

YouGov / Mayor of London Survey Results

Sample Size: 1271 adults in London
Fieldwork: 21st - 27th January 2020

| | Gender | | Age | | | | Social Grade | | London Region | | | | |
|-------|--------|--------|-------|-------|-------|-----|--------------|------|---------------|-------|-------|------|------|
| Total | Male | Female | 18-24 | 25-49 | 50-64 | 65+ | ABC1 | C2DE | Central | North | South | East | West |
| 1271 | 622 | 649 | 139 | 683 | 257 | 193 | 750 | 521 | 241 | 140 | 259 | 388 | 243 |
| 1271 | 552 | 719 | 165 | 643 | 284 | 179 | 827 | 444 | 234 | 157 | 249 | 390 | 241 |
| % | % | % | % | % | % | % | % | % | % | % | % | % | % |

Which of the following policy areas, if any, do you think should be the main priorities for London? Please rank your top three.

| | | | | | | | | | | | | | | |
|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Tackling knife crime in London | 56 | 54 | 58 | 44 | 52 | 68 | 66 | 54 | 59 | 50 | 53 | 64 | 60 | 50 |
| Ranked first | 28 | 26 | 29 | 22 | 26 | 29 | 37 | 27 | 29 | 24 | 26 | 32 | 28 | 26 |
| Ranked second | 16 | 15 | 18 | 11 | 16 | 21 | 17 | 15 | 19 | 12 | 18 | 18 | 19 | 13 |
| Ranked third | 12 | 13 | 11 | 11 | 10 | 18 | 12 | 13 | 11 | 13 | 8 | 14 | 13 | 11 |
| Not ranked | 37 | 40 | 35 | 45 | 40 | 31 | 33 | 43 | 30 | 47 | 37 | 30 | 35 | 41 |
| Building more genuinely affordable homes | 38 | 39 | 37 | 48 | 40 | 30 | 32 | 38 | 38 | 47 | 32 | 31 | 43 | 32 |
| Ranked first | 15 | 17 | 12 | 21 | 17 | 10 | 9 | 15 | 14 | 20 | 12 | 8 | 20 | 10 |
| Ranked second | 13 | 13 | 13 | 12 | 14 | 12 | 13 | 13 | 13 | 17 | 11 | 14 | 11 | 12 |
| Ranked third | 10 | 9 | 11 | 16 | 10 | 8 | 10 | 10 | 10 | 10 | 8 | 8 | 12 | 10 |
| Not ranked | 56 | 56 | 56 | 40 | 51 | 68 | 67 | 59 | 51 | 49 | 57 | 64 | 52 | 59 |
| A real push to tackle homelessness | 32 | 26 | 37 | 42 | 31 | 30 | 29 | 33 | 30 | 39 | 27 | 31 | 35 | 23 |
| Ranked first | 10 | 7 | 13 | 15 | 10 | 10 | 7 | 10 | 10 | 13 | 8 | 8 | 10 | 10 |
| Ranked second | 12 | 11 | 13 | 16 | 11 | 12 | 12 | 14 | 9 | 16 | 7 | 14 | 13 | 7 |
| Ranked third | 10 | 8 | 12 | 10 | 10 | 9 | 11 | 9 | 11 | 10 | 11 | 9 | 12 | 6 |
| Not ranked | 62 | 69 | 55 | 47 | 61 | 68 | 70 | 64 | 59 | 57 | 62 | 63 | 60 | 68 |
| Tackling air pollution in London | 31 | 30 | 32 | 34 | 29 | 30 | 36 | 35 | 25 | 33 | 32 | 27 | 30 | 33 |
| Ranked first | 8 | 6 | 9 | 7 | 8 | 8 | 8 | 9 | 5 | 12 | 6 | 8 | 6 | 6 |
| Ranked second | 12 | 13 | 11 | 16 | 11 | 10 | 15 | 13 | 11 | 12 | 12 | 10 | 12 | 14 |
| Ranked third | 11 | 11 | 11 | 11 | 11 | 12 | 14 | 13 | 9 | 9 | 15 | 10 | 12 | 13 |
| Not ranked | 63 | 64 | 61 | 55 | 62 | 68 | 63 | 62 | 64 | 63 | 57 | 67 | 65 | 58 |
| Restoring neighbourhood policing | 25 | 26 | 23 | 9 | 17 | 40 | 41 | 23 | 27 | 24 | 29 | 26 | 20 | 30 |
| Ranked first | 7 | 7 | 6 | 2 | 3 | 15 | 12 | 7 | 6 | 5 | 9 | 8 | 4 | 9 |
| Ranked second | 10 | 9 | 10 | 5 | 8 | 15 | 13 | 9 | 10 | 6 | 11 | 9 | 9 | 13 |
| Ranked third | 9 | 10 | 8 | 2 | 7 | 11 | 17 | 7 | 10 | 12 | 10 | 9 | 7 | 7 |
| Not ranked | 69 | 69 | 69 | 79 | 74 | 58 | 58 | 74 | 62 | 73 | 60 | 68 | 75 | 61 |
| Protecting jobs and growth from economic uncertainty | 19 | 23 | 16 | 16 | 22 | 18 | 15 | 22 | 16 | 16 | 18 | 20 | 19 | 24 |
| Ranked first | 8 | 10 | 6 | 9 | 8 | 8 | 5 | 10 | 5 | 5 | 8 | 7 | 9 | 10 |
| Ranked second | 5 | 6 | 5 | 4 | 7 | 4 | 5 | 7 | 4 | 5 | 5 | 5 | 7 | 5 |
| Ranked third | 6 | 6 | 6 | 4 | 7 | 6 | 5 | 5 | 7 | 6 | 5 | 7 | 3 | 10 |
| Not ranked | 74 | 72 | 77 | 73 | 69 | 80 | 84 | 75 | 73 | 80 | 72 | 75 | 76 | 67 |
| Making commuting more affordable | 17 | 18 | 17 | 17 | 20 | 16 | 10 | 19 | 14 | 15 | 18 | 23 | 17 | 12 |
| Ranked first | 3 | 3 | 4 | 3 | 4 | 3 | 3 | 4 | 3 | 2 | 4 | 6 | 2 | 3 |
| Ranked second | 6 | 6 | 6 | 5 | 6 | 8 | 3 | 7 | 5 | 9 | 6 | 4 | 5 | 6 |
| Ranked third | 8 | 9 | 7 | 9 | 9 | 5 | 4 | 9 | 6 | 5 | 8 | 13 | 9 | 3 |
| Not ranked | 77 | 77 | 76 | 71 | 72 | 83 | 89 | 78 | 75 | 81 | 71 | 71 | 78 | 79 |
| Tackling radicalisation and extremism | 16 | 18 | 13 | 8 | 14 | 18 | 21 | 14 | 17 | 13 | 13 | 20 | 14 | 17 |
| Ranked first | 4 | 4 | 3 | 1 | 3 | 4 | 5 | 4 | 3 | 2 | 4 | 6 | 3 | 3 |
| Ranked second | 6 | 8 | 4 | 5 | 6 | 5 | 6 | 6 | 6 | 3 | 6 | 6 | 6 | 8 |
| Ranked third | 6 | 6 | 6 | 2 | 5 | 9 | 9 | 5 | 8 | 7 | 4 | 8 | 5 | 6 |
| Not ranked | 78 | 76 | 80 | 81 | 77 | 80 | 78 | 83 | 72 | 84 | 76 | 74 | 81 | 74 |
| Giving renters a better deal | 15 | 16 | 15 | 15 | 17 | 14 | 10 | 16 | 14 | 21 | 15 | 11 | 14 | 16 |
| Ranked first | 4 | 4 | 5 | 3 | 5 | 3 | 3 | 4 | 5 | 6 | 4 | 3 | 4 | 5 |
| Ranked second | 5 | 4 | 5 | 7 | 5 | 3 | 2 | 5 | 4 | 9 | 4 | 4 | 3 | 4 |
| Ranked third | 6 | 8 | 5 | 5 | 7 | 7 | 4 | 7 | 5 | 6 | 6 | 5 | 7 | 7 |
| Not ranked | 78 | 79 | 78 | 74 | 74 | 84 | 90 | 81 | 75 | 76 | 75 | 83 | 80 | 75 |
| Protecting the green belt from development | 11 | 9 | 13 | 3 | 8 | 13 | 23 | 11 | 10 | 7 | 16 | 13 | 11 | 9 |
| Ranked first | 3 | 2 | 4 | 0 | 2 | 4 | 7 | 3 | 3 | 2 | 6 | 3 | 4 | 2 |
| Ranked second | 4 | 3 | 4 | 1 | 3 | 4 | 10 | 3 | 5 | 2 | 4 | 7 | 3 | 4 |
| Ranked third | 4 | 3 | 5 | 2 | 4 | 5 | 6 | 5 | 2 | 3 | 6 | 4 | 5 | 4 |
| Not ranked | 83 | 86 | 80 | 86 | 83 | 86 | 76 | 86 | 79 | 90 | 73 | 81 | 84 | 82 |
| Strengthening relationships between Londoners from different backgrounds | 6 | 6 | 7 | 8 | 6 | 6 | 5 | 8 | 5 | 6 | 7 | 7 | 6 | 7 |
| Ranked first | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 2 | 1 | 2 | 3 | 1 | 1 | 2 |
| Ranked second | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 2 |
| Ranked third | 3 | 2 | 4 | 4 | 4 | 2 | 3 | 4 | 2 | 4 | 2 | 4 | 4 | 3 |
| Not ranked | 87 | 88 | 86 | 81 | 85 | 92 | 94 | 89 | 84 | 90 | 82 | 88 | 89 | 83 |

Sample Size: 1271 adults in London
Fieldwork: 21st - 27th January 2020

| Total | Gender | | Age | | | | Social Grade | | London Region | | | | |
|-------|--------|--------|-------|-------|-------|-----|--------------|------|---------------|-------|-------|------|------|
| | Male | Female | 18-24 | 25-49 | 50-64 | 65+ | ABC1 | C2DE | Central | North | South | East | West |
| 1271 | 622 | 649 | 139 | 683 | 257 | 193 | 750 | 521 | 241 | 140 | 259 | 388 | 243 |
| 1271 | 552 | 719 | 165 | 643 | 284 | 179 | 827 | 444 | 234 | 157 | 249 | 390 | 241 |

| | % | % | % | % | % | % | % | % | % | % | % | % | % | |
|---|----------|-----------|----------|-----------|----------|----------|----------|----------|-----------|----------|-----------|----------|----------|----------|
| Making cycling safer and easier | 6 | 6 | 5 | 9 | 7 | 4 | 2 | 7 | 4 | 5 | 4 | 4 | 8 | 6 |
| Ranked first | 1 | 2 | 0 | 2 | 2 | 1 | 0 | 1 | 2 | 1 | 0 | 2 | 2 | 2 |
| Ranked second | 2 | 2 | 2 | 4 | 1 | 1 | 2 | 2 | 0 | 1 | 2 | 0 | 3 | 1 |
| Ranked third | 3 | 2 | 3 | 3 | 4 | 2 | 0 | 3 | 2 | 4 | 2 | 2 | 3 | 3 |
| Not ranked | 88 | 88 | 88 | 80 | 85 | 94 | 97 | 90 | 85 | 91 | 85 | 91 | 87 | 85 |
| Making London a truly 24 hour city | 6 | 10 | 3 | 9 | 7 | 4 | 2 | 6 | 6 | 9 | 3 | 3 | 5 | 9 |
| Ranked first | 1 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Ranked second | 2 | 3 | 1 | 1 | 2 | 1 | 0 | 2 | 2 | 3 | 0 | 1 | 1 | 3 |
| Ranked third | 3 | 5 | 1 | 6 | 3 | 3 | 2 | 4 | 3 | 5 | 2 | 2 | 3 | 4 |
| Not ranked | 88 | 85 | 90 | 79 | 84 | 94 | 97 | 91 | 83 | 87 | 86 | 91 | 90 | 82 |
| Making London's arts and culture the best in the world | 4 | 3 | 4 | 4 | 3 | 3 | 4 | 4 | 3 | 5 | 2 | 3 | 3 | 5 |
| Ranked first | 1 | 1 | 1 | 0 | 1 | 1 | 2 | 1 | 1 | 1 | 0 | 1 | 1 | 2 |
| Ranked second | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 |
| Ranked third | 2 | 2 | 2 | 4 | 2 | 1 | 2 | 2 | 2 | 3 | 1 | 1 | 2 | 3 |
| Not ranked | 90 | 91 | 89 | 84 | 88 | 95 | 95 | 93 | 86 | 92 | 87 | 91 | 92 | 86 |
| Don't know | 6 | 6 | 7 | 11 | 9 | 2 | 1 | 3 | 11 | 4 | 11 | 6 | 5 | 9 |

To what extent, if at all, do you support or oppose giving EU citizens living in the UK the right to vote?

| | | | | | | | | | | | | | | |
|----------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Strongly support | 27 | 30 | 24 | 36 | 30 | 24 | 14 | 32 | 21 | 31 | 26 | 26 | 28 | 23 |
| Tend to support | 21 | 20 | 22 | 26 | 20 | 18 | 22 | 22 | 19 | 27 | 14 | 20 | 20 | 21 |
| TOTAL SUPPORT | 48 | 50 | 46 | 63 | 50 | 42 | 36 | 53 | 40 | 58 | 40 | 46 | 48 | 45 |
| Neither support nor oppose | 20 | 16 | 23 | 11 | 21 | 20 | 24 | 17 | 24 | 16 | 17 | 22 | 20 | 24 |
| Tend to oppose | 11 | 12 | 9 | 10 | 9 | 13 | 13 | 12 | 9 | 11 | 10 | 4 | 12 | 16 |
| Strongly oppose | 13 | 16 | 11 | 7 | 10 | 17 | 22 | 12 | 15 | 7 | 20 | 19 | 13 | 9 |
| TOTAL OPPOSE | 24 | 28 | 19 | 17 | 19 | 30 | 36 | 23 | 24 | 18 | 30 | 23 | 24 | 25 |
| Don't know | 9 | 6 | 11 | 9 | 10 | 8 | 3 | 6 | 12 | 9 | 13 | 9 | 8 | 6 |

Before taking this survey, were you aware of the following elections taking place in 2020?

Elections for the Mayor of London

| | | | | | | | | | | | | | | |
|------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| Yes | 58 | 63 | 53 | 50 | 54 | 64 | 69 | 60 | 54 | 56 | 55 | 57 | 59 | 61 |
| No | 35 | 32 | 38 | 40 | 37 | 30 | 29 | 35 | 35 | 37 | 33 | 38 | 35 | 31 |
| Don't know | 7 | 5 | 9 | 10 | 9 | 5 | 2 | 5 | 10 | 7 | 12 | 5 | 7 | 8 |

Elections for the London Assembly

| | | | | | | | | | | | | | | |
|------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| Yes | 32 | 40 | 24 | 20 | 29 | 42 | 37 | 33 | 30 | 30 | 34 | 32 | 30 | 34 |
| No | 57 | 53 | 62 | 65 | 59 | 49 | 57 | 58 | 57 | 60 | 50 | 57 | 60 | 56 |
| Don't know | 11 | 8 | 14 | 15 | 12 | 9 | 6 | 9 | 14 | 10 | 16 | 11 | 11 | 10 |

Which of the following, if any, do you think is the biggest reason for rising violent crime in London?

| | | | | | | | | | | | | | | |
|--|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| Less funding for preventative services, such as youth services, that aim to tackle the causes of violent crime | 31 | 25 | 36 | 43 | 33 | 30 | 15 | 34 | 26 | 35 | 36 | 28 | 30 | 26 |
| A reduction in police numbers | 22 | 24 | 20 | 16 | 18 | 30 | 30 | 21 | 24 | 21 | 22 | 24 | 23 | 19 |
| Decisions that central government has made | 11 | 12 | 9 | 8 | 13 | 9 | 6 | 12 | 8 | 8 | 8 | 12 | 11 | 14 |
| Police tactics not being tough enough | 7 | 8 | 7 | 5 | 8 | 6 | 10 | 7 | 8 | 7 | 3 | 7 | 9 | 8 |
| A reduction in the use of stop and search | 7 | 8 | 5 | 4 | 6 | 5 | 14 | 5 | 8 | 7 | 7 | 6 | 6 | 7 |
| Decisions the Mayor of London has made | 5 | 8 | 3 | 7 | 5 | 6 | 5 | 5 | 5 | 3 | 3 | 8 | 4 | 8 |
| Decisions that the Metropolitan Police have made | 1 | 1 | 1 | 2 | 1 | 0 | 1 | 2 | 1 | 1 | 3 | 0 | 1 | 1 |
| Something else | 7 | 7 | 7 | 5 | 5 | 9 | 14 | 7 | 7 | 7 | 6 | 7 | 7 | 8 |
| Don't know | 9 | 7 | 12 | 10 | 12 | 6 | 6 | 7 | 13 | 10 | 12 | 8 | 9 | 10 |

What do you think is the biggest cause for rising violent crime in London?

| | | | | | | | | | | | | | | |
|--|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| Less funding for preventative services, such as youth services, that aim to tackle the causes of violent crime | 38 | 36 | 40 | 53 | 41 | 35 | 21 | 44 | 29 | 39 | 42 | 37 | 38 | 36 |
| A reduction in police numbers | 27 | 26 | 27 | 19 | 25 | 33 | 30 | 26 | 28 | 24 | 29 | 27 | 26 | 28 |
| Police tactics not being tough enough | 11 | 13 | 10 | 9 | 11 | 9 | 16 | 11 | 12 | 10 | 12 | 10 | 13 | 12 |
| A reduction in the use of stop and search by the police | 9 | 11 | 7 | 5 | 7 | 9 | 17 | 6 | 12 | 8 | 6 | 10 | 8 | 12 |
| Other | 7 | 7 | 7 | 3 | 6 | 9 | 10 | 7 | 7 | 11 | 5 | 7 | 6 | 3 |
| Don't know | 9 | 7 | 10 | 11 | 10 | 5 | 5 | 6 | 12 | 8 | 7 | 9 | 10 | 8 |

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Fieldwork: 21st - 27th January 2020

| Total | Gender | | Age | | | | Social Grade | | London Region | | | | |
|-------|--------|--------|-------|-------|-------|-----|--------------|------|---------------|-------|-------|------|------|
| | Male | Female | 18-24 | 25-49 | 50-64 | 65+ | ABC1 | C2DE | Central | North | South | East | West |
| 1271 | 622 | 649 | 139 | 683 | 257 | 193 | 750 | 521 | 241 | 140 | 259 | 388 | 243 |
| 1271 | 552 | 719 | 165 | 643 | 284 | 179 | 827 | 444 | 234 | 157 | 249 | 390 | 241 |
| | % | % | % | % | % | % | % | % | % | % | % | % | % |

Which ONE of the following do you think is the best way to tackle air pollution in London?

| | | | | | | | | | | | | | | |
|--|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| Making it easier for people to use electric vehicles (e.g. installing charging points) | 21 | 22 | 20 | 24 | 21 | 18 | 22 | 22 | 20 | 17 | 25 | 23 | 22 | 18 |
| More electric buses | 15 | 15 | 15 | 21 | 14 | 14 | 17 | 17 | 12 | 17 | 17 | 10 | 15 | 19 |
| The Ultra Low Emission Zone ('ULEZ') | 11 | 11 | 11 | 13 | 12 | 9 | 7 | 12 | 9 | 12 | 16 | 5 | 12 | 10 |
| Reducing freight and deliveries across London | 10 | 11 | 10 | 2 | 8 | 13 | 19 | 10 | 11 | 9 | 8 | 13 | 11 | 9 |
| Reducing air travel over London | 5 | 5 | 6 | 5 | 5 | 8 | 6 | 5 | 6 | 7 | 3 | 7 | 2 | 9 |
| The Congestion Charge | 5 | 6 | 4 | 9 | 5 | 4 | 3 | 6 | 3 | 4 | 2 | 6 | 6 | 5 |
| More electric taxis | 4 | 5 | 3 | 6 | 5 | 2 | 3 | 4 | 4 | 5 | 3 | 4 | 3 | 6 |
| More short-term car rental services | 1 | 1 | 1 | 2 | 1 | 1 | 0 | 1 | 1 | 2 | 2 | 1 | 1 | 0 |
| Other | 7 | 8 | 7 | 5 | 8 | 8 | 5 | 7 | 7 | 9 | 8 | 9 | 6 | 5 |
| Don't know | 20 | 16 | 24 | 15 | 20 | 24 | 18 | 16 | 27 | 19 | 16 | 23 | 21 | 19 |

How often do you travel between 11pm and 5am in London?

| | | | | | | | | | | | | | | |
|------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| Five or more days a week | 4 | 5 | 3 | 13 | 3 | 5 | 2 | 4 | 4 | 5 | 2 | 3 | 5 | 4 |
| Four days a week | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 1 |
| Three days a week | 5 | 7 | 3 | 7 | 6 | 1 | 3 | 5 | 4 | 6 | 6 | 3 | 4 | 5 |
| Two days a week | 5 | 7 | 3 | 5 | 7 | 3 | 1 | 6 | 3 | 8 | 4 | 1 | 4 | 9 |
| One day a week | 6 | 6 | 6 | 8 | 6 | 4 | 7 | 8 | 3 | 8 | 7 | 4 | 4 | 6 |
| Once a fortnight | 7 | 9 | 5 | 11 | 8 | 5 | 4 | 9 | 5 | 11 | 10 | 3 | 9 | 4 |
| Once a month | 7 | 7 | 8 | 8 | 8 | 6 | 7 | 9 | 5 | 10 | 5 | 8 | 7 | 7 |
| Less often than once a month | 30 | 29 | 30 | 27 | 30 | 36 | 24 | 30 | 30 | 27 | 39 | 35 | 25 | 30 |
| Never | 31 | 26 | 37 | 13 | 26 | 40 | 52 | 26 | 39 | 22 | 27 | 39 | 35 | 28 |
| Don't know | 4 | 3 | 4 | 7 | 5 | 1 | 0 | 2 | 6 | 2 | 1 | 3 | 5 | 6 |

What is the main purpose of your late night/early in the morning (11pm to 5am) travel in London?

[This question wasn't asked to those who said they never travel between 11pm and 5am; n=866]

| | | | | | | | | | | | | | | |
|-----------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| Leisure | 52 | 51 | 54 | 50 | 50 | 59 | 57 | 58 | 42 | 57 | 55 | 54 | 49 | 47 |
| Visiting friend/relatives | 17 | 15 | 19 | 19 | 18 | 12 | 18 | 17 | 17 | 16 | 18 | 10 | 20 | 20 |
| Travelling to and from work | 16 | 19 | 13 | 15 | 19 | 16 | 4 | 14 | 19 | 19 | 10 | 14 | 19 | 14 |
| Other | 5 | 5 | 4 | 4 | 4 | 8 | 7 | 5 | 5 | 3 | 6 | 7 | 4 | 6 |
| Don't know | 10 | 10 | 10 | 12 | 10 | 6 | 14 | 6 | 17 | 6 | 11 | 15 | 8 | 12 |

Which of the following types of transport do you use to get around London late at night / early in the morning (11pm to 5am)?

[This question wasn't asked to those who said they never travel between 11pm and 5am; n=866]

| | | | | | | | | | | | | | | |
|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| London Underground | 52 | 53 | 50 | 48 | 53 | 50 | 48 | 57 | 42 | 60 | 58 | 48 | 49 | 46 |
| London Buses | 50 | 48 | 52 | 42 | 50 | 56 | 46 | 50 | 49 | 68 | 46 | 49 | 51 | 30 |
| Minicab (e.g. Uber) | 26 | 25 | 28 | 33 | 31 | 14 | 13 | 31 | 18 | 33 | 24 | 23 | 29 | 20 |
| Walking | 26 | 27 | 25 | 23 | 27 | 26 | 24 | 27 | 24 | 41 | 16 | 21 | 28 | 17 |
| National Rail | 17 | 18 | 15 | 15 | 16 | 22 | 13 | 18 | 14 | 10 | 11 | 38 | 17 | 7 |
| Private car - driving myself | 16 | 19 | 12 | 6 | 14 | 26 | 19 | 15 | 16 | 8 | 18 | 19 | 13 | 23 |
| London Overground | 15 | 15 | 14 | 16 | 15 | 18 | 7 | 16 | 12 | 17 | 7 | 16 | 17 | 11 |
| Black cab | 8 | 8 | 9 | 5 | 9 | 9 | 12 | 9 | 8 | 13 | 6 | 7 | 10 | 5 |
| Private car - driven by someone else | 7 | 6 | 9 | 5 | 7 | 12 | 5 | 8 | 6 | 5 | 5 | 8 | 8 | 9 |
| DLR | 7 | 9 | 4 | 12 | 6 | 6 | 3 | 8 | 5 | 4 | 0 | 3 | 16 | 4 |
| TfL Rail (Liverpool Street to Shenfield/Paddington to Heathrow) | 5 | 5 | 5 | 7 | 5 | 2 | 3 | 5 | 5 | 3 | 1 | 0 | 10 | 5 |
| Ride-sharing services (e.g. UberPool, SlideEaling, etc.) | 5 | 5 | 4 | 5 | 6 | 0 | 2 | 6 | 2 | 8 | 2 | 2 | 4 | 6 |
| Bicycle, including e-bike | 4 | 6 | 2 | 7 | 5 | 1 | 0 | 6 | 2 | 4 | 1 | 0 | 6 | 7 |
| London Trams | 3 | 2 | 3 | 6 | 2 | 2 | 3 | 2 | 3 | 1 | 0 | 7 | 2 | 3 |
| Coach (e.g. National Express) | 2 | 1 | 2 | 3 | 2 | 0 | 1 | 2 | 1 | 2 | 0 | 0 | 2 | 3 |
| River Bus services | 1 | 2 | 1 | 2 | 2 | 1 | 0 | 2 | 1 | 2 | 1 | 2 | 1 | 2 |
| Motorbike, moped or scooter | 1 | 2 | 0 | 4 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 1 | 2 |
| Vans / Minivans | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 |
| Other | 3 | 2 | 3 | 1 | 2 | 2 | 8 | 3 | 2 | 1 | 4 | 5 | 2 | 2 |
| None of these | 6 | 5 | 7 | 6 | 6 | 3 | 7 | 3 | 10 | 3 | 3 | 7 | 6 | 9 |

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|-------|--------|--------|-------|-------|-------|-----|--------------|------|---------------|-------|-------|------|------|
| | Male | Female | 18-24 | 25-49 | 50-64 | 65+ | ABC1 | C2DE | Central | North | South | East | West |
| 1271 | 622 | 649 | 139 | 683 | 257 | 193 | 750 | 521 | 241 | 140 | 259 | 388 | 243 |
| 1271 | 552 | 719 | 165 | 643 | 284 | 179 | 827 | 444 | 234 | 157 | 249 | 390 | 241 |
| | % | % | % | % | % | % | % | % | % | % | % | % | % |

Which one or two, if any, of the following are reasons why you choose to travel by car or taxi? Please tick up to two.

[This question was only asked to those who travel via private car, black cab, minicab or ride-sharing service; n=430]

| | | | | | | | | | | | | | | |
|--|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| Safety/security | 37 | 24 | 53 | 44 | 37 | 33 | 36 | 35 | 41 | 28 | 40 | 41 | 41 | 37 |
| No practical alternative (e.g. public transport) | 28 | 31 | 24 | 24 | 28 | 30 | 31 | 31 | 20 | 24 | 33 | 33 | 31 | 19 |
| Flexibility | 28 | 36 | 18 | 19 | 28 | 33 | 26 | 29 | 25 | 29 | 30 | 29 | 24 | 30 |
| Personal choice | 18 | 19 | 16 | 13 | 17 | 24 | 12 | 19 | 15 | 14 | 15 | 20 | 12 | 29 |
| Journey time reliability | 12 | 12 | 11 | 17 | 10 | 15 | 11 | 12 | 12 | 10 | 8 | 11 | 15 | 12 |
| Because it's a long journey | 11 | 13 | 10 | 16 | 12 | 5 | 10 | 8 | 20 | 13 | 14 | 9 | 14 | 7 |
| Cheaper than alternatives | 7 | 9 | 6 | 1 | 8 | 11 | 4 | 8 | 7 | 3 | 10 | 5 | 5 | 17 |
| Because it's a short journey | 7 | 9 | 5 | 18 | 6 | 6 | 5 | 8 | 5 | 10 | 4 | 5 | 11 | 3 |
| For health reasons | 4 | 3 | 5 | 2 | 5 | 4 | 2 | 1 | 9 | 5 | 4 | 0 | 4 | 5 |
| Other | 7 | 8 | 6 | 3 | 8 | 4 | 18 | 8 | 5 | 14 | 10 | 5 | 7 | 1 |
| Don't know | 2 | 0 | 3 | 2 | 2 | 0 | 2 | 2 | 1 | 3 | 0 | 1 | 2 | 0 |

Which of the following types of transport and associated infrastructure would you most like to see improved late at night/early in the morning (11pm to 5am)?

| | | | | | | | | | | | | | | |
|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| London Underground | 43 | 46 | 41 | 38 | 45 | 44 | 39 | 47 | 38 | 46 | 44 | 35 | 43 | 49 |
| London Buses | 35 | 35 | 36 | 31 | 35 | 37 | 37 | 34 | 37 | 36 | 39 | 33 | 35 | 36 |
| London Overground | 23 | 24 | 22 | 15 | 25 | 25 | 21 | 25 | 21 | 27 | 25 | 21 | 24 | 19 |
| National Rail | 19 | 19 | 19 | 15 | 22 | 17 | 16 | 23 | 14 | 14 | 15 | 34 | 19 | 12 |
| Walking | 11 | 10 | 12 | 8 | 11 | 13 | 8 | 10 | 12 | 12 | 12 | 8 | 10 | 14 |
| DLR | 10 | 12 | 7 | 9 | 11 | 10 | 8 | 11 | 8 | 5 | 3 | 6 | 20 | 7 |
| TfL Rail (Liverpool Street to Shenfield/Paddington to Heathrow) | 7 | 8 | 7 | 4 | 8 | 9 | 4 | 8 | 6 | 5 | 5 | 5 | 11 | 6 |
| London Trams | 7 | 8 | 6 | 4 | 8 | 9 | 6 | 8 | 6 | 5 | 3 | 16 | 4 | 8 |
| Minicab (e.g. Uber) | 7 | 6 | 8 | 4 | 7 | 7 | 7 | 7 | 7 | 8 | 12 | 7 | 3 | 8 |
| Ride-sharing services (e.g. UberPool, SlideEaling, etc.) | 5 | 5 | 4 | 8 | 6 | 2 | 3 | 6 | 3 | 4 | 6 | 2 | 5 | 6 |
| Private car | 3 | 3 | 4 | 1 | 3 | 5 | 4 | 3 | 4 | 2 | 4 | 3 | 4 | 3 |
| Bicycle, including e-bike | 3 | 4 | 3 | 2 | 3 | 6 | 1 | 3 | 4 | 3 | 5 | 4 | 2 | 3 |
| Black cab | 3 | 3 | 3 | 1 | 3 | 3 | 4 | 3 | 3 | 3 | 4 | 3 | 3 | 3 |
| River Bus services | 2 | 3 | 2 | 0 | 3 | 2 | 1 | 3 | 2 | 1 | 0 | 3 | 2 | 4 |
| Coach (e.g. National Express) | 2 | 2 | 2 | 2 | 2 | 2 | 0 | 2 | 2 | 0 | 2 | 1 | 2 | 3 |
| Vans / Minivans | 2 | 3 | 1 | 2 | 2 | 1 | 1 | 2 | 1 | 0 | 0 | 1 | 3 | 2 |
| Motorbike, moped or scooter | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 2 | 1 | 0 |
| Other | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| None of these | 4 | 5 | 3 | 4 | 3 | 6 | 7 | 3 | 6 | 4 | 5 | 6 | 4 | 2 |
| Don't know | 21 | 16 | 26 | 17 | 21 | 19 | 30 | 19 | 25 | 19 | 18 | 27 | 23 | 17 |

Which two or three, if any, of the following do you consider to be the top three most important priorities for improving late-night/early morning public transport in your area? (Please tick up to 3 options)

| | | | | | | | | | | | | | | |
|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| Frequency of public transport services | 47 | 46 | 47 | 40 | 43 | 53 | 56 | 49 | 42 | 47 | 42 | 44 | 50 | 46 |
| Availability of public transport services during weekends | 29 | 33 | 25 | 28 | 27 | 31 | 31 | 30 | 26 | 24 | 25 | 31 | 30 | 30 |
| Walking safety and paths | 28 | 21 | 34 | 29 | 29 | 29 | 20 | 30 | 24 | 36 | 31 | 28 | 21 | 29 |
| Range of destinations you can travel to and from by public transport | 25 | 24 | 27 | 24 | 25 | 27 | 25 | 27 | 23 | 24 | 29 | 26 | 27 | 21 |
| Availability of public transport services during weekdays | 25 | 29 | 21 | 27 | 25 | 27 | 24 | 25 | 25 | 31 | 26 | 23 | 22 | 27 |
| Closeness and convenience of the connections to other forms of public transport | 19 | 17 | 20 | 18 | 18 | 18 | 21 | 19 | 18 | 14 | 22 | 17 | 19 | 21 |
| Closeness and convenience of the nearest stop/station | 18 | 13 | 23 | 14 | 17 | 21 | 19 | 18 | 17 | 20 | 21 | 15 | 17 | 18 |
| The length of time your journeys take | 13 | 15 | 12 | 21 | 15 | 11 | 7 | 15 | 11 | 13 | 15 | 12 | 13 | 15 |
| Cycling safety and infrastructure | 7 | 9 | 4 | 10 | 8 | 5 | 2 | 8 | 5 | 6 | 4 | 2 | 8 | 10 |
| The availability of late-night ride-sharing services (e.g. GoSutton, SlideEaling, etc.) | 5 | 6 | 4 | 5 | 5 | 4 | 5 | 6 | 4 | 3 | 4 | 6 | 4 | 8 |
| None of the above | 3 | 4 | 3 | 2 | 3 | 5 | 4 | 2 | 5 | 3 | 2 | 4 | 3 | 4 |
| Don't know | 14 | 12 | 15 | 14 | 14 | 12 | 18 | 11 | 18 | 13 | 11 | 18 | 14 | 11 |

And which two or three, if any, of the following do you consider to be the top three most important priorities for improving late-night/early morning public transport in your area? (Please tick up to 3 options)

| | | | | | | | | | | | | | | |
|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| Personal safety and security while travelling | 37 | 33 | 41 | 27 | 39 | 39 | 35 | 41 | 32 | 35 | 44 | 35 | 35 | 40 |
|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|

Sample Size: 1271 adults in London
Fieldwork: 21st - 27th January 2020

| | Gender | | Age | | | | Social Grade | | London Region | | | | | |
|--|-------------|------------|------------|------------|------------|------------|--------------|------------|---------------|------------|------------|------------|------------|------------|
| | Total | Male | Female | 18-24 | 25-49 | 50-64 | 65+ | ABC1 | C2DE | Central | North | South | East | West |
| | 1271 | 622 | 649 | 139 | 683 | 257 | 193 | 750 | 521 | 241 | 140 | 259 | 388 | 243 |
| | 1271 | 552 | 719 | 165 | 643 | 284 | 179 | 827 | 444 | 234 | 157 | 249 | 390 | 241 |
| | % | % | % | % | % | % | % | % | % | % | % | % | % | % |
| Personal safety whilst walking to/waiting at the stop/station | 32 | 25 | 39 | 45 | 30 | 30 | 33 | 34 | 29 | 34 | 39 | 32 | 27 | 33 |
| Crime and anti-social behaviour on the bus/tube/train | 31 | 33 | 29 | 20 | 31 | 35 | 35 | 31 | 31 | 31 | 38 | 26 | 31 | 32 |
| Visibility of staff and police on the bus/tube/train | 28 | 27 | 30 | 17 | 24 | 40 | 37 | 27 | 31 | 27 | 29 | 26 | 27 | 34 |
| Visibility of staff and police at stations and key interchange locations | 24 | 25 | 24 | 16 | 23 | 29 | 30 | 25 | 23 | 21 | 26 | 27 | 23 | 25 |
| Crime and anti-social behaviour at the stop/inside and outside stations | 24 | 23 | 24 | 21 | 24 | 25 | 25 | 23 | 24 | 17 | 22 | 24 | 30 | 21 |
| Information on the availability of late-night public transport services | 17 | 16 | 17 | 24 | 16 | 16 | 15 | 19 | 13 | 19 | 13 | 23 | 13 | 16 |
| The provision of shelter from the weather at the stop/station/platform | 12 | 10 | 14 | 9 | 13 | 8 | 12 | 13 | 10 | 13 | 9 | 14 | 13 | 7 |
| Cleanliness and condition of bus/tube/trains | 11 | 12 | 9 | 13 | 12 | 7 | 8 | 9 | 12 | 13 | 9 | 9 | 11 | 11 |
| Accessibility of public transport (e.g. step free access) | 9 | 9 | 9 | 12 | 9 | 8 | 8 | 10 | 6 | 9 | 6 | 11 | 9 | 8 |
| Helpfulness and attitude of bus/tube/train staff | 9 | 10 | 7 | 10 | 9 | 6 | 9 | 9 | 8 | 8 | 5 | 10 | 6 | 14 |
| None of the above | 3 | 5 | 2 | 4 | 3 | 3 | 3 | 3 | 4 | 6 | 3 | 3 | 3 | 2 |
| Don't know | 12 | 12 | 11 | 12 | 12 | 11 | 13 | 9 | 15 | 9 | 8 | 14 | 14 | 10 |

Do concerns about safety from crime or anti-social behaviour affect the frequency with which you use the following modes of transport late at night/early in the morning (11pm to 5am)?

[This question wasn't asked to those who said they never travel between 11pm and 5am; n=866]

London Underground

| | | | | | | | | | | | | | | |
|--|-----------|----|----|----|----|----|----|----|----|----|----|----|----|----|
| A lot | 19 | 16 | 23 | 22 | 18 | 23 | 14 | 18 | 22 | 18 | 16 | 20 | 17 | 24 |
| A little | 32 | 30 | 35 | 35 | 31 | 28 | 43 | 32 | 32 | 33 | 33 | 28 | 32 | 35 |
| Hardly at all | 20 | 25 | 16 | 20 | 23 | 18 | 12 | 23 | 16 | 21 | 26 | 19 | 21 | 17 |
| Not at all | 15 | 17 | 12 | 5 | 15 | 20 | 15 | 17 | 10 | 15 | 17 | 18 | 13 | 12 |
| I have no need to travel by this means | 7 | 6 | 8 | 10 | 6 | 8 | 11 | 6 | 10 | 6 | 6 | 7 | 10 | 4 |
| Don't know | 6 | 6 | 6 | 8 | 7 | 3 | 4 | 4 | 10 | 5 | 2 | 8 | 6 | 8 |

National Rail

| | | | | | | | | | | | | | | |
|--|-----------|----|----|----|----|----|----|----|----|----|----|----|----|----|
| A lot | 11 | 9 | 12 | 11 | 11 | 12 | 8 | 10 | 12 | 10 | 13 | 13 | 10 | 8 |
| A little | 26 | 25 | 28 | 18 | 29 | 29 | 23 | 29 | 23 | 21 | 25 | 34 | 27 | 26 |
| Hardly at all | 20 | 23 | 17 | 20 | 21 | 23 | 13 | 20 | 20 | 18 | 20 | 21 | 23 | 18 |
| Not at all | 14 | 14 | 14 | 10 | 14 | 14 | 16 | 16 | 9 | 16 | 17 | 17 | 12 | 10 |
| I have no need to travel by this means | 22 | 21 | 22 | 34 | 17 | 20 | 34 | 21 | 23 | 26 | 21 | 7 | 22 | 30 |
| Don't know | 8 | 8 | 7 | 7 | 9 | 3 | 6 | 5 | 12 | 9 | 4 | 8 | 7 | 7 |

Coach (e.g. National Express)

| | | | | | | | | | | | | | | |
|--|-----------|----|----|----|----|----|----|----|----|----|----|----|----|----|
| A lot | 3 | 2 | 4 | 3 | 3 | 4 | 0 | 3 | 4 | 3 | 1 | 3 | 5 | 2 |
| A little | 12 | 11 | 12 | 9 | 14 | 8 | 8 | 10 | 15 | 13 | 11 | 8 | 11 | 14 |
| Hardly at all | 11 | 10 | 11 | 13 | 11 | 10 | 5 | 12 | 8 | 10 | 10 | 12 | 10 | 13 |
| Not at all | 15 | 19 | 12 | 15 | 17 | 14 | 11 | 15 | 16 | 15 | 14 | 15 | 21 | 9 |
| I have no need to travel by this means | 51 | 50 | 51 | 50 | 45 | 59 | 69 | 54 | 45 | 52 | 55 | 51 | 45 | 54 |
| Don't know | 8 | 7 | 10 | 10 | 9 | 5 | 7 | 7 | 12 | 7 | 8 | 11 | 9 | 8 |

DLR

| | | | | | | | | | | | | | | |
|--|-----------|----|----|----|----|----|----|----|----|----|----|----|----|----|
| A lot | 8 | 5 | 10 | 6 | 8 | 9 | 3 | 8 | 7 | 7 | 5 | 6 | 10 | 7 |
| A little | 18 | 19 | 17 | 15 | 21 | 14 | 14 | 19 | 17 | 15 | 14 | 13 | 25 | 18 |
| Hardly at all | 14 | 16 | 13 | 16 | 15 | 13 | 13 | 15 | 14 | 12 | 19 | 6 | 22 | 11 |
| Not at all | 12 | 13 | 11 | 6 | 14 | 14 | 10 | 14 | 10 | 10 | 16 | 15 | 12 | 10 |
| I have no need to travel by this means | 38 | 36 | 41 | 45 | 31 | 47 | 55 | 37 | 41 | 45 | 38 | 47 | 24 | 46 |
| Don't know | 9 | 10 | 8 | 12 | 11 | 3 | 5 | 8 | 11 | 11 | 7 | 12 | 7 | 8 |

London Trams

| | | | | | | | | | | | | | | |
|--|-----------|----|----|----|----|----|----|----|----|----|----|----|----|----|
| A lot | 6 | 5 | 7 | 6 | 6 | 6 | 3 | 6 | 6 | 6 | 2 | 8 | 4 | 8 |
| A little | 12 | 13 | 12 | 10 | 13 | 13 | 10 | 11 | 15 | 11 | 10 | 23 | 9 | 11 |
| Hardly at all | 7 | 7 | 6 | 6 | 8 | 3 | 5 | 7 | 6 | 4 | 5 | 13 | 5 | 7 |
| Not at all | 10 | 12 | 8 | 7 | 11 | 10 | 9 | 10 | 9 | 8 | 9 | 14 | 9 | 10 |
| I have no need to travel by this means | 55 | 53 | 57 | 61 | 50 | 60 | 66 | 59 | 49 | 61 | 64 | 30 | 62 | 56 |
| Don't know | 10 | 10 | 11 | 10 | 11 | 8 | 7 | 7 | 16 | 9 | 11 | 12 | 10 | 9 |

Sample Size: 1271 adults in London
Fieldwork: 21st - 27th January 2020

| | Gender | | Age | | | | Social Grade | | London Region | | | | |
|-------|--------|--------|-------|-------|-------|-----|--------------|------|---------------|-------|-------|------|------|
| Total | Male | Female | 18-24 | 25-49 | 50-64 | 65+ | ABC1 | C2DE | Central | North | South | East | West |
| 1271 | 622 | 649 | 139 | 683 | 257 | 193 | 750 | 521 | 241 | 140 | 259 | 388 | 243 |
| 1271 | 552 | 719 | 165 | 643 | 284 | 179 | 827 | 444 | 234 | 157 | 249 | 390 | 241 |
| | % | % | % | % | % | % | % | % | % | % | % | % | % |

London Buses

| | | | | | | | | | | | | | | |
|--|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| A lot | 24 | 20 | 28 | 21 | 26 | 21 | 19 | 24 | 24 | 25 | 22 | 25 | 20 | 29 |
| A little | 33 | 31 | 36 | 43 | 31 | 37 | 23 | 33 | 33 | 35 | 29 | 29 | 40 | 28 |
| Hardly at all | 18 | 20 | 16 | 19 | 17 | 15 | 22 | 19 | 16 | 17 | 27 | 19 | 16 | 15 |
| Not at all | 11 | 14 | 7 | 4 | 12 | 12 | 14 | 14 | 5 | 13 | 10 | 12 | 10 | 11 |
| I have no need to travel by this means | 8 | 8 | 8 | 6 | 6 | 11 | 16 | 6 | 12 | 5 | 9 | 7 | 9 | 10 |
| Don't know | 6 | 7 | 6 | 7 | 7 | 3 | 6 | 4 | 10 | 5 | 3 | 9 | 6 | 8 |

London Overground

| | | | | | | | | | | | | | | |
|--|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| A lot | 12 | 11 | 13 | 12 | 13 | 12 | 8 | 11 | 14 | 12 | 13 | 9 | 13 | 14 |
| A little | 32 | 27 | 37 | 28 | 33 | 37 | 21 | 32 | 31 | 33 | 26 | 35 | 31 | 32 |
| Hardly at all | 19 | 20 | 17 | 22 | 19 | 15 | 17 | 19 | 18 | 18 | 24 | 17 | 20 | 16 |
| Not at all | 13 | 15 | 10 | 7 | 13 | 12 | 15 | 16 | 7 | 14 | 13 | 14 | 12 | 11 |
| I have no need to travel by this means | 19 | 20 | 17 | 23 | 13 | 22 | 37 | 18 | 20 | 20 | 20 | 15 | 18 | 21 |
| Don't know | 6 | 7 | 6 | 8 | 8 | 2 | 3 | 4 | 9 | 5 | 4 | 10 | 7 | 5 |

River Bus services

| | | | | | | | | | | | | | | |
|--|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| A lot | 4 | 3 | 5 | 5 | 5 | 2 | 1 | 4 | 5 | 4 | 1 | 4 | 4 | 5 |
| A little | 8 | 10 | 5 | 7 | 10 | 5 | 1 | 7 | 9 | 9 | 6 | 5 | 9 | 8 |
| Hardly at all | 6 | 6 | 5 | 8 | 6 | 3 | 7 | 5 | 7 | 3 | 4 | 6 | 7 | 7 |
| Not at all | 12 | 15 | 8 | 3 | 15 | 9 | 9 | 13 | 10 | 11 | 10 | 12 | 12 | 12 |
| I have no need to travel by this means | 61 | 56 | 66 | 65 | 55 | 71 | 72 | 64 | 56 | 62 | 68 | 61 | 58 | 59 |
| Don't know | 10 | 10 | 11 | 11 | 10 | 9 | 10 | 8 | 14 | 11 | 9 | 12 | 10 | 9 |

Private car

| | | | | | | | | | | | | | | |
|--|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| A lot | 7 | 6 | 8 | 5 | 8 | 6 | 8 | 7 | 8 | 9 | 6 | 5 | 8 | 6 |
| A little | 11 | 11 | 12 | 4 | 12 | 10 | 17 | 10 | 14 | 8 | 18 | 11 | 11 | 11 |
| Hardly at all | 14 | 12 | 15 | 12 | 15 | 12 | 13 | 14 | 13 | 10 | 14 | 9 | 15 | 19 |
| Not at all | 34 | 40 | 27 | 31 | 33 | 43 | 26 | 36 | 30 | 28 | 36 | 45 | 32 | 31 |
| I have no need to travel by this means | 27 | 24 | 30 | 39 | 24 | 23 | 32 | 29 | 23 | 38 | 21 | 18 | 27 | 25 |
| Don't know | 8 | 7 | 8 | 9 | 9 | 5 | 4 | 5 | 12 | 7 | 6 | 11 | 7 | 7 |

Motorbike, moped or scooter

| | | | | | | | | | | | | | | |
|--|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| A lot | 6 | 7 | 6 | 7 | 8 | 6 | 0 | 7 | 6 | 7 | 4 | 5 | 9 | 4 |
| A little | 5 | 6 | 5 | 7 | 6 | 6 | 1 | 5 | 6 | 3 | 4 | 3 | 6 | 11 |
| Hardly at all | 4 | 6 | 2 | 6 | 5 | 1 | 2 | 5 | 3 | 3 | 5 | 4 | 4 | 5 |
| Not at all | 10 | 13 | 8 | 12 | 10 | 8 | 11 | 10 | 11 | 6 | 14 | 13 | 11 | 10 |
| I have no need to travel by this means | 65 | 59 | 71 | 60 | 61 | 73 | 76 | 67 | 60 | 73 | 66 | 63 | 61 | 62 |
| Don't know | 9 | 9 | 9 | 8 | 10 | 6 | 10 | 6 | 14 | 8 | 7 | 12 | 10 | 8 |

Walking

| | | | | | | | | | | | | | | |
|--|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| A lot | 35 | 26 | 45 | 36 | 36 | 33 | 26 | 35 | 34 | 39 | 29 | 30 | 36 | 36 |
| A little | 34 | 35 | 34 | 40 | 34 | 32 | 33 | 34 | 35 | 28 | 37 | 37 | 35 | 37 |
| Hardly at all | 9 | 14 | 4 | 9 | 9 | 11 | 11 | 10 | 8 | 10 | 10 | 8 | 12 | 6 |
| Not at all | 10 | 15 | 5 | 4 | 9 | 13 | 19 | 12 | 7 | 15 | 13 | 10 | 7 | 9 |
| I have no need to travel by this means | 5 | 5 | 6 | 3 | 5 | 8 | 6 | 5 | 6 | 3 | 9 | 7 | 4 | 6 |
| Don't know | 6 | 6 | 6 | 9 | 7 | 1 | 4 | 3 | 10 | 6 | 2 | 7 | 6 | 5 |

Bicycle, including e-bike

| | | | | | | | | | | | | | | |
|--|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| A lot | 11 | 12 | 9 | 12 | 13 | 6 | 2 | 12 | 9 | 12 | 3 | 8 | 12 | 14 |
| A little | 13 | 14 | 11 | 12 | 16 | 7 | 4 | 13 | 11 | 14 | 9 | 6 | 14 | 17 |
| Hardly at all | 7 | 8 | 6 | 10 | 8 | 3 | 3 | 8 | 6 | 4 | 10 | 7 | 11 | 4 |
| Not at all | 10 | 15 | 5 | 11 | 11 | 5 | 12 | 12 | 7 | 11 | 11 | 11 | 9 | 9 |
| I have no need to travel by this means | 51 | 41 | 62 | 45 | 43 | 72 | 71 | 51 | 52 | 49 | 64 | 59 | 45 | 47 |
| Don't know | 8 | 9 | 8 | 10 | 9 | 6 | 8 | 5 | 15 | 10 | 3 | 8 | 8 | 9 |

Black cab/Taxi/minicab

| | | | | | | | | | | | | | | |
|--|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| A lot | 8 | 5 | 11 | 5 | 9 | 6 | 4 | 7 | 8 | 8 | 5 | 6 | 8 | 9 |
| A little | 17 | 12 | 22 | 13 | 18 | 12 | 20 | 16 | 17 | 17 | 19 | 18 | 13 | 18 |
| Hardly at all | 17 | 17 | 18 | 20 | 16 | 19 | 22 | 17 | 18 | 17 | 16 | 16 | 17 | 20 |
| Not at all | 28 | 33 | 22 | 25 | 29 | 31 | 20 | 29 | 25 | 33 | 37 | 27 | 25 | 21 |
| I have no need to travel by this means | 23 | 25 | 21 | 31 | 18 | 29 | 30 | 24 | 22 | 18 | 19 | 20 | 29 | 25 |
| Don't know | 8 | 8 | 7 | 7 | 10 | 3 | 4 | 6 | 10 | 7 | 4 | 12 | 8 | 6 |

TfL Rail (Liverpool Street to Shenfield/Paddington to Heathrow)

| | | | | | | | | | | | | | | |
|--|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| A lot | 9 | 8 | 10 | 10 | 10 | 6 | 3 | 8 | 10 | 9 | 5 | 7 | 11 | 9 |
| A little | 16 | 16 | 15 | 13 | 19 | 13 | 5 | 16 | 14 | 10 | 15 | 16 | 19 | 16 |
| Hardly at all | 9 | 11 | 7 | 13 | 9 | 7 | 10 | 9 | 10 | 8 | 10 | 8 | 9 | 12 |
| Not at all | 10 | 11 | 9 | 5 | 12 | 12 | 4 | 11 | 9 | 10 | 13 | 8 | 11 | 10 |
| I have no need to travel by this means | 48 | 45 | 51 | 51 | 41 | 55 | 66 | 50 | 44 | 55 | 48 | 52 | 41 | 45 |
| Don't know | 9 | 8 | 9 | 9 | 8 | 7 | 11 | 6 | 12 | 9 | 8 | 9 | 9 | 8 |

Sample Size: 1271 adults in London
Fieldwork: 21st - 27th January 2020

| Total | Gender | | Age | | | | Social Grade | | London Region | | | | |
|-------|--------|--------|-------|-------|-------|-----|--------------|------|---------------|-------|-------|------|------|
| | Male | Female | 18-24 | 25-49 | 50-64 | 65+ | ABC1 | C2DE | Central | North | South | East | West |
| 1271 | 622 | 649 | 139 | 683 | 257 | 193 | 750 | 521 | 241 | 140 | 259 | 388 | 243 |
| 1271 | 552 | 719 | 165 | 643 | 284 | 179 | 827 | 444 | 234 | 157 | 249 | 390 | 241 |
| | % | % | % | % | % | % | % | % | % | % | % | % | % |

Vans / Minivans

| | | | | | | | | | | | | | | |
|--|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| A lot | 4 | 3 | 5 | 6 | 4 | 3 | 1 | 3 | 4 | 2 | 3 | 5 | 5 | 3 |
| A little | 7 | 6 | 7 | 4 | 9 | 4 | 5 | 7 | 6 | 5 | 4 | 5 | 8 | 9 |
| Hardly at all | 6 | 7 | 4 | 8 | 6 | 3 | 3 | 6 | 5 | 5 | 9 | 4 | 5 | 6 |
| Not at all | 12 | 14 | 9 | 15 | 11 | 13 | 10 | 11 | 13 | 11 | 7 | 16 | 12 | 12 |
| I have no need to travel by this means | 61 | 58 | 65 | 60 | 58 | 69 | 71 | 64 | 57 | 64 | 68 | 56 | 60 | 61 |
| Don't know | 11 | 12 | 10 | 7 | 13 | 8 | 10 | 8 | 15 | 12 | 9 | 13 | 10 | 8 |

Ride-sharing services (e.g. UberPool, SlideEaling, etc.)

| | | | | | | | | | | | | | | |
|--|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| A lot | 9 | 5 | 14 | 8 | 11 | 6 | 4 | 10 | 8 | 10 | 7 | 9 | 9 | 9 |
| A little | 15 | 14 | 17 | 18 | 18 | 6 | 7 | 18 | 10 | 16 | 11 | 14 | 16 | 16 |
| Hardly at all | 12 | 14 | 10 | 23 | 12 | 8 | 5 | 12 | 12 | 10 | 11 | 11 | 12 | 17 |
| Not at all | 14 | 18 | 8 | 13 | 16 | 9 | 11 | 14 | 14 | 18 | 12 | 8 | 16 | 12 |
| I have no need to travel by this means | 40 | 40 | 41 | 31 | 33 | 60 | 61 | 40 | 42 | 35 | 48 | 45 | 39 | 39 |
| Don't know | 10 | 10 | 10 | 7 | 10 | 10 | 12 | 7 | 15 | 11 | 10 | 12 | 8 | 8 |

Other

| | | | | | | | | | | | | | | |
|--|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| A lot | 9 | 7 | 11 | 8 | 9 | 9 | 6 | 7 | 11 | 8 | 9 | 7 | 9 | 10 |
| A little | 17 | 15 | 19 | 13 | 18 | 16 | 18 | 15 | 20 | 15 | 17 | 18 | 18 | 16 |
| Hardly at all | 9 | 13 | 5 | 12 | 8 | 10 | 11 | 9 | 10 | 7 | 18 | 8 | 9 | 7 |
| Not at all | 12 | 16 | 7 | 10 | 11 | 12 | 18 | 14 | 7 | 11 | 11 | 17 | 8 | 13 |
| I have no need to travel by this means | 22 | 18 | 26 | 16 | 20 | 30 | 30 | 23 | 21 | 20 | 21 | 21 | 22 | 26 |
| Don't know | 32 | 31 | 33 | 42 | 35 | 24 | 17 | 32 | 31 | 40 | 25 | 29 | 34 | 28 |

And which of the following, if any, prevent you from using public transport more often in London late at night/early in the morning? Please tick all that apply.

| | | | | | | | | | | | | | | |
|--|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| Fear of crime getting to and waiting for public transport (i.e. robbery, assault or pickpocketing) | 34 | 28 | 40 | 30 | 36 | 37 | 26 | 32 | 37 | 33 | 33 | 34 | 36 | 32 |
| Fear of crime on public transport (i.e. robbery, assault or pickpocketing) | 33 | 30 | 36 | 22 | 34 | 37 | 30 | 31 | 34 | 31 | 34 | 36 | 31 | 32 |
| Concern about anti-social behaviour of others | 32 | 28 | 36 | 20 | 33 | 36 | 31 | 31 | 33 | 31 | 30 | 36 | 31 | 30 |
| Public transport frequency and reliability | 27 | 28 | 26 | 29 | 28 | 31 | 16 | 31 | 21 | 26 | 29 | 29 | 25 | 26 |
| Public transport availability and connectivity | 22 | 24 | 20 | 19 | 24 | 25 | 12 | 24 | 19 | 24 | 22 | 19 | 22 | 23 |
| Poorly lit bus stops and stations (inside and outside) | 18 | 11 | 23 | 16 | 17 | 20 | 17 | 16 | 20 | 15 | 24 | 18 | 16 | 18 |
| Lack of people on the streets / public transport | 17 | 11 | 24 | 12 | 19 | 19 | 11 | 18 | 16 | 17 | 19 | 18 | 17 | 16 |
| Slow journey times | 17 | 16 | 18 | 21 | 20 | 14 | 8 | 18 | 15 | 16 | 15 | 20 | 18 | 13 |
| Public transport cost | 11 | 14 | 9 | 13 | 12 | 13 | 8 | 11 | 12 | 8 | 11 | 13 | 9 | 17 |
| Lack of real-time information when using public transport services | 11 | 11 | 10 | 14 | 11 | 11 | 5 | 12 | 9 | 9 | 13 | 8 | 11 | 12 |
| Dirty condition of public transport | 9 | 9 | 9 | 6 | 11 | 8 | 7 | 7 | 12 | 9 | 11 | 9 | 9 | 9 |
| Dirty environment getting to public transport | 6 | 7 | 5 | 6 | 7 | 5 | 5 | 5 | 7 | 4 | 5 | 8 | 5 | 9 |
| Fear of terrorist attacks | 6 | 5 | 7 | 6 | 6 | 6 | 4 | 5 | 7 | 4 | 4 | 5 | 6 | 9 |
| Lack of information about how to use public transport services | 4 | 5 | 4 | 4 | 5 | 5 | 2 | 3 | 5 | 3 | 4 | 2 | 4 | 7 |
| Risk of accidents affecting mode of transport | 4 | 5 | 2 | 6 | 4 | 3 | 3 | 4 | 4 | 3 | 3 | 5 | 4 | 3 |
| Graffiti | 2 | 3 | 1 | 1 | 3 | 2 | 1 | 2 | 2 | 0 | 2 | 3 | 1 | 4 |
| Don't understand how to buy tickets | 1 | 1 | 2 | 2 | 1 | 3 | 1 | 1 | 2 | 2 | 1 | 1 | 2 | 1 |
| None of the above – I don't need to travel more on public transport at these times | 18 | 17 | 20 | 14 | 10 | 25 | 43 | 17 | 20 | 11 | 23 | 21 | 20 | 18 |
| None of the above – nothing prevents me from travelling on public transport at these times | 9 | 11 | 7 | 10 | 10 | 7 | 8 | 8 | 10 | 12 | 10 | 8 | 8 | 8 |
| Don't know | 6 | 6 | 5 | 7 | 7 | 5 | 3 | 5 | 7 | 6 | 4 | 5 | 6 | 7 |