Research Findings: Attitudes to Transport Security After Jul 05 London Bombings

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Research Findings on Public Attitudes to Transport security issues following July 2005 London Bombings

Executive summary

Background and methods

1. The Department for Transport commissioned a module of questions in the BMRB Access Omnibus Survey to be carried out in October and November 2005. This looked at how Londoners and users of the London Underground responded to the attacks on the London public transport network in July 2005, and their attitudes to the potential introduction of higher security measures on the transport network. Due to the project's timescales, a quota sample methodology was used. Consequently, the responses can be considered an overview of attitudes but are not strictly representative of the target population.

Weighted sample description

2. The weighted sample included 1945 records. A majority of respondents were white (81%) and a majority of respondents were male (54%).

Behavioural change

3. Respondents were asked if they had changed their travel behaviour since the July attacks. The vast majority of respondents did not change their travel behaviour in response to the attacks. At the time of the survey - three months after the attacks - only 6% of respondents had sustained a change in travel behaviour.

4. The data set identifies three behavioural categories:

    1) no change to travel behaviour (85% of respondents);

    2) **retained change** (changed travel behaviour after July 05 and retained this change by October/November 05) (6%); and

    3) **reverted change** (had reverted back to their previous travel behaviour by October/November 05 after initially changing) (8%).

The reverted change group and the retained change group represent a small number of respondents and the analysis of either should be interpreted with caution.

5. The reverted change group had a greater proportion of black respondents than the whole sample (19% to 8%). It also included fewer white respondents than the whole sample (66% to 81%). A higher proportion of respondents were women in the retained change (56%) and reverted change (59%) groups than in the no change group (44%). The retained change group contained a higher proportion of respondents resident in London (63%) in comparison to the other two groups.

6. All three groups' main purpose for travelling was commuting. The retained change and the reverted change groups' main purpose for using the tube was commuting. The no change group's main purpose for using the tube was leisure.

Most regular journeys

7. For their most regular journey, the no change group's respondents were lower users of public transport and higher users of private transport than the retained change and reverted change groups' respondents. After the July attacks, the reverted change group reduced their use of most forms of transport, perhaps indicating that they reduced their overall travel levels in response to the attacks. The retained change group appear to have reduced their use of public transport in favour of private forms of transport.

Attitudes towards transport since the attacks

8. A majority of respondents were not worried about travelling in London generally since the July attacks (79%). Also, a majority were not worried about travelling on London buses nor on the London Underground after the attacks (80% and 75% respectively). A higher proportion of women (27%) than men (16%) were worried about travelling in London generally since the attacks and a higher proportion of black respondents (32%) than white respondents were worried about travelling in London since the attacks. The retained change group had the highest proportion of respondents worried about travelling in London (79%). The no change group had the lowest proportion worried (15%).

Perceptions of the likely effectiveness of additional security measures

9. Overall, 77% of respondents agreed that that the introduction of additional security measures on the London underground would greatly reduce the threat of a terrorist attack. A higher proportion of Asian respondents agreed (86%) compared to the proportion of white and black respondents who agreed (76% and 73% respectively).

Anticipated responses to the introduction of body searches on the LU

10. 38% of respondents agreed that the introduction of additional security measures would make them more likely to use the underground. A similar proportion of respondents (36%) neither agreed nor disagreed and 25% broadly disagreed. This finding could indicate that respondents were indifferent to security measures or that they may have no option to change their travel behaviour.

11. A higher proportion of women (43%) than men (35%) broadly agreed that the introduction of additional security would make them more likely to use the underground. Higher proportions of black (55%) and Asian (56%) respondents than white respondents (35%) broadly agreed that additional security measures would make them more likely to use the underground.

12. A majority of respondents in the retained change and reverted change groups broadly agreed that the introduction of additional security would make them more likely to use the underground (55% and 57% respectively). The corresponding percentage for the no change group was 36%.

Acceptability of body searches

13. Overall, support for random body searches is highest for searches occurring twice a week or more (27%) and 44% of respondents supported the use of body searches once a week or more. 21% of those surveyed said they would never support the use of body searches. A higher proportion of respondents whose regular journey purpose was commuting were favourable to regular searches than other respondents.

14. There was little difference between male and female respondents in their attitude to body searches. Asian and white respondents had similar attitudes but a higher proportion of black respondents said they would never accept random body searches. A higher proportion of respondents resident in London said they would accept searches of once a week or more (47%) in comparison to respondents from outside of the South East (38%).

15. The retained change group had the greatest proportion of respondents who said they would accept regular searches (53% to 45% of the reverted change group and 44% of the no change group). Respondents within the no change and reverted change groups were both were reasonably accepting of regular searches.

Anticipated responses to security related time delays

16. 36% of respondents 'strongly disagreed' and 21% 'disagreed' that a five-minute delay due to security measures would lead to their discontinued use of the underground.

17. London respondents' attitude to an additional five minutes on their journey was more negative than the attitude expressed by respondents resident elsewhere. 27% of London respondents broadly agreed that a five minute delay would lead to their discontinued use of the underground compared to 13% of South East respondents and 16% of non-South East respondents. Respondents from outside London use the tube less often and so may not mind occasional delays while Londoners might be unable or unwilling to tolerate regular delays.

Acceptability of security related time delays

18. Responses for the whole sample suggest that respondents were generally positive about accepting some level of delay to allow for additional security. The most common response for acceptability of delay was 'about five minutes' (25%), although there was reasonably high acceptance of delays of ten minutes or more and even for delays taking "as long as necessary".

19. The most common response of London residents was acceptability of a delay of about 5 minutes (28%) and the most common response for non-London residents was 'ten minutes or more' (South East 28% and outside the South East 26%). Men and women's most common response was 'about five minutes' though female respondents were more accepting of longer delays. Lower proportions of younger respondents (under 34) were accepting of delays of more than 10 minutes than older respondents (over 55). The most common answer of each behavioural change group was to accept a delay of about five minutes.

20. When asked how he/she would respond to a five minutes delay on the London underground, respondents' most common reply was to take measures to avoid the delay (39%), followed by 22% who said they would do nothing.

Acceptability of security related fare increases

21. Higher travel fares to cover additional security costs were generally unpopular. 47% of respondents said they were not prepared to pay any extra for additional security measures and 36% of respondents said they were prepared to pay an extra 5% on a single zone one security ticket.

22. The only minor variation by demographic or behavioural group in attitude to fare increases was regional. The most common response for respondents resident in London was to pay 'nothing' (58%). The most common reply of respondents who were resident in the South East and outside of the South East was a preparedness to pay an increase of 5% (39% and 41% respectively).

Background and methods

1. The Department for Transport commissioned a module of questions in the BMRB Access Omnibus Survey, looking at how Londoners and users of the London Underground responded to the attacks on the London public transport network in July 2005, and their attitudes to the potential introduction of higher security measures on the transport network.

2. Due to the tight timescale for providing findings from these questions, and the specific London-based population required for the survey, a quota sample survey was used. The findings below, while providing an overview of public response to these issues, cannot be regarded as strictly representative of the target population.

3. The module of questions was asked four times over a five week period, from 6th October to 9th November 2005. The full module was asked of all respondents to the BMRB Access Omnibus survey living in the Greater London area. A "screening" question was asked of all other respondents: "Have you used the London Underground in the past 6 months?" Those that had, and for whom this was not a one-off journey, were then routed to be asked all questions in the module relating either to attitudes or to the use of the London Underground (skipping only questions on other modes of transport used in the last 6 months, asked of all Londoners). The weighted sample included 1945 cases.

Weighted sample description

4. In total, there are 1945 records in the weighted sample[1]. The largest respondent ethnic group was white (81% of the sample) and a majority of the respondents were men (54%). Nine percent of respondents defined their ethnicity as Asian, eight percent as black and three percent as mixed. 51% of respondents resided in London, 22% in the South East and the remainder resided outside of London and the South East. The results of the survey are skewed to residents of London and the South East, as the highest users of the London transport network. The occupation groups C1 and C2 constituted 47% of the sample, followed by groups AB (39%) and DE (14%).

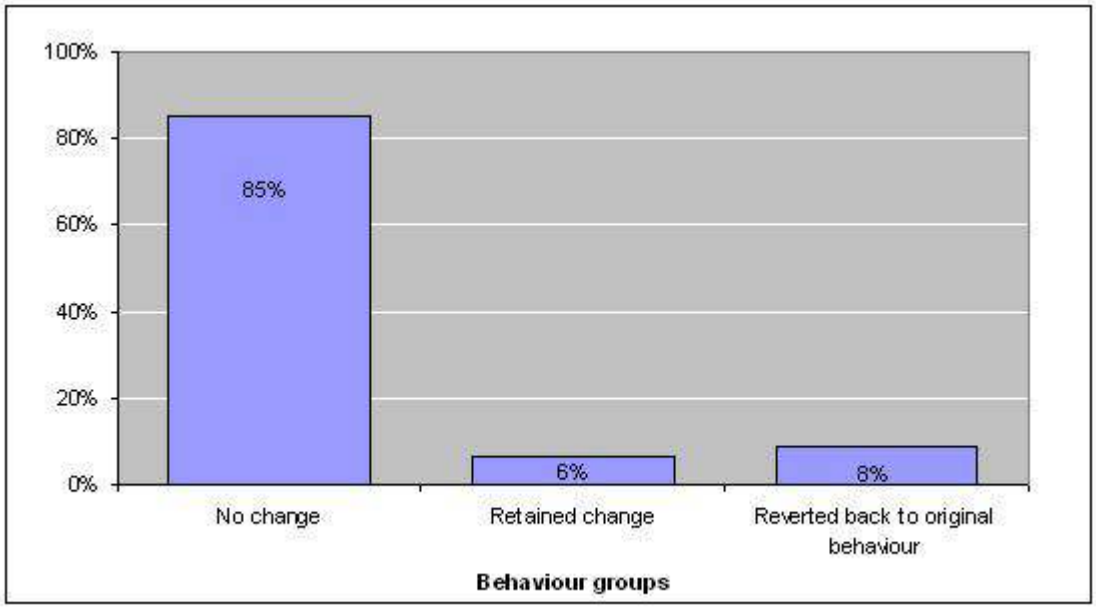
[1] The sample has been weighted so its demographic profile is similar to that of the population under investigation.

Behavioural change

5. Respondents were asked whether they had changed their travel behaviour following the July attacks in London. Three behavioural categories were identified: no change (respondents who made no change to their behaviour following the attacks) - 1657 (85%) respondents; retained change (respondents who changed their behaviour and maintained this change in behaviour until the time of the interview in September/October 2005) - 122 (6%) respondents; and reverted (those who changed their behaviour but reverted to their former patterns) - 162 (8%) (Figure1).

6. These groups were analysed to understand if their demographic composition varied. Because the numbers in both the groups that changed their behaviour are small, the analysis of each should be interpreted with caution.

Figure 1: Behaviour Categories



Demographics of behavioural change groups

Gender

7. There were higher proportions of women in the groups retained change and reverted change (56% and 59% respectively) than in the no change group (44%).

Ethnicity

8. The groups no change and reverted change had similar ethnic profiles to each other. Within the reverted change group, a greater proportion of persons surveyed were black compared to the whole sample (19% to 8%) and a lower proportion were white compared to the whole sample (66% to 81%). This group contained similar proportions of Asian and mixed race respondents as the whole sample.

Social group

9. The behavioural change groups' social group compositions did not vary greatly. The one exception was within the reverted change group where there was a lower percentage of respondents from the social group C1 and C2 (35%) than the equivalent figure for the no change group (48%). The number of respondents who are within the reverted change group is low and this difference should be interpreted with caution.

Region

10. The region of residence of respondents for the groups no change and reverted change were similar. The retained change group contained a higher proportion of respondents who were resident in London compared to the other two groups (63% compared to 50% of the no change group and 53% of the reverted group). Again, the small size of the retained group sample limits the interpretation of this difference.

Main journey purpose

11. For each behaviour group, the type of journey made by respondents was investigated.

No change group

12. This group's main journey purpose was commuting, followed by leisure and then visiting friends and family and household business in equal measure (see annex 3).

13. The group's most regular use of the tube was for leisure, followed by commuting, visiting friends and relatives and household business. Their mean use of the tube was 2-3 times a month.

Retained change group

14. This group's main journey purpose was commuting, followed by visiting friends and family, household business and leisure. (see annex 3)

15. Before July this groups' most regular use of the tube was for commuting, followed by visiting friends and family, leisure and household business. Their mean tube use had been between 1 - 4 times a week. After July, their travel behaviour changed and the tube was used primarily for visiting family, followed by commuting, leisure and household business. At the time of the survey, their mean tube use had decreased to between 1 and 3 times a month.

Reverted group

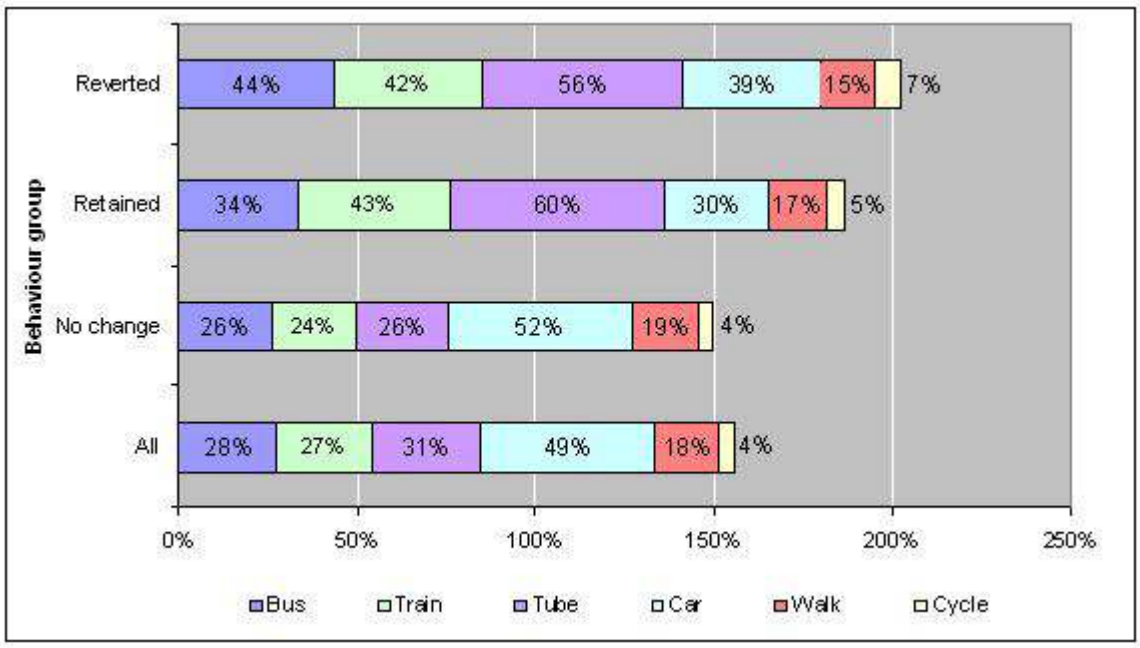
16. This group's main journey purpose was commuting, followed by leisure and then visiting friends and family and household business in equal measure (see annex 3).

17. The most regular use of the tube was for commuting, followed by leisure, social visits and household business. Their mean tube use both before and after the attacks (after their reversion to previous behaviour) was between once a week and 2-3 times a month.

Most regular journeys

18. Figure 2 shows the modes of transport used by each behaviour group for their most regular journey before July. The no change group had both the lowest proportion of public[2] transport users (76%) and the highest proportion of private[3] transport users (74%). Respondents in this group had fewer journey components[4] than respondents who changed their behaviour following the attacks.

Figure 2: Modes of transport used for most regular journey before July 2005 by behaviour group



Base numbers: All = 1945; No change = 1657; Retained = 122; Reverted = 162. Respondents could give more than one answer

19. Both retained and reverted change groups had used public transport modes considerably more than they used private forms of transport prior to July, and the reverted group appears to have had the most different components to their journeys.

20. The period during which the reverted group changed their behaviour saw a reduction in the use of almost all modes of transport, including car use. No corresponding increase occurred in any transport mode, although there was a small increase in respondents who walked (see annex 2). It is possible that some of these respondents reduced their need to travel but found this was not sustainable in the long term, and so returned to their previous travel patterns. Alternatively, these respondents may have reduced their need to use multiple forms of transport. A further possibility is that the change in behaviour for this group may have resulted directly from station and line closures following the attacks, rather than a change in attitude towards the modes of transport they used.

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[2] Public transport modes include buses, trains and the London Underground.

[3] Private transport modes include cars, bicycles and walking.

[4] People often use more than one mode of transport on a single journey; each mode of transport constitutes a component of that journey.

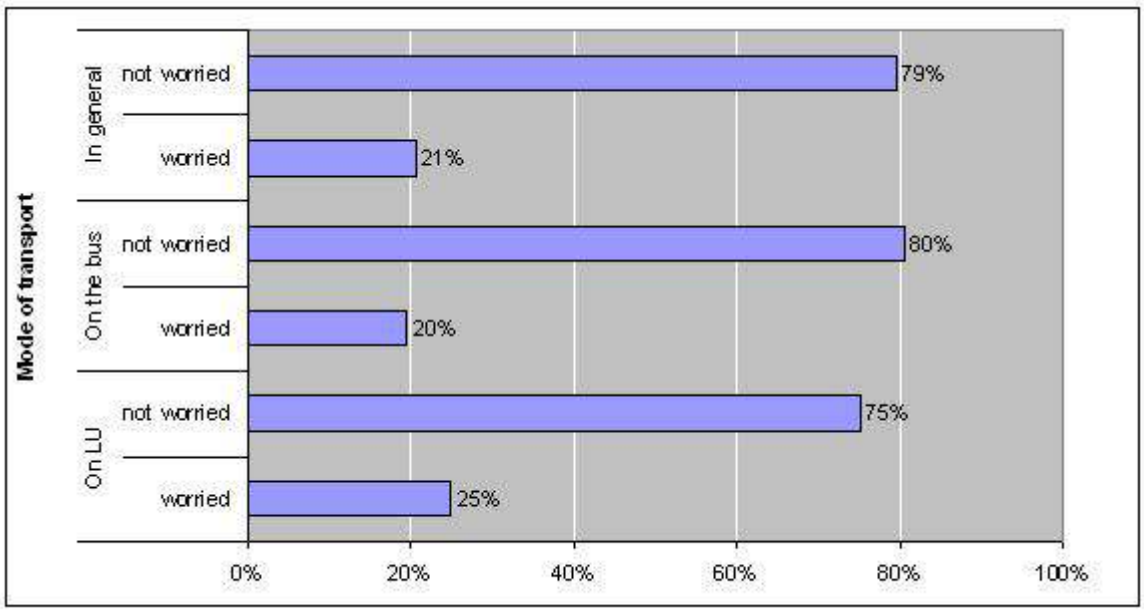
21. The retained change group appear to have reduced their use of public transport in favour of private forms of transport. However, because the numbers these findings were based on are so small, it is not possible to draw firm conclusions (see annex 2).

General responses

22. Three questions asked how worried people were about travelling in London since the attacks. Bus and Underground users were each asked how worried they were about using those modes of transport and all respondents were asked about how worried they felt about travelling in London in general, since the attacks. Analysis was undertaken based on the original response options (i.e. yes - very worried; yes - quite worried; I'm ok - not really worried; no - not at all worried). This data is given in Table 1. The first two responses were grouped into a broader category of 'worried' and the second two into a 'not worried' category.

23. Responses for all three questions followed a similar pattern and the majority of respondents were not worried (Figure 3). For all questions, lower proportions of respondents who said they were worried used private transport on their most regular journeys than those who said they were not worried[5].

Figure 3: How Worried are you about travelling since the attacks?



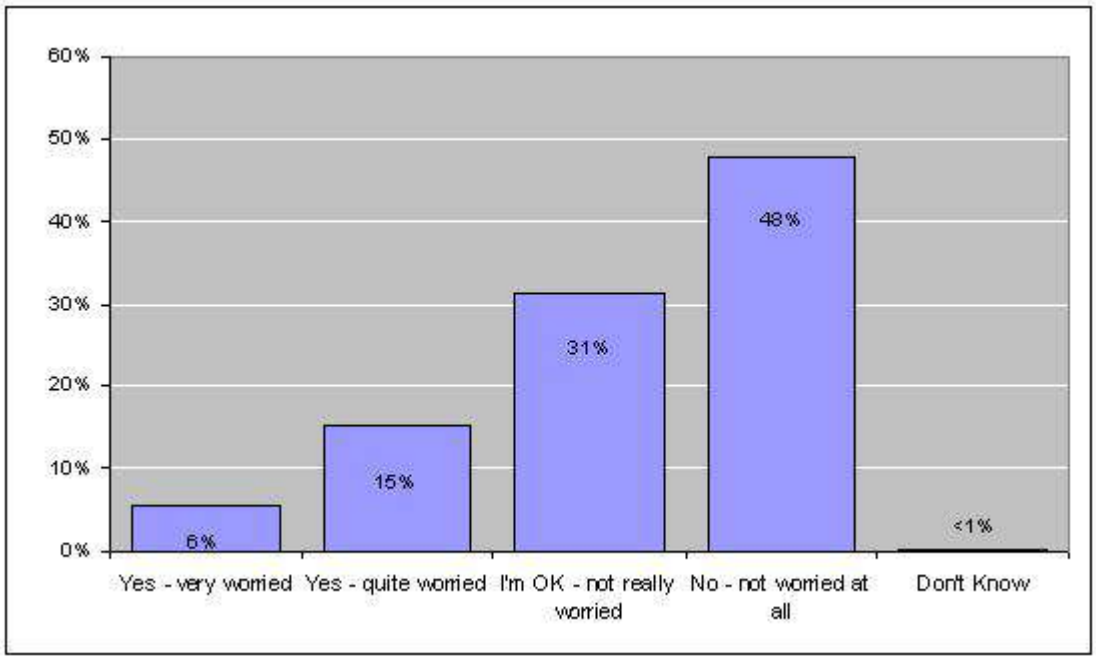
Base numbers: on LU = 1514, on the bus = 722; in general = 1942

24. Because of the similarity in responses to these three questions this paper will largely focus on the analysis of responses to travelling in London in general (figure 4).

[5] Underground users were asked: 'Are you more worried about travelling on the London Underground since the attacks?' Responses were: Very worried: 6%; Quite worried: 19%; Not really worried: 37%; Not at all worried: 38%

Bus users were asked: 'Are you more worried about travelling on the London Underground since the attacks?' Responses were: Very worried: 6%; Quite worried: 13%; Not really worried: 32%; Not at all worried: 48%.

Figure 4: Are you worried about travelling in London generally since the attacks?



Base number = 1942

Demographics

25. Responses varied by demographics (Table 1), with higher proportions of women (27%), black (32%) and Asian (24%) respondents, London based respondents (23%), and respondents in grade DE (27%) saying that they were worried compared to other groups. Higher proportions of respondents in these groups were in one or other of the behavioural change groups, indicating that, as might have been expected, there was a connection between being worried about travelling and behavioural change.

Table 1

Are you more worried about travelling in London generally since the attacks? **Disaggregation by demographics**									
	All	**Sex**		**Ethnicity**			**Grades**		
		Men	**Women**	**White**	**Asian**	**Black**	**AB**	**C1 & C2**	**DE**
Very worried	6%	4%	8%	4%	9%	14%	3%	6%	11%
Quite worried	15%	12%	19%	15%	14%	17%	16%	14%	15%
Not really worried	31%	28%	35%	31%	31%	33%	32%	32%	27%
Not at all worried	48%	56%	38%	50%	46%	35%	48%	48%	45%
Don't know	0%	0%	0%	0%	0%	1%	0%	0%	1%

Base numbers: All = 1942; Men = 1051; Women = 893; White = 1516; Black = 148; Asian = 160; AB = 763; C1 & C2 = 911; DE = 267.

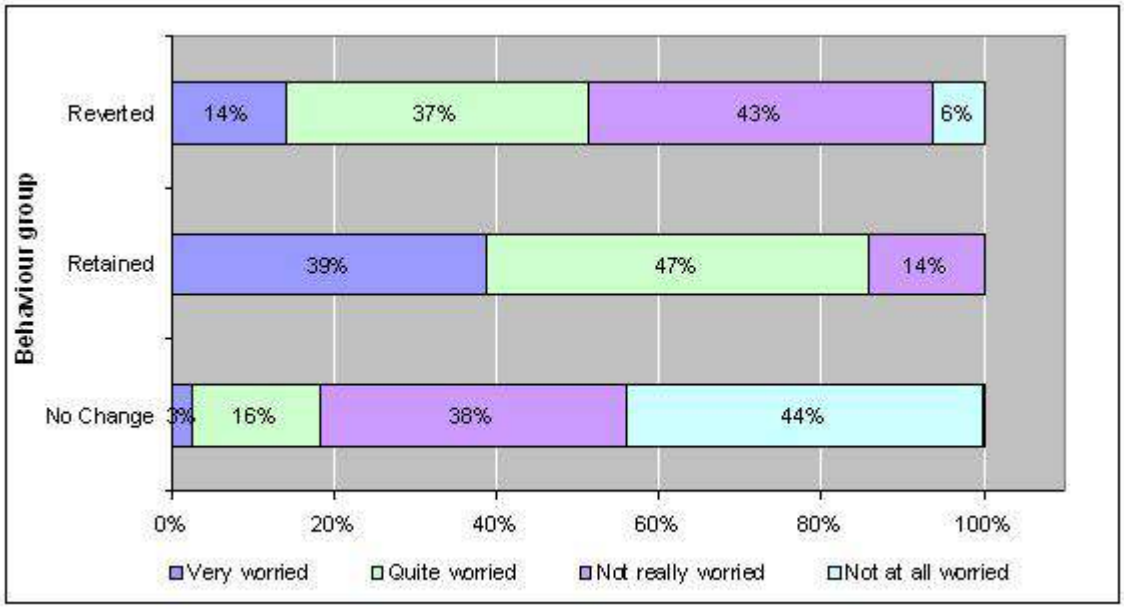
Behaviour groups

26. The majority of the 'no change' (85%) group were not worried about travelling in London and a very low proportion of this group answered 'very worried' (2%).

27. Across the three questions, the retained change group were the most worried, although proportionally fewer said they were worried about travelling on the bus (60%), than they were the Underground (86%) or in general (79%). Notably, no respondents in this group said they were 'not at all worried' about travelling in London.

28. A higher proportion of respondents in the reverted group was more worried than the 'no change' group, but this proportion was lower than that of the retained change group. A higher proportion of the reverted group was worried about using the Underground in particular (51%), than they were using the buses (29%) and travelling in London in general (39%) (see figure 5).

Figure 5: Are you more worried about travelling in London generally since the attacks? (Behaviour group)



Base numbers: All = 1942; No change = 1656; Retained = 121; Reverted = 162

Perceptions of the likely effectiveness of additional security measures

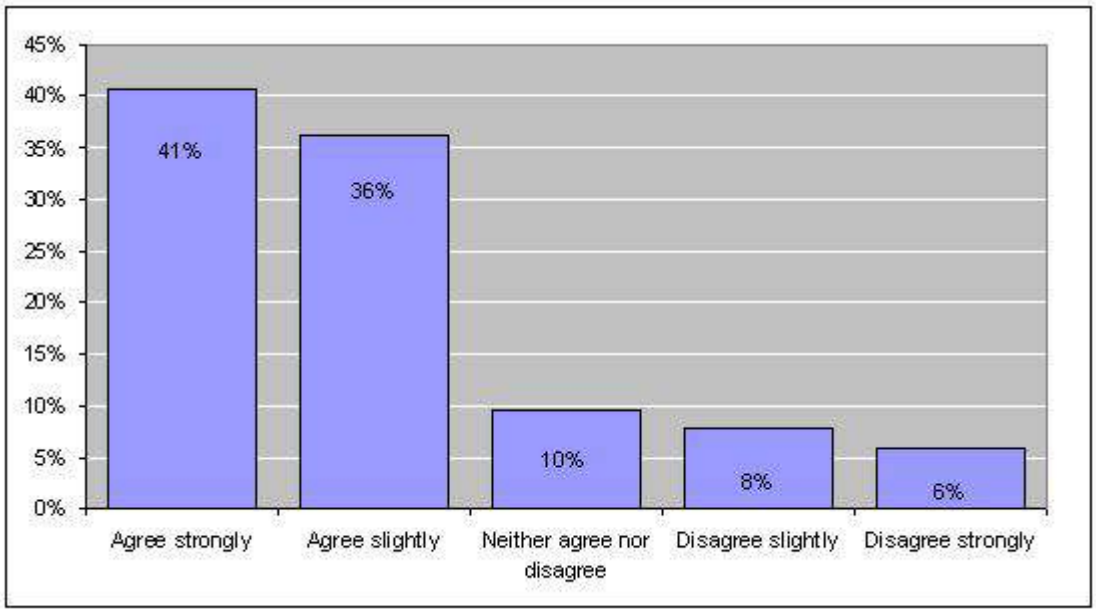
29. Participants were asked a series of questions in relation to their attitudes towards existing and potential security measures on the London Underground. Unless otherwise stated, respondents were given five possible response options (agree strongly, agree slightly, neither agree nor disagree, disagree slightly, disagree strongly).

General response

30. Participants were asked about the extent to which they agreed with the statement: "Additional Security Measures, such as baggage, x-ray and body searches, on the London Underground would greatly reduce the risk of another terrorist attack".

31. Overall, 77% of respondents either agreed strongly or slightly, and the most common response was 'agree strongly' (figure 6). When analysed by mode and purpose of most regular journey(s) and the demographics, the patterns of responses varied very little.

Figure 6: Additional security measures such as baggage x-ray and body searches on the Underground would greatly reduce the risk of another terrorist attack



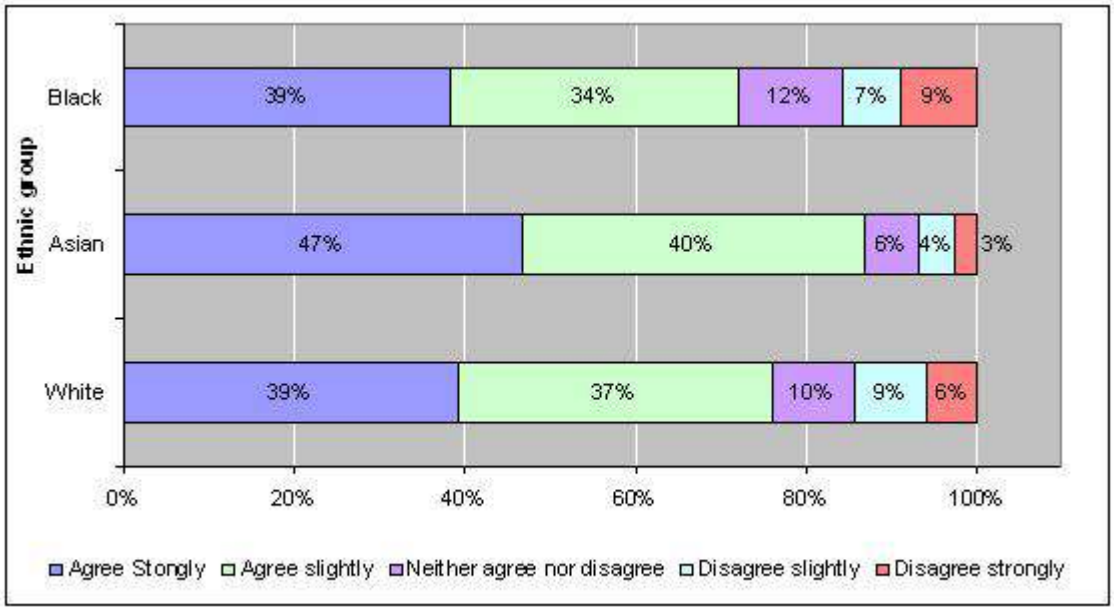
Base number = 1945

Demographics

32. A higher proportion of respondents in grade 'DE' agreed strongly (83%) with the statement than respondents from grades AB (76%) or C1 and C2 (77%), higher proportions of whom broadly disagreed with the statement.

33. Figure 7 suggests a trend towards differing attitudes of Asian and white respondents, with higher proportions of Asian respondents agreeing (86%) with the statement. Responses of the black and white groups were similar, (73% and 75% broadly agreeing respectively) . Due to small numbers in the dataset, these findings should be treated with caution.

Figure 7: Additional security measures such as baggage x-ray and body searches on the Underground would greatly reduce the risk of another terrorist attack (Ethnic group)

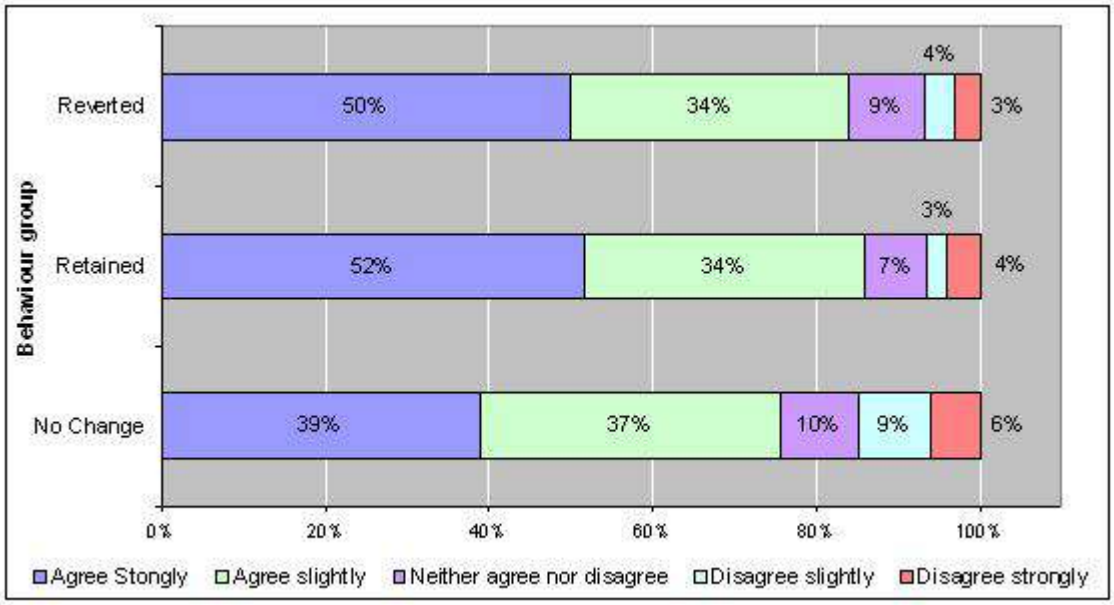


Base number All = 1945; White = 1519; black = 148; Asian = 160.

Behaviour groups

34. The retained and reverted groups showed strong similarities and both differed from the 'no change' group, which had lower proportions of respondents agreeing strongly (39%) and overall (76%) than the other two groups (see figure 8).

Figure 8: Additional security measures such as baggage x-ray and body searches on the Underground would greatly reduce the risk of another terrorist attack (Behaviour group)



Base number: All = 1945; No change = 1657; Retained = 122; Reverted = 162

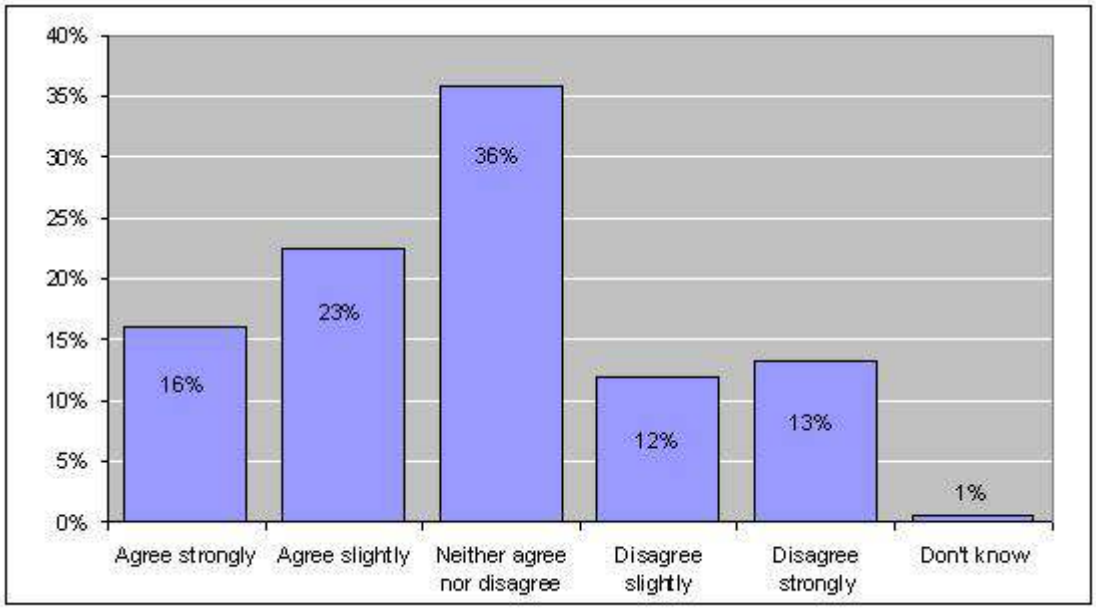
Anticipated responses to the introduction of body searches on the LU

General response

35. Respondents were also asked the extent to which they agreed or disagreed with the statement: "Additional Security Measures, such as baggage, x-ray and body searches would make me more likely to use the London Underground". Responses to this question should be regarded with caution as not all respondents necessarily had a choice about how they travelled.

36. Analysed as a whole, just over one third of the sample broadly agreed that additional security measures would make them more likely to use the tube (38%). A similar proportion (36%) neither agreed nor disagreed (although without aggregating responses into broad agree/disagree categories this was the single most common response); and 25% broadly disagreed (see figure 9). The relatively high proportion of overall responses neither agreeing nor disagreeing suggests not just indifference to security measures but possibly that these respondents were unlikely to change the mode of transport they used in any case, either not being a regular tube user already, or having no other option but to use the tube, although it was not within the scope of the study to investigate this further.

Figure 9: Additional security measures such as baggage x-ray and body searches on the Underground would make me more likely to use the Underground



Base number = 1945

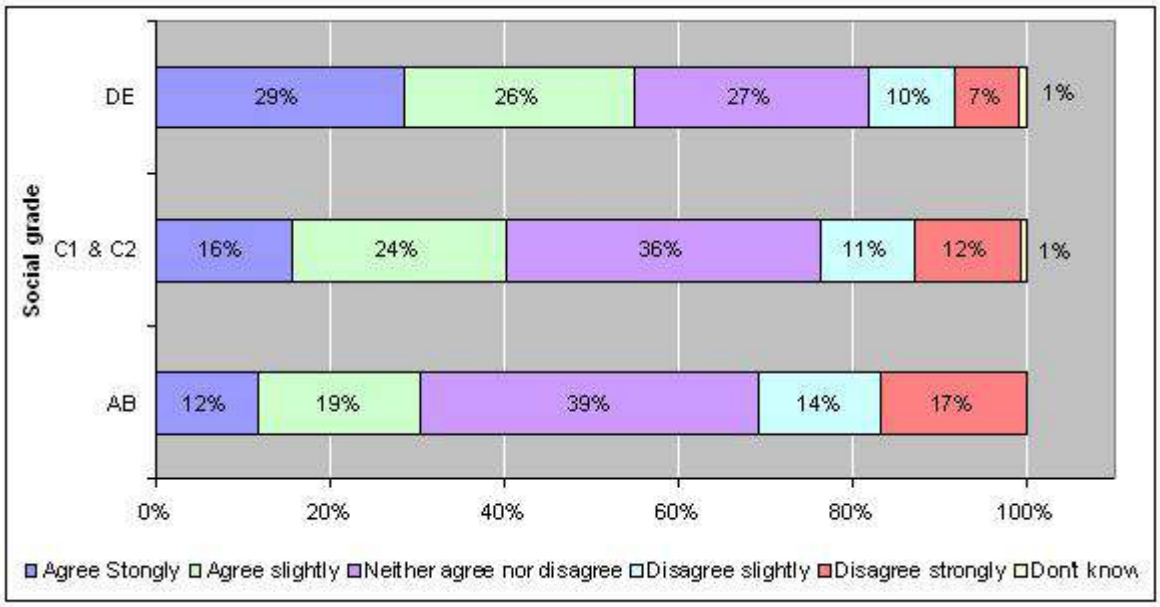
Demographics

37. Responses for men and women were reasonably similar although proportionally, more women (43%) than men (35%) broadly agreed.

38. Grade DE (29%) had the highest proportion of respondents to 'agree strongly' with the statement. Agreeing strongly was the most common response for this group, and proportionally fewer DE (17%) respondents broadly disagreed with the statement than other grades.

39. Conversely, AB respondents had the lowest proportion agreeing strongly (12%) and this group had the highest proportion of respondents broadly disagreeing (31%) (figure 10). Again, the numbers in these analyses are comparatively small, and these findings should be treated with some caution.

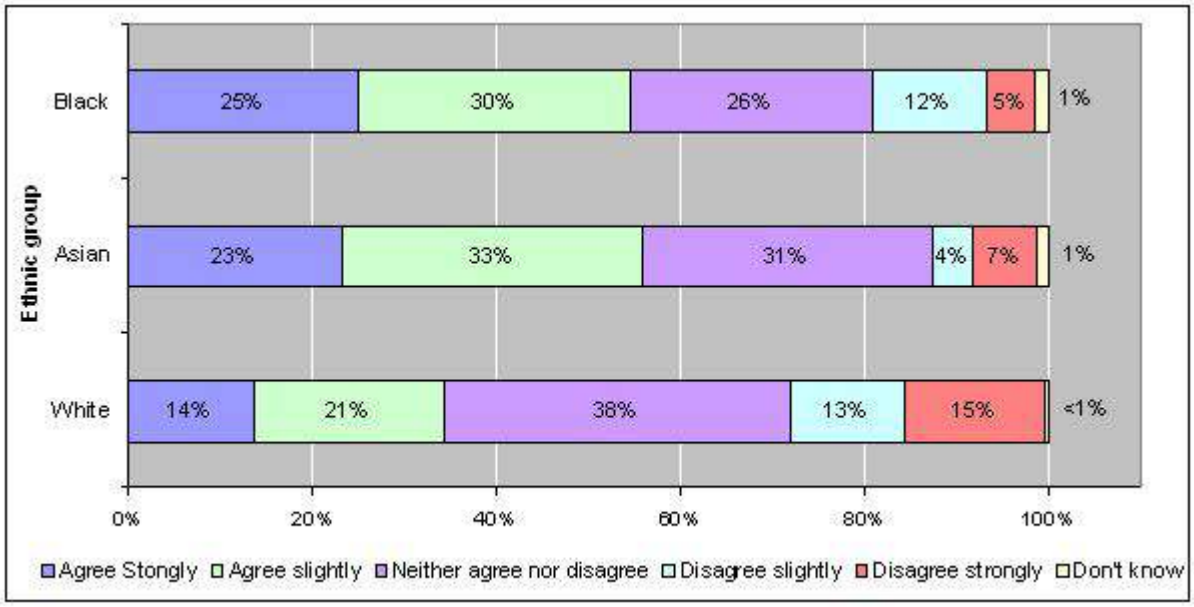
Figure 10: Additional security measures such as baggage x-ray and body searches on the Underground would make me more likely to use the Underground (Social grade)



Base numbers: All = 1945; AB = 765; C1 & C2 = 912; DE = 268.

40. A majority of black (55%) and Asian (56%) respondents broadly agreed that additional security measures would make them more likely to use the Underground, although a higher proportion of black respondents broadly disagreed (18%), than did Asian respondents (11%) (see figure 11). Again, numbers in these analyses are very small, and these findings should be treated with caution.

Figure 11: Additional security measures such as baggage x-ray and body searches on the Underground would make me more likely to use the Underground (Ethnic group)

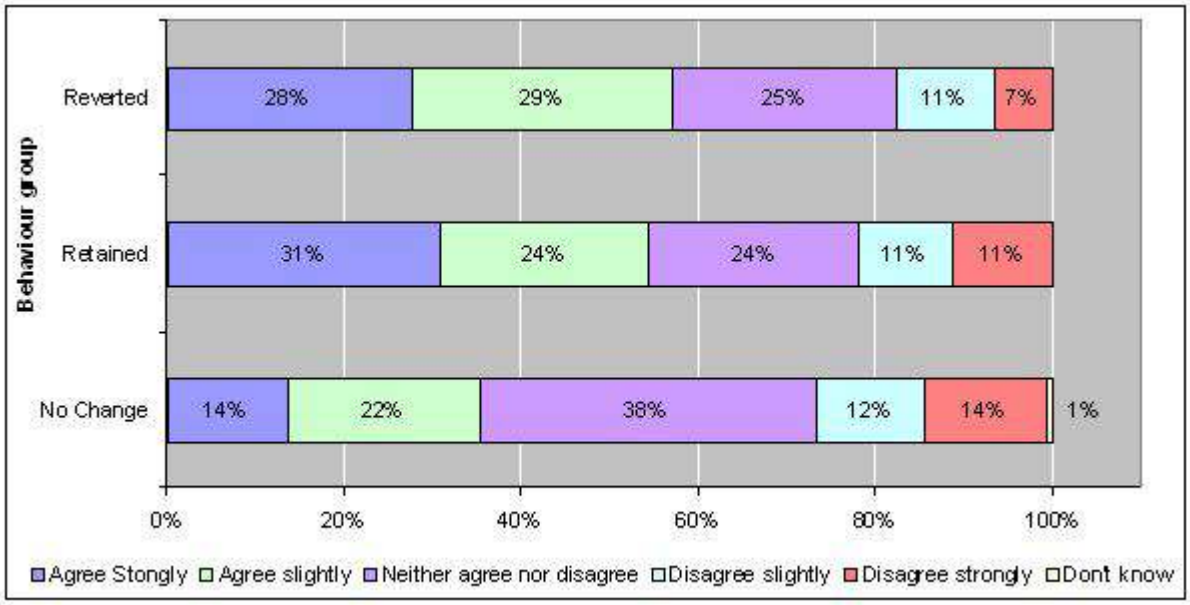


Base number: All = 1945; White = 1519; black = 148; Asian = 160

Behaviour groups

41. The three behaviour groups' most common responses were different. The largest proportion of the no change group 'neither agreed nor disagreed' (38%) and 36% of this group broadly agreed. The largest proportion of the retained change group 'strongly agreed' (31%), suggesting that this group might use the tube more if they could see that security measures were being taken; and the largest proportion of the reverted group 'slightly agreed' (29%). The majority of both behavioural change groups broadly agreed with the statement whereas a minority of the no change group broadly agreed (see figure 12).

Figure 12: Additional security measures such as baggage x-ray and body searches on the Underground would make me more likely to use the Underground (Behaviour group)



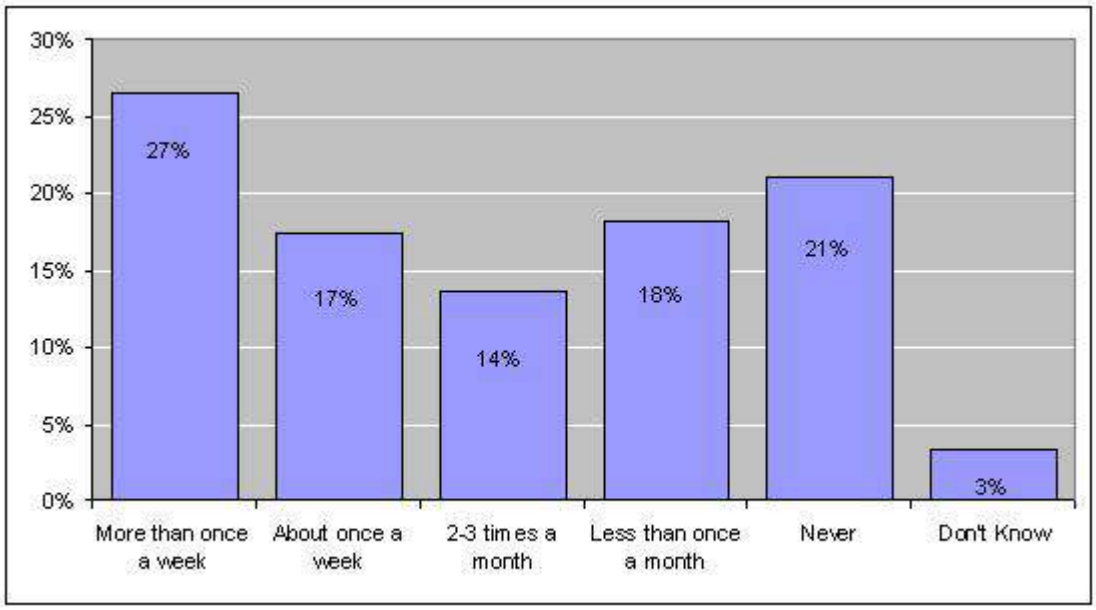
Base number: All = 1945; No change = 1657; Retained = 122; Reverted = 162

Acceptability of body searches

General response

42. Figure 13 shows responses to the question, "If regular random body searches were introduced as one additional security measure, how frequently would you accept them?" Data were aggregated around three points: regular - once a week or more (44%); occasional - between less than once a month and 3 times per month (32%) and never (21%). Support was highest for frequent checks although one fifth of respondents said they would 'never' accept being searched.

Figure 13: If regular random body searches were introduced as one additional security measure, how frequently would you accept them?



Base number = 1945

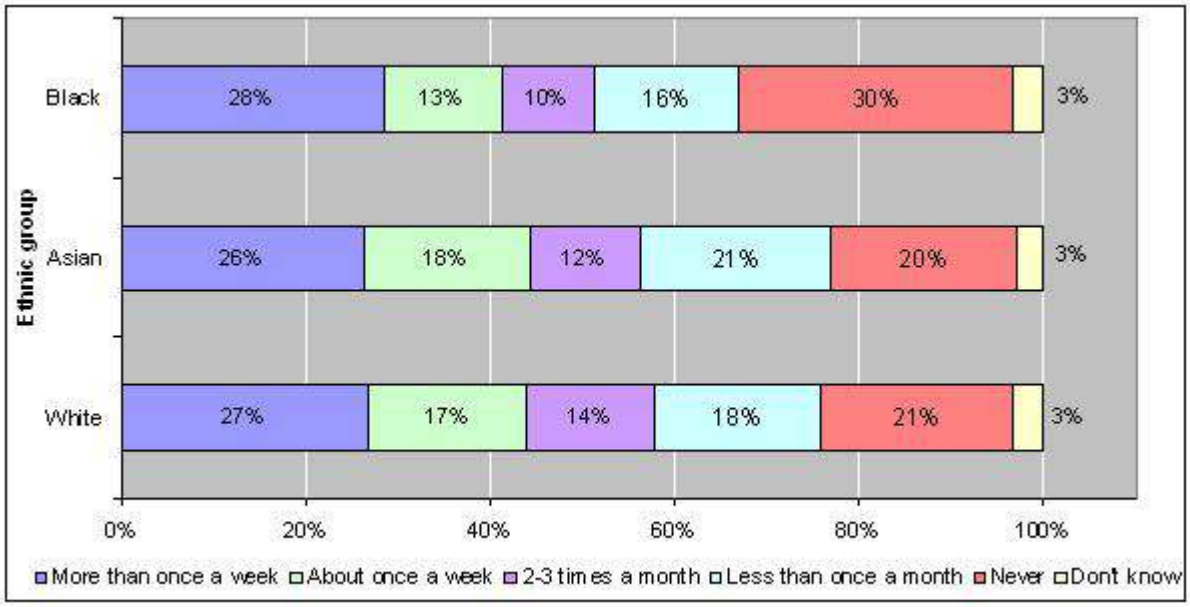
43. Respondents for whom commuting was one of their regular journey purposes, were proportionally more favourable to regular searches (47%) than were other purpose groups. This is interesting as such searches may affect them more often and therefore be potentially more inconvenient (76% of respondents who commuted via the London Underground used it more than once a week).

Demographics

44. Analysis by age suggests little difference between groups. A slightly higher proportion of men (47%) said they were willing to accept regular random searches than were women (40%) but gender groups had similar proportions of respondents saying they would never accept random searches (22% of women; 20% of men). Some answers from women raised problems with the idea of being searched by men. It is possible that addressing these issues might make random searches more acceptable.

45. There were similarities between attitudes of Asian and white respondents. Both groups differed from black respondents, a higher proportion of whom said they would never (30%) accept random searches (see figure 14). This response was also the most common response for this group and could possibly be linked to a general suspicion of "stop and search" policies. However, the numbers in these analyses are very small, and once again these findings should be treated with caution.

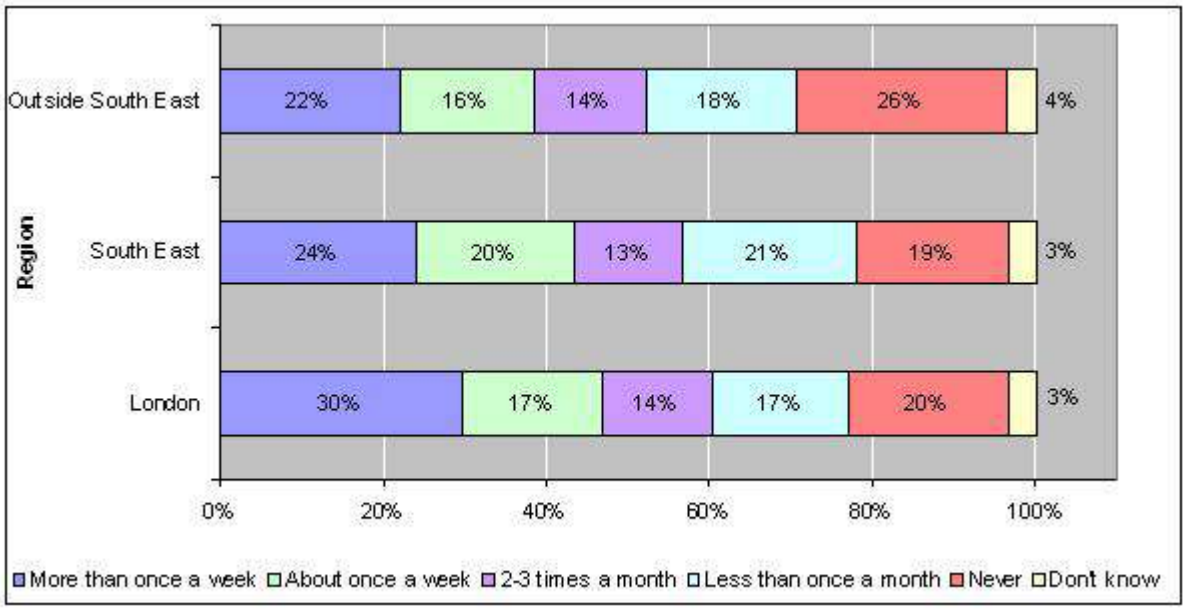
Figure 14: If regular random body searches were introduced as one additional security measure, how frequently would you accept them? (Ethnic group)



Base numbers: All = 1945; White = 1519; black = 148; Asian = 160.

46. A higher proportion of Londoners (47%) said they would accept regular searches than was the case for the other groups. A greater proportion of respondents from outside the South East said they would never accept random searches (26%) than respondents in London (20%) and the South East (19%) (see figure 15).

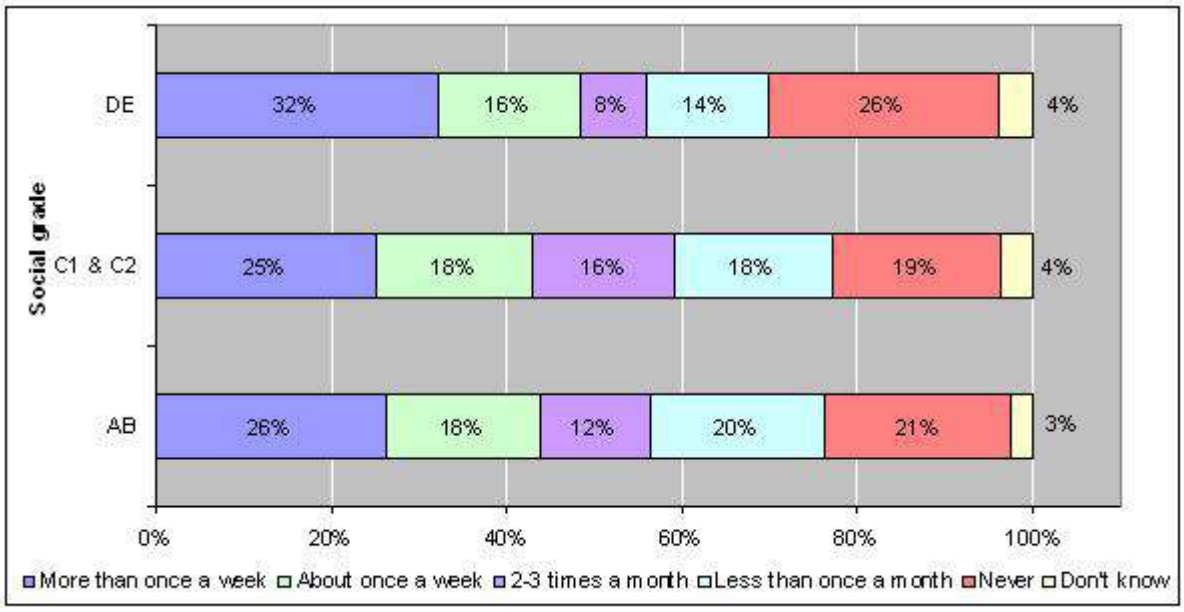
Figure 15: If regular random body searches were introduced as one additional security measure, how frequently would you accept them? (Region)



Base numbers: All = 1945; London = 997; South East = 436; Outside South East = 511.

47. There was little difference between social groups in terms of respondents accepting regular searches. However respondents in the DE group had a higher proportion saying they would never accept random searches (26%) (see figure 16).

Figure 16: If regular random body searches were introduced as one additional security measure, how frequently would you accept them? (Social grade)

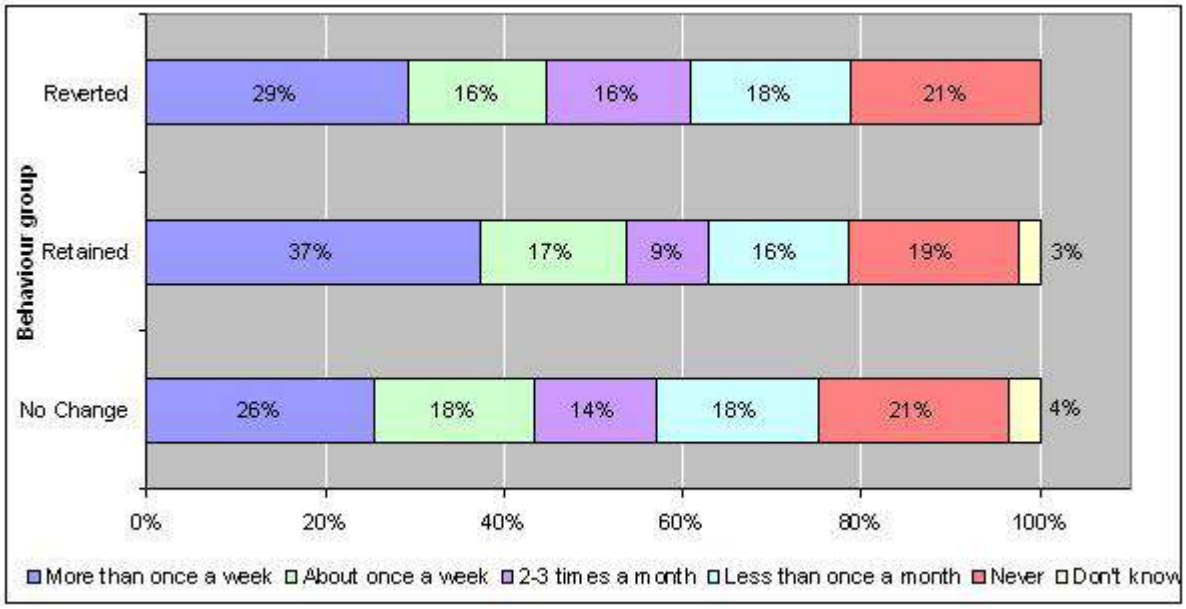


Base numbers: All = 1945; AB = 765; C1 & C2 = 912; DE = 268.

Behaviour groups

48. A higher proportion of the retained group said they would accept regular searches (53%) than did any other group (see figure 17). Responses of the no change and reverted groups were similar and both were reasonably accepting of regular searches.

Figure 17: If regular random body searches were introduced as one additional security measure, how frequently would you accept them? (Behaviour group)



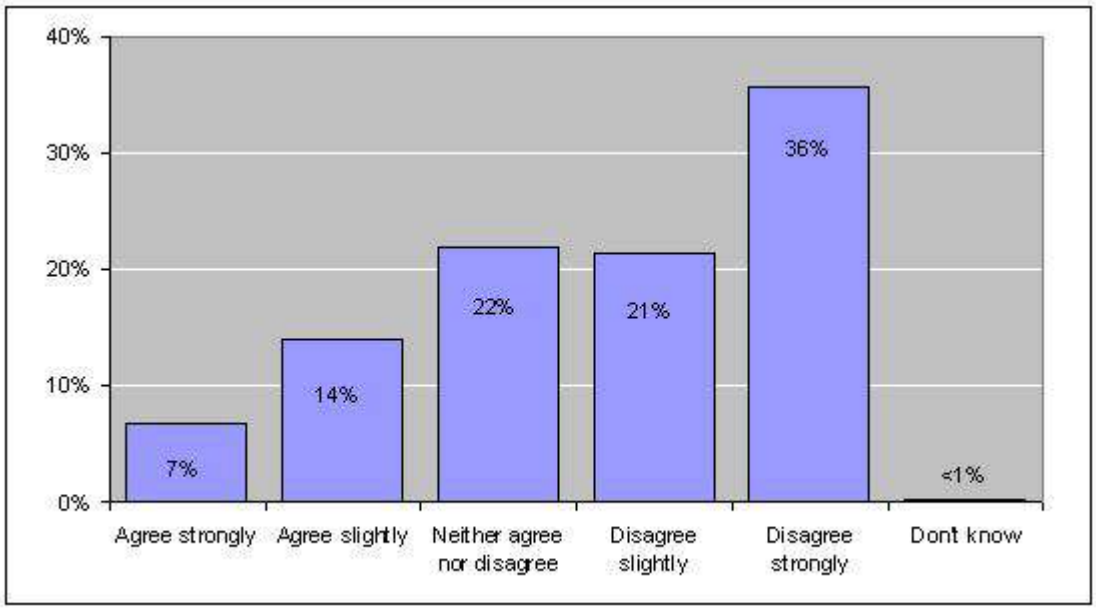
Base numbers: All = 1945; No change = 1657; Retained = 122; Reverted = 162

Anticipated responses to security related time delays

General response

49. Respondents were asked about the extent to which they agreed with the statement: "I would not continue to travel on the London Underground if additional security measures, such as baggage, x-ray or body searches led to an increase of 5 minutes on my regular journey" (see figure 18). (Again, caution should be exercised with these findings because not all respondents will have had a choice about how they travel.)

Figure 18: I would not continue to travel on the Underground if additional security measures such as baggage, x-ray and body searches led to an increase of 5 minutes on my regular journey



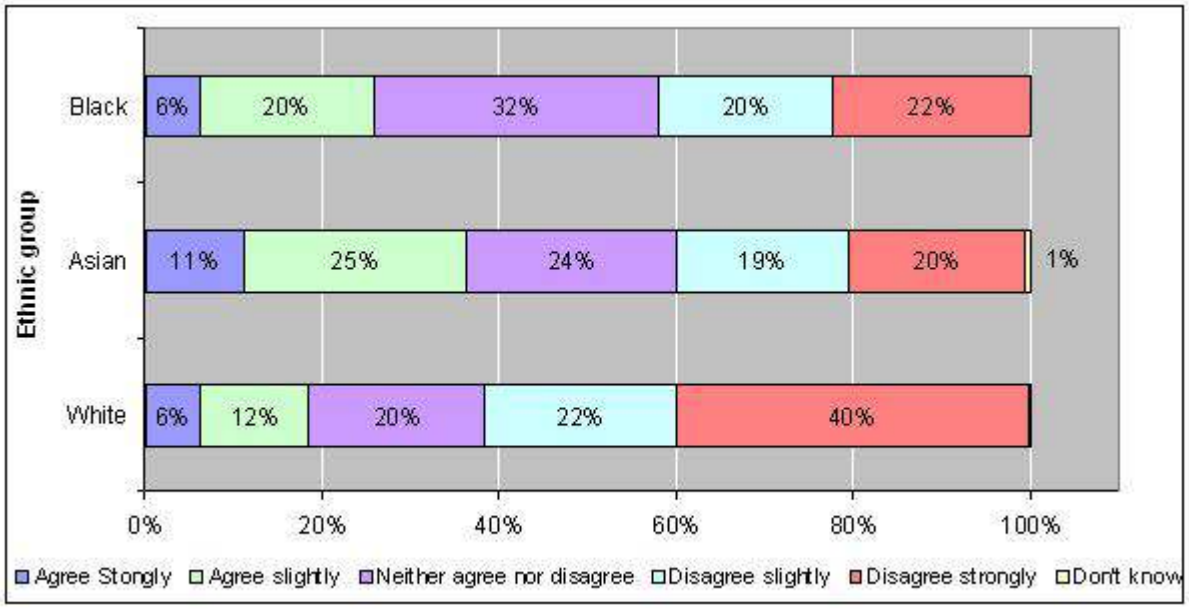
Base number = 1945

50. The most common response for the sample as a whole was 'disagree strongly'. In keeping with findings in section 7, a high proportion of respondents who disagreed (and may therefore be more accepting of additional security measures on the tube) commuted as one of their regular journeys (45%). This may suggest that people who have a higher degree of necessity about when and how they travel (i.e. having to get to work by a certain time) may be more accepting of security related delays than those who have more choice about when they travel. Again, this contrasts to some extent with the earlier finding that higher proportions of Londoners said they would accept frequent security checks.

Demographics

51. The most common responses differed across ethnic groups. For white respondents it was 'disagree strongly' (40%) and a higher proportion of this group broadly disagreed with the statement (62%) than in other ethnic groups. For black respondents the most common response was 'neither agree nor disagree' (32%) and for Asian respondents it was 'agree slightly' (25%) (see figure 19). Again, the numbers in these analyses are small, and these findings should be treated with some caution.

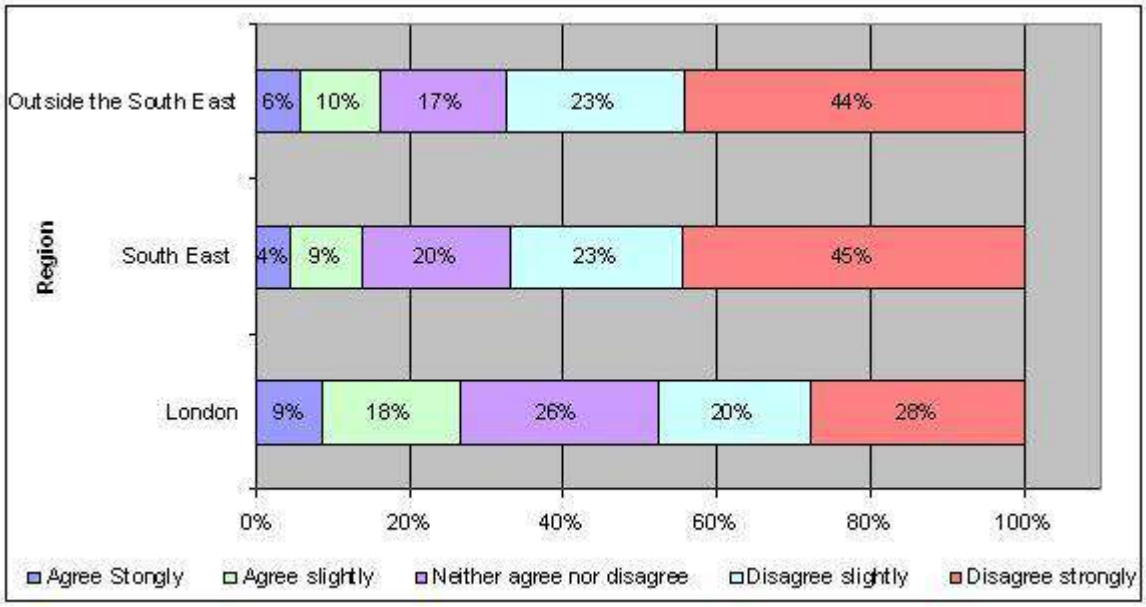
Figure 19: I would not continue to travel on the Underground if additional security measures such as baggage, x-ray and body searches led to an increase of 5 minutes on my regular journey (Ethnic group)



Base numbers: All = 1945; White = 1519; black = 148; Asian = 160.

52. The most common response for non-London respondents was 'disagree strongly' (44% each), suggesting that delays due to additional security measures would be unlikely to influence their travel behaviour. Londoners were more divided in their attitudes to an additional five minutes on their journey (see figure 20). Respondents from outside of London who said they use the tube do so less often than respondents from London (90% of non-London respondents use the tube less than once a week compared to 53% of London respondents who use the tube once a week or more). Consequently, respondents from outside London may accept occasional delays while Londoners might be unable or unwilling to tolerate regular delays.

Figure 20: I would not continue to travel on the Underground if additional security measures such as baggage, x-ray and body searches led to an increase of 5 minutes on my regular journey (Region)



Base numbers: All = 1945; London = 997; South East = 436; Outside South East = 511.

Acceptability of security related time delays

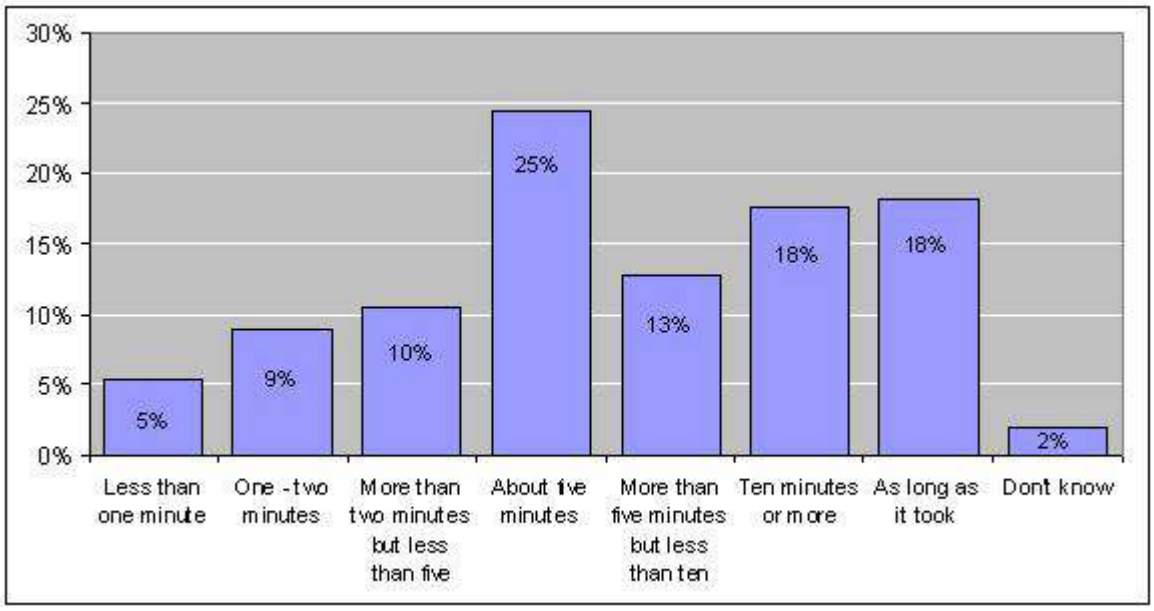
General response

53. Respondents were then asked 'If additional security measures were introduced on the London Underground, what level of delay to your most regular journey would you accept without changing the form of transport you use?'

54. Respondents were given seven response options (Less than one minute; One - two minutes; More than two minutes but less than five minutes; About five minutes; More than five minutes but less than ten minutes; ten minutes or more; As long as it took).

55. Responses for the whole sample suggest that respondents were generally positive about accepting some level of delay to allow for additional security. The most common response was 'about five minutes' (25%) (figure 21), although there was reasonably high acceptance of delays of ten minutes or more and delays taking as long as necessary. The data were then aggregated around three points: under five minutes (25%); between five and ten minutes (37%); and more than 10 minutes (36%).

Figure 21: If additional security measures were introduced on the Underground, what level of delay would you accept to your most regular journey?



Base number = 1945

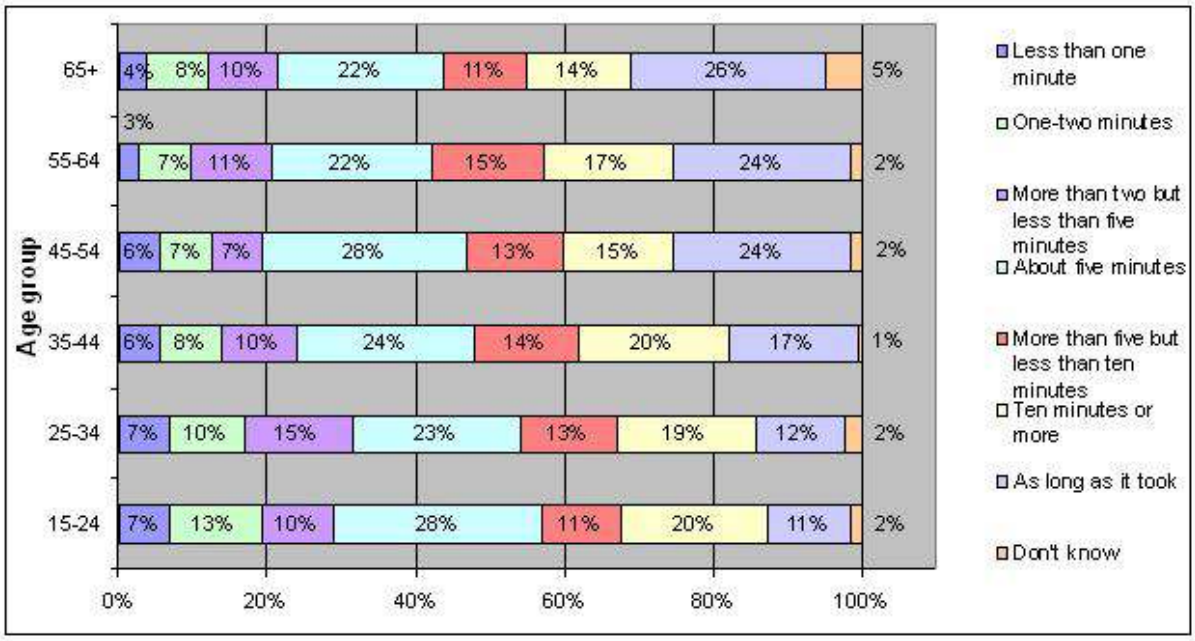
Demographics

56. The most common response for London respondents was 'about five minutes' (28%), and was 'ten minutes or more' for non-London groups (South East: 28% and Outside the South East: 26%), a response that a relatively low proportion of Londoners selected (10%). Similarly, a higher proportion of Londoners would only accept delays of under five minutes (34%) compared to other regional groups.

57. The most common response for both gender groups was 'about five minutes' (women (26%), men (23%). Men favoured short delays, while a higher proportion of women were accepting of longer delays. This may relate to the finding that a higher proportion of men gave the commute as the purpose of their main journey, and may therefore expect to be affected by such time delays more frequently than respondents with different journey purposes.

58. All age groups under 55 had the same most common response as that of the whole sample. Ages 55-64 and 65+, had higher proportions of respondents who said they would accept delays of over ten minutes (24% and 26% respectively). Compared to other age groups, higher proportions of 15-24 and 25-34 year olds said they would accept delays of up to five minutes (30% and 32% respectively), and these groups were also less accepting of delays of over ten minutes (31% each) than were other age groups (see figure 22). Again, the numbers in these analyses are comparatively small, and these findings should be treated with some caution.

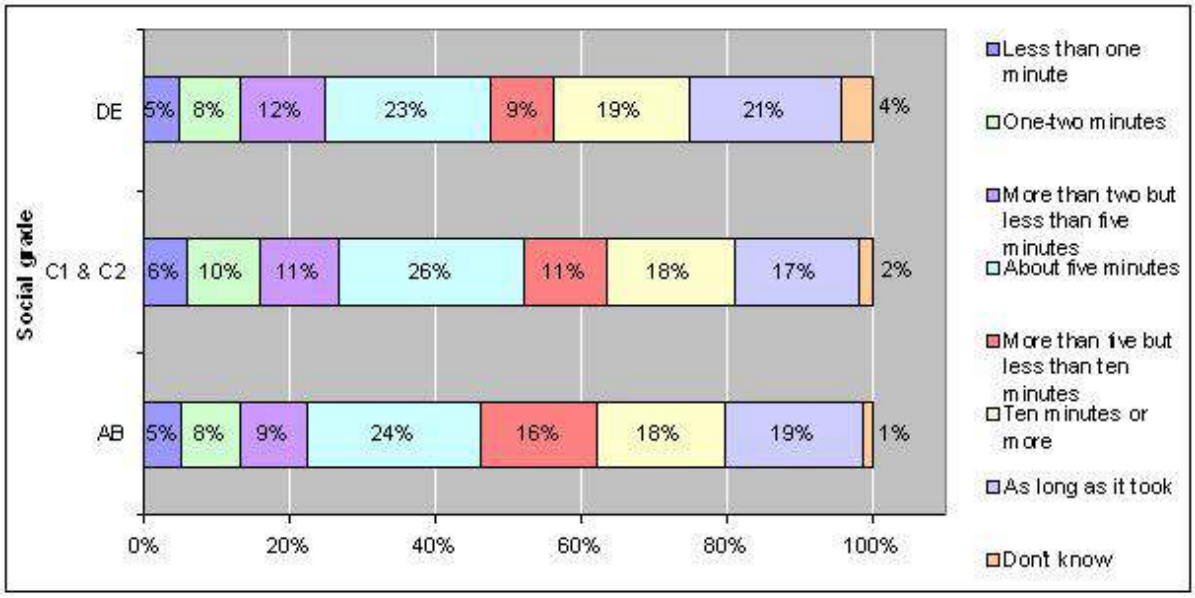
Figure 22: If additional security measures were introduced on the Underground, what level of delay would you accept to your most regular journey? (Age group)



Base numbers: All = 1945; 15-24 = 343; 25-34 = 392; 35-44 = 367; 45-54 = 332; 55-64 = 269; 65+ = 242.

The most common response for all social groups was 'about five minutes'.

Figure 23: If additional security measures were introduced on the Underground, what level of delay would you accept to your most regular journey? (Social grade)

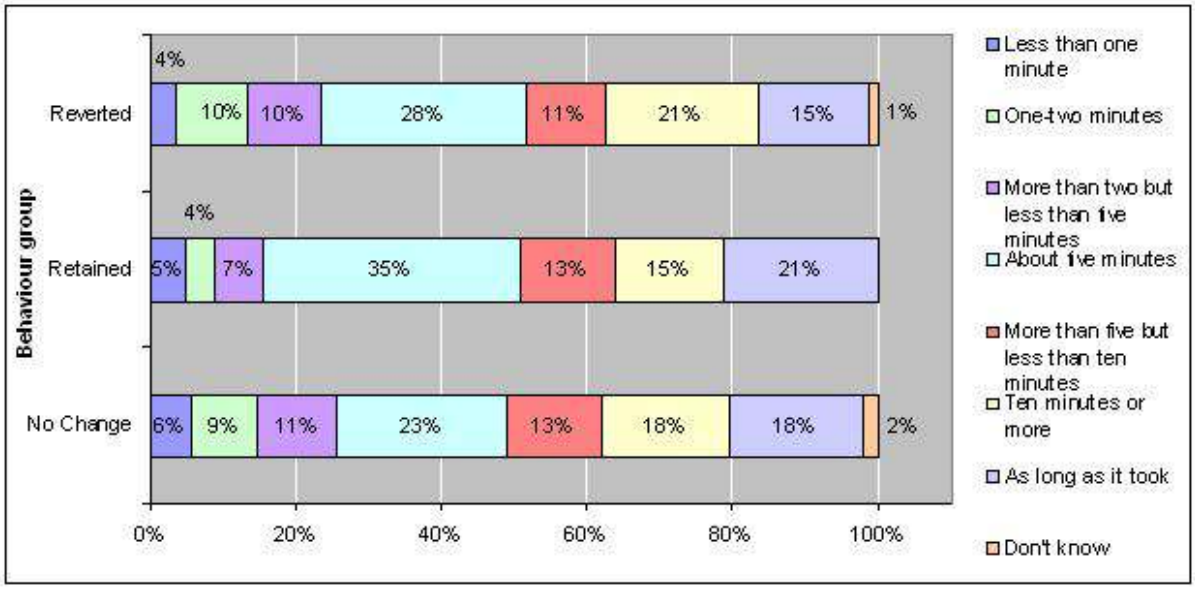


Base numbers: All = 1945; AB = 765; C1 & C2 = 912; DE = 268.

Behaviour groups

59. Before data were aggregated, the most common response for all behavioural groups was 'about five minutes', and the retained group had a higher proportion of respondents answering in this way than other groups. Respondents in the no change group were more in favour of short delays (26%) than were other behaviour groups. Interestingly, around 36% of each behaviour group was accepting of delays of ten minutes or more (see figure 24), although this finding should be treated with caution because it is based on comparatively low numbers.

Figure 24: If additional security measures were introduced on the Underground, what level of delay would you accept to your most regular journey? (Behaviour group)

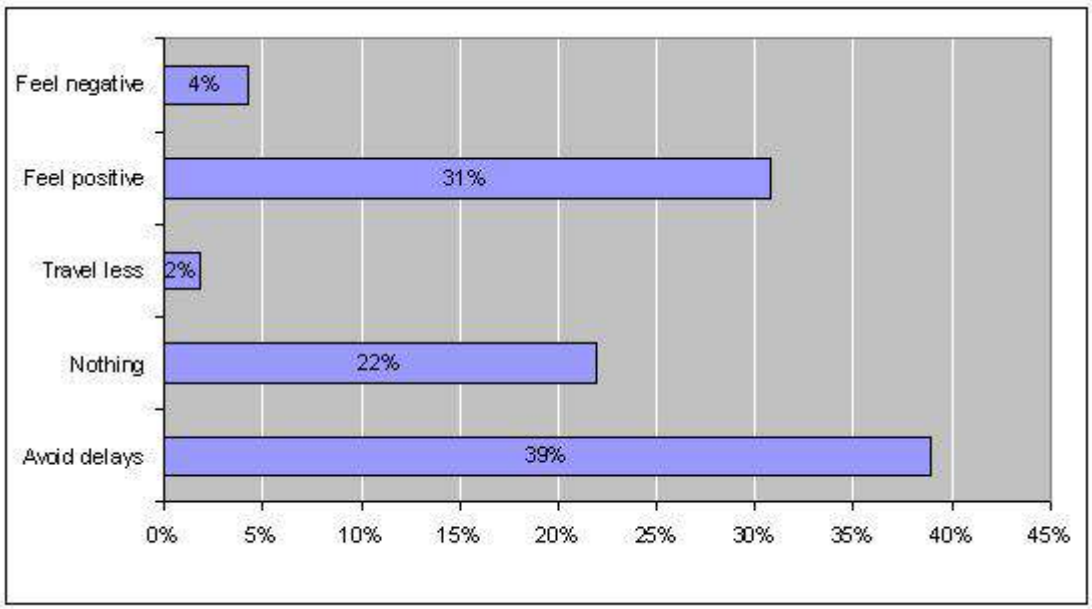


Base numbers: All = 1945; No change = 1657; Retained = 122; Reverted = 162

Anticipated response to a 5 minute delay to your most regular journey

60. Respondents were asked how they would respond to a delay of 5 minutes to their regular journey. Responses were open (i.e. respondents chose their own form of words) and categorised after data collection. 39% said they would alter their travel behaviour to avoid delays, while 22% would do nothing. 31% expressed positive feelings about delays of about 5 minutes, giving reasons such as 'I would feel reassured' and 'it would make us safer' (see figure 25).

Figure 25: How would you respond to a five minute delay on the Underground?



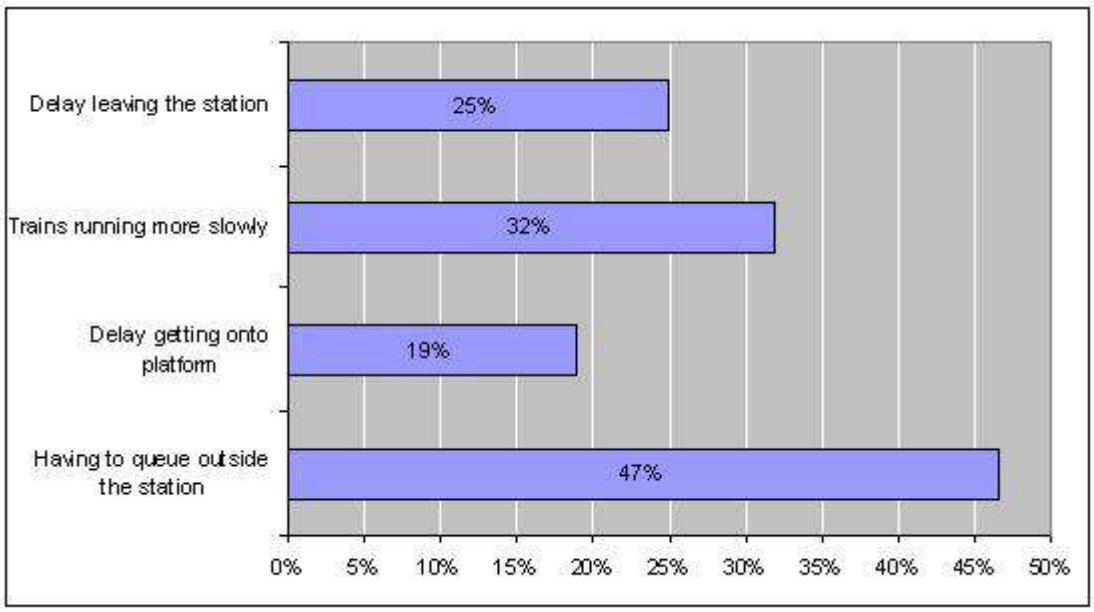
Base number = 1945; Respondents could give more than one answer.

61. Of the respondents who would alter their travel behaviour in order to avoid delays, 48% were commuters, 47% were car users and 31% were tube users, with about 25% using buses and a further 25% using trains. Proportionally more respondents living in London (58%) gave this response than others (42%), possibly because such a delay would affect them more regularly. This appears to contradict the levels of acceptance respondents indicated for the introduction of checks leading to a 5 minute delay. Acceptance and behaviour may not go hand in hand therefore and this issue could need further, more in-depth investigation.

Least acceptable type of delay

62. Respondents were asked to indicate which types of delay they considered unacceptable (leaving the station, trains running more slowly, delays getting onto the platform or delays queuing to get into the station). The largest proportion of the sample (47%) said that having to queue outside the station would be most unacceptable (see figure 26).

Figure 26: What type of delay is the most unacceptable to you?



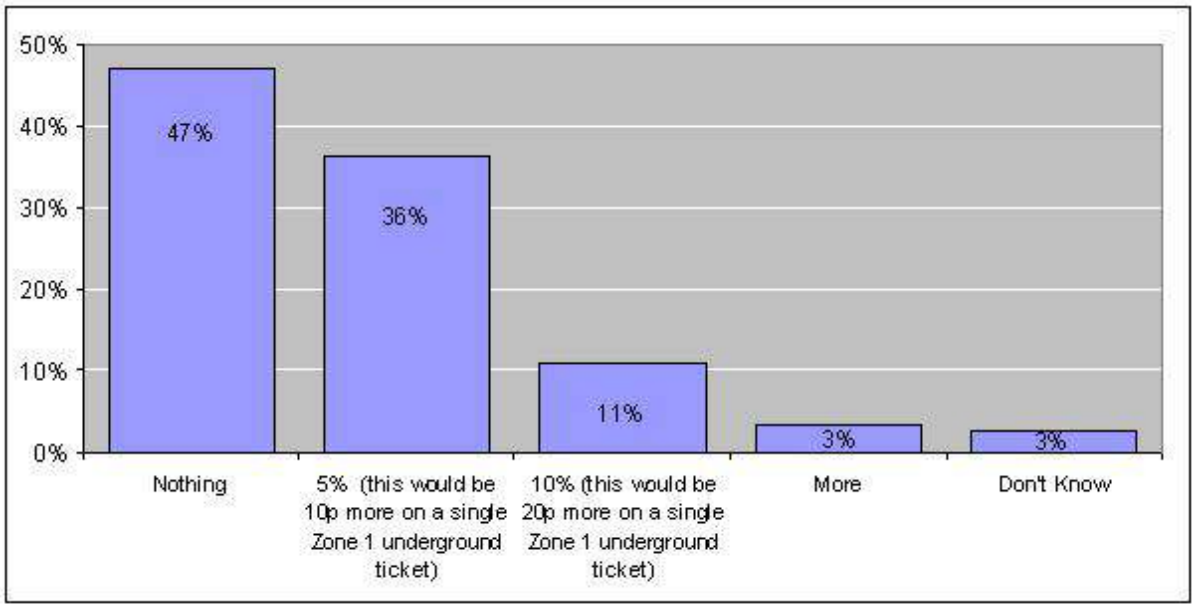
Base number = 1945; Respondents could give more than one answer.

Acceptability of security related fare increases

General response

63. Respondents were asked how much more they would be prepared to pay for increased security. Higher travel costs to cover additional security costs was generally unpopular with all groups. Of the sample as a whole, 47% said they were not prepared to pay any extra to pay for additional security measures. 36% were prepared to pay 5% extra on a single zone one underground ticket; 11% were prepared to pay 10% extra and 3% said they would pay more than this (see figure 27).

Figure 27: If additional security measures were introduced, how much more would you be prepared to pay if there was a guarantee that the extra money went directly to pay these costs?



Base number = 1945

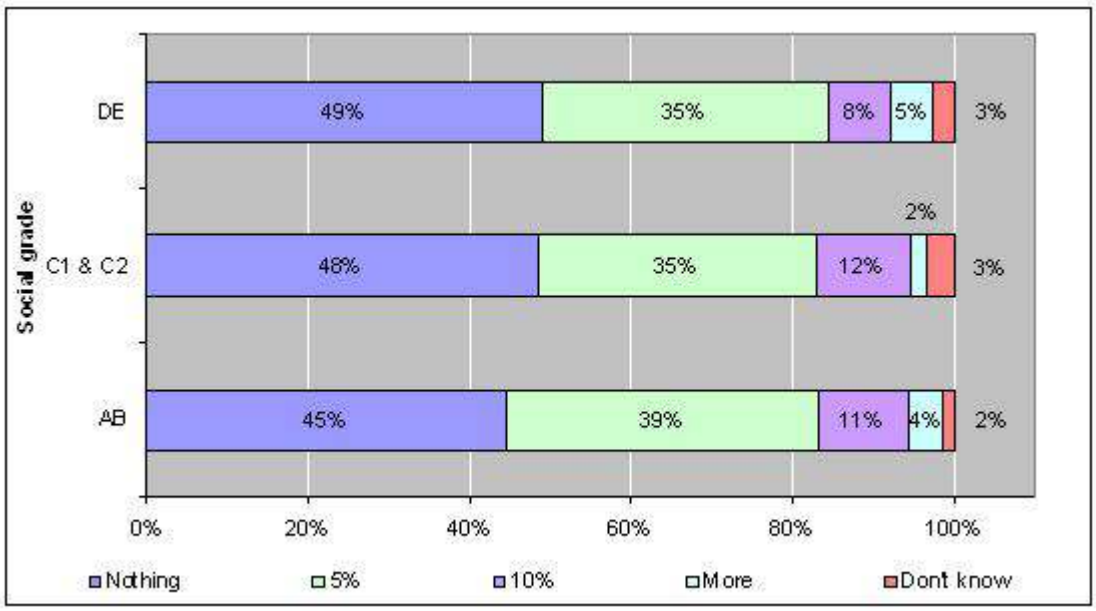
Demographics

64. There was relatively little difference according to sex, age, ethnicity or behavioural groups to this question.

65. The most common response for London based respondents was to pay nothing more (58%), while the most common response for respondents from the rest of the UK was 'an increase of 5%' (South East: 39%; outside South East England 41%).

66. The most common response for all social grades was 'nothing', and there was little variation between their responses to this question (see figure 28).

Table 28: If additional security measures were introduced, how much more would you be prepared to pay if there was a guarantee that the extra money went directly to pay these costs? (Social grade)



Base numbers: All = 1945; AB = 765; C1 & C2 = 912; DE = 268.

Annex 1

Explanation of Social Grades[6]

Social Grade A

- 3% of the population
- Professional people, very senior managers in business or commerce or top level civil servants
- Retired people previously graded A and their widows

Social Grade B

- 14% of the population
- Middle management executives in large organisations with appropriate qualifications
- Principal officers in local government and civil service
- Top management or owners of small business concerns, educational and service establishments
- Retired people previously graded B and their widows

Social Grade C1

- 26% of the population
- Junior management, owners of small establishments, and all non manual positions
- Jobs in this group have very varied responsibilities and educational requirements
- Retired people previously graded C1 and their widows

Social Grade C2

- 25% of the population
- All skilled manual workers and those manual workers with responsibility for other people
- Retired people previously graded C2, with pensions from their job
- Widows if receiving pensions from the late partner's job

Social Grade D

- 19% of the population
- All semi skilled and unskilled manual workers, and apprentices and trainees to skilled workers
- Retired people previously graded D, with pensions from their job
- Widows if receiving pensions from the late partner's job

Social Grade E

- 13% of the population

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[6] ICM research, http://www.icmresearch.co.uk/research_questions_answered/what_is_social_class.asp, last accessed on 15th March 2006.

- All those entirely dependent on the state long term, through sickness, unemployment, old age or other reasons. Those unemployed for a period of 6 months (otherwise classify on previous occupation)
- Casual workers and those without regular income
- Only households without a chief wage earner will be coded in this group

Annex 2

Table A1 shows the demographic composition of the three behaviour groups.

Table A1 - Sample and behaviour groups by demographic variables

		All		no change		retained		reverted	
		N	%	N	%	N	%	N	%
	All	1945	100%	1657	82.5%	122	6.3%	162	8.3%
Sex	Male	1050	54.0%	930	56.1	54	44.2%	66	40.6%
	Female	895	46.0%	727	43.9%	68	55.8%	96	59.4%
Ethnicity[1]	White[2]	1519	78.1%	1312	79.2%	79	65.1%	124	76.4%
	Asian[3]	160	8.2%	132	8.0%	14	11.1%	14	8.6%
	Black[4]	148	7.6%	111	6.7%	23	19.1%	14	8.5%
Social Grade[5]	AB	765	39.3%	636	38.4%	54	44.5%	74	45.5%
	C1 & C2	912	46.9%	802	48.4%	51	41.8%	57	35.0%
	DE	268	13.8%	219	13.2%	17	13.6%	32	19.5%
Region	London	997	51.3%	834	50.3%	77	63.0%	86	52.8%
	South East	436	22.4%	361	21.8%	30	24.6%	44	27.1%
	Rest of UK	511	26.3%	462	27.9%	15	12.3%	33	20.1%
Age	15-24	343	17.6%	283	17.1%	27	21.7%	33	20.4%
	25-34	392	20.2%	340	20.5%	22	17.8%	31	19.0%
	35-44	367	18.9%	300	18.1%	33	27.1%	33	20.3%
	45-54	332	17.1%	285	17.2%	18	14.9%	29	18.0%
	55-64	269	13.8%	226	13.6%	15	11.9%	27	16.7%
	65+	242	12.5%	223	13.5%	8	6.6%	9	5.5%

Notes

Due to low numbers, no analysis for the "Mixed race" or "Chinese and Other" groups was possible and neither group has been represented in this table.

1. The White ethnic category included respondents who described themselves as either: "White" "Irish" or "Any other White background".
2. The Asian ethnic category included respondents who described themselves as "Indian", "Pakistani", "Bangladeshi" or "Any other Asian background".
3. The Black ethnic category included respondents who described themselves as "Caribbean" "African" or "Any other Black background".
4. See Annex 1 for explanation of social grades.

Table A2 shows the behaviour groups disaggregated modes of transport used and purpose of main journey(s). Many of the numbers are too small to support meaningful analysis, so have not been included in the main report.

Table A2 - Behaviour groups by mode and purpose of main journey(s)

	Behaviour group	All	No change	Retained		Reverted	
	Totals	100.0%	82.5%	6.3%		8.3%	
				Travel behaviour		Travel behaviour	
				Before July	Since July	Original	Changed
Mode	Car	48.9%	51.5%	29.5%	44.1%	39.0%	36.4%
	Cycle	4.2%	3.9%	4.6%	6.9%	7.0%	4.4%
	Walk	18.2%	18.6%	16.6%	19.5%	15.3%	20.5%
	Total private modes	**71.3%**	**74.0%**	**50.7%**	**70.5%**	**61.3%**	**61.3%**
	Bus	27.5%	26.0%	33.7%	36.1%	43.7%	24.7%
	Train	26.5%	23.9%	42.5%	31.6%	41.7%	19.0%
	Tube	30.6%	25.6%	59.7%	22.7%	55.6%	11.7%
	Total public modes	**84.6%**	**75.5%**	**135.9%**	**90.4%**	**141.0%**	**55.4%**
Purpose	Commute	43.6%	43.0%	51.7%	no data	41.1%	no data
	Leisure	32.4%	33.6%	18.3%	no data	31.0%	no data
	Visiting	28.0%	27.4%	37.4%	no data	27.2%	no data
	Household business	27.2%	27.3%	27.0%	no data	27.0%	no data

Base numbers: All = 1945; No change = 1657; Retained = 122; Reverted = 162