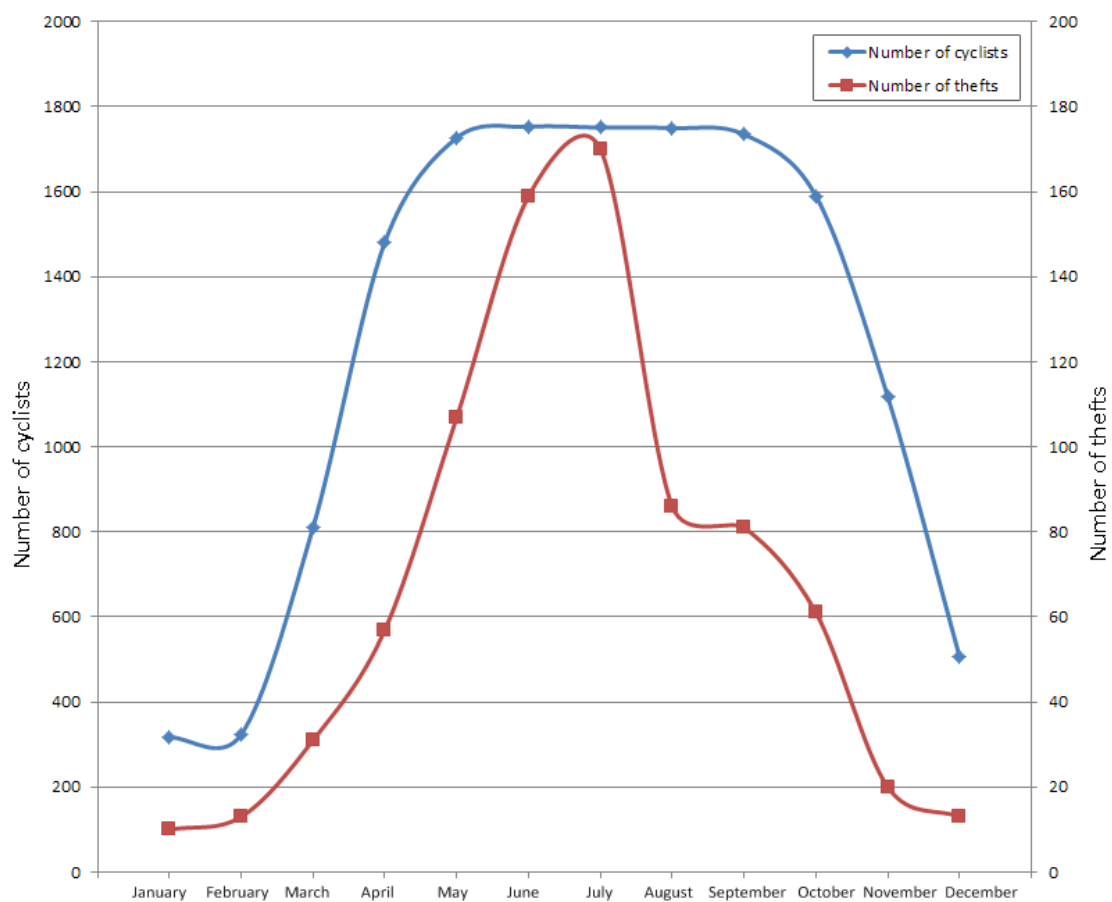


## WHEN: *When are bicycles most likely to be stolen?*

### Seasonality and time of day

Cycling and theft are both most frequent in summer months. Considering all bicycle thefts reported in the survey, findings illustrate that every calendar month between 2 – 10% of cyclists on the road had been victims of bicycle theft. Survey participants could report multiple months for riding, but they could not for theft, as detailed information was only collected on the most recent bicycle theft event and/or bicycle part theft event, as applicable. The actual rate for cyclists ever having had a bicycle stolen is about 50%, roughly double the rate for bicycle parts. Figure 5 makes clear that a greater number of bicycles are stolen in months when more bicycles are being used. Theft rates peak in July and drop significantly in August even though ridership levels remain similar from May to September. While this drop cannot be explained by the data, it might represent a decrease in the demand of bicycle sales.



**FIGURE 5: NUMBER OF CYCLISTS AND NUMBER OF THEFTS PER MONTH**

Bicycles are more frequently stolen during the night (37.0%) than in the morning (9.0%), afternoon (32.3%) or evening (21.7%). In the comment section at the end of the survey many people state that bicycles should not be left on the street at night. One participant claimed that her “last bike was locked to a bike rack outside [her] apartment with a high security U-lock, yet it was stolen overnight. [Now, she is] forced to bring [it] into [her] apartment every night, which is a nuisance.” Almost as frequent, however, is afternoon theft (the most frequent time for bicycle parts theft), and over three fifths of bicycle thefts happen at some point during the day, when bicycles are likely to be parked at a destination other than the rider’s home and are presumably visible to passers-by. There is, therefore, substantial potential for theft reduction by improving bicycle parking facility provision and locking habits.

### **Before and after bicycle theft**

Many current cyclists have at one or more times been victims of bicycle theft, rarely to see their rides returned. While this fact is itself unsettling, it is possibly more problematic, for those attempting to increase regional bicycle commute mode share, that some victims do not replace their stolen bicycles (7.3%). An interesting counterpoint is that among those who do, or who have their stolen bicycle recovered, 24% report increased cycling, compared to 15.5% who cycle less and 60.5% who report no change. One explanation is that replacements for both new and used stolen bicycles are more often new than used, and are possibly better suited to riders’ travel needs, enabling use for longer or more difficult trips. Unclear from this study (because the vast majority of respondents do commute by bicycle or have done so) is the degree to which theft discourages non-riders from attempting bicycle commuting.

Bicycle theft victims who continue cycling appear to make efforts to adapt and reduce their risk of further theft. Around 61.1% of theft victims subsequently change the type of lock that they use. Of bicycles that were replaced or recovered, only 3% are usually left unlocked and 71.1% are currently locked with U-locks. Less than a quarter of thefts of bicycle parts motivate a lock type change, but this does not necessarily indicate irresponsiveness, as victims might improve technique, fastening some removable parts and taking others with them into destinations.

Bicycle registration, although shown in the logit model to relate positively with stolen bicycles, stays at 8.5% for both stolen bicycles and theft victims’ current bicycles. However, only 40.2% of those who had registered their stolen bicycles chose also to register their current bicycles, evidencing a lack of faith among those who have had personal experience with registration.