

Crime on public transport

March 2016



Police and Crime Committee Members

Joanne McCartney (Chair)	Labour
Jenny Jones (Deputy Chair)	Green
Caroline Pidgeon MBE (Deputy Chair)	Liberal Democrat
Tony Arbour	Conservative
Jennette Arnold OBE	Labour
Kemi Badenoch	Conservative
Andrew Dismore	Labour
Len Duvall	Labour
Roger Evans	Conservative

Role of the Police and Crime Committee

The Police and Crime Committee examines the work of the Mayor's Office for Policing and Crime (MOPAC) and reviews the Police and Crime Plan for London. The Committee can also investigate anything that it considers to be of importance to policing and crime reduction in Greater London and make recommendations for improvements.

Contact

Janette Roker, Scrutiny Manager
Email: janette.roker@london.gov.uk
Contact: 020 7983 6562

For media enquiries:
Mary Dolan, External Relations
Email: mary.dolan@london.gov.uk
Contact: 020 7983 4603

Contents

Chair’s foreword	4
Executive summary.....	5
1. Introduction	8
2. Types of crime committed on public transport.....	9
3. Tackling crime and anti-social behaviour on public transport	13
4. Policing the 24 hour city	21
Appendix 1 – Recommendations.....	25
Appendix 2 – Strategy, roles and responsibilities	26
Appendix 3 – How we conducted this investigation	28
Appendix 4 – End notes	30
Orders and translations	33

Chair's foreword



London's public transport system is one of the largest in the world. It offers every Londoner and visitor the opportunity to connect with the city, whether by bus, train, Tube or taxi. Ensuring the safety and security of passengers is essential; passengers have the right to travel safely, and free from fear of crime.

The news, on the whole, is good; reported crime on public transport is relatively low, and continues to fall. But while statistics tell us one thing, that crime is down, passenger surveys highlight the extent of fear of crime on the network. We know that this fear affects people's use of public transport, so there is no room for complacency. There are also policing challenges – reports of violence and sexual offences have risen, and the expansion of the network will create new demand and challenges for TfL and the police.

This report acknowledges the work of TfL and London's policing agencies to ensure public transport is a safe and low crime environment. It is clear that there is some excellent work being done. They deserve credit for the progress that has been made. Enhancing the police presence and intelligent deployment of resources must continue to ensure London's public transport network remains safe, and feels safe, for passengers and staff.

Yet we know that crime and anti-social behaviour on public transport is under-reported. More must be done to address this. The progress that has been made in increasing the confidence of victims of sexual offences to come forward and report is commended. There are lessons here that could be applied to other crimes across the network.

Our report sets out steps to further reduce crime and anti-social behaviour across London's public transport network. They require the next Mayor to build on the partnership work already taking place and set new ambitious, but realistic, goals.

I would like to thank everyone who contributed to this investigation.

A handwritten signature in black ink, reading 'J. McCartney'.

Joanne McCartney AM, Chair of the Police and Crime Committee

Executive summary

Crime on public transport in London is falling. The overall number of crimes across TfL's public transport network is on a downward trend, and the risk of being a victim of crime is also down. However, a rise in violence against the person and sexual offences is a challenge.

Fear of crime on public transport can prevent people from using the public transport system. While there is no direct correlation between reported crime levels and fear of crime, passengers often perceive their risk of crime to be higher than official crime statistics indicate, and reducing actual levels of crime may not lead to a reduction in people's perception of crime risk. However, under-reporting masks the full extent of crime on the public transport system and anti-social behaviour, which is rarely reported, can also act as a deterrent to travel for some.

Tackling crime and anti-social behaviour on public transport

The task of preventing crime on public transport is shared between Transport for London (TfL), London's policing agencies, operating companies and other agencies that work to improve the safety and security of passengers, staff and local communities.

Crime on public transport is tackled in a number of different ways. The Mayor argues that the reduction of crime on public transport is as a result of continued investment in policing and the use of effective problem solving and innovative tactics. High visibility patrols, joint problem solving activity, and reactive investigation of offences were cited to us as key.

It is recognised that there will be future challenges, and that more will be needed than just new policing skills. Resources need to focus on more advanced crime reduction, problem solving and engagement activity; stopping crime and managing offenders; and the use of innovative equipment, such as body-worn video cameras; enhanced CCTV coverage and handheld mobile devices.

Successful policing depends on effective communication and joint working with partners. Our investigation heard that partnership working is strong. However, perception of the police and TfL's response to crime and anti-social behaviour has declined marginally year on year for all modes of transport. This is a concern and the introduction of better ways to report crimes might boost public confidence.

Our report looks specifically at recent efforts to encourage reporting of sexual offences. While the number of recorded sexual offences on London's public transport is increasing, most unwanted sexual behaviour is not reported. Proactive steps have been taken to prevent and increase reporting of sexual offences on public transport. In 2013, the Met, TfL, British Transport Police (BTP) and City of London Police launched Project Guardian to challenge unwanted sexual behaviour, increase confidence in reporting and target offenders on the network. Efforts to tackle under-reporting of sexual offences appear to be working. Project Guardian has had a big impact on improving reports and more victims are now more willing to report their experience; the issue isn't getting bigger, it is now better reported.

The initial response to a report of sexual offending is crucial. Our work has highlighted that too often a poor initial response to victims of sexual violence has a damaging effect on victims' confidence. The training being provided to transport workers has led to a better understanding of what constitutes unwanted sexual behaviour and how to respond. However, bus contractors have not received this training. This is a concern and the Committee believes it is vital that bus drivers receive adequate training in responding to unwanted sexual behaviour as a matter of urgency.

Project Guardian has received positive feedback, and both public and political support. But it is now time to move it forward. As well as continuing to develop Project Guardian to further tackle unwanted sexual behaviour, there are lessons here that could be applied to other crimes across the public transport network.

Policing the 24 hour city

London continues to grow. The growth of London's population and demographic change will place increasing demands on the public transport system, and will bring new policing challenges. Bus journeys are expected to increase in excess of seven per cent by 2021, and the Night Tube, Crossrail and London Overground extensions will potentially create new demand.¹ The importance of the night-time economy is also growing, which brings with it its own policing challenges.

The taxi and private hire trades are important to London's public transport network. However, the potential for passengers to become the victims of crime remains a longstanding concern. We heard that cab-related sexual offences are both under-reported and remain a concern for passengers, TfL and the police. Taking an unlicensed minicab remains the greatest risk of becoming a victim of cab-related sexual offences, yet TfL has found that 32 per cent of women claim they are likely to use unlicensed minicabs in the

future. This is a concern and there is a need for further work to highlight the dangers of using unlicensed minicabs in London.

TfL and the police face a number of challenges in responding to touting and illegal activity by the taxi and private hire trades. The overall growth in licensed private hire vehicles has created a challenge for routine enforcement and compliance activity, and there is a need for more visible and immediate enforcement to deter criminal activity on the streets. Harsher penalties are needed, and magistrate courts need to treat touting and plying for hire with the severity of a serious crime that puts public safety at risk. TfL and the police need increased enforcement powers to ensure stronger sanctions for touting, including seizure of vehicles, and the new Mayor needs to lobby the Ministry of Justice on this.

The Night Tube is due to start running in the near future. TfL has been working closely with BTP and the Met on planning for the introduction of Night Tube. Our investigation heard that the current assessment of the impact of the Night Tube on crime and disorder is positive. However, we understand that TfL's internal risk assessment states that sexual offences and other crimes are likely to increase when the Night Tube is introduced. It also recognises the potential for increased unlawful activity by taxi touts and unlicensed private hire at the end of the line. Despite these concerns, BTP is confident that robust analysis has been carried out to ensure the Tube remains safe for passengers and staff, but it will be difficult to be sure until it is up and running.

Robust monitoring and learning from the Night Tube is essential. We recommend that the new Mayor ensures strong partnership structures to constantly monitor, review and learn from the introduction of the Night Tube, and to enable a swift response to any emerging police and crime concerns, including fear of crime.

1. Introduction

- 1.1 Improving safety on public transport in London is a priority for the Mayor. The Mayor's Transport Strategy (MTS) sets out his vision for London to be the best "big city on earth."
- 1.2 One of the MTS goals is to "improve the safety and security of all Londoners". Its expected outcomes by 2031 are:
 - crime rates on the London Underground and Docklands Light Railway (DLR) to drop by 15 per cent to 11.1 crimes per million passenger journeys;
 - crime rates on London buses to drop by 25 per cent to nine crimes per million passenger journeys; and
 - a reduction in the proportion of Londoners who have significant concerns about crime and anti-social behaviour on public transport such that it deters them from using it.
- 1.3 Our investigation examined the work of Transport for London (TfL), the Metropolitan Police Service (the Met), British Transport Police (BTP), and City of London Police to tackle crime across Transport for London's public transport network.
- 1.4 Overall, the picture is good for Londoners. We found that reported crime on public transport is relatively low. However, despite positive partnership working and falls in recorded crime, perception of the Met's and TfL's response to crime and anti-social behaviour has declined marginally year on year for all modes of transport. We also found that fear of crime still prevents many people from using public transport.
- 1.5 Reports of violence and sexual offences have risen, and we examined these in detail. We found that efforts to tackle unwanted sexual behaviour on public transport seem to have made a positive difference. New ways of reporting have boosted the confidence of people to report an incident, and there has been a rise in the number of recorded sexual offences. We are now much clearer than we were about the extent of the problem. Lessons here could be applied to other crimes across the network. Our report concludes with some reflections on the challenges a new Mayor will face as London moves towards becoming a truly 24 hour city: effectively policing the taxi and private hire trade, and the soon to be introduced Night Tube, will require new approaches and appropriate resourcing.

2. Types of crime committed on public transport

Crime rates on public transport

- 2.1 Crime on public transport is falling. The overall number of reported crimes across TfL's public transport network is on a downward trend (eight per cent lower in 2014-15 than in 2013-14), and the risk of being a victim of crime is also down (the rate of crime per million passenger journeys² decreased by 10 per cent in 2014-15). As TfL states, "currently, over ten million passengers travel on TfL's public transport services each day with very few of them ever experiencing or witnessing crime."³

Table 1: Crime levels across the London transport network are on a downward trend

Network	2012-13		2013-14		2014-15	
	Crimes	Rate	Crimes	Rate	Crimes	Rate
Bus	20,120	8.6	18,138	7.5	17,109	7.2
London Underground/DLR	12,804	9.6	10,958	8.0	9,599	6.8
London Tramlink	361	12.0	322	10.3	249	8.1
London Overground	841	6.7	842	6.2	801	5.7
Total/pan-modal	34,126	8.9	30,260	7.7	27,758	7.0

The 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.

Source: [TfL crime statistics bulletin 2014-15](#)

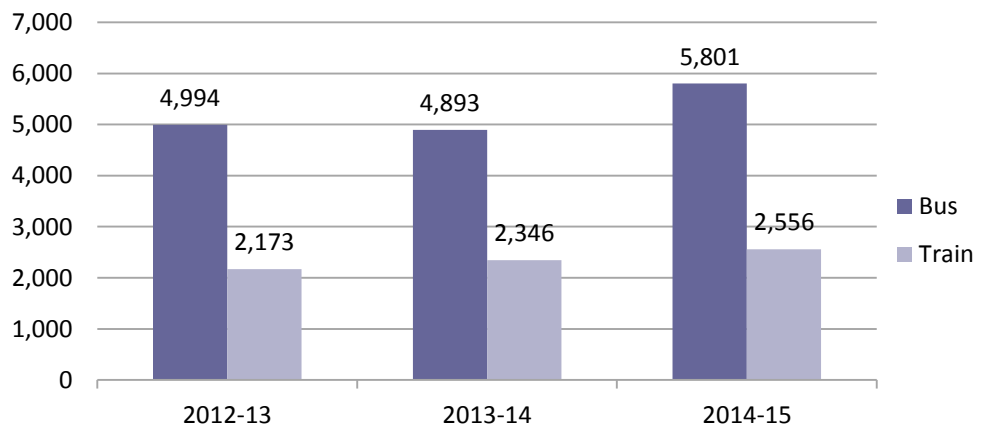
- 2.2 Table 2 shows the breakdown of the Met's bus-related crime by the major crime categories used by the Met. There were 1,029 fewer crimes on buses in 2014-15 than the previous year. However, violent assaults and sexual offences increased; this pattern is reflected across TfL's network, and London, as a whole.⁴

Table 2: While crime overall on London’s buses continues to fall, violence against the person and sexual offences are up

Crime type	2012-13	2013-14	2014-15	percentage difference 2012-13 to 2014-15
Burglary	60	53	51	- 15
Criminal damage	1,501	1,208	1,134	- 25
Drugs	806	709	420	- 48
Fraud/forgery	213	6	14	- 93
Other notifiable offences	195	230	263	+ 35
Robbery	2,285	1,670	1,005	- 56
Sexual offences	483	513	684	+ 42
Theft and handling	9,583	8,856	7,737	- 19
Violence against the person	4,994	4,893	5,801	+ 16
Total	20,120	18,138	17,109	- 15

2.3 The rise in violence against the person and sexual offences is a challenge. Chart 1 shows the rise in violence against the person offences on London’s buses and trains between 2012-13 and 2014-15. Transport police dealt with 178 more violent assaults in 2014-15, a nine per cent increase on the previous year, and sexual offences reported to London’s transport police increased by 32 per cent.⁵

Chart 1: Recorded violence against the person offences on buses and



Source: TfL crime statistics bulletin 2014-15.

Train data includes recorded offences on London Underground and DLR, London

Anti-social behaviour

- 2.4 Anti-social behaviour can be a real deterrent to using public transport. Anti-social behaviour on public transport is commonly associated with rowdy behaviour, using offensive or threatening language, being drunk or drinking alcohol on public transport, and children and young people behaving badly.⁶ Discrimination faced by disabled people on public transport is also a common concern.⁷ Stephen Locke, Chair of London TravelWatch, told us that data on anti-social behaviour is poor and that it is difficult to determine where problems of anti-social behaviour are greatest: “They are typically, for example, when schools are coming home and there are large numbers of slightly rowdy schoolchildren on the bus or late at night when people are coming out of pubs. There are various peaks and the like, but there is very little known about it. That softer end of the problem is particularly hazy.”⁸ Recognising that anti-social behaviour is an issue across all modes, London TravelWatch concludes that “buses and trams seem to be more adversely affected than National Rail or London Underground.”⁹
- 2.5 Such behaviour, if unchallenged, can stoke a fear of crime which can prevent people from using public transport. TfL’s Safety and Security Survey found that “three in ten (31 per cent) Londoners are put off using public transport more by concerns about the anti-social behaviour of others and over a fifth (22 per cent) are deterred by fear of crime while getting to and from and waiting for buses and trains. 20 per cent are deterred by fear of crime on buses/trains.”¹⁰
- 2.6 Fear of crime on public transport is as much of a problem as crime itself. We found that there is no direct correlation between reported crime levels and fear of crime. Passengers often perceive their risk of crime to be higher than official crime statistics indicate, and as Dr Andrew Newton told us, reducing actual levels of crime does not “necessarily equate to reductions in people’s perception of crime risk.”¹¹
- 2.7 Fear of crime is higher after dark and certain groups, for example Black, Asian and Minority Ethnic (BAME); Lesbian Gay, Bisexual and Transgender (LGBT) Londoners; women; disabled people; and the elderly are more concerned about their safety than others. BAME Londoners and women are the most likely to say that their frequency of travel is affected ‘a lot’ because of concerns over crime and anti-social behaviour.¹² Age UK London told us that older Londoners worry about crowded buses and teenager/school children’s behaviour so much so that it affects their use of public transport: “older people with a degree of frailty or mobility impairment are less likely to be able to cope with rowdy behaviour in a crowded bus, even if the behaviour may not necessarily be malicious.”¹³ Similarly, People First told us “because of

disability hate crime on transport, people with learning difficulties will often not go out when it is dark or at night, or when school children get out of school.”¹⁴

An under-ambitious target?

- 2.8 Given the downward trend in crime levels on public transport across London, the MTS targets have already been met, 17 years ahead of schedule. We therefore questioned whether the MTS targets were set at the right level. TfL told us that, “in retrospect, we could have made them more challenging ... when we first set them, the crime rate was running about 15 to 16 crimes per million passenger journeys. It had been on a downward trend and in our opinion we thought it was a very stretching target to look at taking it down quite dramatically over that period.”¹⁵ We were told that the police “will not stop” because they have hit the target.¹⁶ However, we hope the new Mayor will set new ambitious, but realistic, goals.

3. Tackling crime and anti-social behaviour on public transport

- 3.1 The task of preventing crime on public transport in London is shared between TfL, London's policing agencies,¹⁷ operating companies and other agencies that work to improve the safety and security of passengers, staff and local communities. The London Transport Community Safety Partnership (LTCSP) has a role in coordinating these efforts. It is made up of a range of organisations that work in partnership to prevent crime and anti-social behaviour. Membership includes: TfL; the Met; BTP; City of London Police; London TravelWatch; London Councils; and train operating companies. We were told that the LTCSP makes sure that "all the agencies that have a role to play ... are at the table pulling on the same rope."¹⁸
- 3.2 London's policing agencies tackle crime on public transport in a number of different ways. The Met told us its approach includes: preventing crime through high visibility patrols in hot-spot and other locations/routes; joint problem solving activity with partner agencies, borough policing teams and service providers; and reactive investigation of offences.¹⁹ The Mayor argues that the reduction in crime on public transport is a result of "continued investment in policing, the use of effective problem solving and innovative tactics."²⁰ TfL makes a similar assessment: that the "focus on prevention which includes continued investment in policing, enforcement, a long-term commitment to improving the transport environment, removing visible signs of crime quickly and ensuring that staff are visible at the busiest locations and transport hubs" is responsible for the "record low level" of crime on London's transport system.²¹
- 3.3 The BTP states that 'Evidence Based Policing' is key and that it is the first force in the UK to embed core Evidence Based Policing principles (targeting, tracking and testing) into a 'business as usual' strategy. The evidence we received from train operating companies highlighted that they are very supportive of BTP's evidence based policing. Neil Lawson, Network Rail, told us that it is "behind" BTP's approach and is providing "the money and resources to make it happen."²² Similarly, Stella Morris, Govia Thameslink Railway (GTR), told us that "it makes sense to be deploying more resources to the areas where more crime is committed."²³

- 3.4 BTP's Operation Trafalgar was highlighted to us as an example of good practice. It is based on the theory that offenders will be deterred from committing a crime if a capable guardian is present.²⁴ Recognising that 50 per cent of all crime occurs at five per cent of stations, it identified high crime locations and deploys 15 minute patrols, four times a day to these identified hot-spots – reducing crime and disorder; providing greater policing visibility, increasing confidence and ensuring BTP officers are in the places where they are most needed; and achieving the best possible value for money. Following the launch of Operation Trafalgar in September 2014, early analysis of performance indicates that crime has reduced on average by seven per cent across the locations.²⁵ While this is encouraging, we were told that "Trafalgar is fairly new and we need to see the longer-term effect."²⁶
- 3.5 However, there will be future challenges. BTP recognises that in order to meet these "more will be needed than new policing skills."²⁷ It told us that it has equipped all frontline officers "with much more advanced skills in crime reduction, problem solving and engagement."²⁸ This includes focusing resources on stopping crime and managing offenders. It is also making use of innovative equipment, such as body-worn video cameras, enhanced CCTV coverage and handheld mobile devices.²⁹
- 3.6 Successful policing depends on effective communication and joint working with partners. The evidence we received spoke highly of the partnership structures in place. We heard that partnership working is strong: "TfL has its Enforcement and On-Street (EOS) Operations and it works. There are good operations between the MPS, the City of London Police, the BTP and TfL. This is a really good example of joined up working."³⁰ This was supported by Andrew Trotter, former Chief Constable of BTP, who described "a real willingness on behalf of all the agencies in London and there is a genuine desire to make public transport safer."³¹ Despite this positive partnership working, and falls in recorded crime, perception of the police and TfL's response to crime and anti-social behaviour has declined marginally year on year for all modes of transport.³² This is a concern.

The challenge of under-reporting

- 3.7 While partners are making positive strides in tackling crime on the transport network, a large proportion of crime and anti-social behaviour on public transport is not reported. This may be due to a reluctance to delay a journey, the absence of someone to report to, the belief that the report will not be taken seriously, or a lack of confidence that the offender will be caught. We were told that in London, in particular, "there is also a low level of confidence in the ability of the police to process complaints and apprehend offenders,

which further depresses the recording of crime and the efficient identification and treatment of offenders.”³³

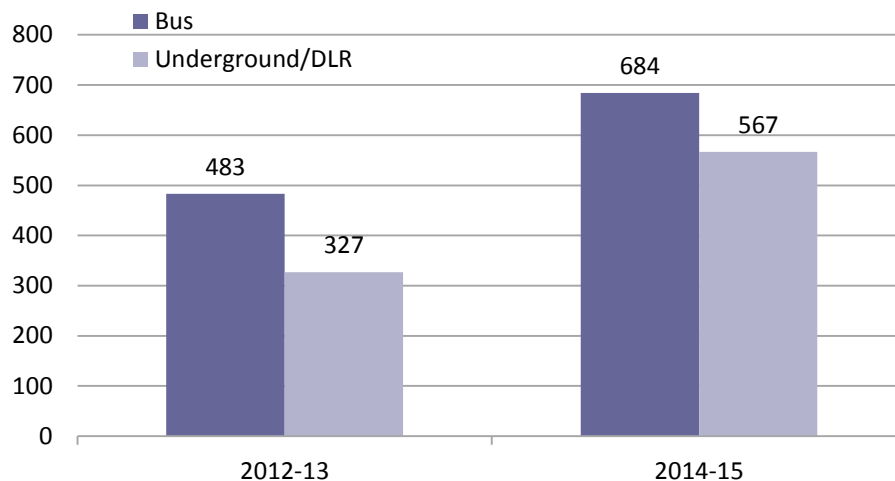
- 3.8 Reporting disability hate crime is a particular concern. We heard from People First that disability hate crime statistics on public transport are unreliable and that more needs to be done to get the police to take incidents of hate crime seriously, as well as making it easy for disabled people and those with learning difficulties to report.³⁴ However, the group also told us that “even if people with learning difficulties have the confidence to report hate crimes, nothing happens afterwards so people think that there is no point in reporting.”³⁵
- 3.9 We heard that even though official statistics do not show very high levels of crime on the public transport network, these do not accurately represent the total level of crime occurring – they “play only a part of that particular challenge and there are lots of issues of unreported crime and general concerns about disorder, threat and all of those things that do not necessarily appear in the crime statistics but are concerning many people who are using the system.”³⁶ As Dr Newton told us: “You will need both the surveys of people’s experiences on the transport system and the police reported crime statistics to give you a picture of what is happening.”³⁷
- 3.10 We were told that TfL’s bespoke quarterly safety and security survey provides a good measure of passenger experience and perception of crime on public transport. It interviews a random sample of 1,000 Londoners – both users and non-users of public transport. It uses a ‘typology of worry’ to monitor perceptions of personal security while using public transport.³⁸ The survey helps monitor perceptions and better understand what influences perception, including the proportion of Londoners that have such significant concerns about crime and anti-social behaviour on public transport that it deters them from using it. Results show an improvement: from 35 per cent of respondents saying that their use of public transport is affected ‘a lot’ in April to June 2008-09, when the survey began, to 21 per cent in April to June 2015-16.³⁹
- 3.11 We heard that in order to continue to tackle crime levels more must be done to increase reporting on public transport.⁴⁰ Rachel Griffin, Suzy Lamplugh Trust, told us that “knowing that something will be done about it and having the confidence to report has to rely on a victim of crime’s belief that they will have a sympathetic, empathetic and trained response. Something that was communicating that back to people who felt embarrassed, unsure or unconfident about reporting a crime would also be quite valuable.”⁴¹ London TravelWatch also told us that many passengers assume that it is not worth reporting crime and anti-social behaviour because they doubt the authorities

are interested or that action will be taken.⁴² Both the Met and BTP agree that “much more should be done to encourage people to report serious anti-social behaviour because it is obviously a nuisance.”⁴³

A case study: better reporting to tackle sexual offences

3.12 The number of recorded sexual offences on London’s public transport network is increasing. However, most unwanted sexual behaviour is not reported.⁴⁴ Around 15 per cent of Londoners have experienced unwanted sexual behaviour on the public transport network, but 90 per cent of those affected do not go on to report it to the police.⁴⁵

Chart 2: The number of recorded sexual offences on London's buses and the underground/DLR has increased since 2012-13.



Source: TfL: crime statistics bulletin 2014-15

3.13 The majority of sexual offences on public transport are committed by someone not known to the victim. As Paul Crowther, BTP, highlighted to us, most sexual offences “are stealth offences committed in crowds, in crowded tube carriages, frankly, which is sexual touching and horrible behaviour like that.”⁴⁶

3.14 Proactive steps have been taken to prevent and increase reporting of sexual offences on public transport. In 2013, the Met, TfL, BTP and City of London Police launched Project Guardian.⁴⁷ Project Guardian aims to reduce the risk of becoming a victim, challenge unwanted sexual behaviour, increase confidence in reporting of sexual offences, and target offenders.

3.15 We heard about the interventions that happen in different global cities to prevent unwanted sexual behaviour. The Committee discussed the way in

which the campaign on the New York Transit system has brought sexual offending into public conversation, and has influenced Project Guardian in London. Its poster campaign says: “a crowded train is no excuse for an improper touch.” Reflecting upon the London campaign, Bryony Beynom from Hollaback London, told us that it “is accepted as something that is there, just the same as ‘look after your phone’, and ‘look after you wallet.’ It is just another safety message and should be brought into line with that.” She suggested that the message in London needs to be clearer and stronger: “even the phrase ‘likely to become a victim’ is so passive. We need to always be engaging with who is doing this and why they are doing this. That is why I like this very simple message they put out on the subway in New York. It is very much addressed at the person; there is no excuse for that behaviour. That is a good place to start from.”⁴⁸

- 3.16 Project Guardian has involved a significant CCTV element. Sarah Green, End Violence Against Women, informed us that evidence gathered through CCTV has shown that offenders who commit sexual offences on the transport system enter the system in order to commit those offences.⁴⁹ CCTV shows that offenders will move around the system to find someone to target, and that they are known repeat offenders. We were told that Project Guardian specifically trained CCTV operators to look for people who commit sexual offences by going through with them what their *modus operandi* is, then later going through the repeat offenders and making sure they were able to detect them. We understand that this has produced a good evidence base, which has in turn contributed to prosecutions.⁵⁰
- 3.17 Improving reporting is vital to better understanding incidence, location and frequency of sexual offending on public transport.⁵¹ A lack of awareness of the reporting process, what it involves, and the perception that perpetrators will not be caught, are major barriers to reporting.⁵² We heard that “it is important to remind ourselves that the reasons for under-reporting when it comes to the sexual assaults do involve still a massive amount of stigma concerns. It is very gendered with that lack of confidence, embarrassment and fear of re-traumatisation as well. We need to be considering that.”⁵³
- 3.18 Efforts to tackle under-reporting of sexual offences seem to be working. In April 2015, ‘Report it to stop it’, a TfL and police communications campaign, part of Project Guardian, was launched to encourage passengers to report unwanted sexual behaviour on public transport. Focusing on the victim, it primarily targets women aged 16 to 34. The campaign includes a short film that follows a woman’s journey on the Tube in which she experiences escalating incidents of unwanted sexual behaviour.⁵⁴ It encourages viewers to

interact with the film by deciding at which point they would 'report it to stop it' by texting BTP's text messaging reporting service, 61016.

- 3.19 We were told that BTP's text messaging reporting service has made it easier for victims to report unwanted sexual behaviour. It enables passengers to report discreetly and guarantees a reply – “a success in getting through to all those people that wanted to report but were too frightened to do so.”⁵⁵ As Rachel Griffin told us, it is giving the “very clear message that someone is listening to what you are reporting.”⁵⁶
- 3.20 As described in evidence provided to us by C2C, Project Guardian has had a “big impact on improving reports, the issue isn't getting bigger, it is now better reported.”⁵⁷ Transport Focus told us that Project Guardian “has encouraged more victims to report their experiences, which can only be a positive thing as the industry and BTP work together to reduce this type of crime.”⁵⁸ Similarly Dr Andrew Newton told us that he “was not surprised by this increase because you would expect to see it. Next year, you should also expect to see the level of under-recording of this crime come more in line because, as you are recording it better, they should come more in line with each other. That should be the picture because you should see the level of under-recording come down at the same time. If you are not seeing that level of under-recording come down, then perhaps you are seeing a real increase.” Monitoring the increase in reporting of sexual offences is therefore essential.

Responding to reports of sexual offences

- 3.21 The initial response to a report of sexual offending is crucial. Our investigation into violence against women and girls⁵⁹ highlighted that too often the initial response to victims of sexual violence has a damaging effect on victims' confidence.
- 3.22 Sarah Green, End Violence Against Women, highlighted to us the significance of the training that has been delivered to frontline transport workers about what constitutes unwanted sexual behaviour. She told us that the training has meant “transport staff and police are “getting much better around believing the victim and not immediately responding with something that is questioning, “are you really sure that is what happened? Might you kind of provoked that yourself?””⁶⁰
- 3.23 However, we were informed that bus contractors have not received this training. Recognising that this is a concern, TfL told us that it has done a “number of activities with the bus operators and the bus drivers” and that next year it is “revamping bus driver training and will work with the bus drivers directly to make them aware of how to deal with unwanted sexual

behaviour and respond appropriately.”⁶¹ The Committee believes it is vital that bus drivers receive adequate training in responding to unwanted sexual behaviour as a matter of urgency.

- 3.24 The outcome of a report of a sexual offence is also important. We heard that sanction detections, crimes ‘cleared up’ by the police, are a good measure of effectiveness for those cases that go to court. However, it was suggested to us that the victim experience, in particular satisfaction with the support received through the victim’s journey, is equally important: “The answer of what we should measure is that we should measure the victim journey, the victim experience and the victim satisfaction. Have we done everything for those victims that we can do and are they satisfied with that outcome? That is really the true measure.”⁶²
- 3.25 While Project Guardian has received positive feedback, and both public and political support, the Committee questioned why an “open statement”, like in New York, has not been implemented in London. We were told that research by TfL shows that women who have been victims of unwanted sexual behaviour did not want to be reminded of it by posters on public transport. We heard that TfL is now looking at what the next phases of Project Guardian should be, including posters and revamping the video and training packages.⁶³ Bryony Beynom, Hollaback London, told Members that Project Guardian has “reached a really good point and now it is time to move forward.”⁶⁴ She suggested that perpetrators need to see the film and that it needs to expand from just the internet and just being targeted specifically at women under the age of 35.⁶⁵ We agree with this.
- 3.26 As well as continuing to develop Project Guardian to further tackle unwanted sexual behaviour, there are lessons here that could be applied to other crimes across the public transport network, for example hate crimes.

Recommendation 1

Robust monitoring of the increase in reports of sexual offences is essential to understand the nature and true extent of unwanted sexual behaviour on London’s public transport network. The level of under-reporting should come down if the increase is due to confidence to report rather than an actual increase in crime. TfL must establish a clear baseline to ensure transparency in progress made.

Recommendation 2

The new Mayor should review the outcomes from Project Guardian. The new Mayor should also explore how to further increase public awareness and confidence to report sexual offences on public transport, maximising on the communication techniques that are available.

Recommendation 3

There are lessons to be learned from Project Guardian that could be applied to other crimes across the network. The new Mayor should bring TfL, the Met, BTP and City of London Police together to develop a new strategy for enabling travellers to report all crimes and anti-social behaviour more easily on public transport in London.

4. Policing the 24 hour city

4.1 London continues to grow. The growth of London's population and demographic change will place increasing demands on the public transport system, and will bring new policing challenges. Bus journeys are expected to increase in excess of seven per cent by 2021, and the Night Tube, Crossrail and London Overground extensions will potentially create new demand.⁶⁶ The importance of the night-time economy is also growing, which brings with it its own policing challenges.

Taxi and private hire

4.2 The taxi and private hire trades are important to London's public transport network, and play a distinctive role in supporting the night-time economy. However, the potential for passengers to become the victims of crime remains a longstanding concern. A report by the London Assembly Transport Committee, [Future proof: taxi and private hire services in London](#), found there are issues with touting and the associated potential for sexual assault of vulnerable passengers: "It is easy to forget that what you are actually doing is getting into somebody's car, on your own with them, and the doors are locked."⁶⁷ The report highlighted a lack of enforcement against illegal activity, and questioned whether police resources are being targeted effectively. Our review focuses on the enforcement response to illegal activity in order to prevent passengers from becoming victims of crime.

4.3 While it is relatively safe to travel in London, the Met states that it is difficult to "accurately ascertain the level of under-reporting of crimes committed by offenders within the taxi and private hire industry."⁶⁸ We heard that cab-related sexual offences are both under-reported and remain a concern for passengers, TfL and the police. The Met told us that: "despite the fact of the increase in demand, we have seen no more increase in reporting of sexual offences related to touting in the same period ... it tends to suggest that the increased enforcement, the increased presence and the increased guardianship may well be having an effect. It is something that we are looking to evaluate ... and see what needs to be done to embed some of that activity, but the tactics appear to be working. We want to see how we can use those tactics, again, as a confidence driver and as a reassurance driver more generally."⁶⁹

4.4 Taking an unlicensed minicab remains the greatest risk of becoming a victim of cab-related sexual offences. TfL runs communication campaigns, as part of Safer Travel at Night,⁷⁰ to increase understanding of the ‘rules’ for a safer journey home by taxi or private hire. While the usage of unlicensed minicabs has fallen from 16 per cent to one per cent over the last 12 years, TfL has found that 32 per cent of women claim they are likely to use unlicensed minicabs in the future.⁷¹ This is a concern and there is a need for further work to highlight the dangers of using unlicensed minicabs.

4.5 TfL and the police face a number of challenges in responding to touting and illegal activity by the taxi and private hire trades. The overall growth in licensed private hire vehicles has created a challenge for routine enforcement and compliance activity. As the Met described to us: “one of the main challenges has been, and continues to be, the proliferation of the number of taxis, both the legitimate providers and illegitimate ... it is phenomenal.”⁷² In response, TfL is doubling the number of its Taxi and Private Hire Compliance officers to 82 by early 2016.⁷³ But these officers do not have powers of arrest.

4.6 There is a need for more visible and immediate enforcement to deter criminal activity on the streets. We were told that “when we know that there is an increasing number of private hire drivers coming in to London – which on the whole is probably, in principle, a good thing because we know we have a problem with demand and supply – making sure the enforcement levels meet the increase in drivers and cars is absolutely critical.”⁷⁴ Similarly, Stephen Locke, Chair of London TravelWatch argued that “the only way, really, to deal with this kind of problem is to ensure that it is not worth providing illegal touted or unsafe minicabs in any circumstances and the penalties are sufficiently high to discourage people from trying it.”⁷⁵

4.7 TfL told us that harsher penalties are needed and that magistrate courts do not treat touting and unlawful plying for hire with the severity of a serious crime that puts public safety at risk: “weak enforcement powers and sanctions to deal with touting, plying for hire and unlicensed drivers” is a challenge.⁷⁶ It told us that it has a range of activity planned with London

“The learning and research that TfL would have put in for the Project Guardian communications piece needs to be echoed and transferred across to any future work that is done around cabs and minicabs, as well as potentially some work with the private hire industry and with all of those different partners, to have an honest conversation about perpetrator tactics, what is going on there and why that is seen as permissible.”
Bryony Beynom, Hollaback London

magistrates to raise their awareness of the impact and risk of illegal activity. It argues that stronger sanctions would strengthen the deterrent effect and it continues to lobby for greater enforcement powers and stronger sanctions for touting, including higher fines and vehicle seizure powers. City of London Police told us that such powers “would aid the police by immediately removing the offending vehicle from the touting vicinity and prevent re-offending.”⁷⁷ TfL sought support from us in its lobbying to increase its powers, in partnership with the police, including seizure of vehicles.⁷⁸

Recommendation 4

Increased enforcement powers should be given to TfL and the police to ensure stronger sanctions for touting, including seizure of vehicles. The new Mayor needs to lobby the Ministry of Justice on this.

Night Tube

- 4.8 The Night Tube is due to start running in the near future. A recent survey showed that 46 per cent of Londoners say they would feel safe taking the Tube later on a Friday and Saturday, 38 per cent would feel unsafe and 16 per cent are unsure.⁷⁹
- 4.9 TfL has been working closely with BTP and the Met on planning for the introduction of the Night Tube. It told us that all stations serving the Night Tube “will be staffed at all times.”⁸⁰ We heard that BTP has plans for an increased police presence and more than 100 officers will patrol the 144 stations that will be open,⁸¹ there will be 50 per cent more officers on duty during the night time than it currently has up to the close of service.⁸² It claims this is not that it believes crime will increase, but “in the early stages of Night Tube there is something about setting the behavioural standards, there is something about visibility and there is something about reassuring passengers.”⁸³
- 4.10 The Met has undertaken an impact assessment as part of its planning for the Night Tube. Key findings include a potential displacement of passenger traffic away from night buses onto the Night Tube, and a potential reduction in bus crime and anti-social behaviour, due to change in passenger usage.⁸⁴ The Met has identified certain stations as being “potentially significant” due to existing daytime demand and being “significant multi-modal hub locations.”⁸⁵ It reports it will work with BTP to provide a coordinated policing plan at these locations and those identified by BTP as “red” stations⁸⁶ to mitigate risk, crime and anti-social behaviour.⁸⁷

4.11 TfL’s internal risk assessment states that sexual offences and other crimes are likely to increase when the Night Tube is introduced.⁸⁸ TfL predicts that anti-social behaviour will rise, causing “high crime levels” and a “rowdy environment.”⁸⁹ It also recognises the potential for increased unlawful activity by taxi touts and unlicensed minicabs at the end of the line.⁹⁰

“There will be incidents, without a doubt ... The BTP will have to gear up to deal with that challenge and it will stretch the resources, but the partnership with TfL, LU and the BTP is a very healthy one. It is a very strong one and they are good partners to work with.”
Andrew Trotter

4.12 Despite these concerns, BTP is confident that robust analysis has been carried out to ensure the Tube remains safe for passengers and staff and that it has “got the resources about right.”⁹¹ TfL states: “a person using or working on the Night Tube service should be no more likely to be a victim of crime or disorder than at any other time”⁹², and the Met Commissioner has told Members that the Met “are not expecting any terrible pressure.”⁹³ In evidence provided to us, the Met reports that “the Night Tube will have no detrimental effect on offending or victimisation levels, and evidence exists to suggest that additional transport capacity may reduce crime through an increase in safe and reliable egress options for workers and consumers alike.”⁹⁴ However, it does recognise, that it “will be difficult to be precise until it occurs.”⁹⁵

4.13 Robust monitoring and learning from the introduction of the Night Tube is essential. While feedback from other cities that run 24 hour metros found crime to be no worse, as TfL told us: “The feedback seems to be that the risks that we all perceive are there, and we quite rightly are responding to, to make sure we can respond to if they become reality, tend to be overstated at this point in time. The proof will be in the pudding and we will see when we start operating.”⁹⁶

“The main need is going to be to learn rapidly from the introduction of the Night Tube when it happens so that resources can be deployed rapidly and flexibly as the situation requires.”
Stephen Locke, London TravelWatch

Recommendation 5

The new Mayor must ensure strong partnership structures to constantly monitor, review and learn from the Night Tube, and to enable a swift response to any emerging police and crime concerns, including fear of crime. TfL should publish a crime assessment report in three, six and 12 months following the commencement of the Night Tube.

Appendix 1 – Recommendations

Recommendation 1

Robust monitoring of the increase in reports of sexual offences is essential to understand the nature and true extent of unwanted sexual behaviour on London's public transport network. The level of under-reporting should come down if the increase is due to confidence to report rather than an actual increase in crime. TfL must establish a clear baseline to ensure transparency in progress made.

Recommendation 2

The new Mayor should review the outcomes from Project Guardian. The new Mayor should also explore how to further increase public awareness and confidence to report sexual offences on public transport, maximising on the communication techniques that are available.

Recommendation 3

There are lessons to be learned from Project Guardian that could be applied to other crimes across the network. The new Mayor should bring TfL, the Met, BTP and City of London Police together to develop a new strategy for enabling travellers to report all crimes and anti-social behaviour more easily on public transport in London.

Recommendation 4

Increased enforcement powers should be given to TfL and the police to ensure stronger sanctions for touting, including seizure of vehicles. The new Mayor needs to lobby the Ministry of Justice on this.

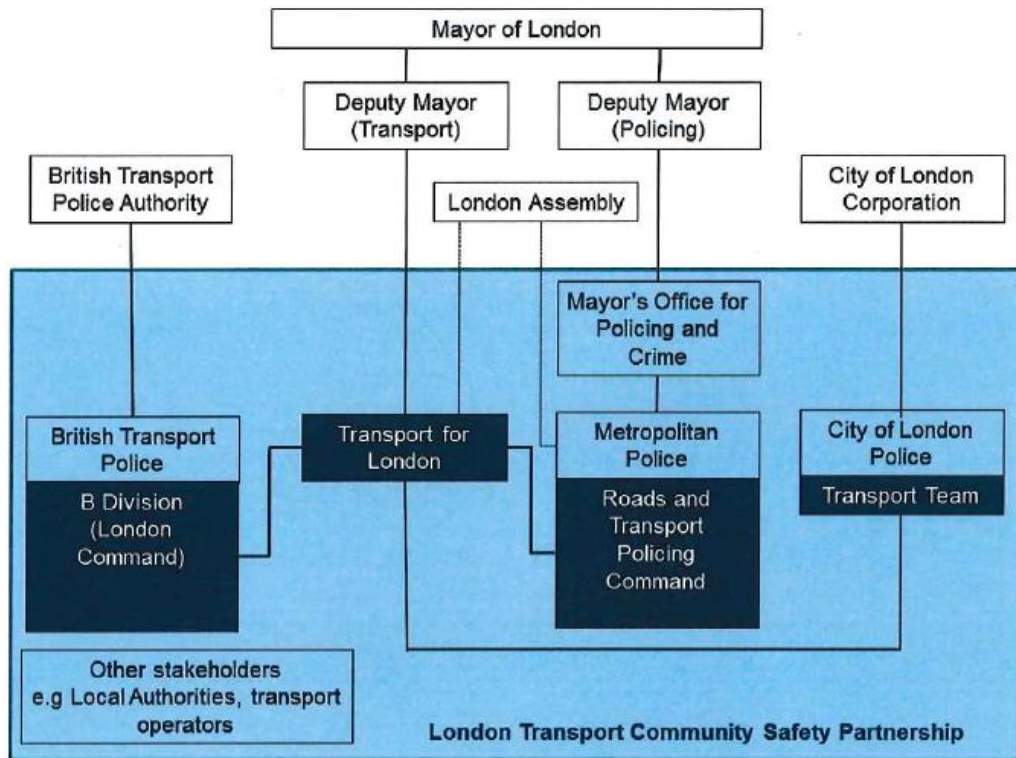
Recommendation 5

The new Mayor must ensure strong partnership structures to constantly monitor, review and learn from the Night Tube, and to enable a swift response to any emerging police and crime concerns, including fear of crime. TfL should publish a crime assessment report in three, six and 12 months following the commencement of the Night Tube.

Appendix 2 – Strategy, roles and responsibilities

The task of preventing crime on public transport in London is shared between Transport for London (TfL), London's policing agencies, operating companies and other agencies that work to improve the safety and security of passengers, staff and local communities:

- *London Transport Community Safety Partnership (LTCSP)*: brings together key stakeholders that have a responsibility for, and influence over, crime and anti-social behaviour on public transport.
- *Transport for London*: has a central role in improving safety and security on public transport in London – it is the strategic authority for transport in London and a key funding provider of policing services. TfL's main lines of accountability are to the Mayor and Deputy Mayor for Transport.
- *Metropolitan Police Service (Met)*: the Met's Roads and Transport Policing Command (RTPC) is responsible for policing London's roads and surface transport network (outside of the City of London). TfL is the majority funder of the RTPC. The Met also has 32 Safer Transport Teams dedicated to policing each London borough.
- *British Transport Police (BTP)*: is responsible for policing the London Underground, Docklands Light Railway, Croydon Tramlink, London Overground, TfL rail services and the general national rail network in London. London's rail network is policed by BTP's B Division, which is responsible for policing London and the South East. B Division's TfL sub-division is responsible for policing London Underground and the Docklands Light Railway.
- *City of London Police*: is specifically responsible for policing the 'square mile' in London. Its transport team is funded by TfL and works alongside the Met and BTP on policing priorities. It provides enhanced policing services to TfL through a Special Services Agreement.
- *Other partners*: there are a number of other organisations, public and private, that play an important role in improving the safety and security of public transport in London, including local authorities and private transport providers. The London Transport Community Safety Partnership play a key part in coordinating these efforts.




 Stakeholders with primary responsibility for improving transport safety and security

Diagram 1: Main bodies that have a role in tackling crime on public transport in London.⁹⁷

(Source: TfL)

Appendix 3 – How we conducted this investigation

On 24 September 2015, the Police and Crime Committee agreed to undertake an investigation into crime on public transport in London. The investigation considered the work taking place to reduce crime and improve safety on public transport in London, and how the Mayor is working with key partners to achieve these goals.

The investigation's terms of reference were:

- To examine crime trends on public transport and to determine whether certain groups of Londoners are more at risk of becoming a victim;
- To identify the challenges and opportunities to further reduce crime on public transport in London and to assess how the key agencies are responding;
- To identify the risks associated with the opening of Night Tube relating to crime and safety on London's public transport network; and
- To make recommendations in relation to reducing crime on public transport in London.

Public meetings

The Committee held two public meetings to collect evidence to inform its investigation.

On 8 October 2015, it heard evidence from:

- Bryony Beynom, Co-director, Hollaback London;
- Sarah Green, Acting Director, End Violence Against Women Coalition (EVAW);
- Rachel Griffin; Policy and Development Manager, Suzy Lamplugh Trust;
- Stephen Locke, Chair, London TravelWatch;
- Dr Andrew Newton, University of Huddersfield; and
- Andrew Trotter, Chair, Oxleas NHS Foundation Trust.

On 12 November 2015, it heard evidence from:

- Commander Jeremy Burton, Metropolitan Police Service;
- Steve Burton; Director of Enforcement and On-Street Operations, Transport for London;

- Chief Constable Paul Crowther, British Transport Police;
- Detective Chief Superintendent Jeremy Davis, City of London Police;
- Keith Foley, Head of Night Tube; London Underground;
- Neal Lawson, Director, Maintenance and Operational Services, Network Rail;
- Stella Morris; Head of Security and Revenue Protection Strategy; Govia Thameslink Railway; and
- Chief Superintendent Paul Rickett, Roads, Transport and Policing Command, Metropolitan Police Service.

Transcripts of these meetings are available at <https://www.london.gov.uk/about-us/london-assembly/police-and-crime-committee>

Submissions

The Committee received a number of written submissions from individuals and organisations during the course of its investigation. Submissions are available to view at <https://www.london.gov.uk/about-us/london-assembly/london-assembly-publications>

Appendix 4 – End notes

- ¹ Metropolitan Police Service, written evidence provided to the Police and Crime Committee
- ² The 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.
- ³ [The Right Direction, The Mayor's Strategy for improving transport safety, security and reliability in London 2015-2017](#), January 2015
- ⁴ [TfL 2014/2015 Crime Statistics bulletin](#)
- ⁵ City AM, [London transport crime falls – except for these two serious offences](#), 20 August 2015
- ⁶ See <https://tfl.gov.uk/corporate/safety-and-security/security-on-the-network/our-safety-priorities> and [Safety and security annual report 2014](#), Future thinking, prepared for TfL, April 2015
- ⁷ [Mencap.org.uk/news/viewpoint-magazine/features/accessible-transport](#)
- ⁸ Stephen Locke, Chair, London TravelWatch, PCC 8 October 2015
- ⁹ [The London travelling environment: what consumers think](#), London TravelWatch, January 2014
- ¹⁰ [Safety and security annual report 2014](#), Future thinking, prepared for TfL, April 2015
- ¹¹ [Crime on Public Transport](#), Dr Andrew Newton, University of Huddersfield, 2015
- ¹² [Safety and security annual report 2014](#), Future thinking, prepared for TfL, April 2015
- ¹³ Age UK London, written evidence provided to the Police and Crime Committee
- ¹⁴ People First Advocacy, written evidence provided to the Police and Crime Committee
- ¹⁵ Steve Burton, TfL, Police and Crime Committee meeting, 11 November 2015
- ¹⁶ Andrew Trotter, Police and Crime Committee meeting, 8 October 2015
- ¹⁷ Metropolitan Police Service, British Transport Police and City of London Police
- ¹⁸ Paul Rickett, Metropolitan Police Service, Police and Crime Committee meeting, 12 November 2015
- ¹⁹ Metropolitan Police Service, written evidence provided to the Police and Crime Committee
- ²⁰ [The Right Direction, The Mayor's Strategy for improving transport safety, security and reliability in London 2015-2017](#), January 2015
- ²¹ [The Right Direction, The Mayor's Strategy for improving transport safety, security and reliability in London 2015-2017](#), January 2015
- ²² Neil Lawson, Network Rail, Police and Crime Committee meeting, 12 November 2015
- ²³ Stella Morris, GTR, Police and Crime Committee meeting, 12 November 2015
- ²⁴ Operation Trafalgar builds on BTP's Operation Beck pilot on London Underground that reduced crime by 21 per cent and increased passenger confidence by 20 per cent during a six month trial in 2011.
- ²⁵ The current locations for hub policing are: Victoria, Euston, Kings Cross and St Pancras, Liverpool Street, London Bridge, Waterloo and Stratford.
- ²⁶ Stella Morris, GTR, Police and Crime Committee meeting, 12 November 2015
- ²⁷ [Leading the way, annual report 2014/15](#), British Transport Police
- ²⁸ British Transport Police, written evidence submitted to the Police and Crime Committee
- ²⁹ British Transport Police, written evidence submitted to the Police and Crime Committee
- ³⁰ Dr Andrew Newton, Police and Crime Committee meeting, 8 October 2015
- ³¹ Andrew Trotter, Police and Crime Committee meeting, 8 October 2015
- ³² [Safety and security annual report 2014](#), Future thinking, prepared for TfL, April 2015
- ³³ RMT, written evidence provided to the Police and Crime Committee
- ³⁴ People First Advocacy, written evidence provided to the Police and Crime Committee

- ³⁵ People First Advocacy, written evidence provided to the Police and Crime Committee
- ³⁶ Dr Andrew Newton, Police and Crime Committee meeting, 8 October 2015
- ³⁷ Dr Andrew Newton, Police and Crime Committee meeting, 8 October 2015
- ³⁸ The typology classifies people into: i) unworried – reports no general worry and no episodes of recent worry; ii) unexpressed fear – reports no general worry, but specific recent episodes; iii) anxious – reports general worry, but no specific recent episodes; iv) worried – reports general worry and specific recent episodes; and v) don't know.
- ³⁹ TfL Safety and Security quarterly update, July 2015
- ⁴⁰ Andrew Trotter, Police and Crime Committee meeting, 8 October 2015
- ⁴¹ Rachel Griffin, Suzy Lamplugh Trust, Police and Crime Committee meeting, 8 October 2015
- ⁴² London Travelwatch, written evidence provided to the Police and Crime Committee
- ⁴³ Stephen Locke, Chair, London TravelWatch, Police and Crime Committee meeting, 8 October 2015
- ⁴⁴ Middlesex University, [What works in reducing sexual harassment and sexual offending on public transport nationally and internationally](#), February 2015
- ⁴⁵ [Safety and security annual report 2014](#), Future thinking, prepared for TfL, April 2015
- ⁴⁶ Paul Crowther, BTP, Police and Crime Committee meeting, 12 November 2015
- ⁴⁷ See:
http://www.btp.police.uk/advice_and_information/how_we_tackle_crime/project_guardian.aspx
- ⁴⁸ Bryony Beynom, Hollaback London, Police and Crime Committee meeting, 8 October 2015
- ⁴⁹ Sarah Green, EAW, Police and Crime Committee meeting, 8 October 2015
- ⁵⁰ Sarah Green, EAW, Police and Crime Committee meeting, 8 October 2015
- ⁵¹ Middlesex University, [What works in reducing sexual harassment and sexual offending on public transport nationally and internationally](#), February 2015
- ⁵² TfL, Project Guardian/Report it to stop it: integrated campaign summary (13 April - 10 May 2015, launch phase)
- ⁵³ Bryony Beynom, Hollaback London, Police and Crime Committee meeting, 8 October 2015
- ⁵⁴ See: <https://www.youtube.com/watch?v=zGJtn2arllA>
- ⁵⁵ Andrew Trotter, Police and Crime Committee meeting, 8 October 2015
- ⁵⁶ Rachel Griffin, Suzy Lamplugh Trust, Police and Crime Committee meeting, 8 October 2015
- ⁵⁷ C2C, written evidence provided to the Police and Crime Committee
- ⁵⁸ Transport Focus, written evidence provided to the Police and Crime Committee
- ⁵⁹ [Violence Against Women and Girls Assembly Submission](#), August 2013
- ⁶⁰ Sarah Green, EAW, Police and Crime Committee, Police and Crime Committee meeting, 8 October 2015
- ⁶¹ Steve Burton, TfL, Police and Crime Committee meeting, 12 November 2015
- ⁶² DCS Jeffery Davies, City of London Police, PCC, 12 November 2015
- ⁶³ Steve Burton, TfL – PCC, 12 November 2015
- ⁶⁴ Bryony Beynom, Hollaback London, Police and Crime Committee meeting, 8 October 2015
- ⁶⁵ Bryony Beynom, Hollaback London, Police and Crime Committee meeting, 8 October 2015
- ⁶⁶ Metropolitan Police Service, written evidence provided to the Police and Crime Committee
- ⁶⁷ Rachel Griffin, Suzy Lamplugh Trust in [Future proof: taxi and private hire services in London](#)
- ⁶⁸ Metropolitan Police Service, written evidence provided to the Police and Crime Committee)
- ⁶⁹ Paul Rickett, MPS, Police and Crime Committee meeting, 12 November 2015
- ⁷⁰ Safer Travel at Night (STAN) is a Mayoral commitment and campaign delivered by TfL, the Met and City of London Police to reduce cab-related sexual offending by raising awareness of the dangers of using unbooked cabs, engagement, education and enforcement activity. STAN operates in two phases each year: October/November – targeting new students arriving in London and December – for the festive period.
- ⁷¹ Safety and security quarterly update, Future thinking, prepared for TfL, July 2015

- ⁷² Paul Rickett, MPS, Police and Crime Committee meeting, 12 November 2015
- ⁷³ TfL, written evidence provided to the Police and Crime Committee
- ⁷⁴ Rachel Griffin, Suzy Lamplugh Trust, Police and Crime Committee meeting, 8 October 2015
- ⁷⁵ Stephen Locke, Chair, London TravelWatch, Police and Crime Committee meeting, 8 October 2015
- ⁷⁶ TfL, written evidence provided to the Police and Crime Committee
- ⁷⁷ City of London Police, written evidence submitted to the Police and Crime Committee
- ⁷⁸ Steve Burton, TfL, Police and Crime Committee meeting, 12 November 2015
- ⁷⁹ [Londoners: bring on the night tube](#), YouGov, July 2015
- ⁸⁰ TfL, written evidence submitted to Police and Crime Committee
- ⁸¹ [Enhanced policing plan for Night Tube](#), British Transport Police
- ⁸² Paul Crowther, BTP, Police and Crime Committee meeting, 12 November 2015
- ⁸³ Paul Crowther, BTP, Police and Crime Committee meeting, 12 November 2015
- ⁸⁴ Metropolitan Police Service, written evidence submitted to Police and Crime Committee
- ⁸⁵ Stations identified as being 'potentially significant': Walthamstow Central; Stratford; Brixton; Hammersmith; Camden Borough (due to the volume of Night Tube stations, and in particular Camden Town.
- ⁸⁶ BTP 'red' stations: Camden Town; London Bridge; North Greenwich; Vauxhall; Brixton; Waterloo; Oxford Circus; Leicester Square; Piccadilly Circus; Charing Cross; Victoria; Hammersmith.
- ⁸⁷ Metropolitan Police Service, written evidence submitted to Police and Crime Committee
- ⁸⁸ The Times, [Night Tube, a 'honeypot for criminals](#), 25 January 2016
- ⁸⁹ The Times, [Night Tube, a 'honeypot for criminals](#), 25 January 2016
- ⁹⁰ The Times, [Night Tube, a 'honeypot for criminals](#), 25 January 2016
- ⁹¹ More than 100 officers to patrol the night tube, Police Oracle, 29 May 2015
- ⁹² TfL, written evidence submitted to Police and Crime Committee
- ⁹³ London Assembly Plenary, 3 June 2015
- ⁹⁴ Metropolitan Police Service, written evidence submitted to Police and Crime Committee
- ⁹⁵ London Assembly Plenary, 3 June 2015
- ⁹⁶ Keith Foley, TfL, Police and Crime Committee meeting, 12 November 2015
- ⁹⁷ TfL, written evidence submitted to Police and Crime Committee

Orders and translations

How to order

For further information on this report or to order a copy, please contact Janette Roker on 020 7983 6562 or email: janette.roker@london.gov.uk

See it for free on our website

You can also view a copy of the report on the GLA website:
<http://www.london.gov.uk/mayor-assembly/london-assembly/publications>

Large print, braille or translations

If you, or someone you know, needs a copy of this report in large print or braille, or a copy of the summary and main findings in another language, then please call us on: 020 7983 4100 or email:

assembly.translations@london.gov.uk.

Chinese

如您需要这份文件的简介的翻译本，
请电话联系我们或按上面所提供的邮寄地址或
Email 与我们联系。

Vietnamese

Nếu ông (bà) muốn nội dung văn bản này được dịch sang tiếng Việt, xin vui lòng liên hệ với chúng tôi bằng điện thoại, thư hoặc thư điện tử theo địa chỉ ở trên.

Greek

Εάν επιθυμείτε περίληψη αυτού του κειμένου στην γλώσσα σας, παρακαλώ καλέστε τον αριθμό ή επικοινωνήστε μαζί μας στην ανωτέρω ταχυδρομική ή την ηλεκτρονική διεύθυνση.

Turkish

Bu belgenin kendi dilinize çevrilmiş bir özetini okumak isterseniz, lütfen yukarıdaki telefon numarasını arayın, veya posta ya da e-posta adresi aracılığıyla bizimle temasa geçin.

Punjabi

ਜੇ ਤੁਸੀਂ ਇਸ ਦਸਤਾਵੇਜ਼ ਦਾ ਸੰਖੇਪ ਅਪਣੀ ਭਾਸ਼ਾ ਵਿਚ ਲੈਣਾ ਚਾਹੋ, ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਇਸ ਨੰਬਰ 'ਤੇ ਫ਼ੋਨ ਕਰੋ ਜਾਂ ਉਪਰ ਦਿੱਤੇ ਡਾਕ ਜਾਂ ਈਮੇਲ ਪਤੇ 'ਤੇ ਸਾਨੂੰ ਸੰਪਰਕ ਕਰੋ।

Hindi

यदि आपको इस दस्तावेज का सारांश अपनी भाषा में चाहिए तो उपर दिये हुए नंबर पर फोन करें या उपर दिये गये डाक पते या ई मेल पते पर हम से संपर्क करें।

Bengali

আপনি যদি এই দলিলের একটা সারাংশ নিজের ভাষায় পেতে চান, তাহলে দয়া করে ফোন করবেন অথবা উল্লেখিত ডাক ঠিকানায় বা ই-মেইল ঠিকানায় আমাদের সাথে যোগাযোগ করবেন।

Urdu

اگر آپ کو اس دستاویز کا خلاصہ اپنی زبان میں درکار ہو تو، براہ کرم نمبر پر فون کریں یا مذکورہ بالا ڈاک کے پتے یا ای میل پتے پر ہم سے رابطہ کریں۔

Arabic

الحصول على ملخص لهذا المستند بلغة تفضل،
فارجاء الاتصال برقم الهاتف أو الاتصال على
العنوان البريدي العادي أو عنوان البريد
الإلكتروني أعلاه.

Gujarati

જો તમારે આ દસ્તાવેજનો સાર તમારી ભાષામાં જોઈતો હોય તો ઉપર આપેલ નંબર પર ફોન કરો અથવા ઉપર આપેલ ટપાલ અથવા ઇ-મેઇલ સરનામા પર અમારો સંપર્ક કરો.

Greater London Authority

City Hall
The Queen's Walk
More London
London SE1 2AA

Enquiries 020 7983 4100
Minicom 020 7983 4458

www.london.gov.uk

This publication is printed on recycled paper