

TRANSPORT FOR LONDON

SURFACE TRANSPORT PANEL

**SUBJECT: COMMUNITY SAFETY, ENFORCEMENT AND POLICING
UPDATE**

DATE: 3 MARCH 2010

1 PURPOSE

- 1.1 This paper updates the Panel on crime levels on the transport network and progress made against key Mayoral and TfL priorities regarding safety and security on the transport system.

2 SUMMARY OF CRIME LEVELS

Overall crime trends

- 2.1 Crime has continued to reduce on TfL's public transport services over the first three quarters of 2009/10 (April – December 2009). Detailed crime figures and supporting charts can be seen in Appendices 1, 2 and 3.

Bus-related crime

- 2.2 Latest figures from the Metropolitan Police Service (MPS) for April – December 2009 show a 10.7 per cent reduction in bus related crime (2,216 fewer offences) compared to the same period in 2008/09. This reduction builds on an 18 per cent reduction in bus-related crime in 2008/09 and an 11 per cent reduction in 2007/08.
- 2.3 Criminal damage offences fell by almost 39 per cent (1,157 offences), robbery by 17.6 per cent (370 offences) and violence against the person by 13.4 per cent (781 offences). Small increases were seen in sexual offences (2.4 per cent / ten offences) and theft and handling (3.4 per cent / 281 offences).
- 2.4 The majority of boroughs (26 boroughs) have seen reductions in bus-related crime over this period. The greatest reduction was seen in the London Borough of Bexley with a reduction of 33.5 per cent. This reduction is in addition to a 43 per cent reduction seen last year in the borough. The London Boroughs of Bromley, Greenwich, Lewisham and Sutton all saw reductions of approximately 27 per cent.
- 2.5 The provisional crime rate per million passenger journeys (cpmj) for the bus network is 10.8. This is an improvement on the 2008/09 rate where there were 12 cpmj on the bus network. If this trend is continued until the end of year, it would mean that the crime rate has improved by 51 per cent from its peak of 22 cpmj in 2005/06.

Crime on London Underground/Docklands Light Railway

- 2.6 British Transport Police crime figures for London Underground and the Docklands Light Railway showed a reduction of 3.7 per cent between April and December 2009 compared with the same period in the previous year – a reduction of 424 offences.
- 2.7 The provisional rate of cpmj for London Underground and the Docklands Light Railway is 13.2.

Perception of Anti-social Behaviour (ASB) on the transport network

- 2.8 The 2009 annual results for TfL's safety and security survey showed no change in the proportion of Londoners who have concerns about crime and ASB on the transport system. The level remained at 45 per cent (same as 2008) which is down from 54 per cent in 2007.
- 2.9 TfL's quarterly safety and security survey for January 2010 shows that the proportion of Londoners who have significant concerns about crime and ASB on public transport such that it deters them from using it – currently stands at 31 per cent. This figure follows steady quarterly decreases from a level of 35 per cent recorded in April 2008. However, it is not significantly different from the level recorded at the same time last year (30 per cent).

3 KEY COMMUNITY SAFETY ISSUES

Review of MPS transport policing arrangements (MPS Transition)

- 3.1 Since 2002, TfL has invested significant resources in dedicated transport policing services provided by the Metropolitan Police Service. This was, and remains, based on the premise that the impact of crime and anti-social behaviour on the transport system has a disproportionate impact on how actual and potential customers view the safety and security of the transport system. Furthermore, the transport system presents a unique operational environment where individual incidents (e.g. traffic accidents and disturbances) can rapidly lead to major network disruption. As such, TfL sought to address public concerns around the safety of the transport network and to build a robust, joint transport policing model with the Metropolitan Police Service.
- 3.2 In 2010/11, TfL is spending £88 million on MPS transport policing services, providing approximately 2,000 uniformed officers. This includes the additional 440 officers used to establish Hub Teams and increase the size of Safer Transport Teams (STTs) in outer London, and the additional 27¹ cab enforcement officers committed by the Mayor in 2008.
- 3.3 TfL and the MPS have undertaken a review of transport policing structures. As a result, all transport policing is now consolidated under the Territorial Policing division of the MPS, which also oversees local borough policing. The new structure which combines the Transport Operational Command Unit, STTs and Hub Teams has been named the Safer Transport Command (STC). The Traffic Operational Command Unit currently remains within the central business group of the MPS.

¹ TfL doubled the strength of dedicated cab enforcement officers in 2009 - an additional 34 officers – 27 in the MPS Cab Enforcement Unit and seven in the City of London Police.

- 3.4 A joint MPS/TfL team is managing the transition and is ensuring that the changes deliver improved services to passengers and staff, and deliver value for money to TfL. The transition is due to be completed in April 2010.
- 3.5 The new safer transport policing arrangements will deliver:
- (a) A single point of senior accountability for Transport Policing within the MPS;
 - (b) An integrated operational policing model with an enhanced neighbourhood focus through 32 borough based Safer Transport Teams that are focused on local priorities and problem solving;
 - (c) Pan-London specialist teams and task teams including the Cab Enforcement Unit and the Workplace Violence Unit;
 - (d) Rigorous joint performance management arrangements involving TfL and based on existing Compstat/Joint Transport Action Group (JTAG) activities;
 - (e) A commitment to partnership working and collaboration (particularly with local boroughs); and
 - (f) A rationalised single contract for MPS transport policing services, which is due to be finalised in March 2010.

Establishment of MPS Hub Teams

- 3.6 TfL, at the request of the Mayor, has enhanced local STTs by providing an increased visible presence at identified transport hubs and increasing the size of all STTs in outer London. All 32 hub teams - consisting of one sergeant, one police constable and seven police community support officers - are now operational and are integrated in the overall STC structure as part of the STTs in boroughs.

Touting measures and Safer Travel at Night

- 3.7 TfL continues to work closely with the MPS and the City of London Police (CoLP), and in partnership with the Taxi and Private Hire trades, to tackle touting across London. This builds on the success of the Safer Travel at Night (STAN) initiative and anti-touting enforcement activities.
- 3.8 In 2009, the number of dedicated cab enforcement officers was doubled to 68 (27 additional officers in the STC and seven in the CoLP). The additional officers are providing greater coverage for anti-touting activities across London and maximising the number of officers deployed to touting hotspot locations across London. The new structure includes a team focused on cab-related sexual offences by proactively targeting potential perpetrators through following up on intelligence.
- 3.9 From 1 August 2008, licensed drivers convicted of touting lose their licence for a minimum of one year. Their fitness to hold a licence will be re-assessed by TfL if and when they reapply. The STC Cab Enforcement Unit made 1,116 arrests for touting between 1 August 2008 and 18 January 2010. This has led to over 280 Magistrates' Court convictions involving licensed Private Hire Vehicle (PHV) drivers to date. Of these drivers, to date, 227 have had their PHV driver's licence revoked with the remaining still being processed.

3.10 An integrated programme of activity was undertaken by TfL and its police partners in the run up to the busy Christmas period. The hard hitting STAN, multi-media communications campaign was launched at the end of November and was supported by press and police enforcement activity. The Safer Transport Cab Enforcement Unit and STTs along with TfL and the CoLP ran Operation Safer Travel at Night which took place throughout December. The operations aimed to deter and disrupt illegal activity (primarily through high visibility police tactics) and get people home safely during the festive period. Results received to date show that over 100 drivers were arrested for touting over this period.

Earn Your Travel Back

3.11 TfL, the MPS, the Greater London Authority and other partner agencies have developed a scheme to allow under-18s who have had their free bus travel withdrawn for breaches of the behaviour code, to earn it back through voluntary community service. The scheme, 'Earn your travel back' (EYTB), which began in September 2009, supports TfL's existing efforts to tackle the poor behaviour of a minority of young people on buses and trams.

3.12 Young people who have had their concession withdrawn for poor behaviour can earn it back through volunteering with the London Wildlife Trust, V (the National Young Volunteers Service) or BTCV (formerly the British Trust for Conservation Volunteers). Young people who have been convicted of a transport related crime are not eligible to participate in the scheme.

3.13 To date, TfL has extended invitations to participate to 1,682 individuals who have had their travel concession withdrawn as a result of a breach of the behaviour code. To date 273 young people have been scheduled to attend volunteering sessions with 244 successfully completing the day and earning back their concessionary travel (25 have failed to complete the day due to non-attendance and four have failed due to poor punctuality or conduct). The take up rate from initial invitations is improving but a proportion of individuals are still choosing to enter the appeals process rather than immediately enter EYTB. It is anticipated that take up rates will continue to increase over time, particularly as initial appeals are dealt with, and a further opportunity to enter the EYTB initiative is offered to those who are unsuccessful.

Alcohol Ban

3.14 On 1 June 2008, TfL introduced the ban on the consumption and carrying of open containers of alcohol on TfL public transport modes (London Overground ban introduced on 8 June 2008). Research has shown there is a high level of awareness coupled with substantial support for the ban.

3.15 Byelaws for TfL's Railways and Road Transport Premises (bus garages, depots, stations and shelters) have been amended to include an alcohol ban provision. Once in place anyone found breaching any of the byelaws could be liable to a criminal record and a fine expected to be £1,000. The consultation on the byelaws closed on 5 February 2010.

Workplace Violence Unit (WVU)

3.16 Following the successful establishment of a WVU within London Underground in 2006, a similar unit has been developed specifically for operational staff on

the bus network. The Bus WVU was established in January 2009 as a partnership between TfL, MPS, and bus operators.

- 3.17 The WVU is achieving some excellent results and has been well received by staff. In the first year of operation, the Unit has been notified of 923 cases and has led or assisted in the investigation of 337 assaults on bus staff; 129 of these are still ongoing. To date, 138 cases have received judicial disposals (such as charged, summonsed, cautioned etc).

Cycling security

- 3.18 Levels of cycling have increased significantly since 2000 and this trend is set to continue with planned initiatives for cycling in London due to be implemented in 2010. Further promotion of cycling across the capital is a key mayoral priority, and safety and security issues will become increasingly important as the numbers of cyclists increase.
- 3.19 TfL, in partnership with the MPS, CoLP, BTP, Greater London Authority and other key stakeholders, is developing a Cycle Security Action Plan to launch in March as part of the Mayor's cycling revolution. The plan will set out action to reduce cycle theft and the criminal damage of bikes.
- 3.20 TfL has a range of activity underway to promote cycle security. This includes the increase in secure cycle parking facilities to 66,000 by 2012 on the Transport for London Road Network; secure cycle parking at stations; a secure cycle parking standard; marketing campaigns to improve locking practice by cyclists and the measures taken to reduce the risk of theft and criminal damage in the cycle hire scheme. TfL is assessing the benefits of different bike marking and registration schemes. The outcome of this assessment will feed into the forum being established by the GLA with bike manufacturers and retailers.

4 RECOMMENDATION

- 4.1 The Panel is asked to NOTE the report.

5 CONTACT

- 5.1 Contact: David Brown, Managing Director, Surface Transport
Number: 020 3054 0178
Email: DavidBrownMD@tfl.gov.uk

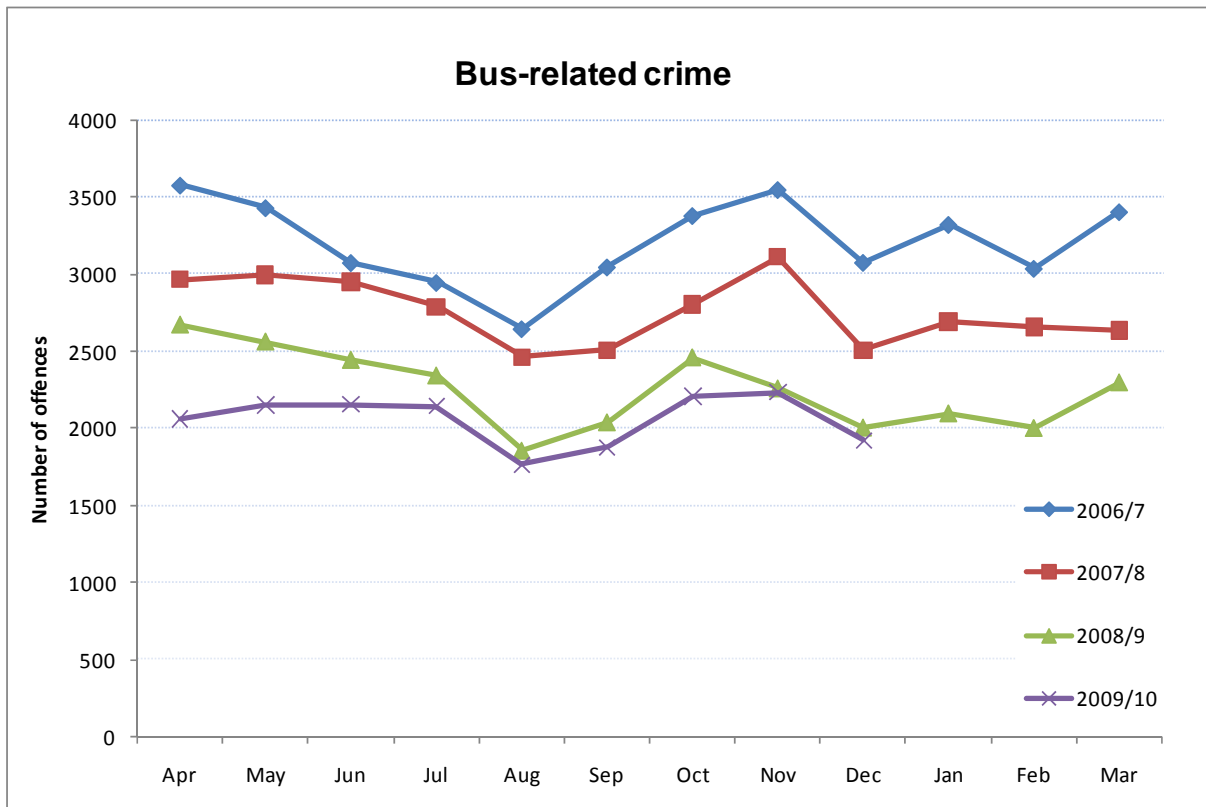
Bus-related crime figures for 2008/9

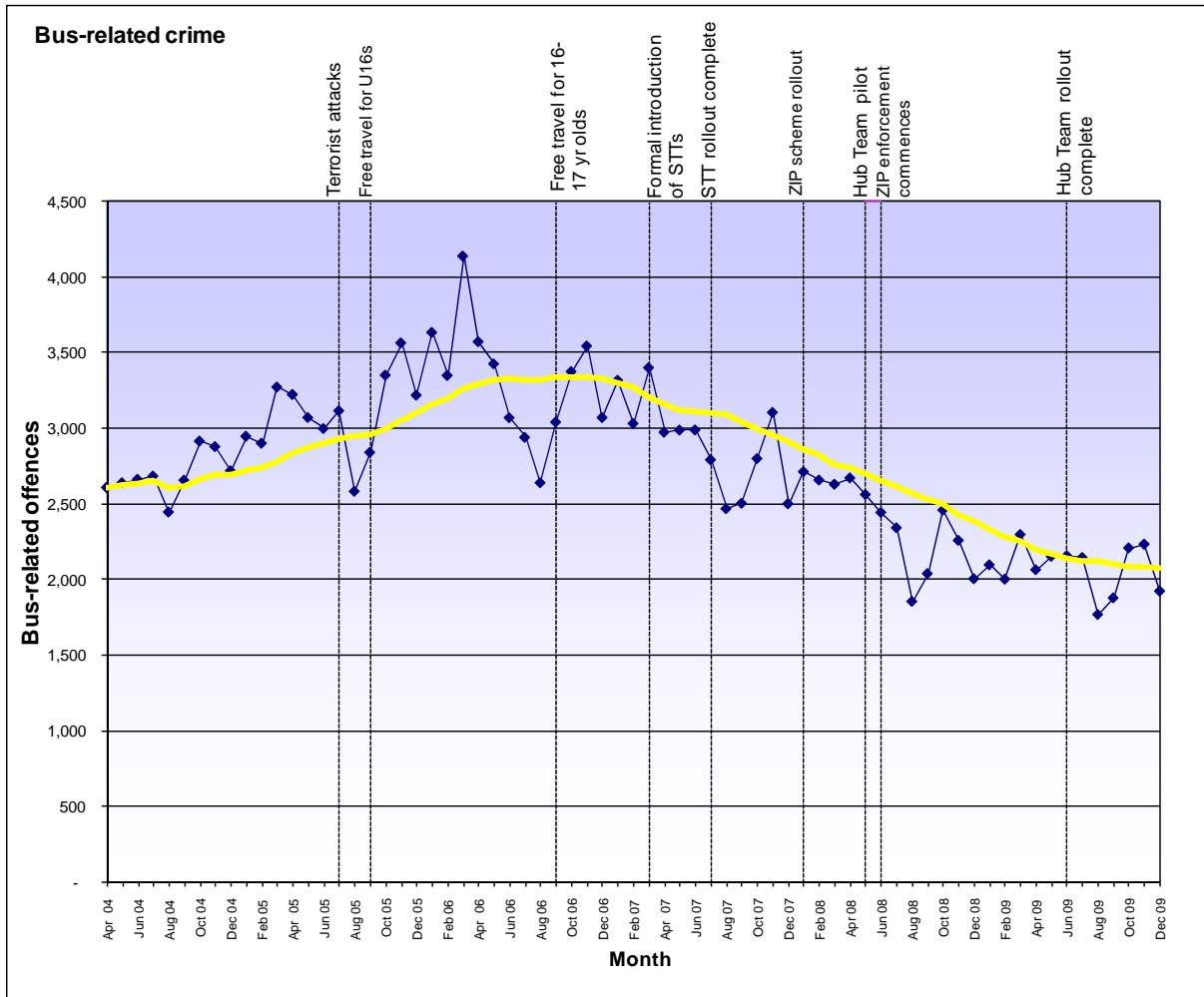
Crime Type	2008/9 (Apr – Dec)	2009/10 (Apr – Dec)	Change (per cent)
Criminal Damage	2,976	1,819	-38.9
Drugs	601	467	-22.3
Fraud / forgery	300	233	-22.3
Other	251	253	0.8
Robbery	2,097	1,727	-17.6
Sexual Offences	412	422	2.4
Theft and handling	8,306	8,587	3.4
Violence against the person	5,826	5,045	-13.4
Total	20,769	18,553	-10.7

Note: This data has been retrieved from the MPS crime reporting system by using a specific query to retrieve the word 'bus', by searching various fields and by retrieving various transport related flags and venue codes including offences related to touting.

This query was developed for intelligence purposes, and as a result it can include non-bus related crimes, for example touting. However, when the source data has been previously quality checked we have found that over 90 per cent of the crimes retrieved directly involved the bus network including crimes around bus stops.

Monthly Bus-related Crime comparison 2006/07 to 2009/10





Note: Yellow line indicates rolling 12 month average.