

J-24-089497-14 - 4th of April - 7th of April 2025																																			
PUBLIC																																			
Transport																																			
Adults 18-75 GB																																			
Q1. Thinking about the last four weeks, which of the following was the main way you travelled to your workplace, if you did this?																																			
All employed or self-employed adults aged 18-75 in Great Britain																																			
	Gender			Aggregated Age breaks			Social grade		Region						Education				Income				Ethnicity		General Election 2024 Vote					Referendum 2016 vote		Change in typical monthly travel expenses from 2024 to 2025		Affordability of extra travel expenses compared to 2024	
	Total (A)	Male (B)	Female (C)	18-34 (D)	35-54 (E)	55+ (F)	A1B1 (G)	C2DE (H)	North (I)	Midlands (J)	South (K)	London (L)	Wales (M)	Scotland (N)	Graduates (O)	Non-graduates (P)	UP TO £19,999 (Q)	£20,000-£34,999 (R)	£35,000-£54,999 (S)	£55,000+ (T)	White ethnic group (U)	Minority ethnic group (V)	Conservative (W)	Labour (X)	Liberal Democrats (Y)	Reform UK (Z)	Other (a)	Remain (b)	Leave (c)	Increased (d)	Decreased (e)	Easy (f)	Difficult (g)		
Unweighted base	738	367	359	269	315	154	524	214	172	190	171	123	33	49	432	306	64	171	224	247	599	132	101	282	48	75	68	317	217	365	51	136	121		
Weighted base	739	379	347	258	303	178	473	266	170	190	169	120	32	58	306	432	74	182	231	214	616	116	97	273	46	86	61	299	227	360	43	124	128		
Car or van – as driver	361 49% la	200 53%	158 45%	126 49%	144 47%	91 51%	231 49%	130 49%	95 56%	97 51%	89 53%	30 25%	23 71%	28 48%	163 53%	198 46%	32 43%	80 44%	109 47%	127 47%	305 59%	53 50%	56 46%	135 50%	18 38%	45 53%	21 34%	142 48%	124 54%	184 51%	21 49%	59 48%	70 54%		
Bus	84 11% KTUW	38 10%	45 13%	38 15%	28 9%	18 10%	52 9%	32 11%	16 12%	29 9%	11 6%	15 12%	1 2%	13 23%	32 11%	51 12%	10 13%	31 17%	19 8%	17 8%	61 10%	20 18%	3 3%	37 14%	5 12%	6 8%	10 16%	35 12%	19 8%	55 15%	2 4%	24 20%	14 11%		
By walking or wheeling (using a wheelchair)	78 11% BGGTVWMI	26 7%	48 14%	17 7%	39 13%	22 13%	42 9%	36 14%	12 7%	19 10%	25 15%	7 6%	4 13%	10 18%	25 8%	53 12%	9 13%	28 15%	29 12%	10 4%	77 13%	1 1%	4 4%	26 10%	8 17%	9 11%	12 20%	39 13%	22 10%	20 6%	4 9%	4 3%	8 6%		
Car or van – as passenger	44 6%	18 5%	26 7%	19 7%	20 7%	5 3%	31 6%	13 5%	14 8%	11 6%	7 4%	5 5%	2 6%	5 9%	19 6%	25 6%	4 6%	7 4%	17 8%	11 5%	32 10%	12 10%	11 11%	14 5%	4 8%	6 7%	5 9%	16 5%	20 9%	21 6%	3 6%	11 9%	8 6%		
Train (not including metro, tram or underground services)	42 6% FH	25 7%	16 5%	21 8%	17 6%	3 2%	35 7%	7 3%	9 5%	10 6%	7 4%	14 12%	- 2%	1 20%	22 5%	3 4%	8 7%	15 7%	15 7%	35 7%	35 6%	7 6%	4 4%	16 4%	4 9%	4 1%	2 3%	12 4%	9 7%	24 7%	3 3%	6 5%	12 9%		
Underground/ tube train/ metro	29 4% EUKU	16 4%	13 4%	16 6%	6 2%	8 4%	20 4%	9 3%	2 1%	2 1%	1 1%	24 20%	- 2%	- 5%	15 3%	14 2%	7 2%	10 4%	9 4%	15 3%	13 11%	3 3%	3 6%	17 6%	- 3%	2 5%	3 4%	13 4%	9 4%	17 5%	- 1%	5 4%	6 5%		
Bicycle (including e-bike/ e-cycle)	23 3% Ccdg	18 5%	5 1%	5 2%	10 3%	7 4%	11 2%	12 3%	5 3%	8 4%	6 3%	4 4%	- 2%	- 3%	8 4%	15 6%	4 4%	7 2%	5 3%	7 3%	20 3%	3 2%	5 5%	6 2%	1 2%	4 4%	2 3%	14 5%	2 1%	4 1%	1 3%	3 4%	-		
Taxi/ black cab/ minicab/ private hire	8 1%	5 1%	3 1%	6 2%	2 1%	-	4 1%	4 1%	1 1%	2 1%	2 1%	3 3%	- 2%	- 1%	2 1%	6 1%	2 2%	1 0%	3 1%	2 1%	8 1%	* 0%	-	4 1%	-	-	2 3%	2 1%	-	4 1%	*	2 1%	1 1%		
Tram/ light rail	6 1% C	6 2%	-	5 2%	1 0%	-	4 1%	2 1%	4 2%	1 1%	-	1 0%	- 2%	- 1%	2 1%	4 1%	- 1%	2 1%	-	4 2%	4 1%	1 1%	-	2 1%	-	1 2%	1 1%	4 1%	1 0%	5 1%	1 1%	3 2%	1 1%		
Motorcycle or moped	4 0% G	3 1%	1 0%	1 0%	1 0%	2 1%	1 0%	3 1%	-	-	4 2%	-	-	-	1 0%	3 1%	-	-	1 1%	2 1%	4 1%	-	2 1%	-	-	-	1 0%	1 2%	2 1%	1 0%	-	-	-	-	
Coach	2 0%	1 0%	1 0%	1 0%	1 0%	-	1 0%	1 1%	-	1 0%	1 1%	-	-	-	1 0%	1 0%	1 1%	1 1%	-	-	2 0%	-	-	-	-	-	-	1 0%	-	1 0%	1 1%	-	-	-	
Scooter or e-scooter (not including mobility scooter or moped)	1 0%	1 0%	-	-	1 0%	-	1 0%	-	-	-	1 1%	-	-	-	-	1 0%	-	-	1 1%	-	1 0%	-	-	1 0%	-	-	-	1 0%	-	-	-	-	-	-	
Other	1 0%	-	1 0%	-	1 0%	-	1 0%	-	1 1%	-	-	-	-	-	-	1 0%	-	-	-	-	1 0%	-	-	1 1%	-	-	-	1 0%	-	-	-	-	-	-	
None of these – I did not travel to my workplace/ I only worked from home	55 7% DDK	22 6%	32 9%	4 1%	31 10%	21 12%	40 8%	16 6%	11 6%	11 6%	16 9%	16 13%	2 8%	- 6%	18 9%	37 9%	8 11%	12 7%	21 9%	11 5%	50 8%	5 4%	9 9%	12 4%	7 16%	11 13%	3 5%	19 6%	18 8%	22 6%	8 19%	5 4%	8 6%		
Don't know/can't recall	1 0% U	1 0%	-	-	1 0%	-	1 0%	-	-	-	-	1 1%	- 2%	- 6%	1 0%	-	-	-	1 0%	-	1 1%	-	1 1%	-	1 0%	-	-	-	1 0%	1 0%	1 0%	-	1 1%	-	

J-24-089497-14 - 4th of April - 7th of April 2025
PUBLIC
Transport
Adults 18-75 GB
Q2. To what extent do you agree or disagree with the following statements? - Summary
All employed or self-employed adults aged 18-75 who have travelled to work

	Q2. To what extent do you agree or disagree with the following statements?			
	It is important to me that I personally travel to work in an environmentally friendly way.	People should be able to travel to work using whatever transport mode they want to, regardless of its environmental impact.	My commute is a productive part of my day where I can spend the time usefully.	My commute is stressful.
	(A)	(B)	(C)	(D)
Unweighted base	683	683	683	683
Weighted base	683	683	683	683
Strongly agree (2)	115 17% CD	175 26% ACD	87 13% D	46 7%
Tend to agree (1)	177 26% D	247 36% ACD	158 23% D	105 15%
Neither agree nor disagree (0)	217 32% BCD	154 23%	147 21%	145 21%
Tend to disagree (-1)	100 15% B	72 10%	163 24% AB	204 30% ABC
Strongly disagree(-2)	69 10% B	26 4%	127 19% AB	181 26% ABC
Don't know	4 1%	8 1% C	1 0%	2 0%

NET: Agree	292 43% CD	423 62% ACD	245 36% D	151 22%
NET: Disagree	169 25% B	97 14%	290 42% AB	385 56% ABC

Mean	0.25 CD	0.70 ACD	-0.12 D	-0.54
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requirements of the international quality standard for market research, ISO 20252 and with the Ipsos Terms and Conditions.

ColumnProportions (5%): A/B/C/D Minimum Base: 30(**) Small Base: 100(*)

ColumnMeans (5%): A/B/C/D Minimum Base: 30(**) Small Base: 100(*)

J-24-089497-14 - 4th of April - 7th of April 2025
PUBLIC
Transport
Adults 18-75 GB

Q2. To what extent do you agree or disagree with the following statements? - It is important to me that I personally travel to work in an environmentally friendly way.
All employed or self-employed adults aged 18-75 who have travelled to work

		Gender		Aggregated Age breaks			Social grade		Region							Education		Income					Ethnicity		General Election 2024 Vote						Referendum 2016 vote		Change in typical monthly travel expenses from 2024 to 2025		Affordability of extra travel expenses compared to 2024	
	Total	Male	Female	18-34	35-54	55+	ABC1	C2DE	North	Midlands	South	London	Wales	Scotland	Graduates	Non-graduates	UP TO £19,999	£20,000-£34,999	£35,000-£54,999	£55,000+	White ethnic group	Minority ethnic group	Conservative	Labour	Liberal Democrats	Reform UK	Other	Remain	Leave	Increased	Decreased	Easy	Difficult			
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)	(P)	(Q)	(R)	(S)	(T)	(U)	(V)	(W)	(X)	(Y)	(Z)	(a)	(b)	(c)	(d)	(e)	(f)	(g)			
Unweighted base	683	347	326	263	286	134	484	199	164	177	154	111	28	49	403	280	56	158	205	236	549	127	92	268	40	64	66	295	200	342	42	128	114			
Weighted base	683	357	315	254	271	157	433	250	159	180	153	103	30	58	287	395	66	170	209	204	566	111	88	260	39	75	58	280	208	338	35	118	120			
Strongly agree (2)	115	58	55	68	36	10	93	22	22	17	26	33	5	11	72	43	6	19	38	52	82	31	14	54	7	10	16	58	29	69	3	45	15			
	17% FHUPRU	16%	18%	27% AEF	13%	7%	21% AH	9%	14%	9%	17%	32% AUK*	18% **	19% *	25% AP	11%	9%	11%	18%	26%	15% AU	28% ASU*	16% *	21%	18%	13% *	27% c*	21% A	14%	20% A	9% *	38% Ag	13% *			
Tend to agree (1)	177	107	65	75	69	33	113	64	37	52	36	28	10	15	89	88	13	48	55	53	135	38	23	77	9	14	17	81	45	87	8	31	28			
	26% CU	30% AC	21%	29%	26%	21%	26% AH	26%	23%	29%	23%	27% *	32% **	26% *	31% AP	22%	20%	28%	26%	26%	24% AU*	34% *	26% *	30%	23% *	19% *	29% *	29%	22%	26% *	24% *	26% *	23% *			
Neither agree nor disagree (0)	217	94	122	69	93	55	132	86	58	62	45	27	6	19	83	135	21	58	64	65	188	30	26	77	12	19	17	88	63	106	15	26	47			
	32% BOF	26%	39% AB	27%	34%	35%	30% AB	34%	37%	34%	29%	26% *	20% **	33% *	29%	34%	32% *	34%	31%	32%	33% *	27% *	29% *	30%	29% *	26% *	30% *	31%	30%	31% *	43% *	22% *	39% f*			
Tend to disagree (-1)	100	48	50	23	48	30	61	40	20	28	30	13	4	6	31	69	14	18	34	25	92	7	16	35	5	19	3	37	40	44	6	16	20			
	15% DOVa	13%	16%	9%	18% D	19% D	14% D	16%	13%	16%	19%	13% *	12% **	10% *	11%	18% O	21% *	10%	16%	12%	16% AV	6% *	18% *	13%	13% *	25% Aab*	5% *	13%	19% a	13%	18% *	14% *	16% *			
Strongly disagree(-2)	69	49	19	18	25	25	33	36	20	21	16	2	5	6	12	57	10	29	16	9	63	5	10	16	6	11	5	15	29	30	2	1	11			
	10% CGLOTVXbf	14% AC	6%	7% AC	9%	16% AD	8% AG	14% AG	12% L	12% L	10% L	2% *	18% **	10% L*	4% AO	14% AO	15% *	17%	7% A	4%	11% T	5% *	11% *	6%	17% b*	15% b*	9% *	5% Ab	14% Ab	9% *	7% *	1% *	9% f*			
Don't know	4	-	4	1	-	3	1	3	2	-	1	-	-	1	-	4	2	-	2	-	4	-	-	1	-	1	-	-	2	2	-	-	-			
	1% BGO	-	1%	0%	-	2% E	0% E	1%	2%	-	1%	-	-	1% *	-	1% *	3% *	-	1% *	-	1% *	-	-	0% *	-	2% b*	-	-	1% Ab	0% *	-	-	-	-		

NET: Agree	292 43% CFHPUC	166 46%	120 38%	143 56% AEF	106 39% F	43 27%	206 48% AH	86 34%	59 37%	68 38%	62 41%	61 59% AUK*	15 50% **	27 46% *	161 56% AP	130 33%	19 29% *	66 39%	93 45%	105 52% AU	218 39%	69 62% ASTU*	37 42% *	131 50% A	16 41% *	24 32% *	33 56% Zc*	140 50% AZc	74 36%	156 46%	12 33% *	75 64% Ag	43 36% *
NET: Disagree	169 25% DGLOTVXbf	97 27%	69 22%	41 16%	73 27% D	55 35% AD	94 22% G	75 30% G	40 25%	49 28% L	45 29% L	15 14% *	9 30% **	12 20% *	44 15%	126 32% AO	24 36% *	46 27%	49 24% V	33 16%	156 28% ATV	12 11% *	25 29% *	51 20%	12 30% *	30 41% Aab*	8 14% *	52 33% Aab	69 22%	74 24% *	8 15% *	17 15% *	30 25% *

Mean	0.25 FHPQRUZc	0.22	0.28	0.60 AEF	0.16 F	-0.18	0.40 AH	-0.01	0.13	0.08	0.18	0.76 AUK*	0.20 **	0.35 *	0.62 AP	-0.02	-0.13 *	0.06	0.32 U	0.57 ASU	0.14	0.75 ASU*	0.19 *	0.46 A	0.13 *	-0.12 *	0.60 AZc*	0.47 AZc	0.02	0.36 A	0.11 *	0.86 Ag	0.14 *
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ColumnProportions (5%): A/B/C/A/D/E/F/A/G/H/A/I/J/K/L/M/N/A/Q/P/A/Q/R/A/S/T/U/V/A/W/X/A/Y/Z/a/b/c/A/d/e_A/f/g/a/h/A/j/k. Minimum Base: 30(**) Small Base: 100(*)

ColumnMeans (5%): A/B/C/A/D/E/F/A/G/H/A/I/J/K/L/M/N/A/Q/P/A/Q/R/A/S/T/U/V/A/W/X/A/Y/Z/a/b/c/A/d/e_A/f/g/a/h/A/j/k. Minimum Base: 30(**) Small Base: 100(*)

J-24-089497-14 - 4th of April - 7th of April 2025

PUBLIC

Transport

Adults 18-75 GB

Q2. To what extent do you agree or disagree with the following statements? - People should be able to travel to work using whatever transport mode they want to, regardless of its environmental impact.

All employed or self-employed adults aged 18-75 who have travelled to work

		Gender		Aggregated Age breaks			Social grade		Region							Education		Income				Ethnicity		General Election 2024 Vote						Referendum 2016 vote			Change in typical monthly travel expenses from 2024 to 2025		Affordability of extra travel expenses compared to 2024	
	Total	Male	Female	18-34	35-54	55+	ABC1	C2DE	North	Midlands	South	London	Wales	Scotland	Graduates	Non-graduates	UP TO £19,999	£20,000-£34,999	£35,000 - £54,999	£55,000+	White ethnic group	Minority ethnic group	Conservative	Labour	Liberal Democrats	Reform UK	Other	Remain	Leave	Increased	Decreased	Easy	Difficult			
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)	(P)	(Q)	(R)	(S)	(T)	(U)	(V)	(W)	(X)	(Y)	(Z)	(a)	(b)	(c)	(d)	(e)	(f)	(g)			
Unweighted base	683	347	326	263	286	134	484	199	164	177	154	111	28	49	403	280	56	158	205	236	549	127	92	268	40	64	66	295	200	342	42	128	114			
Weighted base	683	357	315	254	271	157	433	250	159	180	153	103	30	58	287	395	66	170	209	204	566	111	88	260	39	75	58	280	208	338	35	118	120			
Strongly agree (2)	175	105	70	71	57	47	108	67	43	44	37	26	10	16	71	104	20	38	50	61	140	33	28	68	7	25	11	68	69	110	5	46	39			
	26% E	29%	22%	28%	21%	30%	25%	27%	27%	24%	24%	25%	34%	27%	25%	26%	30%	22%	24%	30%	25%	30%	32%	26%	19%	33%	18%	24%	33%	32%	15%	39%	33%			
Tend to agree (1)	247	130	114	97	96	55	147	100	67	62	52	39	10	18	99	149	23	64	76	69	201	45	32	95	8	36	16	97	77	111	9	44	39			
	36%	37%	36%	38%	35%	35%	34%	40%	42%	34%	34%	38%	33%	31%	34%	38%	35%	37%	36%	34%	36%	41%	37%	36%	21%	48%	27%	35%	37%	33%	26%	37%	33%			
Neither agree nor disagree (0)	154	69	81	48	72	34	101	53	34	51	33	20	4	12	61	93	16	44	45	42	134	19	21	55	11	8	13	62	38	64	15	15	25			
	23% Zf	19%	26%	19%	27%	22%	23%	21%	22%	28%	22%	20%	14%	21%	21%	24%	24%	26%	21%	21%	24%	17%	24%	21%	28%	11%	23%	22%	18%	19%	43%	12%	21%			
Tend to disagree (-1)	72	34	36	28	34	10	54	17	10	20	18	11	4	8	37	35	4	15	28	22	61	10	5	28	7	5	13	33	16	36	4	11	12			
	10%	10%	12%	11%	12%	6%	AH	7%	7%	11%	12%	11%	13%	13%	A	9%	6%	9%	13%	11%	11%	9%	6%	11%	17%	6%	AZbc*	12%	7%	11%	12%	9%	10%			
Strongly disagree(-2)	26	18	7	9	10	6	17	9	1	3	9	8	2	4	16	10	1	9	7	9	22	2	1	10	5	1	4	15	7	11	1	2	4			
	4% I	5%	2%	4%	4%	4%	4%	4%	1%	2%	6%	7%	6%	6%	A	2%	2%	5%	3%	4%	4%	2%	1%	4%	14%	2%	7%	5%	3%	3%	2%	1%	4%			
Don't know	8	1	7	1	2	5	5	3	3	1	3	-	-	1	4	4	2	1	4	1	7	1	-	4	1	-	1	5	2	5	1	1	-			
	1% B	0%	2%	1%	1%	3%	1%	1%	2%	0%	2%	-	-	2%	1%	1%	3%	0%	2%	1%	1%	1%	1%	1%	-	2%	2%	1%	1%	2%	1%	-	-			
NET: Agree	423 62% EGYae	235 66%	184 58%	168 66%	153 57%	102 65%	256 59%	167 67%	110 69% A	106 59%	89 58%	65 63%	20 67%	33 57%	170 59%	253 64%	43 64%	102 60%	126 60%	130 64%	341 60%	79 71% AU*	61 69%	163 63%	16 40%	60 81% AYab*	27 46%	165 59%	147 70% AYab	221 65% e	15 42%	90 76% A	79 65%			
NET: Disagree	97 14% I	52 15%	44 14%	37 15%	44 16%	16 10%	71 16% A	26 11%	12 7%	23 13%	27 18%	19 18%	6 19%	12 20% I*	53 18% AP	45 11%	5 8%	24 14%	35 17%	30 15%	83 15%	12 11% *	6 7% *	38 15%	12 31% AZbc*	6 8% *	17 29% AZbc*	48 17%	22 11%	48 14%	5 13% *	13 11%	17 14%			
Mean	0.70 EOYa	0.76	0.66	0.76	0.58	0.84 E	0.65	0.81	0.90 AKL	0.69	0.60	0.62 *	0.75 **	0.59 *	0.61	0.77	0.87 *	0.63	0.65	0.75	0.68	0.89 *	0.93 *	0.72	0.13 *	1.04 AYab*	0.28 *	0.62 Ya	0.91 AYab	0.81 A	0.43 *	1.04 A	0.80 *			

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ColumnProportions (5%): A/B/C/A/D/E/F/A/G/H/A/I/J/K/L/M/N/A/Q/P/A/Q/R/A/S/T/U/V/A/W/X/A/Y/Z/a/b/c/A/d/e,A/f/g/a/h/A,i/j/k. Minimum Base: 30(**) Small Base: 100(*)

ColumnMeans (5%): A/B/C/A/D/E/F/A/G/H/A/I/J/K/L/M/N/A/Q/P/A/Q/R/A/S/T/U/V/A/W/X/A/Y/Z/a/b/c/A/d/e,A/f/g/a/h/A,i/j/k. Minimum Base: 30(**) Small Base: 100(*)

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PUBLIC

Transport

Adults 18-75 GB

Q2. To what extent do you agree or disagree with the following statements? - My commute is a productive part of my day where I can spend the time usefully

All employed or self-employed adults aged 18-75 who have travelled to work

		Gender			Aggregated Age breaks			Social grade		Region							Education		Income					Ethnicity		General Election 2024 Vote						Referendum 2016 vote			Change in typical monthly travel expenses from 2024 to 2025		Affordability of extra travel expenses compared to 2024	
	Total	Male	Female	18-34	35-54	55+	ABC1	C2DE	North	Midlands	South	London	Wales	Scotland	Graduates	Non-graduates	UP TO £19,999	£20,000-£34,999	£35,000-£54,999	£55,000+	White ethnic group	Minority ethnic group	Conservative	Labour	Liberal Democrats	Reform UK	Other	Remain	Leave	Increased	Decreased	Easy	Difficult					
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)	(P)	(Q)	(R)	(S)	(T)	(U)	(V)	(W)	(X)	(Y)	(Z)	(a)	(b)	(c)	(d)	(e)	(f)	(g)					
Unweighted base	683	347	326	263	286	134	484	199	164	177	154	111	28	49	403	280	56	158	205	236	549	127	92	268	40	64	66	295	200	342	42	128	114					
Weighted base	683	357	315	254	271	157	433	250	159	180	153	103	30	58	287	395	66	170	209	204	566	111	88	260	39	75	58	280	208	338	35	118	120					
Strongly agree (2)	87 13% HPU	52 14% HPU	36 11% AEF	47 19% AEF	26 10% AEF	14 9% AEF	68 16% AH	20 8% AH	15 10% AEF	19 11% AEF	18 11% AUK*	22 22% AUK*	2 6% **	11 19% *	51 18% AP	36 9% AP	3 5% *	17 10% ASU	23 11% ASU	43 21% ASU	57 10% AUK*	30 27% AUK*	17 19% *	42 16% AW	2 5% *	9 12% *	7 12% *	36 13% AEF	32 15% AEF	53 16% AEF	4 12% *	36 30% Ag	9 7% *					
Tend to agree (1)	158 23% FU	86 24% FU	70 22% AEF	81 32% AEF	53 20% AEF	23 15% AEF	105 24% AG	53 21% AG	38 24% AEF	31 17% AEF	42 28% J	30 29% J*	5 16% **	11 19% AUK*	80 28% AP	78 20% AP	17 26% *	31 18% ASU	53 25% ASU	52 26% ASU	118 21% AUK*	37 33% AUK*	14 16% *	77 29% AW	6 15% *	18 24% *	17 29% *	71 26% AEF	43 21% AEF	83 25% AEF	8 23% *	35 30% AEF	26 22% *					
Neither agree nor disagree (0)	147 21% GOBdf	80 22% GOBdf	64 20% AEF	58 23% AEF	65 24% AEF	24 15% AEF	77 18% AG	70 28% AG	33 21% AEF	38 21% AEF	28 18% AEF	26 25% *	10 33% **	12 21% *	53 18% AP	94 24% AP	14 21% *	42 25% ASU	45 22% ASU	36 18% ASU	126 22% AUK*	20 18% *	17 20% *	48 18% AUK*	10 24% *	17 23% *	9 16% *	48 17% AEF	44 21% AEF	60 18% AEF	9 27% *	11 10% AEF	25 21% AUK*					
Tend to disagree (-1)	163 24% DLOVxf	77 22% DLOVxf	83 26% AEF	44 17% AEF	77 28% AEF	41 26% AEF	108 25% AG	55 22% AG	32 20% AEF	51 29% L	41 26% L	16 15% AUK*	6 20% **	17 30% *	60 21% AP	102 26% AP	10 15% AP	53 31% AQ	49 23% V	43 21% V	147 26% AV	15 14% AUK*	26 29% *	50 19% AUK*	10 25% *	12 17% *	19 33% *	70 25% AEF	47 22% AEF	74 22% AEF	6 17% *	17 14% AEF	35 29% AUK*					
Strongly disagree(-2)	127 19% DLOV	63 18% DLOV	61 19% AEF	23 9% AEF	50 19% D	54 34% ADE	74 17% AG	53 21% AG	40 25% AL	40 22% L	25 16% L	9 9% AUK*	7 24% **	6 11% *	43 15% AP	84 21% AP	22 33% AUK*	27 16% V	39 18% V	29 14% V	117 21% ATV	8 8% AUK*	15 17% *	43 17% AUK*	12 30% AUK*	18 24% AUK*	6 10% *	54 19% AEF	42 20% AEF	66 20% AEF	8 22% *	19 16% AEF	25 21% *					
Don't know	1 0%	- -	1 0%	1 0%	- -	- -	1 0%	- -	1 1%	- -	- -	- *	- **	- *	- -	1 0%	- *	- -	1 0%	- -	1 0%	1 0%	- *	- *	- -	- *	- *	- -	- -	1 0%	- *	- -	- *	- *				

NET: Agree	245 36% EFHPRU	137 38% EFHPRU	106 34% AEF	128 50% AEF	79 29% AEF	37 24% AEF	173 40% AH	73 29% AH	53 34% AEF	51 28% AEF	60 39% AEF	53 51% AUK*	7 23% AUK*	22 38% AUK*	131 46% AP	114 29% AP	20 31% AUK*	48 28% ASU	76 36% ASU	95 47% ASU	176 31% ASTU*	67 61% ASTU*	31 35% AUK*	119 46% AUK*	8 20% AUK*	27 36% AUK*	24 41% AUK*	108 38% Y	75 36% AEF	136 40% AUK*	12 35% AUK*	71 60% Ag	35 29% AUK*
NET: Disagree	290 42% DLOTVXF	140 39% DLOTVXF	144 46% AEF	67 26% AEF	127 47% D	95 61% ADE	182 42% AG	108 43% AG	71 45% L	91 51% AL	65 43% L	25 24% AUK*	13 45% AUK*	24 41% AUK*	104 36% AP	186 47% AO	32 48% AUK*	80 47% V	88 42% V	72 35% V	263 47% ATV	24 22% AUK*	40 46% AUK*	93 36% AUK*	22 55% AUK*	31 41% AUK*	25 44% AUK*	124 44% AEF	89 43% AEF	140 42% AEF	13 38% AUK*	36 30% AEF	60 50% AUK*

Mean	-0.12 EFJPUY	-0.04	-0.20	0.34 AEF	-0.26 F	-0.63	-0.04 A	-0.28	-0.27	-0.34	-0.08	0.40 AUK*	-0.40 AUK*	0.05 AUK*	0.12 AP	-0.30	-0.45 AUK*	-0.25	-0.13	0.18 ASU	-0.26	0.58 ASTU*	-0.09 AUK*	0.09 AUK*	-0.60 AUK*	-0.18 AUK*	-0.02 Y*	-0.13 Y	-0.12	-0.05	-0.13 AUK*	0.44 Ag	-0.35 AUK*
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This work was carried out in accordance with the requirements of the international quality standard for market research, ISO 20252 and with the Ipsos Terms and Conditions.

ColumnProportions (5%): A/B/C/A/D/E/F/A/G/H/A/I/J/K/L/M/N/A/Q/P/A/Q/R/A/S/T/U/V/A/W/X/A/Y/Z/a/b/c/A/d/e/A/f/g/a/h/A/j/k. Minimum Base: 30(**) Small Base: 100(*)

ColumnMeans (5%): A/B/C/A/D/E/F/A/G/H/A/I/J/K/L/M/N/A/Q/P/A/Q/R/A/S/T/U/V/A/W/X/A/Y/Z/a/b/c/A/d/e/A/f/g/a/h/A/j/k. Minimum Base: 30(**) Small Base: 100(*)

J-24-089497-14 - 4th of April - 7th of April 2025
PUBLIC
Transport
Adults 18-75 GB

Q2. To what extent do you agree or disagree with the following statements? - My commute is stressful
All employed or self-employed adults aged 18-75 who have travelled to work

		Gender			Aggregated Age breaks			Social grade		Region							Education			Income				Ethnicity		General Election 2024 Vote						Referendum 2016 vote			Change in typical monthly travel expenses from 2024 to 2025		Affordability of extra travel expenses compared to 2024	
	Total (A)	Male (B)	Female (C)	18-34 (D)	35-54 (E)	55+ (F)	ABC1 (G)	C2DE (H)	North (I)	Midlands (J)	South (K)	London (L)	Wales (M)	Scotland (N)	Graduates (O)	Non-graduates (P)	UP TO £19,999 (Q)	£20,000-£34,999 (R)	£35,000 - £54,999 (S)	£55,000+ (T)	White ethnic group (U)	Minority ethnic group (V)	Conservative (W)	Labour (X)	Liberal Democrats (Y)	Reform UK (Z)	Other (a)	Remain (b)	Leave (c)	Increased (d)	Decreased (e)	Easy (f)	Difficult (g)					
Unweighted base	683	347	326	263	286	134	484	199	164	177	154	111	28	49	403	280	56	158	205	236	549	127	92	268	40	64	66	295	200	342	42	128	114					
Weighted base	683	357	315	254	271	157	433	250	159	180	153	103	30	58	287	395	66	170	209	204	566	111	88	260	39	75	58	280	208	338	35	118	120					
Strongly agree (2)	46 7% K	26 7%	18 6%	23 9%	19 7%	5 3%	29 7%	17 7%	19 12% AIK	9 5%	2 1%	10 10% K*	1 5% **	4 7% *	18 6%	29 7%	6 9% *	10 6% 6%	16 8% 8%	15 7% 7%	34 6% 6%	11 10% *	4 5% *	23 9%	2 6% *	1 2% *	2 3% *	16 6%	12 6%	30 9%	5 15% *	8 6%	16 13% A*					
Tend to agree (1)	105 15%	49 14%	54 17%	36 14%	49 18%	19 12%	74 17%	31 12%	21 13%	34 19%	20 13%	22 21% *	3 10% **	5 8% *	51 18% A	54 14%	11 16% *	25 15%	39 19%	30 15%	80 14%	24 22% *	19 21% *	34 13%	5 12% *	8 11% *	10 17% *	47 17%	23 11%	67 20% A	5 15% *	21 18%	25 21% *					
Neither agree nor disagree (0)	145 21% KUC	72 20%	72 23%	57 23%	60 22%	28 18%	103 24% A	42 17%	33 21%	38 21%	22 15%	29 29% K*	5 16% **	18 31% K*	65 23%	80 20%	13 20% *	35 20%	39 19%	46 23%	110 19%	34 30% ASU*	18 20% *	58 22%	8 19% *	14 18% *	10 17% *	64 23%	33 16%	75 22% A	8 22% *	22 18%	27 23% *					
Tend to disagree (-1)	204 30% d	109 30%	93 29%	86 34%	82 30%	37 24%	133 31%	72 29%	42 27%	46 26%	62 41% AIJ	29 28% *	10 32% **	15 25% *	88 31%	117 29%	15 22% *	52 31%	62 29%	64 32% V	178 32%	25 22% *	22 25% *	78 30%	14 35% *	26 35% *	18 30% *	81 29%	65 31%	86 26% A	6 18% *	34 29%	28 23% *					
Strongly disagree(-2)	181 26% DGLOV	101 28%	78 25%	51 20%	62 23%	68 43% ADE	92 21% AG	89 36% AG	42 27% L	53 29% L	46 30% L	12 12% *	11 38% **	17 28% L*	65 22%	116 29%	21 32% *	49 29%	53 25% V	48 24% V	163 29% AV	17 15% *	26 29% *	66 26%	11 28% *	26 34% *	19 33% *	70 25%	74 35% Ab	78 23% A	10 29% *	33 28%	24 20% *					
Don't know	2 0%	1 0%	1 0%	1 0%	1 0%	- -	2 0%	- -	1 1%	- -	- -	1 1% *	- -	- -	2 1%	- -	1 1% *	- -	1 0%	1 0%	1 0%	1 0%	1 1% *	1 0%	1 0%	- -	- -	- -	1 0%	1 1%	1 0%	- -	1 0%	- -				
NET: Agree	151 22% KU	75 21%	72 23%	59 23%	68 25% F	24 15%	103 24%	48 19%	40 25% K	43 24%	23 15%	32 31% AK*	4 14% **	9 15% *	68 24%	82 21%	17 25% *	34 20%	55 26% U	44 22%	113 20%	35 32% ATU*	23 26% *	57 22%	7 17% *	9 13% *	12 20% *	63 23%	35 17%	97 29% A	11 30% *	29 24%	41 34% A*					
NET: Disagree	385 56% GLOWdg	209 59%	170 54%	137 54%	143 53%	105 67% ADE	224 52%	161 64% AG	85 53%	99 55% L	108 71% AIJL	41 40% *	21 70% **	31 54% *	152 53%	233 59%	36 54% *	101 60%	115 55% V	113 55% V	342 60% AV	42 38% *	48 54% *	144 55%	25 63% *	52 69% Ab*	37 63% *	151 54%	138 66% Ab	165 49% A	17 48% *	67 57%	52 43% *					
Mean	-0.54 FKUŁz	-0.59	-0.50	-0.42 F	-0.44 F	-0.91	-0.43 AH	-0.74	-0.43 K	-0.55 K	-0.84	-0.12 AIJKN*	-0.88 **	-0.60 *	-0.46 A	-0.60	-0.52 *	-0.63	-0.47 U	-0.50	-0.64	-0.12 ASTU*	-0.53 *	-0.50	-0.68 *	-0.89 *	-0.73 *	-0.51 Zc	-0.79	-0.35 A	-0.32 *	-0.55	-0.16 AI*					

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ColumnMeans (5%): A/B/C/A/D/E/F/A/G/H/A/I/J/K/L/M/N/A/Q/P/A/Q/R/A/S/T/U/V/A/W/X/A/Y/Z/a/b/c/A/d/e_A/f/g_A/h/_A/j/k. Minimum Base: 30(**) Small Base: 100(*)

PUBLIC
Transport
Adults 18-75 GB

Q3. Which of the following, if any, are the most negative aspects of your journeys to and from work?

All employed or self-employed adults aged 18-75 who have travelled to work

	Gender		Aggregated Age breaks				Social grade		Region										Education				Income				ethnicity		General Election 2024 Vote										Referendum 2016 vote	Change in typical monthly travel expenses from 2024 to 2025				Affordability of extra travel expenses compared to 2024	
	Total	Male	Female	18-34	35-54	55+	ABC1	C2DE	North	Midlands	South	London	Wales	(M)	(N)	Graduates	Non-graduates	UP TO £19,999	£20,000 - £24,999	£25,000 - £29,999	£30,000+	White ethnic group	Minority ethnic group	Conservative	Labour	Liberal Democrats	Reform UK	Other	Remain	Leave	Increased	Decreased	Easy	Difficult											
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)	(P)	(Q)	(R)	(S)	(T)	(U)	(V)	(W)	(X)	(Y)	(Z)	(aa)	(ab)	(ac)	(ad)	(ae)	(af)	(ag)	(ah)	(ai)	(aj)									
Unweighted base	683	347	326	263	286	134	484	199	164	177	154	111	28	49	403	280	56	158	205	236	549	127	92	268	40	64	66	295	200	342	42	128	114												
Weighted base	683	354	315	254	271	157	433	250	159	180	153	103	30	58	287	395	66	170	209	204	566	111	88	260	39	75	58	280	208	338	35	118	120												
Poor road condition (e.g. potholes)	213	114	97	62	86	66	131	83	54	63	52	16	15	13	79	134	21	58	61	65	193	19	29	73	11	24	17	80	65	102	14	22	47												
	31%	32%	31%	24%	32%	42%	30%	33%	34%	35%	34%	16%	50%	22%	28%	34%	32%	34%	29%	32%	34%	18%	18%	32%	28%	27%	32%	30%	28%	31%	30%	39%	19%	40%											
	120H						AD				L	L									V	V	AV																						
The level of traffic congestion	212	119	94	77	94	41	141	71	60	59	42	32	6	13	92	120	23	43	69	70	174	36	25	89	9	24	13	90	65	121	12	39	46												
	31%	33%	30%	30%	35%	26%	33%	28%	38%	33%	27%	31%	21%	22%	32%	30%	35%	25%	33%	34%	31%	33%	28%	34%	23%	32%	22%	32%	31%	36%	33%	33%	38%												
Cost of travel	173	90	81	69	78	26	118	55	37	47	32	33	2	21	78	95	12	51	50	52	134	38	18	69	11	12	18	74	41	116	6	31	54												
	25%	25%	26%	27%	29%	17%	27%	22%	23%	26%	21%	32%	8%	36%	30%	27%	24%	18%	30%	24%	26%	24%	35%	21%	26%	29%	16%	31%	27%	20%	34%	18%	26%	45%											
	10																					AD10*																							
Poor reliability of public transport (e.g. delays, cancellations)	131	65	61	53	53	25	93	37	30	32	25	30	1	14	58	72	11	29	45	38	91	36	15	59	5	8	13	63	27	82	7	23	32												
	19%	18%	19%	21%	20%	16%	23%	15%	19%	18%	17%	29%	2%	24%	20%	18%	17%	17%	19%	16%	33%	17%	23%	13%	11%	22%	22%	13%	24%	21%	20%	30%	26%	45%											
	10																					AD10*																							
Journeys take too long	116	53	62	48	51	17	86	31	33	23	22	21	3	15	47	70	9	25	47	29	97	16	17	34	8	11	11	44	34	65	4	23	25												
	17%	15%	20%	19%	19%	11%	20%	12%	21%	13%	14%	20%	9%	26%	16%	18%	14%	15%	22%	14%	17%	15%	20%	14%	19%	16%	16%	16%	19%	11%	19%	21%													
	10																																												
Lack of comfort (e.g. overcrowding on public transport, too noisy)	95	49	43	45	36	14	69	26	19	23	14	24	1	15	47	49	6	24	28	30	67	28	12	43	6	3	12	47	26	55	4	19	23												
	14%	14%	14%	18%	13%	9%	16%	11%	12%	13%	9%	24%	2%	26%	14%	12%	9%	14%	13%	15%	12%	26%	13%	17%	16%	4%	21%	17%	13%	16%	10%	16%	19%												
	10																					AD10*																							
Public transport not frequent enough	93	49	42	36	38	19	56	37	21	21	21	15	6	9	45	48	12	16	32	27	77	14	10	43	5	11	6	34	28	64	3	16	27												
	14%	14%	13%	14%	14%	12%	13%	15%	13%	12%	14%	15%	19%	16%	16%	12%	18%	9%	15%	13%	14%	12%	11%	17%	12%	14%	10%	12%	13%	19%	8%	14%	22%												
Parking availability	93	55	38	49	32	11	57	35	19	23	26	15	6	4	45	47	12	20	23	36	72	19	15	44	1	14	4	31	34	48	8	27	12												
	14%	15%	12%	19%	12%	7%	13%	14%	12%	13%	17%	14%	20%	7%	16%	12%	18%	12%	11%	18%	13%	18%	16%	17%	3%	18%	7%	11%	17%	14%	22%	23%	10%												
																						AD																							
The environmental impact of my journeys (e.g. pollution, carbon emissions)	68	41	25	37	21	11	51	17	16	15	16	9	8	3	40	29	9	7	20	32	50	19	9	35	5	6	5	34	17	36	4	19	7												
	10%	11%	8%	14%	8%	7%	12%	7%	10%	8%	11%	9%	28%	6%	14%	7%	14%	4%	9%	16%	9%	17%	10%	13%	12%	8%	8%	12%	8%	11%	10%	16%	6%												
	10																					AD																							
Feeline unsafe	52	33	17	27	18	8	35	18	10	15	10	13	*	3	25	27	4	19	12	11	41	11	5	25	2	2	8	22	12	26	5	9	9												
	8%	9%	6%	11%	7%	5%	13%	7%	6%	9%	6%	13%	1%	6%	9%	7%	6%	11%	6%	6%	7%	10%	6%	10%	6%	2%	13%	8%	6%	8%	13%	8%	7%												
Poor cycle lane provision	38	27	11	19	17	2	27	11	7	6	7	9	4	4	16	22	7	9	12	10	34	4	5	16	2	4	2	18	9	18	2	10	6												
	6%	8%	3%	7%	6%	1%	6%	5%	5%	3%	5%	9%	15%	7%	6%	6%	10%	5%	6%	5%	6%	4%	6%	6%	4%	5%	4%	6%	4%	5%	7%	8%	5%												
	10																																												
Accessibility issues (e.g. lack of step free access to public transport)	30	19	9	20	8	2	24	6	6	5	3	11	-	5	17	12	1	4	9	14	18	12	6	9	2	3	5	15	9	15	-	8	2												
	4%	5%	3%	8%	3%	2%	6%	2%	4%	3%	2%	10%	-	8%	6%	3%	1%	3%	4%	7%	3%	11%	7%	4%	4%	4%	8%	5%	4%	4%	-	7%	2%												
	10																																												
Other	12	4	8	2	5	5	7	5	4	2	4	-	-	2	6	6	1	1	7	2	12	-	1	1	2	4	3	6	4	4	1	1	3												
	2%	1%	2%	1%	2%	3%	2%	2%	1%	3%	-	-	-	4%	2%	2%	1%	3%	1%	2%	1%	2%	-	2%	1%	4%	5%	4%	2%	1%	4%	1%	2%												
None of these	106	50	53	116	115	15	245	146	195	115	155	195	12%	29%	20%	13%	18%	12%	19%	15%	12%	17%	8%	16%	12%	29%	24%	17%	16%	21%	33	10%	10%	15%	4%										
	16%	14%	17%				AD5															AD7																							
Don't know	9	4	1	2	2	2	1	5	3	2	1	-	-	-	1	5	2	3	-	1	4	1	-	-	2	1	1	2	1	1	2	1	-	-											
	1%	1%	1%	1%	1%	1%	0%	2%	2%	1%	0%	-	-	-	0%	1%	3%	2%	-	1%	0%	1%	1%	-	0%	-	2%	1%	0%	1%	0%	-	-	-											
	10																																												

All Adults aged 18-75 in Great Britain

ColumnMeans (SN): A/B/C, A/D/E, F, A/G/H, A/I/J/K/L, M/N, A/O/P, A/Q/R, A/S/T/U/V, A/W/X, A/Y/Z/a/b/c, A/d/e, A/f/g, A/h/i, A/j/k Minimum Base: 20(**) Small Base: 100(**)

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Transport

Adults 18-75 GB

Q5. Thinking about the amount you typically spend on travel in an average month in 2025, do you think it has increased, decreased or stayed about the same as your average monthly travel spend in 2024? (Please exclude what you spend on travelling to go on holiday)

All Adults aged 18-75 in Great Britain

		Gender			Aggregated Age breaks			Social grade		Region						Education				Income				Ethnicity		General Election 2024 Vote						Referendum 2016 vote			Change in typical monthly travel expenses from 2024 to 2025		Affordability of extra travel expenses compared to 2024	
	Total	Male	Female	18-34	35-54	55+	ABC1	C2DE	North	Midlands	South	London	Wales	Scotland	Graduates	Non-graduates	UP TO £19,999	£20,000-£34,999	£35,000 - £54,999	£55,000+	White ethnic group	Minority ethnic group	Conservative	Labour	Liberal Democrats	Reform UK	Other	Remain	Leave	Increased	Decreased	Easy	Difficult					
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)	(P)	(Q)	(R)	(S)	(T)	(U)	(V)	(W)	(X)	(Y)	(Z)	(a)	(b)	(c)	(d)	(e)	(f)	(g)					
Unweighted base	1090	524	547	343	400	347	679	411	262	281	248	152	53	94	576	514	174	282	288	273	915	162	143	393	83	106	114	460	332	495	91	167	178					
Weighted base	1090	529	542	331	393	365	616	474	256	286	249	154	52	93	393	697	177	293	300	243	938	141	146	383	79	118	100	428	351	489	85	158	179					
Increased a lot	161 15% FHUe	79 15%	77 14%	62 19% AF	61 16%	37 10%	110 18% AH	52 11%	33 13%	43 15%	38 15%	27 17%	8 15% *	13 14% *	73 19% AP	89 13%	25 14%	40 14%	44 15%	42 17%	127 14%	33 24% ASU	21 14%	60 16%	15 19% *	15 13% *	14 14% *	74 17%	47 13%	161 33% Ae	- - *	34 21% A	95 53% Af					
Increased a little	327 30% FQYe	152 29%	169 31%	128 39% AEF	109 28%	90 25%	187 30%	140 30%	84 33%	87 31%	67 27%	51 33%	17 32% *	21 23% *	134 34% AP	193 28%	40 23%	92 31%	91 30%	82 34%	277 30%	46 33%	36 25%	122 32%	14 18% *	46 39% AYb*	32 33% Y*	121 28% Y	109 31% Y	327 67% Ae	- - *	124 79% Ag	85 47% A					
Stayed the same	471 43% DGOvdefg	249 47% AC	217 40%	115 35%	171 43% D	186 51% AD	249 40%	222 47%	109 43%	122 43%	111 45%	58 38%	24 46% *	47 51% *	149 38%	323 46% O	83 47%	130 44%	133 44% V	93 38%	420 45% ATV	47 33%	67 46%	158 41%	40 52% *	48 41% *	37 37% *	188 44%	147 42%	- - *	- - *	- - *	- - *					
Decreased a little	49 4% dfg	17 3%	31 6%	13 4%	21 5%	15 4%	31 5%	18 4%	10 4%	14 5%	15 6%	6 4%	1 1% *	3 3% *	18 4%	31 4%	11 6%	13 4%	12 4%	10 4%	41 4%	7 5%	9 6%	19 5%	4 6% *	2 2% *	7 7% *	18 4%	17 5%	- - 57% Ad*	49 - 57% Ad*	- - *	- - *					
Decreased a lot	36 3% Ddfg	17 3%	18 3%	4 1%	17 4% D	16 4% D	17 3%	20 4%	7 3%	12 4%	7 3%	3 2%	1 1% *	6 6% *	10 3%	26 4%	10 6%	9 3%	8 3%	7 3%	34 4%	1 1%	4 3%	14 4%	1 1% *	5 4% *	4 4% *	13 3%	17 5%	- - 43% Ad*	36 - 43% Ad*	- - *	- - *					
Don't know	45 4% Bcdfg	14 3%	30 6% AB	9 3%	15 4%	21 6%	23 4%	22 5%	13 5%	8 3%	11 4%	9 6%	2 3% *	2 3% *	9 2%	36 5% O	8 5%	8 3%	13 4%	9 4%	38 4%	6 4%	8 6%	11 3%	4 5% *	1 1% *	5 5% *	15 4%	15 4%	- - *	- - *	- - *	- - *					
NET: Increased	489 45% FHPQUe	231 44%	246 45%	191 58% AEF	170 43% F	128 35%	297 48% AH	192 40%	117 46%	130 45%	105 42%	78 50%	25 48% *	34 37% *	207 53% AP	281 40%	65 37%	132 45%	134 45%	124 51% AU	404 43%	79 56% ASU	57 39%	182 47%	29 37% *	61 52% *	47 47% *	194 45%	155 44%	489 100% Ae	- - *	158 100% A	179 100% A					
NET: Decreased	85 8% Ddfg	34 6%	49 9%	16 5%	38 10% D	30 8%	47 8%	38 8%	17 7%	26 9%	22 9%	9 6%	1 3% *	9 10% *	28 7%	57 8%	21 12%	22 8%	20 7%	17 7%	75 8%	8 6%	13 9%	32 8%	5 6% *	7 6% *	11 11% *	31 7%	34 10%	- - 85% Ad*	85 100% Ad*	- - *	- - *					

This work was carried out in accordance with the requirements of the international quality standard for market research, ISO 20252 and with the Ipsos Terms and Conditions.

ColumnProportions (5%): A/B/C/A/D/E/F/A/G/H/A/I/I/K/L/M/N/A/O/P/A/Q/R/A/S/T/U/V/A/W/X/A/Y/Z/a/b/c/A/d/e/A/f/g/A/h/i/A/j/k Minimum Base: 30(**) Small Base: 100(*)

ColumnMeans (5%): A/B/C/A/D/E/F/A/G/H/A/I/I/K/L/M/N/A/O/P/A/Q/R/A/S/T/U/V/A/W/X/A/Y/Z/a/b/c/A/d/e/A/f/g/A/h/i/A/j/k Minimum Base: 30(**) Small Base: 100(*)

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PUBLIC
Transport
Adults 18-75 GB

Q6. And how easy or difficult is it for you to afford the extra amount you spent on travel now compared to 2024 (excluding holiday travel)?

All adults who believe their travel spending has increased on average

		Gender			Aggregated Age breaks			Social grade		Region							Education					Income				Ethnicity		General Election 2024 Vote						Referendum 2016 vote		Change in typical monthly travel expenses from 2024 to 2025		Affordability of extra travel expenses compared to 2024	
	Total	Male	Female	18-34	35-54	55+	ABC1	C2DE	North	Midlands	South	London	Wales	Scotland	Graduates	Non-graduates	UP TO £19,999	£20,000-£34,999	£35,000 - £54,999	£55,000+	White ethnic group	Minority ethnic group	Conservative	Labour	Liberal Democrats	Reform UK	Other	Remain	Leave	Increased	Decreased	Easy	Difficult						
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)	(P)	(Q)	(R)	(S)	(T)	(U)	(V)	(W)	(X)	(Y)	(Z)	(a)	(b)	(c)	(d)	(e)	(f)	(g)						
Unweighted base	495	230	254	201	174	120	330	165	117	127	107	88	25	31	293	202	61	124	133	143	394	95	61	187	31	55	56	201	156	495	-	167	178						
Weighted base	489	231	246	191	170	128	297	192	117	130	105	78	25	34	207	281	65	132	134	124	404	79	57	182	29	61	47	194	155	489	-	158	179						
Very easy	43	24	19	22	12	9	33	10	6	9	8	9	5	7	30	13	3	6	7	23	32	11	10	20	4	3	1	23	13	43	-	43	-						
	9% Pg	10%	8%	12%	7%	7% *	11% A	5%	6% *	7% *	8% *	11% *	18% **	19% **	15% AP	5%	5% *	5% *	5% *	19% ASU	8%	14% 5*	17% A*	11%	13% **	6% *	2% *	12% a	9%	43 9%	-	27% Ag	-						
Fairly easy	115	58	56	61	28	26	77	38	29	27	23	21	10	4	54	60	12	21	35	38	88	26	17	53	6	12	9	46	42	115	-	115	-						
	23% ERg	25%	23%	32% AE	16%	20% *	26%	20%	25% *	21% *	22% *	28% *	39% **	10% **	26%	21%	18%	16% *	26%	31% AU	22%	33% AU*	30% *	29% A	22% **	19% *	19% *	24% 30%	27% 29%	115 23%	-	73% Ag	-						
Neither easy nor difficult	150	70	78	47	52	51	76	74	39	50	30	17	3	12	51	99	14	53	40	32	131	16	15	45	9	21	12	58	41	150	-	-	-						
	31% DGOVXfg	30%	32%	25%	31%	40% AD*	26% AG	39% AG	33% *	38% L*	29% *	22% *	11% **	34% **	25% O	35% O	21% *	40% AQ*	29% AQ*	26%	33%	21% *	27% *	25% A	30% **	34% *	26% *	30% 30%	26% 29%	150 31%	-	-	-						
Fairly difficult	122	65	54	43	52	28	76	47	30	30	28	19	7	9	52	71	22	33	37	23	108	14	9	39	9	21	17	38	45	122	-	-	122						
	25% Tbf	28%	22%	23%	30%	22% *	26%	24%	26% *	23% *	26% *	24% *	29% **	26% **	25%	25%	34% *	25% *	27%	18%	27% T	18% *	17% *	21% *	31% **	34% b*	36% b*	20% 20%	29% 29%	122 25%	-	-	68% Af						
Very difficult	57	15	39	17	26	14	35	22	11	14	16	11	1	4	19	38	14	19	15	7	44	11	6	25	1	5	8	29	14	57	-	-	57						
	12% BOTf	6%	16% AB	9%	15%	11% *	12%	12%	10% *	11% *	16% *	14% *	3% **	11% **	9%	14%	22% A*	14% *	11%	6%	11% T	14% T*	10% *	14% *	5% **	8% *	17% *	15% 15%	9% 9%	12% 12%	-	-	32% Af						
Don't know	1	1	1	1	1	-	1	-	1	-	-	1	-	-	1	-	-	-	1	1	1	-	-	1	-	-	-	1	-	1	-	-	-						
	0%	0%	0%	0%	0%	- *	0% -	-	0% *	- *	- *	1% *	- **	- **	1% -	-	-	-	0% *	0% *	0% *	0% *	- *	- *	0% *	- **	- *	- *	0% -	- -	0% -	-	-	-					
NET: Easy	158 32% EHPRug	82 35%	75 31%	83 43% AEF	40 23%	35 28% *	109 37% AH	48 25%	36 31% *	36 28% *	31 30% *	30 39% *	14 57% **	10 29% **	85 41% AP	73 26%	15 23% *	27 20% *	42 31%	61 49% ASU	119 30%	38 48% ASU*	27 47% A*	73 40% A	10 34% **	15 25% *	10 21% *	68 35%	56 36%	158 32%	-	158 100% Ag	-						
NET: Difficult	179 37% Tf	80 34%	93 38%	60 32% AD	77 46% AD	42 33% *	110 37%	69 36%	42 36% *	43 33% *	44 42% *	30 38% *	8 32% **	13 37% **	70 34%	109 39%	36 56% A*	52 39% *	52 39% T	30 24%	152 38% T	25 31% *	15 26% *	64 35%	10 36% **	26 42% *	24 52% Ab*	67 34%	59 38%	179 37%	-	-	179 100% Af						

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ColumnMeans (5%): A/B/C/A/D/E/F/A/G/H/A/I/I/K/L/M/N/A/O/P/A/Q/R/A/S/T/U/V/A/W/X/A/Y/Z/a/b/c/A/d/e/A/f/g/A/h/i/A/j/k Minimum Base: 30(**) Small Base: 100(*)

Sample Profile
All Adults aged 16-75 in Great Britain

	Gender										Education										Income										Mobility										General Decline 2023-24										Performance 2023-24										Affordability of costs compared to 2022-23									
	Male					Female					High School					College					Low Income					Middle Income					High Income					Low Mobility					High Mobility					Decline					Performance					Affordability														
Category	Age	Gender	Education	Income	Mobility	Decline	Performance	Affordability	Age	Gender	Education	Income	Mobility	Decline	Performance	Affordability	Age	Gender	Education	Income	Mobility	Decline	Performance	Affordability	Age	Gender	Education	Income	Mobility	Decline	Performance	Affordability	Age	Gender	Education	Income	Mobility	Decline	Performance	Affordability	Age	Gender	Education	Income	Mobility	Decline	Performance	Affordability																						
Unemployed Youth	16-17	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	18-19	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	20-24	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	25-29	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	30-34	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	35-39	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability																						
Unemployed Youth	16-17	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	18-19	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	20-24	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	25-29	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	30-34	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	35-39	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability																						
Total	16-17	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	18-19	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	20-24	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	25-29	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	30-34	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	35-39	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability																						
Gender	16-17	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	18-19	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	20-24	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	25-29	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	30-34	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	35-39	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability																						
Age	16-17	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	18-19	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	20-24	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	25-29	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	30-34	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	35-39	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability																						
Education	16-17	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	18-19	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	20-24	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	25-29	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	30-34	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	35-39	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability																						
Income	16-17	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	18-19	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	20-24	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	25-29	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	30-34	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	35-39	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability																						
Mobility	16-17	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	18-19	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	20-24	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	25-29	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	30-34	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	35-39	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability																						
Decline	16-17	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	18-19	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	20-24	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	25-29	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	30-34	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	35-39	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability																						
Performance	16-17	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	18-19	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	20-24	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	25-29	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	30-34	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	35-39	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability																						
Affordability	16-17	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	18-19	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	20-24	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	25-29	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	30-34	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	35-39	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability																						
Age	16-17	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	18-19	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	20-24	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	25-29	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	30-34	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	35-39	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability																						
Gender	16-17	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	18-19	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	20-24	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	25-29	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	30-34	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	35-39	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability																						
Education	16-17	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	18-19	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	20-24	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	25-29	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	30-34	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	35-39	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability																						
Income	16-17	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	18-19	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	20-24	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	25-29	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	30-34	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	35-39	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability																						
Mobility	16-17	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	18-19	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	20-24	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	25-29	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	30-34	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	35-39	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability																						
Decline	16-17	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	18-19	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	20-24	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	25-29	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	30-34	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	35-39	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability																						
Performance	16-17	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	18-19	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	20-24	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	25-29	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	30-34	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	35-39	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability																						
Affordability	16-17	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	18-19	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	20-24	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	25-29	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	30-34	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	35-39	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability																						
Age	16-17	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	18-19	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	20-24	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	25-29	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	30-34	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	35-39	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability																						
Gender	16-17	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	18-19	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	20-24	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	25-29	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	30-34	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	35-39	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability																						
Education	16-17	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	18-19	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	20-24	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	25-29	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	30-34	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	35-39	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability																						
Income	16-17	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	18-19	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	20-24	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	25-29	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	30-34	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	35-39	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability																						
Mobility	16-17	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	18-19	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	20-24	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	25-29	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	30-34	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	35-39	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability																						
Decline	16-17	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	18-19	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	20-24	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	25-29	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	30-34	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	35-39	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability																						
Performance	16-17	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	18-19	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	20-24	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	25-29	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	30-34	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	35-39	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability																						
Affordability	16-17	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	18-19	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	20-24	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	25-29	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	30-34	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	35-39	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability																						
Age	16-17	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	18-19	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	20-24	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	25-29	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	30-34	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	35-39	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability																						
Gender	16-17	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	18-19	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	20-24	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	25-29	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	30-34	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	35-39	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability																						
Education	16-17	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	18-19	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	20-24	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	25-29	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	30-34	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	35-39	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability																						
Income	16-17	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	18-19	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	20-24	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	25-29	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	30-34	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	35-39	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability																						
Mobility	16-17	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	18-19	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	20-24	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	25-29	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	30-34	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	35-39	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability																						
Decline	16-17	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	18-19	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	20-24	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	25-29	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability	30-34	Male	High School	Low Income	Low Mobility	Decline	Performance	Affordability	35-39	Female	College	Middle Income	High Mobility	Decline	Performance	Affordability																						
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