

Travel to Work Survey March 2021

Headlines - University of Bristol

Number of respondents	Number of staff	Response Rate	Working from home	Working on site	Mix of on site and wfh
1998	7700	26%	66%	17%	17%

This section of the report is based on respondents who are working on site/mix of on site and wfh.

Main modes of travel (%)

35%

5%

22%

26%

7%

3%

3% *

Car













Driver with others/ passenger

Cycle / electric bike Metro bus, public bus, employee bus, P&R

Average distance travelled to/from University of Bristol

Assuming a five day week/ 253 day working year (no holidays)

6

miles per day

28

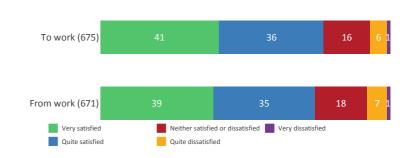
miles per week

1437

miles per year

Average time spent travelling to work (%) Satisfaction with journey (%)









^{*} motorbike/scooter, run, taxi, work from home, Voi e-scooter, other transport

Journey DistanceAssuming a five day week/ 253 day working year (no holidays)

Mode o	of Travel	А	verage distance	es
Mode	Proportion	Per Day	Per Week	Per Year
Car	35% of employees	31 Miles per day	155 Miles per week	7828 Miles per year
Car Share	5% of employees	20 Miles per day	98 Miles per week	4966 Miles per year
Cycle	22% of employees	8 Miles per day	41 Miles per week	2058 Miles per year
X Walk	26% of employees	3 Miles per day	15 Miles per week	764 Miles per year
Bus	7% of employees	12 Miles per day	61 Miles per week	3110 Miles per year
Train	3% of employees	46 Miles per day	231 Miles per week	11673 Miles per year
Other	3% of employees	13 Miles per day	66 Miles per week	3318 Miles per year





Journey Duration

Mode of Travel Time spent travelling to work (%) Under 15 minutes 5 35% 15 to 29 minutes 42 30 to 44 minutes of employees 45 to 59 minutes Over 60 minutes Under 15 minutes 3 5% 15 to 29 minutes 30 to 44 minutes of employees 45 to 59 minutes Share Over 60 minutes Under 15 minutes 22% 15 to 29 minutes 30 to 44 minutes of employees 45 to 59 minutes 3 Over 60 minutes 2 Under 15 minutes 26% 15 to 29 minutes 30 to 44 minutes of employees 45 to 59 minutes Over 60 minutes 2 Under 15 minutes 7% 15 to 29 minutes 30 to 44 minutes of employees 45 to 59 minutes Over 60 minutes Under 15 minutes 3% 15 to 29 minutes 30 to 44 minutes of employees Train 45 to 59 minutes Over 60 minutes Under 15 minutes 3% 15 to 29 minutes 30 to 44 minutes of employees 45 to 59 minutes

Over 60 minutes









Journey Distance

Mode of Travel

35%

of employees

Distance travel to work (%)





5%

of employees

Under 2 miles 7
2 to 4.9 miles 30
5 to 9.9 miles 31
10 to 24.9 miles 23
25 to 49.9 miles 10
50 miles +



22%

of employees

Under 2 miles 17
2 to 4.9 miles 17
10 to 24.9 miles 3
25 to 49.9 miles 2
50 miles 4



26%

of employees

Under 2 miles 22

2 to 4.9 miles 22

5 to 9.9 miles 1

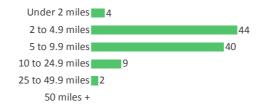
25 to 49.9 miles 1

50 miles +



7%

of employees





3%

of employees

Under 2 miles

2 to 4.9 miles

5 to 9.9 miles

15

10 to 24.9 miles

25 to 49.9 miles

50 miles +



3%

of employees

24
2 to 4.9 miles
24
5 to 9.9 miles
25 to 49.9 miles
25 to 49.9 miles
25 to 49.9 miles
26

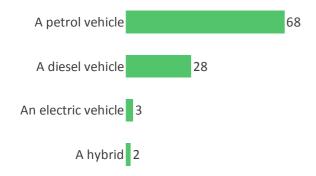




Travel experience

Resondents who travel by car were asked what type of car they travel in.

Is the vehicle you travel in a... (%)



Respondents who are currently working on site/mix of on site and wfh were to select their typical arrival and departure time at work.

Arrival time (%)

Between 5am - 5.55am 1

Between 6am - 6.55am 5

Between 7am - 7.55am 14

Between 8am - 8.55am 38

Between 9am - 9.55am 30

Between 10am - 10.55am 7

Between 11am - 11.55am 1

Other 4

Departure time (%)

Between 6am - 13.55 10

Between 14.00 - 14.55 3

Between 15.00 - 15.55 9

Between 16.00 - 16.55 19

Between 17.00 - 17.55 17

Between 18.00 - 18.55 17

Between 19.00 - 19.55 4

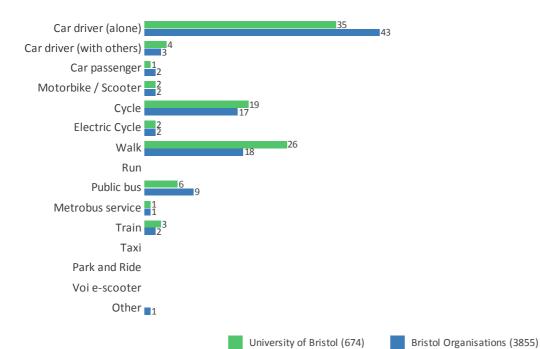
Other 3





How you compare - Benchmarking

How do you currently get to work? (%)



Motorbike / Cycle Flectric Cycle Walk Run Public bus Metrobus Train Taxi Park and Voi e-sconter (

	Car driver (alone)	Car driver (with others)	Car passenger	Motorbike / Scooter	Cycle	Electric Cycle	Walk	Run	Public bus	Metrobus service		Taxi	Park and Ride	Voi e-scooter	Other
University of Bristol	234	24	7	13	130	15	176	3	39	7	20	-	1	2	3
(674)	35%	4%	1%	2%	19%	2%	26%	0%	6%	1%	3%	-	0%	0%	0%
Bristol Organisations	1651	123	72	61	649	59	706	17	359	31	74	8	15	9	21
(3855)	43%	3%	2%	2%	17%	2%	18%	0%	9%	1%	2%	0%	0%	0%	1%





How you compare - Benchmarking

Satisfaction with current journey to work (% satisfied)



Satisfaction with current journey home (% satisfied)

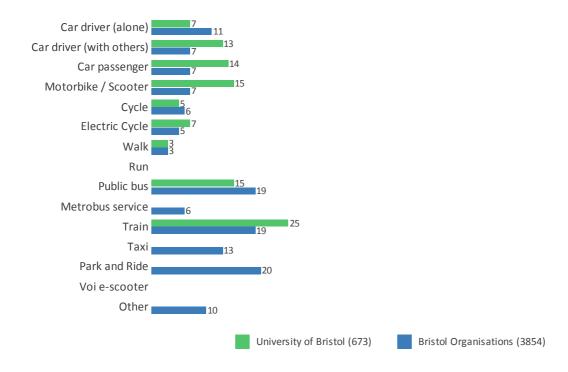




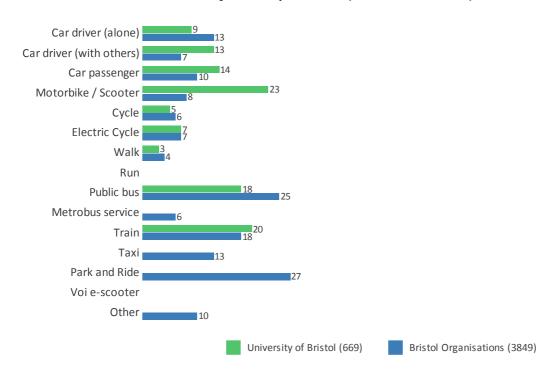


How you compare - Benchmarking

Satisfaction with current journey to work (% dissatisfied)



Satisfaction with current journey home (% dissatisfied)







Site Comparison

How do you normally travel to work? The table below compares the travel modes by location.

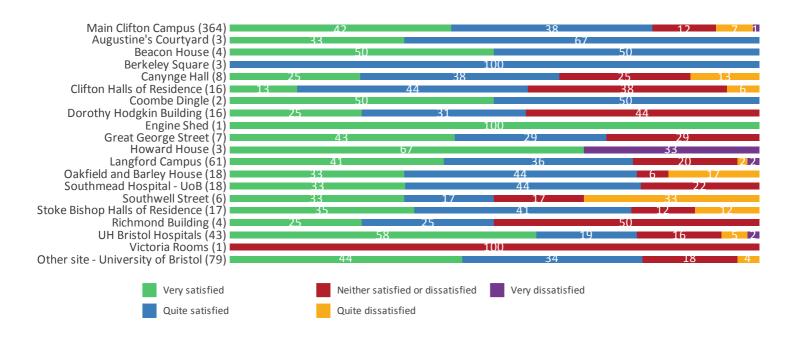
	Car driver (alone)	Car driver (with others)	Car passenger	Motorbike / Scooter	Cycle	Electric Cycle	Walk	Run	Public bus	Metrobus service	Train	Park and Ride	Voi e-scooter	Other
Main Clifton Campus (362)	90 25%	13 4%	4 1%	8 2%	81 22%	11 3%	117 32%	2 1%	15 4%	4 1%	13 4%	-	1 0%	3 1%
Augustine's Courtyard (3)	-	-	-	-	1 33%	-	2 67%	-	-	-	-	-	-	-
Beacon House (4)	-	-	-	-	1 25%	-	1 25%	-	1 25%	-	1 25%	-	-	-
Berkeley Square (3)	1 33%	-	-	-	2 67%	-	-	-	-	-	-	-	-	-
Canynge Hall (8)	1 13%	2 25%	-	-	1 13%	1 13%	2 25%	-	1 13%	-	-	-	-	-
Clifton Halls of Residence (16)	8 50%	2 13%	-	-	3 19%	-	1 6%	-	2 13%	-	-	-	-	-
Coombe Dingle (2)	2 100%	-	-	-	-	-	-	-	-	-	-	-	-	-
Dorothy Hodgkin Building (16)	9 56%	-	-	-	3 19%	1 6%	3 19%	-	-	-	-	-	-	-
Engine Shed (1)	-	-	-		-	-	1 100%	-	-	-	-	-	-	-
Great George Street (7)	2 29%	-	-	-	1 14%	-	3 43%		1 14%	-			-	-
Howard House (3)	-	-	-	-	1 33%	-	1 33%	-	1 33%	-	-	-	-	-
Langford Campus (61)	56 92%	-	-	1 2%	4 7%	-	-	-	-	-	-	-	-	-
Oakfield and Barley House (18)	7 39%	2 11%	-	-	4 22%	-	4 22%	-	1 6%	-	-	-	-	-
Southmead Hospital - UoB (18)	10 56%	-	-	-	4 22%	-	2 11%	1 6%	1	-	-	-	-	-
Southwell Street (6)	1 17%	-	-	1 17%	2 33%	-	1	-	-	-	1 17%	-	-	-
Stoke Bishop Halls of Residence (17)	8 47%	1 6%	-	1	4 24%	-	1	-	2 12%	-	-	-	-	-
Richmond Building (4)	-	-	-	-	-	-	2 50%	-	2 50%	-	-	-	-	-
UH Bristol Hospitals (43)	12 28%	1 2%	-	1 2%	9 21%	-	9	-	4 9%	1 2%	4 9%	1 2%	1 2%	-
Victoria Rooms (1)	1 100%	-	-	-	-	- - -	-	-		-	-	-	-	-
Other site - University of Bristol (80)	26 33%	3 4%	3 4%	1 1%	9 11%	1 1%	26 33%	-	8 10%	2 3%	1 1%	-	-	-



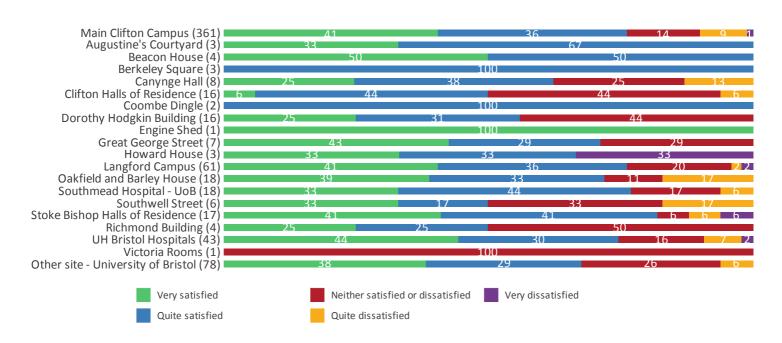


Site Comparison

Satisfaction with current journey to work (%)



Satisfaction with current journey home (%)





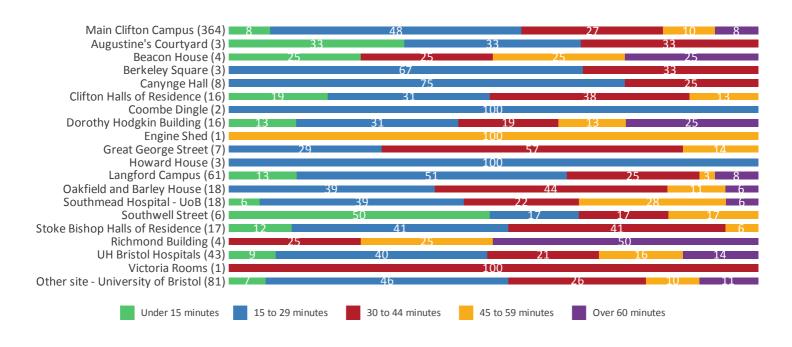




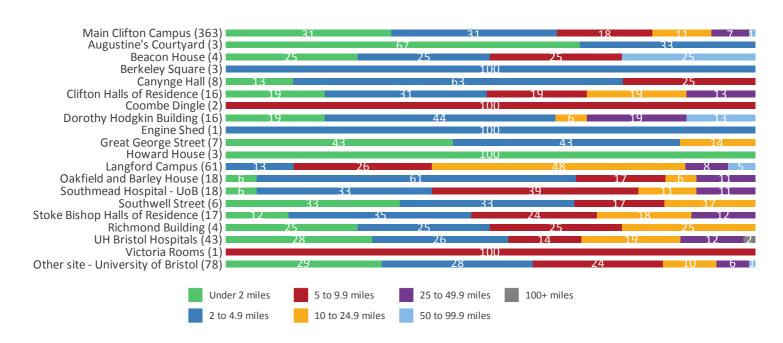


Site Comparison

Length of journey (%)



Distance (%)



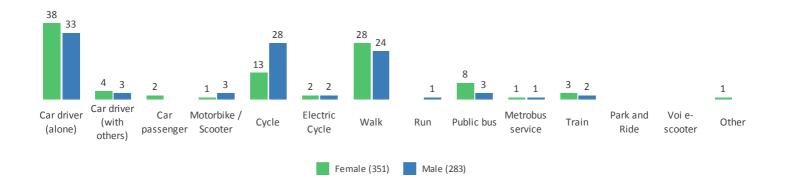






Travel mode split by gender (%)

This chart and table compares the current mode of travel for men and women.



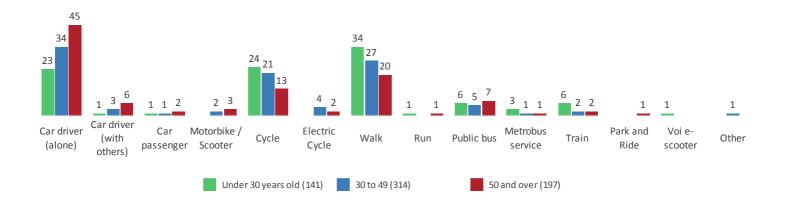
	Car driver (alone)	Car driver (with others)	Car passenger	Motorbike / Scooter	Cycle	Electric Cycle	Walk	Run	Public bus	Metrobus service	Train	Park and Ride	Voi e-scooter	Other
Female (351)	133	13	6	2	46	7	97	1	27	4	11	1	1	2
Telliale (331)	38%	4%	2%	1%	13%	2%	28%	0%	8%	1%	3%	0%	0%	1%
Male (283)	92	9	1	9	78	5	67	2	8	3	7	-	1	1
	33%	3%	0%	3%	28%	2%	24%	1%	3%	1%	2%	-	0%	0%





Travel mode split by age group (%)

This chart and table compares the current mode of travel for different age groups.



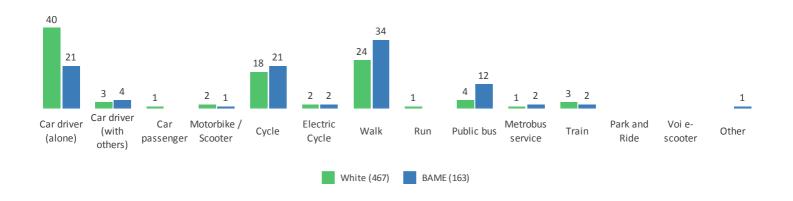
	Car driver (alone)	Car driver (with others)	Car passenger	Motorbike / Scooter	Cycle	Electric Cycle	Walk	Run	Public bus	Metrobus service	Train	Park and Ride	Voi e-scooter	Other
Under 30 years old	32	2	1	-	34	-	48	1	9	4	8	-	2	-
(141)	23%	1%	1%	-	24%	-	34%	1%	6%	3%	6%	-	1%	-
20 . 40 (244)	107	9	3	6	66	11	84	1	15	2	7	-	-	3
30 to 49 (314)	34%	3%	1%	2%	21%	4%	27%	0%	5%	1%	2%	-	-	1%
50 d (407)	89	12	3	6	25	3	39	1	13	1	4	1	-	-
50 and over (197)	45%	6%	2%	3%	13%	2%	20%	1%	7%	1%	2%	1%	-	-





Travel mode split by ethnicity (%)

This chart and table compares the current mode of travel for ethnicity.



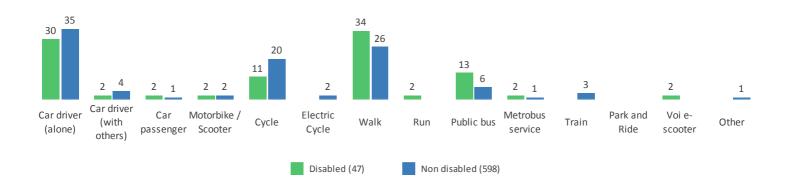
	Car driver (alone)	Car driver (with others)	Car passenger	Motorbike / Scooter	Cycle	Electric Cycle	Walk	Run	Public bus	Metrobus service	Train	Park and Ride	Voi e-scooter	Other
White (467)	186	15	6	10	86	9	111	3	17	4	15	1	2	2
writte (407)	40%	3%	1%	2%	18%	2%	24%	1%	4%	1%	3%	0%	0%	0%
BAME (163)	34	7	-	1	35	4	56	-	19	3	3	-	-	1
DAIVIE (103)	21%	4%	-	1%	21%	2%	34%	-	12%	2%	2%	-	-	1%





Travel mode split by disability (%)

This chart and table compares the current mode of travel for disabled and non-disabled respondents.



	Car driver (alone)	Car driver (with others)	Car passenger	Motorbike / Scooter	Cycle	Electric Cycle	Walk	Run	Public bus	Metrobus service	Train	Park and Ride	Voi e-scooter	Other
Disabled (47)	14	1	1	1	5	-	16	1	6	1	-	-	1	-
Disabled (47)	30%	2%	2%	2%	11%	-	34%	2%	13%	2%	-	-	2%	-
Non disabled (598)	209	22	6	11	118	14	153	2	33	6	19	1	1	3
Non disabled (598)	35%	4%	1%	2%	20%	2%	26%	0%	6%	1%	3%	0%	0%	1%



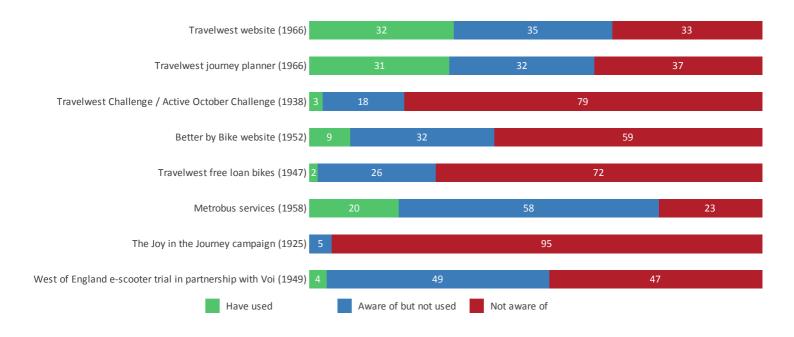


This section of the report is based on all respondents.

Awareness of local transport initiatives...

Awareness of local transport initiatives (%)

Respondents were shown a list of various local transport initiatives and were asked for each if they were aware of them or not and whether they had used them.

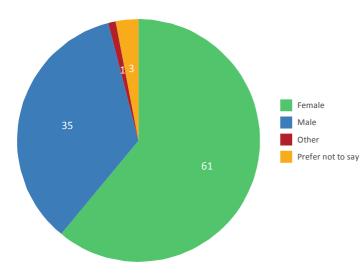






Respondent Profile...

Gender (%)



Base: All respondents (1975)

Disability (%)



Yes - Physical impairment 1

Yes - Sensory impairment 1

Yes - Mental health condition 3

Yes - Learning disability/difficulty 1

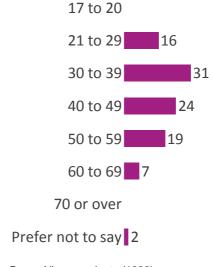
Yes - Long standing illness or health condition 3

Yes - Other

Prefer not to say 3

Base: All respondents (2013)

Age (%)



Base: All respondents (1986)

Ethnicity (%)

Arab

Asian/Asian British 4

Black/African/Caribbean/Black British | 1

Gypsy or Traveller of Irish Heritage

Mixed/Multiple Ethnic Groups 2
White – English/Welsh/Scottish/Northern
Irish/British
White – Irish | 2
White – Other 13
Other ethnic group | 1
Prefer not to say 4

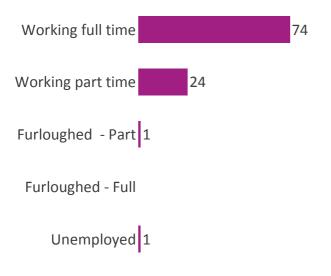
Base: All respondents (1986)





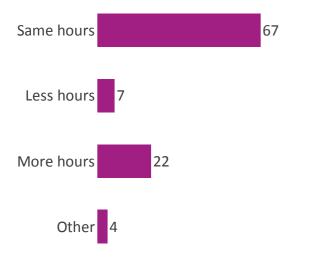
Current and future working

Current work status (%)



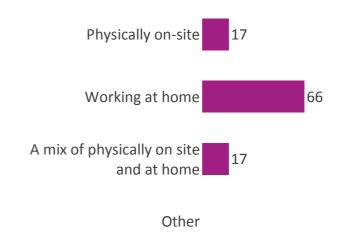
Base: All respondents (1998)

Working hours since the start of the Covid-19 pandemic (March 2020) (%)



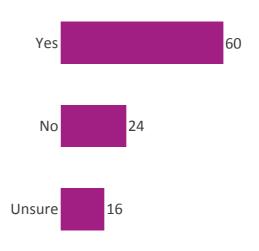
Base: All respondents currently working full or part time (1959)

Current work location (%)



Base: All respondents currently working full or part time or part time furloughed (1976)

If your job allows, do you envisage working from home to a greater extent than you did before the Covid-19 lockdown? (%)

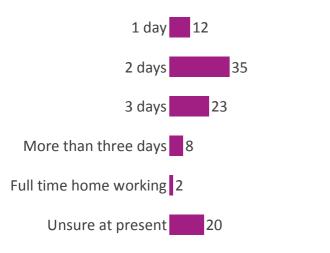


Base: All respondents currently working full or part time or part time furloughed (1974)



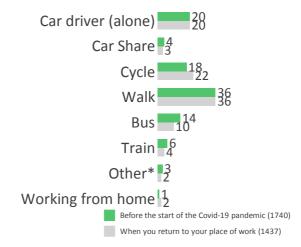


How many days do you expect to work from home on average per week? (%)



Base: All respondents currently working full or part time or part time furloughed who in future expect to be working at home to a greater extent than before lockdown (1188)

Method of travel before / after Covid pandemic (% always use)



Base: All respondents currently working full or part time and part time furloughed

Please note: Percentages in a particular chart will not always add up to 100%. This may be due to rounding, or because each respondent is allowed to give more than one answer to the question.





^{*} motorbike/scooter, run, taxi, Voi e-scooter, other transport

Appendix

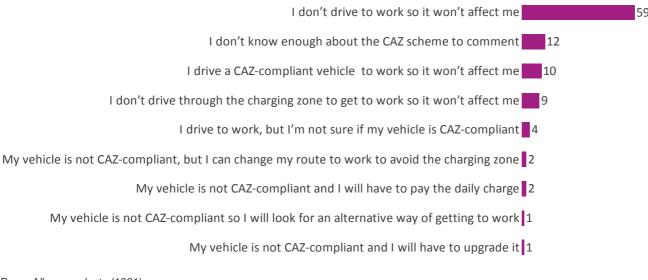
Additional questions

What is your faculty/department?



Base: All respondents (1951)

How do you expect your journey to work at the University will be affected by Bristol's proposed Clean Air Zone (introducing a daily charge for older petrol and diesel cars in the city centre and harbourside areas)?

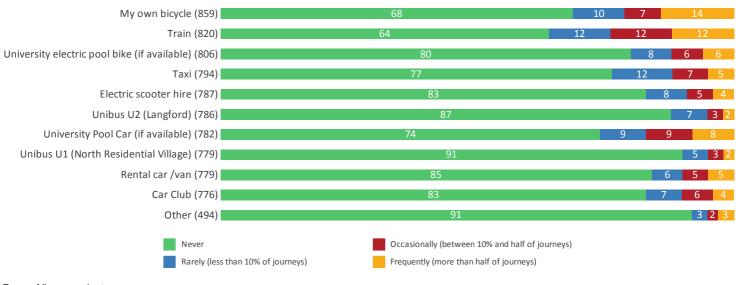


Base: All respondents (1981)





AD2.2~AD2.2j



Base: All respondents

Please specify below

lk	
pid software problem	
er en	
n't have a car, so the question doesn't apply to me.	
lk	
private car to Langford. It's shorter distance than going into work first.	
ng	
lk	
eady cycle and walk.	
pped off at work	
rer er	
ually used for moving equipment around - would have to find another solution e.g. use the IT Services Logistics tea	eam
3 1	
share	
er er	
partmental van	
business travel other than commuting	
ning	
point in doing anything else than walking	









Please specify below
I would still need to commute most of the distance by car/train.
I said never. :-D
Bus from village to Bristol city centre
walk
Plane, bus
Public bus
Camel
Better cycle lanes - independent from road and pavement
buses
bus service
walking
N/A
Most University business travel is international fieldwork, so clean travel to/from airports/and clean planes.
Never other
N/A
no idea
None
National Express
Department vehicle
N/A
n/a
Not travelled on behalf of the University yet
I do not have my own car
Another alternative will be to resign & take early retirement
N/A
Motorbike
Bus
I've tried cyclying to work and it was terrible. No bike lanes into town from where I live and the cycle path is too lonley
I don't own a car
boat
N/A
I don't use my car for work purposes
Use of the Metrobus and walking
I don't really do business travel.
N/A
I don't travel for UoB business
there is no public transport from where I live
I don't normally drive a car to work
oops misinterpreted qu and will not let me un click
no trips made
not sure i'll need to do any business travel
N/A
Get a lift or flag down secuirty or estates vechiles.
Walking
bus
UHB Hospital member of staff
Walk







no comment

Pay higher salaries so people can live closer to campus

If busses don't get cheaper then a subsidised travel card

More and better shower facilities that are exclusively for staff. I can use the ones at the gym but they're communal - would much rather have access to the staff ones in the SU office (separate, individual bathrooms).

More bike parking space

More secure bike storage

More secure bike parking and cycling routes around and leading to campus. Promote cycling lessons to get more people on bikes and increase confidence in navigating the roads.

Influence bus companies to have more competitive fares (compared with other cities)

trains from Cardiff are very expensive so doesn't make financial sense for me to get the train

There needs to be much better provision of shower facilities at university offices, plus secure and covered cycle storage. We were due to be moving to new offices in Summer 2020 - the new office had no showers or cycle storage.

Provide a scheme to buy an electric bike and improve security to store them during the day.

I need to take my son to school sometimes, he struggles to get there on time alone (he has a movement disorder), which means I drive into work so I can drop him on the way. Flexibility around where I work would help

Offer a better cycle scheme. The ne at the moment offers very little off the price of a new bicycle.

Encourage car-sharing more pro-actively post-covid Taster sessions for ebikes

Deal with the constant theft/attempted theft of bicycles on campus

Give interest free loans for alternative means of travel or subsidise those it wishes to encourage.

Find out the reasons people use their cars. It will be different for different people but there may be common themes that can be catered for. More cycle lanes.

It's hard to know what more could be done, I think a lot is already done. My situation is different in that I have childcare responsibilities so have to drop child at school which has no public transport options before coming in to Bristol.

Bus timetables with buses that actually ran to. First Bus into North Somerset is so unreliable it is not a feasible alternative if connecting work with caring commitments.

Bus pass discounts.

More frequent buses from Langford that staff that live locally can use for free (just like Langford staff do) to get to Clifton campus and parking at Langford for this. Currently cheaper and easier (in terms of timings) to go to Long Ashton P&R

To be able to have a parking space as pre-Covid

Allow for home working. Less polution, less chance of accident, less cost.

Make cycling in the city safer, providing sheltered bike storage, and lockers for belongings.

More showers (without having to pay for a Gym membership). I would run/cycle more if this was the case. More support for planned new railway e.g. Henbury

1. Offer flexible starting times to help avoid traffic and therefore reduce travel times. i.e. if I travel for a 9am start, it can take appriox 90mins. If I can start at 9.30am, it can take approx 35mins. But then parking becomes a problem!

My only other option is train, but the time taken from Temple Meads to my place of work makes the overall commute much too long. When at Birmingham I commuted by train because the train links within the city were so much better than in Bristol

Payroll scheme to support purchase of season/long-term tickets for public transport.

Support workloads more.

Offer cheap (less than petrol and parking costs) electric bike rental/create more bus services than run to places other than the main campuses.

It would be good to have more public charging points for electric cars. For example, the University of Bristol does not seem to have any at walking distance from its campus.

Assist staff with public transport costs.

Train Discount cards or season tickets

Improve cycle facilities at buildings. At Great George Street there is very little cycle parking.

A greater number of secure bike parking sites. Discount on bus travel passes. Shame all car users into switching to public transport or walking/biking!

Sadly nothing - unless can get a direct train service from Cwmbran to Bristol Temple Meads in place.

Other road traffic will always be an issue as so many people drive to work. On-street parking will get worse outside the CAZ as more people look for places to park that will not incur a charge.









Help improve public transport and cycling.

I live too far out for most self powered option (ie cycle, run) and the buses do not have a suitable timetable, and would never likely to as the lack of people that travel the same journey

Flexible working times and patterns that enable a combination of wfh and working in the office to allow staff to travel to and from work outside of the busiest times

Cycle hoops that can't be just simply unbolted from the ground.

Be clear about where the perimeters of the CAZ - I have no idea what these are

Reinstate the free UoB bus from Temple Meads. Create safe bike sheds with cameras - my bike was stolen from the "card access" bike sheds.

not sure as Indiduals have their own difficulties

Better shower facilities in building to allow post run/cycle commute showers

?

Salary sacrifice scheme for electric car similar to NHS

All about infrastructure - everyone I know who doesn't want to ride a bike or scooter does so because they are scared of going on the roads

More incentives to cycle to work. More flexible working hours to avoid rush hour.

Improve the times that the U2 bus leaves langford later buses.

University should oppose the CAZ as it's 44 million cost is too expensive and the whole scheme penalises the less well paid staff who cannot afford to buy a new electric car. Be real the CAZ is destroying the city.

A bus from gloucester road direction to the university more often. Electric bike offers

Make it compulsory to register yourself as a car commuter and whether you'd be prepared to share lifts giving stats about money saved/pollution saved, then send those staff emails suggesting people who they could share a lift with

Higher limit on cycle-to-work scheme to buy electric cycles

Safe bike lock ups

Ensuring there is sufficient secure bike storage, showers and changing facilities; also encouraging flexible working hours (start/finish times etc)

Scheme with British Rail, I'm not aware of any I can use at present.

more bus routes and more frequent buses that went on to campus. I take the 72 bus which only runs every 30 minutes.

no idea

A "notice board" to help match people with potential car sharers

I don't have many suggestions, but I strongly support every effort made to reduce car travel. More (obvious) bike parking would be helpful on Priory Road.

The only thing that would help me is to increase my pay or provide me with a train pass so that rail is affordable.

Allow us to work from home as much as possible. I live approx 60 miles away - my husband works as a gardener so moving is not feasible even if we wanted to - and anyway house prices in Bristol are absolutely crazy. I'd rather live in a nice house!

Proper walking sidewalks. Better quality pavements. More trees and benches on key routes eg from the stations it to residences using university land.

That depends on what you mean by 'reasonably'. For the sake of the planet, the University should 'reasonably' not allow people to drive to work. To positively support staff, they should not allow people to drive to work.

Discounts on busses for University Staff (this is already available through the student discount card)

Lobby for improved train services. Provide a shuttle bus from Temple Meads to University locations like their used to be. (Does this still exist?)

Better cycle storage provision

Better and more shower facilities for those commuting over distance by bike. Safe, accessible, covered bike storage would also help.

N/A

Better cycle infrastructure and storage on campus and around the city. More visibility for walking/car sharing schemes and better pedestrian infrastructure (i.e. low traffic neighbourhoods) on and around campus.

- Free bus passes - More secure bike storage - Discounted cycling safety gear - Cycling road safety courses

Provide showering facilities for active travel commuters!

Stop turning parking spaces into bike racks







Secure discounted rates for UoB staff with car-sharing schemes. Raise threshold for purchase of cycling equipment under Cycle to Work scheme. More support for staff to use park and ride

More access to showers, lockers and changing rooms so those with long journeys by bike can get ready for day at work. Older buildings or non departmental buildings do not have this - the library for instance. It currently is not equal for all staff across the campus.

Flexible WFH arrangements. Free travel on public transport

contiue to improve cycling facilities and support cycling schemes. I get the train to temple meads then cycle - part time working and more home working will probably mean that rail travel is as expensive (if not more) and less convenient than car

Increase the amount of bike storage available at Learning and Research, Southmead Hospital

Good bike storage

The hospital bus was a great way to get from temple meads to Southwell street. It was really short sighted to pull out of that arrangement

Cycle lanes on the roads around the university

isse is travelling between building and campus. Travelling from Bath to Bristol by train ok....bus from bristol station to uni ok.

Allow WFH where it has proven successful

Not a lot in my case as my journey to work is also the journey to school for my children. Unless those things can be de-coupled somehow (and public transport is a challenge for that from where I live) then I am a bit stuck.

Improve the entire bus service in the city, making it affordable and reliable (buses often don't arrive). More buses going to the main campus as at the moment most do not. Addressing traffic issues and not persecuting car owners.

possibly a work bus from common commute start areas that swings round the main work campuses

I have to visit students on placements around the region so I need my car for that. For more routine days in university I could take a bus or share the journey in a car sharing scheme. But the bus network out to my village is really bad.

More undercover, card access cycle racks across campus. Better cycle to work scheme provider (It's really not a very good deal, whereas many other employers use providers that result in a much higher discount for staff)

Due to the distance involved and the different locations of the sites that I visit I don't think there is anything the university could do.

Work with the council to make a route from Brislington Park and Ride that goes up to Clifton so there isn't a forced change in the city centre.

Provide more secure bike storage across campus for staff

I live 11 miles away and there is no train line, walking, cycling, scooting isn't an option for my long commute so, from my point of view, very little

Enable working from home. Even with vaccination I will not be comfy on packed trains again for some time

Start up a car sharing community

put pressure on relevant authority to increase public transport use.

P&R buses that stop on campus

Add a salary sacrifice scheme for electric cars

More showers and bicycle lockups. Could they create a borrow a bicycle scheme?

Support the Voi trial and encourage the use of scooters - parking spaces maybe?

making access to shared vehicles easier, ensuring we fully-cost travel (including hire) into grants.

If you work part time, irregular hours, with childcare responsibilities there are no alternatives.

None of this is relevant to me.

Possibility of shuttle buses for staff members living on a frequent bus route, buses running at peak times. For staff members like myself that have zero possibility of using public transport, parking still needs to be available.

Subsidise bus tickets - not just annual tickets (large outlay for a year) but weekly or monthly tickets too - I realise this is now straightforward and would need collaboration with bus companies).

Increase value of cycle to work scheme. If it hasn't been fixed yet, allow part-time and term-time staff to use the car sharing scheme.

Lobby council for more bike lanes; provide more showers/changing facilities

Increase the loan allowance in he cycle to work scheme. I needed to buy an electric bike and I couldn't use the scheme as all electric bikes were above the limit.

Make more secure bike storage

More showers and changing facilities - who wants to look like a drowned rat getting to work?









Reluctant to use public transportation due to COVID

An electric bike/scooter pool would be great (I don't commute by car now but would like more Covid-safe options, and those that help fitness too) - especially for those of us who live a bit too far for walking.

Increased security for bike parking as this continues to be a problem on campus

Subsidised bus travel

Move my clinic closer to Taunton

provide subsidized bus/train fares

Lobby the council to get the pavements salted/gritted and made safe.

I would support staff by implementing more Uni buses going to more commuter areas (Frenchay/Bradley Stoke/Horfield/Downend/Whitchurch/Kingswood).

NIL

More facilities for showering, bike storage.

More flexible /home working might ease the pressures and reduce journeys. Many staff live some distance away and i'm not sure how feasible the alternative travel options are for many. A better bus service- more buses at critical points

Yes most definitely

Provide buses for staff.

Allow staff to use the student bus for free/reduced cost to get to the main Clifton Campus from Stoke Bishop/other areas. Provide a peak hour only 'staff' service during student vacations.

There's an assumption that I have a polluting car to a greater extent than the other options-1 of our cars is electric, which I'd prefer to use to travel in, however, I'd need better access to free charging points & parking. A car gives me freedom

Bus from the train station up to campus or from the park and ride up to campus as which ever route I take from Frome I have to walk at least 30 mins each way. I used to use the HUBS bus in the past and this was really helpful.

Flexi time to allow for travel issues.

for travel from Somerset the Park and Ride became useless when the routes changed with the introduction of the metrobus; too time-consuming and unreliable. The direct link to campus would need to be more frequent/reliable.

Strict time windows in which in person meetings should be attempted (if they re-appear) - ideally 10am-2:30pm avoiding school run traffic at either end of the day but also allowing time for people who do school runs to be able to attend.

Think about shared space provisioning on the outskirts/main routes of the city to allow remote workers to travel shorter distances to a desk. Current campus plans indicate investment around Temple Meads which is great if an area has a train service

More secure bike parking in Tyndall Ave area

Allow us to work from home as much as we like in the future so there are fewer journeys and the mode of transport is less important

Be involved in the city conversations about improving cycling infrastructure and be supportive of staff who bike to work (enough bike sheds, washing facilities for when you arrive to work, better advertisement of the Cycle to Work Scheme etc).

Lobby for improved bus services in Bristol or expand Unilink service

Provide some sort of public transport to the Clifton campus either from where I live, or a park and ride nearby.

Gradually make parking non-electric private cars more difficult and costly.

Lobby the Council to vastly improve the bus services - far more buses - not just park and ride - x7 x8 x9 bus services have been cut over recent years

Support good quality, consistent cycle lanes.

Speak to Travel West/First about more bus routes in South Bristol to Clifton.

Park and Ride for Uni Staff

Support to buy bike schemes. More cycle support and info for staff and students

More informartion on secure bike storage - where is it, who is available for, how do you get into it? A lot of the bike storage is hidden at the uni. I will be brining in an e-bike that I'll want to store indoors, but it's very hard to know where!

I think the University already does a lot, especially in terms of provision and help with the purchase of or encouragement to use bicycles. Generally, Bristol would benefit from a subway network, but this is pie in the sky at the moment.

It would be great to have a Uni bus for the Long Ashton P&R, but I would still have to get to the P&R by car. Public transport infrequent and expensive. Working from home is a good solution.

Facilitate relationships with cycle and scooter (Voi) companies to provide staff with means to borrow vehicles to get home. E.g. a staff bike/scooter shed that staff can borrow vehicles when they need them (a sign-out service?)









Put pressure on councils or whoever is in charge to open the rail network from Portishead to Bristol. When Temple Quarter opens - to increase the frequency of trains between Temple Meads and Clifton Down, and to subsidise riverbus journeys.

I live in a village with a bus that goes a few times a day into Bristol, but goes nowhere near Langford, so there isn't really any option than to drive (no way I'd ride a bike along the roads).

I use the park and ride scheme and have a pleasant commute. Not sure if there is anything the University could do to improve it other than to reduce amount of times have to come in for 9am due to long commute, but not sure if that is viable!

Try and affect transport policy/travel infrastructure decisions in and around Bristol by (lobbying?) the local council.

Offer incentives and storage for things like scooters and bikes

A free shuttle bus from Temple Meads may encourage others to travel by train, although I enjoy and prefer the walk.

Provide free bus passes. How the University can declare a 'climate emergency' and not even take this sort of minimal step boggles the mind.

Provide electric bike discounted leasing scheme for staff with a servicing and repair service included on Clifton and TQEC campuses (including an emergency breakdown repair/replacement service like RAC/AA).

Lobby for better public transport services in Bristol

Campaign for better bike paths (separated from vehicles by a curb or barrier) throughout city; provide convenient Unibus service (routes and times that suit more staff)

Nothing - as vets our hours are never set and therefore it's impossible to plan to travel by bus (timetable and length of travel unfit for us)

Lots of sheltered bike parking in various locations around the campus with plenty of spaces available near every building (this may already be available - I joined the university in July 2020 so I have not yet been a regular commuter to campus)

Buses are really expensive for students. In addition, when you buy the student travel it only considers certain buses which is not useful, it should consider all of them. The student travel only works during term time this should be reconsidered

Organise competitions between staff members for alternative transport means.

Provide electric bikes and expand bus service to cover more areas

It is very difficult from where I live with public tranmsport travelling times of 4.5-6.5 hrs per day. I work over 70 hrs per week typically so minimising journey time is critical for for mental health.

Allow work from home for people who can work from home.

Offer a University bus pass with real discounted prices Promote cycle to work scheme / bike loan more

Better shower facilities - facilities are vital pre-covid - I'd often have to queue for the one shower available and this wasn't feasible when I had early morning meetings/ teaching that I couldn't be late for so i had to drive and not risk it

provide frequent regular free or low cost buses

Increase the limit and change the supply for cycle to work scheme

Free shuttle service from Centre Bus and train station My bus journey takes apporx 1hr and 20mins then walk from Bus station or Centre adds further time and is an unpleasant uphill walk in bad weather.

Don't just take away travel opportunities such as parking (punish for coming to work) but incentivise and support schemes. Busses are not an alternative as they are more expensive and take much longer than travel by park, and again don't punish!

Quick, convenient, cheap/free transport from railway station to campus.

What Bristol needs is better, cheaper, more frequent public buses. This is not the University's responsibility.

Have Park and Ride buses pass closer to Clifton campus and improve reliability of service

Better cycling infrastructure (ideally city-wide, so it might require collaboration with the city council), more bicycle racks (with roof), ban or restriction on car traffic to make cycling, walking, etc., more enjoyable

Better cycle storage. Pleasant, numerous showers and private places to change, and nice (warmed, secure and aired) places to dry cycling clothes . Plenty of good-size and aired lockers.

Staff busses.staff shuttle service from train stations/Centre. Some people are put off cycling because of the hill up to the main campus from the Centre. If people could lock bikes securely in the Centre and get a shuttle up it might encourage them

Better bike lanes, more reliable and cheaper train and bus service

subsidy on electric bikes would help us buy one

Give staff a free pass for U1 and U2 services

The University should encourage supervisors / PIs to not require their staff to be on-site. Making flexible working the norm, with a few mandated days in the office for collaboration, could really benefit staff and reduce unnecessary journeys.

I don't have a viable alternative to private car, please stop removing parking spaces









Public transport connections are not great where I live far away from Bristol. If those aren't improved, I would still need to drive in, but some kind of park and ride service could be an option to me.

Contribution to purchasing a motorbike or even the transition to an electric motorbike.

Provide better facilities for showering, storing damp towels and wet clothes, safe dry storage for bikes.

Properly secure cycle sheds, shower facilities, drying racks for cycle clothing.

Be flexible about start times so that it doesn't matter if public transport is unreliable. Provide showers.

With a financial incentive I might use an electric scooter/motorcycle to commute. Or I might use a free electric bike loan. 30 miles per day is more than I could currently manage, but I used to cycle that distance.

Allow for slight flexibility in my office hours so that I am able catch the train both in the morning and evening (as the times fall around 9-5)

provide suitable and adequate shower and changing facilities for cycle and walking commuters. The contempt the university shows for its employees with poor buildings and facilities is guite astonishing.

Only option for me would be very flexible hours because I can't physically do the school run unless by car

Greatly increase availability of covered secure motorcycle parking. Provided with good lock down points and Ucard access and CCTV This could possibly be shared with bicycles. Provide more heated, secure changing rooms to store and dry wet clothing.

I would suggest a very good discount to train and buses for the members of the University

NA

Unsure

Promote cycling even further; better shower facilities and areas to lock bicycles. Liaise with the council to improve cycle lanes even further. Lead by examples: all top managers, make cyclists visible. Promote public transport.

I'm not sure the University can do anything - it's the public transport network in the city that needs to be improved.

I drive an electric car - car chargers at the University are essential. Even though this is a 'green solution', there are still emissions from tyres, brakes and the like. More working from home, less travel (including overseas) is the solution.

Staff discounts on monthly pass for public transport. Put staff in contact to share cars. Promote and facilitate cycle scheme.

Re-instate the free shuttle bus from Temple Meads to the Clifton campus

e-bike rental/loan scheme? Or a rewards scheme where you get points/prizes/money off something for travelling in a green way?

Work with the council to provide park and ride at the top of the M32!

University specific park and ride? Assistance with season tickets

Trial E-scooter membership

Highly dependent where you live

1) Better bus provision from BS3/Ashton to University sites or allow people to drive when they have broken a lower limb.

As explained above there is no other option than private car (in my case).

Offer a cycle mileage cashback or bonus scheme? Green points?

I don't think there is much more they can do. We are wedded to our cars and that is not going to change easily sadly.

Negotiate discounted bus travel

The Langford site is dangerous to get to by bicycle and difficult to access by public travel from Weston-super-Mare and other areas - there is no obvious way of improving this. When working in the centre I prefer to go by train or bus.

Lobby the city council to provide more segregated cycling lane, as well as increasing the clean area zone and low traffic neighborood

Improve the reliability of services, run a wider number of bus routes (connect Southville, St Werberughs) make it cheaper.

More and better secure cycle storage facilities.

More secure bike storage for expensive e-bikes shower facilities

A park and ride in Shirehampton that actually goes to the University.

More shower/change facilities for staff who wish to run or cycle to work. More facilities to store bikes safely

Lobby for construction of easier access from Brislington P&R to X39 bus stop. Information on bus services >< Bristol TM and city centre/uni campus. Information on the next nearest rail station with suggested walking routes to the campus.

More shower/drying room facilities! It can be off-putting to cycle on rainy days where there are so few facilities for changing into dry clothes. Lockers for keeping rain gear/panniers/dry clothes.

I get the impression that incentives are the only thing that will get people to stop using their cars. But, as a non-driver, this is only a surmise.









more frequent buses, more diverse bus routes, more pedestrian ways

More cycle showers and better information about the availability of secure bike parking

better showers, more bike locking spaces, cameras for safety.

Great number of changing room lockers near showers

to offer employee bus/coach with other employers in the city.

More bike shelters/sheds and chained up but freely available bike pumps (the large easy to use sort)

Raise the allowance for bikes - my e-bike is very old and needs replacing, but e-bikes are too expensive for the current cycle-to-work scheme.

Better bus routes to campus - I have to get two buses to work and I only live in the North Street area.

Influence Councils to provide protected cycle/e-scooter infrastructure on routes around the precinct including Woodland Road, University Road, Tyndall's Park, St Michael's Hill, Cotham Hill, Whiteladies Road, Park Street.

consider allowing staff to do shorter days in the office and longer days at home; allow staff to work at home and allow them the discretion to do so. Reintroduce the free shuttle service (the removal of which removed staff benefits, thus income).

More frequent bike workshops (to service / fix bikes at cost) from different locations

Post Covid, Get staff in contact with each other to see if car pools are possible.

Free bus travel.

E-bikes/scooters from Temple mead might work but there's still the problem with how busy the route is (and the service disruptions if those haven't stopped). In terms of how busy the trains are, heading back to Cardiff, I'd get a seat maybe once a

There has been a continuous shortage of locked indoor bike facilities. Install more of those. Also: "I don't drive to work so it won't affect me" is the wrong attitude. Should read: "I don't drive to work so it will very positively affect me"!!

remove parking from building fronts and convert into picnic areas

I drive only my own car

It has been done great and lots to support staff. It's very much appreciated.

Cheaper metro bus/bus yearly tickets or free as a benefit or working here.

more bike racks everywhere. outside oakfield house in normal times it's always a battle to get a space. just double the number of them please!

some sort of discount or the option to buy a certain number of tickets (for public transport) for a reduced price than the purchase of a single ticket each time you have to travel, i.e. 10 tickets - £10 (normal rate of single ticket - £1.5)

More changing/locker facilities, secure bike storage

Don't allow people to park on campus unless they have a very good reason to - encourage use of park and ride, help campaign for better cycle provision and bring in the Tyndall Avenue pedestrian zone ASAP!

cycling groups together, car pooling

Free car park on outskirts and free bus service rest of way

I can only think of a partnership with public transport providers that would provide a staff discount (e.g. for season ticket).

Put on more buses to the local areas for staff and students

More regular and on time bus services. More facilities to keep bikes and locker storage for those running/cycling in to work

I only travel by car when needing to work at the Langford campus, and this is the most efficient and sensible way to travel. I also pick up colleagues and I have a hybrid car.

Summarise public travel options by region/area for (new) employees as part of Induction/web info.

Provide good showering facilities and bike stores.

Fund some traffic police. There are a lot of awful drivers and cyclists in and around the city. It's not safe out there.

More personal storage so staff don't have to carry spare layers in cold weather. Better food provisions to save carrying lunch (i.e. cheaper, healthier, more appealing and widely available). Advice on walking shoes/outerwear to encourage walkers

Lobby for & fund quality segregated cycle paths on routes approaching University buildings. Provide subsidised bus travel to/from areas of Bristol where many staff are based. Improve signage around campus so it's easier to find secure bike parking.

free shuttle bus to Clifton campus

Continue with working from home.

With childcare it would be very difficult to travel any other way other than car. However, a free bus service for staff and students, would encourage more travel on the uni buses.

Due to location of where I live the only option would be the implementation of a mix of WFH/going into the office to reduce the number of days I would have to travel.









Raise the limit on the cycle to work scheme. You don't get a lot of bike for £1000 any more, particularly folding bikes for multimodal commuting or electric bikes to deal with hills.

Lobby for metro rail and the re-openning of stations. Publicly support and lobby for the CAZ scheme to reduce pollution exposure and increase safety of cycling Lobby for increased connectivity of continuous and segregated cycle paths

Make it more affordable for staff to live near to where they work. This can be achieved through subsidised housing allowances, funding of further dedicated student accommodation to reduce pressure on the rental market, and decreasing senior mgt pay

Free or cheaper bus pass

Free shuttle to Temple Meads from Whiteladies Road

They could reinstate the free bus from Temple Meads to the Clifton campus so those coming by train didn't have to add in a long walk to their commute. Buses from Bristol Parkway would be good too.

Promote cycling and electric bikes to the University staff more. Offer more flexible working around campus (NWoW offices shared by many) with and better facilities within meeting rooms for digital interaction.

I'm probably not the best person to ask as I only started working at UoB in September, and was working at Cardiff University prior to that. So I have only known lockdown working at UoB!

I can't walk or cycle to work - I live 20 miles away. I would happily get the train - I live near a station, but it's so expensive. It's much cheaper for me to drive. I park in Hotwells at a friend's for free then walk up to campus. So cheaper cost

Adjust working times for individual staff members to reduce times of waiting around for public transport etc.

cycle hire and loans for electric bikes.

Better and more convenient and secure bike parking

I need my car because I have a family - please arrange more parking close to the departments that people are working at.

Figure out how to exert pressure on the WECA mayor in support of the existing campaign for bus franchising, because there is not currently decent reliable public transport in Bristol and there should be.

Bus from Bishopston to campus

Cyclescheme with greater range of bikes, better promotion so people know about it

More buses into campus which have a reliable service

University electric pool bike and electric scooter hire

Greater frequency and later timings on U2

More enclosed bike storage facilities with CCTV cameras

Improve secure bike storage.

At the moment the route Bristol-Langford campus is not safe for cycling. If there was an alternative route available or a suitable bike route I would feel much happier about using a bike or a electric bike

I don't have a car. However, I would like bus routes to be available through the Bristol main campus

Invest in the Bristol bus network

I have a small child who I need to drop to nursery before I commute in to work, there is no way I'd make it to work on time if i used public transport. That and the fact there is no public transport leaving from my house to the nursery my childs at

Perhaps could offer Special Passes or Discounts for Staff (same as NHS offers to their employees). Not sure if there are schemes like car share or other... perhaps offer these.

Allow us to park at Langford and use the U2 - park and ride.

Employee buses from Park and Ride places would be a good option. Negotiate travel discounts (rail and bus) for those travelling further

Subsidise alternative means of transport by loans and support to purchase; train people on how to safely use the alternative electric bikes and scooters which is a little scary for older people like me!

more secure bike lock zones, expand cycle to work scheme

University bus service from every park and ride station and East Bristol as lots of staff live there.

Pay people for not driving.

Better bus service

Provide parking outside of Clifton with eBikes and eScooters available to make the rest of journey to campus and back. This would cut traffic and emissions in centre, and improve journey times for staff.

Better bike storage. Work with the council to put in segregated cycle lanes (as opposed to paint on the pavement) and improve and widen pavements around the main campus and routes connecting to other buildings in Redland/Clifton and the hospitals.

Increased number & improved changing and clothes storage facilities. More secure (card access) cycle storage. Pressure on rail companies to increase frequency & capacity of local services, plus cycle carrying capacity.









Organised car shares

Pay for transport

Not sure - the public buses are the issue for me - there isn't a direct bus, buses take around 1.5 hours to get to work and to get home. The old car-share scheme used to work well.

Open satelite hot-desk offices in other towns and cities, so we didn't have to spend 3-hours a day commuting.

create car-free routes on campus and proper cycle lanes, e.g. around Hawthorns and Tyndall's Park Ave

Incentivise other forms of travel. This isn't applicable for me as travelling to work any other way aside from private car is almost impossible and impractical.

Allow the cycle to work scheme to have a threshold above £1000, so that we can buy electric bikes on the scheme.

More showers and changing facilities for cyclists.

SHOWERS/CHANGING FACILITIES AT WORK. MUCH MORE SECURE BIKE SHEDS - CAMERAS

continue to support people to work from home is clearly the best approach

Consider equally each of the transport need for the university staff- 1 Commute to work and home from rural spaces as well as from within the city. 2 Commute between campus sites using pool transport solutions during the day

Changing facilities and suitable parking

Better cycle facilities. Lobbying the council to improve safety for pedestrians as well as cyclists.

Better shower facilities and storage for cycling/running gear.

Maybe share/use the Voi scooter scheme for staff

If a few people lived North Somerset put abus on but would have to be early

Move location from the top of a big hill? Seriously, if I was based at the new Temple Meads location I would never use the car

More secure bike parking at every building, preferably indoors/sheltered, with good lighting. Cycle repair equipment and pumps easily available, especially after 6pm.

Look into setting up a University bus for staff

Be part of an active campaign for better transport in Bristol e.g. a tram network

Encourage staff to use public transport where possible (if living in the City), help organise car pooling and lift shares, setup a University staff park and ride scheme perhaps for staff from outside the City?

Sheltered spaces to lock bikes. The one that was behind 36 Tyndalls Parl Road was removed and not replaced when the Humanities Building was built.

Urge the train operators to increase the frequency of the Temple Meads to Avonmouth train service.

Get more parking permits for parking in the University for members off staff who live far away and have child caring responsibilities.

Shared car service - online to make it easy to use and see who's driving where and when.

Actively ensure that suitable public transport journeys are available for staff - and stop making it difficult for those who do have to drive, it can be unavoidable.

Cheaper or free bus fares (other European cities are doing this). Buses that don't use fossil fuel. Allowing people to use their own electric scooter, you can ride an electric bike without a licence, so why not an electric sc

Discounted bus tickets. Better facilities for staff that wish to cycle/run (like lockers and changing rooms/showers etc)

Some people require transport via a private car, so instead of a blanket rule to try and supress driving, spaces should be made for those who must travel in that regard. This effort makes it more difficult for those who must drive to get to work.

provide a car park

Work with the council to ensure that public transport is reliable, regular and affordable. Prior to the first Covid lockdown, the bus service I used regularly transported over the legal capacity of people for the bus into the city centre.

Flexible working hours

subsidised bus tickets. Parking site off campus with easy bus route access.

1. Strong support for workers to work from home 2. Allowance given for extra time taken to commute by public transport

Only pay expenses at the public transport rate rather than paying mileage

Subsidise bus passes

Need to remember that some people have caring responsibilities and a car might be the only option. Also some people commute by car as public transport options are very limited.

More options on the bike scheme

More *secure* bike parking; more showers; places to store wet clothing.







Work to increase the safety of city-centre cycling routes; provision of more locked bike storage and showers

Discounting bus fares.

More working from home, free parking, discounts or congestion charge exemptions and/or discounts to get a new hybrid vehicle perhaps similar to the bike to work scheme.

better subsidies on e-bikes, perhaps also on e-mopeds (not sure if electric scooter listed above means a Voi-type scooter or a small motorbike-type scooter)...

You need to think about policy and messaging for those with a disability on this issue and consult. Car is the most viable thing for me and I should not be disadvantaged further because of my disability.

Put pressure on the bus services to extend its provision out to surrounding areas (Somerset, Bridgwater) - I know three members of staff in our faculty that commute from this area so there must be more in the wider University and Bristol city

Financial reimbursement for cycling to work (this might already be in place). Discounts on bus passes and Voi scooters.

More indoor bike storages, and make them available for PhD students too. Easy access to clean showers on site. Encourage council to build more cycling infrastructure to and form campus. Maps of existing good roads/paths for cycling to work.

Positively encourage working from home whenever possible. Make meetings via video calls the norm and make it clear that face-to-face meetings are exceptional and should not be expected, including most team meetings.

More regular bus services.

Integrate the U1/U2 with other bus services so there is no separate fee system

Public transport incentives (e.g. discounts)

unsure

Subsidised train fares

Electric pool bike looks great.

Subsidise train fares.

More bus routes in areas like bedminster and spike island to the university

(1) Improve security measures for bikes (CCTV and bike sheds not currently working). (2) Invest in (or push the City Council to invest in) better quality cycle paths. (3) Pedestrianise the campus.

Continue to lobby the council and government for better cycling infrastructure, especially on key routes (White Ladies Road, Cotham Brow) where gradient makes cycling in busy traffic more dangerous and daunting.

Lobby for better public transport connections that run through the evening hours as well as daytime hours (e.g. there are large gaps in evening train services to the south west from Bristol; inadequate frequency of trains from Clifton Down)

Staff will need more facilities (safe places to park bikes/scooters, showers, lockers, bonus schemes (or some sort of structured incentives).

I don't know how the university can solve the rush hour problems

cheaper busses around Bristol dont change the bus services so much more showers in university for cycling

Improve showering facilities in buildings!! My building has one shower which is also the accessible toilet. This is used by many people who don't need an accessible toilet and therefore consequently there are often unpleasant odours!

I am worried about CAZ compliance for when I use my car for work purposes

Possibly more bike stands outside or very near buildings. Increase promotion of campus bus and times and stops. If not already available, have safe and clean showering facilities in each bldg.

connections from Wales to campus are pretty awful

Better cycle to work scheme (the choice isn't great), e-bike and e-scooter scheme, University buses or discount on public transport, incentives to walk and run, better shower and changing facilities.

A cycle fund or grant allowing for purchase of safety equipment/ clothing and maintenance of bike.

I'm hesitant to suggest anything as I live outside the city. If I had access to an electric bike, I'd use that over the car most days. However, availability of those away from the city will likely be minimal?

Support working from home requests. Provide further information and subsidised bus/train travel from Park & Rides or out-of-city parking areas/Bristol Parkway (for example) for those who do have to commute the main part of their journey by car.

Free staff bus from the train station !!!!!

Having a no limit cycle to work scheme for E-bikes

More lockers, changing rooms and shower facilities. A few crummy sheffield hoops are not good enough.

Provide a continuous loop bus service from Temple Meads station (and new TQ campus) to Clifton campus.

Does it have a new bike scheme. It might do already (I'm new). It depends on where you live, doesn't it. I'm lucky to be within walking distance and near Temple Meads station.









Subsidise cost of buying an electric bike

The university only awards permits on based on need (disability, car-share, caring responsibilities and/or living far from the university in a place that has poor public transport provision). This seems a sensible approach.

An employee bus? Only running from 6:30am-10am and then 3pm-6:30pm on weekdays.

Extend P&R options? Perhaps south of city for traffic coming up from Radstock/Norton/Chew and surrounding areas

I won't cycle on the roads so if there were separate cycle paths (not on the road) I would cycle to work.

Improve subsidized bus and train passes.

I am very unclear if I can use the U1 bus up from the centre to the Campus area - if I could use this without having to pay extra on my day ticket then this would help my journey

More secure bike sheds. Lobby council for better public transport and for repair of New Cut embankment so the southern Metrobus can run.

Lobby BCC to provide a more reliable bus service

Extend the U2 bus route further down the A38, taking in villages off the main route/ partner with local transport providers to provide a more direct bus route in to Bristol from this area.

no

Dedicated car-share parking spaces

Better bus services. Link between nearby train stations and bus routes. Reasonable timing for bus travel - I'm not going to add 1.5 hours to my day so that I can bus. A direct trainlink would be amazing, but is likely not financially viable.

Increase number of Electric pool bikes, md possible e-scooters. Also showers for people cycling to work.

Unfortunately when I ask students why they don't walk/cycle to Langford the most common response is that Stock Lane is too dangerous - this is not within the University's gift to improve. However, this is a reasonable concern.

Lobby for cheaper train tickets / discounts for those who travel regularly but not 5 days/week so do not currently benefit from season tickets. Subsidise public transport.

Outside the city of Bristol I think it would very difficult for the uni to do anything

Push city and surrounding counties to provide safe active transport zones on all roads. Roads are such a large wasted area of real estate within the city. Why are we using them as parking lots?

Better and more reliable and affordable train links. More buses - buses are always packed with people and I regularly can't get on a bus as they are too full to stop. Also, the price is quite high for me to be cramped in and standing.

Provide incentives for travelling by bike / bus - subsidised bus passes?

better biking facilities including showers, lockers and changing rooms

It would be helpful if the University accepted that for some people's circumstances travel to work by car was their only option.

Really like the idea of scooters and electric bikes but important helmets are used with these. There could be a points system for staff on how they get to work, could be entered into a draw each month depending on how many points they receive.

Think more about the needs of parents with small children who can't cycle, can't walk long distances. Working parents' schedules are so tight it's very difficult to fit in a public transport journey when it's slow, expensive, unreliable, infrequent

bike to work scheme to include e-bikes

Run regular university shuttle bus from Temple Meads to Clifton Campus. (Maybe at least when the Temple campus opens?) Lobby for better train services to local areas - one train per hour (off peak) to/from Keynsham is rubbish.

Working from home!

The University needs to recognise that alternatives to private vehicle use are not an option for everyone. I often start and finish work at different times and locations making alternative transport impractical.

Apart from making it easier for people to work from home I'm not sure. It seems a lot of services (e.g. Unibus U1 / U2), car sharing, buy a bike scheme, etc are in place already. So maybe promoting them even more.

Put pressure on the council to reduce the price and increase the frequency and reliability of the bus services across Bristol which continue to be untenable as a regular means of transport if you want to arrive on time

Increase number of shower facilities available to support exercising to work (run / cycle)

Allow flexible arrival/working times so we can travel on the train at less crowded times.

More frequent bus routes, more bike lock up facilities.

Support bike lanes

More cycle secure storage on campus, shower, locker and drying provision. Increase of cycle to work scheme limit to allow electric bike purchase

More places to store bicycles securely, more facilities to have a shower, and more lockers to store running/exercise gear.









More secure cycle storage, changing facilities, improved interface between train and bike e.g. greater availability of hire bikes at stations.

allow working from home as standard where possible, have a discounted or interest free loan scheme for electric bikes and mopeds

Nothing currently as I drop children off to childcare. As soon as both in school I can consider going back to the bus.

more frequent, cheap and reliable bus services that serve more of the city, not just major routes. For example, parts of Redland/bishopston have infrequent services and generally go via the city centre not my workplace.

Insist that the Council provide a decent bus service as it's been awful for years and the current provider doesn't care.

I think you should encourage and support green travel and wfh, whilst retaining parking provision for blue badge holders.

More showers available to all staff across campus, not restricted to use by a particular group so you can still use them if going to a meeting in another part of campus, with a map to locate them.

If the university put on regular, reliable, clean, no charge, bus/mini-van service for employees across the city, I would have no need to drive to campus.

More scooters around may be

University (staff and student) ONLY bus service.

More/better shower and changing facilities. Have somewhere to hang wet commuting clothes that isn't an office chair or non-functioning radiator.

influence the City to plan for proper cycle paths give incentives for bike use (better that the cycle-to-work scheme)

Recognise walking as a mode of transport for those who travel a short journey. Don't lump it together with cycling as they are different modes. Promote the health benefits of walking, maybe the odd promotional gift e.g. a rucksack, shoe discount.

Bike security/more space in Great George Street car park.

Really like the idea of a university car pool :-) I think an understanding for parents who live outside of City of Bristol would help...I have to take my child to and from school & I live in South Glos so public transport adds hours to the journey

Secure cycle park near the city centre, I can't cycle up St Michael's Hill

Support staff rail passes

Provide subsidies for other initiatives like public transport

Have more facilities for cyclists available, possibly offer incentives for cycling/running to work.

Not requiring us on campus at peak times would make more likely to use buses. Not relevant now as I live in BS1, but in the past I lived in BS49 and the buses were unusable due to traffic before 10am and between 5-7pm

There can be more bus lines around the city for accessing the Clifton campus.

More secure bike storage, more showering facilities

Recognise that for some, travel by car is necessary for time and convenience, if you do not live near a bus stop or train station outside of the city.

more places to lock bikes up especially as a member of staff at some of the halls (clifton hill house for example)

Arrange a university bus service between a Metrobus stop and the Clifton Campus. Otherwise staff have to add 20-30 minutes to their travel time even if they use the Metrobus, on top of the increased travel time arising from Metrobus vs privatecar.

Dedicated bus service from park and ride sites or train stations to the main clifton campus.

Park and ride

Install more safe bike lockers

Improve cycle storage, lockers for personal and showers on site.

More bike racks - they are always full

Help to fund improvements in the city centre for cyclists, such as better bike lanes, more signage, more bike lanes, etc.

travel card/bus discount

I used to use the Slido bus to commute: www.slidebristol.com and loved it. Convenient, easy to use, quicker than the bus and cheaper than taxis. Sadly it went bust but could the University consider operating something similar for its staff?

Install more showers in the buildings where people work. Keep them clean. Assign spaces for people to keep their belongings e.g. towels etc. Allow more people to work from home.

Work with First bus to provide discounts (other than week tickets) for people working part time e.g. £5.50 for 4 stops on U2 is too high. A direct bus service from the south of the city to campus would be very welcome.

Be flexible about working start and finish times to allow us to avoid rush hour traffic when travelling by bicycle.

Provide shower facilities and changing rooms including for staff who work in hospitals.









more working from home

Subsidise public transport costs - provide more incentives for cyclists e.g. discount at bike stores - better promote car share policy and make it clearer what the benefits of this are

Make the buses run to time - can't rely on public transport when have to include dropping and collecting from two different breakfast / after school clubs at different schools. I live too far out to cycle and take in dropping off / collecting kids.

Influence the Council to improve the lighting in Brandon Hill Park to make it safer to walk through in winter evenings. Allow free staff travel on the U1 buses.

subsidised bus passes for those on low pay

Pay CAZ charge for workers who are charged it when they commute to work

Railcard discounts for staff.

More bike shed (theft free)

allow working from home, 2 days a week a dedicated Unibus from Hartcliffe/ Withywood/ Bedminster - with bookable slots for people so it's not overcrowded (a lot of people are getting on in Bedminster), maybe even a separate line for Bedminster

Promote cycle to work scheme and include e-bikes perhaps? Run a discount promotion on something like the e-scooters? Getting a University staff discount on the buses might help those who are less mobile and can't use the above.

The majority of the University staff reside in South Gloucestershire - Filton, Patchway, Bradley Stoke. It would be helpful for the staff living in these areas to have access to the Uni bus service.

Bike gutter on external stairs, eg from Park Street to Woodland Road.

Communal electric push bikes sound like an excellent idea, so long as the university can arrange suitable insurance as, like all electric push bikes, these would be a prime target for the many bike thieves in Bristol.

I use a work van to and from the main Bristol University site as part of my job.

Provide monetary incentive

Nothing practical in a rural area

Provide better funding for electric bicycle purchase

Providing more secure, covered cycle parking to encourage the use of bikes and electric bikes which can be stored safely at work.

the Uni bus and metro bus only services parts of the city - It does not come anywhere near to me. If the uni wants to encourage people to cycle or walk to work then provide clean, private showers with electric plugs for things like hairdryers.

N/A

Discounted rail fare

The bus service for Langford needs to cater for the wider Bristol area and be more frequent

Allow to staff to relocate to sites in the precinct area where public transport is a viable alternative to the private car, rather than forcing staff to work in remote satellite areas, purely to satisfy petty departmental politics.

Better cycle parking facilities - garages/shelters with UCard access as Park Street and the surrounding area has a lot of bike theft. Changing rooms and showers for those who cycle in to work.

University Bus for staff from the centre of Bristol

Please see my previous comment about trying to improve the public transport options to the University from Temple Meads. Perhaps better/clearer walking or cycling paths from Temple Meads would also be an option?

Provide even more bike parking facilities. 21 Woodland Road is poorly provided. Lobby for better bike or bike/scooter lanes, properly segregated. Park Street always feels like a death trip and sometimes Whiteladies Road isn't much better.

Improve bike parking.

Fewer cars and more buses, less congestion, more cycling, walking and scooters encouraged

University staff Hub Bus to run during peak times (7-9am and 4-6pm) stop similar to UBHT shuttle bus (like we use to have)

Would help to make us more aware of other options available, and offer discount schemes for buses and trains.

Shift worker unusual jours is difficult

Offer a fleet of electric bikes to get from place to place. Working from home, I save 1-2hrs a week not having to walk to/from meetings. For many, this will only become more with the possibility of meetings and events at Temple Quarter.

More safe places to lock a bicycle.

support the development of the public transport network and cycle routes, continute to support cycle to work scheme

Help to make public transport cheaper.

Be flexible about start/end times of work so people can get the most convenient/off-peak public transport. Ensure the 72 bus continues frequently!









E-Bikes scheme similar to cycle to work

Unfortunately First Bus services need to improve. I would rather walk part of the way and take a bus part of the way, but school drop off times do not allow enough time to get in to work. Maybe flexi-start / finish could be an option.

i personally would not suggest anything.as i would have to get 2 buses to get to work, then walk from the bus to my place of work, no way would i walk across the downs in the early mornings if feel its very unsafe .i am also a carer to my son.

Subsidised taxi fares would help when finishing at 8pm particularly when it's dark.

It makes most sense to just work from home

Upgrade the amount of money available for cycle schemes to allow the purchase of better quality ebikes.

Provide incentives like a points loyalty scheme

Due to the rural area that I live, private car is the only option available to but I appreciate anything the university can do for others that allows them to minimise the use of private cars.

See my remark above concerning Service No. 9

Use it's influence to encourage the government to fund public transport networks (for example by renationalising the railways). Perhaps implement a low-cost/free bike hire (if the university does not already do this).

Offer UoB bus scheme to outlying areas. I live in a rural location and travel my car is my only option.

Allow staff who work further away (who do not have a front of house role) to work from home to avoid unnecessarily traveling into town. The pandemic has proved that I can effectively carry out my role from home and avoid 2 hours in car each day.

local bus service, I'm not on the unibus route.

Carshare initiatives / Uni rent-a-bike scheme

Electric bike scheme - increase the amount you can hire. Work with councils to improve cycling safety in the countryside outside Bristol. I commute on some busy roads which at times is terrifying and I fear for my children.

Subsidize bus pass

Lobby the bus companies for better routes and reliability. Provide regular free shuttle buses between main sites, particularly up and down the steep hills that people with limited mobility struggle with (increasing importance as campus expanding)

Train service from Portishead to City Centre would improve ways of me commuting/not using car

For staff who live in the commuter towns outside Bristol such as myself there is not a lot I can suggest other than perhaps subsidised bus travel

Provide more secure bicyclye lockers for staff.

I would travel by train everyday if it was affordable, but it's a lot cheaper by car especially if my partner is travelling into Bristol too. Maybe subsidies to travel by train.

Better bike storage. Showers and lockers in more places. Somewhere to dry clothes for both walkers and cyclists. Need small drying cupboards instead of dripping wet coats, shoes all over the place.

Keep encouraging people to work from home, where practical and desirable, and not commute.

Bus ticket subsidies perhaps

The university could provide some kind of discount for public transport, similar to ow first year students get a discount.

If the role was solely based in on campus would use public transport. Perhaps more consideration of benefits/encouragement for travel permits pro rata?

Help to purchase annual season ticket for the train.

Improve bus services & connections from South Bristol Provide shared minibus services from certain loactions

Urge the council to improve public transport.

Cheaper bus passes

Give support staff a pay rise! It's a tax on those who are unable to afford to live within walking distance of the university. Most academics can afford to live within walking distance. The majority of support staff however are not able to do so.

Provide free parking and charge points for EV users

Parking hubs at residential sites and staff bases for U1/U2 buses

the problem is the cost of public transport which is not the responsibility for the university.

Free buses from and to temple meads for staff, leaving regularly

I don't know. Support additional public transport including the local trains, buses, and push for an underground and tram network to be developed here.

Better availability of electric rental/pool cars. (Both for environment and those of us who can't physically use a clutch pedal). For cyclists, more and safer bike parking, showers and lockers, plus bike maintenance facilities or courses.









install EV points

Discounts on public transport

Increase car share initiatives

Reduced price on bike's

Not sure of alternatives for someone like me - 2 young children to drop/collect, logistics of 2 working sites (UOB and NHS), 10 miles out, limited public transport, significant distance to cycle/walk...car may be only option but share where poss?

Shared electric vehicals

promote car share. drivers should all input their whereabouts and be matched with people close by

Electric shuttle from Temple Meads to Woodland Road - I say Woodland Road because this would be useful for disabled workers and much of disabled parking is there.

More space for changing and storage for University staff, most importantly 'drying space' for wet coats/cycling gear/clothes/shoes/umbrellas. Staff discounts or incentives for using public transport.

Engage with Council to improve pavements and pedestrian crossings around and next to campus.

The U2 is a perfectly good option for me if I can make arrangements for dropping my daughter to nursery. It is simply more convenient to use my car and the frequency of the bus means less flexibility for my working day.

In house cycle clinic accessible more frequently

Work with the city to improve the traffic on the roads. When I used to get the Metrobus one day a week, sometimes the traffic was pretty bad which slowed down my journey.

Support schools with refurbishment of facilities eg showers, storage lockers. In conjunction with park and ride facilities, offer a reduced fare option for all UoB staff.

Increase the cycle to work scheme maximum bike cost to over £1000 to encourage the use of e-bikes.

Keep the staff bicycle sheds cleaner / more maintained. Make sure there is visible/ working cctv and promote it.

Inter-campus buses

I find public transport in Bristol slow, unreliable and relatively expensive. Driving is not a sustainable option, so make cycling more feasible to wider demographic & improve cycling/showering facilities and extend the the C2C scheme limit

Increase cycle to work scheme limit to enable e-bike purchase.

Depends what is meant by viable, really! I could take the train but if I want to arrive at a reasonable hour, that is peak travel and costly (upwards of £100/day).

The University is not the owner of the bus company. I am not very optimistic the University can do anything to improve the travel to work.

get discounts on train/bus travel (negotiate this with GWR)

cycle incentives

The opportunity to use electric bikes and scooters with training to show how to use safely, especially for those who aren't confident in bike or scooter riding.

improve cycling infrastructure, including things like access to showers and properly secure bike parking

Reduced bus fares.

Improve bus transport to the Langford campus, especially coming down the B3133, Stock Lane, from Congresbury to Langford. If there were an hourly bus route from Yatton and Congresbury it would likely be well used by both staff and students

Make Park Street less steep haha!

Provide University staff only transport

Lobby for cheaper bus fares; loans for e-bikes

Increase bike parking Lobby local government to improve bus and train routes and frequency of services

lobby for better public transport

Bus pass. More reliable buses. Many of them have small children to drop off first - hence not using cycles or walking (there isn't time)

Changing / showering facilities

Perhaps a scheme of reduced bus fares for University staff?

Electric scooters across the campus for staff to get around.

Support more cycling lanes in the university area and enhance security for parked bikes as there are still episodes of bike theft at our university during working hours.

Make sure that showers and towel-drying space are available for people who walk/run/cycle.









Increase number of changing facilities for cyclists.

Expand the secure cycle parking provision. While they have expanded a bit, if you work at a building away from the campus then it's very patchy. Part of the problem is leased buildings and the council not being helpful enough.

Long term affordable bike hire

Ask bus companies to ensure busses run/turn up and make them safer to use at night. Also reduce the cost, its very expensive to tavel by bus when you are on a low wage

More bike workshops and classes teaching bike maintenance. More secure bike parking. Special offers or reduced bike parts/full servicing,

better cycle routes through busy Clifton.

Offer better cycle to work scheme

offer incentives to commuting in green ways?

Have much better facilities for changing, storing, drying etc for wet days of walking/cycling in or hot days when sweaty. Both of which means a change of clothes, drying hair etc. At the moment we just do not have enough access to these facilities

On question "How do you expect your journey to work at the University will be affected by Bristol's proposed Clean Air Zone". The answers are are all focused around vehicle driving. I cycle to work and I expect the CAZ to improve my commute. No option to add that.

Not sure, I don't drive and the bus works quite well (and when it doesn't that isn't anything that could be fixed by the University).

Having direct bus route from different parts of the city, o having a fix tariff for UoB workers for public transport (independently of the amount of vehicles: train, bus)

More secure bike parking

Facility to borrow bike/scooter overnight when needed?

I'm planning to live with my boyfriend. He works from home so keen to live somewhere nice with an office room. I'd like to be within walking distance of my workplace. House prices are v. high near campus so this is difficult so please act to reduce local house prices

Good access to showers (including places to hang wet clothes and towels) and good bike storage. There are already some good initiative such as a bike hub where you can get your bike checked (very very good!).

safer bike lock up spaces with card proximity access

cheaper buses

help pay for bus, rail tickets, and help pay for bikes and elecric scooter hire, have bike and scooter courses, refreshers, clinics. Make working hours flexible, provide showers and towel serivce, have seminars on alternative commuting, and fun decorate bike day

Provide a cheap reliable bus service from burnham to Bristol and arrive before 8am

To allow those that are able to work from home, to do it on a more permanent basis, this year has proved that it can be done for a lot of jobs.

More efficient public transport (out of the University's hands)

Could provide Cycle2Work scheme to PGR student, or start loan bike project again.

Bus from Park and ride to campus.

My early hours and home location make public transport very awkward and expensive.

Higher Cycle to work threshold for ebikes, subsidised ebikes

I think that those who can only carry out their work on University premises and need to travel by car should be given priority for onsite parking.

Lobby First bus to run more services to rural villages/towns in the wider Bristol region.

Flexibility on working hours to allow employees who travel from further afield to arrive and leave at a time that fits with public transport without lengthening their journey to such an extent that driving is far quicker

I had to move further away to reduce my cost of living and to get better health care for my wife. If the University could offer health benefits that would help. Also these 1% pay rises have made living in Bristol very difficult. It was better to move than struggle on

As stated, as someone who rides their bike every day, it would be nice to have one day where I could drive and park near my work. Perhaps improvements to the parking system to track spaces. Not everybody can afford to live in Clifton where most Uni buildings are.

increase bicycle parking capacity, pre-pandemic it was a race to get a space in the morning

Provide secure cycle lockup's and showers and changing rooms with lockers for staff use. Provide secure scooter lockup's

Improved shower / locker facilities









A staff bus that runs from Temple Meads to the university and a bus that runs perhaps from Henleaze/Stoke Gifford down Gloucester Rd or Redland Rd

Not sure, we have to take children to school and nursery and as our commute is more than 2 miles, I don't know how to change from using a car at present... Perhaps offering 1:1 sessions with a "travel expert" to look at the commute and plan a journey differently

Be more flexible with working times.

Cheaper train tickets!!

- **Changing rooms for cyclists** Reduced bus/train pass or some kind of public transport scheme or salary sacrifice scheme.
- more car share schemes are available, provide more incentive for people to do that some kind of mapping and journey share scheme.

N/A don't own a car.

Bus or Electric scooter passes for cross campus travel

100% provide University subsidized transport (buses, minibuses etc) from surrounding towns!

More accessible bus routes from areas other than Bristol?

arrange access to changing rooms/shower facilities

Having showers on-site to allow people to cycle/run as commute. Adopting flexible working hours - when work allows - so that people are able to travel outside rush hours.

Discount for tickets

More bike parking. It would be good if there was some university bike parking outside Beacon House, and in other spaces, ideally near College Green!

Have flexible parking arrangements, if I have to drive in due to unforeseen circumstances

I think there are lots of schemes run by the University but it's always more complicated when you have dependents to fetch and carry.

Have a free bicycle servicing facility.

Potentially a subsidy on long-term bus passes

Extend the Cycle to Work Scheme to other bike companies, such as Evans Cycles and Halfords, so that staff have more choice in buying discounted bikes. And simplify the process as it sounds complicated.

Maybe subsidise bus passes and other things, or have a cheaper staff membership for the electric scooter hire

Business Travel is often to other cities for meetings. Zoom/Teams video booths/pods could be created in each building to avoid inter city travel for meetings, saving huge train fares and travel times.

Arrange travel discounts with First Bus so that it would attract University staff to travel more on public transport. I am aware of a scheme currently in place but discount is minimal and the hassle to get the discount code makes me very discouraged to use it.

I don't think there is.

Carpooling groups

Discounted University staff/student bus from key points of transport

I'm not sure what the University itself could do, my main issue is the distance I live and the poor public transport links (no easy train or bus ride - involves a lot of walking either side of the journey if I was to use these, making the journey close to an hour long when it is 20 minutes by car!). The cycle to work scheme is good, but it would encourage more people if it covered electric bikes, especially those who live in suburb areas like I do (as it is quite a ride to and from abs a lot of hills!)

I live in Gloucestershire so outside the remit of the University

If there was a regular free shuttle bus from the town centre to Clifton campus this might make my journey easier to save walking up the hill! But there are already a few bus services that go some of the way.

Continue to work with First Bus and the City Council on route provision and safety and also flexibility without increase expenses in the bus ticket pricing system - the more flexible you want to be regarding bus use, the more expensive the tickets per journey

More secure bike locks and more shower facilities

support mass expansion of cycle lanes similar to Amsterdam - educate cyclists/car drivers to have more empathy for other urban space users

Provide discount on purchasing (electric) bikes & scooters for staff

Some staff must use private cars for work commute due to health issues/caring responsibilities so theres little the University can do. However suggest prioritising private car use for those who live outside the city, for example staff commuting from South Glos









Safe and secure electric bike storage and charging. I don't feel that an electric bike would be safe left outside halls while working out of hours / weekends.

More covered bike storage areas

Negotiate a discount with train/bus operating companies.

Campaign to improve the overcrowded footways and dangerous cycling conditions around the university, particularly on Queen's road and the Triangle.

Living so far out means that a lot of travel options just don't work for me. My local bus routes aren't very reliable, driving is just much more time efficient and I wouldn't feel comfortable walking to the bus/train station after leaving work at night.

People need to build up their confidence in using public transport again, but I think this will take a long time and I don't see how the Uni can help in this. Even car-sharing would be difficult with people's different work patterns and locations.

More showers and storage facilities alongside the cycle storage for staff who don't have a permanent desk/building.

allow us to work from home as and when we wish. Not make it mandatory that we must be in the office x no. of days for a face to face meeting which can be clearly done online

Not teaching late in the day so walking to the train station is less dangerous

Pay cyclists and walkers £5, perhaps randomly. Fine car drivers £5 per day.

Make the unibus more regular (at least every 30 minutes), and have a stop close to my house in Bedminster. It is difficult to beat the convenience of driving by car - the bus is too slow and inconvenient, and it is too far to cycle to langford.

There isn't great transportation options from Warmley to Clifton. It would be great to have one direct bus rather than multiple changes and over an hour long journey.

E-scooters

Set up a scheme for a free bus to bring workers in and home with pick up points.

The directors could figure all this out! They could try different ways to learn, experience and then share.

Private helicopter pick up.

Bike scheme.

I use my car to travel after work to do other things.

I need to use the car as it is necessary to me so this is the first priority.







