# JDiBrief -

APPLICATION: Estimating the risk of victimisation of particular populations is a useful starting point in devising crime prevention activities which minimise victimisation. Here we present an example of analysis that was done for the travelling population by analysts working for Transport for London.

BUS PASSENGERS AND AGE: Bus-related crime is defined as an offence occurring either on a bus or at a related location (such as bus stop/shelter). When proportions of the victim population were examined singly it looked like both the under 18 category and the 25-34 year groups had the greatest share (22.7% and 23% respectively). This may have led to the assertion that these two age groups were had the same risk of victimisation. Index profiles were created with the most recent London Bus User's Survey data for crimes against the person. These revealed that under 18's were disproportionately targeted in these personal crimes compared to other age groups (i.e. all the index values were considerably over 100).
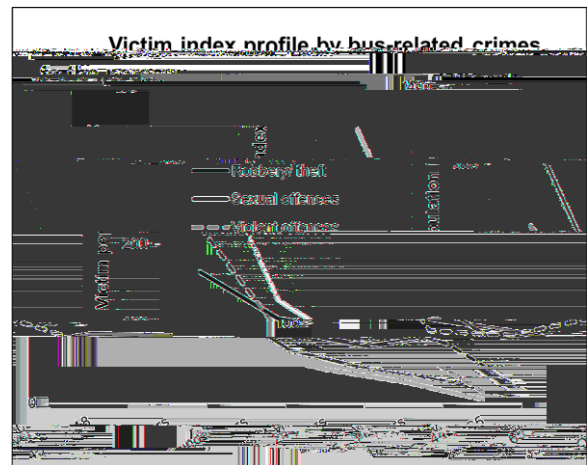

Figure 1 – Victim age index profile for bus-related crimes to the person

DLR/TUBE PASSENGERS AND ETHNICITY: the Dockland Light Railway (DLR) and London Underground (tube) passengers are a significant component of the travelling population. Figure 2 illustrates that nearly two-thirds of victims are from the White population, with Asian and Black ethnic groups comprising a further fifth of victims. When index values were created with the Tube User survey data, it emerged that only two ethnic groups – Black and Asian – suffer victimisation disproportionately (White, Mixed and other ethnic groups were at a risk comparable to their patronage on the DLR/Tube). These index values are shown in Figure 3. Of particular note is the high index for Black persons as victims of violent offences (index value over 200).
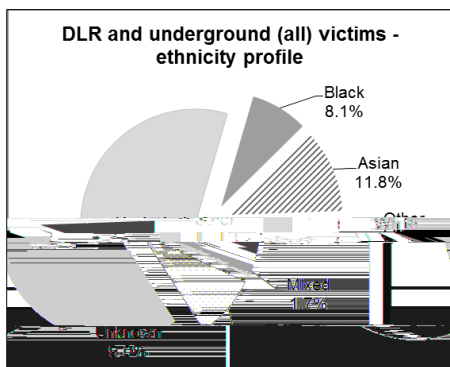
Figure 2 – The ethnic profile of DLR and Underground victims
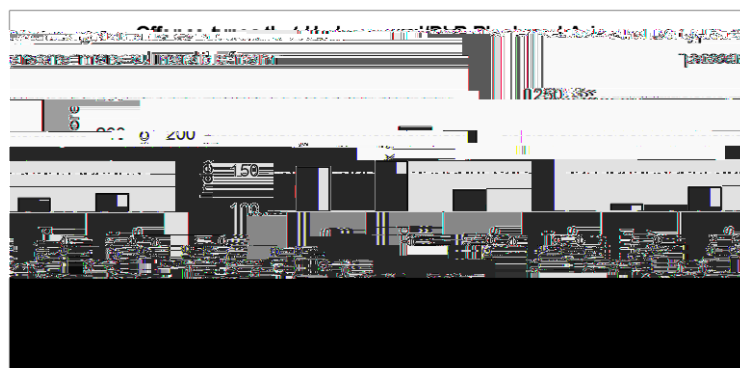
Figure 3 – Victim ethnic index profile for DLR/Tube crimes (only those index values over 100 are shown)