crime rates per million passenger journeys made on the London Overground and makes comparisons with Q1 2016/17.

Table 9

Offence	Q1 2016/17		Q1 2017/18		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Violence Against the Person and Serious Public Order	128	4.1	175	3.7	36.7%
Sexual Offences	12	Less than 1	21	Less than 1	75.0%
Criminal Damage	12	Less than 1	39	Less than 1	225.0%
Line of Route	3	Less than 1	3	Less than 1	0.0%
Theft of Passenger Property	43	Less than 1	54	1.1	25.6%
Motor Vehicle/Cycle Offences	22	Less than 1	44	Less than 1	100.0%
Robbery	2	Less than 1	4	Less than 1	100.0%
Theft of Railway Property / Burglary	6	Less than 1	16	Less than 1	166.7%
Serious Fraud	4	Less than 1	1	Less than 1	-75.0%
Drugs	6	Less than 1	9	Less than 1	50.0%
Other Serious Offences	1	Less than 1	3	Less than 1	200.0%
<b>Total Notifiable Offences</b>	<b>239</b>	<b>5.2</b>	<b>369</b>	<b>7.8</b>	<b>54.4%</b>

**Note:** there were some changes to the way that some offences were recorded within the VAP and serious public order offences throughout 2016/17. For the purposes of comparison with 2016/17, these categories have been combined in the above table. The combined level of VAP/serious public order offences increased by 36.7% (47 additional offences) compared with the previous year. Table 9a shows the split between VAP and serious public order categories.

Table 9a

Offence	Q1 2016/17		Q1 2017/18		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Violence Against the Person	91	2.0	70	1.5	-23.1%
Serious Public Order	37	Less than 1	105	2.2	183.8%

## 8. TfL Rail crime levels

Table 10 shows the breakdown of crime on the TfL rail network by the major crime categories used by the BTP for Q1 2017/18. The table includes the number of crimes and the crime rates per million passenger journeys made on the TfL rail and makes comparisons with Q1 2016/17.

Table 10

Offence	Q1 2016/17		Q1 2017/18		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Violence Against the Person and Serious Public Order	51	4.3	46	4.2	-9.8%
Sexual Offences	9	Less than 1	6	Less than 1	-33.3%
Criminal Damage	17	1.4	1	Less than 1	-94.1%
Line of Route	1	Less than 1	2	Less than 1	100.0%
Theft of Passenger Property	21	1.8	14	1.3	-33.3%
Motor Vehicle/Cycle Offences	14	1.2	13	1.2	-7.1%
Robbery	2	Less than 1	0	N/A	-100.0%
Theft of Railway Property / Burglary	3	Less than 1	2	Less than 1	-33.3%
Serious Fraud	0	NA	0	NA	0.0%
Drugs	0	NA	1	Less than 1	100.0%
Other Serious Offences	0	Less than 1	1	Less than 1	100.0%
<b>Total Notifiable Offences</b>	<b>118</b>	<b>10</b>	<b>86</b>	<b>7.8</b>	<b>-27.1%</b>

**Note:** there were some changes to the way that some offences were recorded within the VAP and serious public order offences throughout 2016/17. For the purposes of comparison with 2016/17, these categories have been combined in the above table. The combined level of VAP/serious public order offences decreased by 9.8% (5 fewer offences) compared with the previous year. Table 10a shows the split between VAP and serious public order categories.

Table 10a

Offence	Q1 2016/17		Q1 2017/18		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Violence Against the Person	39	3.3	18	1.6	-53.8%
Serious Public Order	12	1	28	2.5	133.3%



## 9. London Tramlink crime levels

Table 11 shows the breakdown of crime on the London Tramlink network by the major crime categories used by the BTP for Q1 2017/18. The table includes the number of crimes and makes comparisons with Q1 2016/17.

Table 11

Offence	Q1 2016/17		Q1 2017/18		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Violence Against the Person and Serious Public Order	30	4.0	28	3.9	-6.7%
Sexual Offences	5	Less than 1	2	Less than 1	-60.0%
Criminal Damage	10	1.3	8	1.1	-20.0%
Line of Route	3	Less than 1	6	Less than 1	100.0%
Theft of Passenger Property	7	Less than 1	8	1.1	14.3%
Motor Vehicle/Cycle Offences	4	Less than 1	2	Less than 1	-50.0%
Robbery	3	Less than 1	3	Less than 1	0.0%
Theft of Railway Property / Burglary	0	NA	1	Less than 1	100.0%
Serious Fraud	0	NA	6	Less than 1	100.0%
Drugs	9	1.2	2	Less than 1	-77.8%
Other Serious Offences	2	Less than 1	0	N/A	-100.0%
<b>Total Notifiable Offences</b>	<b>73</b>	<b>9.7</b>	<b>66</b>	<b>9.2</b>	<b>-9.6%</b>

**Note:** there were some changes to the way that some offences were recorded within the VAP and serious public order offences throughout 2016/17. For the purposes of comparison with 2016/17, these categories have been combined in the above table. The combined level of VAP/serious public order offences decreased by 6.7% (2 fewer offences) compared with the previous year. Table 11a shows the split between VAP and serious public order categories.

Table 11a

Offence	Q1 2016/17		Q1 2017/18		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Violence Against the Person	21	2.8	21	2.9	0.0%
Serious Public Order	9	1.2	7	1.0	22.2%

## 10. 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](http://www.btp.police.uk/about_us/your_right_to_information/publications.aspx)

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