

Rail Network Crime Time and Place in the Pandemic

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British Transport Police (BTP) is responsible for policing passengers, staff, trains, lines, stations and properties (including car parks and bike stands) associated with the stations in England, Scotland and Wales.

Key Finding:

- Despite a two-thirds decrease in rail network crime in the pandemic (see *Bulletin issue 11*), the distribution of its location or time of occurrence changed little.

Figure 1: Temporal distribution of BTP recorded crime, **before** and **during** the pandemic.

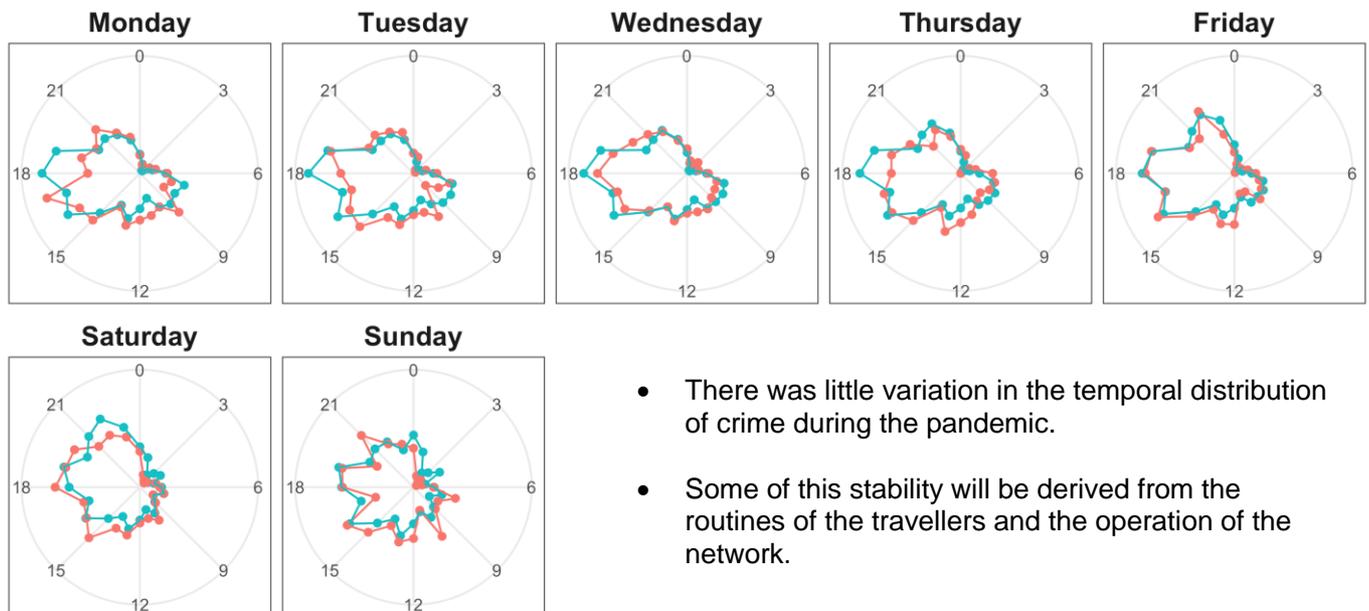


Figure 2: Location distribution of BTP recorded crime **before** and **during** the pandemic.

- As expected, with the reduction in passenger numbers, the biggest changes occurred on the trains and at the stations.
- However, crime did drop in all locations due to the wider reductions in ambient population.

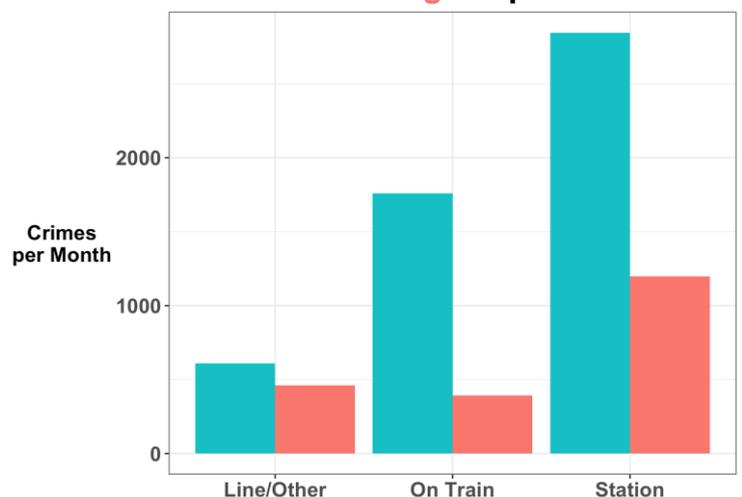


Figure 3: Location of Network Rail Crimes by Type
Average Monthly Count **before** and **during** the pandemic

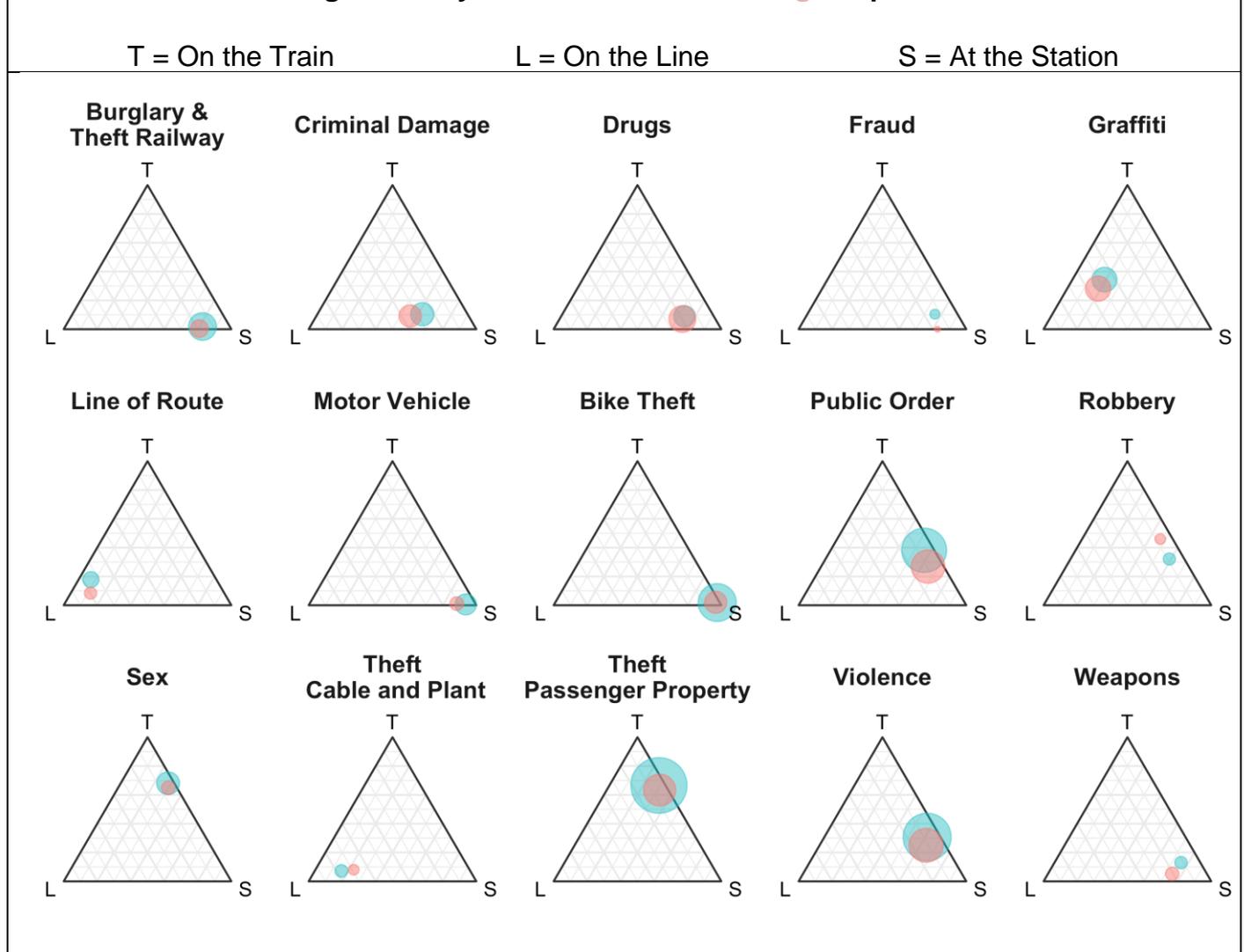


Figure 3 represents changes both in the volume of recorded crimes (the diameters of the disks), and their location (patterns of proximity to trains, stations and railway lines), for 15 different crime types. Although volumes of offences have varied, location patterns have changed little.

Note: During pandemic refers to crimes committed after 23 March 2020.

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