



Bike theft in Dublin

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Dublin Cycling
Campaign

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Agenda

- Background
- Bike theft data
- Case study - how the Dutch are addressing bike theft
- Next steps
- Volunteers

Background



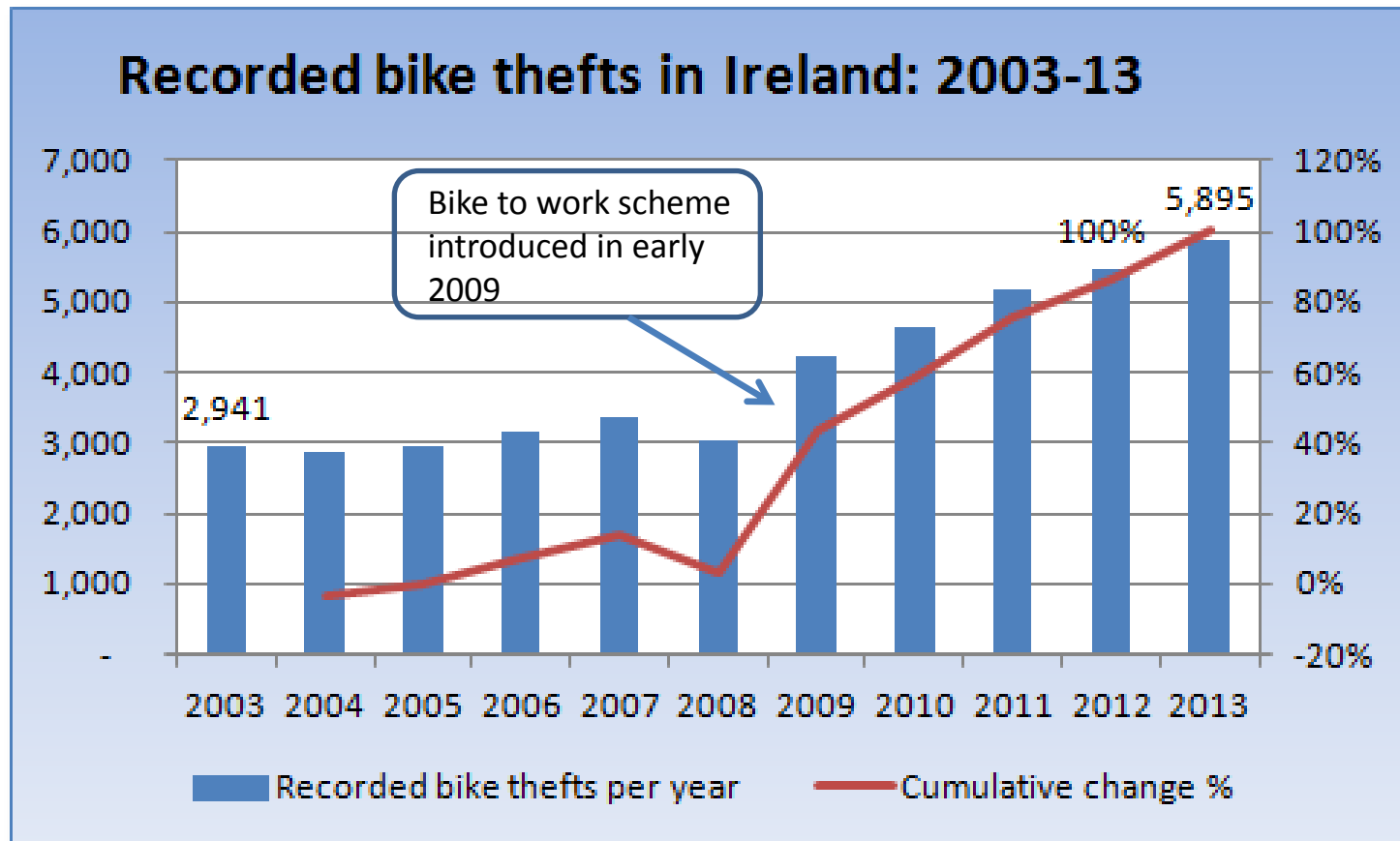
Dublin is again becoming a cycling city

The rise of the Bicycle

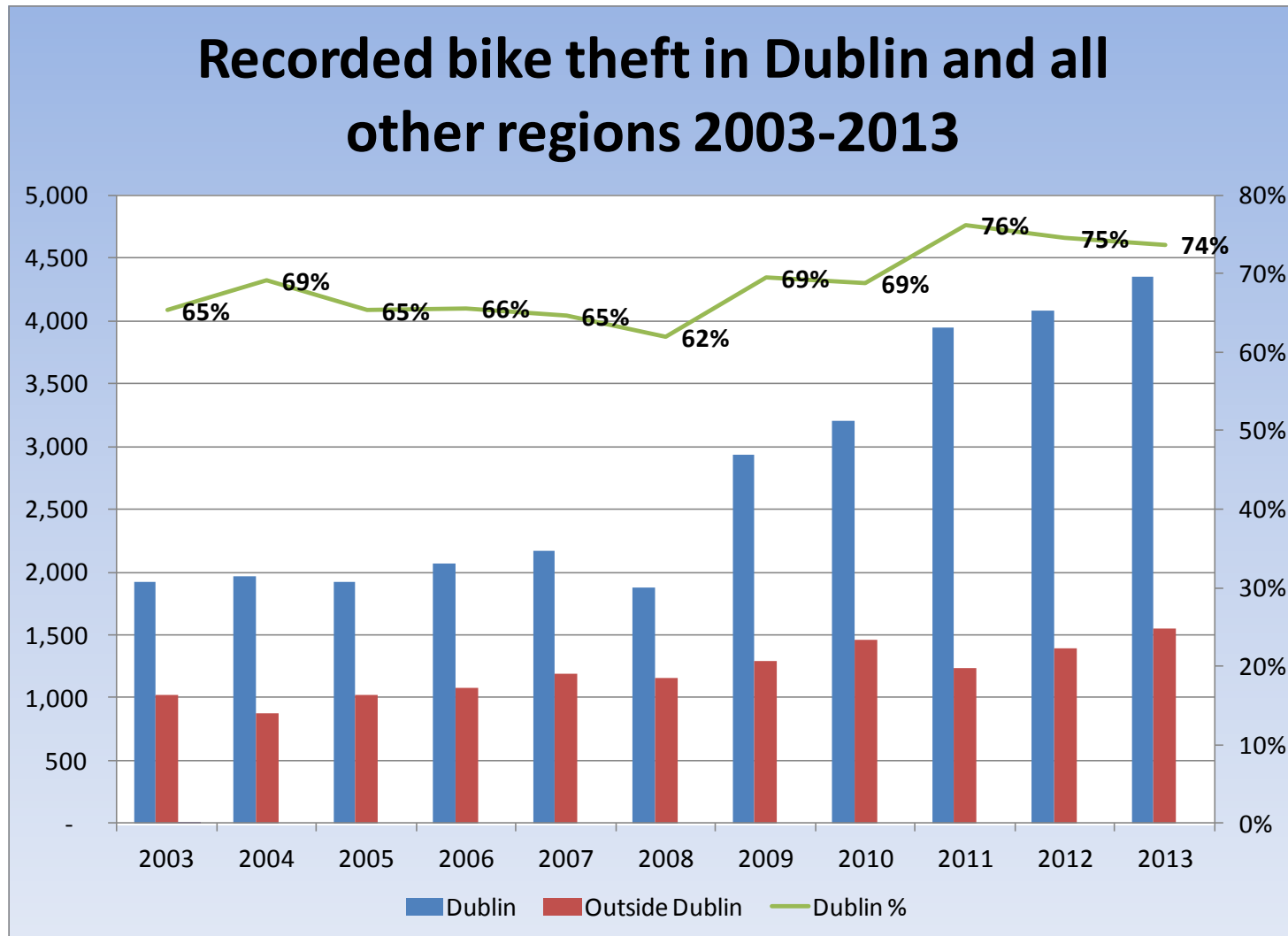
- Bicycle use increasing in recent years following years of decline.
- Commuter cyclists crossing the canal cordon have grown by over 80% since 2007, and city centre cycling has doubled in the past 5 years.
- Bike theft however has been on the rise over the past few years, possibly partly due to it becoming more profitable with the bike to work scheme.
- Fear of bicycle theft may discourage bicycle use.
- Combating bicycle theft is therefore a necessary step toward the increased use of this sustainable form of transport.

Bike theft data

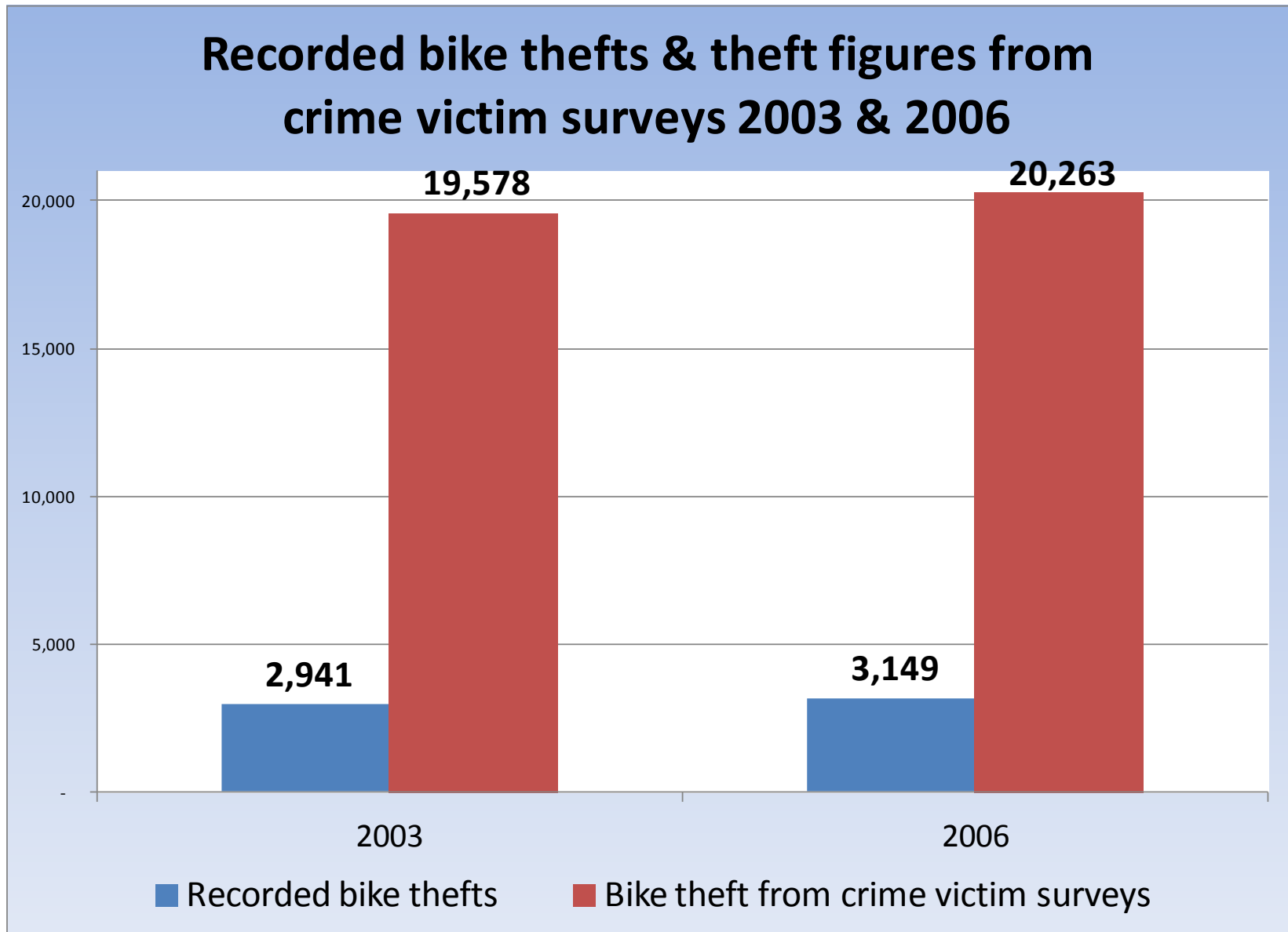
Between 2003-`13 reported bike theft doubled, with a sharp increase from 2009.



3/4` s of total bike theft in Ireland occurs in Dublin



Only 1 in 6 reports a bike theft

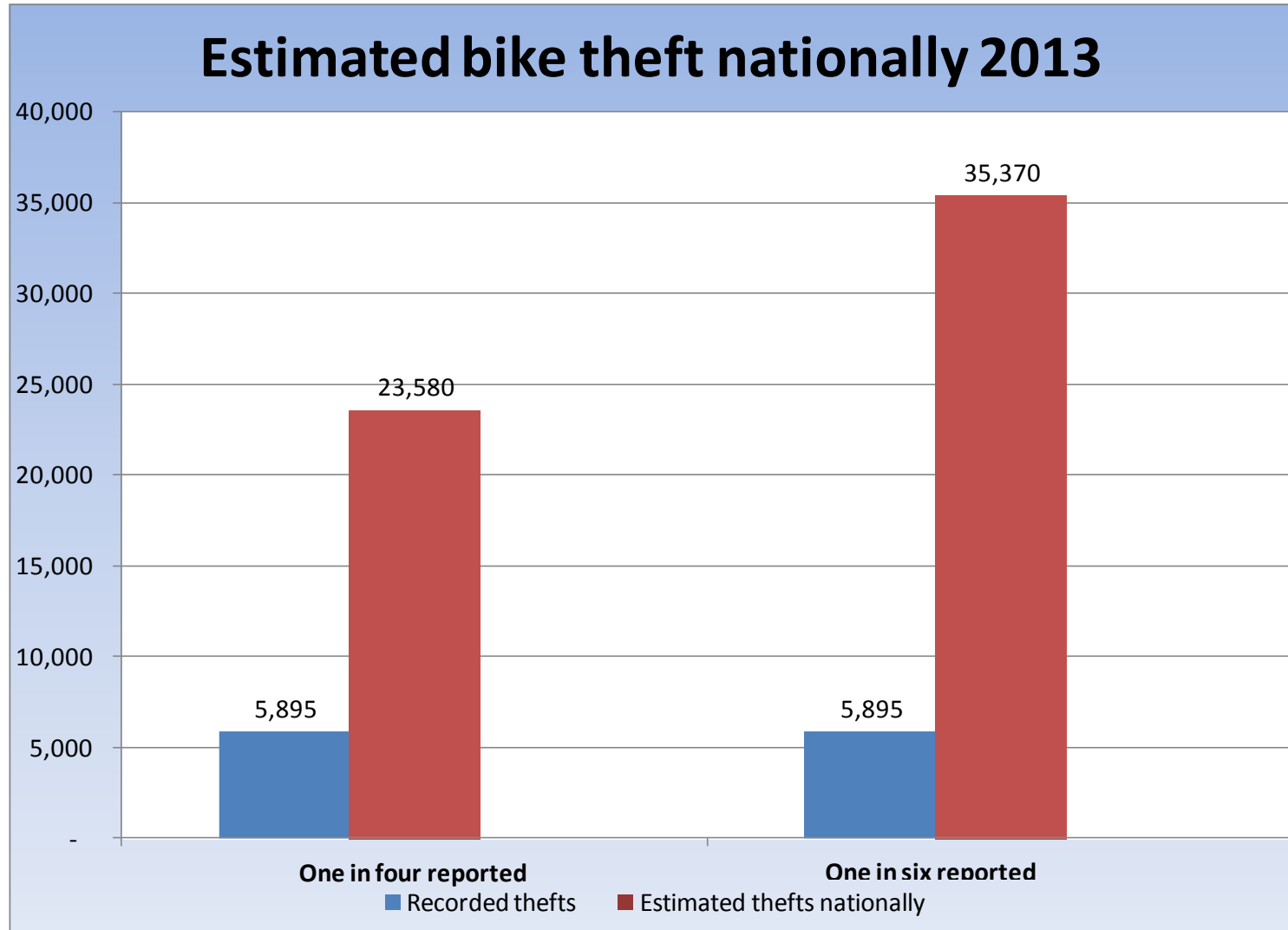


Underreporting in other European countries is somewhere between 4:1 and 6:1.

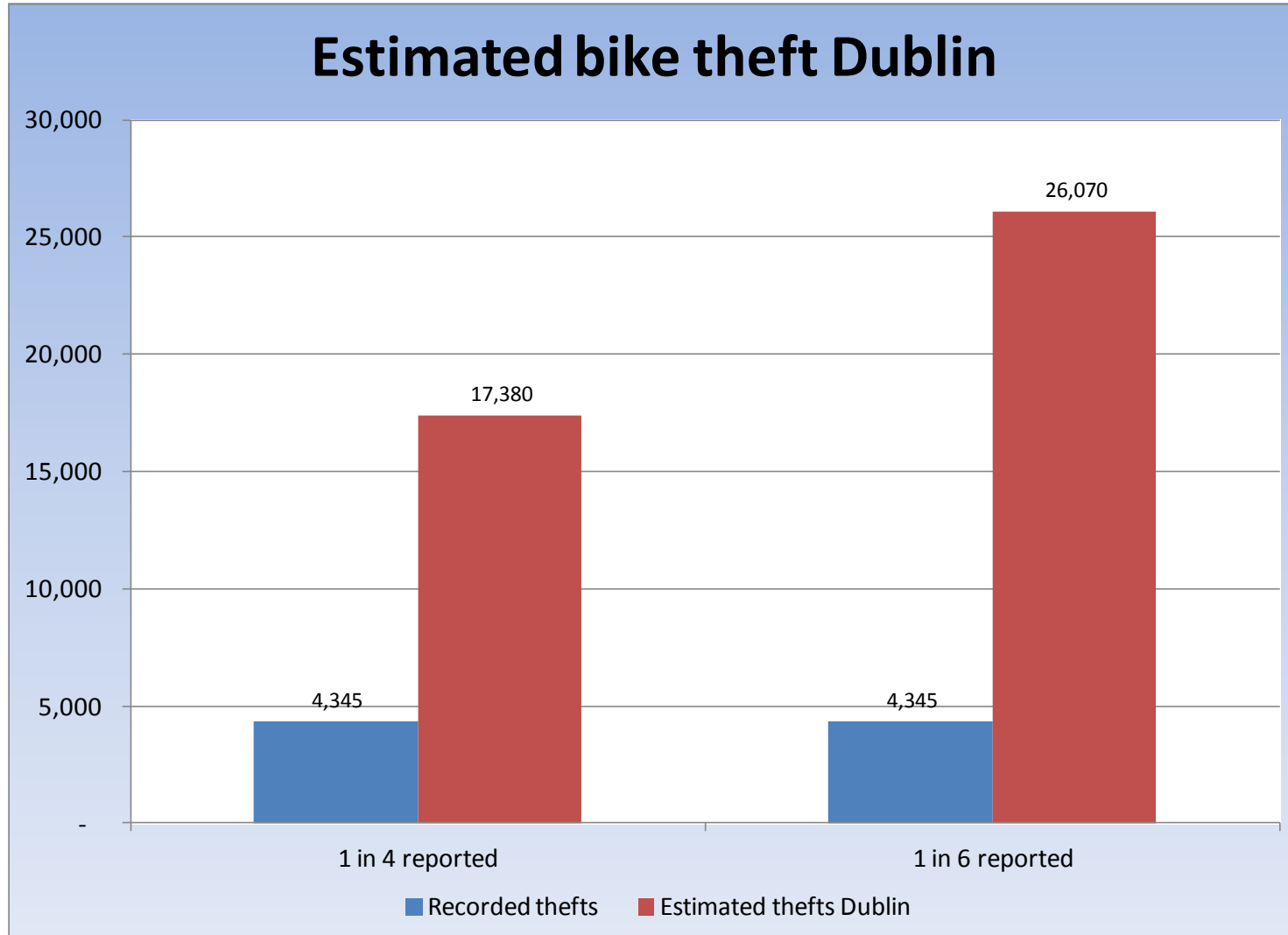
Reported and estimated bike thefts from 2006: Ireland, Netherlands, Denmark & UK

	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



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

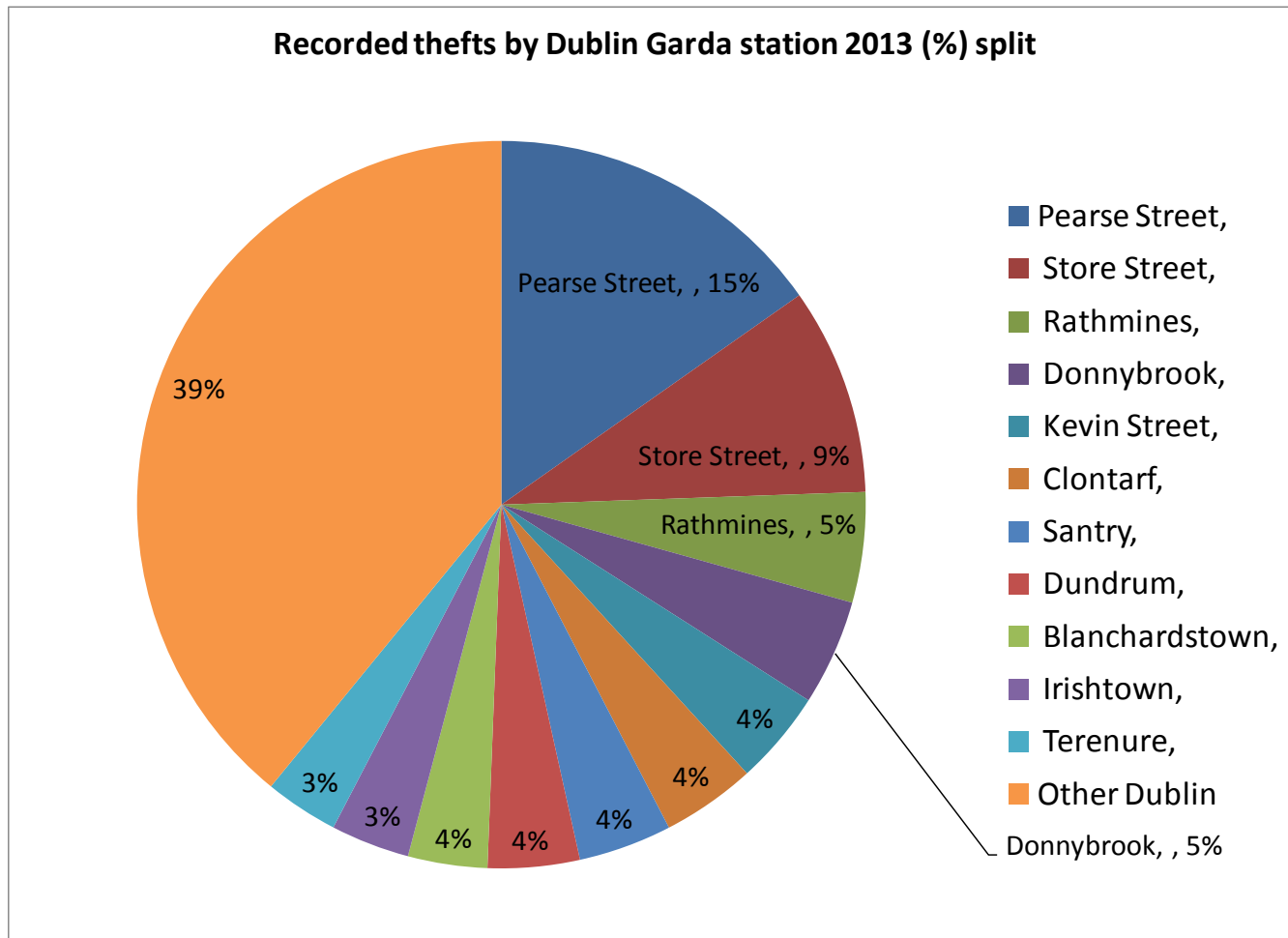


If we estimate that 30,000 bikes are stolen annually, the conviction rate for bike theft is less than 1%

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%

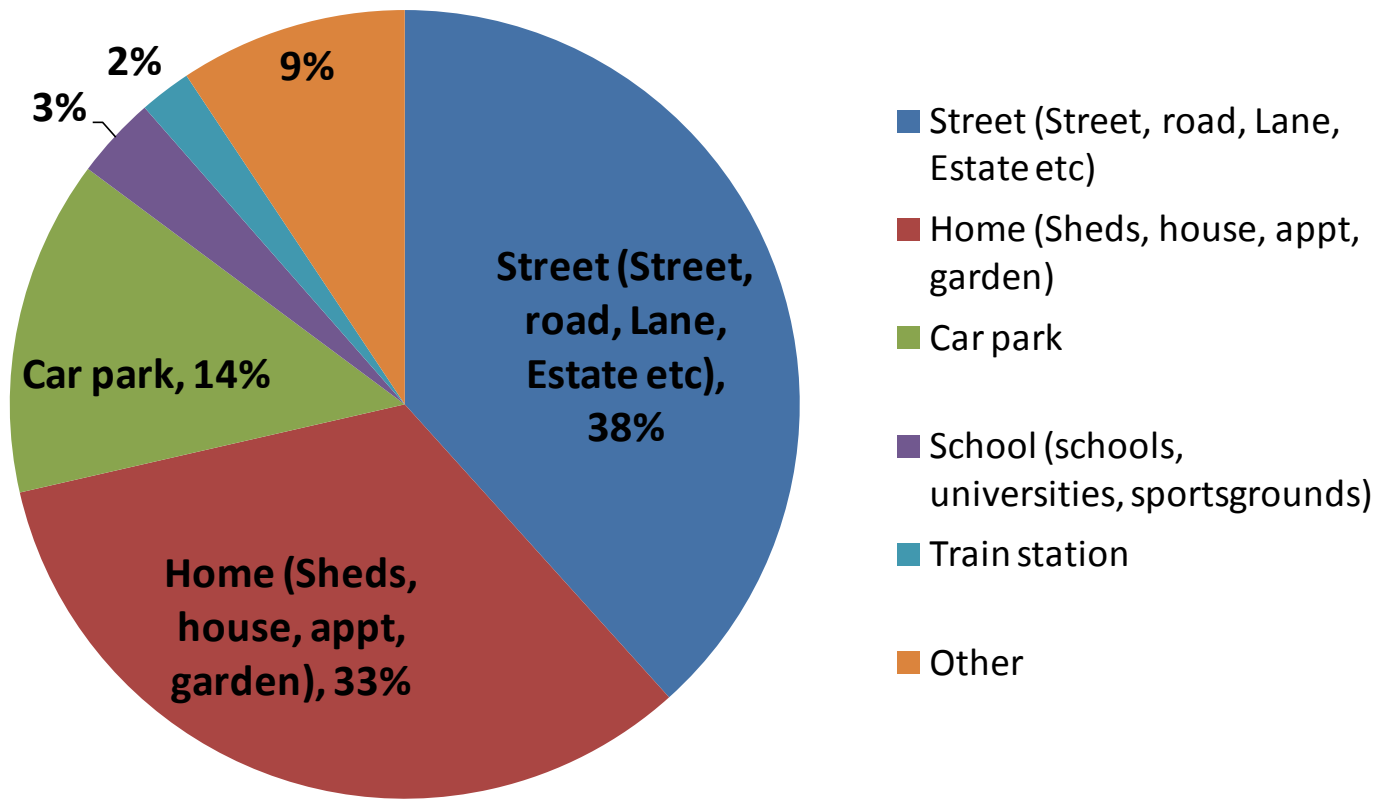
Thefts by Garda station in Dublin

8 stations account for 50% of reported theft

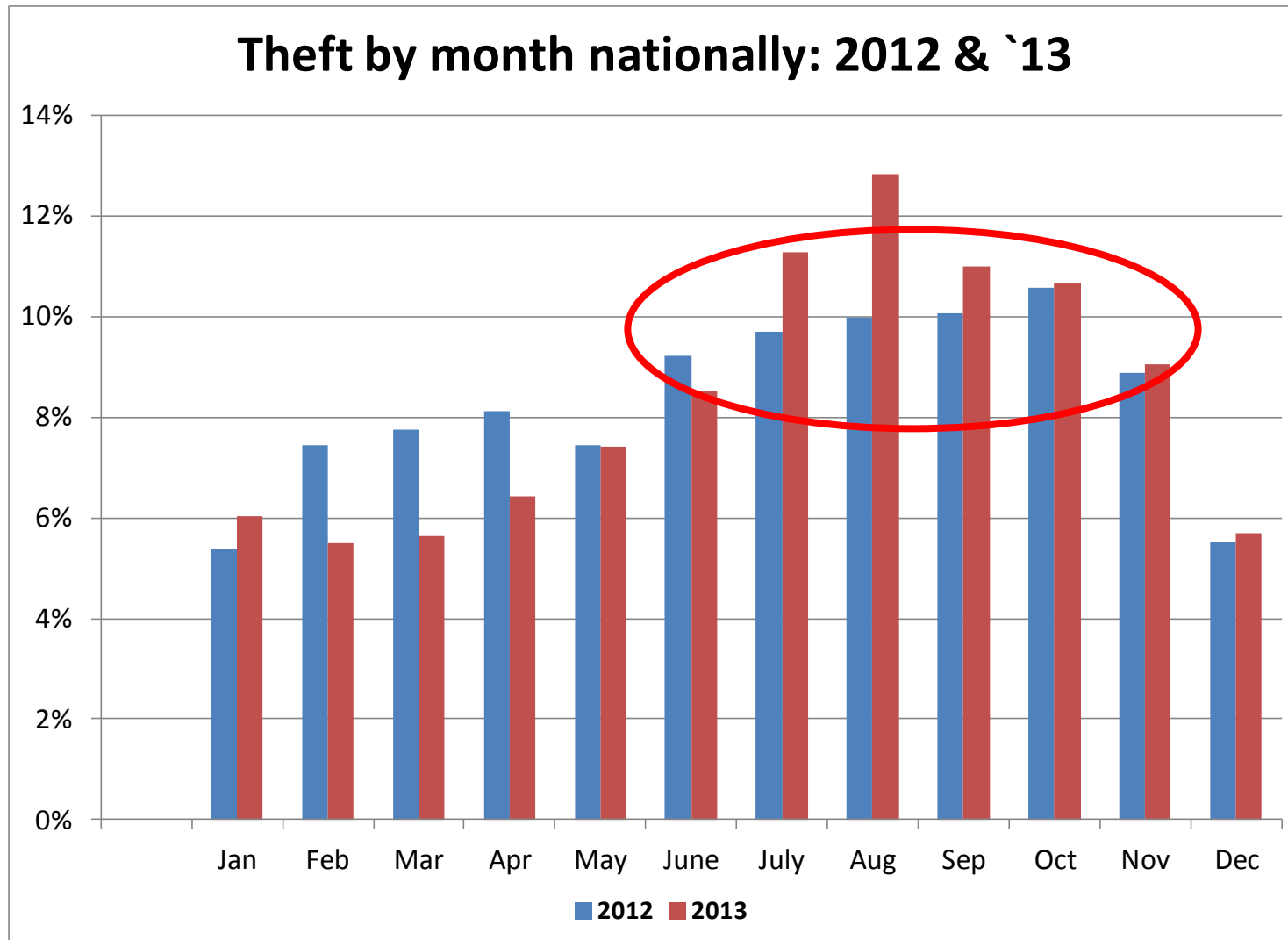


As you`d expect most bikes are taken from streets but a surprisingly high % are taken from homes

Theft by location 2013



The 6 mths from June to November are the peak months and accounted for 63% in 2013



Dail question about the "4,000" bikes stolen in Dublin last year

- <http://www.thejournal.ie/garda-bicycle-thefts-1141202-Oct2013/>

Over 100 pages on boards.ie on bike theft

- <http://www.boards.ie/vbulletin/showthread.php?t=2056226324>

Bike theft techniques have changed over the years..

- https://www.youtube.com/watch?v=hjsl_Co36mk
- https://www.youtube.com/results?search_query=bike+theft+in+dublin

Case study - bike theft in the Netherlands



16,8 million
inhabitants
19 million bikes



Case study Netherlands

The motivation for action

- In 2006, the new Dutch govt decided to act on bike theft.

The Goal

- That by 2010, thefts would have reduced by 100,000 from the 2006 figure of 763,000.
- The target 100k reduction was based on estimated thefts from crime victim studies not reported thefts to police.

The starting point

A thorough analysis of the problem was carried out covering:

- Locations
- Times
- Profile & motivation of thieves
- Distribution channels for stolen bikes
- Attitude of public and police to bike theft

Case study Netherlands: analysis findings

The stolen bike market

- Market for stolen bikes existed - supply and demand
- Stealing bikes was profitable
- Low risk activity for bike thieves

Attitudes

- Bike theft was considered normal, acceptable.
- Public and Police felt there was little that could be done about it.

Profile of bike thieves:

- Stolen for personal use
- Stolen to buy drugs
- Professional thieves

Locations:

- Home - 27%
- Bus/train station - 20%
- Street - 24%
- Other - 29%

Case study Netherlands: The plan

Main points:

- Disruption of market .
- Reduction in opportunities for stealing
- Bike registry introduced
- Attitude change needed

Case study Netherlands - The plan cont

Police actions

- Increased pressure on bike thieves
- Visible checking for stolen bikes
- Monitoring dealers & websites
- Penalties for possession of a stolen bike

Planners

- Bike parking facilities

Bike dealers

- Code of conduct

Bike owners

- Take responsibility for bike security

Major public awareness campaign in `08:

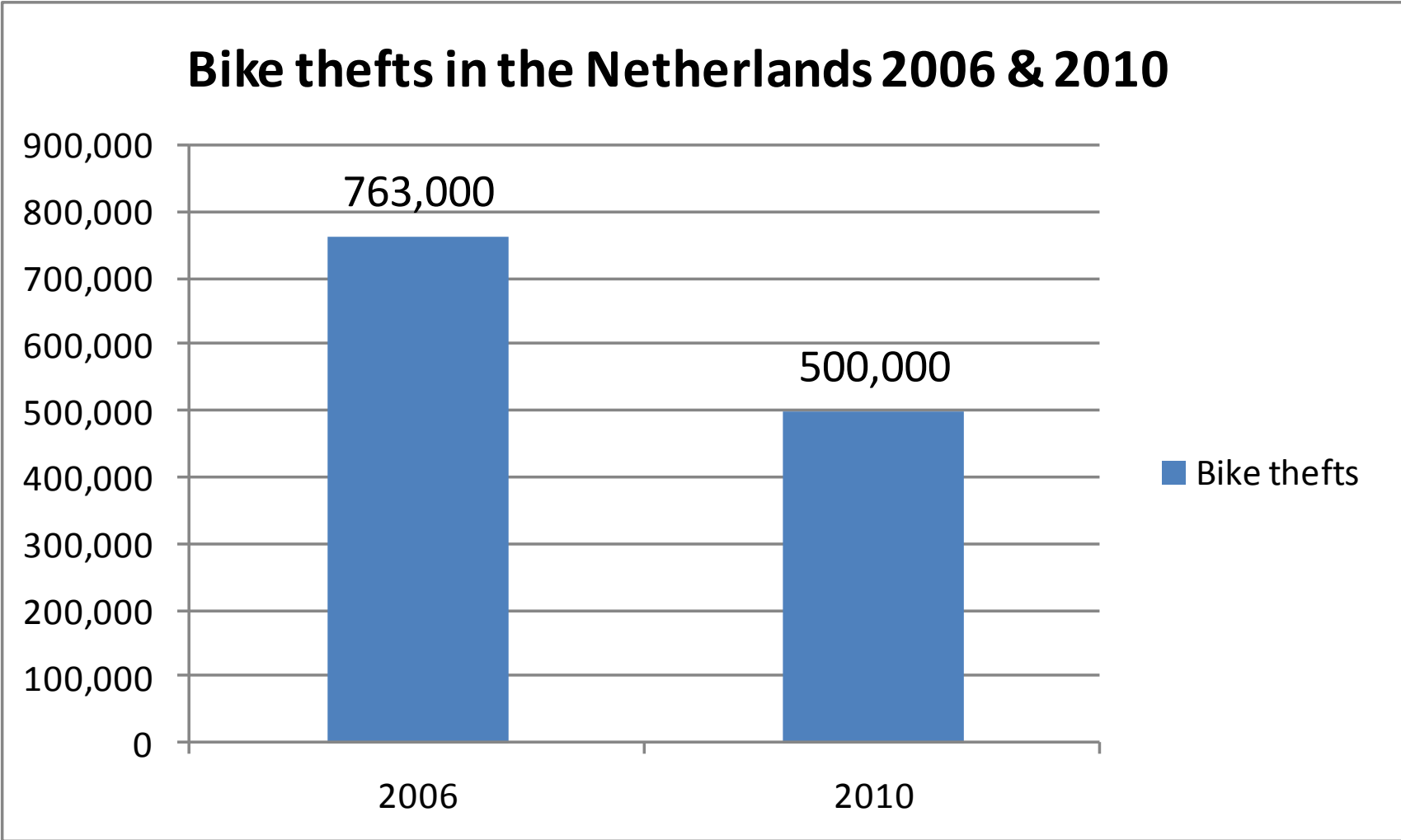
- Announced launch of bike register
- Always lock bike, use 2 locks and attach to an object
- Know what I own (frame number, type, photo)
- Always report theft to police
- Don` t buy a stolen bike

Case study Netherlands - The register

Bike Register introduced in `08

- Dutch manufacturers log new bike details on register.
- Registry initially holds no personal info.
- 1m bikes sold per year, 80% go on register.
- Stolen bikes reported to Police.
- Police feed theft data to theft registry.
- Police can check frame number with a scanner to see whether they`ve been stolen .
- 2nd hand bike dealers get a theft registry access.
- Public can consult theft register .

Bike theft fell by 1/3rd between 2006 & 2010



Bike theft in Netherlands - summary

Summary

- Bike theft reduced by 1/3rd.
- Still only 10%-15% of stolen bikes being reported.
- Recent pushback from bike manufacturers.
- Political will needed.
- Dept of transport chair national steering committee.
- Centre for expertise on bike theft established
- Stakeholders - Police, justice, councils, distributors, shops, cyclists organisations.
- Co-ordinated policies against theft
- Start with detailed analysis of your local problem.
- Look for actions where you`ll get the greatest return.
- No single simple solution or `silver bullet` .

Plan/next steps for Dublin

Plan/next steps for Dublin

- Gaps in analysis - volunteers needed to complete
- Co-ordinated action
- Co-ordinating responsibility?
- Short term and long term actions

Gaps in analysis

- Where do stolen bikes end up?
- Thefts by exact location - black spots
- Profile/motivation of thieves
- Registration systems in other countries

Co-ordinated action needed

- Contribution from:
 - Bike owners
 - Police
 - Planners
 - Bike trade
 - Bike users groups

Co-ordinating responsibility?

- Permanent co-ordinating body needed - bike theft not going away
- In the Netherlands, bike theft committee chaired by dept of transport
- City Council bike forum a starting point?

Short term actions...don't be an opportunity

Street theft

- Single most important action - use better locks.
- Spend €50 less on bike and €50 more on lock.
- Bike owners have first responsibility
- Bike shops also have a responsibility.
- Bike stands in high pedestrian traffic areas

Home theft

- Lock bikes in garage/shed
- Lock shed with good lock

Communication plan

- Information campaign to communicate above

Good locking devices



...not so good locking devices



Locking practice



Longer term actions

Bike register run by the state

- Encourages reporting of theft
- Easier for Gardai to re-unite stolen bikes with owners
- Deters thieves, buyers of stolen bikes and sellers of stolen bikes.

Bike Parking facilities

- Bike parks
- On street stands

Permanent co-ordinating bike theft body

Thanks to..

- CSO - Tim Linehan
- Gardai - Fergus Mulhern, Ailbhe Byrne & Gurchand Singh
- Dutch Cycling - Wim Bot & Tom Godefrooij
- Dutch Police - Mojgan Yavari

How can you help?

- Volunteers needed to be part of a small project team
- Contact: davidtimoney@yahoo.com