

# CYCLE SAFETY & SECURITY PLAN 2019 - 2022

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## **Foreword**

There is a growing frustration by cyclists across the UK that the Police are not listening to their concerns when they become a victim of cycle crime. However, while the Police are under competing pressures and priorities, it is wrong to assume that tackling cycle crime is for the Police alone to focus on.

Cycle Crime is everyone's responsibility. If we truly wish to make the UK a cycling nation and contribute to national walking strategies to reduce pollution, reduce congestion and improve the nation's health and fitness then we all need to address the blockers that stop us doing that.

This plan sets out what we need to do to remove one of those blockers, cycle crime. By considering Enforcement, Engagement, Education, Environment and Evaluation, over the next 3 years we will look to reduce cycle crime. That will help encourage those who have been victims of crime to feel safe and be more confident in cycle ownership.

This is a plan that will develop over the coming years, but more importantly, we need the feedback that you, the cyclist, can give us. With the development of electric bikes, the criminal response may evolve and so we need to be alive to changing our tactics and responses to that too. While this plan is valid in 2019, it may develop as the culture of cycle ownership and use develops and the way in which criminality responds is taken into account.

Finally I would like to thank a Crime Intelligence Analyst from West Mercia Police who's insight and analysis of complex data has contributed to this plan and for the first time, given us an oversight of the national issues that can now be resolved.

Mark Cleland

Superintendent

National Lead for Cycle Crime

## **Executive Summary**

Cycle security is evolving. An evolution in which people can ride their bikes safely without fear of crime by removing the blockers to a safe and secure national environment, where physical and cultural changes are made that promote a cycling revolution.

Cycle safety and security is critical to the success of the cycling and walking strategies across England, Scotland, Wales and Northern Ireland and with an increase in cycling, the demand for fundamental change in the way cycle safety and security is tackled is crucial.

A cycle crime profile was produced in January 2019 following a number of workshops which were held across the UK to consult on the priorities and actions needed to develop a national cycle safety and security strategy that would deliver the aims of cycling and walking strategies UK wide. This is the final document that follows that consultation.

This plan will be taken forward by a collective of organisations across the UK with the sole purpose of improving standards that will positively impact on cycle safety and security.

The plan is divided into 5 themes reflecting current problem solving approaches that organisations utilise in addressing community concerns. These are:

1. Enforcement of existing legislation against those who commit cycle related offences including all aspects of acquisitive crime and those aspects that impact on cyclists safety.
  - Establishment of Regional enforcement partnerships
  - Work with existing Safer Travel teams in cycle crime and safety hotspots to prioritise reducing crime and improving safety

- Establish options to improve the cycle safety and security resilience within existing police services to retain the expertise in tactical options and provide a national drive to target this acquisitive crime type
  - Working with existing campaigns to target offenders that impact on cycle crime and safety
2. Education of current cyclists, those new to cycling and potential cyclists on safety and security awareness by improving their knowledge of prevention techniques, responsible ownership and use as well as practices and behaviour through public awareness, social marketing and media.
    - Review, design and build existing educational materials to encourage good security practice, raise awareness of cycle marking and registration and roll out a national programme of cycle crime prevention amongst cyclists, retailers, manufacturers and resellers.
  3. Environmental measures including improving the design and location of cycle storage solutions and designated areas for cycle storage, CCTV and lighting to contribute towards cycle crime reduction and deter criminal behaviour as well as supporting options that will contribute to a reduction in cyclist injuries.
    - Increase the national provision for secure cycle parking
    - Develop best practice around cycle parking plans and provide guidance to partners on what good practice looks like
    - Develop security provisions for local cycle hire schemes
  4. Engagement with retailers, manufacturers, Police, local authorities, cycling groups, cyclists and road safety partnerships to enable the prioritisation in reducing the risk of cycle crime, both theft and damage and improving the safety of cyclists.
    - Work with manufacturers, retailers and property register/ database companies to establish and promote a National Police Chief Council (NPCC) compliant registration system for all bicycles in the UK so that police and retailers can identify and verify the legitimate owner of a bike and contribute towards stamping out the black-market trade in stolen property.
    - Establish an effective code of conduct for sellers, second-hand resellers, online retailers, trading standards and insurance companies
    - Engage with cycling retailer and manufacturing forums to ensure a consistent approach to marking, registration, development of security measures and develop innovative security and safety measures.
  5. Evaluation of the activity included in the National Cycle Security and Safety Plan to understand the associated impact of those measures and the long term monitoring and analysis of the problem.
    - Improve how crime recording data is accurately collected across Police forces and improve the sharing of data relating to cycle crime and safety.
    - Activity relating to this plan to be monitored via the Cycle crime and safety working group and through UK wide partnership meetings developing new approaches to improving safety and tackling crime.
    - Fully understand the problem by carrying out accurate data analysis so that we have a single version of the truth that will help steer the activity in this plan to make significant inroads into improving cycle safety and security.

**REPORTED VOLUMES**

**96,210**

Total crimes reported  
Sep 2017 to Aug 2018



-8%

Accounting for **2%** of all police recorded crime

**50%** of bike owners have had a bike stolen

**87%** of bicycle thefts are reported to the police

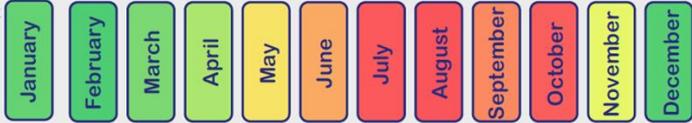
**50%** of victims feel the police did not investigate the theft

Source: Bike Register, 2017 National cycle crime survey

Average recorded loss value:  
**£409.23**  
per bicycle

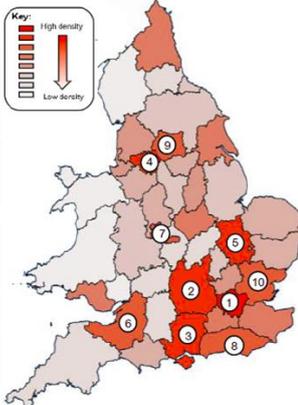
**SEASONAL TRENDS**

Highest Value (red) to Lowest Value (green)

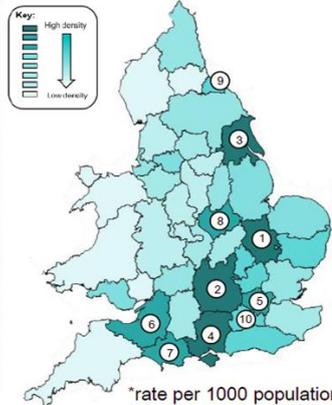


**COUNT AND RATE OF OFFENCES**

Force area	Count
1. Metropolitan Police	20476
2. Thames Valley Police	6552
3. Hampshire Constabulary	4623
4. Greater Manchester Police	4200
5. Cambridgeshire Constabulary	4048
6. Avon and Somerset Constabulary	3451
7. West Midlands Police	3113
8. Sussex Police	2848
9. West Yorkshire Police	2664
10. Essex Police	2607

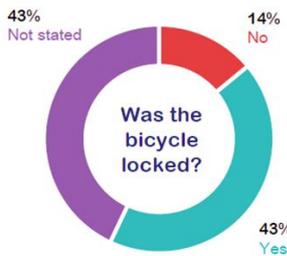


Force area	Rate
1. Cambridgeshire Constabulary	4.78
2. Thames Valley Police	2.74
3. Humberside Police	2.36
4. Hampshire Police	2.34
5. Metropolitan Police	2.32
6. Avon and Somerset Constabulary	2.04
7. Dorset Police	1.92
8. Leicestershire Police	1.90
9. Cleveland Police	1.78
10. Surrey Police	1.76

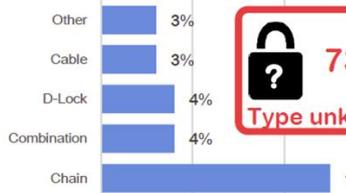


Cambridge - Oxford - Southampton - Portsmouth - Hull - Central London - Bristol - Bournemouth - Leicester - Middlesbrough - Reading

**TARGET IDENTIFICATION**



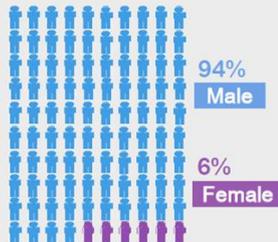
**If locked, what type of lock was used?**



**OFFENDER PROFILES**

**AGE RANGE**

<16yrs	36-41yrs
16-21yrs	41-46yrs
21-26yrs	46-51yrs
26-31yrs	51-56yrs
31-36yrs	56+yrs



Offenders could be working in isolation or as part of an organised group.

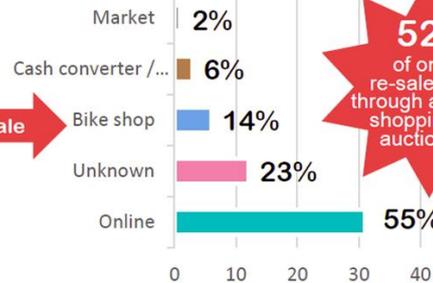
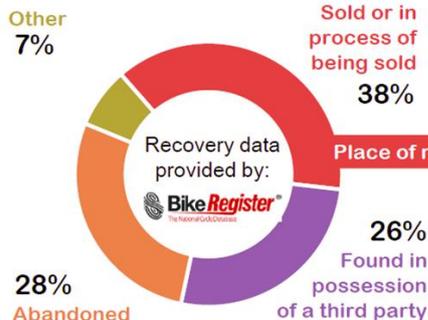
**MOTIVATIONS**

- The offender needs a method of transport for short term use
- The offender is in need of cash or drugs
- The offender has been ordered to target specific bicycles



**PROPERTY RECOVERIES**

According to police data, only **3%** of stolen bicycles have been recovered



**52%** of online re-sales were through an online shopping and auction site

February 2019

## Cycle Safety and Security – The Vision

In 2017, the Department for Transport published their plans to make cycling and walking the natural choices for shorter journeys, as part of this strategy a target has been set to double the rate of cycling by 2025. It is estimated that the cycling sector contributes around £5.4 billion a year to the British economy, with every new bicycle which is purchased responsible for adding value to the economy of, on average, around £1800.

An increased level of cycling brings with it NHS savings through physical and mental health improvements, obesity reduction along with the environmental benefits of lower emissions of pollutants and CO2 and reduced congestion.

The perceived risk of bicycle theft and criminal damage represents a significant barrier to cycling. A study conducted in 2016 identified that 25% of participants who were victims of a bicycle theft offence 'gave up cycling' and 66% 'cycled less'. In order to change individual's attitudes towards cycling and ensure that any increase in the rate of cycling is not met by an increase in bicycle theft offences a change in cycle security is required.

Crime figures represent bicycle theft as a low-volume offence, accounting for just under 2% of all police recorded crime (PRC) in England and Wales. According to the Crime Survey for England and Wales (CSEW) 1.1% of adults were the victim of a bicycle theft offence in the year ending June 2018. The translation of these figures into policing terms presents bicycle theft as a low priority crime, representing a relatively low risk in terms of the impact on communities.

The development of the THRIVE approach which helps provide a thorough assessment of threat, risk, harm and vulnerability at the first point of public contact potentially result in few deployments by frontline officers for bicycle theft offences due to the limitations of police resources.

However, the loss of a bicycle through a theft offence may be under-represented in police recorded crime and the CSEW due to the under-reporting rate of cycle crime as a whole and limitations of the CSEW in only covering households. On top of this, the category does not include every bicycle theft as some may be stolen during the course of another offence, i.e. Burglary. Alternative measures of the bicycle theft problem can be found through various literatures. In England, 42% of people aged over 5 owned a bicycle in 2015 to 2017 combined.

The 2017 national cycle crime survey of nearly 1400 cyclists across the UK, found that 50% of the cyclists who took part have had a bike stolen and 50% of victims who reported the theft to the police felt the police did not investigate the theft. If these figures accurately represent the population across England and Wales as a whole then it would appear that the total number of victims of bicycle theft offences is far higher than the crime data shows.

The objectives:

- Contribute to regional government plans relating to cycling and walking strategies by removing the blockers to cycling such as cycle crime and cycle safety concerns.
- Implement cycle crime and safety activities that will improve UK wide transportation safety and security.
- Developing a problem solving approach to improving cycle safety and security that will generate new ideas and put them into practice.

This plan is based on an analysis of cycle crime that has sought to understand how and where cycle crime occurs. The analysis took place over a 3 month period between October 2018 and January 2019 using a range of sources of data from Police reported Crime, National Office of statistics, Crime survey of England and Wales, insurance data, Bike hire scheme data, Bike register data and a number of other partners.

Inspiration for this plan was taken from the 2010 Mayor of London's Cycle Security Plan where many of the objectives were identified throughout London but not fully implemented at the time. This plan seeks to take many of the recommendations from that original plan and implement them on a national scale to make a greater impact on crime and safety.

It is likely that as the profile of cycle crime is raised, it may lead to an increased confidence in reporting. While that may lead to an overall increase in crime reporting, it will provide for a greater understanding of the scale of the problem so that activities can be tailored to impact on those crime trends.

### **Profile of Cycle Crime and safety**

At the request of the National Police Chiefs Council via DCC Amanda Blakeman (the NPCC lead for Serious Organised Acquisitive Crime), a task was set to produce a profile of bicycle theft across the United Kingdom in support of a new Cycle Crime Strategy. Due to time constraints and access to data an initial scoping exercise produced data for England and Wales only, however the findings are as relevant to the whole of the UK. The objective of this profile is to assess the scale of the bicycle theft problem nationally and identify key locations to focus upcoming campaigns. Additional analysis will be sought to provide a profile of cycle crime in Scotland and Northern Ireland.

The primary source of information is police recorded bicycle theft offences. Police recorded crimes have been used in this profile in an effort to understand the scale of the problem for individual police forces across England and Wales. This profile also intends to interrogate closed source detailed national crime data and intelligence databases from the individual forces identified as being at the highest risk of bicycle theft

A multi-agency approach to policing bicycle theft is essential for the success of the cycle crime strategy. Key stakeholders from the cycling industry have been included in the production of this profile through a number of multi-agency working groups and meetings; data has been compiled from these stakeholders to address the intelligence gaps in police data leading to an enriched intelligence picture. This multi-agency approach has the potential to develop innovative solutions in support of crime prevention. Through shared ownership and information sharing, demand on the police in terms of public contact, incident response and investigation could be reduced.



*"... a person who without the consent of the owner or other lawful authority, takes a pedal cycle for his own or another's use, or rides a pedal cycle knowing it to have been taken without such authority..."*

This category does not include the theft of a bicycle during the course of another offence. Where this is the case the offence will be recorded as the more serious crime type. An example of this would be entering a building as a trespasser to steal a pedal cycle, this would be classified as a burglary and so offences such as these are not covered in this plan.

- Seasonal trends show bicycle theft offences are raised nationally between the months of April to October. However, peaks may vary dependent on area.
- Bicycle theft hotspots have been identified as; Cambridge, Oxford, Southampton, Portsmouth, Hull, Central London, Bristol, Bournemouth, Leicester, Middlesbrough and Reading.
- Specific areas for focussed activity are within the city centres, particularly around universities and near central transport hubs such as bus and train stations.
- The majority of offenders arrested or identified are young males between the ages of 16 to 21 years old.
- Offenders are driven to commit bicycle theft by a number of different motivations to include; the offender needs a method of transport for short term use, the offender is in need of cash or drugs, the offender has been ordered to target specific bicycles.
- Offenders either work in isolation or as part of an organised group.
- There are known links to Organised Crime Groups (OCGs) involved in county lines drug dealing.
- Youths are stealing bicycles in exchange for a small amount of cash or drugs.

- An organised group of offenders may store stolen bicycles in garages, lock-ups, gardens and home addresses until they can be disposed of in bulk. Vans are used to transport bulk loads of stolen bicycles.
- Offenders travel around residential areas at night looking into gardens and sheds for bicycles to steal. Cyclists on high value bicycles may be observed by offenders and followed home.
- There is no legislation surrounding the second hand sale of bicycles therefore stolen bicycles are frequently and easily disposed of through re-sale on the high street in local bicycle shops, pawn shops, cash converters and local markets, as well as online using second hand sale sites to include Gumtree and eBay amongst others.
- Some of the bicycles are broken down into their component parts and re-sprayed before being sold on for profit.
- The majority of bicycles are not registered on a bicycle registration database therefore they are not easily identifiable as stolen to either a police officer who apprehends an offender or to an unsuspecting buyer who has purchased the bicycle as second hand. This also means it can be very difficult to trace the rightful owner of the bicycle when attempting to return the recovered property.
- There are currently a number of different bicycle registration databases available but there is no central database or search portal which would enable a police officer or member of the public to verify if a bicycle is stolen using a single search and identify the rightful owner.
- Bicycle theft is perceived to be a relatively low risk crime by offenders due to the difficulties in police achieving a successful investigation outcome. This is partly due to lack of evidential opportunities

The primary source of information is police recorded bicycle theft offences. Police recorded crimes have been used in this profile in an effort to understand the scale of the bicycle theft problem for individual police forces across England and Wales. This profile went on to interrogate closed source detailed national crime data and intelligence databases from the individual forces identified as being at the highest risk of bicycle theft.

Police recorded crime data published by the Home Office was analysed in order to identify national hotspots for bicycle theft offences. This data was provided by the 43 geographic police forces in England and Wales and the British Transport Police (BTP)

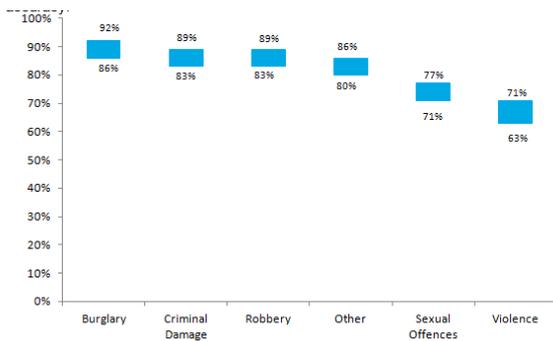
In order to obtain the fullest picture of the bicycle theft problem it would have been desirable to have access to detailed crime data from all forces covering bicycle theft offences and residential burglary offences where a bicycle has been stolen as property over a three year period. However, it would not have been cost effective or practicable to collect and analyse this amount of detailed crime data. Therefore it was decided a representative sample of data from each of the ten forces would be analysed. When calculating the sample size required, a confidence limit of 80% and confidence interval of 5% was used to ensure the work could be completed within the specified time frames. This limit is below the 95% confidence level which would usually be used to provide forceful conclusions. However, the 80% limit is deemed as acceptable when only seeking an indication of likely population.

The level of information contained within the crime reports varied greatly between forces. Eight of the forces returned their crime data within the time limits of this profile. One force was unable to adhere to the date requests due to an issue with switching recording methods in May 2018. Therefore, they provided twelve months data up until this date. Seven of the forces who returned their crime data successfully populated the template spreadsheet, providing all of the requested detail surrounding the crime such as the times, dates and modus operandi (MO). Many of these forces were only able to provide information in response to some of the remaining fields with linked suspect details, property details and recover details proving problematic to export from crime recording systems. It was apparent from all forces responses that the MO was not detailed enough to understand the key characteristics surrounding the offence. Anticipated information which was missing from the MO included; the type of offence location, whether the bicycle was secure or insecure, the locking protocol used, the bicycle furniture used, the property recovery location and circumstances, the information that led to a suspect being detained. Two forces provided intelligence in accordance with the intelligence requirement.

At this stage the offence data would not include burglary offences where a bicycle is stolen as property due to the complexities of extracting these offences from the crime recording systems, however it is acknowledged that the inclusion of this offence category would lead to a fuller picture of the national cycle crime issue as a whole.

Police recorded crime statistics do not always provide a reliable measure of levels or trends for many types of crime. Notably, the police recorded crime data does not include offences that do not come to the attention of the police or are not recorded by them.

HMIC’s 2013/14 inspection programme carried out in all Home Office police forces sought to answer the question: “To what extent can police-recorded crime information be trusted?” The HMIC audit found that an estimated 19% of all offences that should have been recorded as a crime were not. The audit looked specifically at the under-recording rates for a number of crime types; bicycle theft was not included but would be classified under ‘other offences’ in Figure 1. The chart shows there is crime recording accuracy of 80-86% for these offences. Correctly recording crime data helps police make decisions about where to allocate police resources.



**Figure 1: Proportion of crimes recorded.** This graph shows the range of crime recording accuracy by crime types. Violent crimes and sexual offences have the lowest accuracy.

Similarly, crimes that do not come to the attention of the police are also not recorded. The 2016-17 Crime Survey for England and Wales provided estimates for the reasons for not reporting crime to the police; these are represented in Table 1. Bike Register’s 2017 national cycle crime survey revealed that 87% of bicycle thefts were reported to the police by survey participants, 50% of these felt the police did not investigate the crime. This perception could potentially dissuade the cyclist from reporting future bicycle thefts to the police. A similar survey conducted by Stolen Bike’s in 2016 concluded that 71% of victims didn’t report the theft to the police. 63% of these gave the reason that they ‘didn’t think the police would recover it anyway’.

<b>Table 1</b>	
<b>Adults aged 16 and over</b>	
<b>England and Wales</b>	
<b>All CSEW crime<sup>1</sup></b>	
Percentages <sup>2</sup>	
Too trivial / not worth reporting	32
Police could not do anything	31
Private / dealt with themselves	18
Police not interested / bothered	18
Inconvenient to report	8
Reported to other authorities	5
Common occurrence	5
No loss / damage	4
Attempt at offence unsuccessful	2
Fear of reprisal	2
Own / family member / friend's fault	2
Dislike or fear of the police / previous bad experience with the police or courts	2
Happened as part of job	1
Offender not responsible for actions	1
Thought had already been reported	1
Tried to report, but unable to contact the police	0
Other reasons	7
<b>Unweighted base - number of adults<sup>3</sup></b>	<b>3,217</b>

Source: Crime Survey for England and Wales, Office for National Statistics

1. Excluding fraud and computer misuse.

2. Percentages sum to more than 100 as more than one reason could be given.

3. Unweighted base relates to the number of respondents who said that they did not report an incident to the police.

Using crime recorded data alone will undoubtedly understate the true bicycle theft problem as many cycle thefts are never reported to the police. The Crime Survey in England and Wales captures incidents that are not reported to the police. However, the CSEW will not capture crimes against businesses, or offences committed against people not resident in households (for example, students living in halls of residence). An article assessing the best measure of bicycle theft concludes that the subnational data provided by police recorded crime can provide a better indication of emerging trends.

It was anticipated that data would be compiled from a number of key stakeholders within the cycling industry; this would enable further review of the factors that contribute to the bicycle theft problem leading to an enriched intelligence picture. Bike Register agreed they will provide data to be used within this profile. Additionally, through the attendance at various cycle crime meetings and workshops with key stakeholders from the cycling industry, anecdotal information has been acquired which has also informed this profile.

Open source research was conducted to provide background and help enhance the intelligence picture. This included a review of documents and articles sourced from central government, academia and the cycling industry. Noteworthy statistical products used included; 2017 Office of National Statistics (ONS) Overview of bicycle theft, 2018 ONS Crime Survey for England and Wales and the 2017 Department for Transport Walking and Cycling statistic.

## Seasonal trends in bicycle theft offences across England and Wales

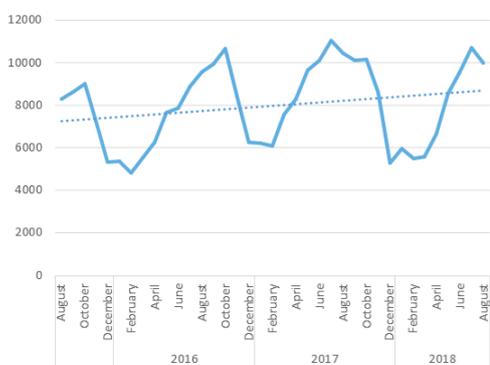


Table 2. Count of PRC provided by 43 geographical police forces across England and Wales including BTP<sup>16</sup>

Highest Value Lowest Value

	September	October	November	December	January	February	March	April	May	June	July	August	TOTAL
2015/16	8618	9010	7281	5320	5362	4819	5537	6264	7643	7876	8890	9565	86185
2016/17	9947	10670	8412	6235	6211	6079	7578	8282	9630	10116	11045	10435	104640
2017/18	10102	10171	8591	5258	5951	5498	5587	6646	8534	9573	10691	9995	96210
<b>TOTAL</b>	<b>28667</b>	<b>29851</b>	<b>24284</b>	<b>16813</b>	<b>17524</b>	<b>16396</b>	<b>18702</b>	<b>21192</b>	<b>25807</b>	<b>27652</b>	<b>30028</b>	<b>30119</b>	<b>287035</b>

Figure 3. Trends in bicycle theft offences recorded over a three year period to August 2018.



Days of Week, PRC<sup>17</sup>



Table 2 shows a slight upward trend nationally in bicycle theft offences recorded since August 2015. However, there has been a slightly lower number of bicycle theft offences recorded over the twelve month period leading to August 2018 than the previous twelve month period leading to August 2017.

Figure 3 demonstrates the seasonal trends which are evident in bicycle theft offending across England and Wales. There is a noticeable drop in offences reported during the winter months in comparison to the summer months. This trend reflects the frequency of cycling with people being less likely to ride their bike during the colder winter months. Nationally bicycle theft offences begin to rise from May through to October. Any upcoming national campaigns should be planned ahead of the next anticipated peak starting in May 2019.

Local differences are also apparent, for example Cambridgeshire Constabulary data shows a peak in June and a further peak in October. This is likely to be due to the start of term at the University, this trend is also evident in other university cities such as Oxford. Seasonal trends for individual forces are presented later in this profile.

There is an increase in offending during the week in comparison to at the weekend. This finding is also supported by findings in the 2017 Crime Survey for England and Wales whereby 72% of household incidents occurred on a weekday compared to 28% at the weekend<sup>18</sup>.

<sup>16</sup>HO recorded crime data not published by BTP in February 2016 and March 2016.

<sup>17</sup>Calculated using detailed crime data returned from seven forces over 12 month period.

<sup>18</sup>Nature of crime, bicycle theft. CSEW (2017) – Weekend is from Friday 6pm to Monday 6am.

## Count and rate of bicycle theft offences by force boundary

Figure 5 maps the count of bicycle thefts recorded by each police force across England and Wales with the addition of BTP recorded bicycle thefts that fall within a particular force boundary.

When looking at the count of bicycle thefts, as expected the thefts appear most concentrated in areas with high populations such as the forces covering London, Manchester, Birmingham and Leeds. This was expected due to the size and population density of the forces covering these areas in comparison to other police forces across England and Wales. The map also shows bicycle thefts appear highly concentrated in police forces located in the south east of England bordering and surrounding the Metropolitan police.

However, when using the average force population as the denominator, the picture looks very different as shown in Figure 6. When the rate of bicycle theft offences per 1,000 population is mapped, a spread of high rate offending is apparent across forces based in the South of England such as Avon and Somerset Constabulary, Dorset Police and Hampshire Police. Humberside, Leicestershire, Dorset and Cleveland Police also feature within the highest forces by rate of bicycle theft offences.

The City of London Police data has been omitted from Table 4 which shows the rate of offences committed per 1000 population. This is due to the offence rate being distorted due to the low average residential population in this area which consists of just 7700 people. However, the transient population will have a high impact on the number of offences committed. The 2011 Census estimates for the density of the work day population show a 56 fold increase

**Figure 4: Workday population percentage change figures for London**



during the working day to 360,075, these are the usual residents who are either in employment in the area, or not in employment but live there. Figure 4 illustrates the percentage change in the work day population figures for London. The City of London has the highest percentage change across England and Wales.

Cambridgeshire Constabulary features high in terms of count of theft offences and rate of theft offences. The rate of theft offences within this force boundary is approximately double any other force excluding the City of London Police. A factor contributing to an increased rate of bicycle theft offences within this force is the proportion of the population who participate in cycling. Both the Cambridge (54%) and South Cambridgeshire (33%) local authorities featured amongst the highest prevalence of adults cycling at least once per week in England in the 2016-2017 Active Lives survey.

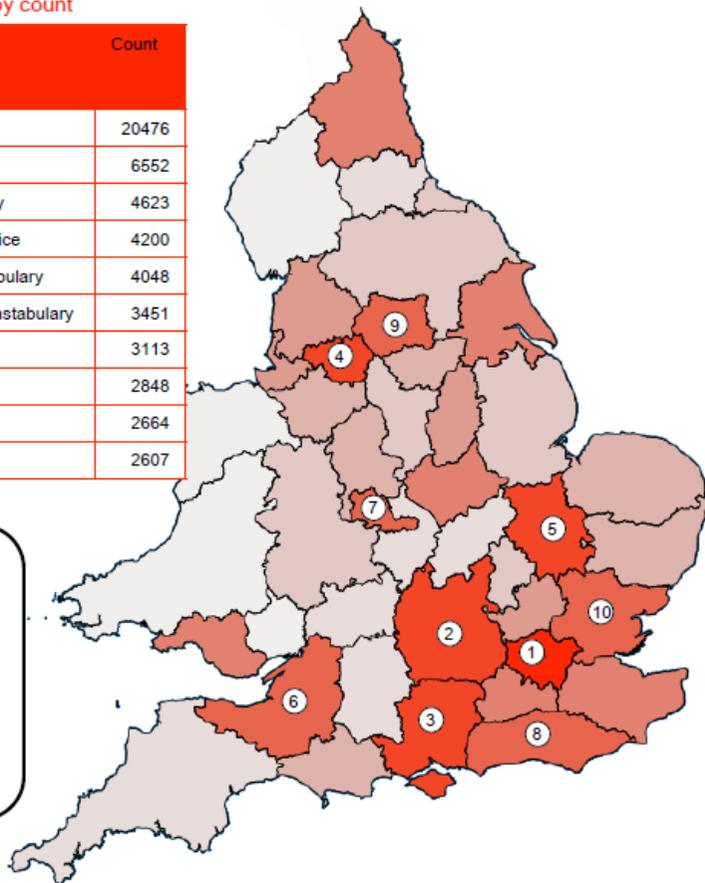
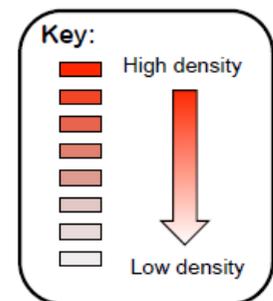
# Count and rate of bicycle theft offences by force boundary

## Count of bicycle theft offences

Figure 5. Map showing the count of bicycle theft offences in England and Wales by force including BTP recorded crimes which occurred within the force boundary over a one year period to August 2018.

Table 3. Top ten forces by count

Force area	Count
① Metropolitan Police	20476
② Thames Valley Police	6552
③ Hampshire Constabulary	4623
④ Greater Manchester Police	4200
⑤ Cambridgeshire Constabulary	4048
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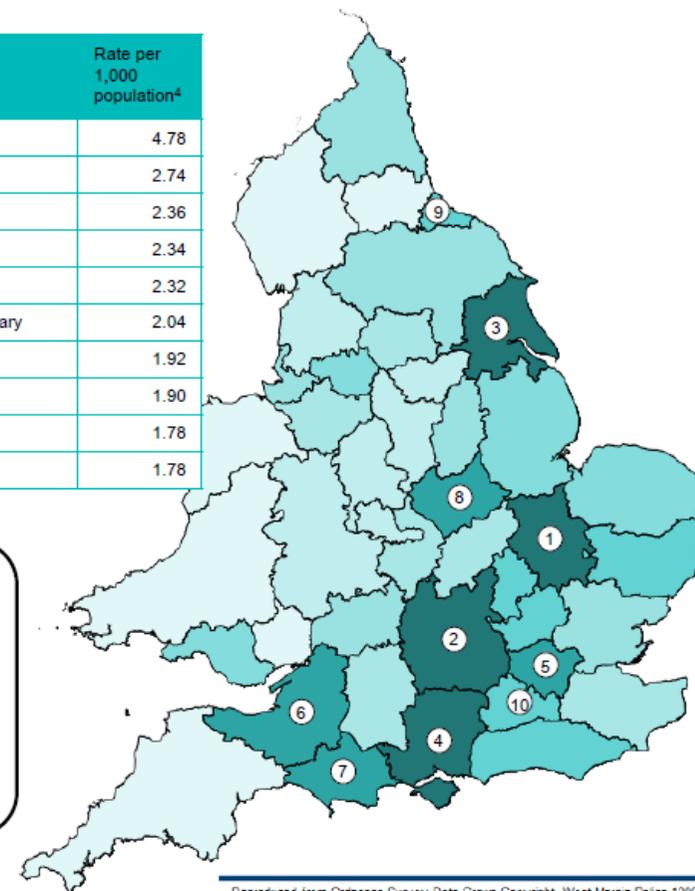
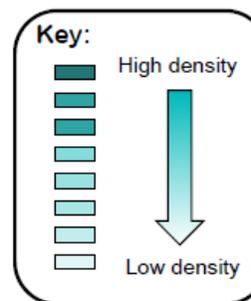


## Rate of bicycle theft offences

Figure 6. Map showing the rate per 1,000 population of bicycle theft offences in England and Wales by force including BTP recorded crimes which occurred within the force boundary over a one year period to August 2018.

Table 4. Top ten forces by rate

Force area	Rate per 1,000 population <sup>4</sup>
① Cambridgeshire Constabulary	4.78
② Thames Valley Police	2.74
③ Humberside Police	2.36
④ Hampshire Police	2.34
⑤ Metropolitan Police Service	2.32
⑥ Avon and Somerset Constabulary	2.04
⑦ Dorset Police	1.92
⑧ Leicestershire Police	1.90
⑨ Cleveland Police	1.78
⑩ Surrey Police	1.78



Reproduced from Ordnance Survey Data Crown Copyright, West Mercia Police 100022624  
\*Not including City of London police data

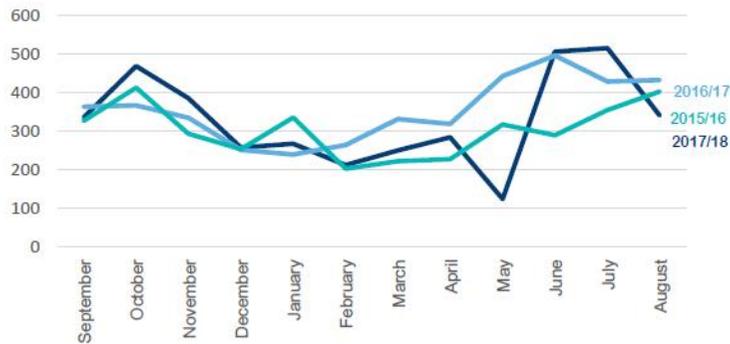
# Cambridgeshire Constabulary force boundary hotspots<sup>22</sup>

Offences recorded by force:



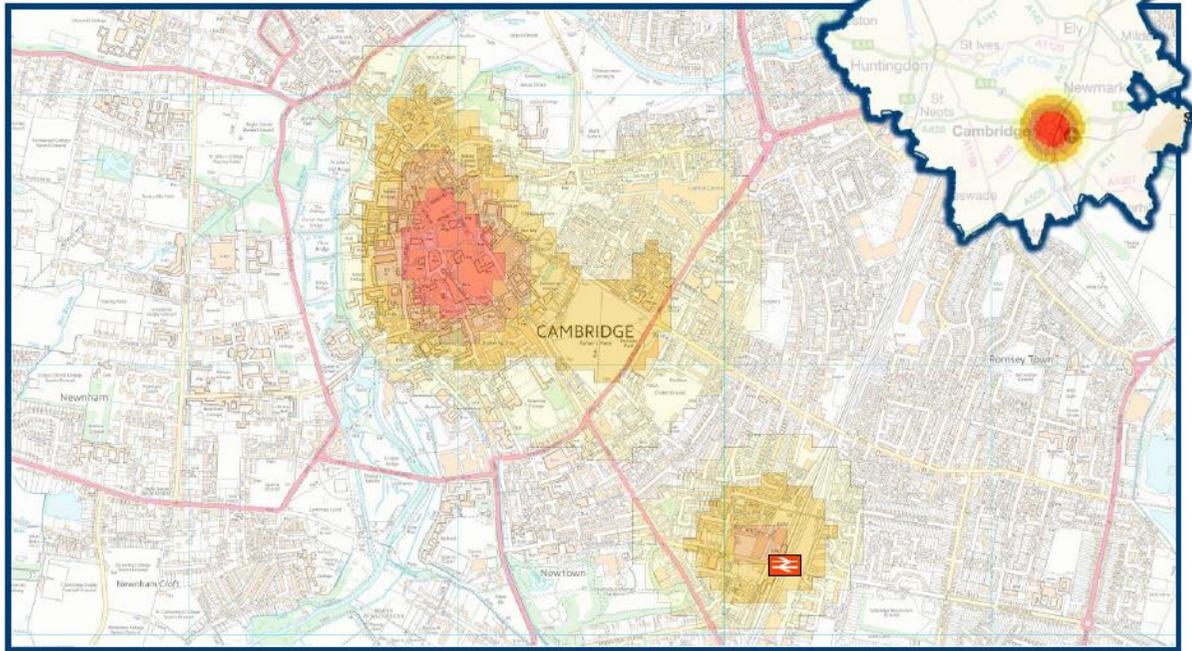
Bicycle theft accounted for **6%** of the total crime within the Cambridgeshire Constabulary force area<sup>23</sup>. This is higher than the national average of 2%. This is the highest proportion across all forces excluding BTP.

### Annual Trends



Annual trends of bicycle theft in Cambridgeshire show a rise in offences from April to a peak in July. Offences appear to drop during August coinciding with the universities summer break and a reduction of commuters to London during this summer month. Offences then peak again in October likely due to the commencement of a new term.

- 1 Primary hotspot: CAMBRIDGE CITY CENTRE
- 2 Secondary hotspots: CAMBRIDGE TRAIN STATION



**Recommendation:** cycle security campaigns should be planned ahead of the anticipated peak in June 2019, these should also be repeated in October 2019 to ensure the campaign reaches university students at the commencement of a new academic year.

<sup>22</sup> Map data based on a total of 3909 Cambridgeshire Constabulary recorded offences, remaining 32 offences contained no location data  
<sup>23</sup> Crime in England and Wales: police Force Area Data Tables, year ending June 2018

# Thames Valley Police force boundary hotspots<sup>24</sup>

Offences recorded by force:



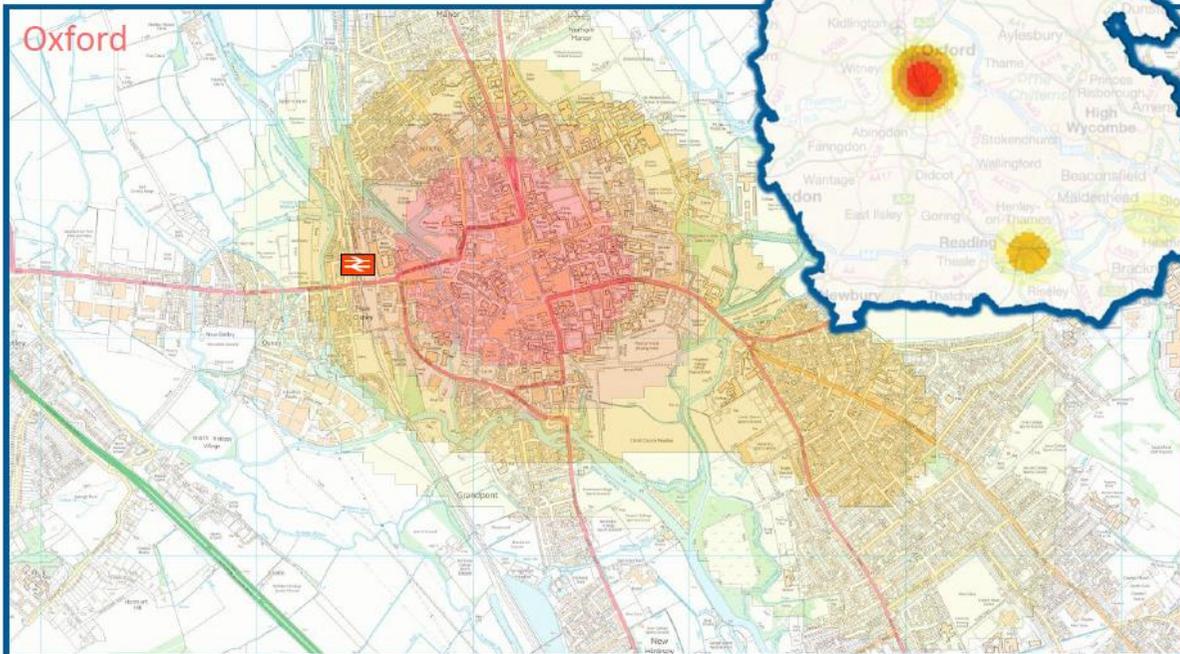
Bicycle theft accounted for **4%** of the total crime within the Thames Valley police force area<sup>25</sup>. This is higher than the national average of 2%.

Annual Trends



Annual trends of bicycle theft in Thames Valley show a steady rise in offending from April to a peak in July. Offences appear to drop during August coinciding with the universities summer break and potentially less commuters to London during this summer month. Offences then peak again in October likely due to the commencement of a new term at universities.

- 1 Primary hotspot: OXFORD CITY CENTRE
- 2 Secondary hotspots: READING

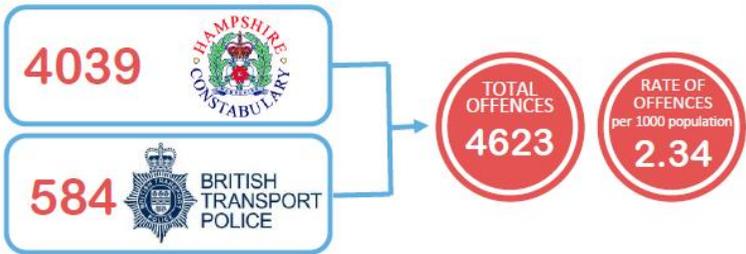


**Recommendation:** cycle security campaigns should be planned ahead of the anticipated peak in June 2019, these should also be repeated in October 2019 to ensure the campaign reaches university students at the commencement of a new academic year.

<sup>24</sup> Map data based on a total of 5407 TVP offences, remaining 612 offences contained no location data  
<sup>25</sup> Crime in England and Wales: police Force Area Data Tables, year ending June 2018

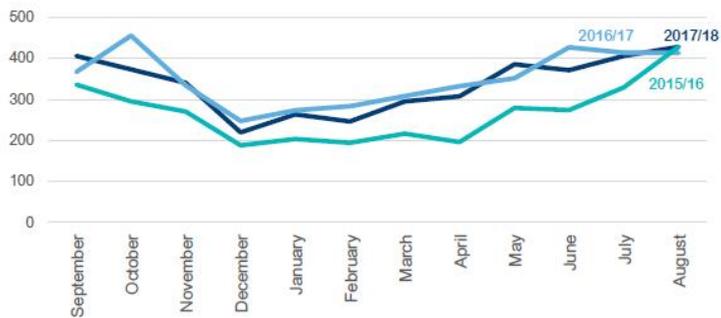
# Hampshire Constabulary force boundary hotspots

Offences recorded by force:



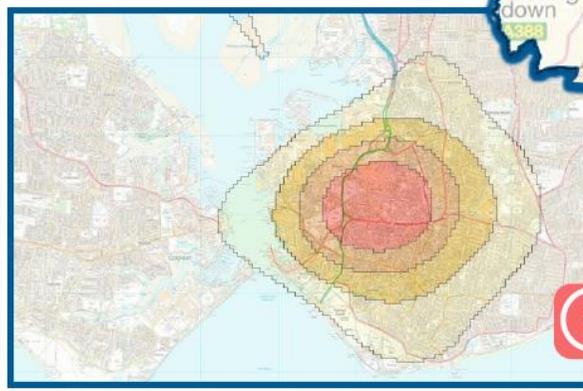
Bicycle theft accounted for **3%** of the total crime within the Hampshire Constabulary force area<sup>26</sup>. This is higher than the national average of 2%.

### Annual Trends



Annual trends of bicycle theft in Hampshire show a steady rise in offending from January to a peak in June. Offending remains high during the summer months until August. Offending then appears to steadily decrease until December. In October 2016 there was a secondary peak in offending in October but this was not replicated the following year.

## 2 Hotspot: SOUTHAMPTON CITY CENTRE



## 2 Hotspot: PORTSMOUTH CITY CENTRE

<sup>26</sup> Crime in England and Wales: police Force Area Data Tables, year ending June 2018

# Humberside Police force boundary hotspots

Offences recorded by force:

2159



33



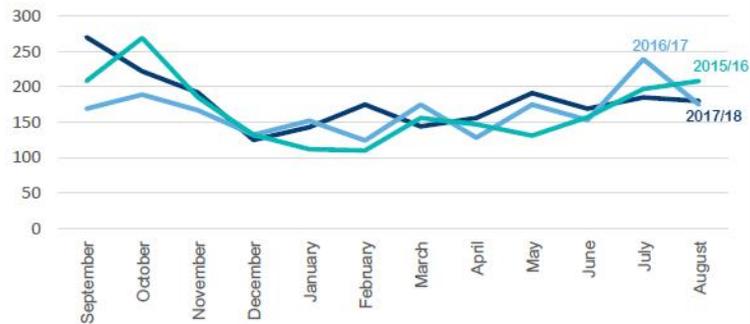
BRITISH  
TRANSPORT  
POLICE

TOTAL  
OFFENCES  
2192

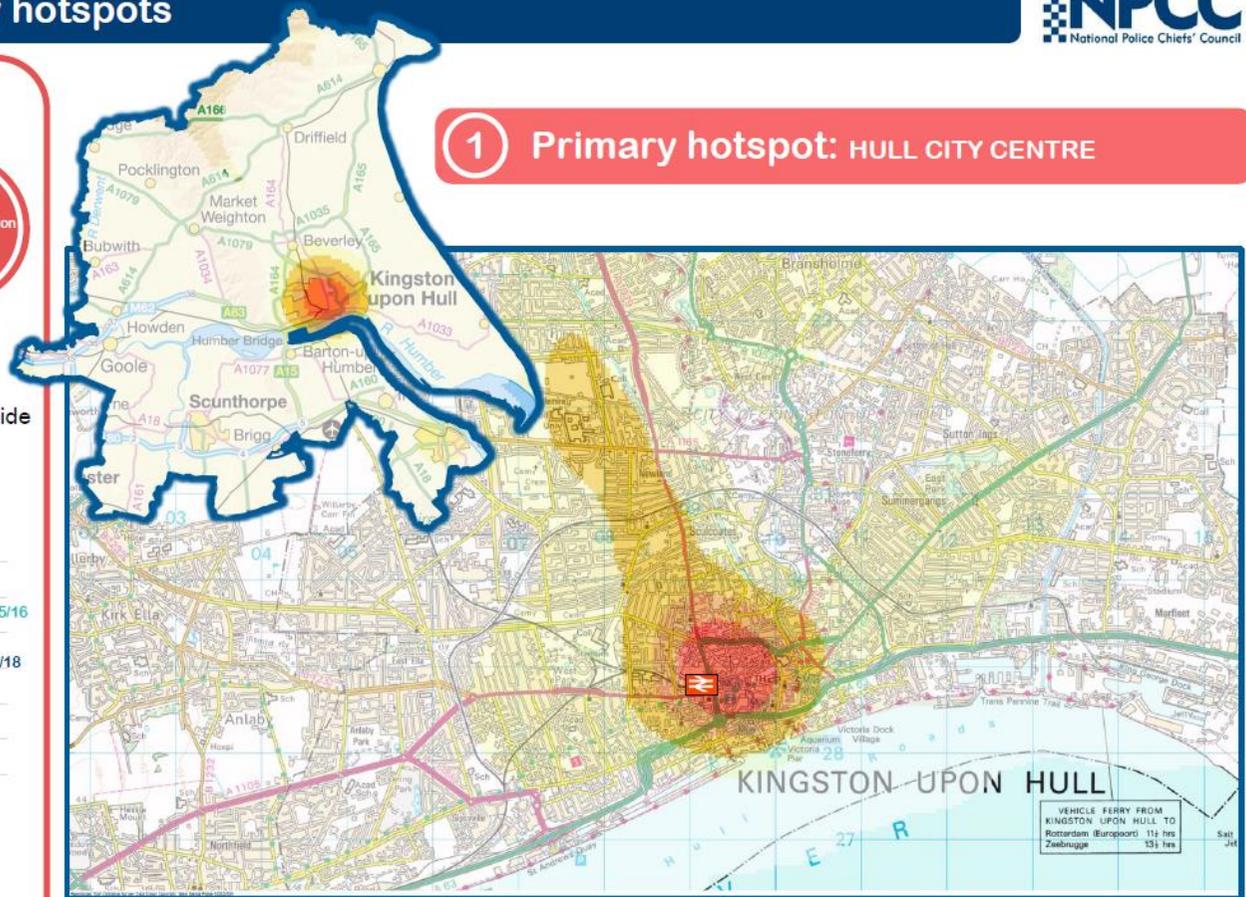
RATE OF  
OFFENCES  
per 1000 population  
2.36

Bicycle theft accounted for **3%** of the total crime within the Humberside police force area<sup>27</sup>. This is higher than the national average of 2%.

## Annual Trends



Annual trends of bicycle theft in Humberside show a gradual increase throughout the year until July, a sudden peak in offending is evident in in September and October. This would coincide with the new term for schools, colleges and universities.



1 Primary hotspot: HULL CITY CENTRE

**Recommendation:** cycle security campaigns should be planned ahead of the anticipated peak in June 2019, these should also be repeated in October 2019 to ensure the campaign reaches university students at the commencement of a new academic year.

<sup>27</sup> Crime in England and Wales: police Force Area Data Tables, year ending June 2018

# Metropolitan Police service and City of London Police force boundary hotspots<sup>28</sup>

## Offences recorded by force:

19525



### Metropolitan Police

TOTAL OFFENCES  
20476

RATE OF OFFENCES  
per 1000 population  
2.32

404



### City of London Police

TOTAL OFFENCES  
430

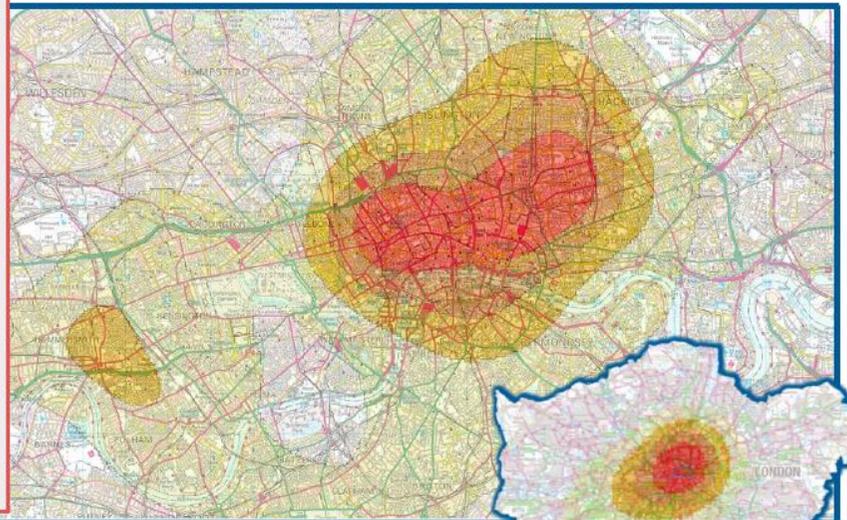
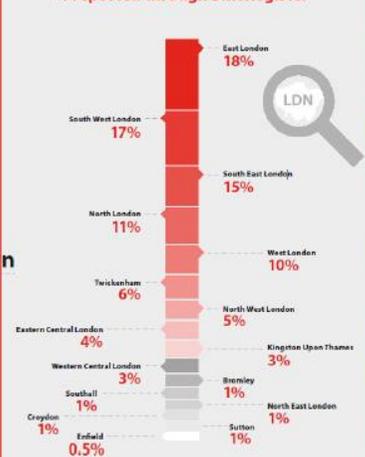
RATE OF OFFENCES  
per 1000 population  
55.84

951

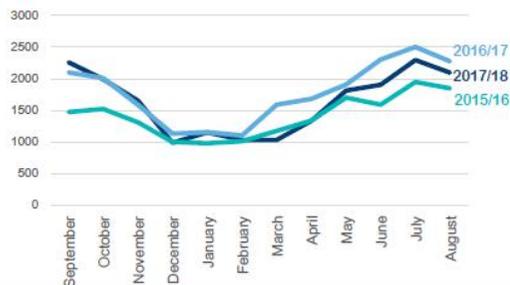


Bicycle theft accounted for 2% of the total crime within the Metropolitan Police in 2018. Whereas within the City of London, Bicycle theft accounted for 6% of total crime<sup>29</sup>. This is higher than the national average of 2%.

## London hotspots % reported through BikeRegister



## Annual Trends – Metropolitan Police



## City of London Police



Annual trends of bicycle theft in the Metropolitan police force area show a steady rise in offending from April to a peak in July. Offences begin to decrease from September onwards throughout the winter months.

Typically annual trends of bicycle theft in the City of London show a steady increase in offending from April to a peak in August then a decrease from September onwards. However, in July 2018 there was a sudden peak in offending which far higher than seen during that period in previous years. This rise may have been linked to the extremely hot weather experienced during July 2018 which would've encouraged cycling and dissuaded people from using public transport systems such as the London Underground. Similarly, there were a number of city events which also may have increased the rate of cycling, these include; the Free London Ride.

<sup>28</sup> Map data based on a total of 19233 Metropolitan Police offences and 386 City of London Police offences, remaining offences contained no location data  
<sup>29</sup> Crime in England and Wales: police Force Area Data Tables, year ending June 2018

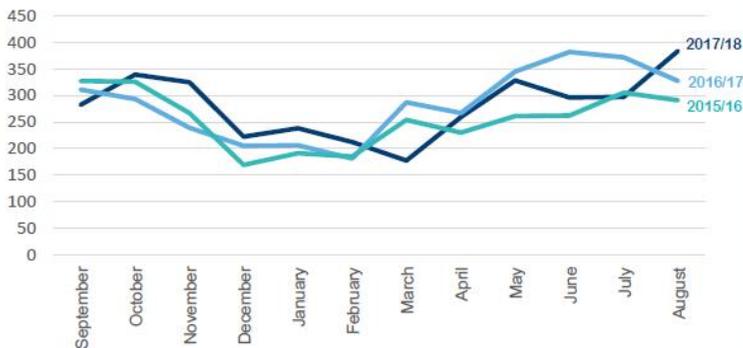
# Avon and Somerset Constabulary force boundary hotspots<sup>30</sup>

Offences recorded by force:



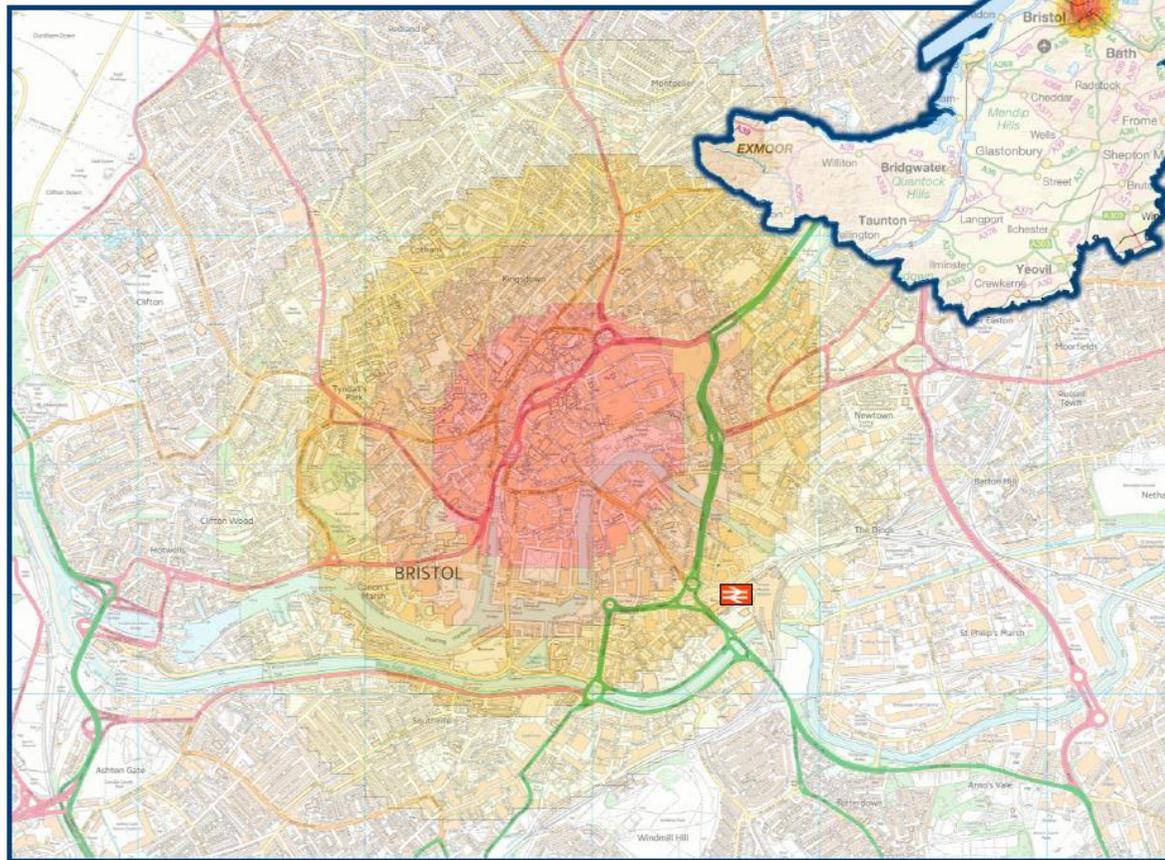
Bicycle theft accounted for **2%** of the total crime within the Avon and Somerset Constabulary force area<sup>31</sup>. This is equal to the national average.

## Annual Trends



Annual trends of bicycle theft in Avon and Somerset show a steep increase in offending from April to August.

## 1 Primary hotspot: BRISTOL CITY CENTRE

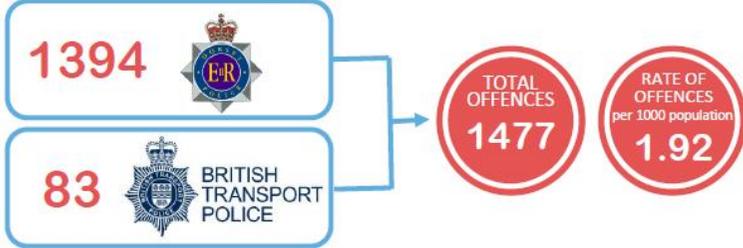


<sup>30</sup> Map data based on a total of 2753 Avon and Somerset Constabulary offences, remaining 606 offences contained no location data  
<sup>31</sup> Crime in England and Wales: police Force Area Data Tables, year ending June 2018

# Dorset Police force boundary hotspots<sup>32</sup>

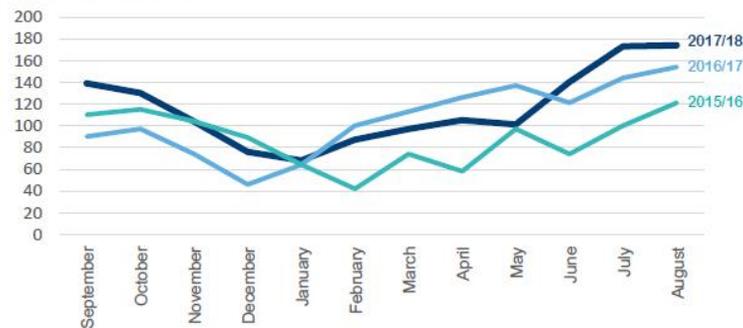


Offences recorded by force:



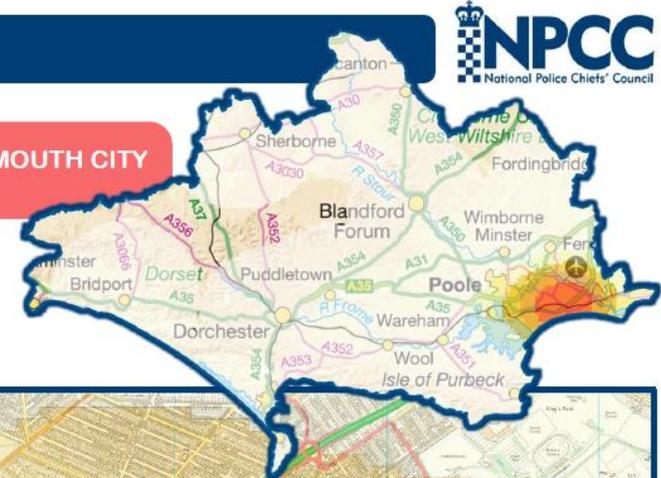
Bicycle theft accounted for **3%** of the total crime within the Dorset police force area<sup>33</sup>. This is higher than the national average of 2%.

## Annual Trends



Annual trends of bicycle theft in Humberside show a gradual increase throughout the year until July, offending then reaches a plateau until October, after which there is a decrease throughout the winter months. a sudden peak in offending is evident in in September and October. This would coincide with the new term for schools, colleges and universities.

## 1 Primary hotspot: BOURNEMOUTH CITY CENTRE



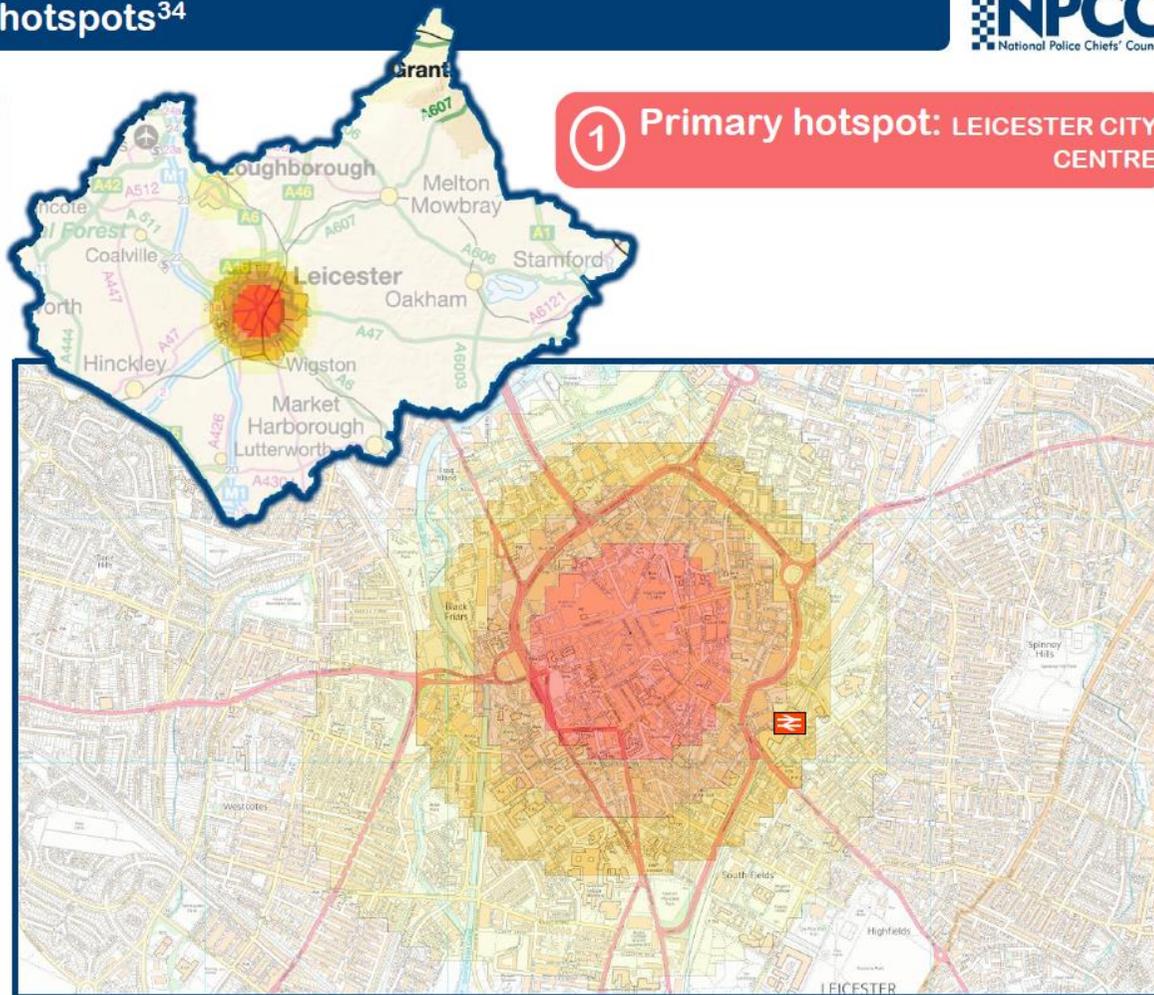
<sup>32</sup> Map data based on a total of 1341 Dorset Police offences, remaining 53 offences contained no location data  
<sup>33</sup> Crime in England and Wales: police Force Area Data Tables, year ending June 2018

# Leicestershire Police force boundary hotspots<sup>34</sup>

Offences recorded by force:

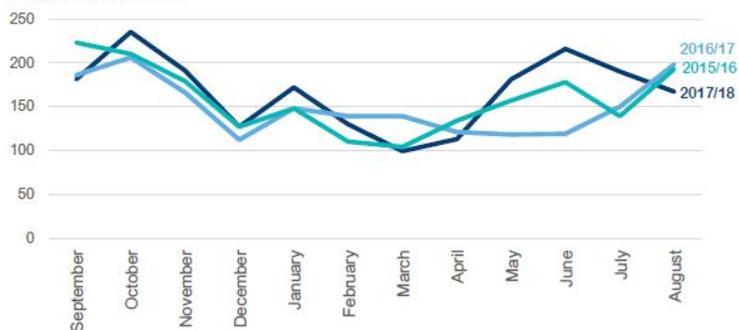


1 Primary hotspot: LEICESTER CITY CENTRE



Bicycle theft accounted for **2%** of the total crime within the Leicestershire police force area<sup>35</sup>. This is equal to the national average.

## Annual Trends

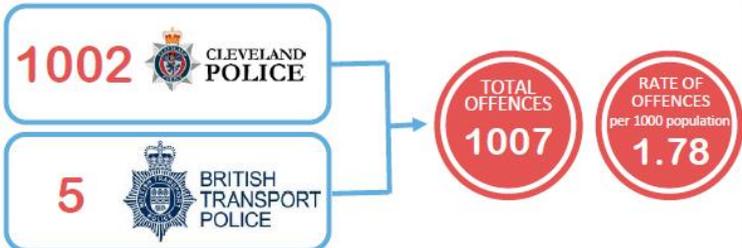


Annual trends of bicycle theft in Leicestershire show a small peak in January over the last three years. A trend like this has not been observed in any of the other forces. Offending then peaks again in June and October. The peak in October would coincide with the new term for the universities based in Leicestershire.

<sup>34</sup> Map data based on a total of 1991 Leicestershire Police offences, remaining 64 offences contained no location data  
<sup>35</sup> Crime in England and Wales: police Force Area Data Tables, year ending June 2018

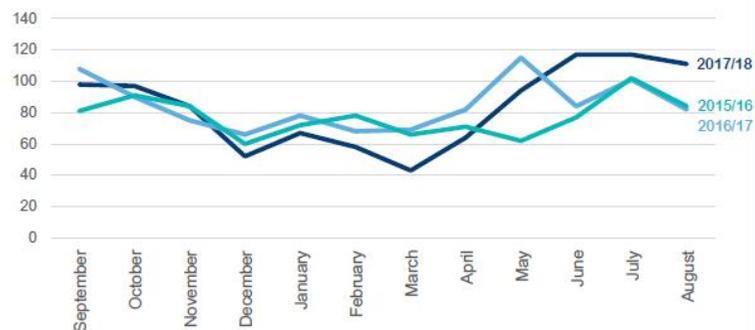
# Cleveland Police force boundary hotspots

Offences recorded by force:

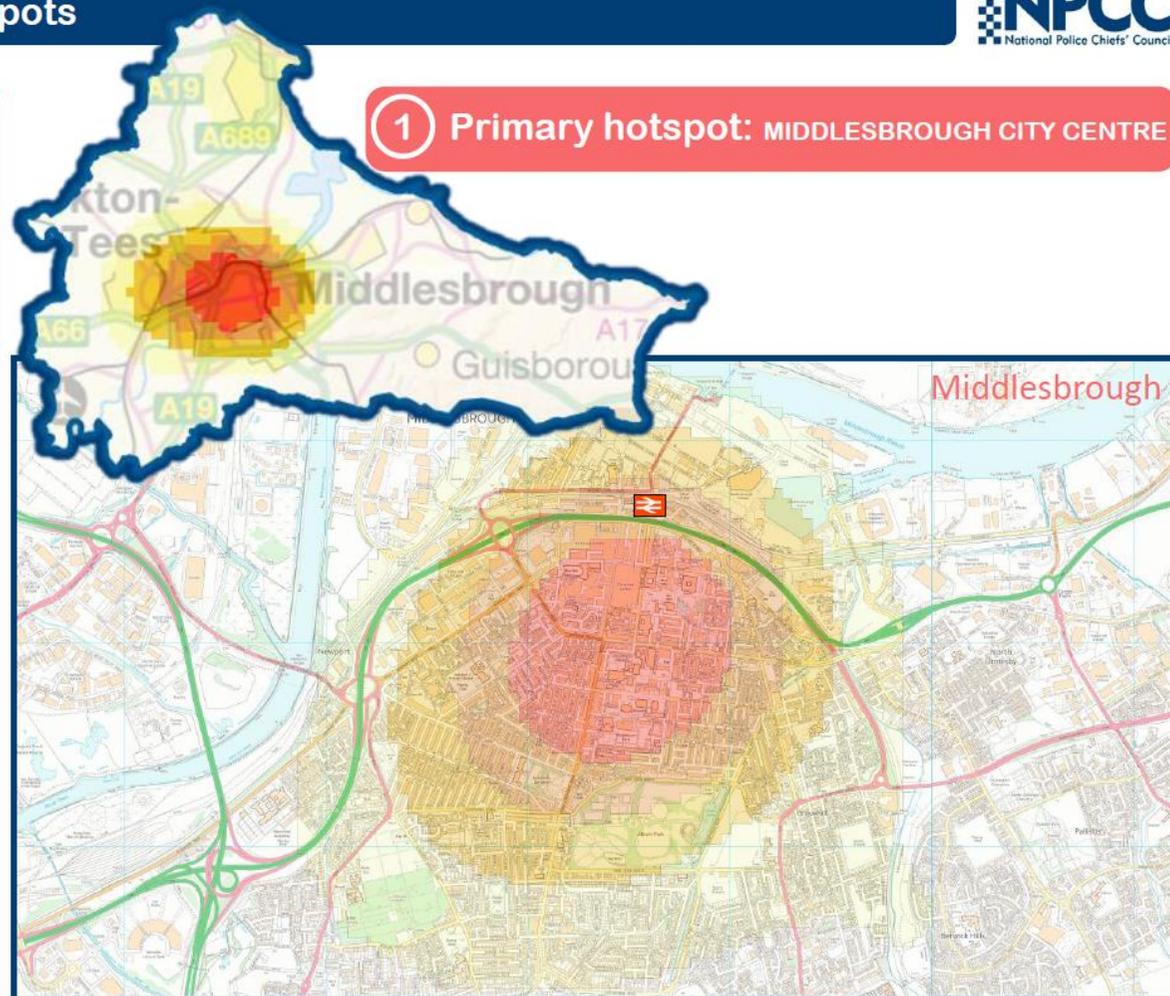


Bicycle theft accounted for **2%** of the total crime within the Cleveland Police force area<sup>36</sup>. This is equal to the national average.

## Annual Trends



Annual trends of bicycle theft in Cleveland show a gradual increase in offending between April and June. Offending rates stay high from June through to October, after which they begin to decrease throughout the winter months.



<sup>36</sup> Crime in England and Wales: police Force Area Data Tables, year ending June 2018

## Why bicycles?

The bicycle most likely to be stolen depends on the motive behind the offence, whether the person is looking to use the bicycle themselves as a short term transport solution, or the plan is to sell the bicycle either as a whole or component parts. The acronym CRAVED can be used to summarise the crucial attributes leading to bicycle theft<sup>37</sup>.

### C ONCEALABLE

Lack of identifiable markings to prove that the bicycle is stolen. Therefore most offenders wouldn't look suspicious riding around on a stolen bicycle particularly in a busy city centre area where they could be concealed amongst a large number of cyclists. Tools required to combat locks can easily be concealed on their persons.

### R EMOVABLE

Bicycles are frequently left insecure or with locks of poor quality making them easy to steal. The bicycle itself is a mode of transport so it can be used to ride away - no heavy lifting or specialist equipment is needed to remove the bicycle. Component parts are often quick release and therefore also easily removable, if a lock doesn't secure all parts of the bicycle then any insecure component could be stolen.

### A VAILABLE

Increased participation in cycling is encouraged through various campaigns due to the health and environmental benefits they promote. This leads to increased ownership, leading to more opportunities for theft as well as a greater demand for bicycles and component parts. Bicycles are a readily available commodity regularly left unattended in public places or isolated garden sheds sometimes for long periods of time.

### V ALUABLE

Bicycles and their component parts can be expensive. Specialised and electric bicycles and their component parts can cost thousands of pounds therefore leading to a high return. The better the bicycle targeted the better the return.

### E NJOYABLE

A person may steal a bicycle simply because they enjoy cycling rather than wanting to sell the item on. They may have previously had their own bicycle stolen. These offenders tend to be young and will steal a bicycle for pleasure or to get from one place to another easily.

### D ISPOSABLE

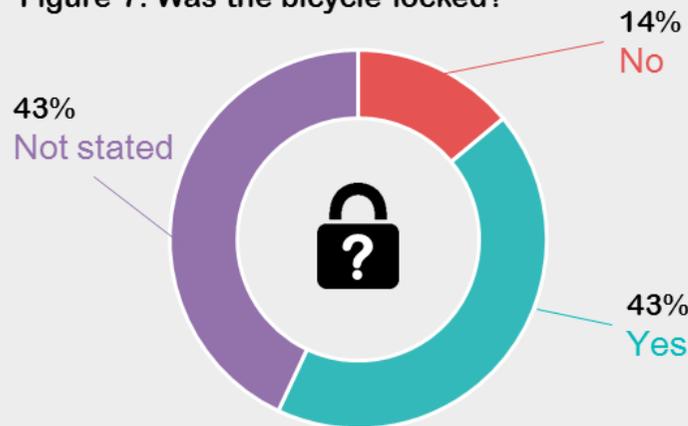
It is easy to sell bicycles on through various means of online auctions, second hand shops or markets. Currently there is no mandatory proof of ownership or registration scheme that would enable the buyer to check if the bicycle had previously been obtained legitimately or if it had been stolen. There is no legislation governing the sale of a second hand bicycle. Due to the increasing prices of buying new, more potential cyclists may be turning to second hand bicycles so they can afford the model / type of bicycle they desire. Some offenders may steal to order, therefore targeting specific bicycles individually or in bulk. Intelligence has documented a number of occurrences in which stolen bicycles have been stored at a property and transported away in the back of vans in bulk. Reports include the disposal of bicycles in their entirety, or stripped of their component parts and re-sprayed.



<sup>37</sup> Hot products: Understanding, anticipating and reducing demand for stolen goods (Clarke, 1999)

# Target identification

Figure 7: Was the bicycle locked?

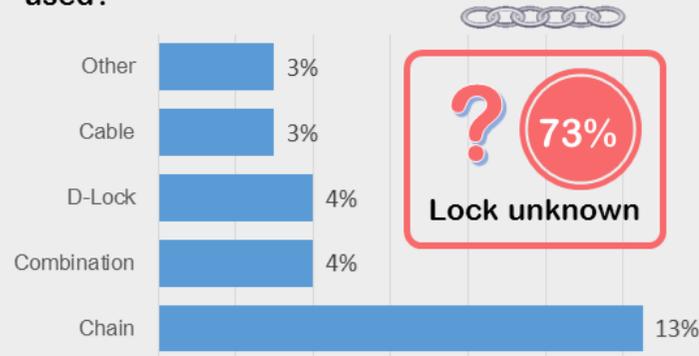


Analysis of the representative sample of crime data revealed that in 43% of the crime reports it did not mention whether the bicycle had been left secure or insecure. Where this level of detail was included, the majority of victims reported locking their bicycle. Only 0.3% of the sampled crime reports stated the victim used two or more locks as part of their locking protocol. This low figure is likely to be as a result of this detail not being routinely entered into the crime report rather than an accurate reflection of the population's locking protocols.

### Intelligence gaps

- What type of lock is the most vulnerable to being successfully targeted by offenders? The type of lock used was only provided for 27% of offences within the crime data. The value of the lock has not been stated.

Figure 8: If locked, what type of lock was used?



In 75% of the crime reports analysed it did not mention what type of lock was used. Where this detail was included, the majority of victims reported using a chain with padlock (12%). Further information within these crime reports allude to the chain or padlock being cut and left at the scene.

There have been numerous intelligence reports pertaining to a suspect being known to travel with tools such as bolt croppers or wire snips concealed in their possession. These tools are small, light in weight and easy to conceal. They are also more than capable of cutting weak locks such as chains, padlocks and cables. Anecdotal testimony among the cycling industry workshops suggests that cheap bike locks are regularly being used to secure bicycles of high value.



Bicycle lock(s)

92%

Nearly **40%** of cyclists use **2 locks**



28% of cyclists use a lock worth over £50



Source: Bike Register. 2017 National cycle crime survey

Conversely, data collected by Bike Register as part of their 2017 national cycle crime survey identified that 92% of survey participants used a bicycle lock as part of their security measures to protect their bicycles, with nearly 40% using two locks. However, this does not necessarily mean that this method of security was used on every occasion the survey participant used their bicycle.

### Intelligence picture

- Reports of an offender using a set of master keys enabling D-Locks and padlocks to be unlocked. This gives the appearance that the offender is a genuine owner of the bicycle, therefore not raising suspicions of any onlookers.

## Target identification - where?

**34%** **Street location**

The Street



- ❑ Offence locations are often situated centrally in the main shopping districts of cities. Many people favour cycling as a mode of transport into these crowded locations to avoid traffic restriction zones, public transport delays, traffic congestion and high parking fees. It could be expected that bicycles will be left unattended for any length of time ranging between a number of minutes to a number of hours.
- ❑ Bicycles are often locked in their masses to cycle racks situated around a city centre. Where cycle rack space is scarce, cyclists will use alternative means as bicycle furniture. Alternative bicycle furniture stated within crime reports include; metal railings, lampposts, drainpipes, and wooden fences.
- ❑ The sample crime data revealed multiple occurrences in which bicycles have been left insecure outside shops momentarily whilst the cyclist enters the shop. They deem the bicycle to be safe due to the short time period they are leaving it. On return to their bicycle they have found it stolen. The bicycle has been left insecure in at least **16%** of offences occurring at a street location. It was not stated whether the bicycle was locked or unlocked in a further **31%** of offences occurring in a street location.

- ❑ Bicycles stored in these residential premises may be left over long periods of time in often isolated locations such as sheds, garages and outdoor cycle racks. Offenders targeting these locations are enabled by the cover of darkness and the lack of surveillance, such as CCTV, in residential areas.
- ❑ The majority of offences in this category consisted of the bicycle being taken from either the front or back garden of a private dwelling.
- ❑ In **16%** of these offences it was reported that the bicycle was left insecure, there were numerous reports of bicycles being left insecure by young people at the front of a dwelling for a short period whilst the victim/s entered a house.
- ❑ A number of offences occurred in either a locked or unlocked communal area. It may be perceived by cyclists that areas such as these are secure because they remain on private land, however information from crime reports show that these areas can be relatively easy to enter by potential offenders.
- ❑ It is expected that a large number of bicycle thefts occurring at residential premises is wrapped up in burglary data. Therefore, it is anticipated that the total number of bicycles being stolen from residential property is far higher than this profile demonstrates.

**29%** **Residential premises**



### Intelligence picture

- ❑ Suspects travel around residential areas looking into gardens at night, groups of teenagers are dropped off by car and sent out to look for bicycles to steal.
- ❑ Suspects observe people riding on high value bicycles and follow them.

### Intelligence gaps

- ❑ How are the residential properties containing high value bicycles being targeted?

11%

### Educational establishments



- ❑ Offence locations consist of schools, colleges and universities. The majority of students at any of these educational establishments will be either unable to drive or unable to afford the maintenance of an automotive vehicle, therefore they will rely heavily on a combination of bicycles and public transport as a means of transportation.
- ❑ Bicycles at schools and colleges are usually left during daytime hours, cycle racks may be relatively isolated during the hours lessons are in progress, leaving bicycles vulnerable to theft from trespassing offenders.
- ❑ Offenders may have access to the locations because they are students within the school or college. Analysis of the forces returned suspect data revealed that **30%** of suspects were aged 16 or under.
- ❑ Data from the 2017 CSEW included the nature of crime experienced by children aged 10 to 15 years. This revealed that **62%** of offences against children of this age occurred *'in or around school'*. The item stolen in **12%** of theft offences against this age group was a *'bicycle or bicycle parts'*. The offender was *'known to the victim'* in **93%** of offences<sup>38</sup>.
- ❑ Bicycles at universities may be left over long periods of time in cycle racks outside halls of residence or other university buildings. Bicycle parking being on campus may give a false sense of security to the victim therefore they may not always follow the correct locking protocols.

- ❑ Bicycles stored at transport hubs are often left by commuters as part of their onward journey. These bicycles will be left for a number of hours at a time and sometimes overnight.
- ❑ Offences at transport hubs were particularly prevalent in the data provided by Cambridgeshire Constabulary and Thames Valley Police. These forces contain key commuter hotspots for people who work in London such as; Cambridge, Peterborough, Oxford, Milton Keynes and Reading.
- ❑ In 2016, a 3,000 space cycle park was opened at Cambridge station. The facility cost £2.5million and contains 100 state-of-the-art CCTV cameras to act as a *'fortress against cycle thieves'*<sup>39</sup>. A number of thefts have been reported from this facility and areas surrounding this facility suggesting that surveillance systems alone may not always be enough to deter offenders. The facility may provide a false sense of security meaning that other security measures such as using the correct locking protocol are not always deemed mandatory. The facility is open access, suggesting the sheer numbers of cyclists entering and leaving one place may actually help to conceal offenders.

4%

### Transport hubs



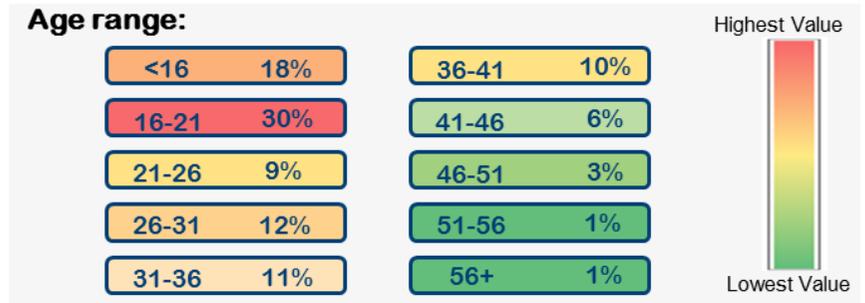
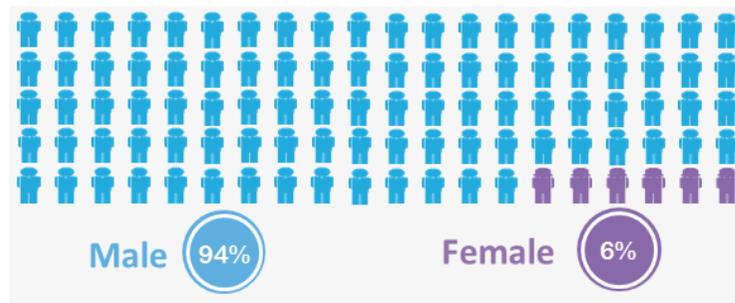
5%

of bicycle thefts reported to Cambridgeshire Constabulary occurred in the vicinity of Cambridge Train station

# Offender profiles



There is a scarcity of knowledge on offenders due to the fact that few are caught and successfully prosecuted by the police as shown in figure 9 within this profile. Six of the forces who responded to the data request provided details of the offenders identified in each crime. It was evident from the information provided that most offenders were young males.



The information alluded to a number of different motivations driving the offenders to commit the theft. These include;

- The offender needs a method of transport for short term use.** Offenders would target any value of bicycle that is easily accessible and readily available. The bicycles stolen in this type of offence would include those left insecurely or with easily breakable locks meaning little to no effort would be involved on the part of the offender. The bicycles may have been left for a short period of time whilst the owner entered a premises such as a shop or house. The offender is likely to use this bicycle for a short period of time before abandoning it either intact or damaged. Little planning is required in this type of crime, it is largely opportunistic.
  - The offender may need the bicycle as a mode of transport to facilitate the commission of further crimes, similar to moped enabled crimes. This could include, but is not limited to, drug dealing, knife crime, snatch robberies and/or ASB. Bicycles are nimble and may be difficult to pursue in a police car due to the disproportionate risk of possible harm to the offender. The offender can abandon the bicycle if necessary and it would be hard to trace back to the offender.
- The offender is in need of cash or drugs:** Offenders will be looking for bicycles in order to return a profit. Therefore, they could be looking for a higher standard of bicycle. Bicycles could either be sold on in exchange for money or drugs. Offenders will attempt to dispose of the bicycle fairly quickly out of fear of being caught with it.
- The offender has been ordered to target specific bicycles:** These offenders tend to be more organised and they will target specific bicycles to order. These bicycles are likely to be high value. The owner of a high value bicycle is likely to take more precautions to ensure its safety such as using a better standard of lock or not leaving the bicycle in a public place. In these types of offences, offenders are likely to be equipped with high powered tools such as angle grinders. This would mean they are less likely to commit the theft during day time hours in a public place with high security. Offenders may therefore opt to target bicycles in residential areas under the cover of darkness.

**Intelligence gaps**

- How are the offenders aware of the high value bicycles stored in residential premises such as garages, sheds and out-buildings?
- Are victims being followed home or tracked through the use of cycling apps?

## Property recoveries and disposal methods

Six of the eight forces who responded to the data request provided details of the stolen bicycles that had been recovered. According to property data provided by the six forces only **3%** of stolen bicycles have been recovered. None of these forces were able to provide location data pertinent to the recovery. It is unclear whether the recovery location data is being input into crime recording systems or it is not accessible or exportable. Due to the limited detail of recovery data available from the crime records, stakeholder's data has been used to analyse how bicycles are being recovered, thus partly filling the intelligence gap surrounding disposal methods.

According to police data, only **3%** of stolen bicycles have been recovered



Only **10%** of stolen bikes are recovered



Source: 2017 National cycle crime survey, Bike Register

### Intelligence gaps

- Are the majority of stolen bicycles disposed off within close proximity to the location they were stolen? Alternatively, are they transported further afield for re-sale?
- How are stolen bicycles disposed off in bulk?

Bike Register has collected information over a twelve month period from 7 December 2017 to 7 December 2018 depicting how a stolen bicycle was recovered, this amounted to 277 records. The recovery stories are provided by Bike Register customers voluntarily and not all fields are mandatory, therefore not every recovered bicycle is accompanied by the details of its recovery. Only 136 records contained detailed information regarding the recovery of the bicycle. These 136 records have provided useful anecdotal information regarding the disposal methods commonly used by bike thieves, information that can be used to help create a clearer understanding of how stolen bikes are routinely disposed of. The information also highlights the necessity for a national bicycle registration database, if these bicycles had not been registered then it may have been near enough impossible to return them to their owners.

It should be noted that many recoveries have been dependent on a great deal of ground work/ research by the victim in regard to locating the bicycle. Typical methods of research include social media and re-sale websites. There are numerous online resources available to either advertise that a bicycle has been stolen or locate the stolen bicycle if it has been previously been advertised for re-sale by the offender. There appears to be an online community of cyclists and victims helping to locate and identify stolen bicycles. Recovery methods such as these could pose a potential risk to the victim when attempting to retrieve the bicycle themselves. The police openly discourage victims from taking matters into their own hands, however depending on circumstances the police are not always able to assist with the retrieval of the bicycle.

### Cyclists use the following means to try and recover their stolen bicycle:

- 29%** Social media  
  
- 27%** Searching second hand shops and websites  
 

Source: 2017 National cycle crime survey, Bike Register

# Property recoveries and disposal methods

## 7% Found as a result of police action

Police action consisted of stop and search and warrants at addresses.

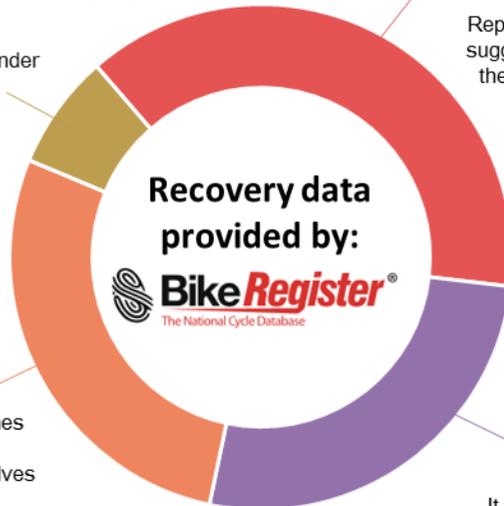
On two occasions bicycles were recovered as part of a large haul of stolen bicycles. No specific details were given other than the police had recovered the bicycle along with a number of other bicycles as part of an ongoing investigation. Subsequently, the police were able to identify the bicycle and return it to the owner because it had been marked and registered.

On one occasion the police had caught an offender on the stolen bicycle during the commission of further acquisitive crime. The bicycle had been badly painted and parts had been swapped in order to disguise it.

## 28% Abandoned

Many bicycles were eventually found abandoned in the local area within a close proximity to where it had been stolen. Sometimes within a number of hours or days. This would intimate that the offender either stole it themselves to enjoy or for their own short term use.

A small number of these had been damaged and component parts removed (10%). On these occasions all component parts had been removed but the frame had been found abandoned. The frame contained the Bike Register marking therefore it could be identified. It is likely offenders used the parts to re-build a bicycle on an unmarked frame so it could not be traced as stolen.



## 38% Sold or in process of being sold

The majority of bicycles were found after they had been sold on or in the process of being sold on. Many of these bicycles were later identified by either the victim or the second hand purchaser due to a Bike Register sticker on the frame. This shows that this mode of security isn't always enough to dissuade the offender from stealing and selling on the bicycle. If questioned, the offender simply states they either found the bicycle or had purchased it themselves.

Reports don't always mention the involvement of the police, suggesting that many victims are researching and retrieving the bicycles on their own. This finding would be backed by numerous newspaper articles and online reports of victims tracking down the stolen bicycle, pretending to be an interested buyer then cycling off on the bicycle.

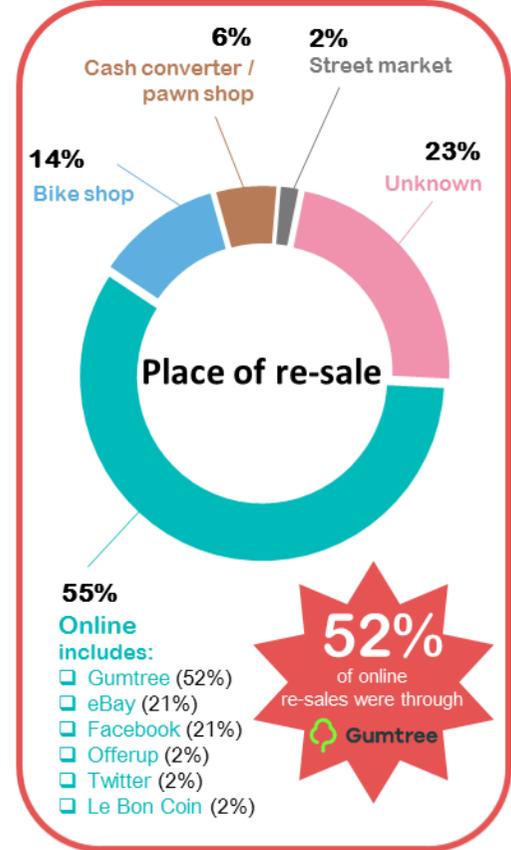
## 26% Found in possession of a third party

These bicycles were found and identified within the local area to the victim's home. Usually the bicycle was returned to the victim with no confrontation. As the bicycle was marked and registered it was easy for the victim to prove ownership.

It could not always be ascertained whether the third party found in possession of the bicycle was the person who had stolen the bicycle originally or if they had come by the bicycle by other means, such as purchased second hand, found abandoned or borrowed.

On a couple of occasions the bicycle had been identified whilst it was taken on to a local bicycle shop for repair, this would suggest the person believed they had purchased the second hand bicycle legitimately or they were unaware of its Bike Register markings.

## Place of re-sale



# Bicycle Registration Schemes



There are a number of different property registration schemes and lost property databases available to cyclists. Property registration schemes allow users to register their bicycles, along with other valuables, in an effort to help reduce property crimes and improve the chances of getting the property back in the event of a loss or theft. Lost property databases allow users to enter the details of the property they have lost, post theft, to alert other users of the loss in an effort to make themselves identifiable and contactable as the owners in the event of a recovery.



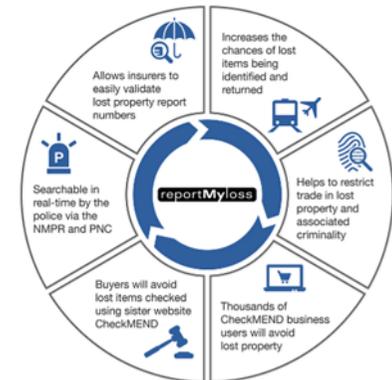
Bike Register market themselves as being the "UK's leading bike registration site". Accordingly they state that in 2012 Bike Register successfully bid to become London's official cycle database, endorsed by the Metropolitan Police and Transport for London whilst police forces across the UK also have secure access to the Bike Register database.



Immobilise market themselves as "the world's largest FREE register of possession ownership details" and "the only ownership registration service supported by all UK Police forces".

Cycle hire groups such as OFO, TFL and MoBike all have their own in house registration methods and bicycle tracking systems.

The existence of two or more similar databases only increases the amount of work officers are required to undertake when they recover a stolen bicycle or apprehend a potential offender. Officers would be required to consider checks of all databases or contact the cycle hire scheme directly in order to establish if the bicycle had been stolen and/or is registered on a database so the owner can be identified.



The National Mobile Property Register (NMPR) is a real-time search portal that allows police to securely interrogate Recipero's property database. It is fully integrated with Immobilise, Report My Loss and the Police National Computer (PNC). Report My Loss is an online service used to submit details of lost property. Three police forces currently subsidise the use of Report My Loss within their area.

The consensus of a number of officers in attendance at a Cycle Crime Meeting in December 2018 was that the existence of one metadatabase that serves to catalogue and classify all existing bicycle registration databases would not only save time on behalf of the police officer dealing with the offence but also provide clarification and reassurance to the cyclist that the registration scheme they have signed up to is being monitored by the police and other key stakeholders.

## Associated risk to offender: Offence outcomes

The offence of bicycle theft is perceived to be low risk to the offender. The risk of being successfully prosecuted is outweighed by the value of the bicycle to the offender. Figure 9 shows that in only 4% of offences a suspect has been identified (n=1608). 29% of these resulted in a charge or summons with 9% resulting in an out-of-court disposal.

Only 1% (n=277) of offences are known to result in the offender being reprimanded in some way. There was only a remote chance of an offender being given a community sentence (0.1%) or being sent to prison for a bicycle theft offence (0.08%). Therefore it is unlikely that offenders will be deterred by either the certainty or severity of the punishment associated with bicycle theft. Importantly, these figures only include the number of bicycle offences that have been reported to and recorded by the police, it is believed that the actual number of offences committed is considerably higher therefore decreasing the proportion of offenders receiving punishment for their crimes further than these figure show.

### What are out-of-court disposals?

Out of court disposals are one of the methods of concluding the action of the criminal justice system in respect of a crime without proceeding to a prosecution; they are administered and effected by the police and enable the police to deal quickly and proportionately with low-level, often first-time offences; they include cautions, penalty notices for disorder, and community resolutions<sup>40</sup>;

- ❑ **Penalty notice for disorder (PND):** PNDs are available only for offenders aged 18 and over. The PND scheme provides police with a swift punishment to deal with low-level offending. A PND can be given at a police station or on the spot, and allows the person receiving the PND 21 days either to pay a penalty or to choose to go to court. The penalty is increased if the person fails to do either – and the amount charged is registered in a magistrates' court for enforcement. PNDs are available for certain offences including being drunk and disorderly in a public place, retail theft under £100 (shoplifting), criminal damage under £300 and behaviour likely to cause harassment, alarm or distress;
- ❑ **Community resolution:** This is a way of dealing with an offender which is proportionate to lower-level crime. The resolution is dependent on the offence that has been committed; it may include, for example, simply apologising to the victim or making good damage caused. Community resolutions can be offered when the offender admits the offence and are mainly used in cases where the victim has agreed that he does not want formal action to be taken.

The NPCC have put forward a simplified version of dealing with out-of-court disposals, this is aligned to the Policing Vision 2025. The strategic aims are to make the process “*more transparent to the public, more streamlined for officers and ensuring offenders always have conditions attached to the outcome, focusing on rehabilitation and victim reparation*”<sup>41</sup>. The NPCC noted there has been a substantial increase of offenders with mental health, drug and alcohol dependencies where therapeutic or rehabilitative interventions may be more appropriate as part of criminal justice sanctions or as an alternative. This would see an end to those disposals that are simply warnings not to reoffend.

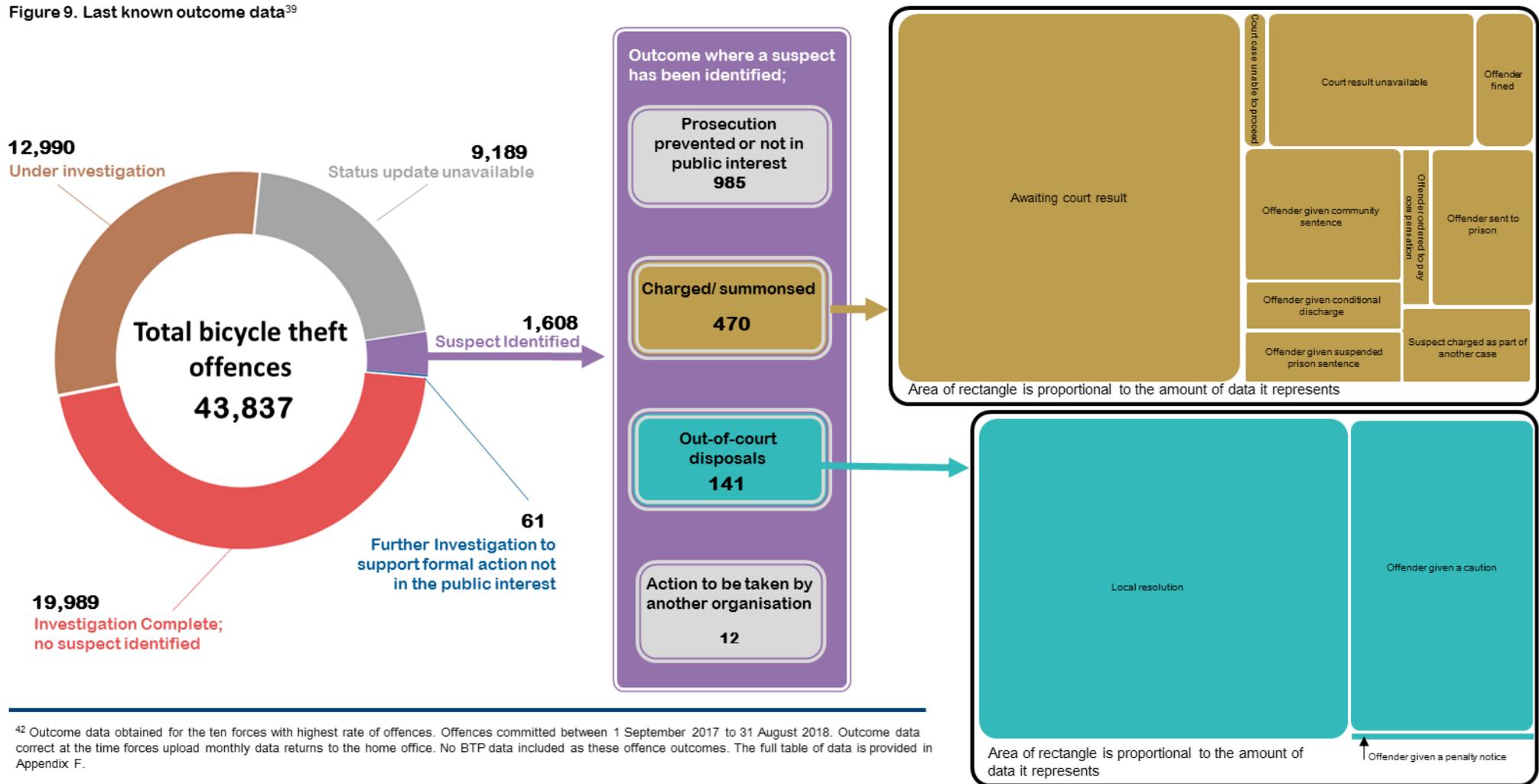
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<sup>40</sup> Crime-recording: making the victim count. HMIC (2014)

<sup>41</sup> Charging and Out of Court Disposals, A national Strategy, NPCC (2017-2025).

# Associated risk to offender: Offence outcomes

Figure 9. Last known outcome data<sup>39</sup>



<sup>42</sup> Outcome data obtained for the ten forces with highest rate of offences. Offences committed between 1 September 2017 to 31 August 2018. Outcome data correct at the time forces upload monthly data returns to the home office. No BTP data included as these offence outcomes. The full table of data is provided in Appendix F.

## Recommendations

### Education: Increase the effort required to steal bicycles by improving security through better locking practices

- ❑ Any upcoming campaigns should be planned ahead of the next expected national rise in offences and repeated in specific areas according to their demographics
- ❑ Campaigns could include local events in hotspot areas to engage cyclists on the best approaches to cycle security, including suitable locks and locking practices;
  - ❑ The engagement of local shops situated in hotspot areas to participate in raising awareness of the threat by distributing cycle theft prevention leaflets to customers.
  - ❑ Plan bicycle theft awareness days in hotspot areas, providing sessions for bicycle marking and registration.
  - ❑ Engaging with young people at schools, possibly through the Bikeability programme.
  - ❑ Target cyclists through the dissemination of material through specialist cycle shops, cycle magazines, cycle apps and cycle events.
  - ❑ Targeted publicity campaigns which involve attaching marketing material cards to inadequately locked bicycles, informing cyclists of how best to secure them.
- ❑ The adoption of a consistent national approach developed by universities to encourage local preventative action and awareness among cycling students who may be new to the area. The universities would share best practice approaches to cycle security and encourage students to join a bicycle registration scheme.



Bikeability is a cycle training programme delivered to groups in schools, through clubs, families or individually to children, adults, new learners and experienced cyclists.

### Enforcement: Increase the risk to offenders by ensuring that theft of a bicycle is no longer seen as a low risk crime by supporting the use of targeted enforcement action in hotspot areas.

- ❑ Create an ongoing link between forces to tackle the issue of bicycle theft and share best practice tactics used to tackle cycle crime. This proposal has already been put into action with a link being created between the Metropolitan Police Service, City of London Police and British Transport Police. The three forces commenced their first meeting in December 2018, the forces are in agreement with the creation of a regional taskforce which would include monthly meetings. The aim of these meetings would be to share intelligence and information in regards to offenders and criminal groups who may be active in the capital. The framework of these meetings could be used further afield to include other forces and encourage the creation of further regional taskforces in problem areas across England and Wales. The terms of reference and personnel structure of the taskforce should be formally decided with the inclusion of the UK Cycle Crime lead and policing and intelligence resources.
- ❑ Support the use of targeted enforcement action in hotspot areas, using techniques such as tracking equipment placed inside decoy bicycles. This will help send a message out to other active offenders in the area.
- ❑ Create a link between law enforcement and online property resale websites whereby suspicious activity is directly reported and investigated.

## Recommendations

**Prevention:** Disrupt the perceived simplicity in the disposal of stolen bicycles through unregulated re-sale opportunities therefore reducing the number of offenders targeting bicycles.

- ❑ **Introduce one mandatory bicycle registration scheme:** Decreasing the sell on value of a bicycle would make it less desirable to offenders as a commodity, this could help prevent it from being targeted in the first place. The introduction of a mandatory property registration database would assist in making stolen bicycles identifiable. If all bicycles were registered and proof of ownership was verifiable it would not only help reduce the offenders ability to sell on the bicycle, it would also help the police identify a bicycle as stolen when found in possession of an offender. It would be difficult for an offender to make profit from the bicycle through its second hand sale if they are unable to prove ownership.
- ❑ **Second hand sellers:** Increase the risk to second hand sellers if they are found to be enabling the sale of stolen goods by placing a greater responsibility on second hand sellers to take all reasonable steps to ensure they are not unintentionally supporting criminal activity. It is suggested a requirement is placed within the licence conditions for second hand dealers to collect and retain documentary proof of identity from all sellers, with appropriate penalties for non compliance. A property registration database would assist with this process.
- ❑ **Online property re-sale websites:** Place a requirement on third party property re-sale websites to collect and retain information on all online transactions so the sellers of stolen property can be identified and traced, for example a mandatory process whereby a sellers home address is verified prior to them being able to carry out sale transactions. This will maximise evidential opportunities to benefit investigations. A greater responsibility should be placed on online property re-sale websites to take all reasonable steps to ensure they are not unintentionally supporting criminal activity. Suggest re-sale websites include a process where only registered bicycles with verifiable proof of ownership can be included for sale.

**Environment:** Work closely with retailers, manufacturers, education establishments and local councils to increase the effort required to steal bicycles, reducing the vulnerability of locked bicycles and parking locations through the adoption of better locking practices.

- ❑ Work in partnership with retailers and manufacturers to establish a sellers code of conduct whereby appropriate security advice is agreed and provided at the point of sale.
- ❑ Identify the locations that are vulnerable to bicycle theft and assess the suitability of the facilities. Possible areas to look at include;
  - ❑ Re-locating cycle racks from isolated areas to areas of high footfall this will provide natural surveillance, such as position cycle parking in view of security/ reception/ smoking areas of businesses and educational establishments or in sight of ticket offices at transport hubs.
  - ❑ Ensure there is adequate street lighting available and CCTV.
- ❑ Work with local councils to introduce a grading system for cycle parking according to the facilities available and the theft rate. Make cyclists aware of the grading system so they can make an informed decision on which location is safest when deciding where to leave their bicycle. A minimum grade would mean the facilities require improvement or extra surveillance. Local councils to work in collaboration with 'Secured by Design' to help design out parking hotspots.
- ❑ Discourage fly parking by ensuring there are adequate cycle parking facilities available and introducing possible consequences for non-adherence such as penalties to local councils who fail to provide enough facilities or cyclists who persistently fly park.

## Actions

To truly turn the tide of cycle crime in the UK activity needs to take place that will contribute to cycle crime reductions in areas where crime has the greatest impact. The following measures have been identified through consultation with subject matter experts, cyclists, partner organisations and the public to contribute towards safer cycling communities.

## Enforcement

Policing has moved toward a Threat, Harm and Risk model, so there is less scope for traditional crime fighting when the model is one for safeguarding and protecting the most vulnerable in society. This does not mean that traditional crime fighting by Police resources is not available and there is still a passion within existing teams to tackle areas of acquisitive crime, of which Cycle Crime is part of.

	ENFORCEMENT	
	Activity	Action
1.1	Establish Regional Cycle Crime Enforcement Partnerships based on hotspot intelligence (see National Cycle Crime Profile)	<ul style="list-style-type: none"><li>• Tackle organised cycle theft</li><li>• Disrupt the market in stolen second hand bikes</li><li>• Recover and return stolen property</li><li>• Support local teams to deal with developing issues</li><li>• Support victims of cycle crime</li><li>• Work with partners to promote cycle security</li></ul>
1.2	Identify Police leads in each force that can drive proportionate neighbourhood activity with key partners	<ul style="list-style-type: none"><li>• Work with the NPCC to identify motivated individuals who will lead on tackling cycle crime</li></ul>
1.3	Reinvigorate cycle crime as a priority for key neighbourhood policing teams	<ul style="list-style-type: none"><li>• Provide support through tactics, materials, intelligence and education</li></ul>
1.4	Work in partnership with Operation Opal to develop intelligence to disrupt Organised Crime	<ul style="list-style-type: none"><li>• Work in partnership with Op Opal, highlighting their work and developing partnerships and critical friendships</li></ul>

## Education

Educating cyclists is the first step in preventing crime by providing guidance on behaviours and preventative solutions. Over the next 3 years we will look to change cultural behaviours of cycle ownership that will enable everyone to protect themselves and be more aware of crime trends that may impact.

	EDUCATION	
	Activity	Action
2.1	Produce educational material to improve cycle safety and security for the public, employers and organisations involved in safety and security	<ul style="list-style-type: none"><li>• Work with partners to produce material that could be utilised at the point of sale, cycle to work schemes, insurance point of sale and other intervention points</li></ul>
2.2	Create a cycle crime and safety website to provide a UK 'one stop shop' for access to information with a members portal for those partners wishing to share information	<ul style="list-style-type: none"><li>• Develop a web site that will provide guidance and advice to cyclists as well as retailers, resellers and those</li></ul>

		engaged in partnership problem solving
2.3	Work with partners in the education sector to develop preventative strategies and develop innovation	<ul style="list-style-type: none"> <li>Identify innovation funding that will drive a growth in ideas that could be utilised to tackle cycle crime</li> </ul>
2.4	Work with employers to develop crime reduction and safety improvement strategies	<ul style="list-style-type: none"> <li>Through the provision of guidance and educational materials, provide a service to employers so that they may educate and inform everyone on improving cycle crime prevention tactics</li> </ul>
2.5	Provide cycle parking information to the public through a variety of means	<ul style="list-style-type: none"> <li>Utilising different marketing materials created by the steering group to inform and educate the public on cycle security and safety measures</li> </ul>
2.6	Victims of crime to be signposted to register the bike details on a property database	<ul style="list-style-type: none"> <li>Work with the NPCC to ensure victims of crime are aware of options available to them</li> </ul>

## **Environment**

Designing out crime is another tool that will help prevent crime. By preventing crime it ensures that resources can be better utilised in an intelligence focussed way to maximise the impact to reduce crime further.

	ENVIRONMENT	
	Activity	Action
3.1	Increase the number of secure cycle parking spaces	<ul style="list-style-type: none"> <li>Work with partners to identify opportunities to increase cycle parking</li> </ul>
3.2	Work with cycle hire schemes across the UK to improve security provisions	<ul style="list-style-type: none"> <li>Understand the issues affecting current and new schemes and in partnership, problem solve the issues that contribute to increased crime</li> </ul>
3.3	Work with local transportation networks to review and improve existing cycle parking options	<ul style="list-style-type: none"> <li>Further develop relationships and share best practice</li> </ul>
3.4	Work with employers to provide and improve cycle parking and registration provision	<ul style="list-style-type: none"> <li>Identify priority areas based on hotspot analysis</li> </ul>
3.5	Implement security signage at locations to reduce crime	<ul style="list-style-type: none"> <li>Work with partners to develop appropriate signage that could be utilised</li> </ul>
3.6	Develop a national design standard for cycle storage highlighting CCTV/Security/Liaison with the construction industry	<ul style="list-style-type: none"> <li>Work with partners to review, design and expand existing design standards</li> </ul>
3.7	Create a change in public behaviour regarding securing, storing, purchasing, selling and riding of bicycles	<ul style="list-style-type: none"> <li>Through the educational actions, utilise differing forms of material and resources, change behaviours to improve cycle safety and security</li> </ul>
3.8	Create a national standard for cycle locks	<ul style="list-style-type: none"> <li>Work with the security industry, retailers and manufacturers to create a security standard that helps inform the public on the effectiveness of products available.</li> </ul>

3.9	Develop a social media campaign to drive awareness and improve crime recording	<ul style="list-style-type: none"> <li>Work with partners throughout the 3 year life of the plan to raise awareness of cycle security and safety issues</li> </ul>
3.10	Scope funding opportunities to reduce cycle crime, improve safety and promote them	<ul style="list-style-type: none"> <li>Identify opportunities for funding that would contribute to delivering the actions throughout the life of the plan.</li> </ul>
3.11	Develop a bike passport as a single source of information relating to the bike and its component parts	<ul style="list-style-type: none"> <li>Develop a passport that would hold key information on a bicycle to assist in its recovery should it be stolen.</li> </ul>

## **Engagement**

To tackle crime and safety, a partnership approach is required that will effectively problem solve many of the issues raised in this plan. The cycling community is diverse, made up of those that engage in cycling, those in the cycling industry and those who can influence improvements reducing crime.

ENGAGEMENT		
	Activity	Action
4.1	Create an NPCC compliant National Property Database or portal that enables the registration of all bicycles across the UK	<ul style="list-style-type: none"> <li>Work with existing databases to provide a consistent approach to recording data and enable a single search for those organisations that may utilise an intervention point to identify lost or stolen property.</li> </ul>
4.2	Implement a National system for registration at point of sale and other intervention points by engagement with national and local retailers and resellers.	<ul style="list-style-type: none"> <li>Create a standard system of registration across all retailers and use this point as an opportunity to inform and educate</li> </ul>
4.3	Establish a code of practice for retailers, resellers, online retailers and insurance companies	<ul style="list-style-type: none"> <li>Work with partners to enable a voluntary code of practice that would enable the targeting of the second hand stolen property market</li> </ul>
4.4	Work with partner organisations to ensure consistent compliance with registration and marking despite a fragmented market	<ul style="list-style-type: none"> <li>Evaluate the registration schemes and provide feedback to ensure a consistent approach</li> </ul>
4.5	Work with security specialists to develop innovative solutions in the security industry to improve cycle safety and security	<ul style="list-style-type: none"> <li>Seek out innovative partners so that the group may help develop improvements to security and safety</li> </ul>
4.6	Engage with cyclists to identify the most effective ways to improve cycle safety and security	<ul style="list-style-type: none"> <li>Look at opportunities to engage with cyclist and obtain feedback on the actions throughout the life of the plan</li> </ul>
4.7	Engage with partners to provide a consistent approach to the disposal of abandoned and damaged bicycles	<ul style="list-style-type: none"> <li>Identify a national process that would be best practice in the handling of abandoned and damaged bicycles to free up additional cycle parking</li> </ul>
4.8	Work with partners to reinforce and highlight safety campaigns	<ul style="list-style-type: none"> <li>Cycle safety campaigns lie elsewhere, but the group will</li> </ul>

		support each campaign where it can.
4.9	Bike Marking to be rolled out wider, not just via Police but other organisations such as cycle2work schemes, insurance providers, employer incentivisation schemes and at the retailer/ reseller point of sale and service.	<ul style="list-style-type: none"> <li>Develop opportunities to further enhance current registration initiatives so that voluntary registration reaches a majority of cycle owners</li> </ul>
4.10	Collaborate with retailers, resellers and online marketplaces to tackle the sale of stolen property (bicycles and component parts)	<ul style="list-style-type: none"> <li>Develop opportunities for partners to provide information on those engaged in criminality, but also put in place measures that enable the sale of stolen property to be minimised</li> </ul>
4.11	Work with Criminal Justice partners to improve sanctions and practice around those who impact on cycle crime and safety.	<ul style="list-style-type: none"> <li>Develop opportunities to ensure that those who engage in criminality do not profit from their crimes and that suitable diversions are in place to prevent further crime</li> </ul>

## **Evaluation**

If we do not understand the problem, how can we effectively engage action where it is needed most? The Police hold data relating to cycle crime and incidents reported and this is just one key source of information that will inform this plan. It is important that data is accurate and detailed, not just sourced from the Police, but other partners that hold information that could provide a telling insight into behaviours that could contribute to reductions in crime.

EVALUATION		
	Activity	Action
5.1	Improve crime recording processes so that there is consistency in crime recording across all Police agencies	<ul style="list-style-type: none"> <li>Work with the NPCC to ensure crime recording of cycle crime captures all the data necessary to provide detailed evaluation of developing crime</li> </ul>
5.2	Activities in this plan to be monitored by the cycle security and safety working group to implement solutions to reduce crime and improve safety	<ul style="list-style-type: none"> <li>Work with partners on the group to ensure the plan is developing</li> </ul>
5.3	Analyse cycle crime and safety data to provide data as to whether the plan is impacting	<ul style="list-style-type: none"> <li>Identify an opportunity for data analysis to ensure the plan is meeting its objectives</li> </ul>
5.4	Annual Cycle crime problem profile to include possible outlets	<ul style="list-style-type: none"> <li>Task an analyst to create an annual problem profile to understand of the objectives are being met</li> </ul>
5.5	Evaluate best practice in techniques and tactical options to tackle cycle crime to test and implement innovation	<ul style="list-style-type: none"> <li>Work with partners to test current tactics and best practice and look at opportunities to develop innovative approaches to tackle crime</li> </ul>

## **Cycle Security and Safety Working Group**

The Cycle Security and safety Working Group is formed of key partners and individuals who are passionate about making cycling a safe and crime free option that will contribute towards a healthier lifestyle through exercise and reduced pollution. The CSSWG will play a key role in ensuring that the actions identified within this plan are implemented and will continue to identify ways in which cycle safety and security can be developed.

- ONS - Source: Office for National Statistics licensed under the Open Government Licence
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- Workday population statistics for Middle Layer Super Output Areas (MSOAs) and Output Areas in England and Wales (Part 2). 2011 census
  
- **Webpages visited:** <https://stolen-bikes.co.uk/statistics/> date accessed:19/12/18

The author of this report can be contacted if you would like to obtain any of the references

# Appendix A – Home Office police recorded crime, year ending June 2018



Area name	Total crime	Bicycle theft	Bicycle Theft : % of total crime
<b>ENGLAND AND WALES</b>	<b>4,578,455</b>	<b>97,011</b>	<b>2%</b>
<b>ENGLAND</b>	<b>4,680,317</b>	<b>87,908</b>	<b>2%</b>
<b>North East</b>	<b>279,894</b>	<b>3,541</b>	<b>1%</b>
Cleveland	59,264	960	2%
Durham	61,991	498	1%
Northumbria	158,639	2,083	1%
<b>North West</b>	<b>733,777</b>	<b>9,310</b>	<b>1%</b>
Cheshire	91,500	1,433	2%
Cumbria	30,775	267	1%
Greater Manchester	343,085	4,123	1%
Lancashire	139,701	1,555	1%
Merseyside	128,712	1,933	2%
<b>Yorkshire and The Humber</b>	<b>548,101</b>	<b>7,287</b>	<b>1%</b>
Humberside	90,761	2,328	3%
North Yorkshire	40,782	1,095	3%
South Yorkshire	142,671	1,306	1%
West Yorkshire	273,887	2,558	1%
<b>East Midlands</b>	<b>338,490</b>	<b>6,557</b>	<b>2%</b>
Derbyshire	56,276	946	2%
Leicestershire	84,571	2,019	2%
Lincolnshire	42,338	1,067	3%
Northamptonshire	55,592	852	2%
Nottinghamshire	99,712	1,673	2%
<b>West Midlands</b>	<b>446,822</b>	<b>6,301</b>	<b>1%</b>
Staffordshire	84,436	1,243	1%
Warwickshire	41,042	873	2%
West Mercia	83,678	1,152	1%
West Midlands	237,666	3,033	1%
<b>East</b>	<b>447,059</b>	<b>11,587</b>	<b>3%</b>
Bedfordshire	49,203	1,089	2%
Cambridgeshire	65,093	4,226	6%
Essex	139,290	2,332	2%
Hertfordshire	83,811	1,401	2%
Norfolk	56,738	1,372	2%
Suffolk	52,924	1,173	2%
<b>London</b>	<b>824,956</b>	<b>19,824</b>	<b>2%</b>
City of London	5,115	363	6%
Metropolitan Police	818,841	19,461	2%
<b>South East</b>	<b>689,448</b>	<b>16,335</b>	<b>2%</b>
Hampshire	160,002	4,092	3%
Kent	189,432	2,011	1%
Surrey	72,844	1,241	2%
Sussex	112,673	2,528	2%
Thames Valley	154,497	6,366	4%
<b>South West</b>	<b>371,770</b>	<b>7,161</b>	<b>2%</b>
Avon and Somerset	136,777	3,331	2%
Devon and Cornwall	105,101	863	1%
Dorset	50,084	1,321	3%
Gloucestershire	34,160	760	2%
Wiltshire	43,640	884	2%

Area name	Total crime	Bicycle theft	Bicycle Theft : % of Total crime
<b>WALES</b>	<b>237,165</b>	<b>3,016</b>	<b>1%</b>
Dyfed-Powys	26,071	175	1%
Gwent	51,740	345	1%
North Wales	53,531	503	1%
South Wales	105,823	1,993	2%
<b>British Transport Police</b>	<b>60,979</b>	<b>6,687</b>	<b>10%</b>

## Appendix B – Count of bicycle theft offences by force including BTP

Police Force	September	October	November	December	January	February	March	April	May	June	July	August	TOTAL
Avon and Somerset Constabulary	282	339	325	222	238	212	177	259	328	298	297	384	3359
Bedfordshire Police	91	108	83	50	78	69	64	70	149	124	153	147	1186
British Transport Police	689	678	577	286	348	337	353	380	509	642	759	714	6272
Cambridgeshire Constabulary	335	468	385	257	267	212	250	284	124	505	514	340	3841
Cheshire Constabulary	128	131	103	69	96	74	99	88	127	131	138	115	1299
City of London Police	36	37	31	14	31	15	19	31	24	43	83	40	404
Cleveland Police	98	97	84	52	67	58	43	64	94	117	117	111	1002
Cumbria Constabulary	28	19	25	13	22	20	19	14	29	28	23	38	278
Derbyshire Constabulary	91	81	78	46	57	46	46	55	81	158	125	116	980
Devon & Cornwall Police	78	89	91	47	49	48	41	68	84	87	101	84	867
Dorset Police	139	130	104	76	68	87	97	105	101	140	173	174	1394
Durham Constabulary	36	70	43	26	46	43	29	33	32	53	54	41	506
Dyfed-Powys Police	19	14	14	9	8	4	8	8	17	28	18	28	175
Essex Police	259	227	197	121	134	141	146	155	198	214	241	226	2259
Gloucestershire Constabulary	74	61	88	46	44	44	62	50	79	76	147	112	883
Greater Manchester Police	393	397	356	211	256	251	249	312	386	448	455	417	4131
Gwent Police	26	35	21	10	20	15	16	32	48	40	41	43	347
Hampshire Constabulary	406	373	340	219	283	246	295	307	385	371	408	428	4039
Hertfordshire Constabulary	156	145	107	90	97	73	77	97	126	124	163	181	1436
Humberside Police	270	222	192	125	143	175	144	156	191	169	185	180	2152
Kent Police	195	227	189	124	93	116	119	141	187	187	152	186	1916
Lancashire Constabulary	159	156	150	107	89	76	102	108	97	162	177	181	1564
Leicestershire Police	181	235	191	127	172	130	99	113	181	216	190	167	2002
Lincolnshire Police	77	133	120	69	76	66	49	57	89	92	122	135	1085
Merseyside Police	175	201	172	136	126	137	135	120	165	159	193	194	1913
Metropolitan Police Service	2260	1990	1650	984	1150	1029	1029	1331	1812	1903	2294	2093	19525
Norfolk Constabulary	130	135	122	75	93	73	72	91	124	122	129	120	1286
North Wales Police	50	50	37	28	21	18	33	41	36	43	56	71	484
North Yorkshire Police	104	128	129	73	78	52	57	65	90	109	128	138	1151
Northamptonshire Police	80	69	79	42	47	36	50	71	93	102	121	90	880
Northumbria Police	187	215	209	94	143	134	122	161	201	190	207	202	2065
Nottinghamshire Police	97	156	86	91	93	88	88	115	160	215	215	187	1591
South Wales Police	181	210	205	108	142	104	105	115	190	208	273	188	2025
South Yorkshire Police	155	141	131	70	85	95	105	80	82	98	110	105	1257
Staffordshire Police	124	120	108	40	69	83	94	96	117	118	138	121	1226
Suffolk Constabulary	138	123	114	87	83	50	74	82	85	119	131	119	1185
Surrey Police	162	148	127	80	87	104	103	100	104	114	126	118	1371
Sussex Police	310	307	186	144	129	135	109	183	188	216	234	220	2361
Thames Valley Police	790	774	562	321	324	287	278	397	545	551	629	561	6019
Warwickshire Police	83	66	68	45	67	43	40	45	71	66	75	77	746
West Mercia Police	122	113	98	48	65	65	72	71	98	119	111	88	1070
West Midlands Police	245	303	252	142	180	179	205	225	296	280	282	331	2920
West Yorkshire Police	251	294	211	126	130	129	140	172	255	303	303	282	2596
Wiltshire Police	110	67	86	69	47	62	31	46	85	89	102	104	898

Police recorded crime data published by the Home Office, provided by the 43 geographic police forces in England and Wales and the British Transport Police (BTP). Licensed under the Open Government Licence v3.0.

## Appendix C – Count and rate of bicycle theft offences by police force area

Police Force	TOTAL Offences*	Population figures**	Offence rate per 1000 population
Avon and Somerset Constabulary	3451	1,895,000	2.04
Bedfordshire Police	1105	864,600	1.66
Cambridgeshire Constabulary	4048	847,200	4.78
Cheshire Constabulary	1369	1,054,100	1.30
City of London Police	430	7,700	55.84
Cleveland Police	1007	566,200	1.78
Cumbria Constabulary	279	498,400	0.56
Derbyshire Constabulary	1016	1,049,000	0.97
Devon & Cornwall Police	896	1,749,100	0.51
Dorset Police	1477	770,700	1.92
Durham Constabulary	510	630,000	0.81
Dyfed-Powys Police	181	816,800	0.33
Essex Police	2607	1,820,400	1.43
Gloucestershire Constabulary	910	628,100	1.45
Greater Manchester Police	4200	2,798,800	1.50
Gwent Police	350	587,700	0.60
Hampshire Constabulary	4623	1,978,800	2.34
Hertfordshire Constabulary	1886	1,180,900	1.60
Humberside Police	2192	929,900	2.36
Kent Police	2280	1,832,300	1.24
Lancashire Constabulary	1588	1,490,500	1.07
Leicestershire Police	2055	1,083,200	1.90
Lincolnshire Police	1111	751,200	1.48
Merseyside Police	1987	1,416,800	1.40
Metropolitan Police Service	20476	8,817,300	2.32
Norfolk Constabulary	1314	898,400	1.46
North Wales Police	493	896,300	0.71
North Yorkshire Police	1179	819,800	1.44
Northamptonshire Police	906	741,200	1.22
Northumbria Police	2084	1,448,600	1.44
Nottinghamshire Police	1625	1,147,100	1.42
South Wales Police	2055	1,324,400	1.58
South Yorkshire Police	1282	1,393,400	0.92
Staffordshire Police	1279	1,126,200	1.14
Suffolk Constabulary	1248	757,000	1.65
Surrey Police	2081	1,185,300	1.76
Sussex Police	2848	1,692,800	1.68
Thames Valley Police	6552	2,391,700	2.74
Warwickshire Police	766	564,600	1.36
West Mercia Police	1131	1,272,600	0.89
West Midlands Police	3113	2,897,300	1.07
West Yorkshire Police	2664	2,307,000	1.16
Wiltshire Police	953	716,400	1.33

\* Offence count includes BTP offences occurring within that particular force boundary  
 \*\* Based on annual mid-year 2017 population estimates for England and Wales, ONS

## Appendix D – Count of last outcome data

Last outcome category		
Investigation complete: no suspect identified	19989	45.60%
Under investigation	12990	29.63%
Status update unavailable	9189	20.96%
Unable to prosecute suspect	985	2.25%
Awaiting court outcome	255	0.58%
Local resolution	95	0.22%
Court result unavailable	56	0.13%
Formal action is not in the public interest	51	0.12%
Offender given a caution	45	0.10%
Offender given community sentence	41	0.09%
Offender sent to prison	33	0.08%
Suspect charged as part of another case	20	0.05%
Offender given suspended prison sentence	17	0.04%
Offender given conditional discharge	16	0.04%
Action to be taken by another organisation	12	0.03%
Further investigation is not in the public interest	10	0.02%
Offender ordered to pay compensation	9	0.02%
Defendant found not guilty	8	0.02%
Offender fined	8	0.02%
Court case unable to proceed	7	0.02%
Offender given penalty notice	1	0.00%
<b>Grand Total</b>	<b>43837</b>	