

Reducing cycle theft - Le azioni di contrasto a Londra

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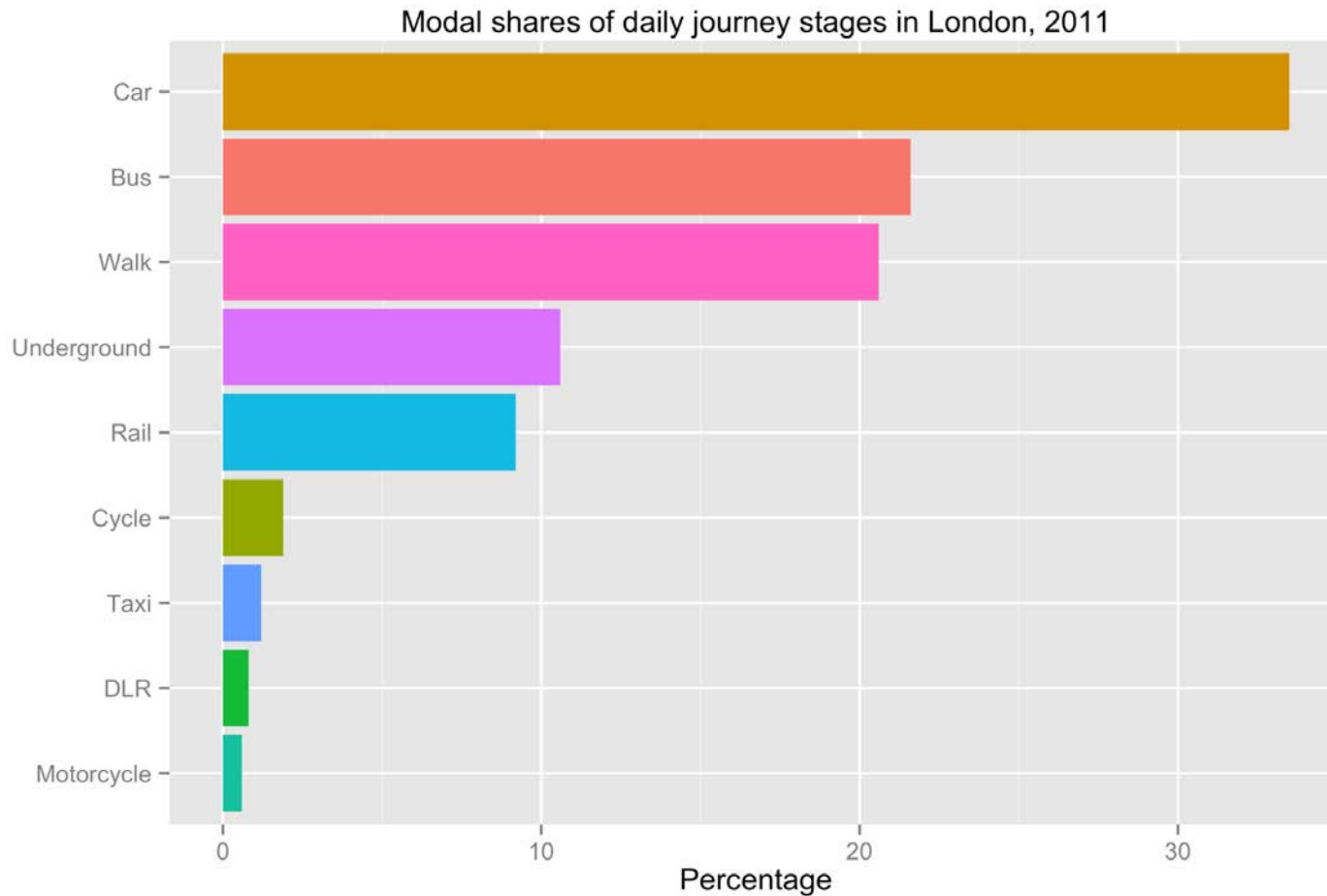


The Mayor's Vision

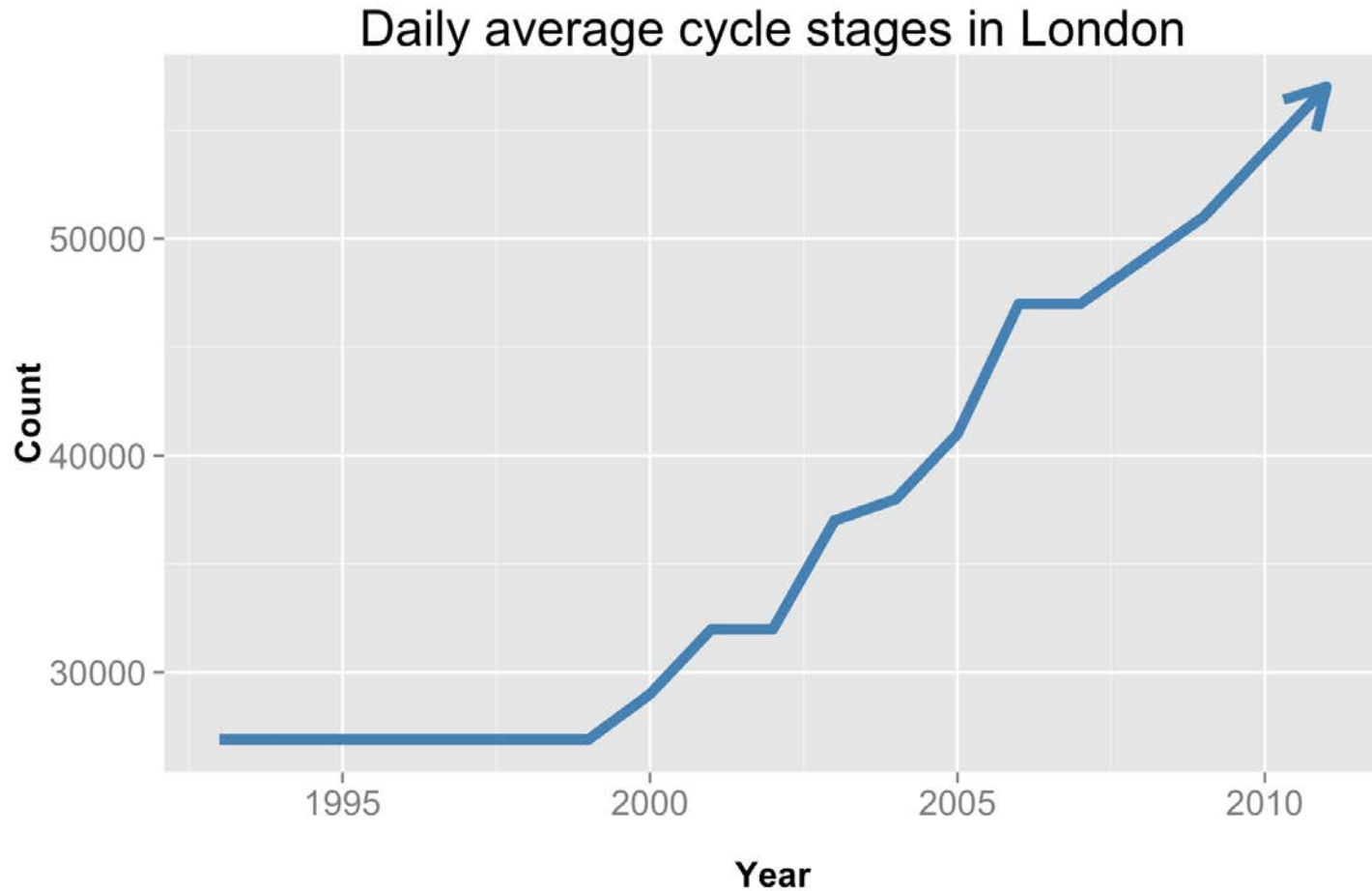
A 400% increase in cycling by 2026, compared to 2001 levels



Cycling accounts for 2% of daily journey stages

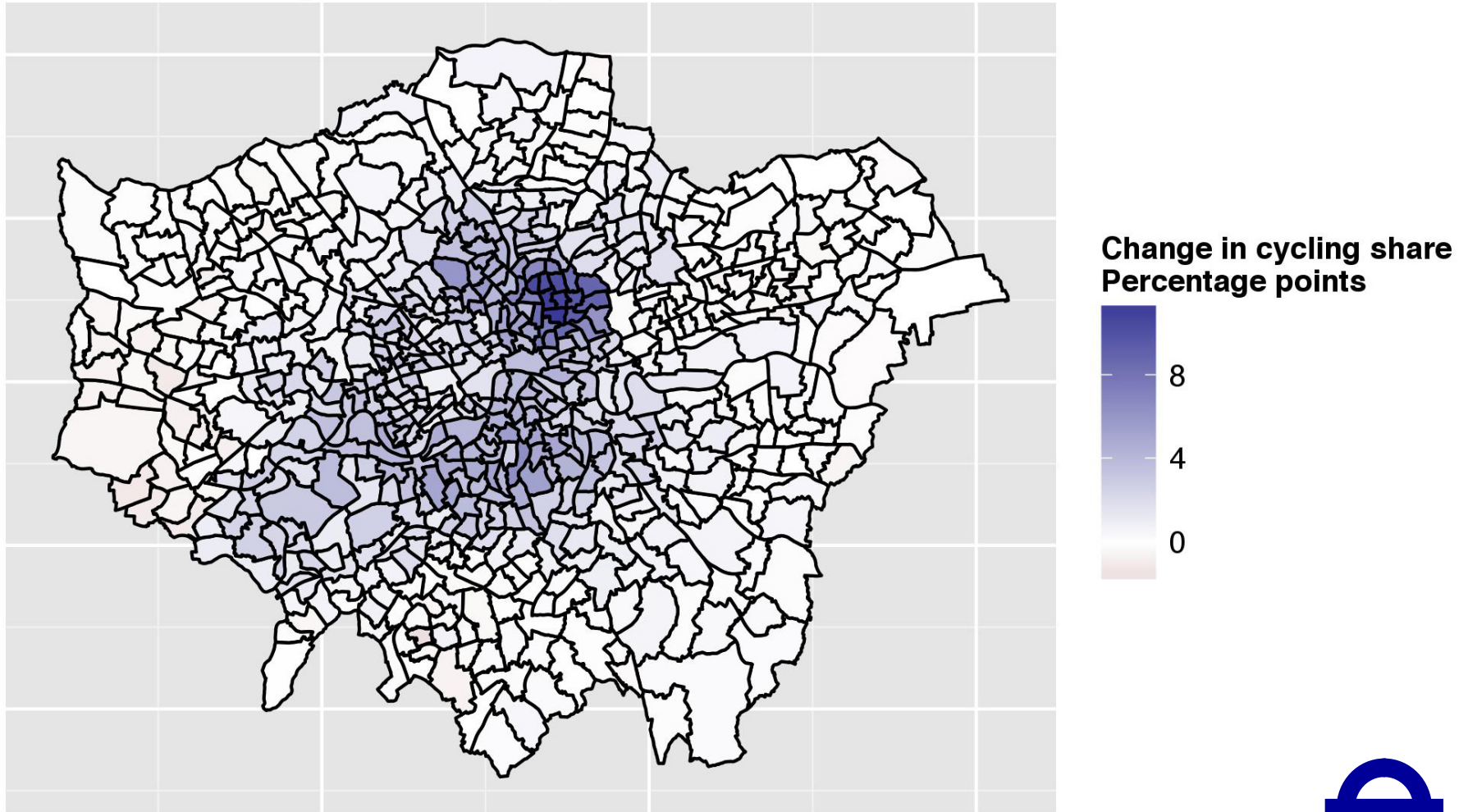


There has been a 78.9% increase in cycle stages since 2001



More people cycle to work than drive in some London wards

Percentage point change in share of people cycling to work
by London ward, 2001 to 2011



Growth coincides with significant investment in cycling



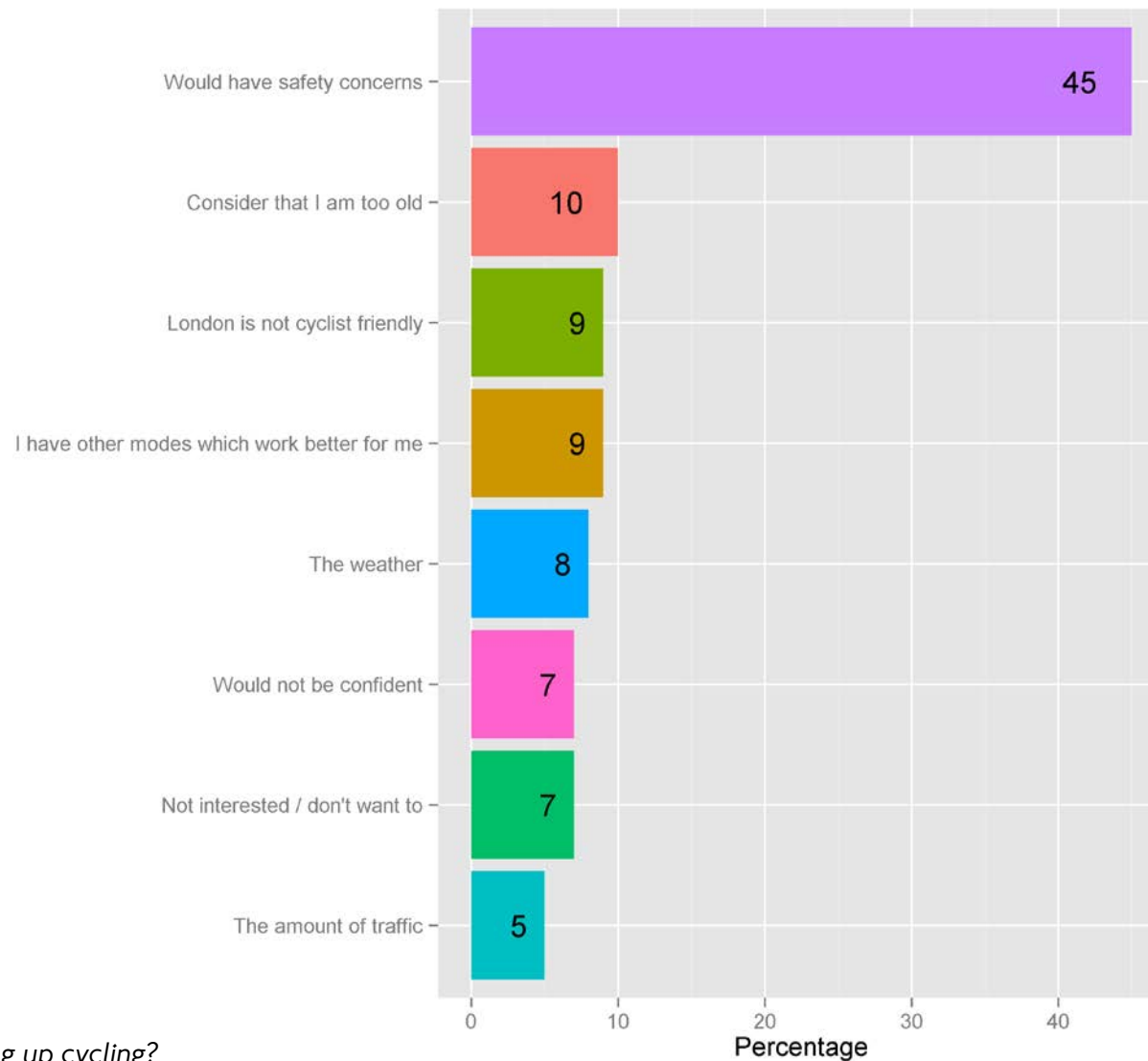
Barclays Cycle Hire
Barclays Cycle Superhighways
Biking Boroughs

and in the future ...

- Dutch-style, fully segregated cycle lanes
- A cross-London network of guided 'Quietways'
- 'Mini-Hollands' in Outer London
- Cycle routes running parallel to Tube lines



However, road safety deters people from cycling



What deters you from taking up cycling?

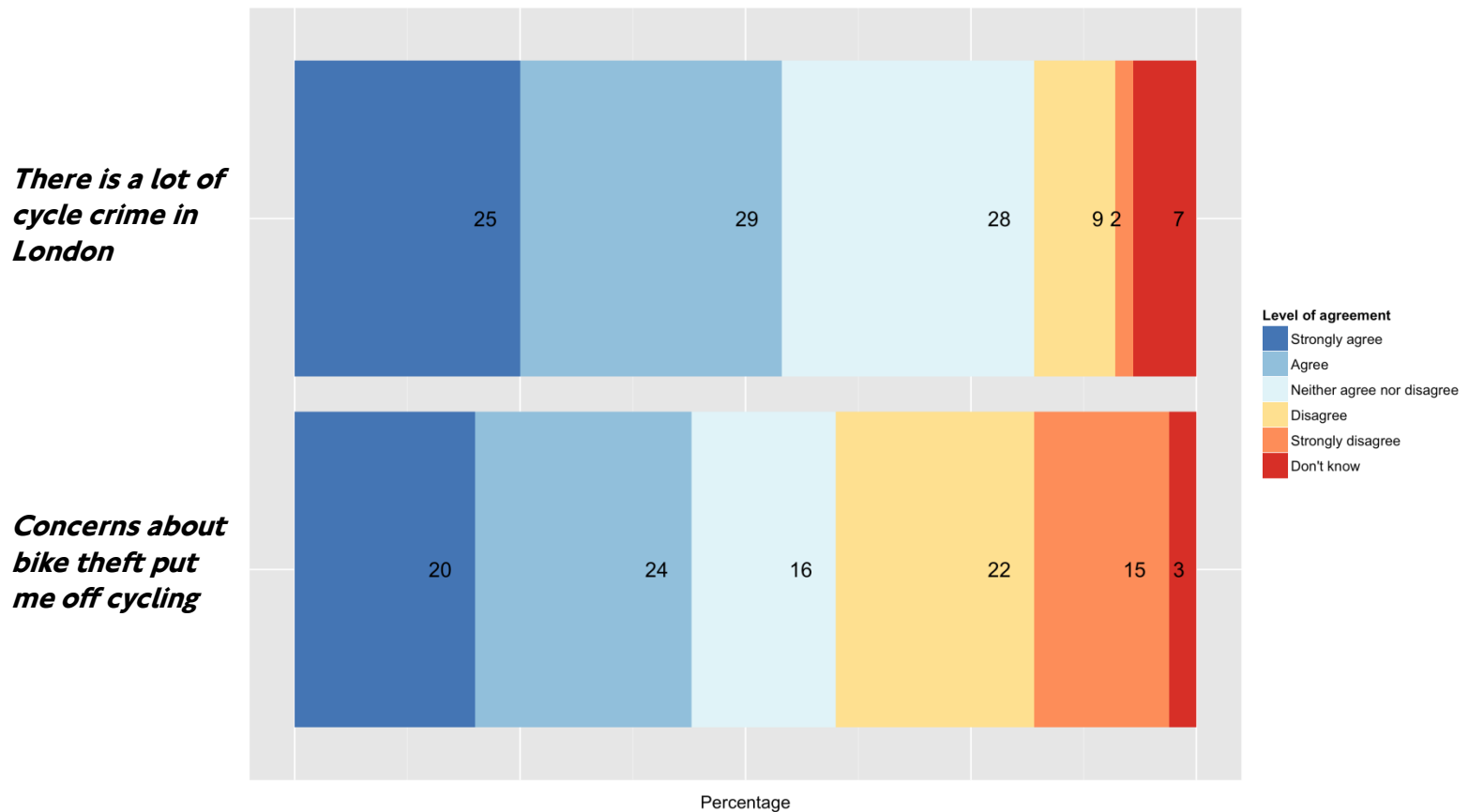
Base: all non-cyclists (841)

Source: Attitudes to Cycling, 2013, TfL



... and to a lesser extent so does cycle theft

More than half of Londoners agree that there is a lot of cycle crime in London, and almost half are put off cycling because of it



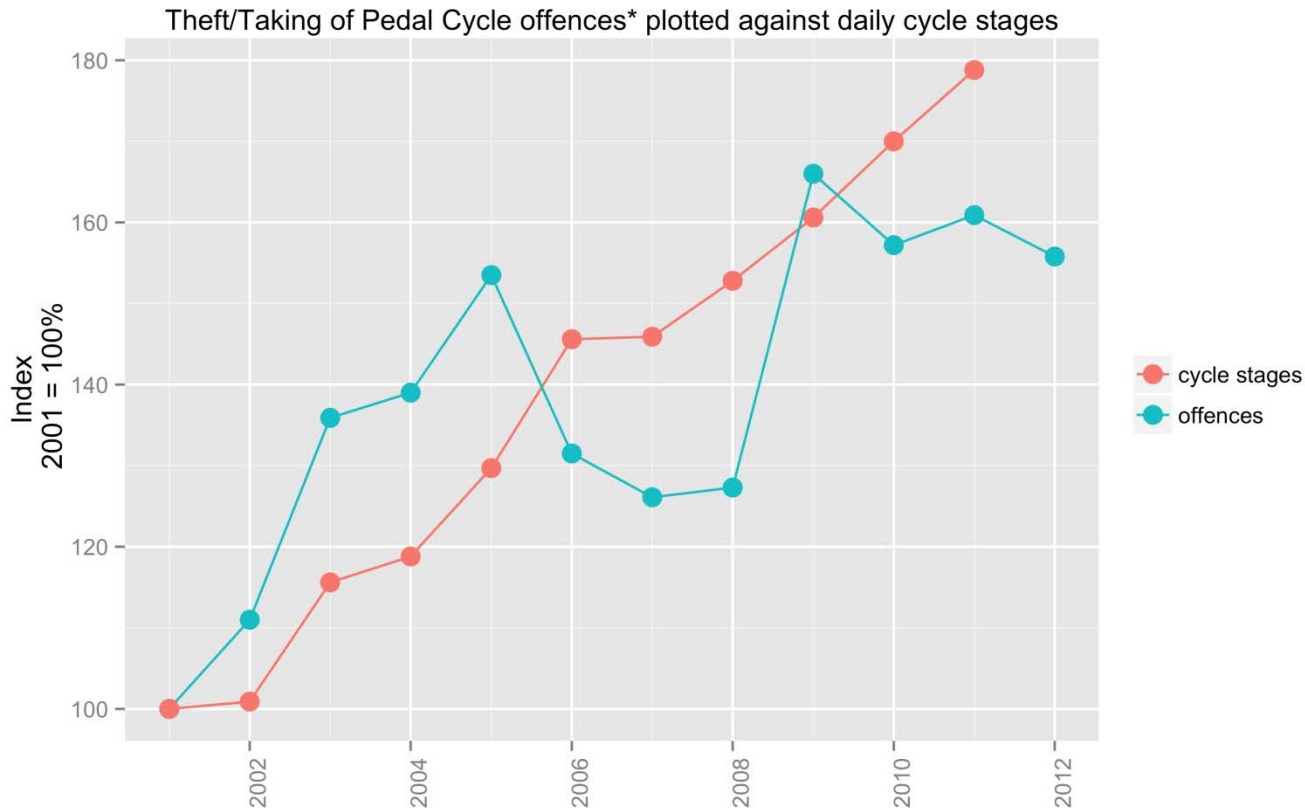
To what extent do you agree or disagree with the following statements about cycle crime in London?
Base: all (1,373)

Source: Attitudes to Cycling, 2013, TfL



How big a problem is cycle theft in London?

Police recorded bike theft* rose by 61% between 2001 and 2011.



Average daily cycle stages increased by 79% over the same period.

However, only 1 in 3 stolen bicycles are reported to the police.

Around three-quarters of thefts occur in and around the home. These are often recorded as burglaries.

* Metropolitan Police recorded



What do we know about cycle theft and
what are Transport for London and its police
partners doing to reduce it?



Bicycle theft is typically seen as a low police priority

Incidents considered on a case-by-case basis



Ladri di biciclette (1948), directed by Vittorio De Sica

Our response

Funding of a dedicated Metropolitan Police Cycle Task Force that conduct:

- covert operations, e.g. 'decoy' bikes
- uniform patrols
- cycle security events

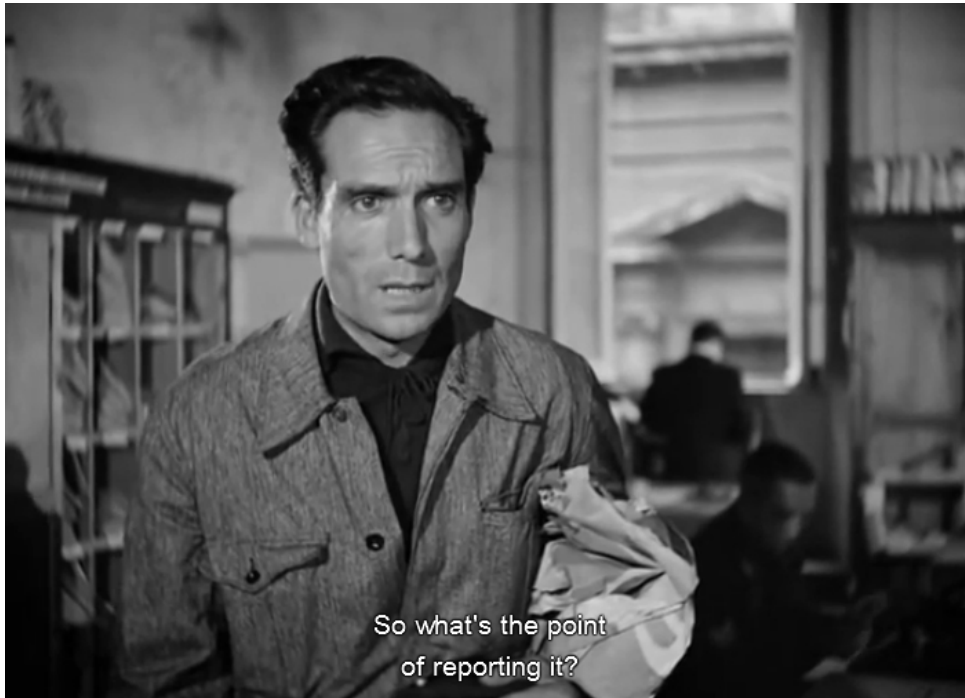
Safer Transport Teams prioritise cycle theft

ASBOs issued to prolific offenders



Cycle theft is under-reported and poorly recorded

The police are typically informed of 1 in 3 cycle thefts in London



Ladri di biciclette (1948), directed by Vittorio De Sica

Our response

Victim call backs

The quality of information recorded on police reporting systems improved

Flickr site with photographs of unclaimed bikes held at police stations



Cycle theft is spatially concentrated

20% of London's wards accounted for 58% of bike thefts (Apr-Sep 2013)



Ladri di biciclette (1948), directed by Vittorio De Sica

Our response

Take a *place-based approach* and focus crime prevention and enforcement efforts on 30 target areas

Environmental and Visual Audits



Intel on cycle thieves is limited because of low detection rates

Available evidence suggests males under 20



Ladri di biciclette (1948), directed by Vittorio De Sica

Our response

Regular joint-intelligence conference calls between TfL, the Metropolitan Police, City of London Police and British Transport Police

Improve magistrates awareness of the impact of crime

Publicise good results: naming and shaming



Stolen bikes are traded at (online) markets

Easy reselling can provide an incentive to steal



Ladri di biciclette (1948), directed by Vittorio De Sica

Our response

Joint operations with Trading Standards at Brick Lane and other markets

Online investigations

Persuade online marketplaces to provide better guidance to buyers and sellers



‘Flyparking’ and poor locking practices leave bicycles vulnerable

Normally only *one part* of a bike can be secured to a tree, lamp post etc.



Ladri di biciclette (1948), directed by Vittorio De Sica

Our response

Provide free cycle parking in new developments

Marketing campaign to improve locking practices: ‘Lock thieves out’

Dedicated cycle security pages on TfL and police websites



The proof-of-ownership problem

Many bicycle owners cannot supply sufficient info to assist an investigation



Ladri di biciclette (1948), directed by Vittorio De Sica

Our response

Cycle marking events – stalls are set up offering free security marking and advice

Retailers have been encouraged to offer bike registration and marking at point of sale



Results

Crime prevention and enforcement activity was conducted between October 2012 and September 2013 as part of Project Cycle Ops.

11% reduction or 2,000 fewer police recorded cycle theft offences in London compared with 3 year mean baseline.

40,000 bicycles registered on bikeregister.com



Grazie



Useful references

The Mayor's Vision for Cycling in London

<http://www.london.gov.uk/sites/default/files/Cycling%20Vision%20GLA%20template%20FINAL.pdf>

Metropolitan Police cycle security advice:

<http://content.met.police.uk/Article/Cycle-Security-Advice/1400005851380/1400005851380>

POP Guide to Bicycle Theft

http://www.popcenter.org/problems/bicycle_theft/

JDIBrief on Bicycle Theft

<http://www.ucl.ac.uk/jdibrief/crime/bicycle-theft>

