The method presented in this brief employs an underexploited data source to create indices of vulnerability to victimisation on public transport. The point of this is to help highlight groups of people who are especially vulnerable to crime so that they might be better protected.

POPULATION AT RISK: The victimisation *rate* refers to the number of crimes per population at risk during a period of time in an area. For generic crime the population at risk is commonly thought of as the area's resident population or the number of households. However in some cases, potential targets are more narrowly defined (e.g. in particular settings or targets that fit a specific profile).

The travelling population are not easily definable, and yet they are precisely the population at risk for victimisation on public transport. In addition to the resident population (who may or may not use public transport), there can be a number of tourists, both native and foreign, who need to be factored into calculations, in addition to the commuting population. This is an incalculable list, and one which is not captured in full in any known database.

In the absence of a reliable benchmark for the population at risk for public transport users, we suggest using – where available – passenger surveys. These provide an approximation of the demographics of the travelling population. Surveys do though have the universal limitation of sample size, hence results from analysis using their data should be interpreted with caution. They further limit analysis to the data variables collected in the survey (e.g. certain age categories).

CREATING INDEX VALUES: Estimating the rate