CYCLE SECURITY PLAN

Contents

Foreword by Kulveer Ranger

When the Mayor took to the streets of the Capital to campaign for the privilege of making London the best big city in the world, he spoke daily about his vision for a cycling revolution in the Capital.

While out campaigning he also listened to what Londoners had to say. And he heard that for every person that wanted better cycle lanes or more cycle parking, there was also a call for greater cycle security. This is why a key part of the cycling revolution in London is the Mayor's commitment to boost it.

This plan sets out exactly how the Mayor's Office alongside Transport for London, the Metropolitan Police Service and an array of other partners, will work to ensure that when Londoners park up their beloved bicycle they can do so in confidence it will be there when they return. And they will not experience those terrible feelings of panic and anger upon returning to an empty bike stand.

Our plan explains how a special Police Cycle Task Force has been set up to deliver a new team of officers out on bikes and on our streets. They will be taking direct action against the gangs who trade in stolen bikes and parts.

There are clear actions describing how we will work to raise awareness with cyclists of the importance of cycle marking and registration. We will provide more cycle parking and we are ensuring that the Mayor's Barclays Cycle Hire scheme has the most rigorous possible security measures built into it.

But that is just a snapshot of the work now taking place to improve cycle security in London. Much more is set out in this document and as the cycling revolution transforms our city many more measures will be delivered.

I can assure everyone who cycles in the Capital that we are focused on making London as safe and secure as possible so that it is truly the best big cycling city in the world.

Kulveer Ranger

Mayor of London's Transport Advisor

Executive summary

The cycling revolution has begun. The Mayor has set out his vision of London as a cyclised city – one in which people can ride their bikes safely, enjoyably and easily in an environment that embraces technology – and is determined to make the physical and cultural changes necessary for its success.

Cycle security is critical to the Mayor's vision. An increase in cycling demands a fundamental change in the way cycle theft is tackled.

After analysing cycle theft data and reviewing innovative practices across the country, a draft Cycle Security Plan was published for consultation in June outlining the actions needed to tackle cycle theft and criminal damage in the Capital. This is the final document that follows that consultation.

This plan will be taken forward by Transport for London (TfL) in partnership with British Transport Police (BTP), City of London Police (CoLP), the Metropolitan Police Service (MPS) and others to reduce theft and criminal damage to cycles.

The plan is divided into five themes, reflecting the best practice problem-solving approach TfL and its partners use to address crime and community safety concerns. These are:

1. **Enforcement** of the law against those who steal or damage bikes and sell stolen cycles, including detecting, apprehending and prosecuting offenders. Priority measures:

   - Establish MPS Safer Transport Command (STC) dedicated Cycle Task Force. The remit of the team is outlined on page 33. This action was completed in June 2010 – see Case Study 5 on page 23.

   - Work with borough police resources and Safer Transport Teams (STT) in cycle theft hot-spots and biking boroughs to prioritise reducing cycle theft

   - Establish cycle theft as a priority for key BTP Neighbourhood Policing Teams

2. **Education** of cyclists and potential cyclists on security awareness, improving their understanding of responsibility, preventive practices and behaviour through media, social marketing and public awareness. Priority measures:

- Review, design and build on a range of existing educational materials to encourage smart locking practice, raise awareness of bike marking and registration among cyclists and enhance crime prevention by cyclists and enhance crime prevention by cyclists. Produce and distribute additional crime prevention marketing material

3. **Environmental** measures, such as design and location of cycle stands and designated cycle parking, CCTV and lighting to help prevent theft and deter criminal behaviour. Priority measures:

- Deliver the Mayor's target to increase the number of cycle parking spaces by 66,000 by 2012

- Develop a cycle parking plan and good practice guidance on cycle parking to support the delivery of the Mayor's cycle parking target and provide guidance to delivery partners on the appropriate quantity and quality of cycle parking

- Ensure rigorous security provisions are built into the Barclays Cycle Hire scheme

4. **Engagement** with retailers, manufacturers, police officers, local authorities, cycling groups, cyclists and other partners to give greater priority to reducing the risk of bike theft and criminal damage to cycles. Priority measures:

- Work with manufacturers, retailers and property register/database companies to establish and promote an ACPO[1] compliant registration system for all marked bikes in London, so police and retailers can identify and verify the legitimate owner of a bike

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[1] Association of Chief Police Officers http://www.acpo.police.uk/

- Establish an effective code of practice for sellers, second-hand resellers, internet retailers, trading standards and insurance companies (similar to the responsible retailer agreement)

- Ongoing engagement with the Cycling Retailer and Manufacturer Forum in relation to cycle security and a consistent approach to marking and registration

5. **Evaluation** of the approaches to understand the impact of the measures set out in the Cycle Security Plan, alongside improved monitoring of the problem and the value of addressing it. Priority measures:

- Improve the process for reporting and recording cycle theft and damage and ensure consistent application of crime reporting across police agencies; encourage the sharing of data in relation to cycle theft and damage
- Cycle Security Plan activities to be monitored, implemented and assessed through the Cycle Security Working Group. Work together, through regular partnership meetings, to identify ways in which cycle theft can be further reduced
- Monitor the Barclays Cycle Superhighways cycle theft reduction pilot within the City of London to inform further cycle theft measures

A key aspect of improving cycle theft is to understand the problem fully. One primary source of information is data on cycle theft; incidences of which are reported to the police.

It is anticipated that cycle theft reported to the police will increase over the lifetime of this plan as public confidence grows following the recovery of bikes to their rightful owners by the police. Increased levels of cycle theft data will be important for future analysis to ensure we have a better overview of this criminal activity in the Capital.

The Mayor, TfL and their policing partners believe this plan will make a positive and lasting contribution to reducing cycle theft and criminal damage to cycles in London. Through the reprioritisation of existing resources, they are determined to carry out the actions identified in the plan to ensure they increase levels of cycling and turn the Capital into a cyclised city.

Chapter 1: Cycle security – the ambition

Cycle theft and criminal damage discourages people from taking up cycling and dissuades many victims from continuing to cycle. A study by the Transport Research Laboratory (Davies, Emmerson and Gardner 1998) found that one in four cyclists stopped cycling after being a victim of cycle theft. It is vital that the growth in the number of cyclists is matched by a radical change in cycle security to ensure increased cycling levels do not result in more cycle theft and criminal damage.

This Cycle Security Plan will be a catalyst for the improvement of cycle security in London. It proposes new measures and refines current activity to prevent and deter the risk of cycle theft or criminal damage to bikes.

This plan focuses on reducing cycle theft and criminal damage from designated public places. These are locations which have been set aside by a local organisation or authority for the legitimate purpose of secure cycle parking. This plan does not cover the theft of bicycles from people's homes.

The objectives of this plan are to:

- **Contribute positively to the Mayor's cycling revolution and the growth in cycling in London by preventing and reducing cycle theft and the criminal damage of bikes**

- **Set out activities to reduce cycle theft in public places, as required by the Mayor's three year strategy for improving transport safety and security in the Capital**

- **Coordinate a problem-solving partnership approach to tackling cycle theft and criminal damage, incorporating new development into operating practice**

The plan is based on an analysis of cycle theft to understand how and why theft and criminal damage occur. Innovative and effective practices have then been reviewed to develop the measures proposed in this plan.

In the short term, a significant effort will be put into enforcement: targeting and disrupting bike thieves, and increasing designated parking. Over the medium term, the gains achieved by enforcement will be underpinned by a change in behaviour through education of cyclists, changes in the environment and design of parking, changes in the design, marking and registration of bikes, and in the sale of second-hand bikes.

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It is anticipated that cycle theft reported to the police will increase over the lifetime of this plan as public confidence grows following the recovery of bikes to their rightful owners by the police. Increased levels of cycle theft data will be important for future analysis to ensure we have a better overview of this criminal activity in the Capital.

This plan will be implemented in parallel with the Cycle Safety Action Plan and other activity in support of the Mayor's Transport Strategy as set out in the Cycling Revolution document. This is to ensure the Mayor's ambition for a

major growth in cycling does not provide an opportunity for a similar growth in cycle crime.

The measures in this plan will be delivered through the reprioritisation of existing resources and success will depend on effective collaboration between TfL, BTP, CoLP and the MPS, and cycle groups including London Cycling Campaign, Cyclists' Touring Club and Sustrans. TfL will work with local authorities and Community Safety Partnerships to ensure that common objectives in relation to cycle security are shared and security and crime prevention efforts co-ordinated. The London boroughs, cycle manufacturers and retailers are also important partners in the process.

Chapter 2: Evidence review

Cycles, particularly those left in public places, are vulnerable to theft. Bicycle theft discourages people from taking up cycling and dissuades many victims of theft from cycling again.[2] Their relatively high value and portability makes them attractive targets. Cycles can also be the target of criminal damage and joy riding, and in some cases there is a link between bike theft and street crime, with stolen bikes being used to assist in robbery and drug dealing.

2.1   Theft of bicycles in England & Wales

The number of police recorded bicycle thefts across England and Wales increased by 5.5 per cent between 2008/09 and 2009/10 from 104,170 to 109,851 offences.[3] Over the same period the British Crime Survey (BCS) showed an 8.9 per cent fall in bicycle thefts from 527,000 to 480,000. However, this reduction followed a significant 22 per cent rise in bicycle thefts between 2007/8 and 2008/9.

Figure 1 plots the trend in both national police recorded and BCS bicycle theft since 2004/5 showing a four-fold increase. BCS estimates of cycle theft across England & Wales have shown a rising trend since 2004/05 but corresponding levels of police recorded crime have remained fairly constant. It is clear that levels of police recorded crime under-represent the levels of bicycle theft reported in the BCS.

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[2] A survey conducted by IFRESI-CNRS and Altermodal in France (Mercat and Heran, 2003:643), found that 23% of those who had had their bike stolen did not buy a replacement. Of those who did buy a replacement some 50% bought a second-hand rather than a new pedal cycle. Theft therefore discourages a large proportion from continuing to cycle and potentially puts those who buy a replacement at an increased safety risk because they buy a second-hand bike.

[3] Flatley, Kershaw, C., Smith, K., Chaplin, R. and Moon, D. (2010), *Crime in England and Wales 2009/10*. London: Home Office, p. 14.

Figure 1 – Police recorded crime in England & Wales and British Crime Survey incidents of bicycle theft between 2004/5 and 2009/10

Source: Crime in England and Wales 2009/10, Table 2.01
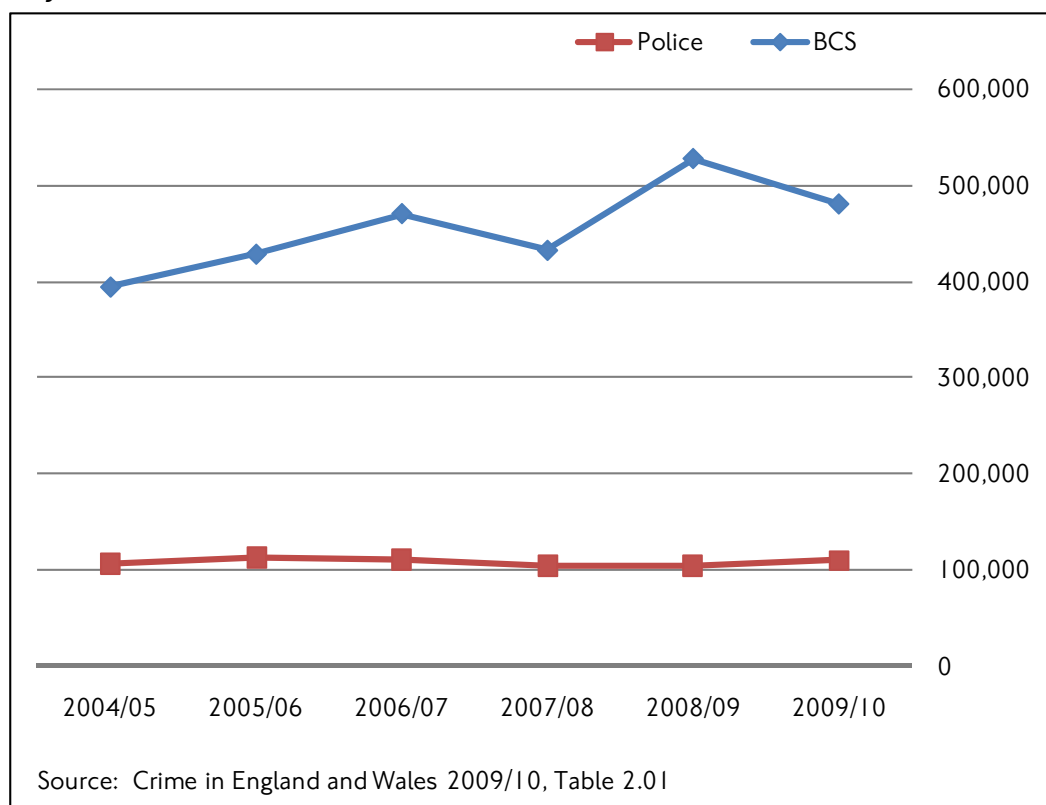
This disparity between levels of police recorded crime and BCS incidents suggest that victims of bicycle theft do not often report the crime. In 2009/10, 45 per cent of BCS incidents of bicycle theft came to the attention of the police (Crime in England & Wales 2009/10, 2010: 26).[4] Although low compared to theft of motor vehicles which had a reporting rate of 90 per cent, the 2009/10 rate represented a 7 per cent increase on the previous year.[5]

The rate of bicycle theft reporting may be low because victims believe that the police are unlikely to recover their property. Although the police recover many stolen cycles, it is often difficult for them to identify the rightful owner. There are no consistent methods of identification and many owners often do not mark or register their cycles. Consequently, the sanction detection rate for theft or unauthorised taking during 2009/10 was 5 per cent (Crime in England & Wales 2009/10, 2010: Table 6.01, p.159).

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[4] National reporting rates for bicycle theft have been decreasing since the BCS started, from around two-thirds (64 per cent, 1981) to just under a half (45 per cent, 2009/10).
[5] Reporting rates for vandalism and theft from the person are lower still at 35 per cent and 33 per cent respectively (Crime in England & Wales 2009/10, 2010: 26).

There is also evidence to suggest low reporting of bicycle theft due to victims feeling some responsibility for their loss. Data from the 2008/9 BCS reveals that in a quarter of bicycle theft incidents (26 per cent) adults believed that they or another family member were personally responsible in some way for what had happened, in addition to the offender.[6]

Figure 2 shows victims 'sense of responsibility' for bicycle theft by whether the bicycle was locked at the time it was stolen. 95 per cent of adults held the offender responsible for the bicycle theft if the bike was locked when it was stolen. However, if the bike had not been locked when it was stolen 37 per cent of adults reported that someone other than the offender(s) was responsible for its loss.

Figure 2 British Crime Survey 2008/9; Hoare (2010): Table 2c, p. 19

'Sense of Responsibility'	Whether the bike was locked when it was stolen	
	Yes	No
Offender	95%	63%
Respondent	2%	20%
Other household member	2%	16%
Respondent and other household member	0%	1%
Other household member	0%	1%
Unweighted base	258	563

To what extent personal responsibility for the theft of a bike is a factor in reporting it to the police is unknown. However, it has been found that victims of bicycle theft do change their behaviour to reduce the risk of further theft. According to the 2008/9 BCS, in nearly three-quarters of incidents of bicycle theft (73 per cent), respondents reported taking some action to try and avoid becoming a victim again. In a third of these incidents (34 per cent), the action taken was to ensure that bikes are secured or locked away.

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[6] Hoare, J. 'Extent and nature of acquisitive crime' in Moon, D. and Flatley, J. (Eds.) (2010), *Acquisitive crime and plastic card fraud: Findings from the 2008/09 British Crime Survey*. Home Office: London, p. 18. http://rds.homeoffice.gov.uk/rds/pdfs10/hosb0810.pdf

2.2 Theft of bicycles in London

Theft of bicycles in public places[7]

According to MPS figures, 23,319 cycles were reported stolen in a public place during 2009/10. This represents a 28 per cent increase on the previous financial year when 18,216 cycles were stolen. A total of 429 pedal cycles were reported stolen to the CoLP during 2009/10 compared with 361 during the previous financial year - an 18.8 per cent rise. Combining MPS and CoLP recorded pedal cycle thefts together gives a 27.8 per cent rise in the number of thefts between 2008/09 and 2009/10.[8]

Figure 3 below combines MPS and CoLP recorded pedal cycle thefts to show the monthly pattern of reports during the last two financial years.

Figure 3 – Two-year comparison of MPS and CoLP recorded pedal cycle thefts combined

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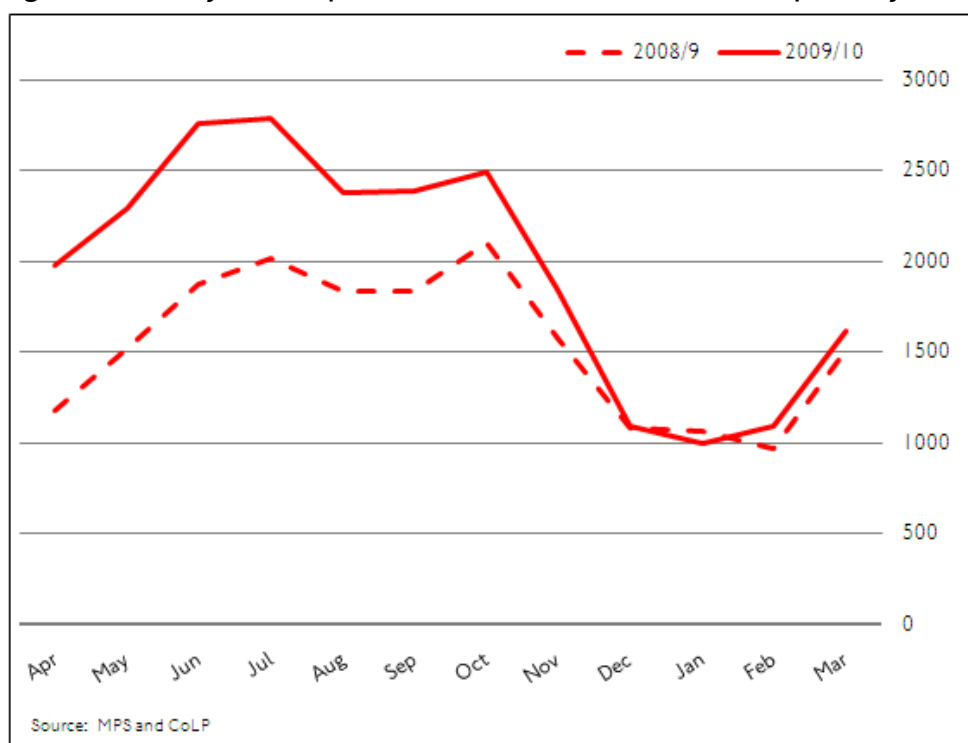
[7] Not including stations – see section 2.2.2 below

[8] The British Crime Survey (BCS) also produces incidence rates (per 10,000 households) and prevalence rates (risk of victimisation) of pedal cycle theft in London. According to the BCS, there were 236 bicycle thefts per 10,000 London households during 2009/10. This represents a 21.9 per cent fall on the previous year when an incidence rate of 302 bicycle thefts per 10,000 London households was recorded. Inevitably, the incidence rate for bike-owning London households was higher. There were 691 bicycle thefts per 10,000 bike-owning London households during 2009/10. The prevalence rate or risk of victimisation for all London households in 2009/10 was 2.1 per cent compared with 8.2per cent the previous year. The corresponding prevalence rate for bike-owning London households during 2009/10 was 6.2 per cent.

Pedal cycle theft in London clearly exhibits seasonal effects.[9] The number of pedal cycle thefts reported during the colder winter months is substantially lower than during the summer. This trend reflects levels of cycling: cycle flow is typically 25 per cent less during the winter (*Travel in London, Report* 2: 326).

There are various measures of cycle flow available to provide context to the number and spatial distribution of pedal cycle thefts across Greater London.[10] The following charts and maps have used the Department of Transport's (DfT) National Road Traffic Census Count (NRTCC).[11] This measure indicates that central London sites record the highest average daily cycle flows. The City of London in particular records the highest average number of daily cycles per site.

Figure 4 shows the change in volume of pedal cycle thefts by borough between 2008/9 and 2009/10.[12]

Figure 4 – Count of Theft/Taking of Pedal Cycle offences by borough, 2008/9 and 2009/10

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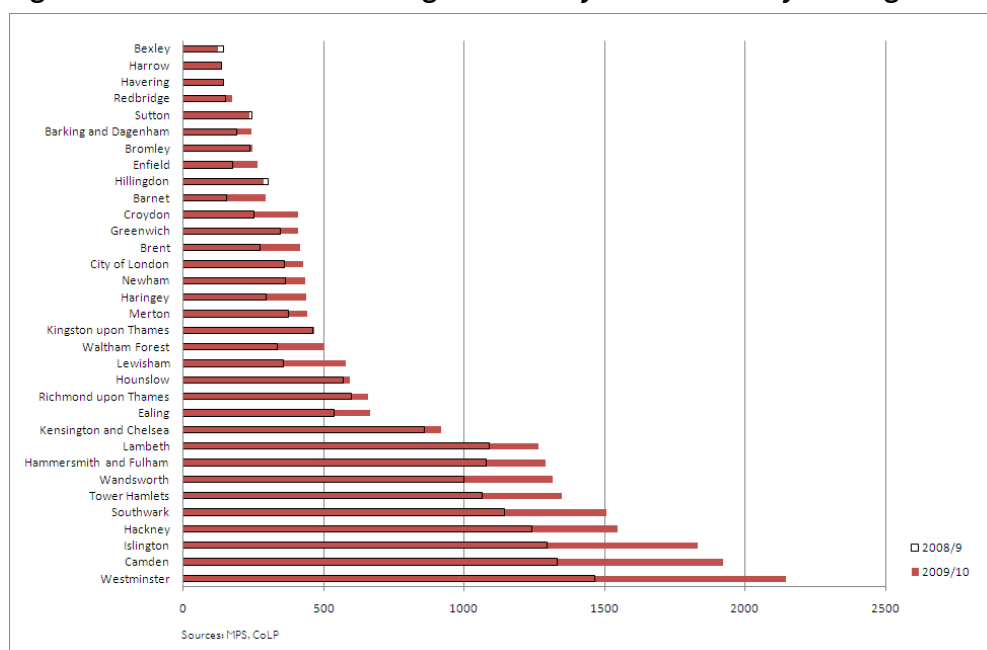
[9] This is corroborated by a Home Office report entitled, Seasonality in recorded crime: preliminary findings which states that, 'theft of a pedal cycle has a very clear seasonal pattern; peaks start in May and continue to reach 29 per cent above trend in September' (2007: 3).

[10] These are all documented in Transport for London's Road Network Performance publication, RNPR Traffic Note 9 (2009)

[11] Ibid. pp. 18-19

[12] Heathrow Airport has been excluded from the chart (and maps) because although it falls under Metropolitan Police jurisdiction it is not a borough.

Westminster recorded the highest number of pedal cycle thefts of all London boroughs during 2008/9 and 2009/10. It accounted for 9 per cent (2,145) of Theft/Taking of Pedal Cycle reports during 2009/10. The largest percentage rise in thefts was reported by Barnet which saw reports increase by 89.1 per cent from 156 to 295.

Taking NRTCC average daily borough cycle flows as the denominator, Figure 5 shows that boroughs with high cycle flows are at greater risk of cycle theft than boroughs with comparatively lower cycle flows.

Figure 5 – Rate of Theft/Taking of Pedal Cycle Offences by borough, 2008/9 and 2009/10
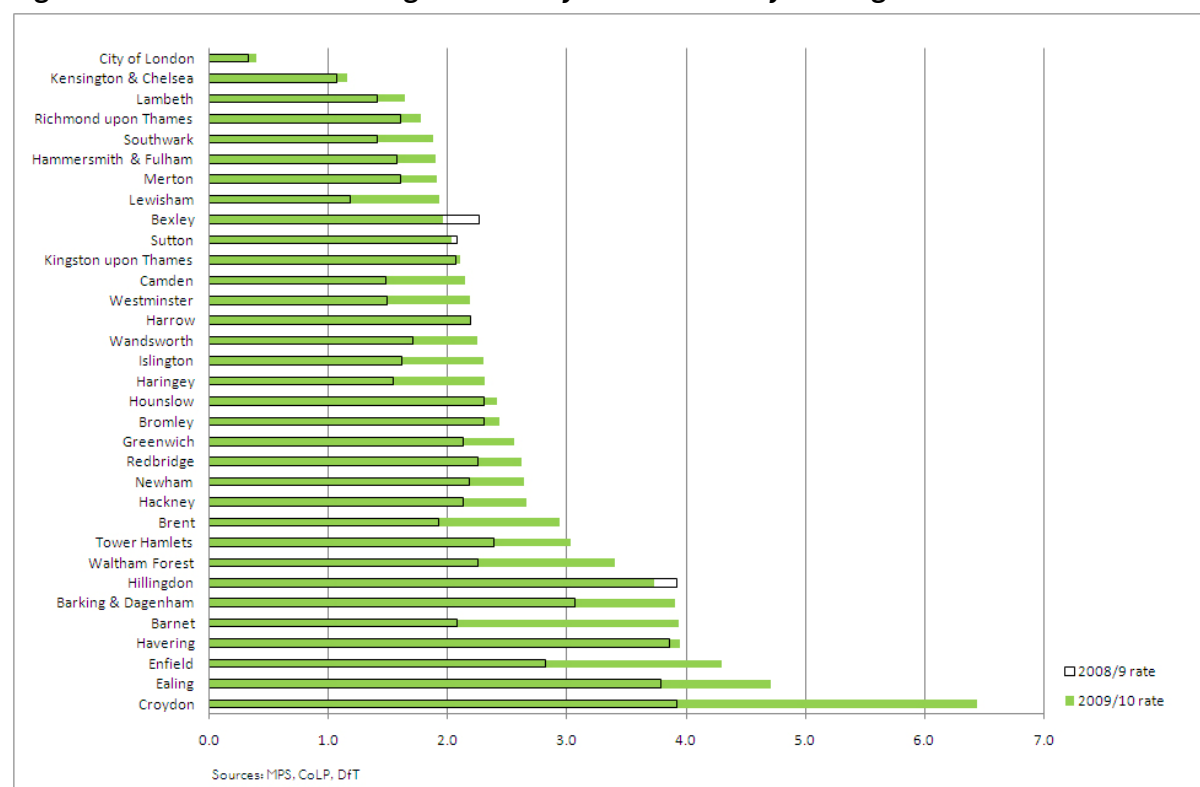
When set against rates of cycling, the borough of Westminster is no longer highest ranking for pedal cycle thefts. The London Borough of Croydon exhibits disproportionate levels of cycle theft relative to DfT measured average daily cycle flow. It recorded 6.4 pedal cycle thefts per average daily borough cycle flow during 2009/10. This borough also experienced the largest increase in the rates of cycle theft of all London boroughs since 2008/9, increasing from 3.9 to 6.4 pedal cycle thefts per average daily borough cycle flow.

Figure 6 maps the two datasets from figure 4 and figure 5, showing the distribution of pedal cycle theft by borough (in red) compared with a map showing how the underlying average cycle flows influence this spatial distribution (in green).

Figure 6 – Maps showing the count and rate of Theft/Taking of Pedal Cycle by borough during 2009/10
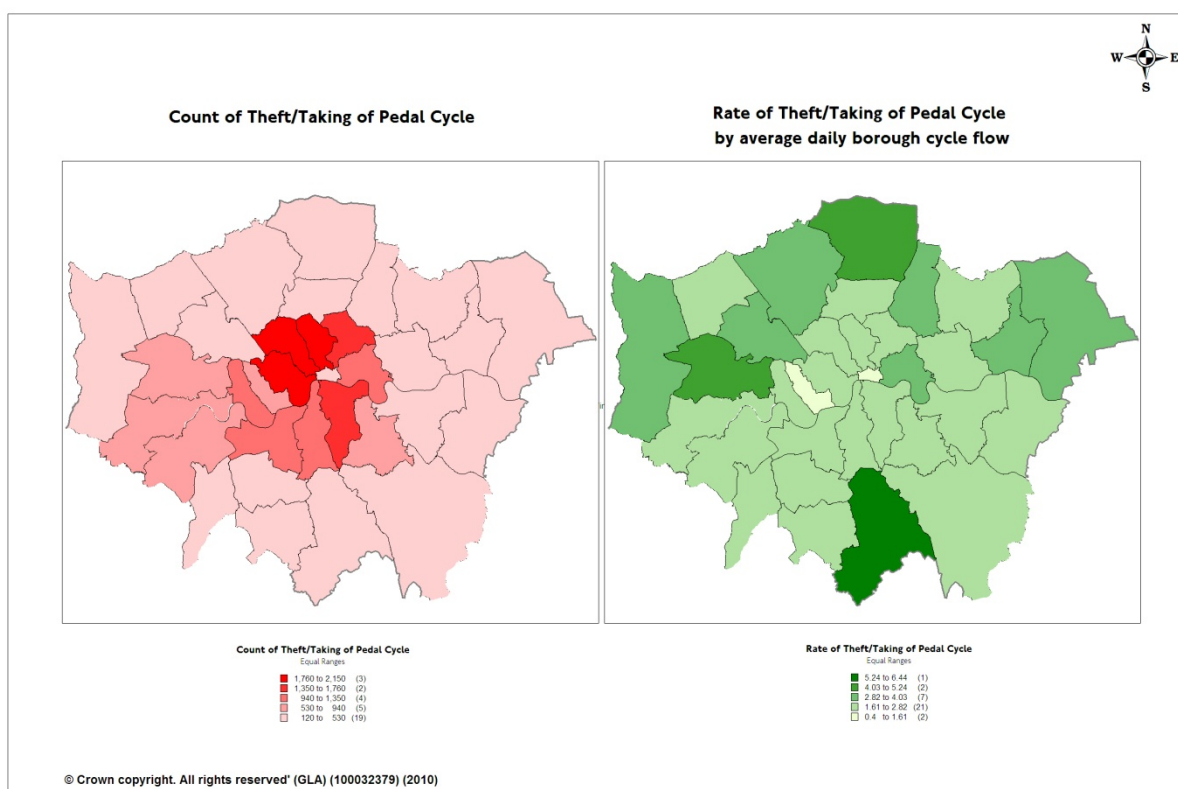
The difference that a measure of cycle flow has on the spatial distribution of borough pedal cycle theft is substantial. Looking at the count of cycle theft, the theft appears most concentrated in central and Inner London. When the rate of theft by cycle flows is mapped, theft appears more significant in the outer limits of the Greater London area.

Feedback from consultation and local intelligence suggests that some thieves and handlers sell stolen bikes through online auctions, free classified advert sites and open markets, such as in the Brick Lane area of Tower Hamlets. Further analysis is required on where stolen bikes are routinely sold in order to gain a better understanding of the problem and identify key 'stolen cycle selling' hotspots.

Theft of bicycles at stations

According to BTP figures[13], 810 bicycles were reported stolen at a station during 2009/10. This represents a 10.2 per cent increase on the previous financial year when 735 cycles were stolen. Figure 7 shows the monthly pattern of pedal cycle theft at stations over the last two financial years.

Figure 7– BTP recorded Theft / Taking of Pedal Cycles by month

Source: BTP
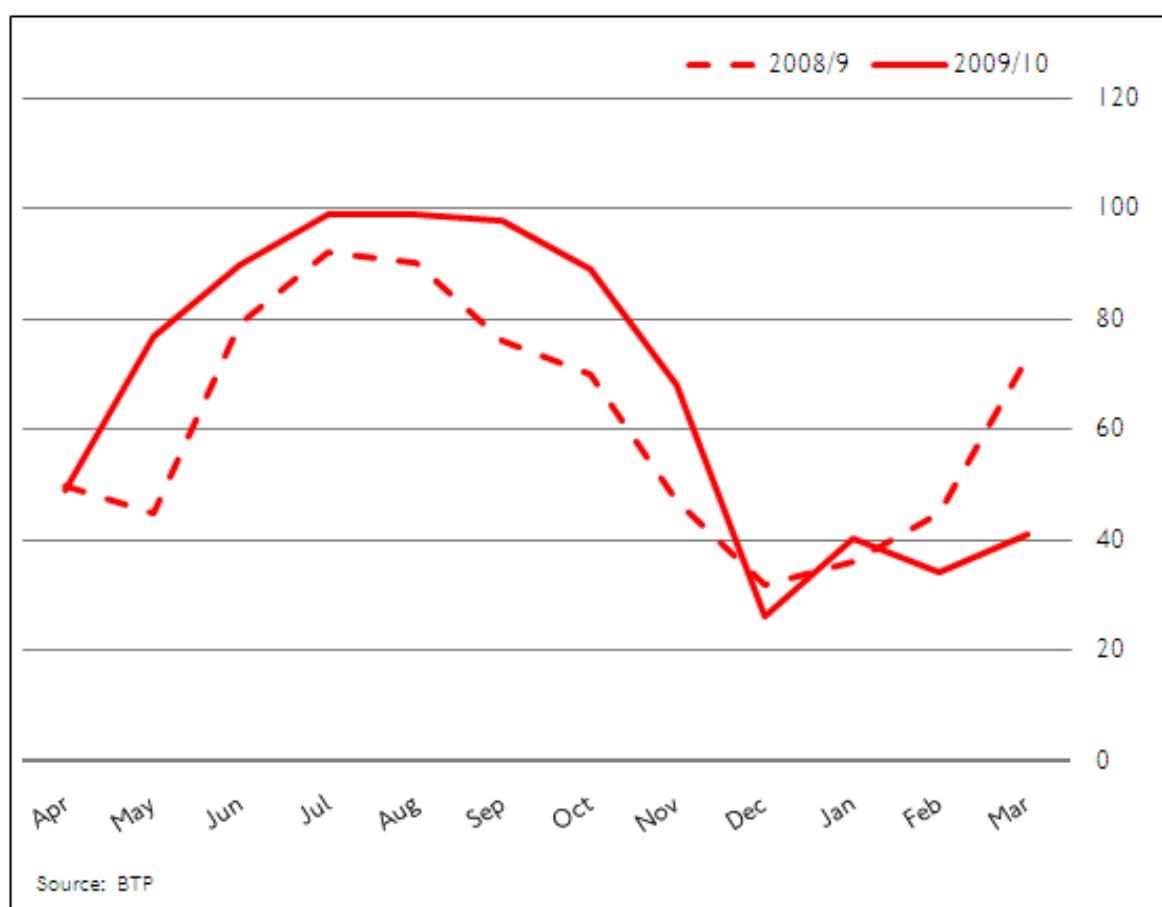
As with thefts recorded in other public places, there is a clear drop in reports at stations during the winter months. Figure 8 shows the 25 highest cycle theft reporting stations during 2009/10. Together they represent just over half (50.7 per cent) of all the offences recorded by BTP at stations within Greater London.

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[13] This includes London Underground, Docklands Light Railway, Tram and Mainline stations.

Figure 8 – BTP recorded Theft / Taking of Pedal Cycles by highest volume generating stations

Location (Station)	Borough	2008/9	Rank	2009/10	Rank
EUSTON	Camden	27	3	44	1
SURBITON	Kingston upon Thames	29	2	44	2
PADDINGTON	Westminster	25	5	28	3
SUTTON	Sutton	13	13	23	4
WATERLOO	Lambeth	29	1	22	5
LONDON BRIDGE	Southwark	27	4	18	6
HAROLD WOOD	Havering	15	9	18	7
LIVERPOOL STREET	City of London	16	8	17	8
NORBITON	Kingston upon Thames	21	7	16	9
WEST WICKHAM	Bromley	2	77	15	10
EAST CROYDON	Croydon	11	15	13	11
TWICKENHAM	Richmond upon Thames	9	22	13	12
NORTHWICK PARK	Brent	1	116	13	13
RICHMOND	Richmond upon Thames	21	6	13	14
UPMINSTER	Havering	4	47	12	15
HATTON CROSS	Hillingdon	3	60	11	16
KINGS CROSS	Camden	6	30	11	17
HAMPTON WICK	Richmond upon Thames	3	71	11	18
WELLING	Bexley	6	29	11	19
BEXLEYHEATH	Bexley	11	16	10	20
KNOCKHOLT	Bromley	2	95	10	21
TEDDINGTON	Richmond upon Thames	14	11	10	22
CRAYFORD	Bexley	3	69	10	23
WALTHAMSTOW CENTRAL	Walthamstow	1	179	9	24
BECKENHAM JUNCTION	Bromley	8	25	9	25
ALL OTHER STATIONS		*428*		*399*	
TOTAL		**735**		**810**	

It can be seen that stations in Outer London boroughs are over-represented in the list. Four stations in Richmond upon Thames and three each in Bexley and Bromley recorded disproportionate levels of pedal cycle theft during 2009/10. The largest year-on-year rises in pedal cycle thefts were reported at Euston, Surbiton, West Wickham and Northwick Park stations. The rise in reported cycle thefts at the last two stations is particularly notable because the rise at each is from a low base of one or two offences.

Appendix A shows some additional analysis that has been undertaken on cycle theft at a ward level which illustrates what conclusions can be drawn where fuller data is available.

2.3 Public perceptions

TfL carries out a quarterly safety and security survey of Londoners' experiences of travelling around London. This survey now includes questions about cycle theft and will provide a London-wide baseline against which the impact of this plan can be measured. The questions being asked are shown below together with the 2009/10 annual consolidated results. The response rate in each quarter is very low, so a number of quarters are required to provide comprehensive information.

Survey questions and responses:

- *Have you had a bicycle or part of a bicycle stolen in the last 12 months?*
  One in six bicycle users have had a bike (13 per cent) or part of a bike (four per cent) stolen in the last 12 months

- *Did you report your most recent bicycle theft to the police?*
  Fifty-four per cent had reported the incident to the police

- *Why did you not report your most recent bicycle theft to the police?*
  Of those who did not report, one in four said they had no confidence in the police retrieving their bike. A further 25 per cent had not got round to reporting the theft

- *Which of the following best describes what happened after your most recent bicycle theft?*
  Most of the people who had their bikes or part of their bikes stolen did not have them returned so they have replaced it (77 per cent)

- *Has being a victim of cycle theft affected the frequency with which you cycle around London?*
  For most victims of bike theft, the experience does not change their cycling pattern. Most (80 per cent) said their cycling has remained unchanged, while 10 per cent cycle less and eight per cent no longer cycle.

Chapter 3: Innovation and best practice – learning from others

TfL and its policing and other partners are already engaged in a variety of activities to reduce the risk of cycle theft and criminal damage to bikes. This chapter contains four case studies of innovative work which have already shown promising results.

TfL and the police are committed to a rigorous evaluation of current best practice and innovation to establish what works in tackling cycle theft. Some other examples of tactics used by police forces across the UK are detailed in Appendix B. From an international perspective, The US Department of Justice has published a guide, an extract of which is contained in Appendix C. This is a comprehensive problem-solving guide to reducing cycle theft, which includes examples of coordinated partnership activity.

Case study 1: BTP, Cambridge (2009)

High levels of cycle theft at Cambridge station were a problem. The BTP adopted a PIER approach: Prevention, Intelligence, Enforcement and Review.

Prevention
Crime Reduction Officers (CRO) conducted environmental surveys of the cycle parking areas at the station. Abandoned bicycles were removed and the police and rail staff were tasked to make regular, visible visits to the parking areas. Various engagement events were also set up to encourage cycle marking and the issuing of leaflets and crime prevention advice.

Intelligence
Follow-up calls were made to all victims of cycle theft to identify the precise location of the theft. This data enhanced the accuracy of hot-spot mapping. CCTV was thoroughly checked for quality and any evidence of crime. Victims were encouraged to check eBay, cash converters and second-hand bike shops for their stolen bikes. The victims were more likely to readily identify their stolen bike than police officers.

Enforcement
Tracker bikes were deployed at the station and intelligence was shared with other forces. Those arrested were reviewed for potential linked offences.
Results
There were 100 thefts of pedal cycles reported during 2007/8. This fell by 43 per cent over the subsequent 12 months following the introduction of the interventions.

Case study 2: Rotherhithe ward, London Borough of Southwark, MPS (2007)

Southwark recorded the highest level of cycle theft of all London boroughs in summer 2007. Increased cycling participation, poor cycle-parking security and little security awareness among cyclists provided increased opportunities for theft. Under-reporting and intelligence gaps around offenders and their methods emphasised the need for the police to tackle the problem. A three-strand approach to the problem was adopted – enforcement, awareness and prevention.

Enforcement
A decoy bike equipped with tracking equipment and increased high visibility patrols were used in hot-spot areas.

Awareness
Crime reduction advice was provided at partnership cycle theft awareness days. Attendees were also encouraged to mark and register their bikes. Local shops participated in raising awareness by distributing cycle theft prevention leaflets to customers.

Prevention
A security grading system was used to tag bikes locked in cycle theft hot-spot areas. Those bikes showing poor locking practices were advised that their bike was at greater risk of theft as a result. Crime prevention measures such as CCTV and improved lighting were also introduced at bike parking facilities to improve security.

Results
There was a 35 per cent reduction in cycle thefts within the Rotherhithe ward. The deployment of the decoy bike also resulted in the arrest of a repeat offender. Feedback was positive from the community and local businesses noticed fewer people congregating around the cycle stand areas. The project has been extended across Southwark.

Case study 3: CoLP – Operation Beachball (2009/10)

The CoLP ran Operation Beachball following an investigation into a group of men who were stealing bicycles daily and using the online sales forum Gumtree to sell them to unsuspecting members of the public. Several stolen bikes were recovered and numerous others traced which they had sold on. Not only have the activities of this group now been curtailed as offenders have been arrested and will be sentenced shortly, but the word has spread among the cycle thief community that the CoLP are proactively targeting them.

Case study 4: Design Against Crime Research Centre, Central Saint Martin's College of Art and Design, University of the Art London Bikeoff Research Initiative[14]:

The BikeOff Research Initiative was set up in January 2004 by the Design Against Crime Research Centre at Central Saint Martin's College of Art and Design. Its purpose was to explore how design and environmental measures could reduce the risk of theft and promote cycle usage.

The team identified techniques commonly used by bicycle thieves:
- **Lifting:** If your bike is chained to a signpost, thieves can lift it and the chain up and over the top of the post
- **Levering:** Thieves can insert tools between the bike, lock and stand to lever the lock apart. Or they may use the bike itself as a lever by rotating it against the stand. If it breaks before the lock, what do they care – it's not their bike
- **Striking:** If your lock rests on the ground thieves can strike against it with a hammer or chisel
- **Cutting:** Bolt cutters or hacksaws can cut through bike chains or locks
- **Unbolting:** If you lock your bike by the wheel alone it can be unbolted from the rest of the frame
- **Picking:** Locks can be opened using suitable lock picks

Following further research, BikeOff established a set of design priorities for cycle parking:
- Reduce opportunities for insecure locking practice
- Support the bike from falling and the front wheel from falling to the side
- Increase security for one-lock users
- Relocate long-stay parking to off-street sites

These findings will inform future work, such as the good practice guidance on cycle parking.

Case Study 5: MPS Safer Transport Command Cycle Task Force (2010)

Launched in June 2010 in conjunction with the draft Cycle Security Plan, the 30-officer strong MPS STC, has already proved its worth through operational activities on the ground. The bicycle-based team investigate and tackle cycle theft and criminal damage to bicycles. The Cycle Task Force have made 36 arrests to date, undertaken a number of high profile operations, supported the roll out of Barclays Cycle Superhighways and the Barclays Cycle Hire scheme and have already security marked more than 4,000 bikes at advertised marking sessions.

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[14] http://www.designcouncil.org.uk/Case-Studies/All-Case-Studies/Bikeoff/

Chapter 4: Actions

There is a pressing need to improve security for cyclists in London. The following measures have been identified to improve cycle security over the next three years. Further details of the priorities, highlighted in the table, are provided in Chapter 5.

4.1: Enforcement

Policing of London's transport system is complex and demands close partnerships between TfL and London's three main police forces – BTP, CoLP and MPS. TfL's investment in transport policing services currently provides more than 2,800 officers on the transport system. This includes MPS officers in the Safer Transport Command (STC). The STC provides Safer Transport Teams in every London borough (Appendix D).

Besides existing work around cycle theft, the following measures have been identified to improve cycle security using the police resources outlined above:

Interventions	Lead agency & key partners
4.1.1: PRIORITY Establish MPS Safer Transport Command (STC) dedicated Cycle Task Force. The remit of the team is outlined on page 33. This action was completed in June 2010 – see Case Study 5 on page 23.	**MPS, TfL**
4.1.2: PRIORITY Work with borough police resources and Safer Transport Teams (STT) in cycle theft hot-spots and biking boroughs to prioritise reducing cycle theft	**MPS, TfL**

4.1.3: PRIORITY Establish cycle theft as a priority for key BTP Neighbourhood Policing Teams	**BTP,** TfL
4.1.4: Provide sessions for bike marking and registration as part of the overall enforcement process	**TfL, MPS, BTP, CoLP**
4.1.5: Work with online sites to tackle the sale of stolen bikes	**LCC, MPS**, TfL BTP, CoLP
4.1.6: Deliver and evaluate a series of police cycle theft operations to test tactics identified in innovation and best practice	**MPS, BTP, CoLP**
4.1.7: Work with the London Criminal Justice Partnership to review sanctions and judicial practices around perpetrators of cycle theft and develop the use of impact statements for victims of cycle theft	**MPS, CoLP, BTP, LCJP, CPS**

4.2: Education

Educating cyclists and potential cyclists on security awareness will improve their sense of responsibility as well as preventive practices and behaviour.

The following have been identified to improve communications, influence the behaviour of cyclists and change perceptions around cycle theft.

Interventions	Lead agency & key partners
4.2.1: PRIORITY Review, design and build on a range of existing educational materials to encourage smart locking practice, raise awareness of bike marking and registration among cyclists and enhance crime prevention by cyclists. Produce and distribute additional crime prevention marketing material	TfL, MPS, BTP, CoLP
4.2.2:Provide enhanced cycle security information on TfL and partners' websites	TfL
4.2.3: Work with universities and colleges to encourage local preventive action among cycling students and further develop research	TfL , MPS and universities/ St. Martin's College of Art
4.2.4: Partnership working with employers to encourage theft prevention at places of work	TfL, MPS, CoLP, BTP and local business

Interventions	Lead agency & key partners
4.2.5: Develop a process for disseminating educational material (such as a summary of this plan and other marketing material) to cycle shops for promotion to cyclists at point of sale	**TfL, Cycle Retailers and Manufacturers Forum**

4.3: Environment

Environmental measures such as cycle stand design and location, CCTV and lighting can all help to prevent theft and deter criminal behaviour.

The following have been identified to assist in designing out crime from cycle parking.

Interventions	Lead agency & key partners
4.3.1: PRIORITY Deliver the Mayor's target to increase the number of cycle parking spaces by 66,000 by 2012	**TfL,** boroughs, Network Rail/ Train Operating Companies and other delivery partners
4.3.2: PRIORITY Develop a cycle parking plan and good practice guidance on cycle parking to support the delivery of the Mayor's cycle parking target and provide guidance to delivery partners on the appropriate quantity and quality of cycle parking	**TfL**
4.3.3: PRIORITY Ensure that rigorous security provisions are	**TfL, MPS**

built into the Barclays Cycle Hire scheme	
4.3.4: Encourage boroughs, MPS Safer Transport Teams, Train Operating Companies (TOC's), Network Rail and London Underground to review existing cycle parking facilities in theft hot-spots and devise cycle security improvement plans.	**TfL , boroughs, MPS, Train Operating Companies, BTP, Network Rail**
4.3.5: Work with employers to provide additional cycle parking in non-public locations and encourage sharing facilities between neighbouring businesses	**TfL**
4.3.6: Incorporate information on cycle parking facilities into existing public information and literature where possible and appropriate	**TfL**
4.3.7: Implement security signage at TfL-provided parking facilities where possible and appropriate	**TfL**

4.4: Engagement

Further improvements to cycle security can be achieved by engaging with cycling communities across London and addressing local concerns.

The following actions have been identified to engage cycling communities and others in this plan.

Key stakeholders are included in the Cycle Security Working Group (CSecWG),

established in July 2010.

Interventions	Lead agency & key partners
4.4.1: PRIORITY Work with the Cycling Retailers and Manufacturers Forum and property register/database companies to establish and promote an ACPO compliant registration system for all marked bikes in London, so police and retailers can identify and verify the legitimate owner of a bike	**MPS, TFL, GLA, BTP, CoLP, Cycling Retailer and Manufacturers Forum**
4.4.2: PRIORITY Establish an effective code of practice for sellers, second-hand resellers, internet retailers, trading standards and insurance companies (similar to the responsible retailer agreement)	**TfL**
4.4.3: PRIORITY Ongoing engagement with the Cycling Retailer and Manufacturers Forum in relation to cycle security and a consistent approach to marking and registration as referred to in intervention 4.4.1	**TfL, Cycling Retailer and Manufacturers Forum**
4.4.4: Engage cyclists through the CSecWG on the best approaches to cycle security; seeking their views on policing operations and priorities around cycle theft and security advice	**TfL**

4.4.5: Engagement with local authorities' environmental leads and policing agencies to remove abandoned and damaged bikes, and to develop a sustainable, coordinated and consistent approach to disposal	**Local Authorities**, BTP, MPS, CoLP, TfL

4.5: Evaluation

Fundamental to tackling cycle theft is to understand the problem. One of the primary sources of information is data on cycle theft and incidences reported to the police.

As mentioned previously, there are currently issues over the levels of reporting of thefts to the police and it will be important for future analysis that reporting is as accurate and detailed as possible.

The following measures outline how the identified activities in the plan will be assessed to ensure the most efficient use of resources and to take the knowledge forward through partnership working.

Interventions	Lead agency & key partners
4.5.1: PRIORITY Improve the process for reporting and recording cycle theft and damage and ensure consistent application of crime reporting across police agencies; encourage the sharing of data in relation to cycle theft and damage	**MPS, BTP, CoLP**
4.5.2: PRIORITY Cycle Security Plan activities to be monitored, implemented and assessed through the Cycle Security Working Group. Work together, through regular partnership meetings, to identify ways in which cycle theft can be further reduced	**Cycle Security Working Group and partners**

4.5.3: PRIORITY Monitor the Barclays Cycle Superhighways cycle theft reduction pilot within the City of London to inform further cycle theft measures	TfL
4.5.4: Analyse cycle theft survey responses from the TfL quarterly and annual survey and review questions to monitor the impact of specific actions in this plan	TfL

Chapter 5: Priority measures in detail

This chapter sets out in detail the priority measures identified in Chapter 4: Actions.

Action 4.1.1: Establish MPS STC dedicated Cycle Security Taskforce

In June 2010, the MPS STC set up a new taskforce of 30 officers dedicated to improving cycle security in London. The taskforce will act as a centre of excellence and advocacy for cycle theft within the MPS and will focus on:

Enforcement
- Investigate and tackle organised cycle theft   - Disrupt the market and trade in stolen second-hand bikes and parts   - Target theft and handling of stolen bicycles in hot-spot areas using decoy/tracker bikes, such as Brick Lane   - Return of recovered bikes to owners   - Work with STTs and Safer Neighbourhood Teams to support measures to deal with local issues and prevent cycle theft   - Strengthen support to victims of cycle theft
Education
- With partners, review, design and build on existing educational materials to encourage smart locking practice and enhance crime prevention by cyclists. Produce and distribute additional crime prevention marketing material   - Encourage the reporting of cycle theft
Environment
Promote the security of the Barclays Cycle Hire scheme
Engagement
Work with cycle user groups and local authorities on a variety of London cycle events and initiatives to promote cycle security

• Collaborate with CSecWG to introduce and implement a code of practice for cycle retailers, particularly second-hand retailers
• Collaborate with CSecWG and the cycle industry to improve bike design to minimise the risk of theft of bicycles and cycle parts, and on cycle registration and cycle marking.
Evaluation
• Improve reporting and recording of cycle theft in the MPS to enhance intelligence and develop effective responses
• Evaluate through existing performance management processes

Action 4.1.2: Work with borough police resources and STTs in cycle theft hot-spots and biking boroughs to prioritise reducing cycle theft

MPS STTs and Safer Neighbourhood Teams will lead the local response to cycle theft with regular events and activities in borough hot-spots and priority boroughs identified through local intelligence. Activities will include:

Enforcement
• Undertake high-visibility patrols of theft and damage hot-spots, such as Brick Lane
• Target theft and handling of stolen bicycles in hot-spot areas, using decoy/tracker bikes to apprehend local thieves
• Strengthen support to victims of cycle theft
Education
• Running local events to educate cyclists on reducing the risk of theft
• Raise awareness and educating cyclists in bike marking and registration and the importance of reporting cycle theft
Environment
• Work with local authorities and others to remove disused, unroadworthy and abandoned bikes affixed to street furniture or in bike parks
• Undertake reviews of cycle theft hot spots and devise security

improvement plans

Engagement
• Working with businesses and other organisations to advise on the provision of designated parking to secure cycles safely

Evaluation
• Improve reporting and recording of cycle theft in the MPS to enhance intelligence and develop effective responses • Evaluate through existing performance management processes

Action 4.1.3: Establish cycle theft as a priority for BTP Neighbourhood Policing Teams

BTP Neighbourhood Policing Teams responsible for the stations highlighted in the analysis (Table 2, page 12) will give a greater focus to reducing cycle theft. Specific activities will include:

Enforcement
• High-visibility patrols of cycle theft and criminal damage hot-spots • Target theft and handling of stolen bicycles in hot-spot areas using decoy/tracker bikes to apprehend local thieves
Environment
• Undertake reviews of cycle theft hot spots and devise security improvement plans
Education
• Educate cyclists at local events on reducing the risk of theft, including smart locking practice and victim advice, and promote bike marking and registration
Evaluation
• Evaluate through existing performance management processes

Action 4.2.1: Educational and marketing materials to encourage smarter locking practice

TfL and policing partners will review, design and expand existing educational materials to encourage smart locking practice and improve crime prevention by cyclists (based on BikeOff research and other best practice examples). This will be undertaken in partnership with cycling community groups and retailers for promotion at the point of sale. Working with partners, targeted crime prevention marketing material will be produced and distributed, including flyers to go on handle bars that will give advice on bike security, stickers on cycle stands to guide locking practice and removal tags for abandoned bikes.

Action 4.3.1: Deliver the Mayor's target to increase the number of cycle parking spaces by 66,000 by 2012

The Mayor has set a target to increase the number of cycle parking spaces by 66,000 by 2012. Examples of cycle parking implemented recently include:

- Double-deck racks providing 233 cycle parking spaces installed at Liverpool Street station to provide cyclists with a secure place to leave their bikes
- TfL installed 138 additional cycle parking spaces at Euston station in 2009. The new parking racks at these stations are in easily visible areas with CCTV coverage for extra security
- TfL started a programme to install cycle parking at schools in January 2004. A variety of facilities have been designed to meet schools' requirements. By the end of January 2010, 18,000 bike spaces were provided at 860 schools

It is anticipated that the additional 66,000 parking spaces will be provided:

- At schools and workplaces in line with travel plans
- At stations though partnerships with Docklands Light Railway, London Underground and Network Rail
- Along the Transport for London Road Network (TLRN)
- Along the new Barclays Cycle Superhighways

- As part of the Barclays Cycle Hire scheme
- On borough roads, through Local Implementation Plans (LIPs)
- Through land use planning and development control
- By private sector partners

Action 4.3.2: Develop a cycle parking plan and good practice guidance

TfL is working with partners to develop a cycle parking plan and develop good practice guidance on cycle parking. The cycle parking plan will address deficiencies in cycle parking, in line with the Mayor's target to provide 66,000 additional cycle parking spaces by 2012.

The good practice guidance will provide advice on the design, location and other factors such as accessibility, which impact cycle parking usage and security.

In line with the Mayor's London Plan, TfL will also continue to work with the London Boroughs to secure appropriate levels of cycle parking for new developments.

Action 4.3.3: Security provision for the Barclays Cycle Hire scheme

The Barclays Cycle Hire scheme, launched 30 July 2010, is one of the Mayor's flagship projects in his vision of transforming London into a cycle-friendly city – a cyclised London. Once complete, the scheme will provide 6,000 bikes at 400 docking stations across nine Inner London boroughs. A number of measures have been incorporated into the design of the scheme to reduce the risk of theft and vandalism, including:

- Location of docking stations in areas with good lighting, CCTV and natural surveillance where available
- Robust design of cycles to reduce criminal damage
- Each bike has a unique number viewable by CCTV
- Deposit required from users putting the onus on them to return the bike to the secure docking station

The MPS Cycle Task Force will promote the safety and security of the scheme. The Cycle Security Working Group will monitor and progress actions through the lifetime of the scheme to tackle cycle theft.

Action 4.4.1: Establish and promote an ACPO [15]compliant registration system

To help in preventing and detecting crime and in returning stolen property to the rightful owner, property should be marked by a method that is secure and visible and leads to the identity of the owner. [16] Registering items on a database against a serial number or code allows for single repository of information and can help link a particular item to the owner.

The Cycle Security Working Group (CSecWG), working with the Cycling Retailer and Manufacturers Forum, will establish and promote an ACPO compliant registration system for all marked bikes in London, so the police and retailers can search and verify the legitimate owner of a bike.

Action 4.4.2 – Establish an effective code of practice for sellers, second-hand resellers, internet retailers, trading standards and insurance companies (similar to the responsible retailer agreement)

TfL will develop a code of practice for sellers, second-hand resellers, internet retailers, trading standards and insurance companies (similar to 'responsible retailer' agreement) covering;

- Provision of adequate information to all cyclists about their safety and security
- Point-of-purchase registration of every bike sold
- Appropriate staff training
- Legitimate ownership checks for second-hand bike dealers

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[15] ACPO – Association of Chief Police Officers of England, Wales and Northern Ireland.
[16] (This is in keeping with the ACPO Property Tracking Group and the Home Office agreed statement on *Asset Marking Devices and Registration Databases* - http://www.securedbydesign.com/professionals/tracking.aspx)

Action 4.4.3 – Ongoing engagement with the Cycling Retailer and Manufacturers Forum on cycle security and a consistent approach to marking and registration

The proposal for the Cycling Retailer and Manufacturers Forum members is that they should promote only products from companies offering asset-marking devices and private property registers or databases that comply with Loss Prevention Certification Board standards or are accredited by the Association of Chief Police Officers (ACPO). TfL will also encourage the use of SoldSecure or other similar certified locks.

Action 4.5.1: Improve the process for reporting and recording cycle theft and damage

A key aspect of improving cycle theft is to understand the problem fully. One primary source of information is data on cycle theft; incidences of which are reported to the police.

It is anticipated that cycle theft reported to the police will increase over the lifetime of this plan as public confidence grows following the recovery of bikes to their rightful owners by the police. Increased levels of cycle theft data will be important for future analysis to ensure we have a better overview of this criminal activity in the Capital.

The Plan will aim to improve the process for reporting and recording cycle theft and damage and ensure consistent application of crime reporting across police agencies; encourage the sharing of data in relation to cycle theft and damage

Action 4.5.2: Cycle Security Plan activities to be monitored, implemented and assessed through the Cycle Security Working Group.

The Cycle Security Working Group (CSecWG) will oversee implementation of activities outlined in the Cycle Security Plan, monitor the plan's progress and through partnership working and information exchange continue to promote secure cycling in London. Appendix E outlines the terms of reference for the Group.

Action 4.5.3: Barclays Cycle Superhighway (City of London) cycle theft project

The Barclays Cycle Superhighways includes a package of innovative smarter travel behaviour change interventions (both at the work and home end) to encourage people to cycle. As part of the interventions, a pilot project is being run in partnership with the City of London to reduce bike theft. The objective of this project is to identify and pilot situational crime prevention advice and behaviour change measures by which the theft of bicycles within designated public spaces along the routes can be prevented. The pilot project will be monitored and lessons from it would be repeated at locations along the remaining Superhighway routes.

Chapter 6: Next steps

Cycle security is a key priority for the Mayor, TfL, policing partners and the GLA family and this is reflected in the Mayor's Transport Strategy and Cycling Revolution London. This plan demonstrates the pressing need to improve responses to cycle theft and criminal damage to cycles in London and reduce the scale of the problem. The measures outlined in this plan aim to achieve this with effective and coordinated action by a number of partners.

The Cycle Security Working Group will play a key role in overseeing the action areas within this Plan, as well as continuing to identify ways in which cycle security can be further improved in London.

Appendix A - Additional analysis: when data is available

BLOOMSBURY WARD, LONDON BOROUGH OF CAMDEN

14 priority sites

32 sheffield racks

12 colleges and institutes

NATURE OF THEFT

There were 228 pedal cycle thefts recorded in 2008/9. This is a 15.2 per cent rise on the previous year when 198 offences were recorded and a 76.7 per cent increase on 2006/7 (129).

According to the SNT, pedal cycles were mainly locked to bike racks within CCTV coverage but were vulnerable because they were secured with inferior locks.

LOCATION AND TIMES

The hot-spots for thefts are at the Malet Street junctions with Torrington Place and Keppel Street; at the bike racks within SOAS, outside Birkbeck College and University College Hospital; Gordon Street; Brunswick Centre and Tottenham Court Road.

The frequency of thefts corresponded with university terms and mild weather. Thefts increased during June and July, fell in August and reached a peak in October with (17.1 per cent, 39). Thefts predominantly occurred during weekdays (87.7 per cent, 200).

OFFENDERS

Offenders were typically described as youths who operated in pairs or small groups on bikes. Seven males were accused of stealing pedal cycles during 2008/9. Three of the accused were aged under 18.

Stolen pedal cycles are not sold on the ward, it is thought. Their likely destination is Brick Lane or the borough of Tower Hamlets.

VICTIMS

A total of 70.9 per cent (159) of known victims were male; 43.3 per cent of victims were $20 - 29$ years of age.

A total of 18.4 per cent (42) of the cycles stolen were recorded with a bike frame number.

CURRENT RESPONSES

Bloomsbury SNT has conducted bike tracker operations with positive results but their recent suspension has been accompanied by a rise in thefts.
In 2008/09, 3.9per cent (nine) of the cycles stolen were recovered.
SOURCES: MPS CRIS, BTP, information from Bloomsbury SNT

Appendix B – examples of tactics used by other police forces

| Charnwood Crime and Disorder Reduction Partnership, Loughborough |
|---|

Electronic tagging (February 2008 – present)

Background

Disproportionate levels of cycle theft were recorded around Loughborough University campus and Charnwood town centre. During 2008/09, 14.8 per cent of thefts occurred in the area of the university. The cycle theft pilot project was introduced to target cycle thefts particularly in these highly populated student areas.

Activity

Free electronic tagging devices were provided to residents of six streets in Charnwood that had been identified as a hot-spot for cycle thefts (below, red area). This area was inhabited mainly by students. An adjacent ladder of similarly populated streets was used as a control area and to measure any potential displacement.

The electronic tag was inserted into the frame of the bike where it could not be removed. Each tag had a unique serial number, and details of this number and registered owner were held on a national database. The tag could be read by portable readers kept by the police. A warning label was also displayed on the bike frame.
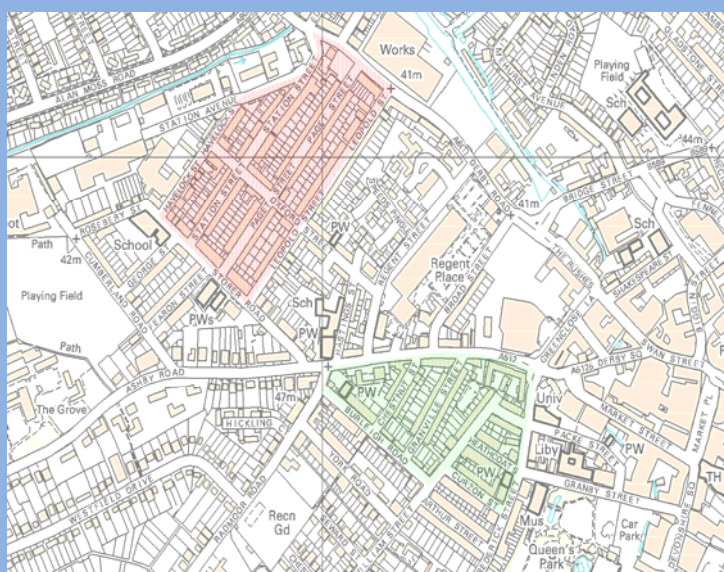
Results

In May 2008 thefts reduced by 75 per cent in the target area and 60 per cent in the control area –significantly higher than the aim of 15 per cent.

Analysis to date, from the initiation of the pilot in February to end- September 2008, shows seven recorded offences of theft cycle in the target area Of these, four cycles were left insecure at the rear of properties and three left secure.

Comparative analysis from the previous year (February to September 2007) recorded 15 offences in the target area. This amounts to a 53 per cent reduction overall to date for 2008/09 in the target area.

Assessment
The scheme was regarded as relatively successful and consequently expanded. Two other schemes running concurrently have also been introduced: a covert asset- tracking scheme by the police and a scheme in which students are loaned D-locks on a deposit scheme.

Contact: Dave Burge, david.burge@charnwood.gov.uk

Chichester, Crime and Disorder Reduction Partnership
Bike marking kits (January 2008 – present)
Background
There was a steep rise in cycle thefts across the district and in Chichester city centre in particular.

Activity
Chichester Crime and Disorder Reduction Partnership (CDRP) invested in 1,000 cycle marking kits which were offered free at high-profile events in Chichester city centre during January 2008. Visits were also made to local schools and colleges. A 'bikers' breakfast' was attended by 100 commuters who had their bikes permanently marked by members of the Chichester CDRP before they parked and secured them at the train station to travel to work. The scheme was extended to Selsey and Midhurst later in 2008. More than 1000 bikes have been marked since the scheme was launched.

Results
There was a 44 per cent reduction in cycle theft across the district in the first year.

Assessment
However, levels rose again in 2009, though they remained below pre-launch levels. Levelling has been observed since. No marked bikes have been stolen. Another high-profile launch is planned in Chichester city centre.

Contact: Pam Bushby, pbushby@chichester.gov.uk

Nottingham, Community Protection Directorate
Bike passport, SmartWater, covert surveillance (September 2007 – 2008)
Background
Thefts of pedal cycles were reported throughout the city division of Nottingham.

Activity
An action plan was drawn up involving intelligence, prevention and enforcement.

Intelligence
Hot-spots were identified near to the two main shopping centres in Nottingham and around the university.

Prevention

Bike 'passports' were designed, printed and issued by the Community Protection Directorate. Proof of ownership is a key problem in the recovery of stolen pedal cycles. The back page of the passport was designed to record the owner's bike frame number to overcome this. SmartWater, was applied at two specific points on pedal cycles. All bikes that were handed in or found by the police were checked for SmartWater.

Enforcement

Both high--visibility patrols and covert surveillance were conducted at key cycle parking areas.

Results

The average number of pedal cycle thefts fell from 30 a week at the start of the initiative to below 15. [17]

Thefts were mainly in the City Central area, which spans the town centre / St Anns border across to the university and edge of Beeston. Thefts fell from 283 in 2006/7 to 233 in 2007/8 – a drop of 17.7 per cent. Across the whole city there was a 25 per cent reduction (Table 3 below). The largest fall was observed in

Division	2006/7	2007/8	% change
City Central	283	233	-17.7
City North	79	62	-21.5
City South	113	84	-25.7
City West	126	69	-45.2
Total	601	448	-25.5

City West, with a 45.2 per cent drop in reported thefts from 126 to 69 thefts. Youth diversion projects such as Aspley bike recycling centre may be partly responsible for the decline. Many arrests were also made through covert surveillance of cycle parking sites.

Assessment

It is not possible to assess the effectiveness of the Bike Passport scheme because recovery rates were not available at the time of writing. However, the general cycle theft reduction strategy was regarded as a success.

The authors identified a number of areas that could be developed in the future:

- Conduct many more house searches for stolen bike parts
- Encourage greater coordination between eBay and online property registers such as www.immobilise.com
- Establish a mechanism to enable bike shops to alert the police about suspicious bikes
- Educate police officers to spot incongruous pairings (for example, a bike with SPD cleat pedals being ridden by a child without the necessary footwear. This would provide more opportunities for stop and search.
- Fund a centrally manned cycle parking facility such as Leicester's Bike Park. [18]

Contact: CDP@nottinghamcity.gov.uk

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[17] Pedals 2009, http://www.pedals.org.uk/bike_safety
[18] http://www.leicester.gov.uk/your-council-services/transport-traffic/transportpolicy/sustainable-team-homepage/cycling-in-leicester/bike-park/

Appendix C – International examples of promising practice

United States[19]

- *Educating the public about the use of effective bicycle locks and locking practices*
  University of Minnesota Police Department (UMPD) - used a series of online media sources to target student cyclists.
  Cook, E. (2006). 'University of Minnesota Patrol Members Prepare To Start Booting Bikes'. *Minnesota Daily,* April 18.

- *Reducing flyparking*
  University of Minnesota Police Department (UMPD) discouraged 'flyparking' by first warning, fining and then 'boot'-locking with a bright orange U-lock. Cycle theft fell from around 350 incidents a year before intervention to fewer than 150 a year in the following two years.
  Cook, E. (2006). 'University of Minnesota Patrol Members Prepare To Start Booting Bikes'. *Minnesota Daily,* April 18.

- *Cycle registration*
  Tufts University - a sting operation resulted in four arrests. These arrests depended on the bikes being previously registered.
  Fennelly, L., C. Lonero, D. Neudeck, and C. Vossmer (1992). 'Bicycle Theft—Back to Basics'. Campus Law Enforcement Journal 22(1):37–40.

- Dayton, Ohio – Police returned about twice as many recovered bicycles (38per cent) to their owners as in the two previous years after 5,000 cycles were registered in 1998.

- Eugene, Oregon – Police recovered 14 per cent of stolen bikes that had been marked, compared with 5 per cent of those unmarked.

- *Electronic tagging schemes*
  Ohio State University - Bug-a-Bike provides cyclists with RFID (radio frequency identification) tags. Labels are attached to the cycles to alert would-be offenders of the tags. Each tag is registered online. A total of 547 students have registered their cycles.
- Kleberg, J. (2002).'It Isn't Just Engraving Anymore! New Approach To Combating Theft on Campus'. Campus Law Enforcement Journal 32(6):18–19.

- Georgetown University – secure locks were available for loan to students on condition that they first registered their bicycles.
  Sokol, M. (1992). '"Bicycle Theft: Problems and Solutions'. Selected Problems in Policing Seminar. Madison (Wisconsin): The University of Wisconsin Law School.

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[19] All of the following examples of best practice are summarised in the COPS Guide to Bicycle Theft
http://www.popcenter.org/problems/bicycle_theft/3

Europe

The Amsterdam scheme (AFAC) processes abandoned or badly parked bicycles that have been removed by urban district councils in Amsterdam. Cycling is such an established part of transport culture in Holland that the 'broken bike effect' warrants concerted response. Councils remove inappropriately parked, abandoned and damaged bikes and AFAC reunites bikes with their owners and implements a registration scheme that makes it harder for thieves to operate and easy for owners to identify their bikes.

Appendix D – Policing agency responsibilities

British Transport Police
The British Transport Police is the national police force for the railways in the UK.
The BTP is responsible for policing the LU, DLR, Tramlink and Overground rail network in London. London is served by three BTP Divisions: BTP L Area, funded by TfL, is the dedicated policing unit for the Tube and DLR; London North Area covers Overground rail and stations in north London and beyond (as far as East Anglia); London South Area covers Overground stations and rail in south London, Croydon Tramlink and the southeast of England. TfL funds around 950 uniformed BTP officers including PCSOs across London Underground, DLR, London North and London South areas, to provide enhanced policing of TfL's London Overground service, Underground and other priority areas of the suburban rail network.

City of London Police
City of London Police is specifically responsible for the safety and security of the residents and the significant number of commuters in the Square Mile within London. During 2009/10, CoLP will focus on promoting safer travel at night and tackling illegal cabs and crime and antisocial behaviour on the bus network, as well as promoting road safety.

Metropolitan Police Service
The MPS is responsible for policing London's roads and wider environment outside of the City of London. The Safer Transport Command, fully funded by TfL, provides additional police support to London's buses, licensed taxis and private hire vehicles. It helps reduce congestion and deals with bus-flow issues and red route parking restrictions. The STC comprises 32 Safer Transport Teams working in every London borough and the 32 Hub Teams deployed in priority locations across London. These teams, jointly funded by TfL and the MPS, provide a visible policing and reassurance presence on the transport system. These local teams work alongside and with the support of Safer Neighbourhood Teams and other local policing resources dedicated to improving safety, security and public confidence on London's transport network.

Appendix E – Cycle Security Working Group terms of reference

Purpose

The Cycle Security Working Group (CSecWG) has been established to promote secure cycling in London. It will oversee the implementation of activities outlined in the Cycle Security Plan and exchange information and good practice.

Scope

The CSecWG will focus on the reducing risk associated with:

- The theft of bicycle or bicycle parts within a designated public place
- The criminal damage to a bicycle or bicycle parts within a designated public place

The CSecWG will also link with other current projects and activities, such as the Cycle Safety Action Plan

Members

Transport for London (Better Routes and Places)

Transport for London (Community Safety, Enforcement & Policing)

City of London Police (CoLP)

Metropolitan Police (Safer Transport Command)

British Transport Police

Cyclists' Touring Club

London Cycling Campaign

Sustrans

GLA

Additional Consultees:

London Councils, London boroughs, London road users and organisations.

Administration

The Chair circulates between member agencies. TfL will provide the secretariat and support to the group and its meetings. The group will meet every eight weeks. Terms of reference and group membership will be reviewed annually.