

Safety and security report

10112

October 2010



Contents

1. Executive summary	3
2. Background	5
3. Research objectives	6
4. Main findings.....	7
Appendix	28

Confidentiality

Please note that the copyright in the attached report is owned by TfL and the provision of information under Freedom of Information Act does not give the recipient a right to re-use the information in a way that would infringe copyright (for example, by publishing and issuing copies to the public).

Brief extracts of the material may be reproduced under the fair dealing provisions of the Copyright, Designs and Patents Act 1988 for the purposes of research for non-commercial purposes, private study, criticism, review and news reporting.

Details of the arrangements for reusing the material owned by TfL for any other purpose can be obtained by contacting us at enquire@tfl.gov.uk.

Prepared by FDS International

1. Executive summary

This report details findings from a survey examining Londoners' opinions and experiences of safety and security matters on and around public transport in the Capital. The core objectives of the study were to measure:

- The extent to which Londoners' travel frequency is affected by any concerns they have about crime and anti-social behaviour
- Londoners' perceptions of safety during the day and after dark when using different modes of transport
- Awareness of anti-social behaviours and enforcement activities

The research was conducted in October 2010 and comprised telephone interviews with 1,041 Londoners.

Londoners are significantly more likely to cite the public transport system as a major benefit of living in the Capital than this time last year.

Almost four in five Londoners cite the public transport system as an advantage of living in London. Belief that job opportunities are a benefit has not recovered since the economic downturn in 2007, with just over half of Londoners believing that the job opportunities in the Capital are a major benefit of living here.

Almost all Londoners have witnessed potentially anti-social behaviour of some type on or around the public transport system.

However Londoners are no more likely to have witnessed any specific behaviour than this time last year.

Behaviours are generally more likely to have been witnessed on board a vehicle rather than at the stop or station; and on board a bus rather than the Tube or train.

In line with this, and with last year, the majority of Londoners believe that the main focus for reducing anti-social behaviour should be on the buses rather than any other mode of transport.

Over half of Londoners believe that TfL is effective in its work with the police to prevent anti-social behaviour on public transport – however a third do not think that TfL is effective in doing this.

In line with last year, one in seven cyclists have had a bicycle or part of a bicycle stolen in the last 12 months. Just over half do not report the theft to the police.

When asked, three quarters of Londoners mention something that makes them concerned about their personal security.

Around a fifth of Londoners say they are worried about 'large groups of schoolchildren or youths', with a further fifth mentioning 'threatening behaviour of others'; these two issues have consistently been the ones most likely to make Londoners worry about

their personal security since 2004, with a similar proportion mentioning them over the years. As in previous years, Londoners are much more likely to be concerned about their personal security after dark rather than during the day.

Concerns about crime and anti-social behaviour continue to have an impact on Londoners' frequency of public transport use.

Although most Londoners do feel safe when using the public transport system, up to a fifth claim that their frequency of travel is affected at least 'a little' by their concerns about crime and anti-social behaviour during the day.

After dark, at least a third of Londoners report their travel frequency to be affected by these concerns, rising to almost two thirds when considering walking.

As seen in previous years, frequency of travel by black cab and car are least likely to be affected by Londoners' concerns about crime and anti-social behaviour, both during the day and after dark.

In line with last year, around two thirds of Londoners recall seeing a police presence on or around the bus, Tube and train in the last year.

Recall of a police presence has remained constant from last year. Those living in inner London boroughs are significantly more likely not to have seen a police presence at train stations in London, while those in outer London boroughs are significantly more likely to have seen police on buses or at bus stops.

Almost three quarters of Londoners are aware that minicab drivers who pick up passengers without a booking are breaking the law.

White people and those aged 55-64 years are significantly more likely to know this than other demographic groups; women, BAME respondents and those aged 16-24 are significantly less likely to know, although awareness amongst women has increased significantly since this time last year.

Around one in six Londoners have been approached by a minicab in the three months prior to being interviewed; this is consistent with the level one year ago. Where Londoners have been approached, this is much more likely to occur in inner London, although more than half of those who have been approached by a minicab say this has happened in their local area or town centre.

Less than one in ten Londoners have experienced unwelcome sexual behaviour on or around the public transport system in the last year.

Of the small number (57 of the 1,041 respondents) who had experienced unwelcome sexual behaviour, there were no reported rapes or attempted rapes; the most commonly cited incidents involved groping or touching, or indecent verbal behaviour. Only three of those who had experienced unwelcome sexual behaviour reported the incident to the police.

2. Background

TfL's Directorate of Community Safety, Enforcement and Policing (CSEP) is committed to improving safety and security of transport and travelling in London. In order to understand the safety concerns of Londoners, CSEP has committed to consulting residents through regular research. The research findings are used to identify key areas for improvement, and to measure how safety and security measures are perceived.

CSEP is responsible for community safety, enforcement and policing activity across TfL's transport system. It coordinates a range of activities within TfL, and these planned activities are set out in TfL's Community Safety Plan each year. CSEP works to:

- Set the direction, priorities and policies for policing services on and around the London transport system
- Undertake intelligence, analysis and research activities to identify and inform responses to community safety and network disruption issues
- Undertake activities to minimise fare evasion and ticket irregularities on buses
- Manage the 11-18 free travel scheme on London's buses
- Manage performance and evaluate policing and crime reduction activities
- Provide specialist crime and anti-social behaviour reduction advice
- Deliver crime and anti-social behaviour reduction projects and activities in partnership with the Police and other organisations
- Investigate and prosecute fare evaders and other offenders
- Coordinate and provide support for CCTV activities on the bus network
- Provide support for community safety, policing and enforcement activities
- Manage requests from the police and other law enforcement agencies for customer information and CCTV footage to address policing, national security and law enforcement issues affecting London

CSEP also works in partnership with TfL's operational businesses and with education, media, marketing, planning, design, environment and the public realm teams to deliver appropriate services. Furthermore, they engage with staff and customers in order to create a safe and secure transport system.

On an annual basis since 2004, Transport for London has tracked Londoners' perceptions and experiences of safety and anti-social behaviour when travelling in London. The research informs CSEP's commitment to improving safety and security when travelling and using public transport in London.

The findings presented in this report are taken from the October 2010 research. This comprised telephone interviews with 1,041 adult London residents. The results are weighted to represent the London population in terms of age, gender, ethnicity, working status and location (inner/outer London).

Where possible, and where appropriate, comparisons are made with annual reports issued in previous years.

3. Research objectives

The primary objectives of the research are to:

- Determine and monitor the impact of concerns over crime and anti-social behaviour on Londoners' public transport use
- Gather the reasons behind any concerns around public transport use
- Monitor cycle theft and Londoners' perceptions of how well TfL and partners are responding to anti-social behaviour and crime on and around the transport system

The 2010 survey saw the introduction of questions relating to unwelcome sexual behaviour experienced or witnessed on and around public transport in London.

The questionnaire used for this quarter's survey has evolved over time resulting in the exclusion of questions formerly reported; these include the alcohol ban on public transport, and graffiti on and around public transport.

Key: Throughout this report statistically significant differences are highlighted between 2010 and previous years' data.

These differences are marked as follows:



= significantly lower than October 2010, at 95%



= significantly higher than October 2010, at 95%

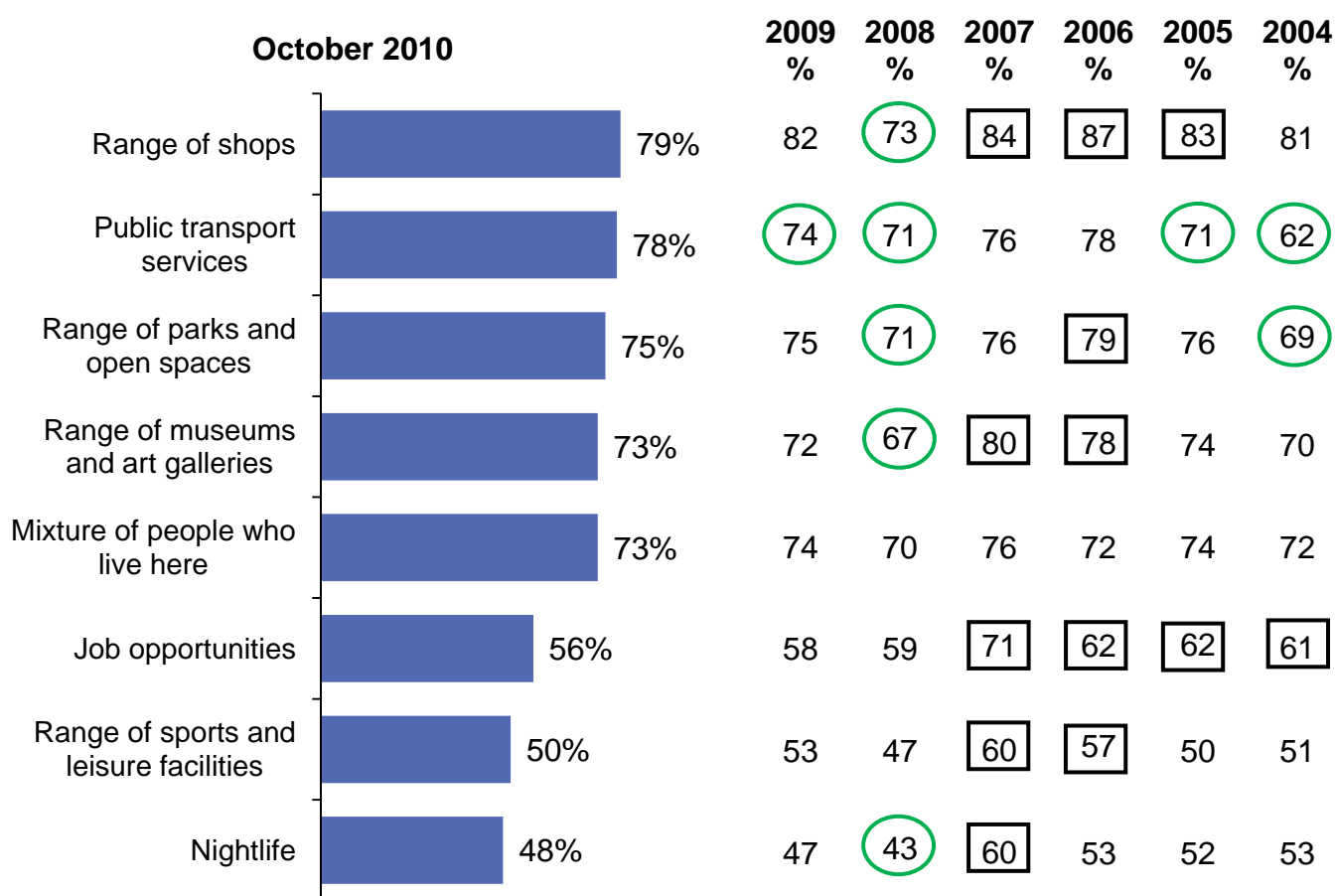
4. Main findings

Living in London

Londoners' views on the benefits of living in London have not changed dramatically over the last year. The range of shops, public transport services, the mixture of people who live here and the range of parks, open spaces, museums and art galleries are each considered a major benefit by more than seven in ten London residents.

This year, public transport services are endorsed as a major benefit of living in London by 78% of Londoners, equalling the highest level seen since this survey began in 2004, and significantly up on last year.

Chart 1 Benefits of living in London



Base: all 2010 (n=1,041), 2009 (n=1,000), 2008 (n=1,005), 2007 (n=1,005), 2006 (n=1,006), 2005 (n=1,012), 2004 (n=1,020)

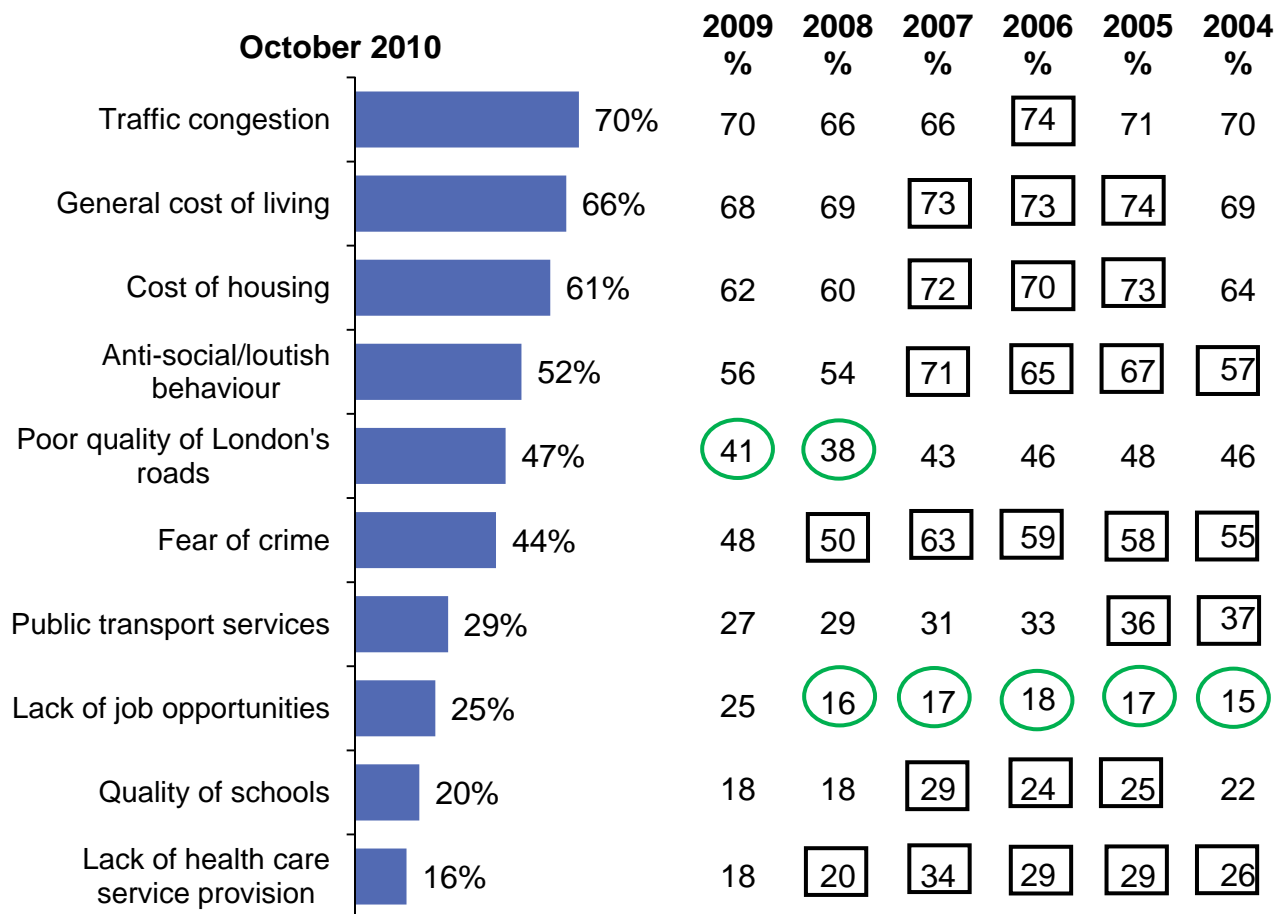
Source: SS1 Which, if any, of the following would you say is a major benefit of living in London to you personally?

Belief that job opportunities are a benefit of living in the Capital has not recovered since the economic downturn in 2007, with less than six out of 10 (56%) Londoners endorsing this view. Those in inner London are significantly more likely to believe that job opportunities represent a benefit of living in London than those in outer London boroughs.

Most drawbacks of living in London mentioned this year are in line with findings from 2009; traffic congestion, the general cost of living, and the cost of housing are all mentioned by more than three in five Londoners.

Fear of crime is mentioned by slightly (but not significantly) fewer Londoners this year, although almost half of women (48%) view this as a drawback of living in London.

Chart 2 Drawbacks of living in London



Base: all 2010 (n=1,041), 2009 (n=1,000), 2008 (n=1,005), 2007 (n=1,005), 2006 (n=1,006), 2005 (n=1,012), 2004 (n=1,020)

Source: SS2 And which, if any, of the following aspects would you say is a problem to you personally as a London resident?

Just three in ten Londoners cite the public transport system as being a drawback of living in London. As seen in previous years, older Londoners are less likely to see public transport services as a drawback: those over 65 are significantly less likely to hold this opinion than any other age group.

Experience and perceptions of anti-social behaviour

Similarly to last year, 19 out of 20 Londoners have witnessed some form of potentially anti-social behaviour while using the public transport system.

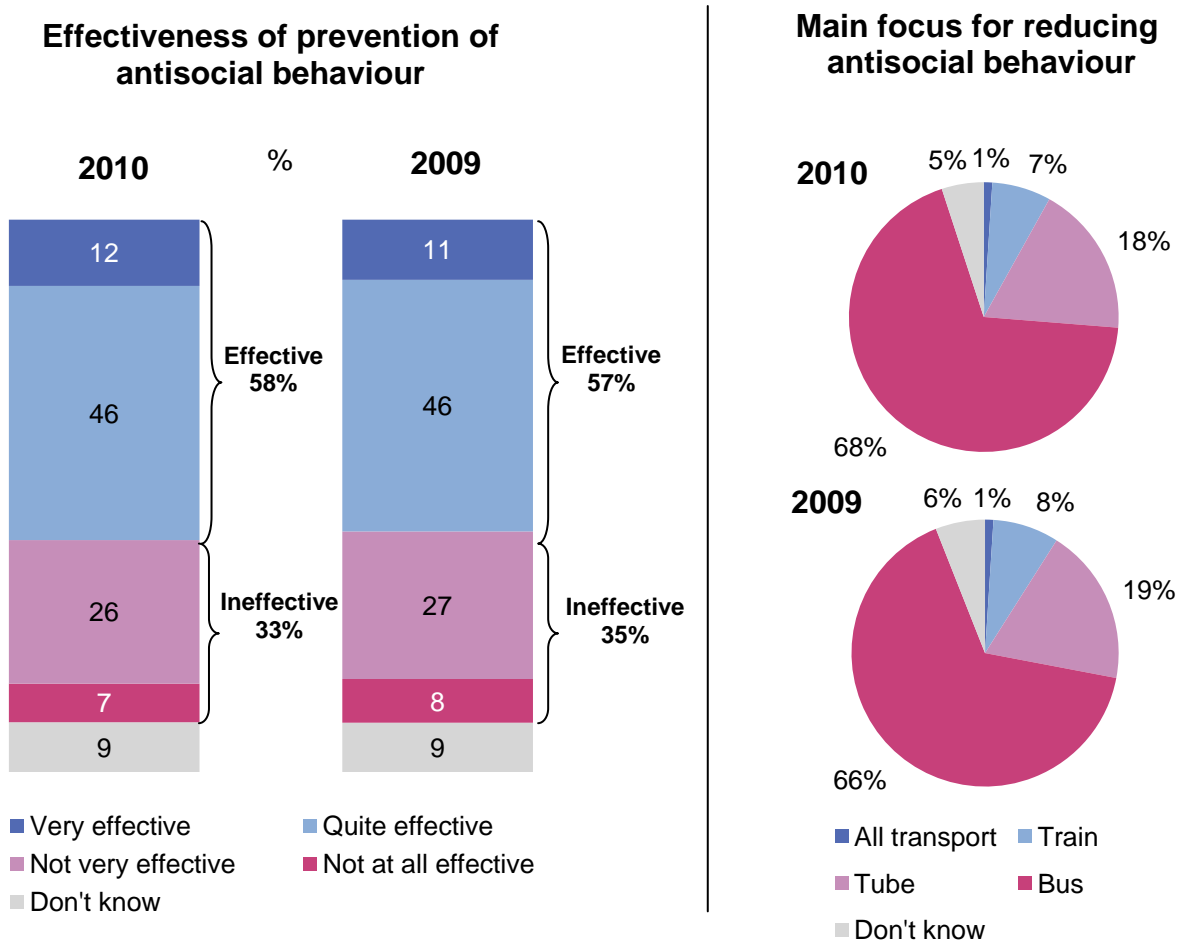
Noise, people eating hot food, and pushing and shoving when getting on or off are issues witnessed by at least three in five Londoners (options were read from a list). There are no significant differences in incidence compared with a year ago (see chart 19 in the appendix of this document for the figures).

Generally following a trend observed over previous years, with the exception of sleeping rough many more cases of each type of behaviour have been witnessed on board the mode of transport than at the stop or station. These figures are shown in chart 20 in the appendix.

In all cases except begging and sleeping rough, where any of the behaviours has been witnessed, it has occurred more on buses than on Tubes or trains. In line with this, the majority of Londoners (68%) believe that buses should be the main focus for reducing anti-social behaviour. This figure is consistent with October 2008 when 66% said that buses should be the main focus.

A smaller proportion of Londoners believe that other modes should receive the most focus for reducing anti-social behaviour: 18% say the Tube should be the main focus, and 7% the train (as shown in chart 3). Again these proportions have not changed significantly in the last 12 months.

Chart 3 Effectiveness of, and focus on, reducing anti-social behaviour



Base: all 2010 (n=1,041), 2009 (n=1,000)

Source: ASB9 Which mode of public transport do you think should be the MAIN focus for reducing antisocial behaviour?

Source: ASB7 Transport for London works with the police in preventing antisocial behaviour on public transport? How effective do you think they are in doing this?

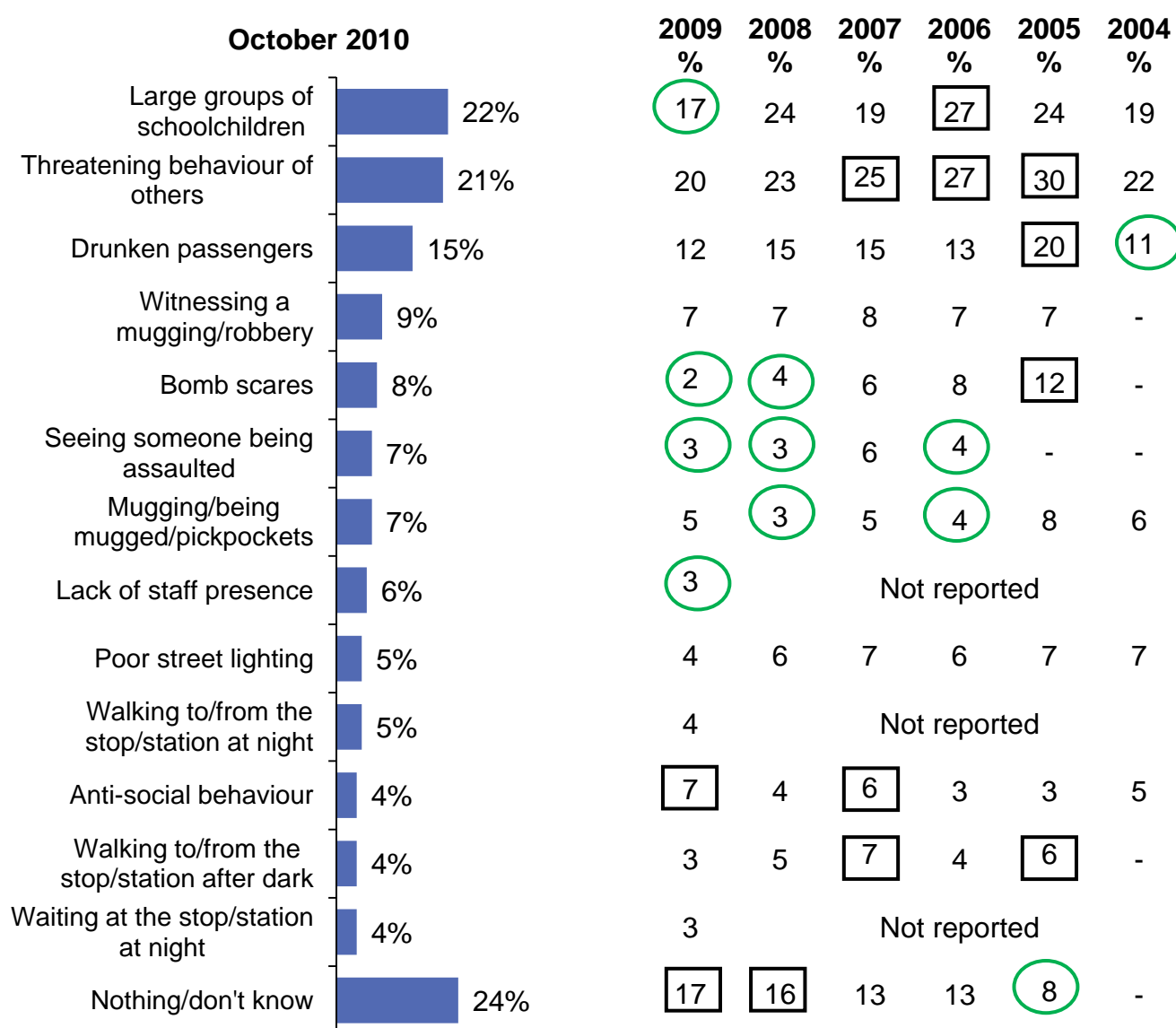
Some 58% of Londoners believe that TfL is effective in working with the police to prevent anti-social behaviour on the public transport system. This too has remained consistent since last year. Similarly, a third (33%) believe that TfL is not effective at working with the police to prevent anti-social behaviour; again there is no significant change in the proportion holding this view since October 2009 (as shown in chart 3).

Personal security fears

When asked, 76% of Londoners mentioned at least one issue which makes them worry about their personal security.

The highest consensus of concern is 'large groups of schoolchildren or youths' and the 'threatening behaviour of others', both mentioned by a fifth of Londoners. In the case of 'large groups of schoolchildren/youths', the level of 22% has returned to that seen in 2008 after a dip in 2009; the proportion of those being concerned about the 'threatening behaviour of others' has remained steady for the last three years.

Chart 4 Worries about personal security



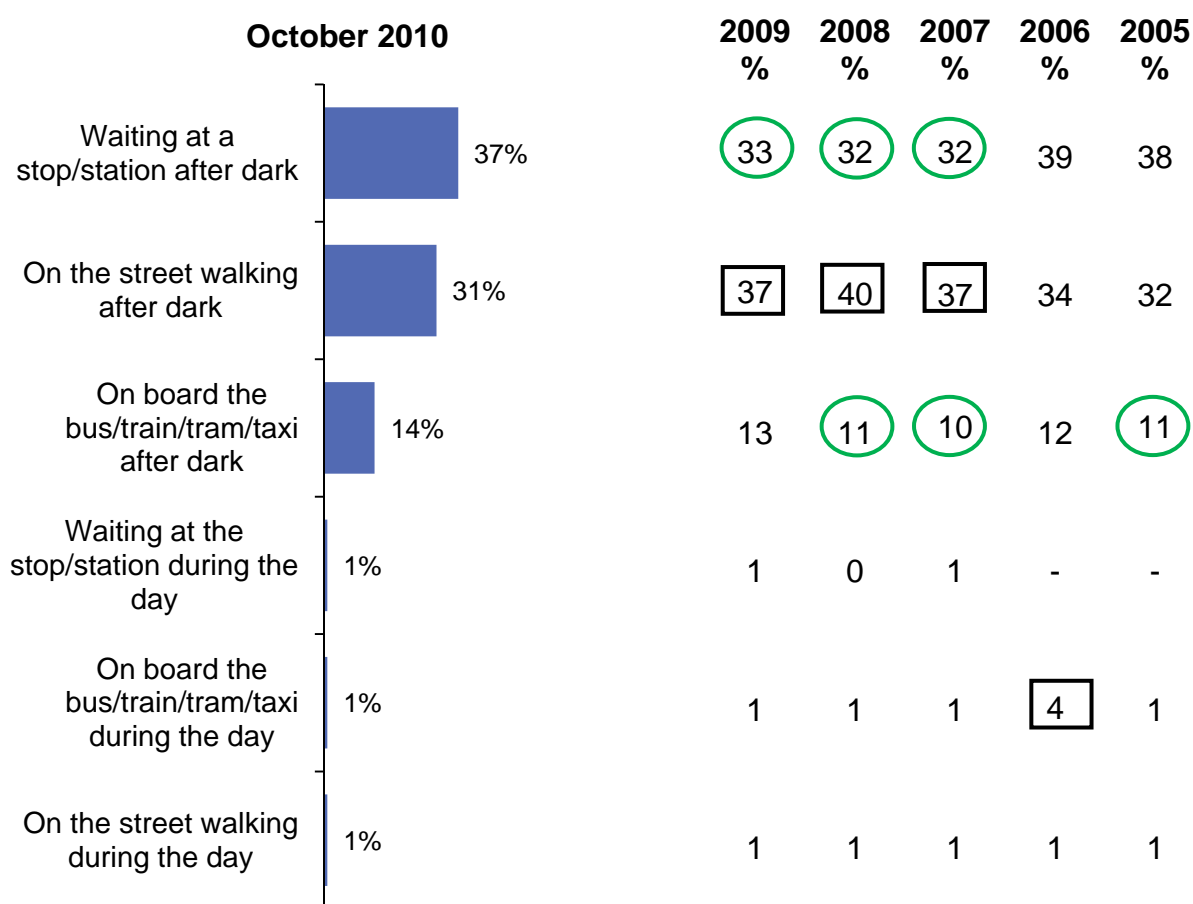
Base: all 2010 (n=1,041), 2009 (n=1,000), 2008 (n=1,005), 2007 (n=1,005), 2006 (n=1,006), 2005 (n=1,012), 2004 (n=1,020)

Source: SS6a/b Thinking about using public transport, what, if anything, is MOST likely to make you worry about your personal security? And what else is likely to cause you to worry about your personal security?

Chart 4 shows the causes of personal security concerns that Londoners have, along with the proportion holding these concerns. Significantly more Londoners are concerned about ‘bomb scares’, ‘seeing someone being assaulted’ and ‘a lack of staff presence’ this year compared with last, while significantly fewer mention ‘anti-social behaviour’ (down from 7% in October 2009 to 4% this year).

Londoners are most likely to be concerned about crime or anti-social behaviour after dark, as shown in chart 5. Almost four in ten (37%) are most likely to be concerned whilst waiting at a stop or station after dark, significantly higher than each of the last three years. Conversely, significantly fewer are most likely to be concerned on the street walking after dark than in the last three years.

Chart 5 Most likely to be concerned...



Base: all 2010 (n=1,041), 2009 (n=1,000), 2008 (n=1,005), 2007 (n=1,005), 2006 (n=1,006), 2005 (n=1,012)

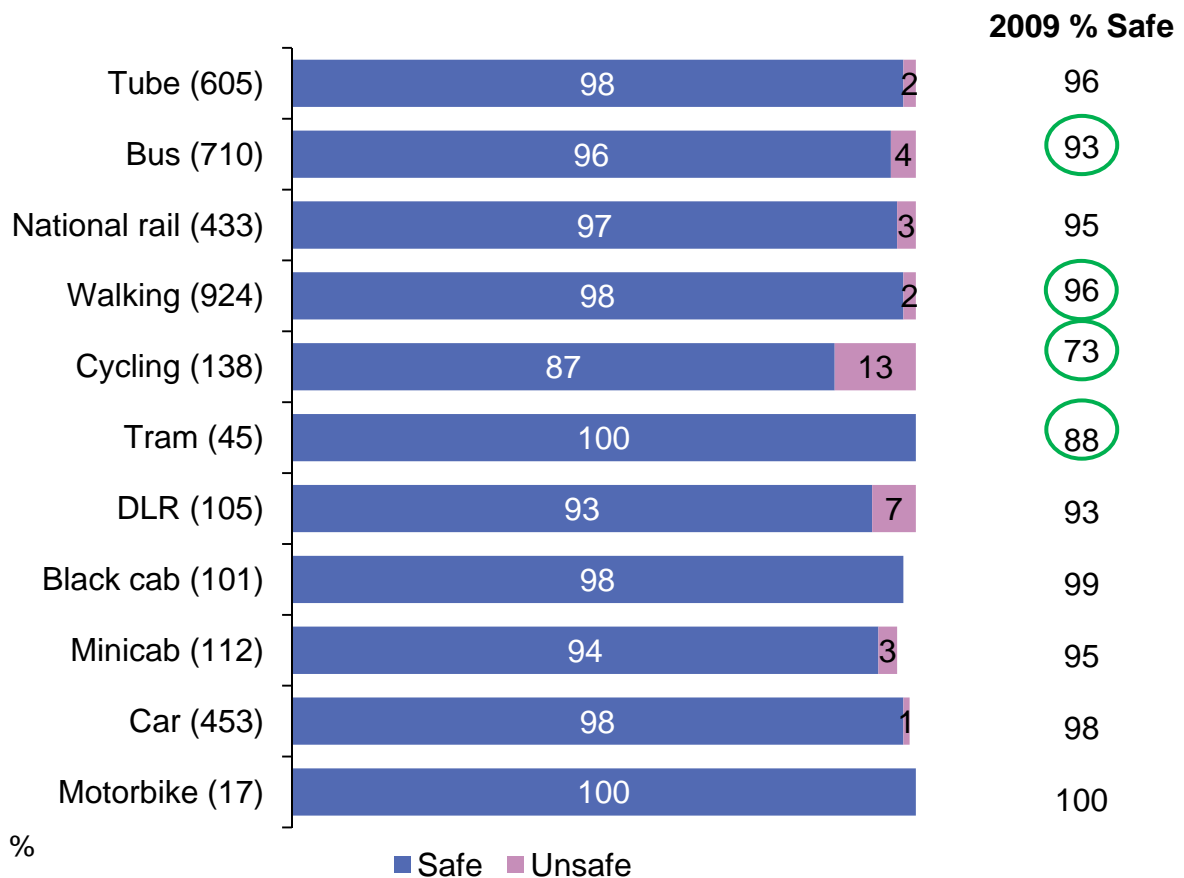
Source: SS7 At what point in the journey are you most likely to worry about crime or anti-social behaviour when using public transport in London?

Perceptions of safety and anti-social behaviour

Most public transport users feel safe most of the time. At least 96% of regular daytime users of buses, Tubes or trains feel safe during daytime hours, and at least 70% of regular 'after dark' users feel safe after dark. Among other transport modes, the lowest proportion feeling safe in daytime is 87% of regular cyclists.

Where there are significant changes compared with October 2009, they are all improvements in perceptions of safety. During the day, significantly more Londoners say they feel safe on the bus, tram, and when walking and cycling this year.

Chart 6 Perceptions of safety during the day among regular users



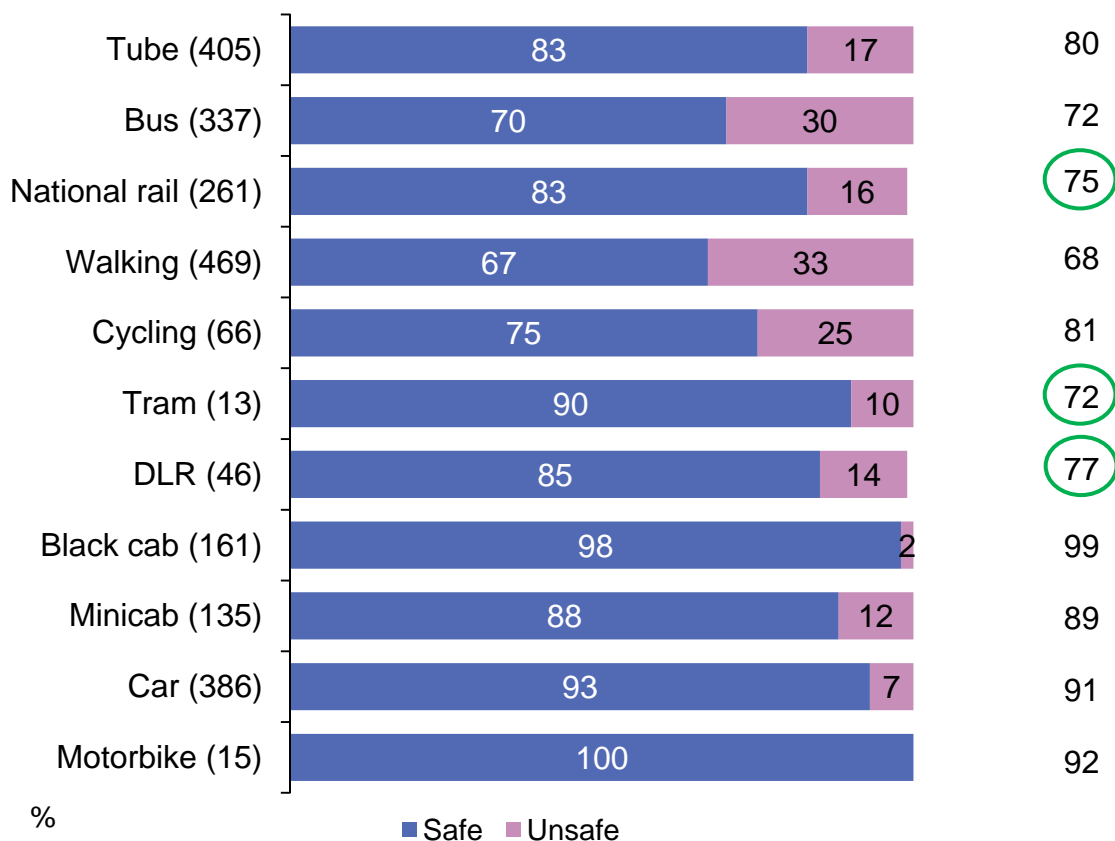
Base 2010: All who travel regularly during the daytime using transport modes shown.

Base 2009: Tube (n=546), bus (n=637), train (n=380), walk (n=868), bicycle (n=119), tram (n=45), DLR (n=86), black cab (n=93), minicab (n=96), car (n=469), motorbike (n=18)

Source: SS5a How safe do you feel XXX in the daytime?

While feelings of safety are lower than during the day, the majority of Londoners do feel safe with travelling after dark on all modes of transport. Again, where there are significant changes compared with last year, these have all been towards a greater feeling of safety – on national rail (up by 8%), tram and DLR services¹.

Chart 7 Perceptions of safety after dark among regular users **2009 % Safe**



Base 2010: All who travel regularly after dark using transport modes shown
Base 2009: Tube (n=361), bus (n=308), train (n=243), walk (n=432), bicycle (n=53), tram (n=18), DLR (n=36), black cab (n=134), minicab (n=144), car (n=393), motorbike (n=12)

Source: SS5b How safe do you feel XXX after dark?

¹ Please note that for DLR and tram services, the base size is very small so these results should be treated with caution.

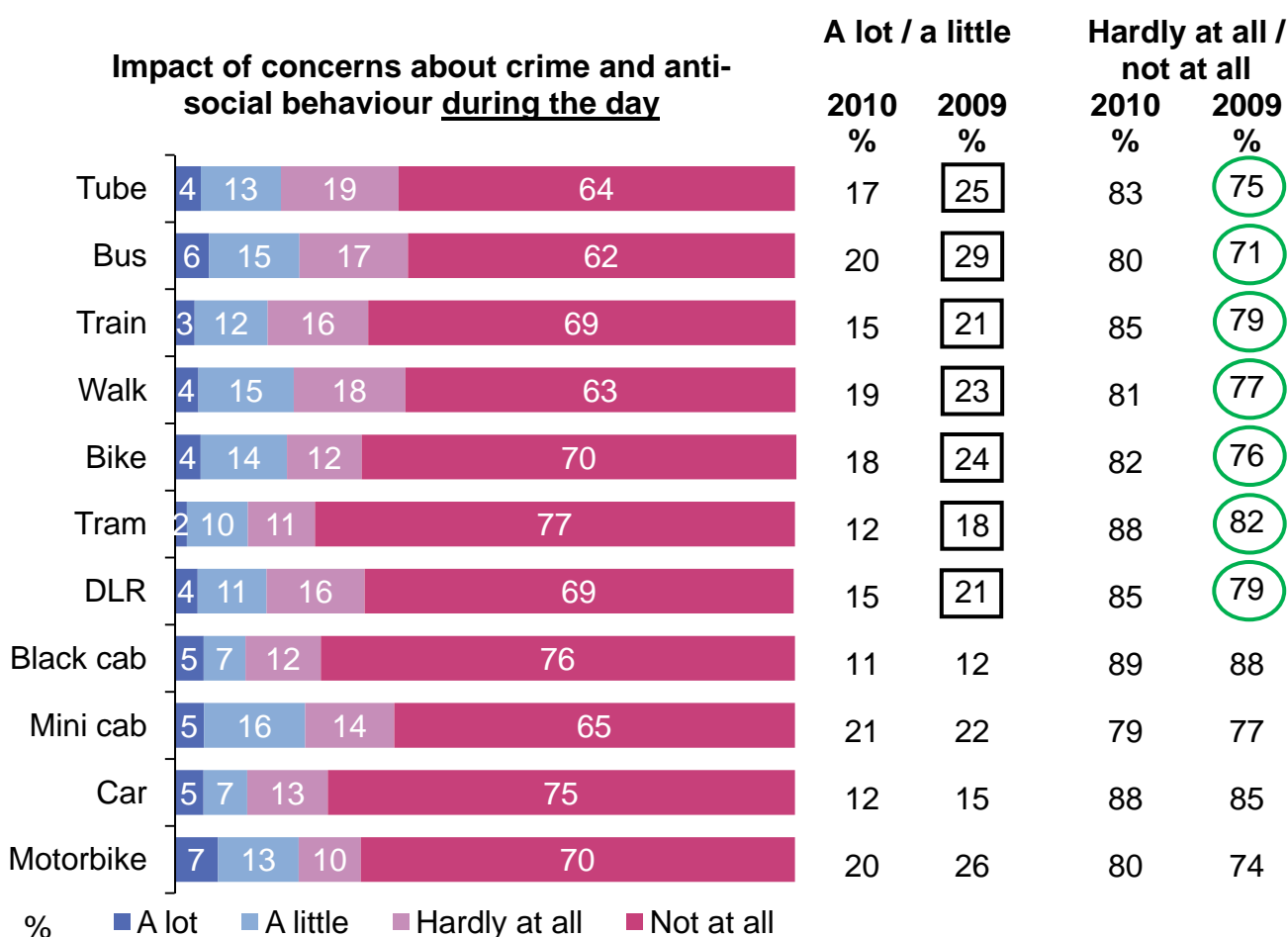
Concerns about crime and anti-social behaviour

While most Londoners feel safe when using public transport, a minority do say that their concerns about crime and anti-social behaviour affect the frequency with which they use public transport during the day.

Around one in five Londoners say their frequency of transport use is affected at least 'a little' by these concerns when thinking about the bus, Tube, minicab, walking or cycling during the day; for other modes the proportions are slightly lower.

As seen in previous years, Londoners' frequency of use of trams, cars and black cabs is least likely to be affected by their concerns about crime and anti-social behaviour.

Chart 8 Impact of concerns about crime and antisocial behaviour on frequency of transport use during the day



Base 2010: All excluding 'no need to travel by this means' and 'don't know'. Tube (n=960), bus (n=985), train (n=888), walk (n=1,010), bicycle (n=378), tram (n=287), DLR (n=489), black cab (n=664), minicab (n=692), car (n=852), motorbike (n=266)

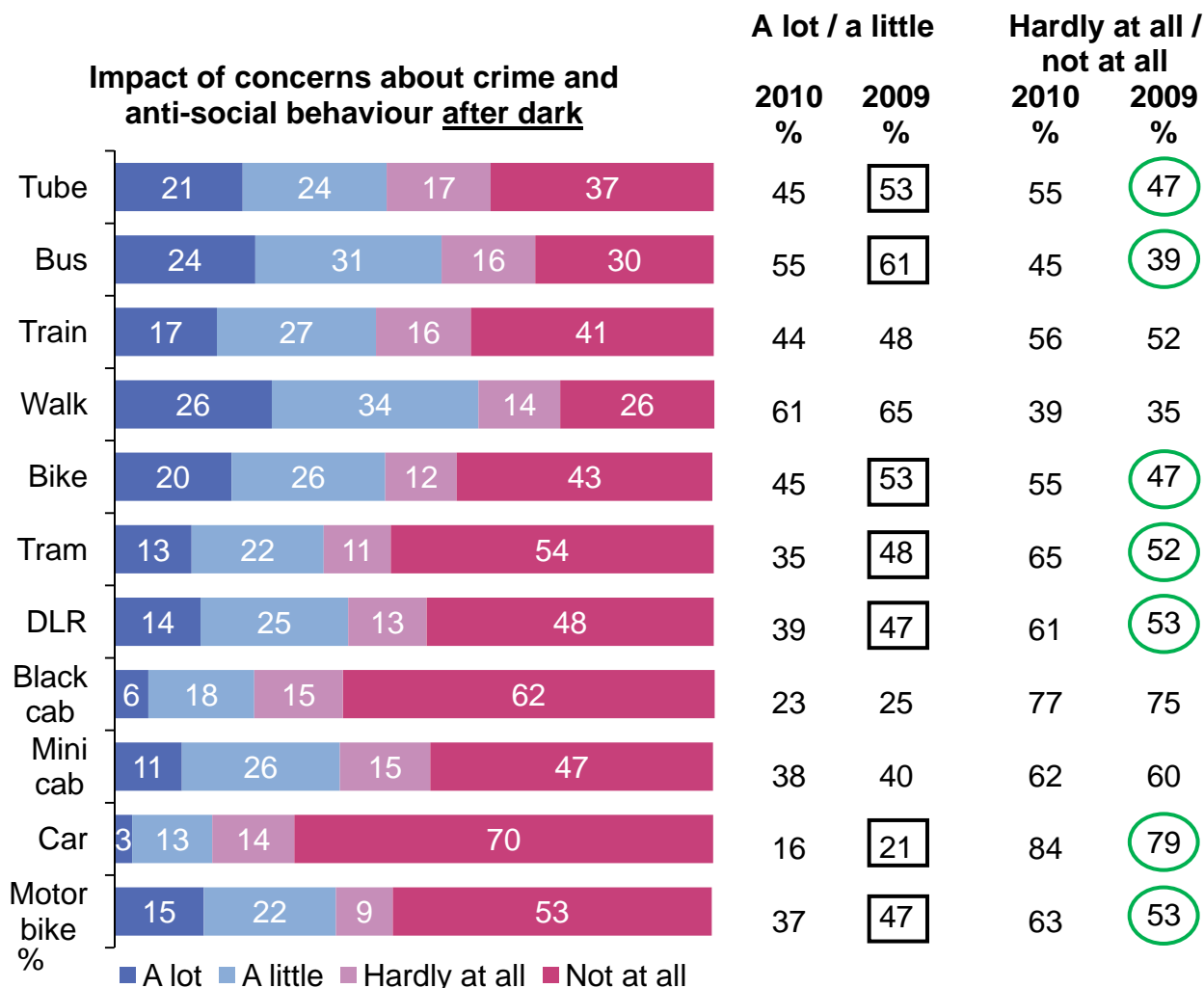
Base 2009: Tube (n=887), bus (n=932), train (n=867), walk (n=965), bicycle (n=423), tram (n=414), DLR (n=544), black cab (n=674), minicab (n=678), car (n=834), motorbike (n=364)

Source: SSCRIME1 ...Do concerns about safety from crime or anti-social behaviour affect the frequency with which you XXXXX during the day?

Concerns about crime and anti-social behaviour are more likely to affect Londoners frequency of public transport use after dark than during the day, with around half of Londoners saying their frequency of travel on Tube and bus is affected by these concerns, rising to 61% when considering walking after dark.

Continuing the trend of previous years, Londoners frequency of use of black cabs and personal cars is least likely to be affected after dark.

Chart 9 Impact of concerns about crime and anti-social behaviour on frequency of public transport use after dark



Base 2010: All excluding 'no need to travel by this means' and 'don't know'. Tube (n=917), bus (n=915), train (n=841), walk (n=939), bicycle (n=342), tram (n=277), DLR (n=433), black cab (n=668), minicab (n=677), car (n=827), motorbike (n=253)

Base 2009: Tube (n=846), bus (n=846), train (n=799), walk (n=879), bicycle (n=400), tram (n=379), DLR (n=487), black cab (n=697), minicab (n=681), car (n=835), motorbike (n=363)

Source: SSCRIME2 ...Do concerns about safety from crime or anti-social behaviour affect the frequency with which you XXXXX after dark?

Security staff on board and around public transport

Around two thirds of bus, Tube and train users have seen a uniformed police presence either at a station or stop, or on board, during the past year. This supports the view that TfL and police are working effectively to prevent anti-social behaviour on the public transport system.

There are some differences in reported visibility of police presence depending on where Londoners live, with those living in inner London boroughs significantly more likely not to have seen a police presence at train stations in London, while those in outer London boroughs are significantly more likely to have seen police on buses or at bus stops.

The proportion of Londoners who report seeing a uniformed police presence on the public transport system has remained level since this time last year.

Table 1 Uniformed police presence in the last 12 months

%	Bus		Tube		Train	
	2010	2009	2010	2009	2010	2009
Yes – around station/stop	53	51	62	61	63	61
Yes – on board vehicle	36	35	25	23	23	24
No – not seen	31	31	30	32	30	30
Don't know	1	2	2	2	2	3
NET: Yes	68	67	69	66	68	64

Base 2010: All who use buses (n=867), Tubes (n=831), trains (n=664)

Base 2009: All who use buses (n=823), Tubes (n=786), trains (n=622)

Source: Have you seen a uniformed police presence... SS11: around bus stops or stations, or on board a bus in the last 12 months? SS15: at an underground station, or on board an underground train in the last 12 months? SSPCT: at train stations in London, or on board a train in the last 12 months?

Minicab use

Almost three-quarters (71%) of Londoners are aware that minicab drivers are breaking the law by touting. White people and those aged 55-64 years are significantly more likely to know this than other demographic groups; women, BAME respondents and those aged 16-24 are significantly less likely to know, although awareness amongst women has increased significantly since this time last year (from 61% to 68%).

Around one in six Londoners (17%) say they have been approached by someone offering them a taxi or minicab in the last three months; this is consistent with the level a year ago. Those living in inner London boroughs are significantly more likely to have been approached than those in outer London (22% versus 14%), and those aged 35-44 are significantly more likely to have been approached than those in any other age group.

As shown in chart 10, where Londoners have been approached, this is much more likely to occur in central London than in their local area: eight out of ten have been approached in Central London compared with a little over half (56%) in their local area or town centre.

Chart 10 Location where approached by a taxi / minicab in the last three months



Base: All except taxi or minicab company employees who have been approached by anyone offering a taxi or minicab service 2010 (n=135), 2009 (n=116) ('Don't know' has been excluded.)

Source: TT3 Has this happened.... XXX? (Being approached by anyone offering you a taxi or minicab service)

Compared with a year ago, there is some evidence of a reduction in the number of times people have been approached; the proportion of those who have been approached more than three times has decreased from 54% to 39% this year.

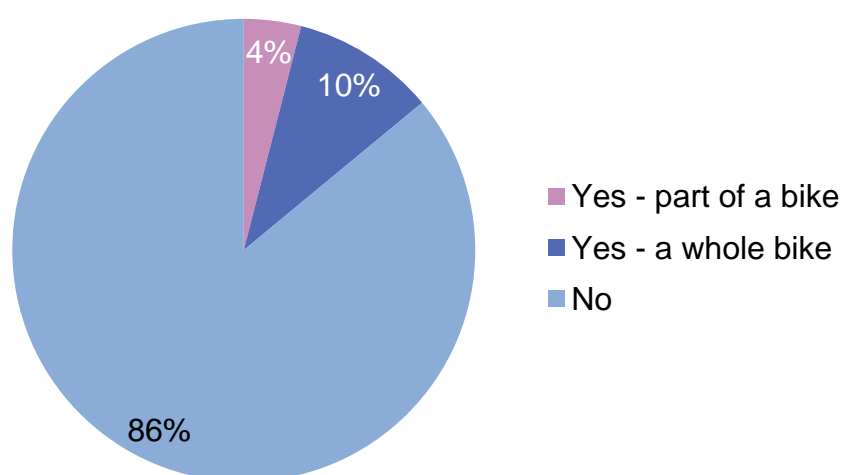
5% say they have approached a minicab in the last three months. This is significantly higher among men, those in socio-economic group AB and/or aged 16-24.

Bicycle users

18% of the people to whom we spoke told us that they use a bicycle to get around London.

One in seven cyclists have had a bicycle or part of a bike stolen in the last 12 months (10% a whole bike; 4% part of a bike).

Chart 11 Experience of bicycle theft in the last 12 months



Base: all who have used a bicycle in the last 12 months (n=186)

Source: BTa. Have you had a bicycle, or part of a bicycle, stolen in the last 12 months?

Of the 27 people who had experienced a bicycle theft, 12 reported it to the police. Four of the 15 people who did not report the theft said they had no confidence in the police to find the part, with a further six making open-ended comments that the police would be unlikely to find the part, or that there would be no point in telling them.

Most of the people who had had a bicycle (or part thereof) stolen did not have them returned, so replaced them (14 of the 27), with a further three intending to replace their lost property. Four said they did not intend to replace their stolen bicycle (or part), while in only one case the respondent received their bicycle back.

For many of the victims, the experience did not change their cycling frequency; half said their cycling remained unchanged. However, a third said they now cycled less, and one in ten have stopped cycling altogether.

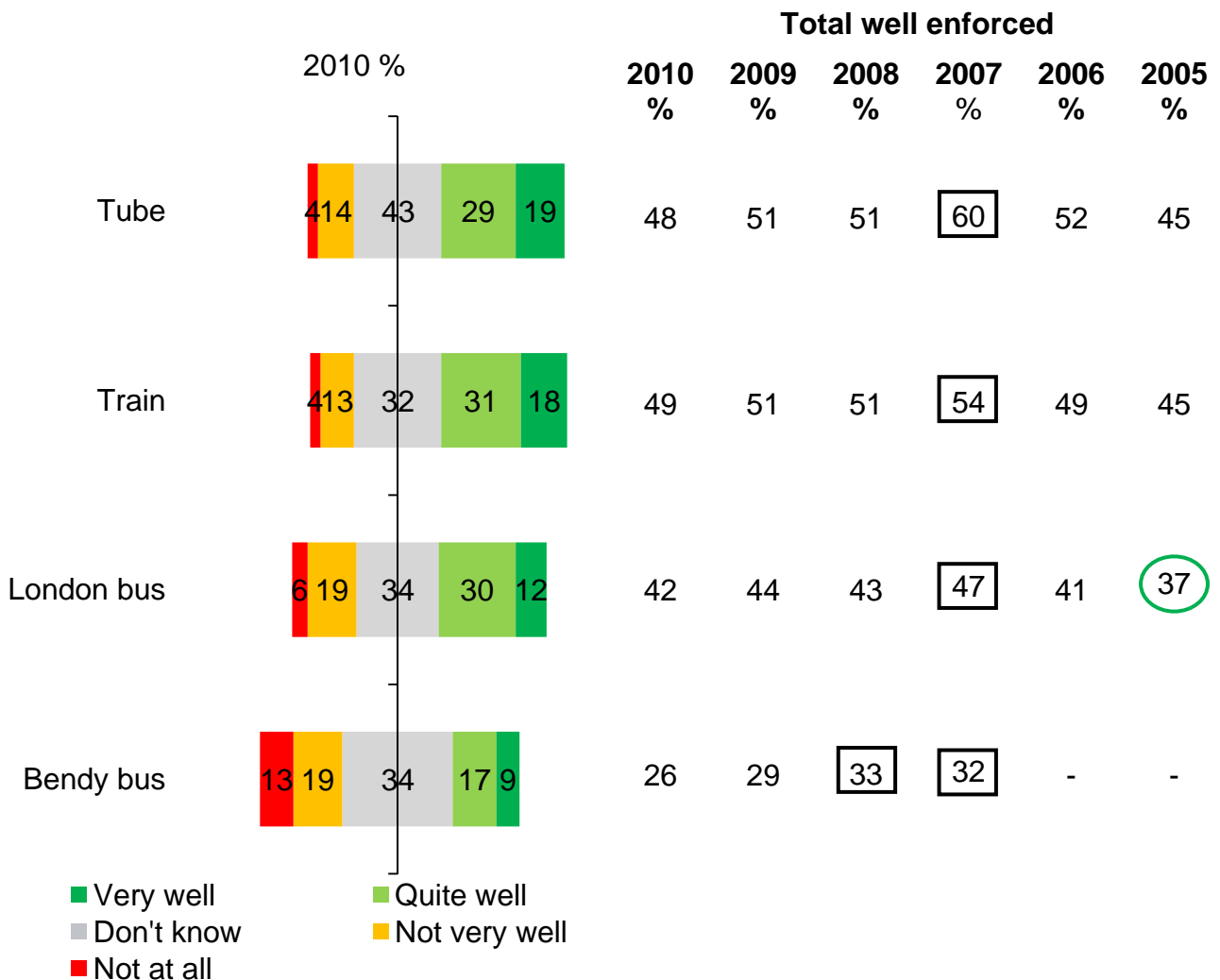
Fare evasion

Previous research has shown that the majority of Londoners consider fare evasion to be a serious matter.

Around half of Londoners believe that penalty fares are well enforced on both the Tube and train networks, while less than one in five believe that they are not well enforced; around a third do not know.

On buses, perceptions that penalty fares are well enforced are lower – particularly on bendy buses where 26% think they are well enforced, compared with 32% who believe the contrary. There is greater confidence in fare enforcement on non-bendy buses, and as articulated buses are phased out the perception of fare enforcement on buses overall seems likely to increase.

Chart 12 Fare evasion – how well penalty fares are enforced



Base: All 2010 (n=1,041), 2009 (n=1,000), 2008 (n=1,005), 2007 (n=1,005), 2006 (n=1,006), 2005 (n=1,012)

Source: SS30 In your opinion, how well are penalty fares enforced on XXX?

While a substantial proportion of Londoners do not know how well enforced penalty fares are on buses, Tubes or trains, the majority believe that ticket inspectors will issue a penalty fare to anyone without the correct ticket or pass.

Around two fifths believe those without a valid pass or ticket would be escorted off the bus or train, with a similar proportion thinking that offenders would face a possible prosecution (lower on buses at around a third). Fewer than one in ten Londoners believe that there would be no consequences.

Table 2 Awareness of actions to prevent fare evasion

%	Tube		Train		London bus		Bendy bus	
	2010	2009	2010	2009	2010	2009	2010	2009
Penalty fare	79	73	72	73	69	68	59	64
Escorted from bus/train	40	25	35	26	41	28	38	26
Possible prosecution	42	33	38	32	34	29	32	28
Verbal warning	34	21	25	20	28	22	26	20
Nothing	7	5	5	5	6	5	6	7
Other	4	6	6	3	5	7	4	12

Base: all 2010 (n=1,041), 2009 (n=1,000)

Source: SS31 If you get stopped by a ticket inspector without the correct ticket or pass on the XXX which of the following actions do you think can be taken?

Around half of Londoners (53%) recall seeing or hearing advertising or messages about fare evasion on public transport in the Capital. A third (35%) of these mention that the message was that evaders would be fined (without a specific amount mentioned), with a further 11% remembering the message that fare evasion is a crime (as shown in table 3).

Table 3 Recalled fare evasion messages

Message	Mentions
You will be fined	35%
It's a crime	11%
Posters/notices on train/bus/tube	10%
States you have to pay your fare	9%
Posters/notices (unspecified)	6%
Cost of fine £50	5%
Poster/notice at stop/station	4%
Cost of fine £20	4%
Cost of fine over £100/£1,000	4%
Remember to swipe your (Oyster) card	3%
Don't know	26%
Other answers 2% or lower	

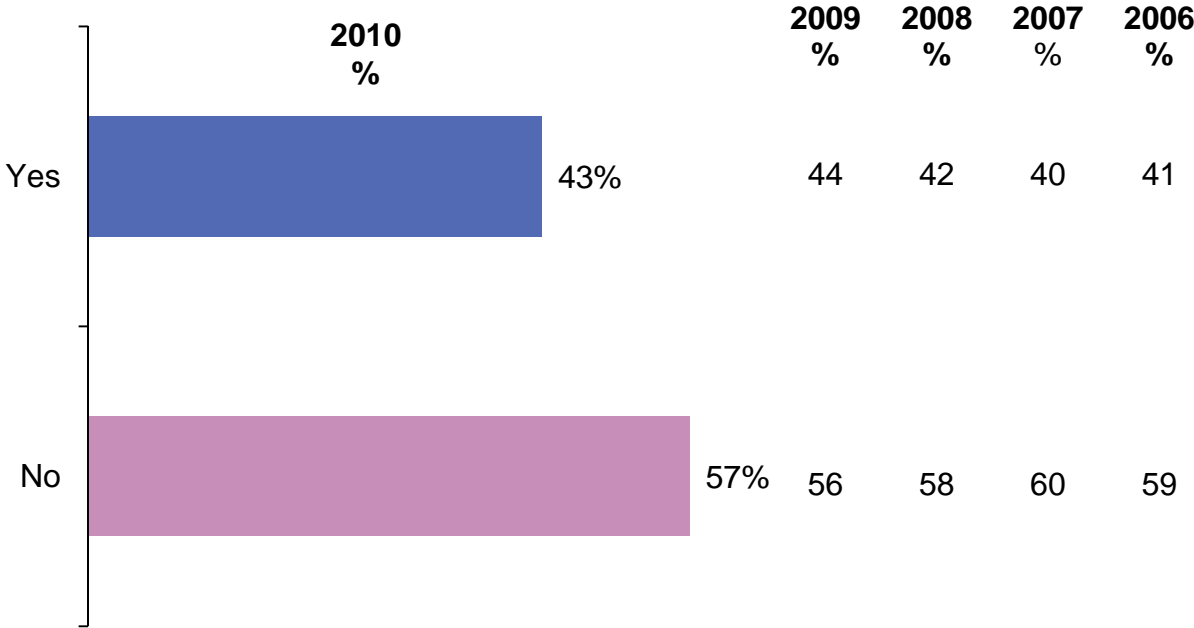
Base: all who recall seeing or hearing about fare evasion 2010 (n=560)

Source: TEAD2 What do you remember about the advertising? What was the advertising trying to say?

Observations and experiences of ticket inspectors

Around two fifths (43%) of Londoners have seen a bus ticket inspector on a bus or around a bus stop within the last three months; this proportion has remained steady over the last five years (as shown in chart 13). Women, and those living in inner London, are significantly more likely to have seen a bus inspector than other groups.

Chart 13 Observations of bus ticket inspectors in the last three months



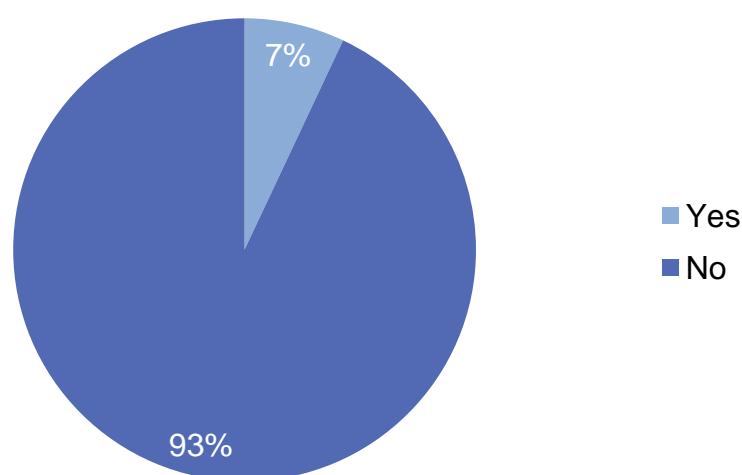
Base: all 2010 (n=1,041), 2009 (n=1,000), 2008 (n=1,005), 2007 (n=1,005), 2006 (n=1,006)

Source: TE29 Have you seen a bus ticket inspector on a bus or at/around a bus stop in the last three months?

Unwelcome sexual behaviour

83% of Londoners were prepared to answer questions about unwelcome sexual behavior and of these, 7% (57 of 860) say they have experienced such behaviour while travelling on, waiting for or heading to or from public transport in London in the last 12 months. Significantly more women (11%) and/or those aged 16-24 years (16%) than other demographic groups have experienced this.

Chart 14 Experience of unwelcome sexual behaviour

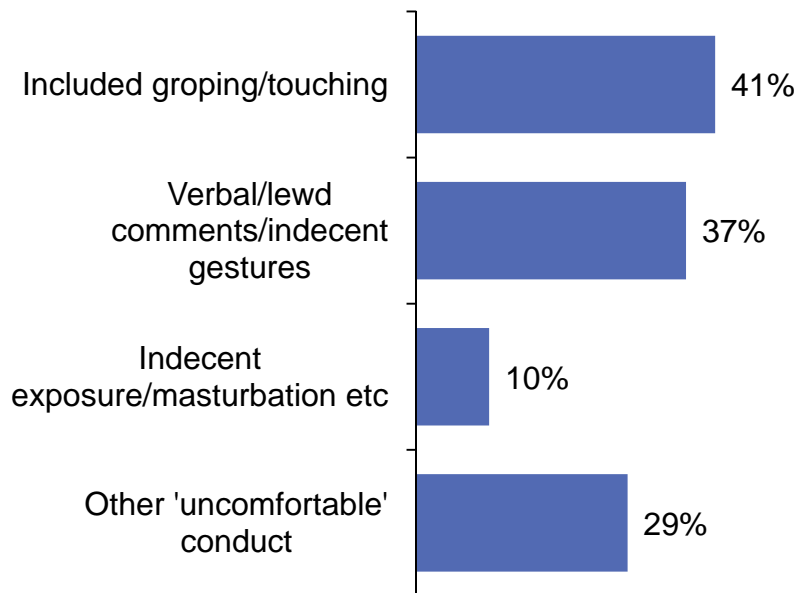


Base: all willing to answer questions on sexual harassment (n=860)

Source: SH1 In the last 12 months have you experienced any unwelcome sexual behaviour including sexual harassment or sexual assault while travelling on, waiting for or heading to or from public transport in London?

While no rapes or attempted rapes were mentioned, incidences of touching/groping were encountered in just over 4 in 10 cases, and verbal/lewd comments/gestures just under 4 in 10.

Chart 15 Where unwelcome sexual behaviour was experienced / witnessed

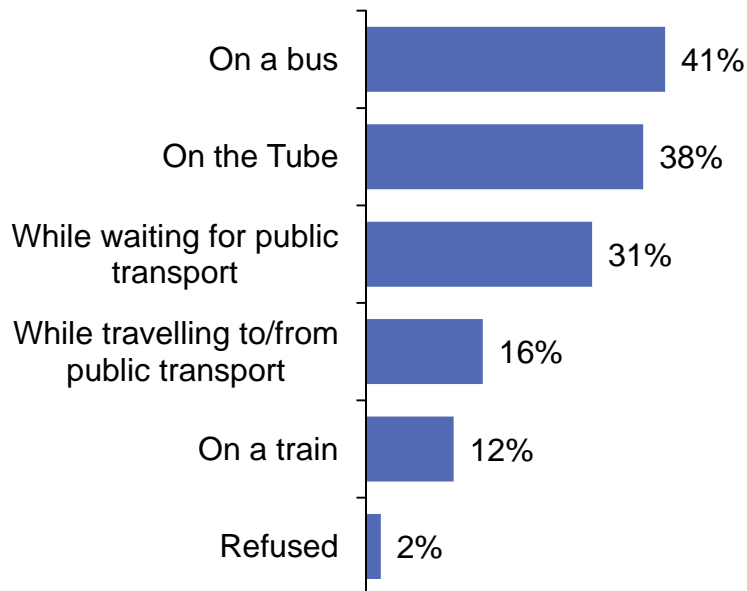


Base: all who have experienced / witness unwelcome sexual behaviour (and are prepared to answer questions about it) (n=57)

Source: SH3 Please describe what you experienced.

The most frequently mentioned locations of these encounters are on board a bus or a Tube (again close to 4 in 10 each). Almost a third of experiences occurred while waiting for public transport.

Chart 16 Where unwelcome sexual behaviour was experienced / witnessed



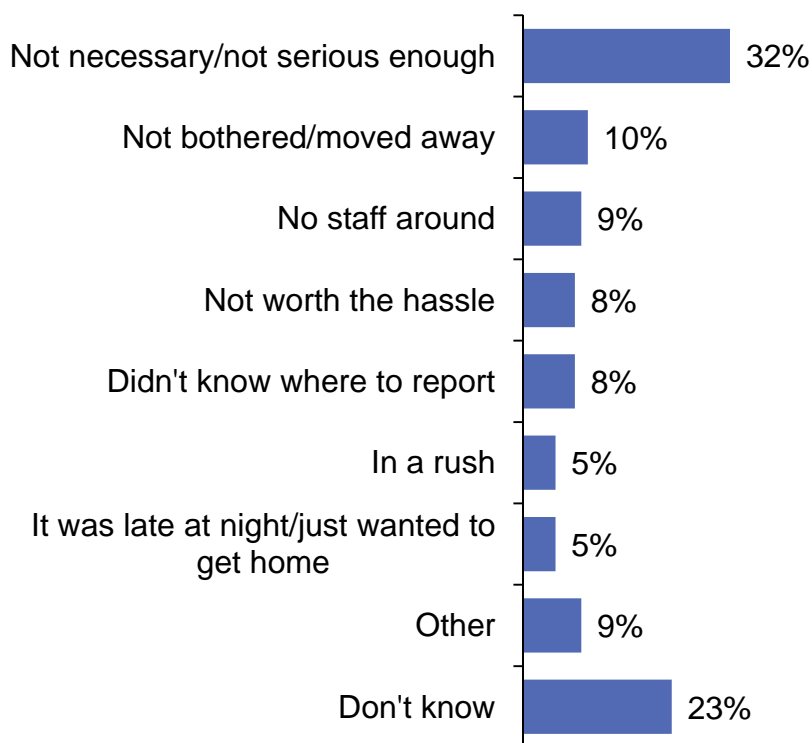
Base: all who have experienced / witness unwelcome sexual behaviour (n=57)

Source: SH4a/b Have you witnessed this?

Experiences are most likely to occur in the evening (42% between 5pm to 11pm) but a third (34%) occurred between 7am and noon, and a fifth (21%) in the afternoon.

Only three of the 57 respondents reported the incident to the police; 94% did not. A third of those who did not report the incident felt it was not serious enough to report, and a further 10% were not bothered by it/moved away. 9% claimed there were no staff around at the time and 8% didn't know where to report it. Approaching half of those who did not report the incident are non-specific about why they did not do this (almost a quarter could not say why they didn't report it, some were in too much of a rush, some didn't want the hassle).

Chart 17 Where unwelcome sexual behaviour was experienced / witnessed



Base: all who did not report unwelcome sexual behaviour experienced in the last 12 months (n=54)

Source: SH9. Why didn't you report the incident(s)?

Appendix

Transport usage

Table 4 shows the proportion of Londoners regularly using different modes of transport.

NB: Though the figures reported here are informative, the London Travel Demand Survey (LTDS) remains the most reliable source of information on frequency of use of transport modes, as it is based on information drawn from travel diaries and therefore reports accurately what Londoners have done rather than their recollection.

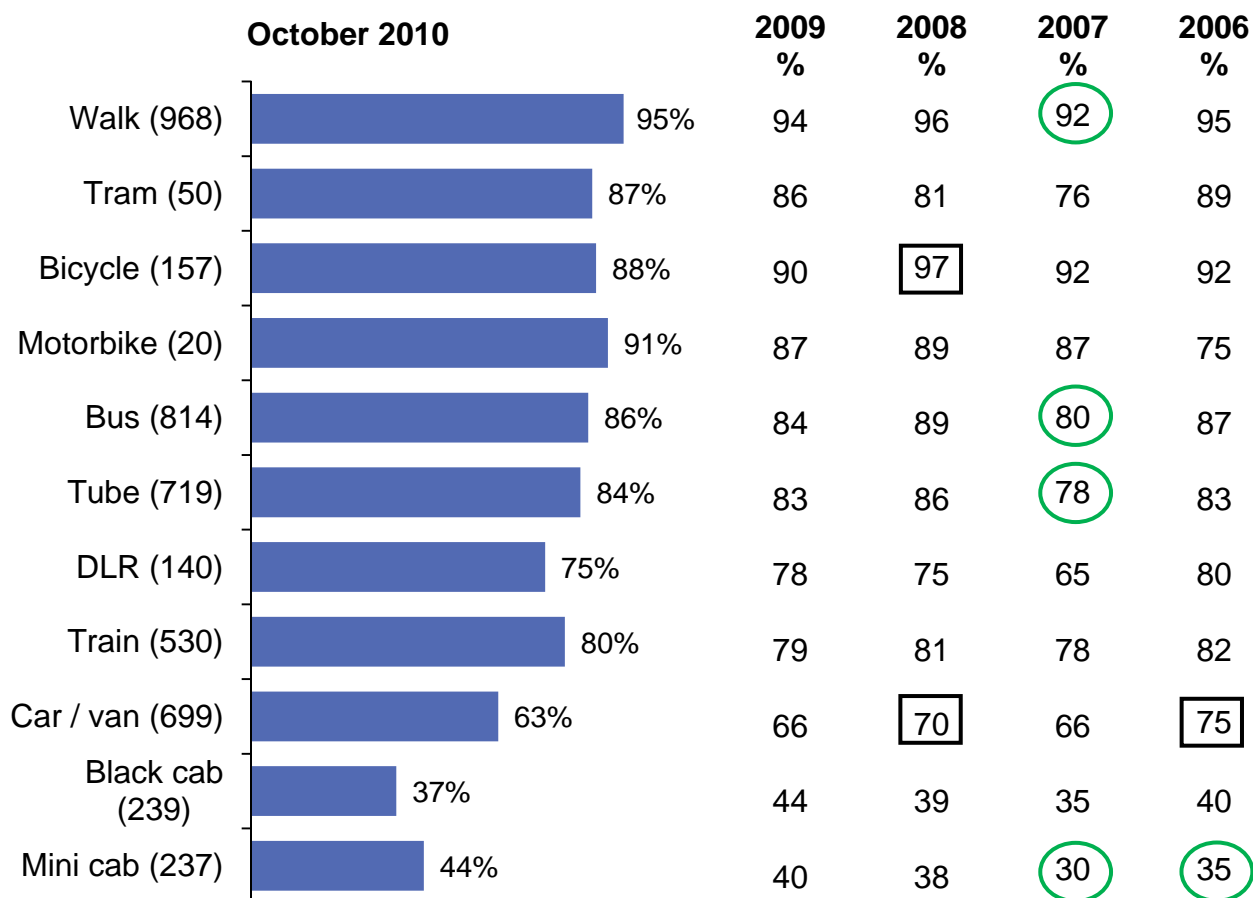
Table 4 Modes of transport used at least once a month

%	2010	2009	2008	2007	2006	2005	2004
Walking	94	94	92	92	92	90	80
Bus	78	77	75	76	73	69	65
Tube	72	69	70	70	68	61	64
Car	68	70	63	68	68	55	61
Train	53	47	45	49	48	50	43
Black cab	25	20	20	21	24	22	24
Minicab	24	23	21	22	26	22	24
Bicycle	18	15	14	11	15	13	16
DLR	15	13	15	15	12	12	Not asked
Tram	5	5	5	6	6	5	-
Motorbike	2	2	3	2	3	2	3

Base: all 2010 (n=1,041), 2009 (n=1,000), 2008 (n=1,005), 2007 (n=1,005), 2006 (n=1,006), 2005 (n=1,012), 2004 (n=1,020)

Source: QFREQ_MODE questions: Typically, how often do you use a XXX to get around London?

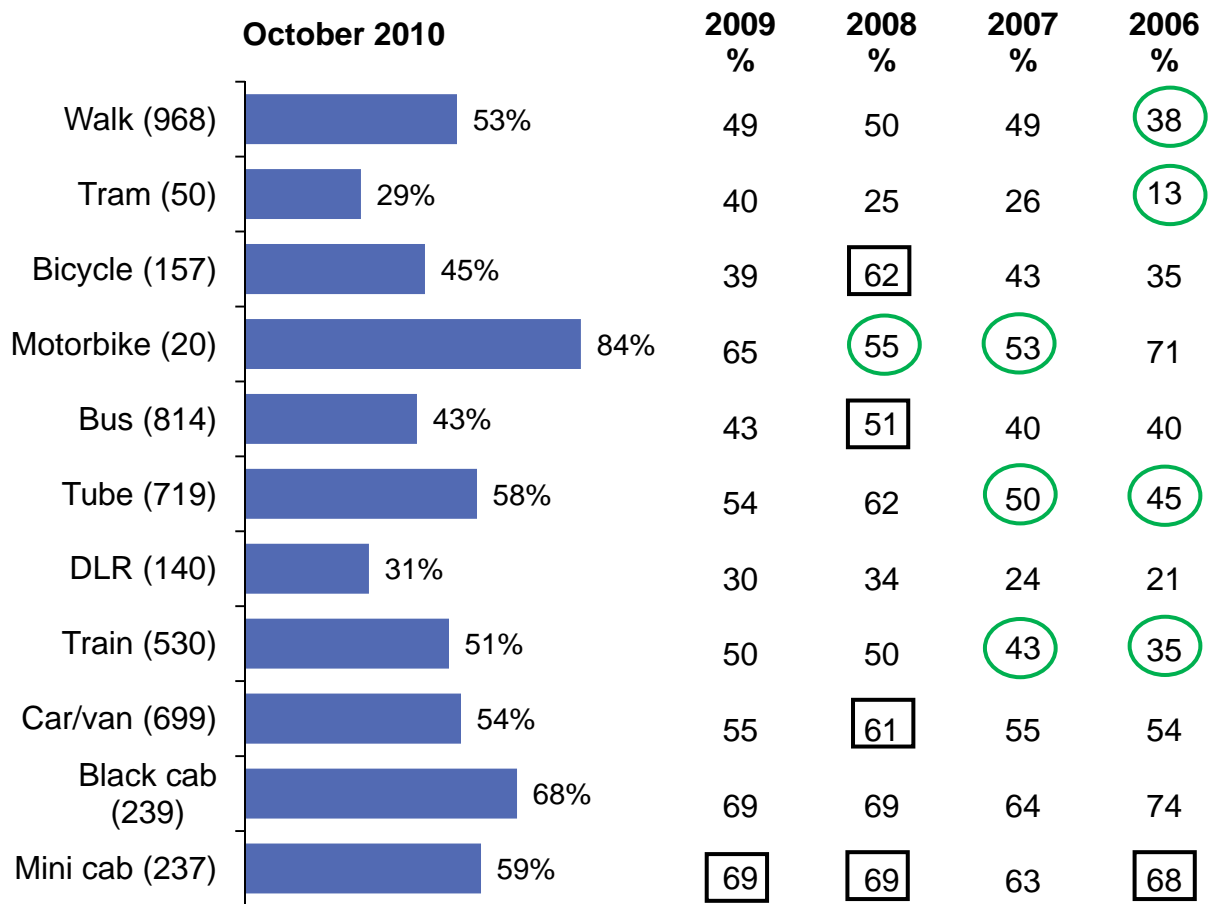
Chart 18 Usage of transport modes during daytime hours among once a month users



Base: all who use [mode of transport] at least once per month

Source: SS3 Do you use [mode of transport] regularly during daytime hours and/or after dark?

Chart 19 Usage of transport modes after dark among once a month users

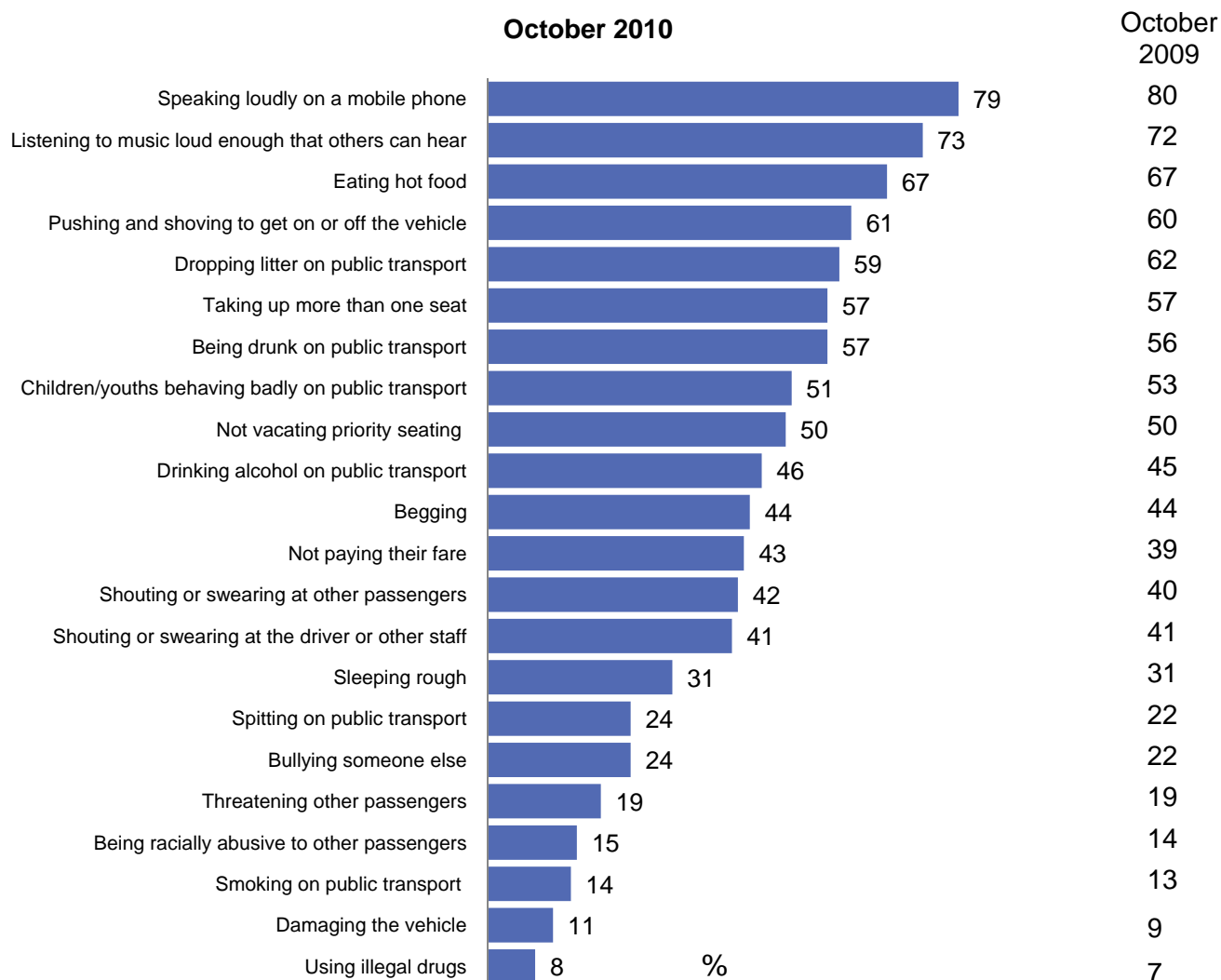


Base: all who use [mode of transport] at least once per month

Source: SS3 Do you use [mode of transport] regularly during daytime hours and/or after dark?

Charts 20 and 21 below show the behaviours Londoners have witness on or around London’s public transport network in the last three months, and whether these were witnessed at a stop or station, or on board public transport.

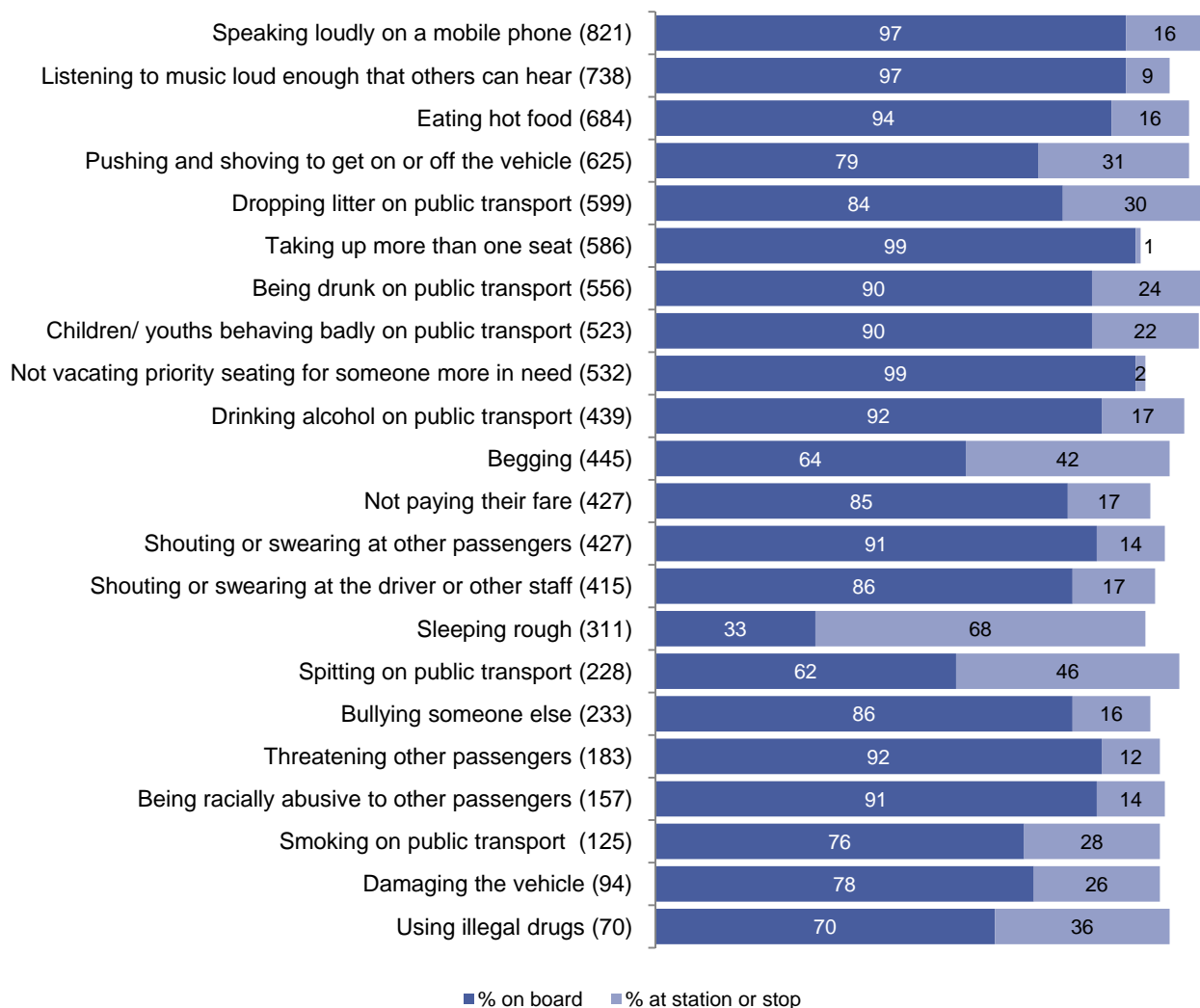
Chart 20 Behaviours witnessed when using public transport in the last three months



Base: all 2010 (n=1,041), 2009 (n=1,000)

Source: ASB4 Which of the following have you witnessed when using public transport in the last 3 months?

Chart 21 Location of situations witnessed

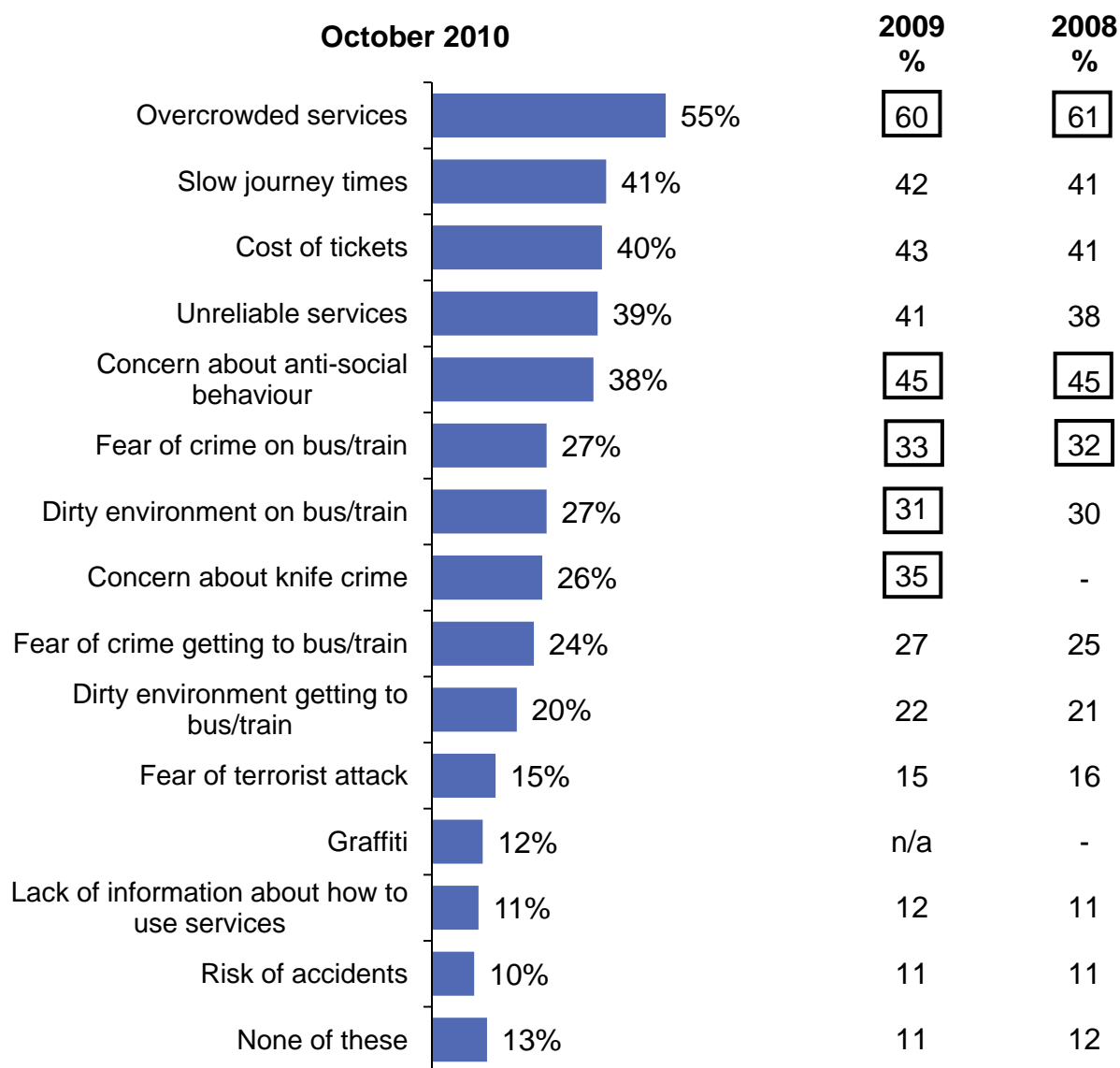


Base: all who have witnessed situation

Source: ASB5a Thinking about the most recent occasion, was this on board public transport or when waiting at a station or stop?

Chart 22 shows those deterrents to increased public transport use that Londoners mentioned.

Chart 22 Deterrents to using public transport



Base: all 2010 (n=1,041), 2009 (n=1,000), 2008 (n=1,005)

Source: SS4 Which of these applies to you personally?

Sample profile

	October 2010		October 2009	
	Total	%	Total	%
Base	1,041	-	1,000	-
Gender				
Male	510	49	490	49
Female	531	51	510	51
Age				
16-24	156	15	151	15
25-34	250	24	243	24
35-44	208	20	200	20
45-54	146	14	145	15
55-64	115	11	106	11
65+	167	16	155	16
Borough of residence				
Inner London	406	39	390	39
Outer London	635	61	610	61
Ethnicity				
White	730	70	700	70
BAME	287	28	285	29
Employment status				
Working full-time	490	47	475	47
Working part-time	134	13	125	13
Not working	410	39	394	39

Interviews were conducted with householders celebrating their birthday next. All interviews were conducted by fully trained FDS interviewers.