

Black, Asian and minority ethnic (BAME) people

Key findings

- 35% of Londoners are from black, Asian and minority ethnic (BAME) groups. The profile of BAME communities in London is much younger than that of white communities. Higher proportions of BAME people live in deprived areas of London
- BAME Londoners are more likely to express concerns over safety and security (particularly after dark) than white Londoners
- Overcrowding, cost, unreliable services, and slow journey times are particular barriers to increased public transport use amongst BAME groups
- In general BAME Londoners give slightly lower overall satisfaction ratings than white Londoners for various transport modes. This pattern exists even when age is taken into account
- For Londoners who do not have English as their first language, ethnic minority community media and pictorial information are thought to assist people in planning and completing unfamiliar journeys

Summary

35% of Londoners belong to a black, Asian and minority ethnic (BAME) group[2]. The profile of BAME communities is different to that of the wider London population. Most notably, BAME communities in London have a much younger age profile than white communities (42% of BAME Londoners are aged 24 and under, compared to 28% of white Londoners) [2]. BAME Londoners are also more likely to be living in deprived areas of London [11].

Transport use

The bus is the most common mode of public transport used amongst ethnic minority communities (in particular amongst black communities and less so amongst Asian communities). Sixty nine per cent of BAME Londoners use the bus at least once a week compared to 56% of white Londoners[2].

- Buses are considered cheaper with more comprehensive route networks than other modes of transport. For some, being able to see their surroundings and become familiar with the route encourages them to use the bus more often[12]
- The use of cars is higher amongst Asian Londoners compared to other minority ethnic groups (38% of Asian Londoners drive a car at least once a week compared to 25% of black Londoners). The use of cars amongst all ethnic minority groups is lower than for white Londoners[2]

- A greater proportion of cyclists in London are white rather than BAME. Asian Londoners in particular are the least likely to cycle. The ethnic profile of cyclists in London is reflected in the (predominantly white) users of Barclays Cycle Hire and Barclays Cycle Superhighways. Of the Londoners who have used Barclays Cycle Hire, 88% are white [23]

Safety and security

While most Londoners of all ethnic backgrounds feel safe using public transport during the day, BAME Londoners are less likely to feel safe than white Londoners (and particularly so after dark). Around half of BAME Londoners feel safe walking after dark, compared to around two thirds of white Londoners[14].

- BAME Londoners are more likely to mention concerns about anti-social behaviour, fear of crime (both on and around the public transport network) and fear of terrorism than white Londoners [14]
- Some BAME Londoners, particularly Asian people, consider themselves more likely to be the victims of racist abuse and to be stereotyped as potential terrorists[12]
- Higher rates of road and pedestrian injuries are experienced by BAME groups compared to white Londoners, and these rates are particularly high for young black men [15,16]

Barriers

The cost of public transport is a particular barrier to increased public transport use amongst BAME Londoners. Sixty per cent of BAME Londoners say cost is a barrier compared to 38% of white Londoners. However, there is little evidence that BAME Londoners are not aware of, or are not taking up, the opportunities for reduced fares through Oyster or the Freedom Pass [2,14].

- Alongside cost, the barriers to greater public transport use most commonly mentioned (by both white and BAME groups) are overcrowding, unreliable services, slow journey times and concerns about anti-social behaviour[14]
- Compared to white Londoners, a higher proportion of BAME Londoners mention potential barriers that prevent them from increasing their use of public transport [14]
- In general, BAME Londoners give lower overall satisfaction ratings for transport modes in London compared to white Londoners, even after their younger age profile is taken into account[6]

Public transport needs

BAME groups express broadly the same public transport needs as the rest of the London population. These needs relate to safety, reliability, respect, customer service and access to information.

- The needs of newer BAME communities do not differ substantially to the needs of other ethnic minority groups in London[17]

While 82% of BAME Londoners who were born in England have English as their first language, this decreases to 39% for BAME Londoners born outside of the UK. Age and gender also influence languages spoken, meaning that older BAME women are much less likely to speak English as their first language than the wider London population. For this

group, the provision of information in a variety of languages, with an emphasis on pictures and symbols is helpful[12,18]