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## Secretariat memorandum

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### Enforcing the rules: anti-social behaviour on buses

#### 1 Purpose of report

- 1.1 To give members some background to assist their discussion

#### 2 Background and discussion

- 2.1 It is important to note that crime on all public transport is low and should be treated separately from anti-social behaviour issues. In 2010 TfL reported there were just 11.1 crimes per million passenger journeys on the bus network and 12.8 crimes per million passenger journeys on the Tube.
- 2.2 London TravelWatch is a partner in the London Transport Community Safety Partnership, which is a TfL-promoted partnership of the various policing and enforcement organisations that police London's public transport streets. This includes the transport industry. Its strategy is described in the Mayor's publication 'The Right Direction, The mayor's strategy to improve transport safety and security in London 2010 – 13' (shortly to be refreshed).
- 2.3 The structure of policing London's transport system is changing insofar as the two Metropolitan Police Service command units: i) Traffic command and ii) Safer Transport command are being combined. This is welcome. It should be noted that Transport for London makes a financial contribution to the Safer Transport command.
- 2.4 London TravelWatch's 10 policies to keep Londoners moving identified the broad policy area of enforcing the rules as a key issue
- 2.5 London TravelWatch has recognised the issue of anti-social behaviour on buses for passengers for a many years. The concerns of passengers have most recently been highlighted in the London TravelWatch research into the travelling environment. The report described anti-social behaviour as a general societal issue that affects public transport journeys, particularly bus and tram journeys.
- 2.6 Noise, swearing, drinking, the behaviour of younger passengers, cleanliness, arguments about the use of the wheelchair space were highlighted in the travelling environment report. Infrequent and non-bus users highlighted these issues as reasons not to use the transport system.

### **3 Equalities and inclusion implications**

- 3.1 These issues generally affect all passengers. The issue of the use of the wheelchair space will be of particular concern to wheelchair users.

### **4 Legal powers**

- 4.1 Section 248 of the Greater London Authority Act 1999 places upon London TravelWatch (as the London Transport Users Committee) a duty to consider - and where it appears to the Committee to be desirable, to make recommendations with respect to - any matter affecting the functions of the Greater London Authority or Transport for London which relate to transport (other than of freight).

### **5 Financial implications**

- 5.1 There are no financial consequences for London TravelWatch.