

Here we provide an example of index values that represent vulnerability to victimisation on London's transport network. Three years of crime data were used with corresponding survey passenger data on each mode of transport to create the index values.

PURPOSE: Understanding who is likely to be vulnerable to becoming a victim of crime on public transport is a worthwhile exercise because it facilitates the protection and reassurance of such sub-groups.

THEORY: It has been known for many decades that not all targets are at equal risk of becoming a victim of crime. Some people are, by virtue of their socio-demographic qualities or lifestyle choices, more vulnerable to being selected by offenders. Two of the most influential theories relating to crime occurrence are the routine activity approach and the rational choice approach. A victim's routine