

Dublin Cycling Campaign Bike Theft



Avoid The Thief

Anti-Bike Theft Campaign
dublincycling.ie/AvoidTheThief



- Background to the campaign
- Data
- The campaign
- Survey results
- What's happening
- Ideas for the short & longer term



Background

Why we started looking at bike theft?

- Bike theft victims contacting campaign
- Stories that bike theft was on the rise
- Value of bikes stolen increasing

It's an old problem ..

Irish Independent 1905-current*, 08.10.1943, page 3

Thefts Of Bicycles

GARDAI ON DUTY OUTSIDE CHURCHES

The authorities had taken such a serious view of the stealing of bicycles from outside churches that they had placed Gardai on duty at churches all over Dublin, said Detective-Officer Murphy at Dun Laoghaire.

Before the court was Patrick Roe, Montpellier Parade, Monkstown Road, Blackrock, who was convicted of the larceny of a bicycle, value £3, the property of Rose Flynn, Yankee Ter., Newtownpark, Blackrock, at Blackrock, on September 19, and illegal possession of various bicycle parts.

He was sentenced to six months' imprisonment with hard labour on the larceny charge, and one month for the illegal possession, the sentences to run consecutively.

It was stated that the accused had been seen loitering around the vicinity of the churches, and since his arrest no bicycles had been stolen from the churches.

Irish Press 1931-1995, 11.10.1935, page 8

HARD LABOUR FOR CYCLE THEFTS

JUDGE ISSUES WARNING TO RECEIVERS

When a youth named John Connor, Harold's Cross, was charged with stealing bicycles in the city, Judge Shannon said:

"I take a serious view of bicycle stealing, which, I understand, is very prevalent in the city. It seems very easy to steal bicycles and just as easy to sell stolen bicycles, and it is a most difficult crime to detect.

"I would be very happy to have any person convicted of receiving stolen bicycles before me, and I consider that the only remedy is imprisonment."

The Judge imposed a sentence of six months' hard labour on Connor.

Gardai advice to cyclists (1940)

Irish Independent 1905-current*, 06.09.1940, page 7

Advice to Cyclists

COMBATING THE CYCLE THIEF

Don't leave your machine unlocked.

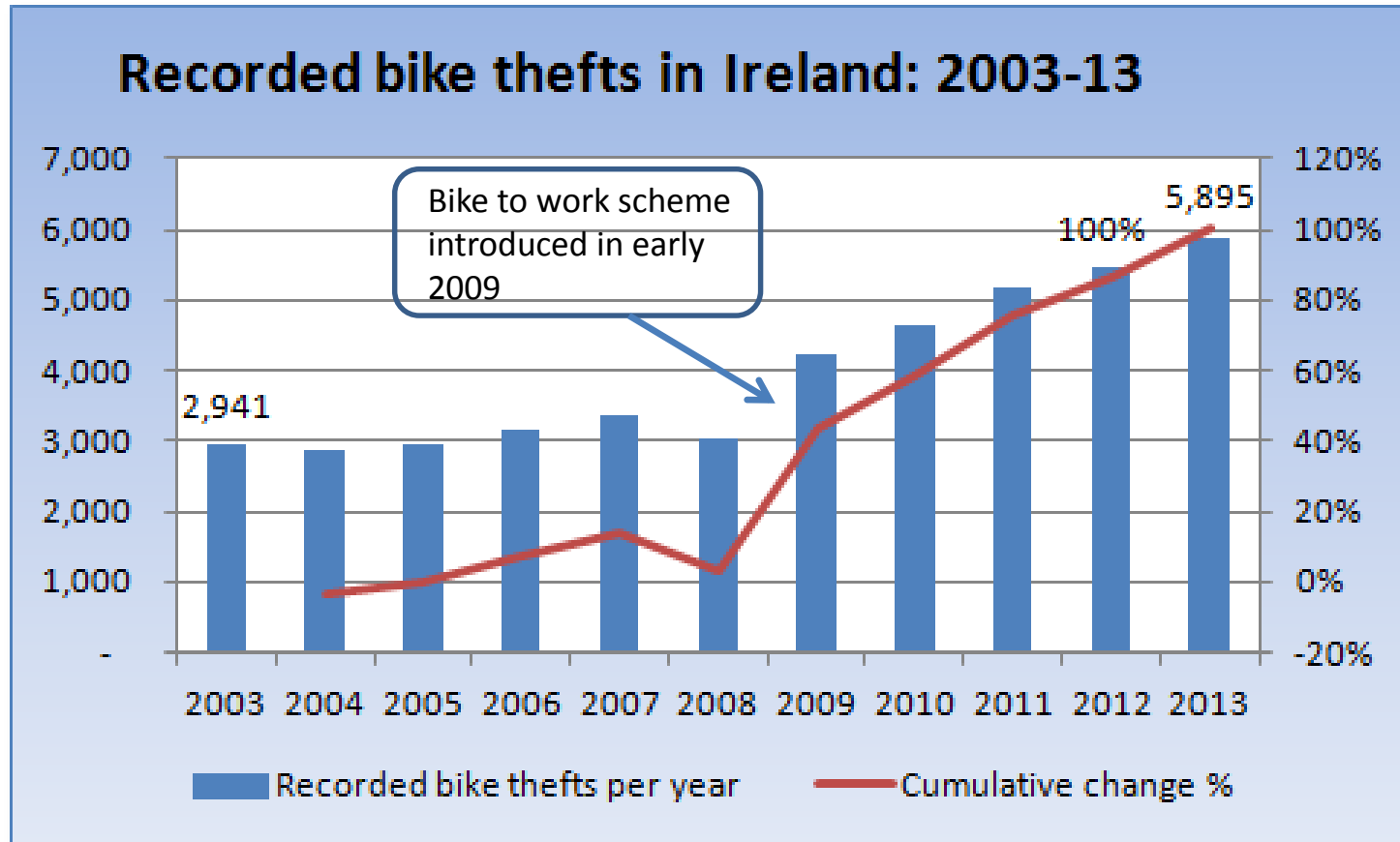
It's always worthwhile to turn the key in the lock, even if you'll only be absent a few seconds.

If you have forgotten your lock or key, deflate one of your tires and remove the valve.

Remember, a lock & key won't safeguard detachable objects such as a basket, a pump or a lamp.

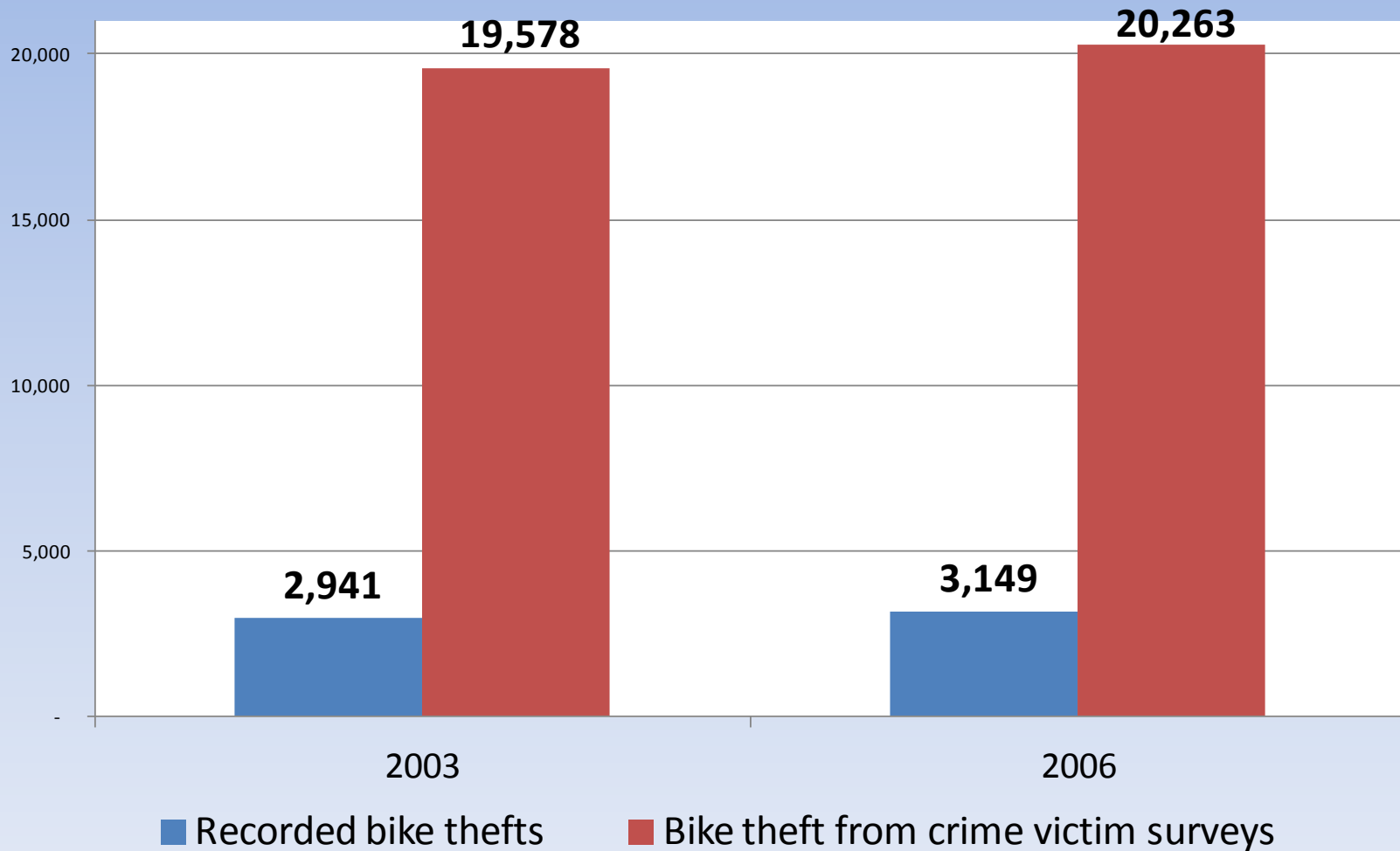
Data

Between 2003 & 2013 recorded bike theft increased by 100%, with a sharp increase from 2009



Only 1 in 6 reports a bike theft

1. Recorded bike thefts & 2. Bike theft figures from crime victim surveys 2003 & 2006 (CSO)



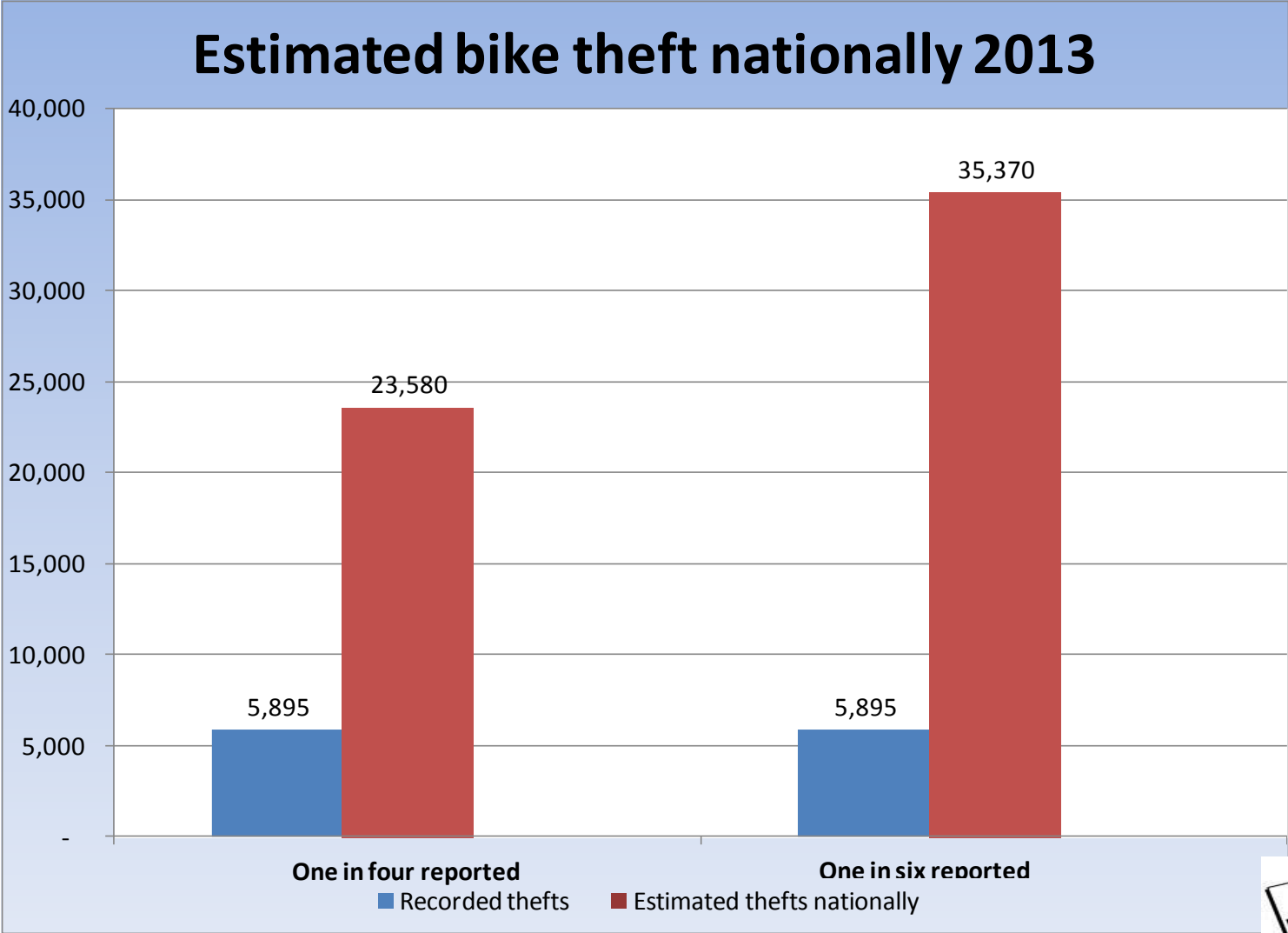
Under-recording in other European countries is between 4:1 and 6:1.

Reported and estimated bike thefts from 2006: Ireland, Netherlands, Denmark & UK

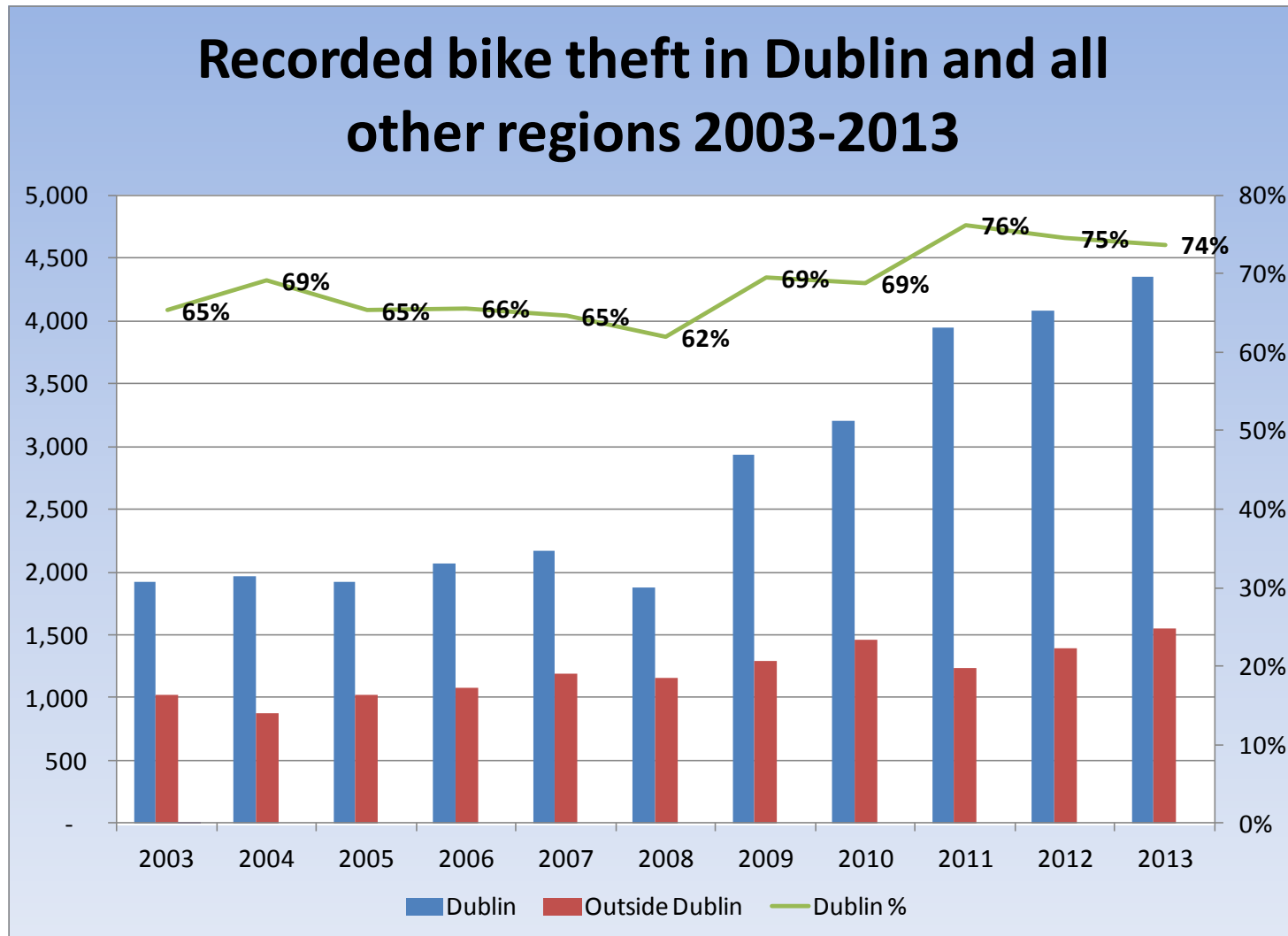
	Ireland	Netherlands	Denmark	UK
Bike thefts reported	3,149	120,000	70,000	100,000
Bike thefts crime victim surveys	20,263	763,000	280,000	500,000
Bike thefts reported %	16%	16%	25%	20%
Ratio of stolen to reported stolen	6.4	6.4	4.0	5.0



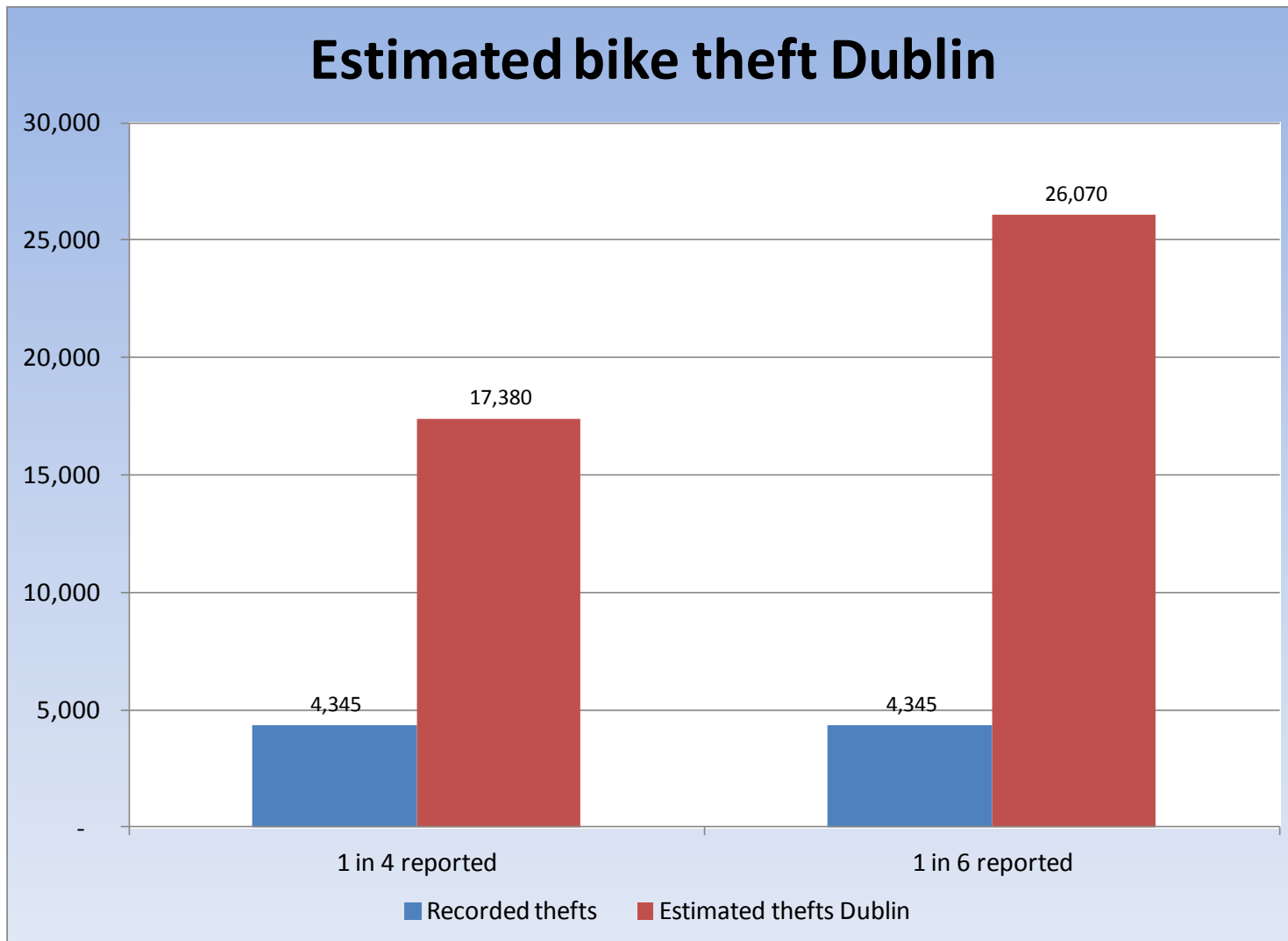
We estimate that somewhere between 23,000 and 35,000 bikes were stolen nationwide last year



75% of total bike theft in Ireland occurs in Dublin

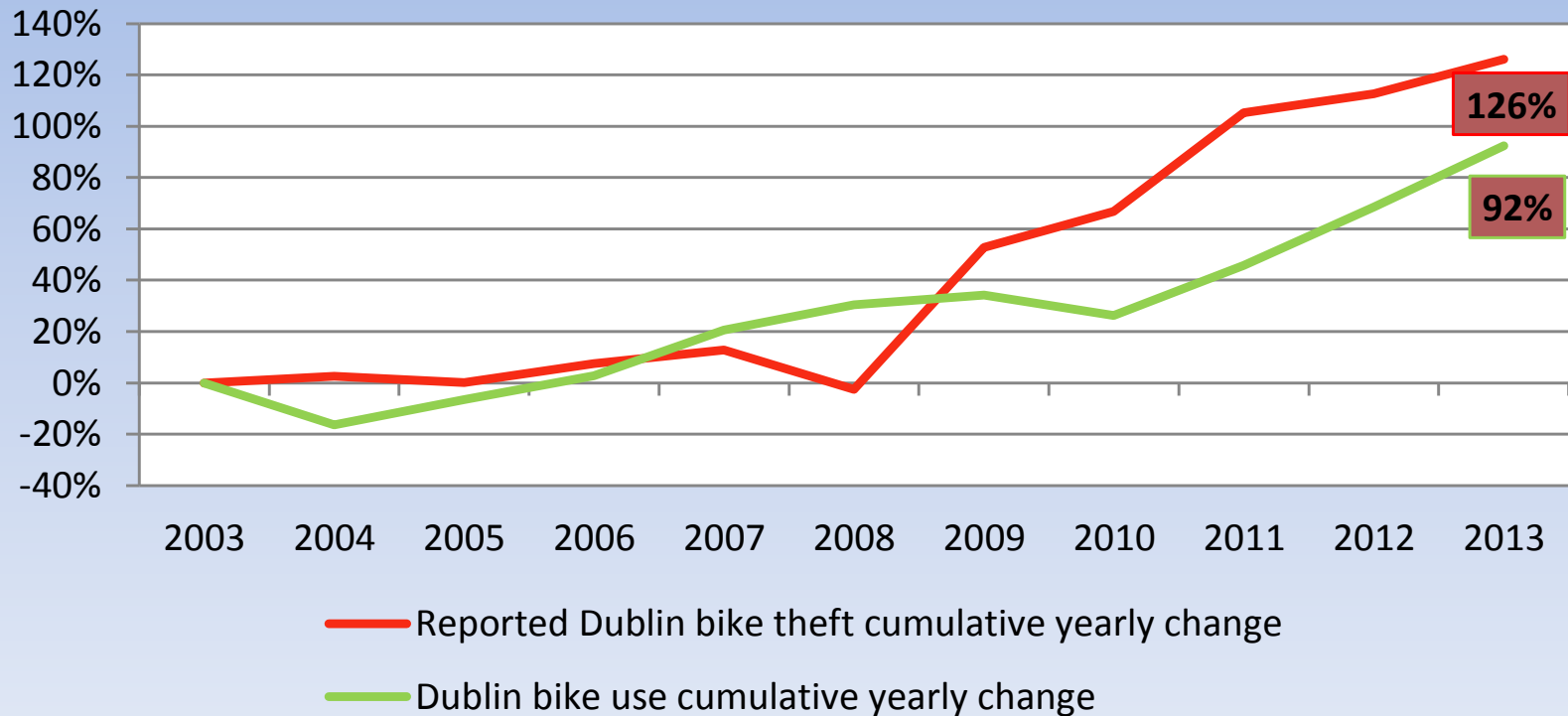


...so between 17,000 and 26,000 stolen in Dublin in 2013



Between 2003 & 2013 reported bike theft increased at a faster rate than bike usage

Bike theft & bike usage Dublin: 2003-2013 (% change)



Conviction rate: If we estimate that 30,000 bikes are stolen annually, the conviction rate is less than 1%

Convictions for bike theft vs recorded and estimated thefts 2012

Recorded bike theft	Detected	With relevant proceedings	Court proceedings commenced	Conviction & pending	Conviction & pending (%)
5,477	571	214	205	135	2%

Estimated bike theft	Detected	With relevant proceedings	Court proceedings commenced	Conviction & pending	Conviction & pending (%)
30,000	571	214	205	135	0.5%



What the Gardai say

- Difficult to reunite recovered bikes with bike owners
- Non-reporting means difficult to prove suspected stolen bikes were stolen.
- When theft is reported, often no frame number.

Netherlands & London experience

Bike theft in the Netherlands



Case study Netherlands

Motivation for change:

- Public anger led to govt action.

Goal:

- Reduce thefts by 100k from base line of 763k.

Administrative approach:

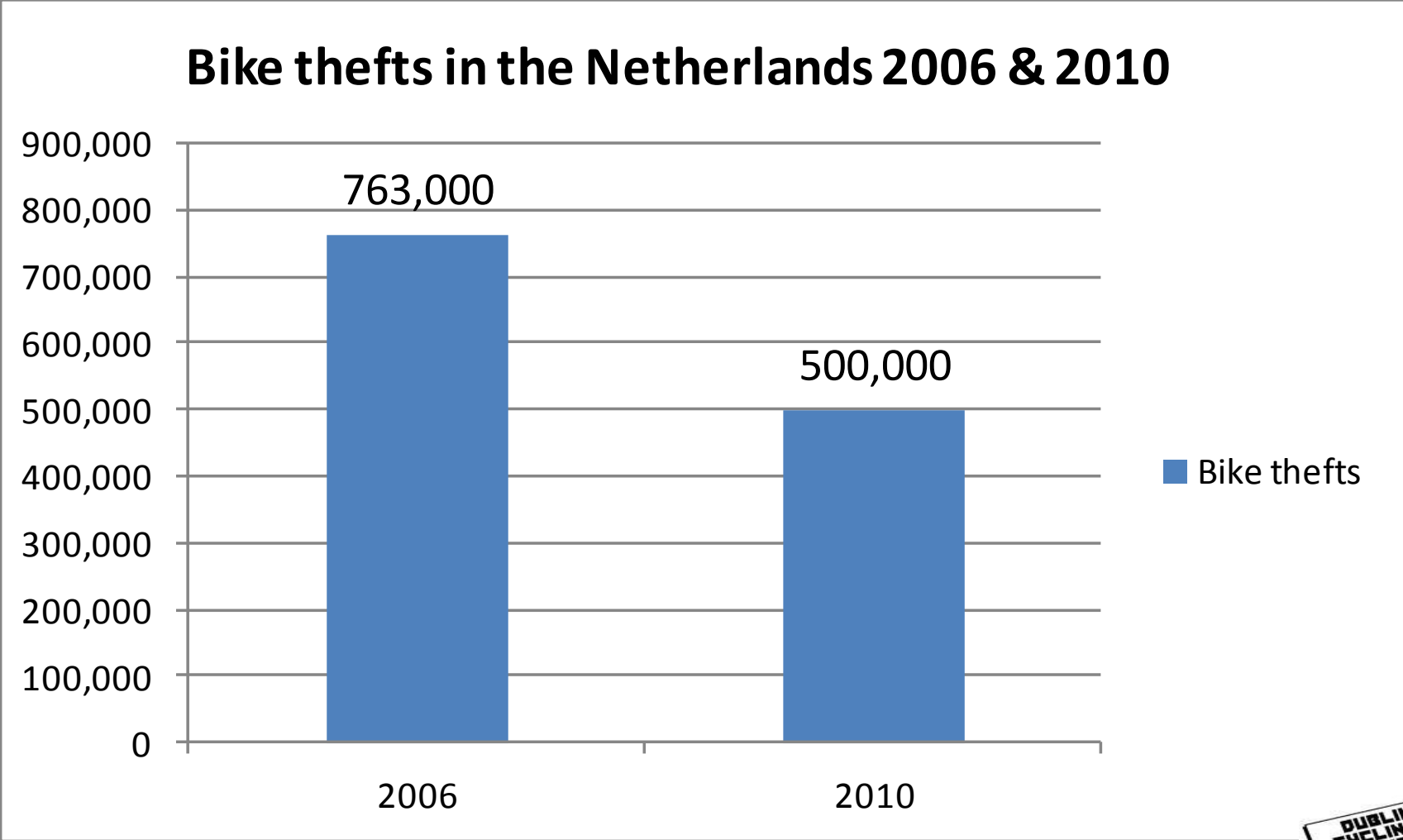
- Dept of Transport chair group
- All stakeholders represented
- Centre for expertise established

Starting Point was a review of:

- Locations, times & profile of thieves
- Distribution channels for stolen bikes
- Attitude of public and police to bike theft



Bike theft fell by 33% between 2006 & 2010



Lessons from the Dutch

- Political will needed.
- State group (dept of transport) to co-ordinate work
- All stakeholders involved.
- Start with detailed analysis.
- Actions with greatest return.
- No single simple solution or `silver bullet`.



Bike theft London

© FightMe



`Project Cycle Ops` London

Background

- Rising population
- Mayor – `make London a cyclised city`
- Research showed bike theft a barrier to increased cycling

Research/Analysis

- No frame numbers for reported stolen bikes
- High re-sale value (bikes are CRAVED).
- Low detection rates and sentences

Size of the problem

- 100k thefts (25% reported – 25k)
- 25% who had a bike stolen stop cycling (25k).

Specifics of London problem

- Avg re-sale value stg 275. Avg court fine: stg 150

` Project Cycle Ops` Plan

Organisation

- Transport for London (TFL) co-ordinate
- Police, advocacy groups etc involved.
- 30 full time officers funded by TFL (2010-2013).

Actions

Identified and targeted high risk areas:

- Leaflets, stands with locking advice, stickers on bike stands (“lock it or lose it”.)
- Bike registration events
- Web sites buyers and sellers guides

Bike Parking

- Stands that have natural & formal surveillance etc.

Dublin Cycling Campaign`s Bike Theft Campaign



Bike Theft Campaign aims (1)

Highlight the extent of the issue

- Bike theft doubled in past 5 years
- Theft figure in Dublin approx 20k and not 5k reported
- Low conviction rates.

Provide advice for cyclists

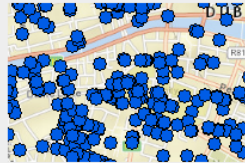
- Use better locks – no cable locks
- Know frame and model number & always report
- Don't buy a stolen bike



Bike Theft Campaign aims (2)

- **Recommendations:**
 - Code of practice for websites & bike shops
 - Gardaí to give bike theft a higher priority
 - More secure cycle parking
- **But most importantly..**
 - State run committee needed to oversee work

Survey



Dublin Bike Theft and Bike Parking Survey - Dublin Cycling Campaign



Many thanks to Esri Ireland for providing the software and support free of charge.

Esri Ireland is the supplier of the ArcGIS Geographic Information Systems (GIS) Platform

www.esri-ireland.ie.

Results

- 1,539 responses
 - 1,081 had a bike stolen
 - 458 submitted comments

Impact on cycling

- 1 in 6 victims (16%) don't replace bike (3k).
- A further 26% reduced amount cycled (5.2k).
- 42% therefore stop or reduce cycling
(London comparable figure is 67%).

Locations

- Top 3 theft locations are:
 1. Car parks
 2. Home (house/appt/garden/shed)
 3. Streets



Results cont

Reporting

- 27% of people who reported thefts had frame number.
- 4% recovered stolen bike

Locking

- 11% didn't have bike locked.
- 44% had bike locked with a cable lock

Insurance etc

- 15% (c 1 in 7) had bike insured. (London figure is over 30%)
- 87% of those with insurance had home insurance
- 42% who replaced stolen bike got a used bike



Results Bike parking

Parking

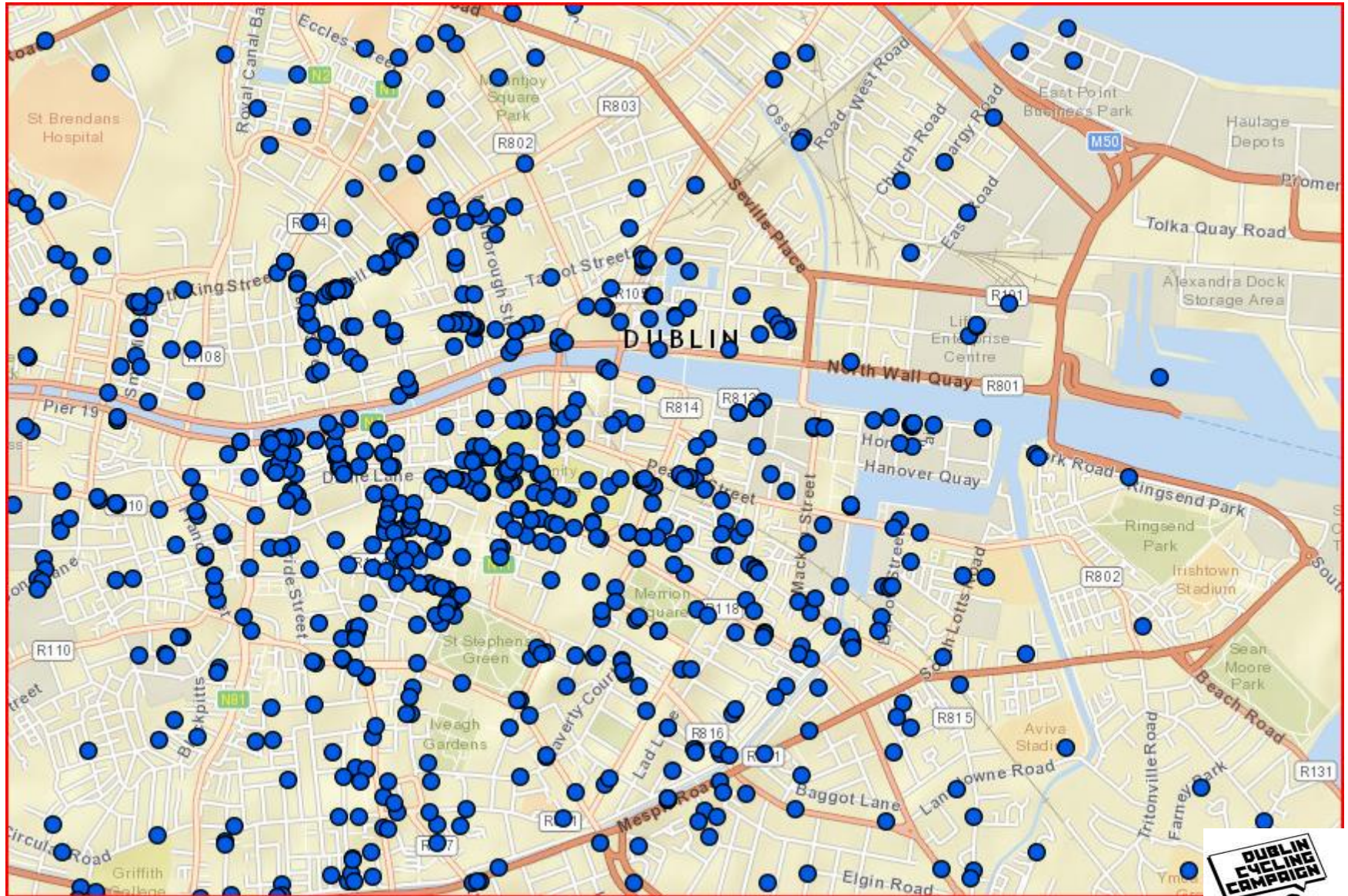
- 32% said they`d pay for bike parking
- A further 42% said they might pay.
- Of that 74 %, 3/4`s said they`d pay Eur 2/day max.

The draw

- 14% said they wouldn`t like to be included in the draw...
- 39% said they`d like to get involved in the campaign (609...)

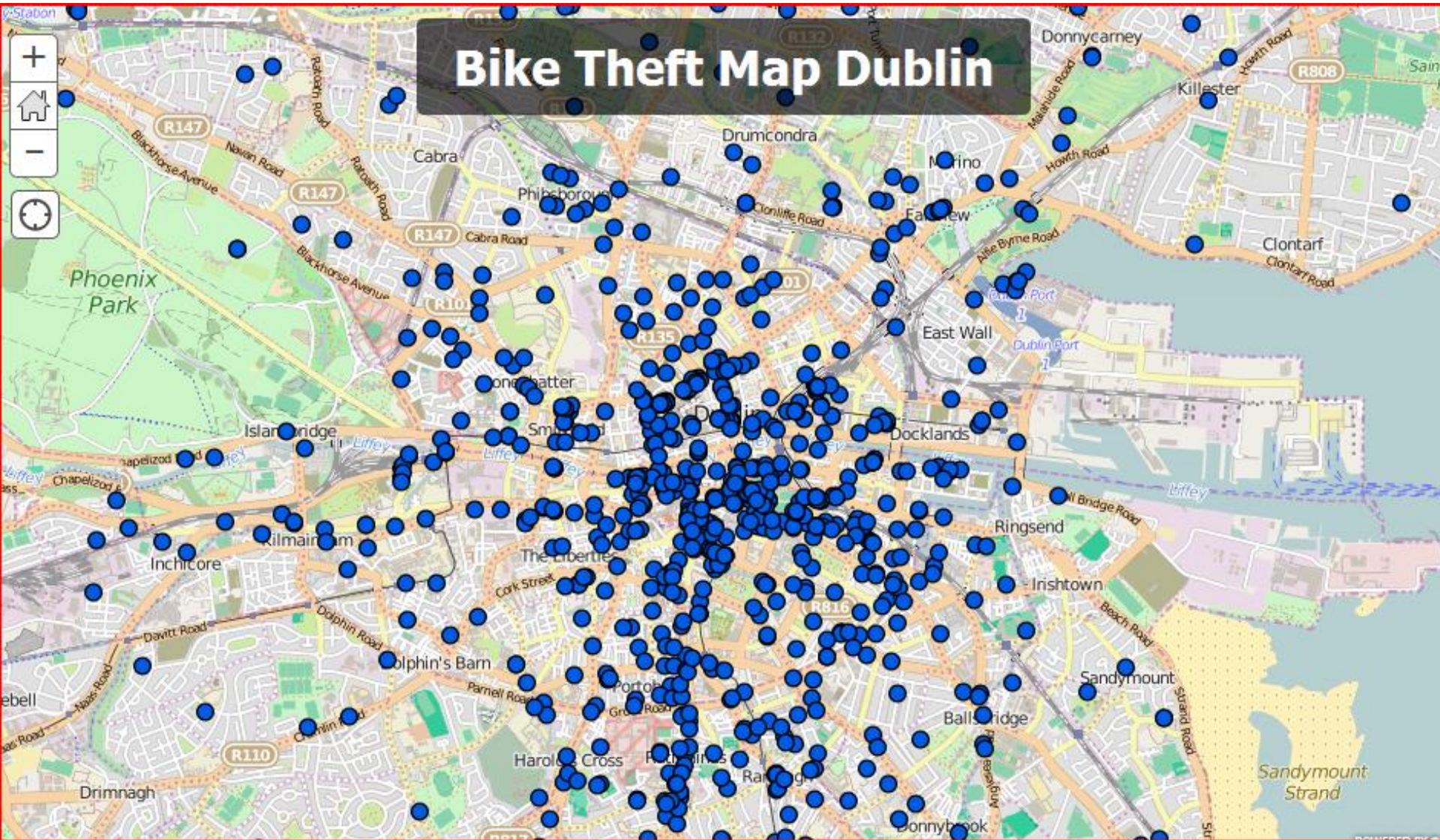


Bike theft locations from survey



**DUBLIN
CYCLING
CAMPAIGN**

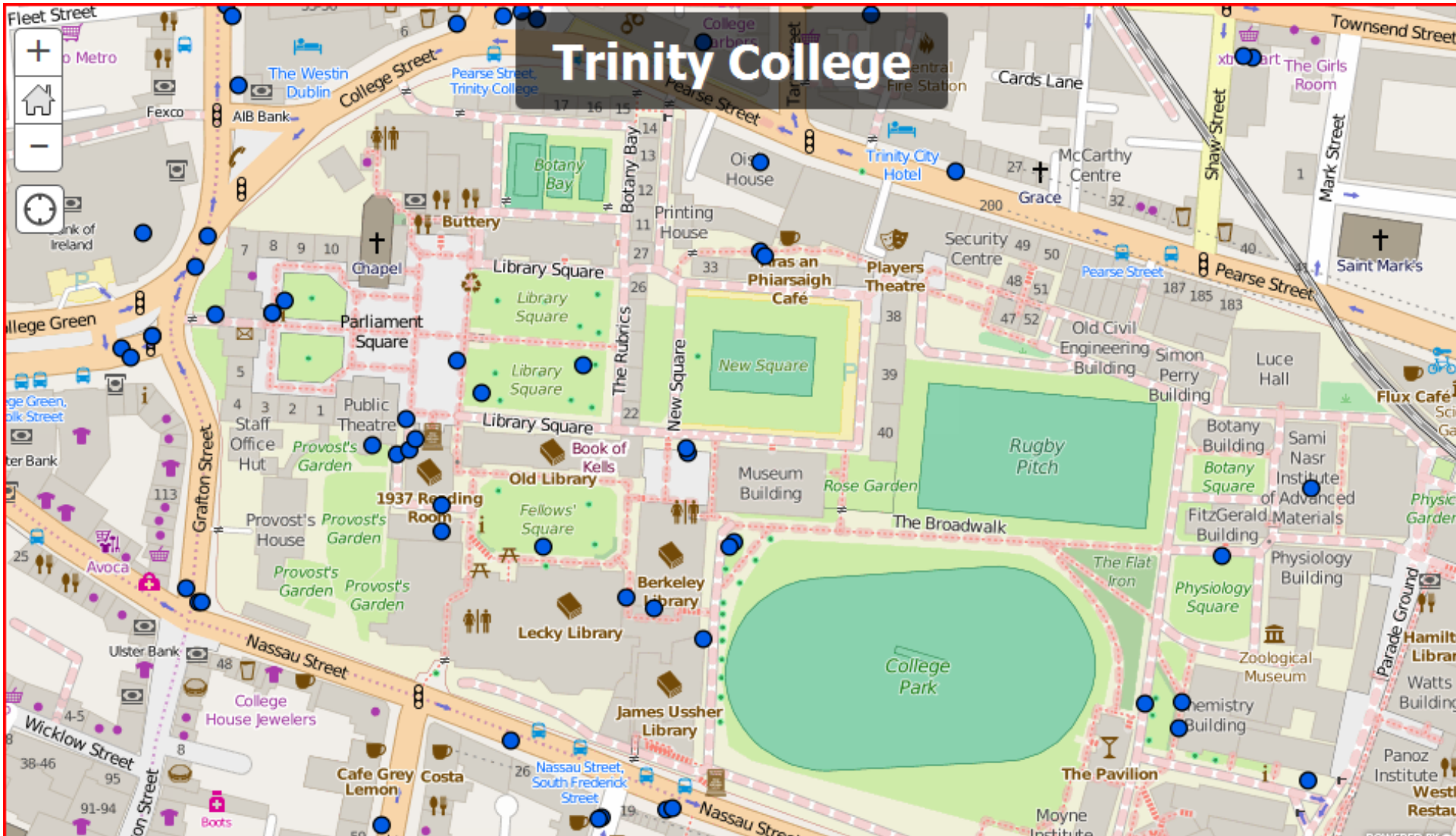




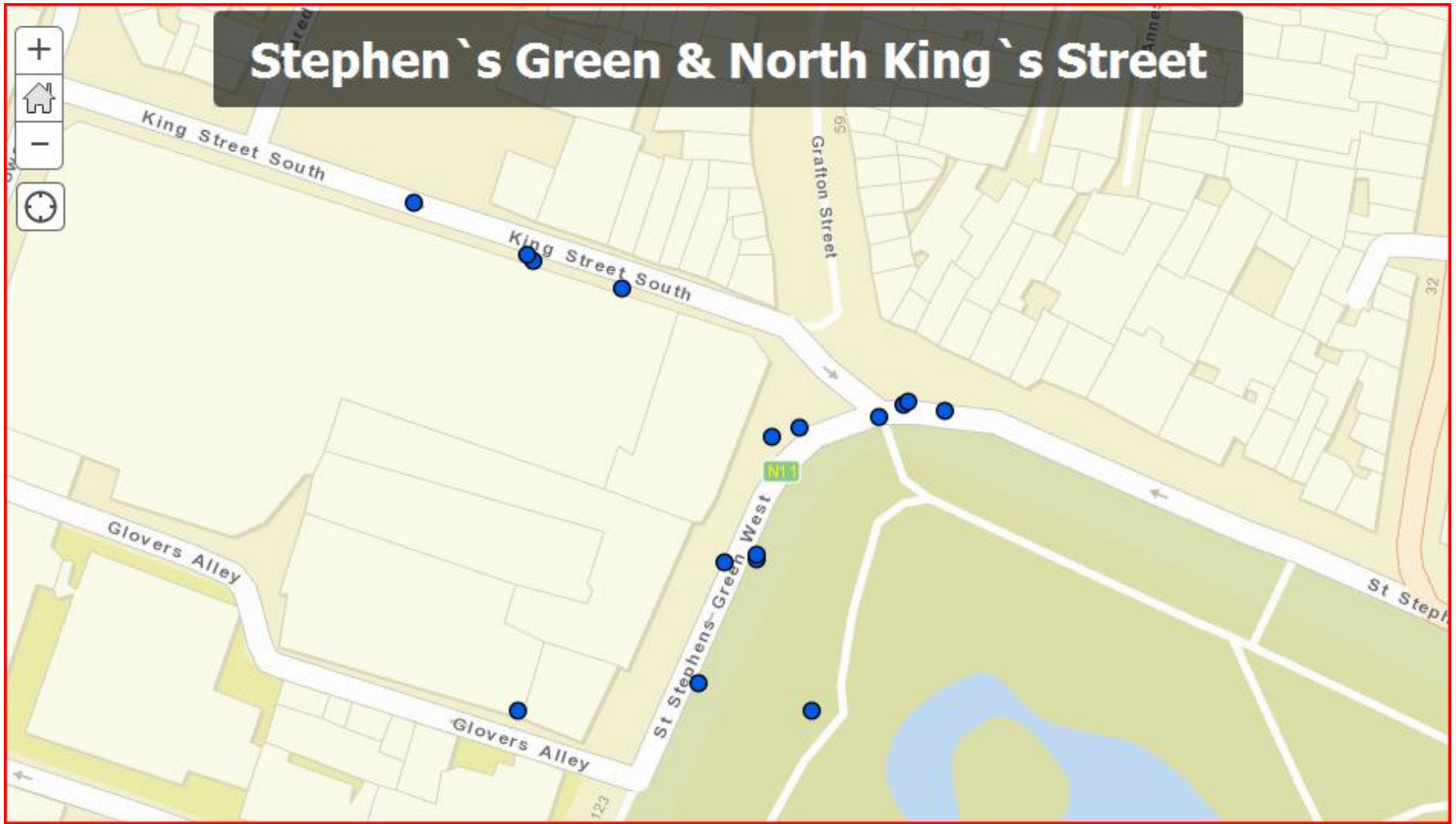
Bike Theft Map Dublin

Trinity College

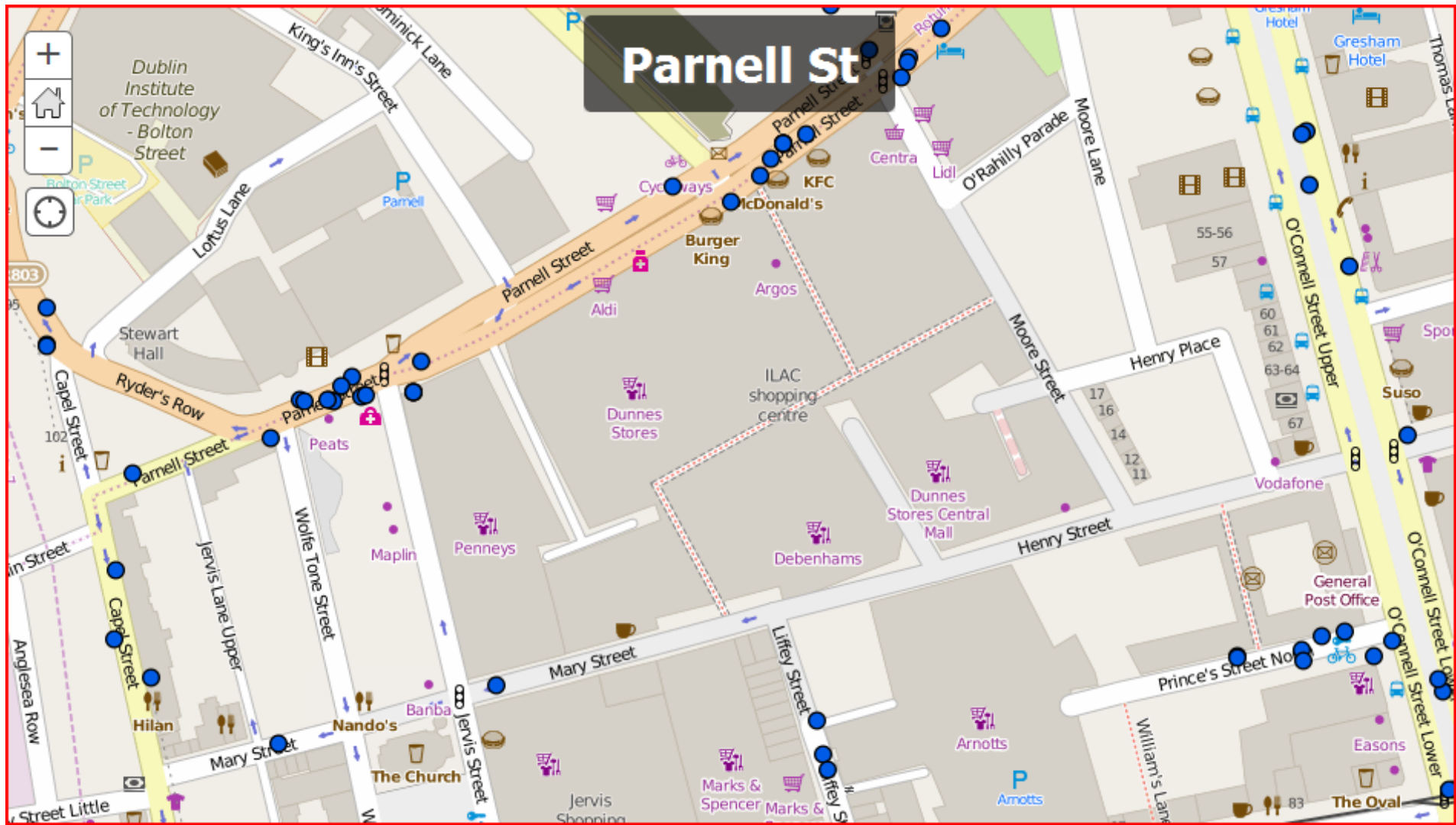
(1k responded, but 20k thefts..for each dot count 20..)



Stephen`s Green & North King`s Street



Parnell st



Some comments from the survey

On bike theft

"Bike theft is rampant. I`d love to cycle to more places if I didn't think my bike would be stolen"

"Am very careful & still have had 3 bikes stolen. Everyone I know that cycles has had bicycles stolen. "

On bike parking

"Drury street is great but we need much more secure bike parking places in city including the Northside"

"Much more on street bike racks. Often I cant find a place to lock my bike and end up locking to railings"

Some comments from the survey

On Garda action

"Gardai don` t take bike theft seriously. If this was car theft Guards would be all over it"

On bike locking

"At all bike stands we should have: 1. Signs warning of bike theft & 2. Advice on best locking practices."

"Owners have to take responsibility too. Get a better lock! Double lock! Watch what you lock it to!"

Bike Theft campaign

THE IRISH TIMES

Sun, Feb 8, 2015

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Just 4% of bikes stolen in Dublin are recovered - survey

Trinity college a 'hot spot' for bicycle theft, Dublin Cycling Campaign survey finds



The Dublin Cycling Campaign is calling for the establishment of a working group co-ordinated by Dublin City Council to develop a scheme to reduce bike theft in the city. File photograph: Cyril Byrne/The Irish Times

Cycling campaign chief has bike robbed - while meeting council about bike thefts



Independent.ie Newsdesk

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06/02/2015 | 09:56



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Cycling campaign chief has bike robbed - while meeting council about bike thefts

A member of the Dublin Cycling Campaign who was surveying bike thefts had his own bike stolen while meeting with Dublin City Council about the issue

Morning Ireland

Cyclists urged to be cautious with bikes, even at home



David Timoney from the Dublin Cycling Campaign, says a new survey shows bikes are as vulnerable to theft in car parks and homes as they are on the street

What happens now?

What the solution will look like

Education

- Public information campaign

Enforcement

- Better deterrence and detection

Engineering

- More provision of secure bike parking
- Codes of practice for web sites & bike shops

Evaluation

- Tracking and measuring of the campaign goals



What can be done now?

What	Detail	Who
Bike theft working group	Group with stakeholders	City Council
Surveillance, detection etc	Bait bikes, visible presence at hotspots etc	Gardai
Communications campaign	Locking, bike details, reporting etc.	Council/DCC
E-record of bike details	Email/invoice to buyers	Bike shops
On-line selling changes	Tighter code for buyers/sellers	Web sites
Better locks	`Silver` or `Gold` grade locks ,no cable locks	Cyclists/bike shops
Warnings at hotspots	Information at bike racks on bike locking	City Council

What can be done in the medium term

What	Detail	Who
Bike register	All new bikes on register	Dept of Transport
State run co-ordinating group	State body to drive forward an agreed approach	Dept of Transport
Car parks (private)	More secure bike parking	City Council
Bike to work	Mandatory registration & `Silver` bike lock with sale	Dept of Finance
Evaluation	Evaluations based on surveys and/or focus groups.	External

What can you do?

What	Detail
Bike registration	Review current solutions from around the world
Communications campaign	Develop the elements of a publicity campaign for bike theft
Lobbying	Put together an effective communication plan to public representatives
Social Media	Support and expand the work the campaign currently do

The solution has been known for a long time...

Irish Independent 1905-current*, 30.11.1936, page 11

CYCLE STEALING IN DUBLIN — INCREASED NUMBER OF OFFENCES — ADVICE TO OWNERS

Every month sees an increase in cycling in the city, and most owners constantly are in dread of a thief. Most continental cities provide parking in bike parks free of charge or for a nominal fee, the parking stands being in the charge of an official, who gives a numbered disk to the owner after locking his bike in a bracket. Bicycle thefts in these cities were very uncommon as a result.

The principal places of larceny are outside shops, churches and offices where bicycles are left unlocked and unattended. A lock can be purchased for 3d and in the past 3 years only 1 bike was stolen that was locked.

Registration of bicycles on the lines of motor vehicles has been suggested as a means of checking larcenies.

Supervised/secure
bike parking

Better locks

Bike registration