

Transport for London

2015/2016 Crime statistics bulletin

Quarter 2 2015/16 (1 July – 30 September 2015)

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

Quarter 2 (1 July– 30 September) 2015/16

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 Q2 2015/16 (July–September 2015). 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 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 (See 2014/2015 Crime Statistics Bulletin for recent annual statistics - available here <http://www.tfl.gov.uk/cdn/static/cms/documents/crime-statistics-bulletin-2014-15.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 across the network, increases were seen on some modes during Q2 2015/16 compared with the same quarter last year. The headline figures include:

- The levels of pan-modal transport related crime¹ in Q2 2015/16 were 5.0% higher than Q2 2014/15 (345 additional offences) and the rate of crime has increased to 7.3 crimes per million passenger journeys (from 6.9 in Q2 2014/15).
- The levels of bus-related crime in Q2 2015/16 were 4.0% higher than Q2 2014/15 (166 more offences) and the rate of crime for the bus network has increased to 7.4 crimes per million passenger journeys (from 6.9 in Q2 2014/15).
- Crime on LU/DLR has increased 2.7% during Q2 2015/16 (66 more offences) compared to Q2 2014/15 with the rate increasing slightly to 7.0 crimes per million passenger journeys.
- Crime on London Overground has increased 51.7% during Q2 2015/16 (120 more offences) compared to Q2 2014/15 with the rate of crime rising to 7.4 crimes per million passenger journeys (from 6.5 in Q2 2014/15).
- Crime on London Tramlink has decreased 13.2% during Q2 2015/16 (7 fewer offences) compared to Q2 2014/15 with the rate of crime falling to 6.9 crimes per million passenger journeys (from 7.0 in Q2 2014/15).

Analysis has shown that the increase in crime seen across the network has been largely driven by increases in the reporting of sexual offences which were expected and considered to be a positive result of our efforts to tackle unwanted sexual behaviour on public transport; and some changes to the way that violence against the person (VAP) offences are recorded.

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.

The increases in VAP on the transport network reflects a wider increase in VAP across London and in England and Wales which is in large part being driven by a change in the way VAP offences are recorded by the police which has resulted in an increase in the number of minor VAP offences being recorded as notifiable crimes (which were not being recorded as such previously).

TfL's significant investment in transport policing and commitment to improving safety and security has ensured the system remains a safe, 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 Q2 2014/15 and Q2 2015/16². The last column of the table shows the percentage change in the number of crimes between Q2 2014/15 and Q2 2015/16.

Table 1

Network	Q2 2014/15		Q2 2015/16		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Bus	4,134	6.9	4,300	7.4	4.0%
London Underground /Docklands Light Railway	2,416	6.9	2,482	7.0	2.7%
London Overground ³	232	6.5	352	7.4	51.7%
London Tramlink	53	7.0	46	6.9	-13.2%
Pan-Modal	6,835	6.9	7,180	7.3	5.0%

3. Monthly breakdown

Table 2 shows the total number of crimes for each month in Q2 2015/16. Chart 1 shows the crime rate on each mode and pan-modally since April 2013.

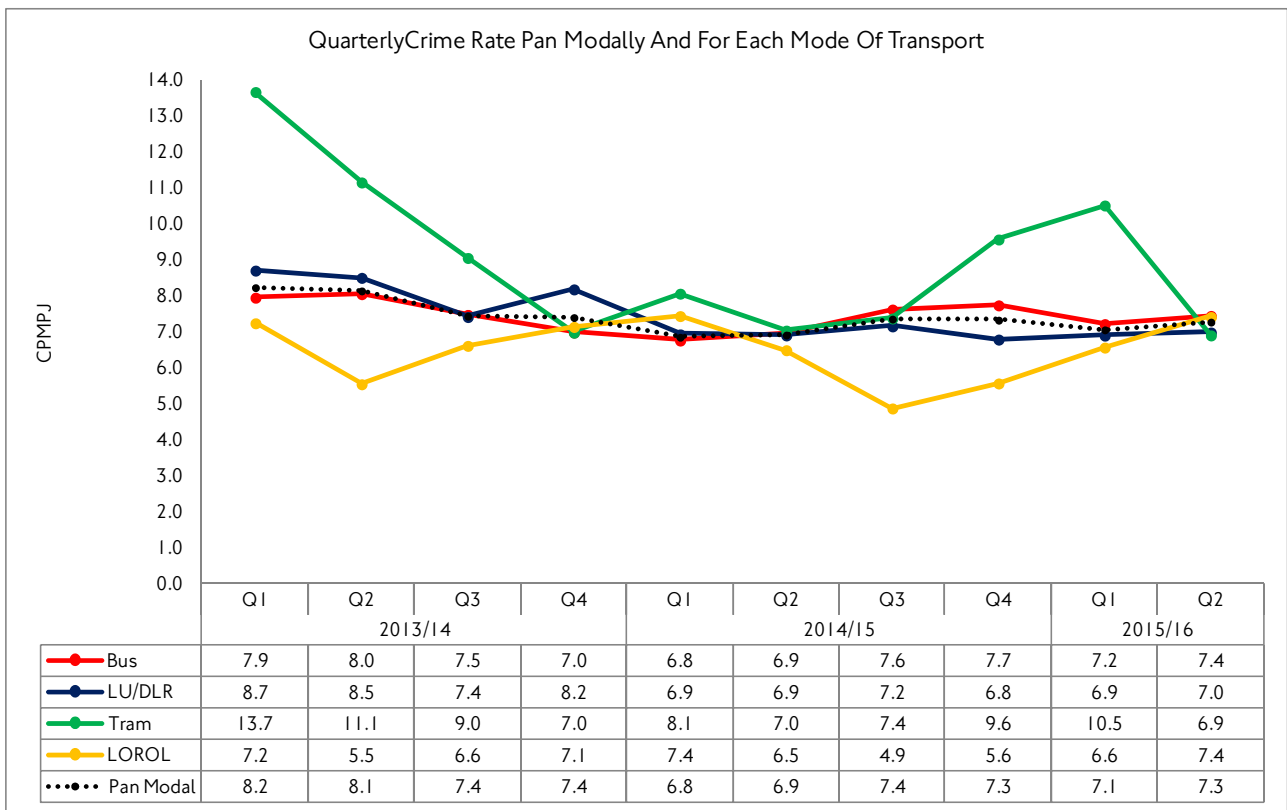
Table 2

Network	July		August		September	
	Crimes	Rate	Crimes	Rate	Crimes	Rate
Bus	1,524	7.6	1,368	7.9	1,408	6.9
London Underground /Docklands Light Railway	837	6.8	830	7.6	815	6.6
London Overground	127	4.9	117	7.8	108	6.7
London Tramlink	15	6.6	14	6.8	17	7.3
Pan-Modal	2,503	7.2	2,329	7.8	2,348	6.8

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 The London Overground crime figures now include offences relating to the West Anglia network which was transferred to TfL in May 2015. The increase in crime on LO reflects the higher levels of crime that have historically been seen on the West Anglia part of the network. TfL and the BTP have put measures in place to tackle the higher levels of crime seen on this part of the network.

Chart I



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

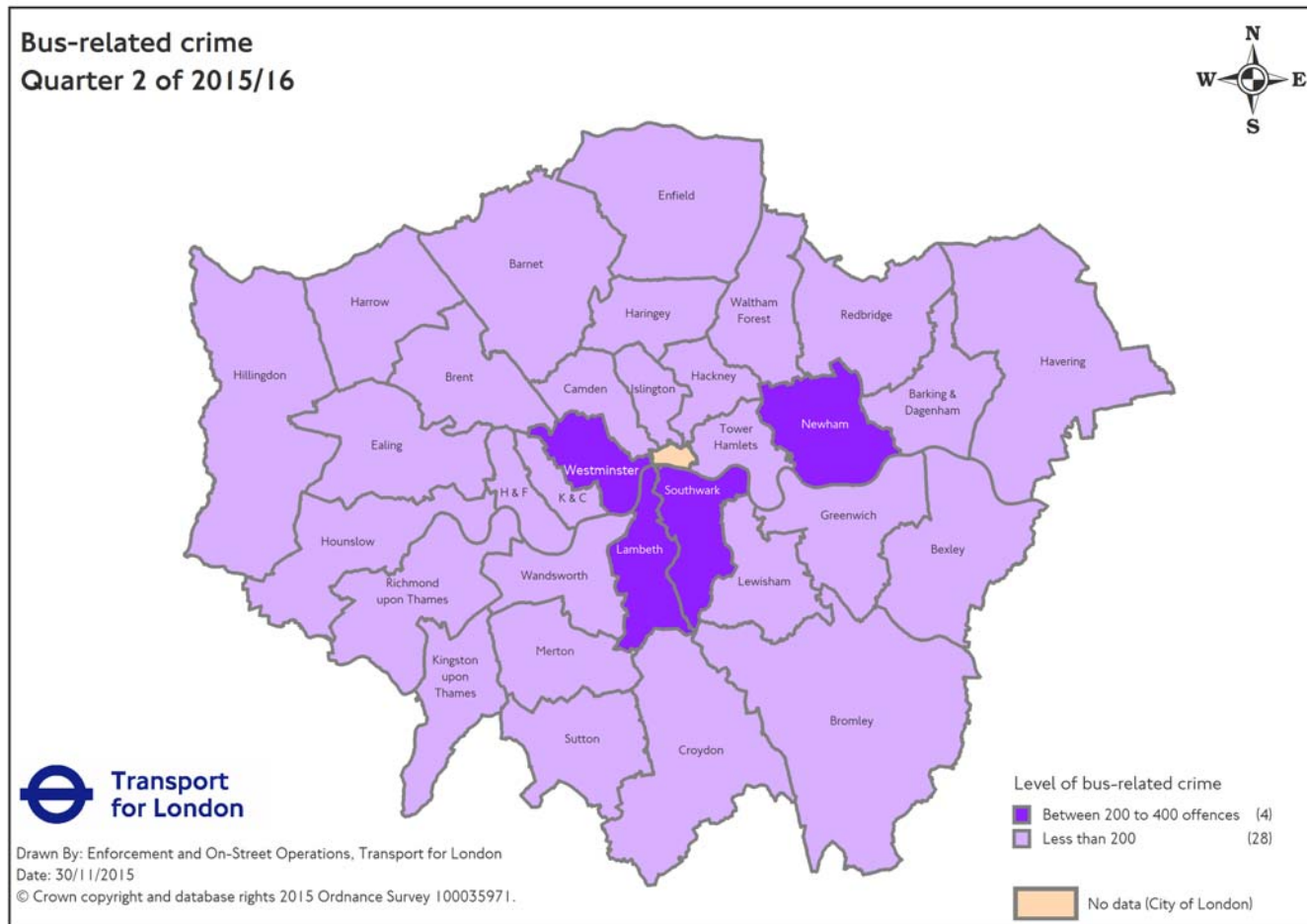
Table 3 shows the breakdown of MPS bus-related crime by the major crime categories used by the MPS for Q2 2015/16. The table includes the number of crimes, the crime rates per million passenger journeys and comparisons with Q2 2014/15.

Table 3

Offence	Q2 2014/15		Q2 2015/16		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Burglary	15	N/A	14	N/A	-6.7%
Criminal damage	266	Less than 1	287	Less than 1	7.9%
Drugs	78	Less than 1	61	Less than 1	-21.8%
Fraud / forgery	1	Less than 1	1	Less than 1	0.0%
Other notifiable offences	59	Less than 1	74	Less than 1	25.4%
Robbery	227	Less than 1	199	Less than 1	-12.3%
Sexual offences	170	Less than 1	181	Less than 1	6.5%
Theft and Handling	1,957	3.3	1,964	3.4	0.4%
VAP	1,361	2.3	1,519	2.6	11.6%
Total Offences	4,134	6.9	4,300	7.4	4.0%

Map 1 – Bus-related crime volume by borough

Map 1 shows the breakdown of MPS bus-related crime by borough for Q2 2015/16. 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 Q2 2014/15 and Q2 2015/16 by borough

Map 2 shows the percentage change in the levels of bus-related crime between Q2 2014/15 and Q2 2015/16. 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.

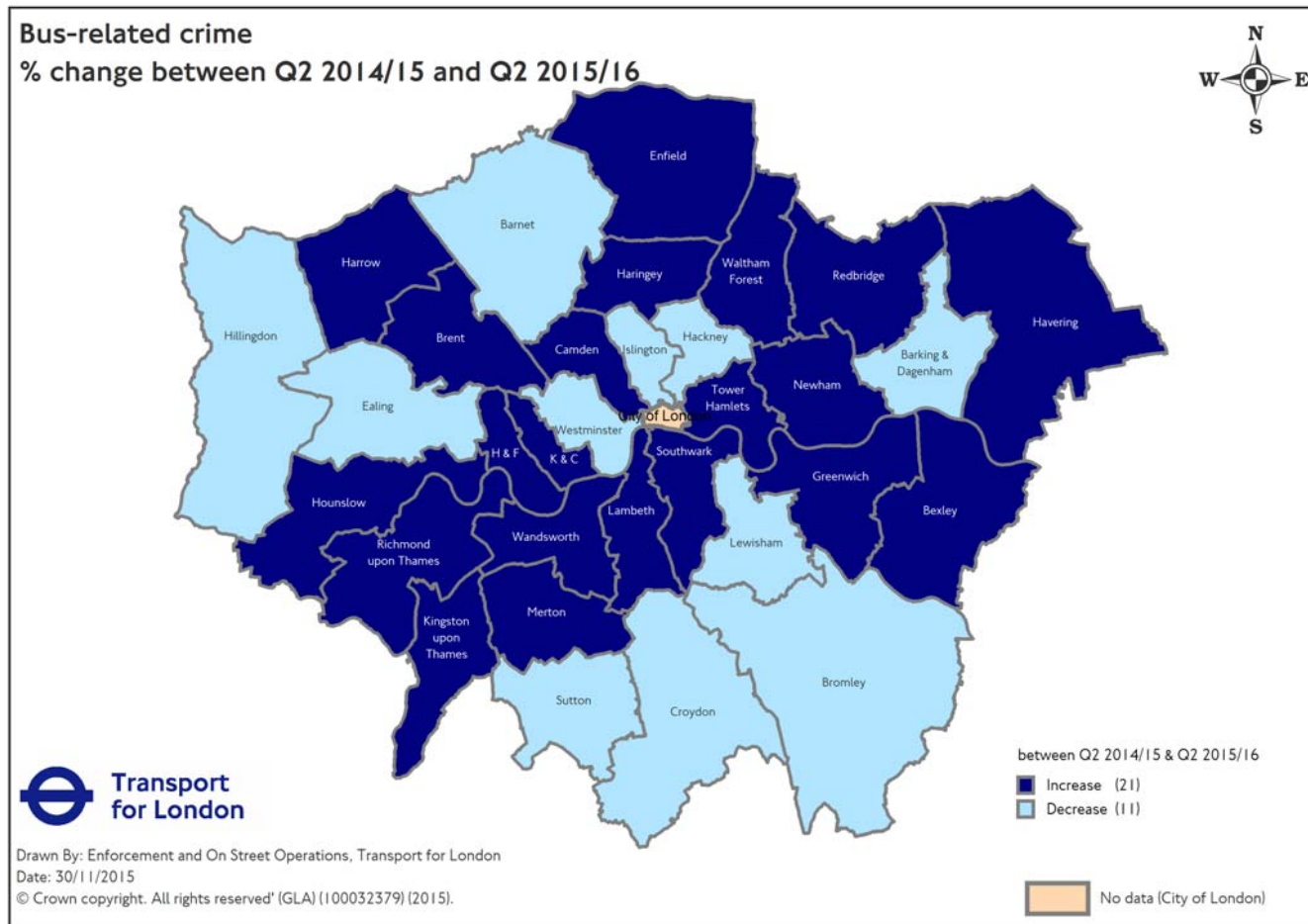


Table 4 - Borough breakdown of bus-related crime for Q2 2015/16 (July–September 2015)

	Q2 2015/16									Q2 2015/16 Total	Q2 2014/15 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	1	0	1	2	6	30	22	74	88	-15.9%
Barnet	0	11	0	0	2	6	3	66	43	131	143	-8.4%
Bexley	1	13	1	0	3	4	4	15	25	66	62	6.5%
Brent	0	12	5	0	5	6	7	83	54	172	151	13.9%
Bromley	0	15	0	0	1	3	4	31	40	94	98	-4.1%
Camden	0	8	0	0	0	5	5	97	64	179	170	5.3%
Croydon	0	11	0	0	5	5	9	50	60	140	166	-15.7%
Ealing	1	7	0	0	3	5	11	56	51	134	139	-3.6%
Enfield	1	8	0	0	2	10	3	50	39	113	98	15.3%
Greenwich	0	8	0	0	4	6	10	50	59	137	110	24.5%
Hackney	2	8	1	0	7	5	3	79	52	157	175	-10.3%
Hammersmith & Fulham	2	3	1	0	1	8	3	50	61	129	106	21.7%
Haringey	0	13	2	0	4	15	6	75	60	175	165	6.1%
Harrow	0	5	0	0	1	6	1	20	32	65	53	22.6%
Havering	1	15	2	0	0	1	6	23	35	83	74	12.2%
Hillingdon	0	6	1	0	1	4	6	53	50	121	122	-0.8%
Hounslow	0	9	1	0	3	3	5	46	41	108	93	16.1%
Islington	0	6	0	0	4	10	9	110	51	190	213	-10.8%
Kensington & Chelsea	0	2	0	0	1	4	2	40	27	76	74	2.7%
Kingston upon Thames	0	1	0	0	0	1	3	30	16	51	49	4.1%
Lambeth	2	16	4	0	6	15	14	138	84	279	246	13.4%
Lewisham	0	12	1	0	1	7	5	59	59	144	146	-1.4%
Merton	1	4	0	0	0	4	3	32	32	76	70	8.6%
Newham	1	12	9	0	3	9	7	98	78	217	196	10.7%

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	Burglary	Criminal Damage	Drugs	Fraud or Forgery	Other Notifiable Offences	Robbery	Sexual Offences	Theft and Handling	Violence Against the Person	Q2 2015/16 Total	Q2 2014/15 Total	% Change
Redbridge	1	8	1	0	0	4	7	39	30	90	88	2.3%
Richmond upon Thames	0	4	0	0	1	1	2	20	26	54	52	3.8%
Southwark	0	13	1	0	2	20	7	122	78	243	210	15.7%
Sutton	0	4	0	0	0	3	3	17	21	48	51	-5.9%
Tower Hamlets	0	12	1	0	1	7	6	61	37	125	112	11.6%
Waltham Forest	0	11	2	0	5	4	6	48	49	125	123	1.6%
Wandsworth	0	5	1	0	3	6	7	67	64	153	127	20.5%
Westminster	1	13	26	1	4	10	8	209	79	351	364	-3.6%
Q2 2015/16 Total	14	287	61	1	74	199	181	1,964	1,519	4,300	4,134	4.0%
Q2 2014/15 Total	15	266	78	1	59	227	170	1,957	1,361			
% Change	-6.7%	7.9%	-21.8%	0.0%	25.4%	-12.3%	6.5%	0.4%	11.6%			

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 Q2 2015/16. The table includes the number of crimes and the crime rates per million passenger journeys made on the LU/DLR and makes comparisons with Q2 2014/15.

Table 5

Offence	Q2 2014/15		Q2 2015/16		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Violence Against the Person	524	1.5	608	1.7	16.0%
Sexual Offences	180	Less than 1	216	Less than 1	20.0%
Criminal Damage	116	Less than 1	177	Less than 1	52.6%
Line of Route	18	Less than 1	14	Less than 1	-22.2%
Theft of Passenger Property	1,038	3.0	929	2.6	-10.5%
Motor Vehicle/Cycle Offences	116	Less than 1	147	Less than 1	26.7%
Robbery	15	Less than 1	17	Less than 1	13.3%
Theft of Railway Property / Burglary	61	Less than 1	54	Less than 1	-11.5%
Serious Public Order	222	Less than 1	209	Less than 1	-5.9%
Serious Fraud	26	Less than 1	47	Less than 1	80.8%
Drugs	82	Less than 1	42	Less than 1	-48.8%
Other Serious Offences	18	Less than 1	22	Less than 1	22.2%
Total Notifiable Offences	2,416	6.9	2,482	7.0	2.7%

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 Q2 2015/16. The table includes the number of crimes and the crime rates per million passenger journeys made on the London Overground and makes comparisons with Q2 2014/15. From 31st May 2015, the former West Anglia suburban rail routes from Liverpool Street to north-east London became part of the TfL network and offences relating to this part of the network are now reflected in the LO crime figures. This has resulted in an increase in the volume of crime and rate of crime for LO. It won't be possible to directly compare against previous figures until Q2 2016/17.

Table 6

Offence	Q2 2014/15		Q2 2015/16		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Violence Against the Person	67	1.9	124	2.6	85.1%
Sexual Offences	11	Less than 1	19	Less than 1	72.7%
Criminal Damage	13	Less than 1	20	Less than 1	53.8%
Line of Route	1	Less than 1	1	Less than 1	0.0%
Theft of Passenger Property	54	1.5	73	1.5	35.2%
Motor Vehicle/Cycle Offences	33	Less than 1	39	Less than 1	18.2%
Robbery	3	Less than 1	2	Less than 1	-33.3%
Theft of Railway Property / Burglary	8	Less than 1	5	Less than 1	-37.5%
Serious Public Order	26	Less than 1	51	1.1	96.2%
Serious Fraud	2	Less than 1	0	Less than 1	-100.0%
Drugs	15	Less than 1	12	Less than 1	-20.0%
Other Serious Offences	2	Less than 1	6	Less than 1	200.0%
Total Notifiable Offences	235	6.6	352	7.4	49.8%

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 Q2 2015/16. The table includes the number of crimes and makes comparisons with Q2 2014/15.

Table 7

Offence	Q2 2014/15		Q2 2015/16		% change in Crimes
	Crimes	Rate	Crimes	Rate	
Violence Against the Person	23	3.1	13	2.0	-43.5%
Sexual Offences	3	Less than 1	4	Less than 1	33.3%
Criminal Damage	2	Less than 1	3	Less than 1	50.0%
Line of Route	5	Less than 1	2	Less than 1	-60.0%
Theft of Passenger Property	8	1.1	3	Less than 1	-62.5%
Motor Vehicle/Cycle Offences	0	N/A	4	Less than 1	+400.0%
Robbery	3	Less than 1	1	Less than 1	-66.7%
Theft of Railway Property / Burglary	2	Less than 1	0	Less than 1	-100.0%
Serious Public Order	5	Less than 1	8	1.2	60.0%
Serious Fraud	0	N/A	0	N/A	N/A
Drugs	2	Less than 1	7	1.1	250.0%
Other Serious Offences	0	N/A	1	Less than 1	+100.0%
Total Notifiable Offences	53	7.0	46	6.9	-13.2%

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 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	Q2 2014/15		Q2 2015/16		% change in DIRs
	DIRs	Rate	DIRs	Rate	
Criminal Damage	754	1.3	784	1.4	4.0%
Disturbances	5,557	9.3	5,664	9.8	1.9%
Forgery / fraud	3,632	6.1	2,933	5.1	-19.2%
Minicab Touting	0	N/A	0	N/A	N/A
Robbery	20	Less than 1	16	Less than 1	-20.0%
Theft Handling	91	Less than 1	62	Less than 1	-31.9%
Violent Offences	519	Less than 1	488	Less than 1	-6.0%
Total	10,573	17.8	9,947	17.2	-5.9%

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	Q2 2014/15 Fare Evasion Rate Rolling 12 month average	Q2 2015/16 Fare Evasion Rate Rolling 12 month average
One Person Operated	1.1%	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 Q1 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	Q2 2014/15 score	Q2 2015/16 score	Change
On bus	89	90	+1
At shelters / stops	86	87	+1
LU	Q2 2014/15 score	Q2 2015/16 score	Change
On train	87	87	+1
At stations	86	87	-1
DLR	Q2 2014/15 score	Q2 2015/16 score	Change
On train	91	91	N/A
At stations	89	90	-1
LO	Q2 2014/15 score	Q2 2015/16 score	Change
On train	88	89	-1
At stations	88	88	N/A
Tramlink	Q2 2014/15 score	Q2 2015/16 5 score	Change
On tram	89	91	-2
At stops	89	89	N/A

[§] 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>

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/about_us/our_strategy_and_plans.aspx
- London Underground Division Neighbourhood Policing Teams - http://www.btp.police.uk/local_btp_teams/london_underground.aspx

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