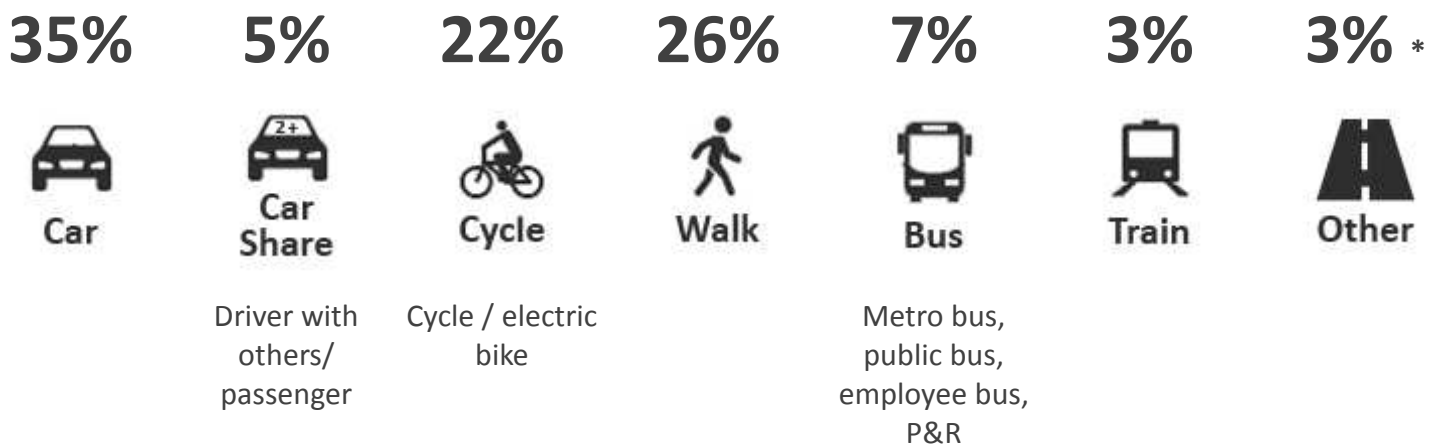


Headlines - University of Bristol

| 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 (%)



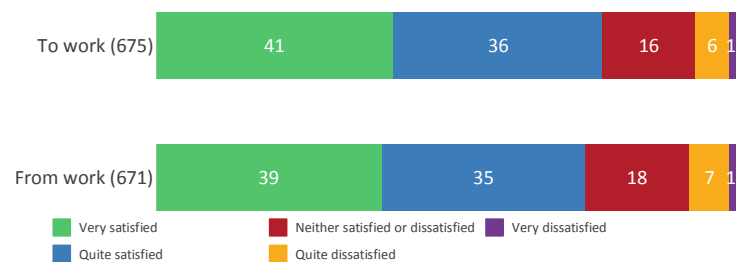
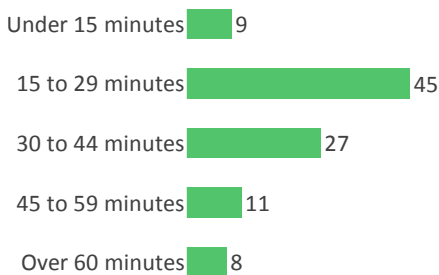
* motorbike/scooter, run, taxi, work from home, Voi e-scooter, other transport

Average distance travelled to/from University of Bristol

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










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



Journey Distance

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

| Mode of Travel | | Average distances | | |
|--|----------------------------|----------------------------|------------------------------|--------------------------------|
| 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 |
|  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

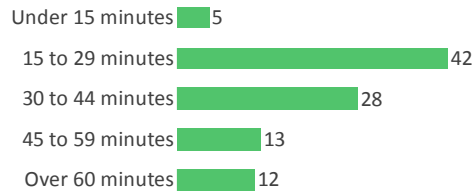
Time spent travelling to work (%)



Car

35%

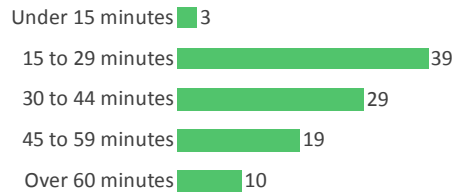
of employees



Car
Share

5%

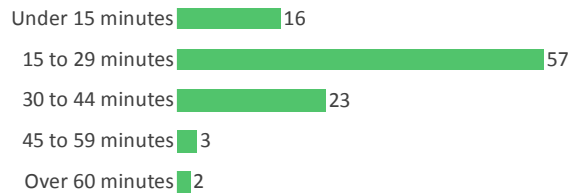
of employees



Cycle

22%

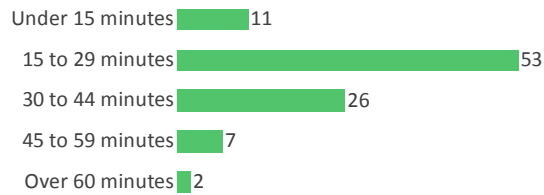
of employees



Walk

26%

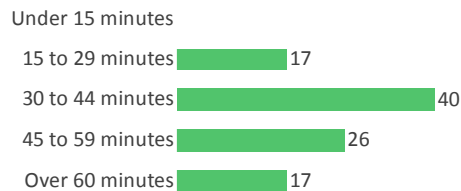
of employees



Bus

7%

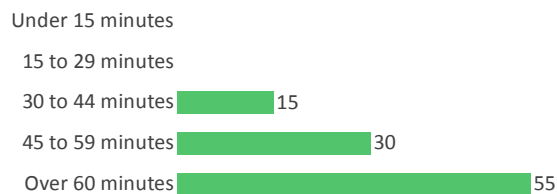
of employees



Train

3%

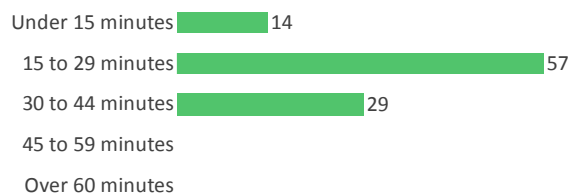
of employees



Other

3%

of employees



Journey Distance

Mode of Travel

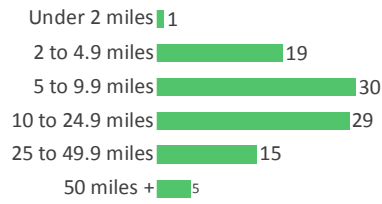


Car

35%

of employees

Distance travel to work (%)



Car Share

5%

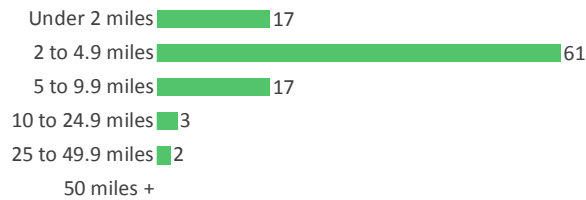
of employees



Cycle

22%

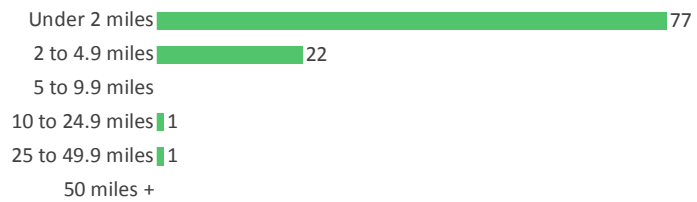
of employees



Walk

26%

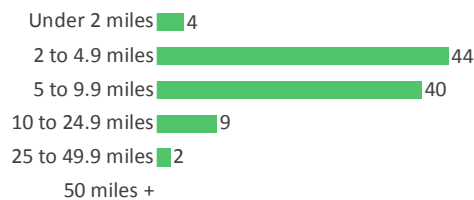
of employees



Bus

7%

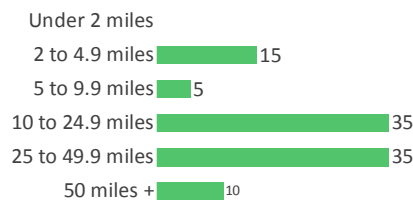
of employees



Train

3%

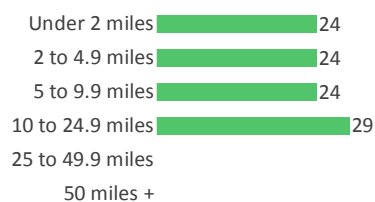
of employees



Other

3%

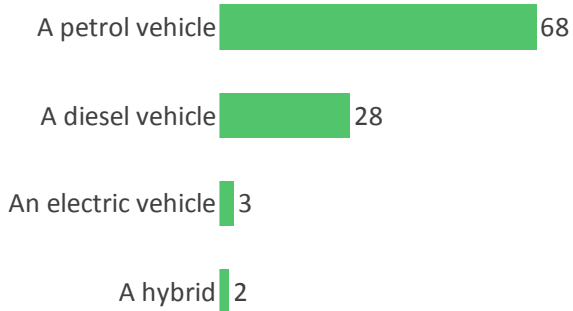
of employees



Travel experience

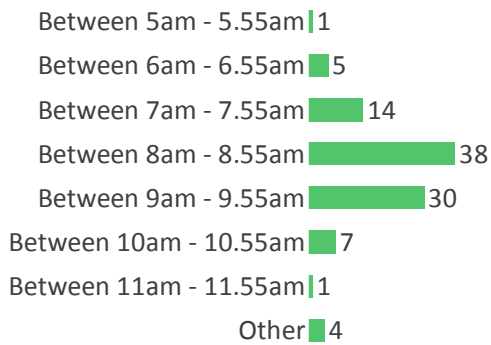
Respondents who travel by car were asked what type of car they travel in.

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

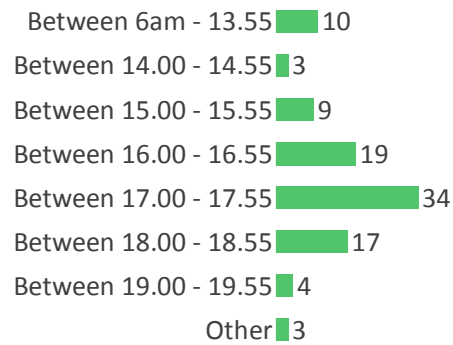


Respondents who are currently working on site/mix of on site and wfh were to select their typical arrival and departure time at work.

Arrival time (%)

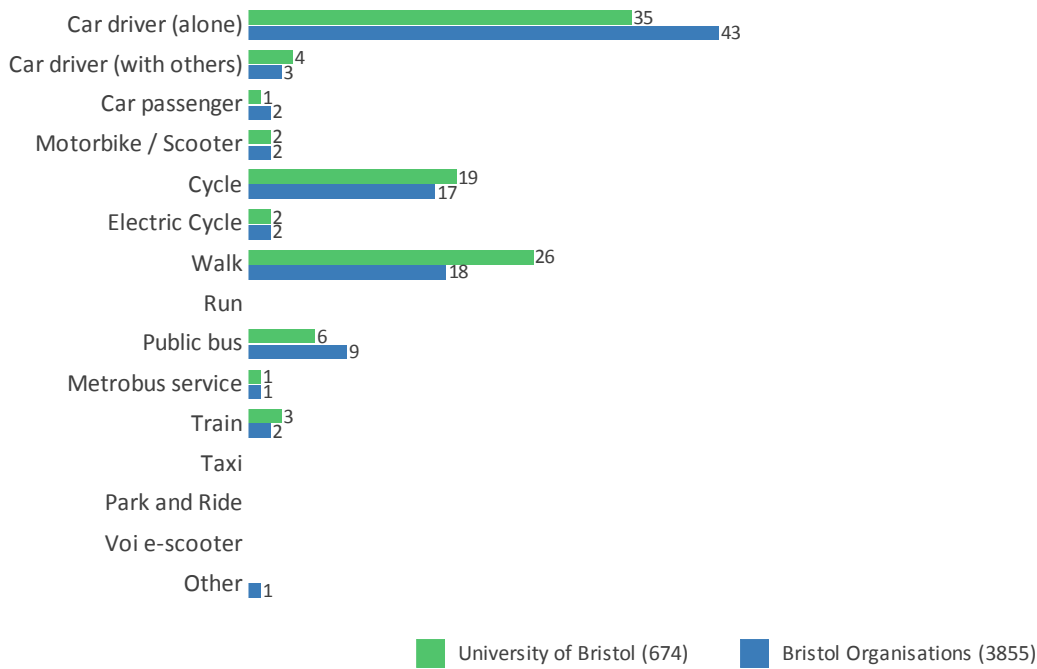


Departure time (%)



How you compare - Benchmarking

How do you currently get to work? (%)

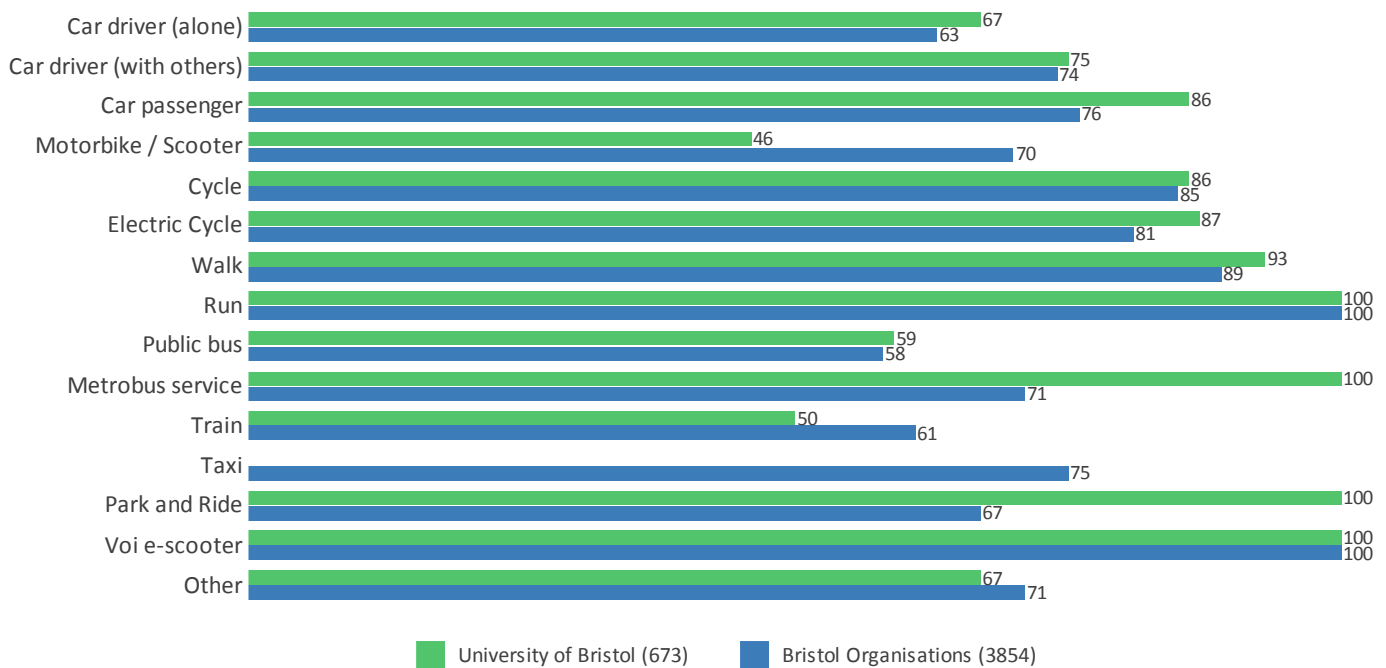


| | Car driver (alone) | Car driver (with others) | Car passenger | Motorbike / Scooter | Cycle | Electric Cycle | Walk | Run | Public bus | Metrobus service | Train | Taxi | Park and Ride | Voi e-scooter | Other |
|------------------------------|--------------------|--------------------------|---------------|---------------------|------------|----------------|-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

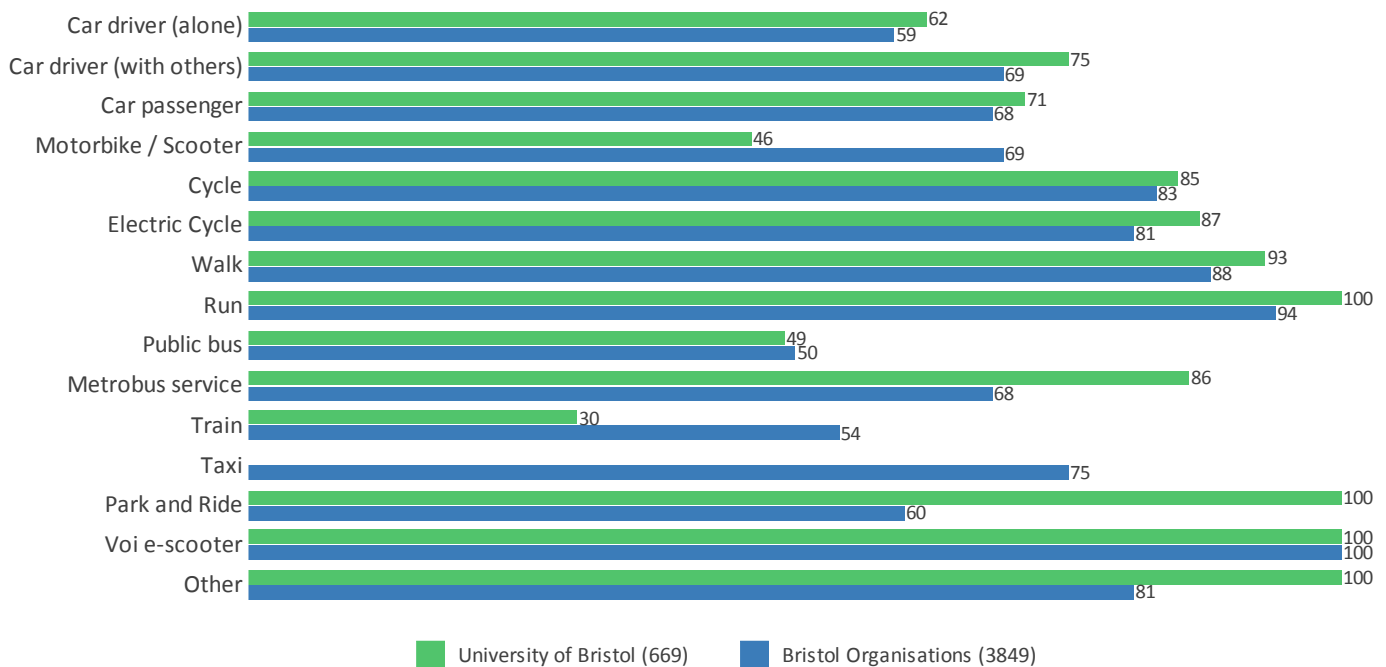


How you compare - Benchmarking

Satisfaction with current journey to work (% satisfied)

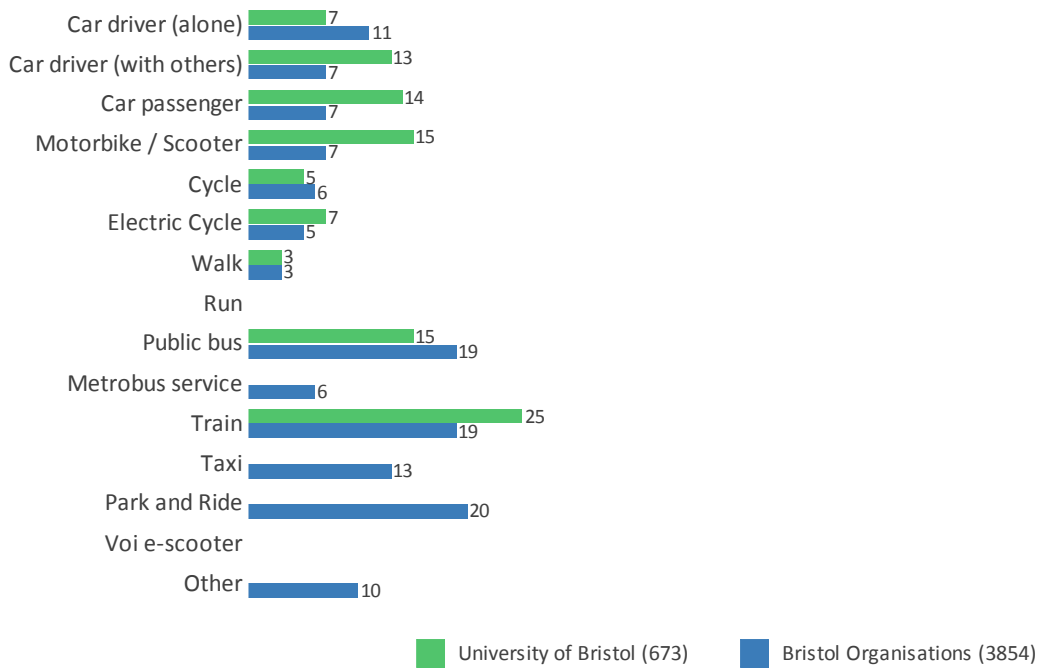


Satisfaction with current journey home (% satisfied)

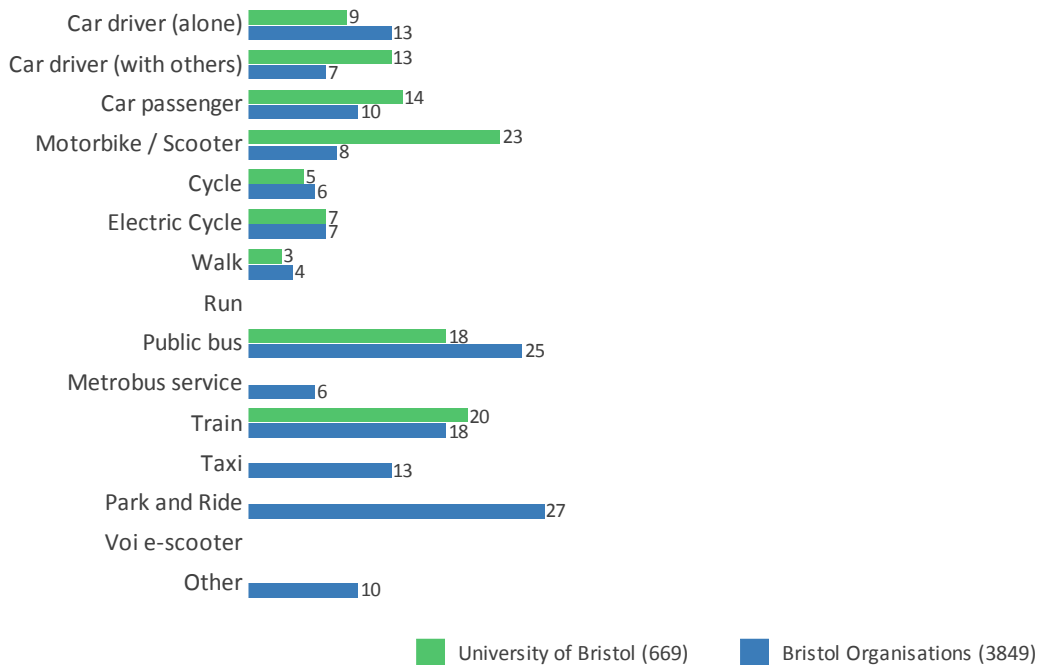


How you compare - Benchmarking

Satisfaction with current journey to work (% dissatisfied)



Satisfaction with current journey home (% dissatisfied)



Site Comparison

How do you normally travel to work?

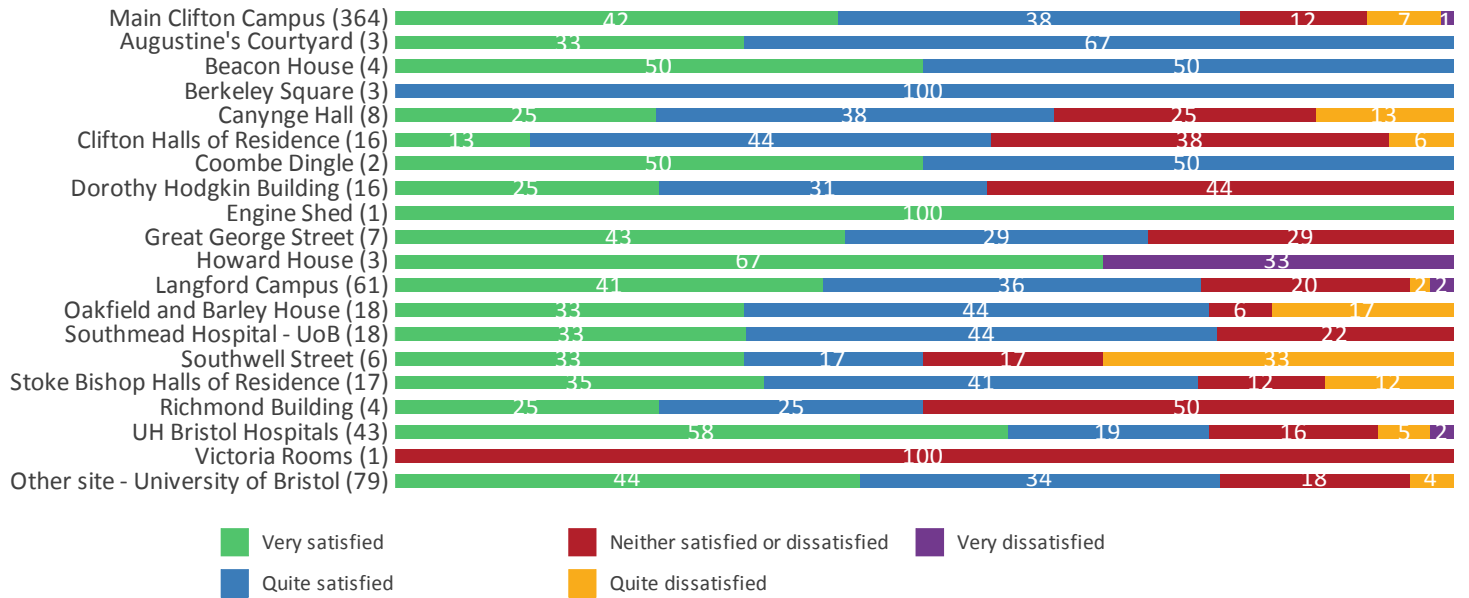
The table below compares the travel modes by location.

| | 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% | - | - | - | - | - | - | - | - | - |
| Canyng 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 6% | - | - | - | - | - |
| Southwell Street (6) | 1 17% | - | - | 1 17% | 2 33% | - | 1 17% | - | - | - | 1 17% | - | - | - |
| Stoke Bishop Halls of Residence (17) | 8 47% | 1 6% | - | 1 6% | 4 24% | - | 1 6% | - | 2 12% | - | - | - | - | - |
| Richmond Building (4) | - | - | - | - | - | - | 2 50% | - | 2 50% | - | - | - | - | - |
| UH Bristol Hospitals (43) | 12 28% | 1 2% | - | 1 2% | 9 21% | - | 9 21% | - | 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% | - | - | - |

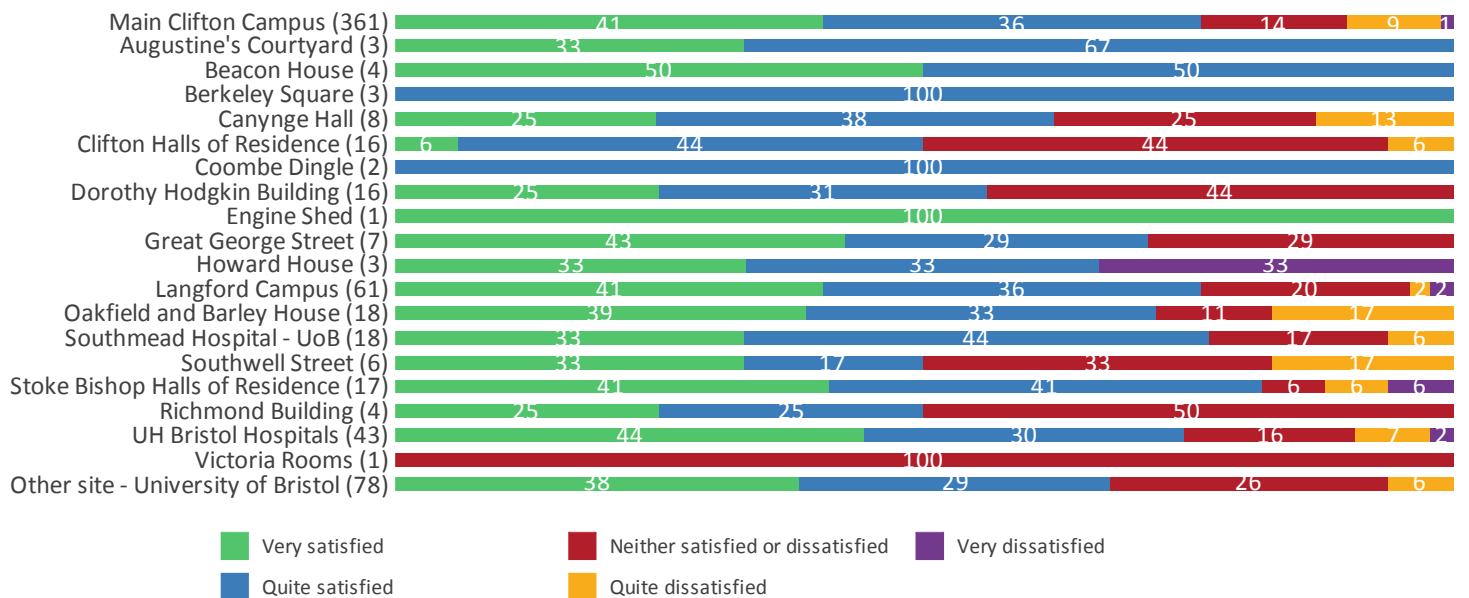


Site Comparison

Satisfaction with current journey to work (%)

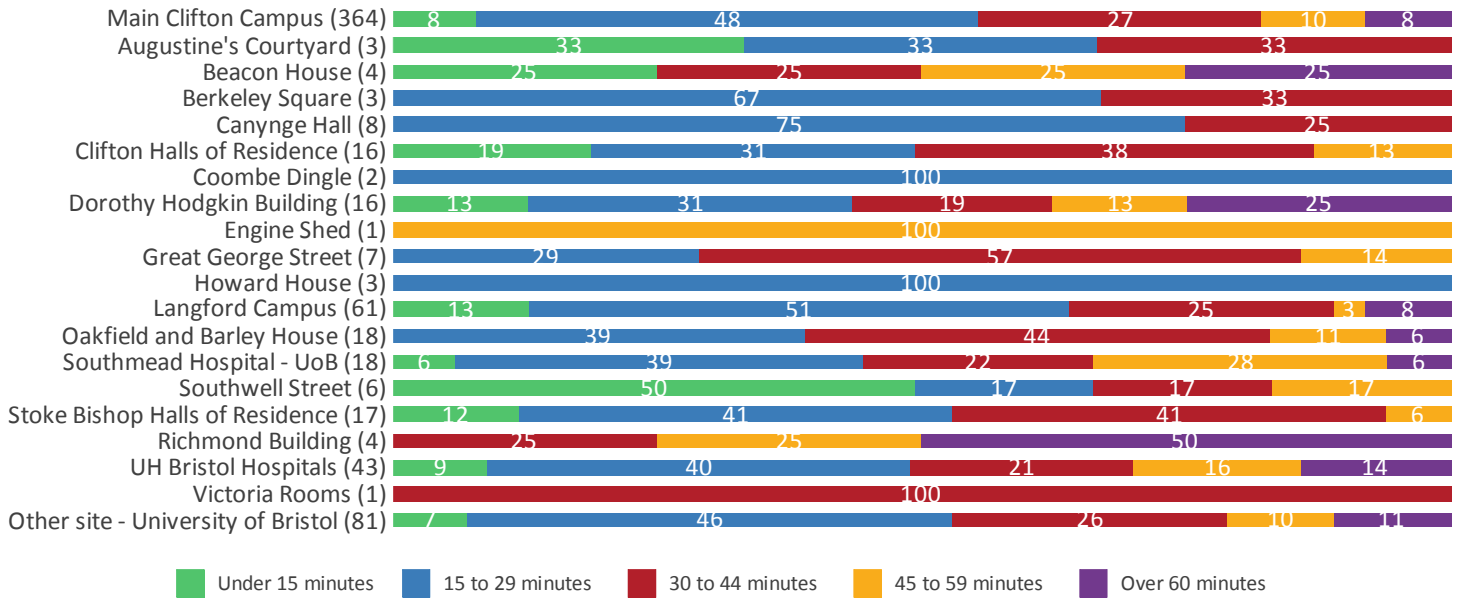


Satisfaction with current journey home (%)

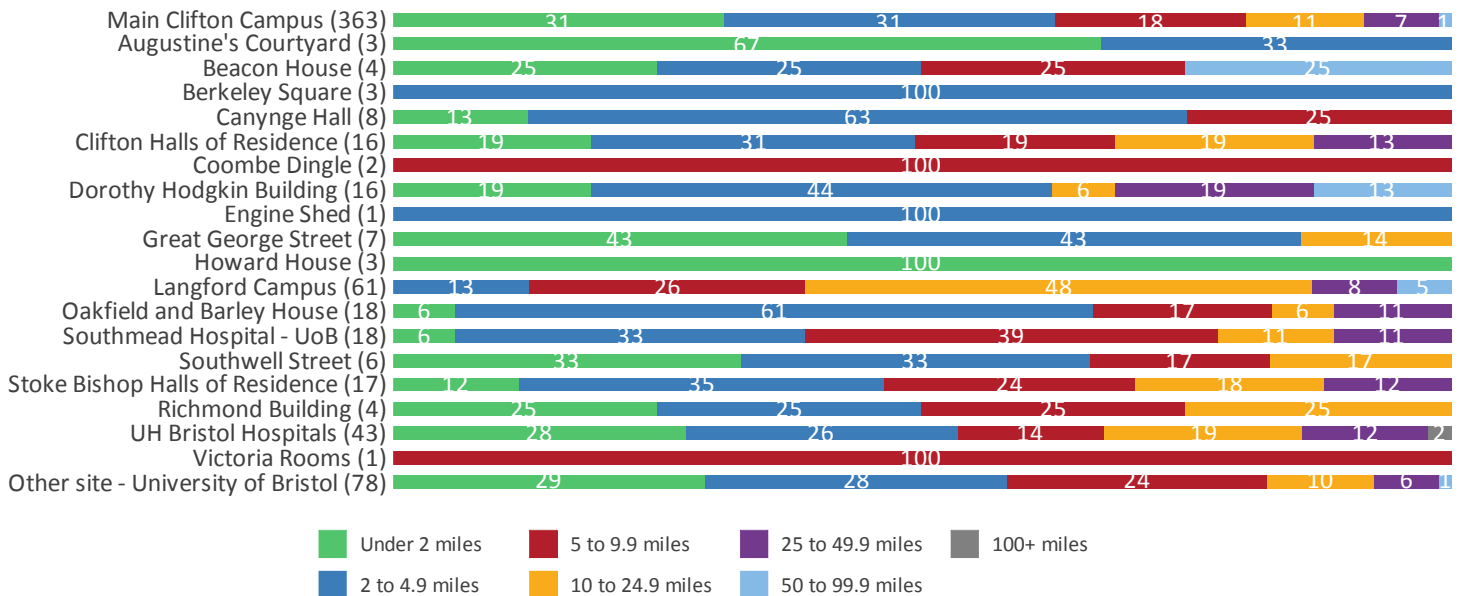


Site Comparison

Length of journey (%)



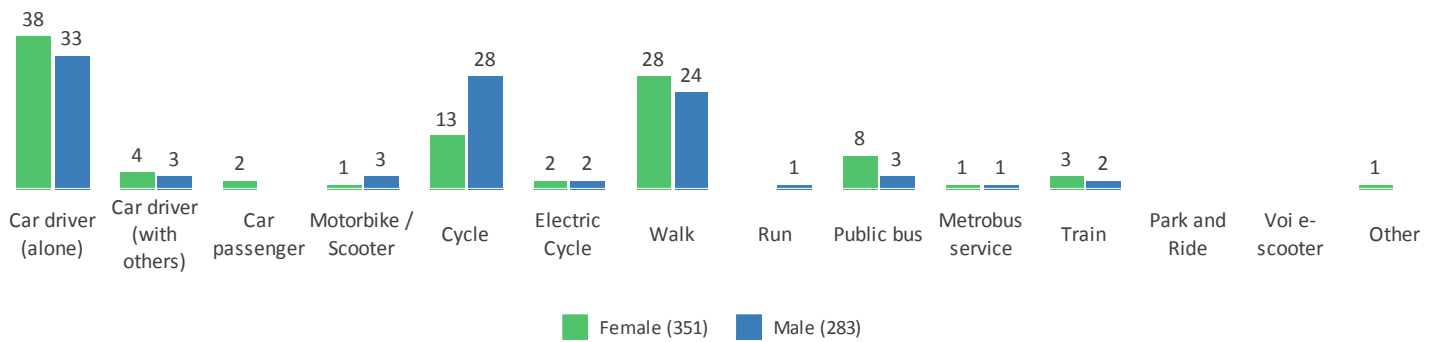
Distance (%)



Getting to work currently...

Travel mode split by gender (%)

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



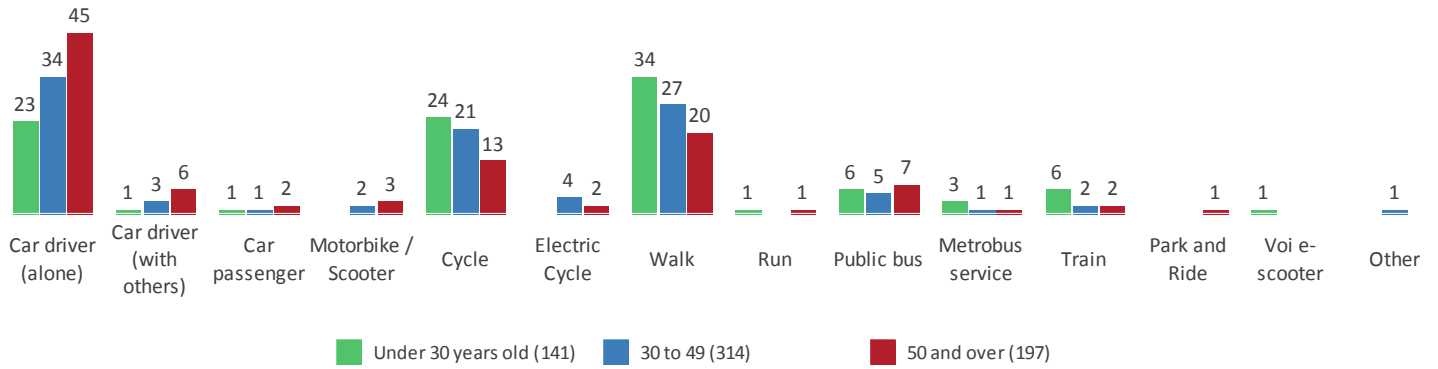
| | Car driver (alone) | Car driver (with others) | Car passenger | Motorbike / Scooter | Cycle | Electric Cycle | Walk | Run | Public bus | Metrobus service | Train | Park and Ride | Voi e-scooter | Other |
|--------------|--------------------|--------------------------|---------------|---------------------|-----------|----------------|-----------|---------|---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



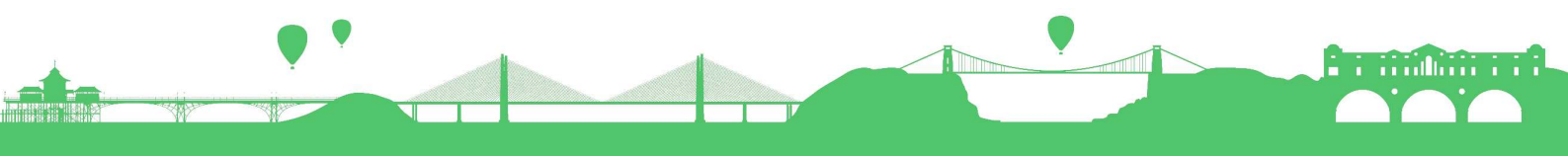
Getting to work currently...

Travel mode split by age group (%)

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



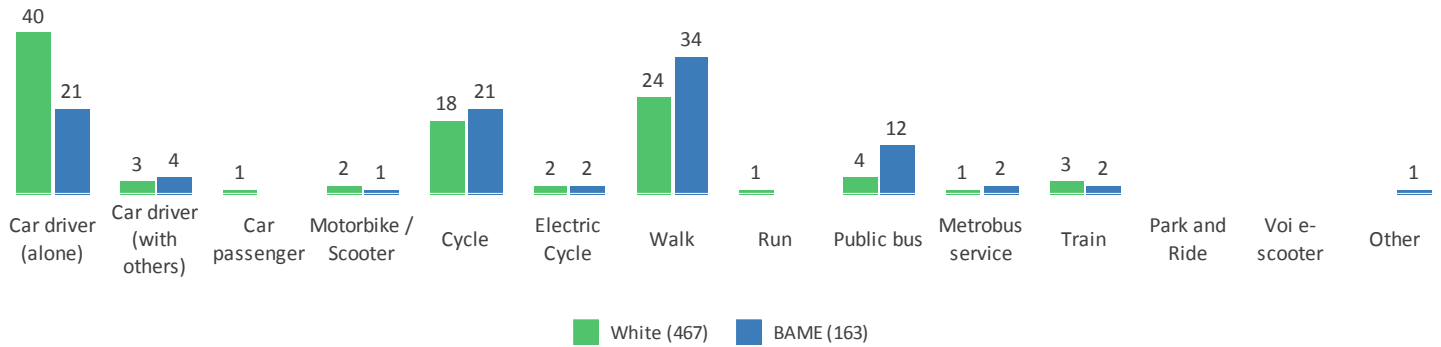
| | Car driver (alone) | Car driver (with others) | Car passenger | Motorbike / Scooter | Cycle | Electric Cycle | Walk | Run | Public bus | Metrobus service | Train | Park and Ride | Voi e-scooter | Other |
|--------------------------|--------------------|--------------------------|---------------|---------------------|-----------|----------------|-----------|-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



Getting to work currently...

Travel mode split by ethnicity (%)

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



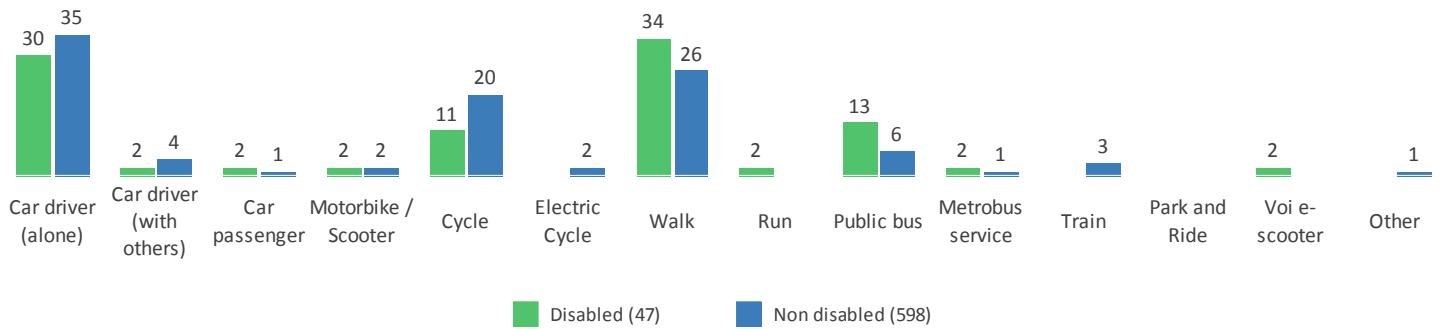
| | Car driver (alone) | Car driver (with others) | Car passenger | Motorbike / Scooter | Cycle | Electric Cycle | Walk | Run | Public bus | Metrobus service | Train | Park and Ride | Voi e-scooter | Other |
|-------------|--------------------|--------------------------|---------------|---------------------|-----------|----------------|------------|---------|---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



Getting to work currently...

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 30% | 1 2% | 1 2% | 1 2% | 5 11% | - - | 16 34% | 1 2% | 6 13% | 1 2% | - - | - - | 1 2% | - - |
| Non disabled (598) | 209 35% | 22 4% | 6 1% | 11 2% | 118 20% | 14 2% | 153 26% | 2 0% | 33 6% | 6 1% | 19 3% | 1 0% | 1 0% | 3 1% |

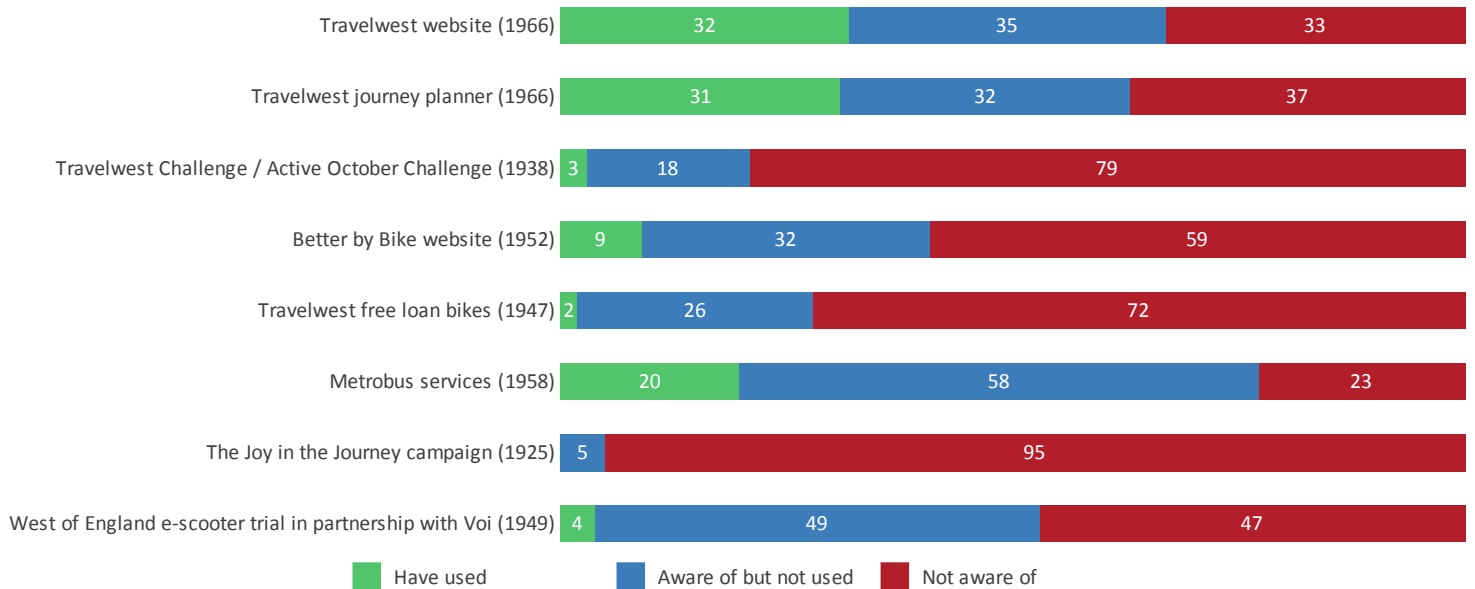


This section of the report is based on all respondents.

Awareness of local transport initiatives...

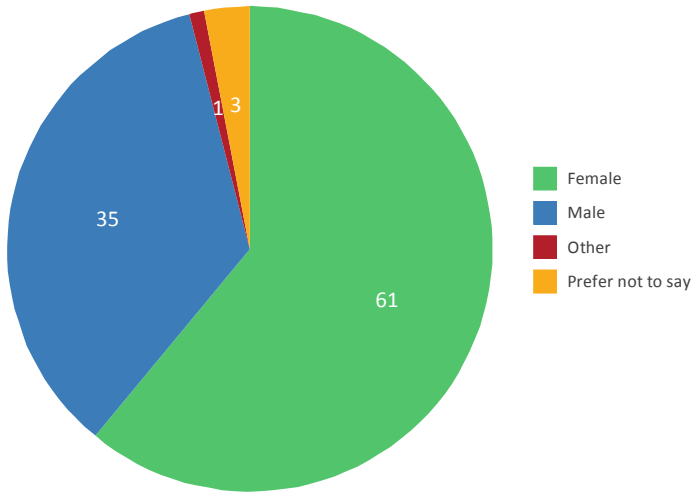
Awareness of local transport initiatives (%)

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.



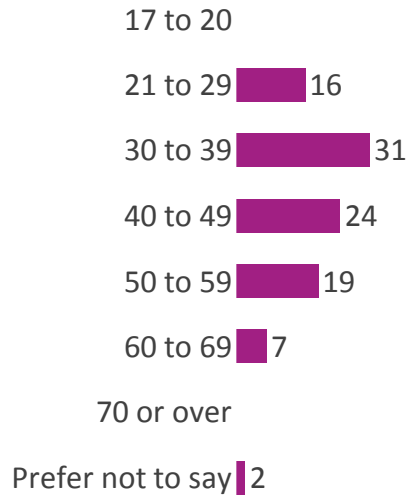
Respondent Profile...

Gender (%)



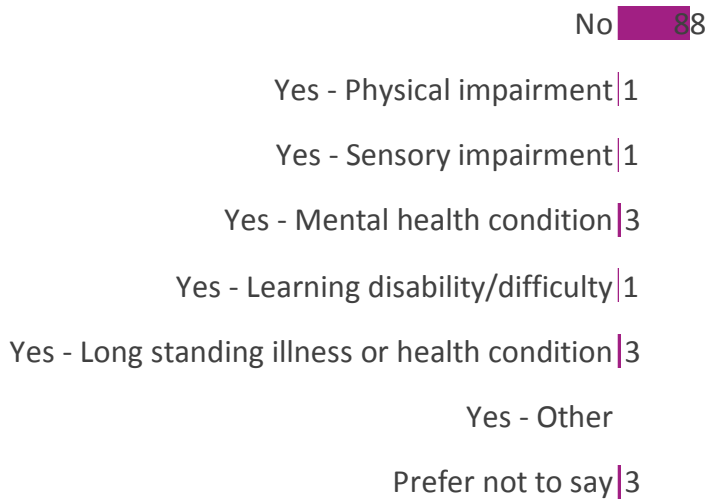
Base: All respondents (1975)

Age (%)



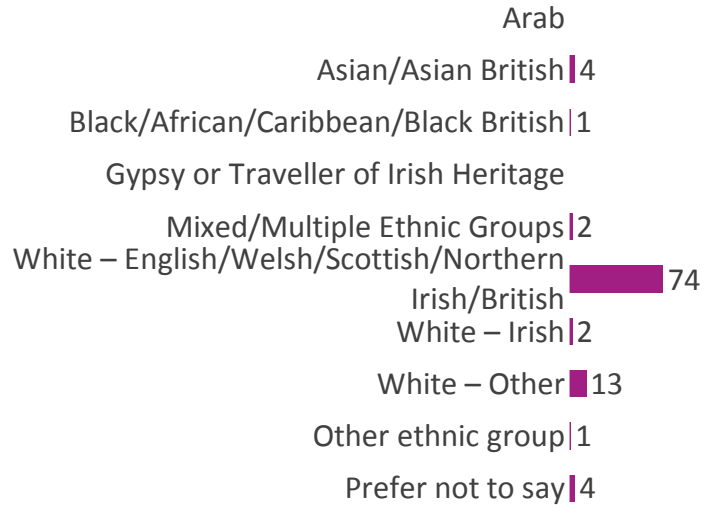
Base: All respondents (1986)

Disability (%)

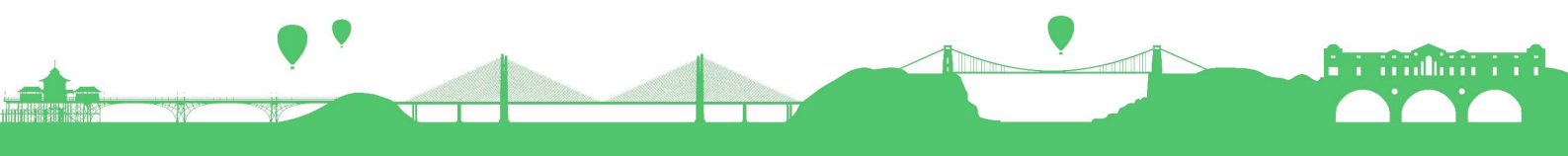


Base: All respondents (2013)

Ethnicity (%)

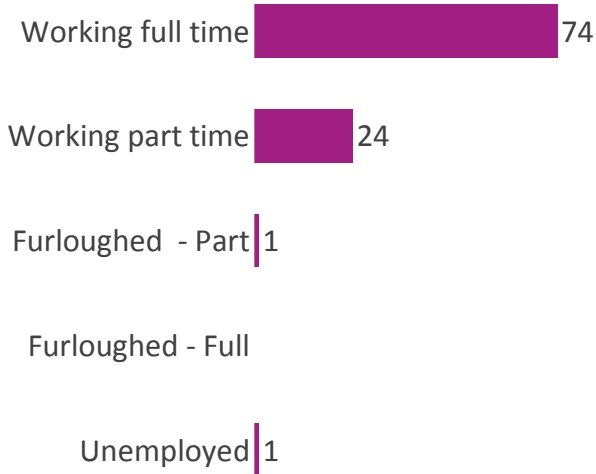


Base: All respondents (1986)



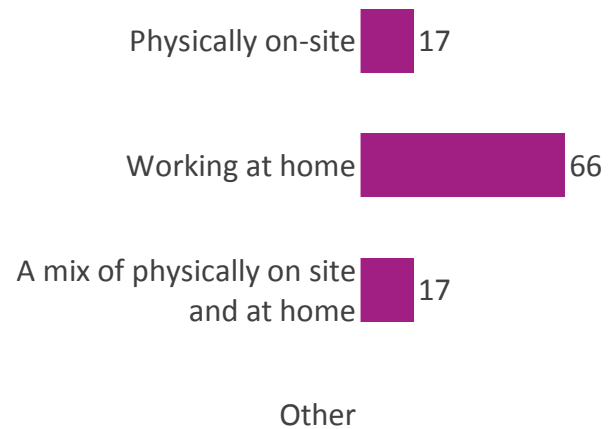
Current and future working

Current work status (%)



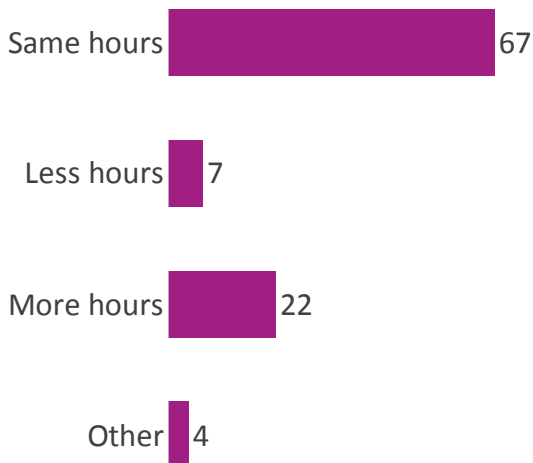
Base: All respondents (1998)

Current work location (%)



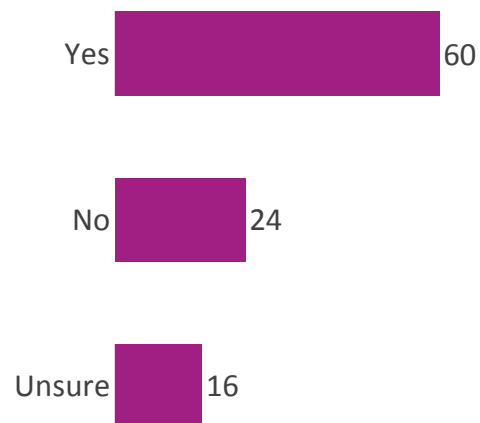
Base: All respondents currently working full or part time or part time furloughed (1976)

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



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

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)

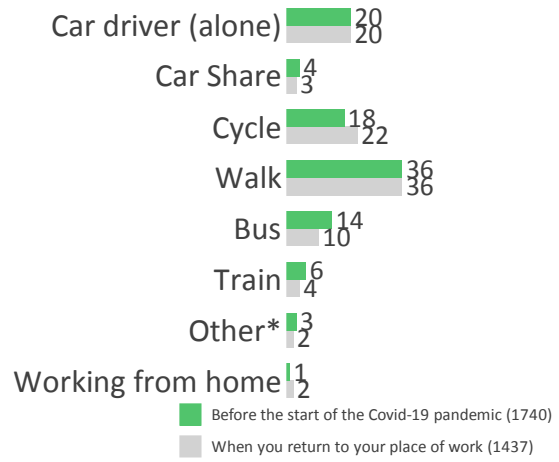


How many days do you expect to work from home on average per week? (%)



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

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

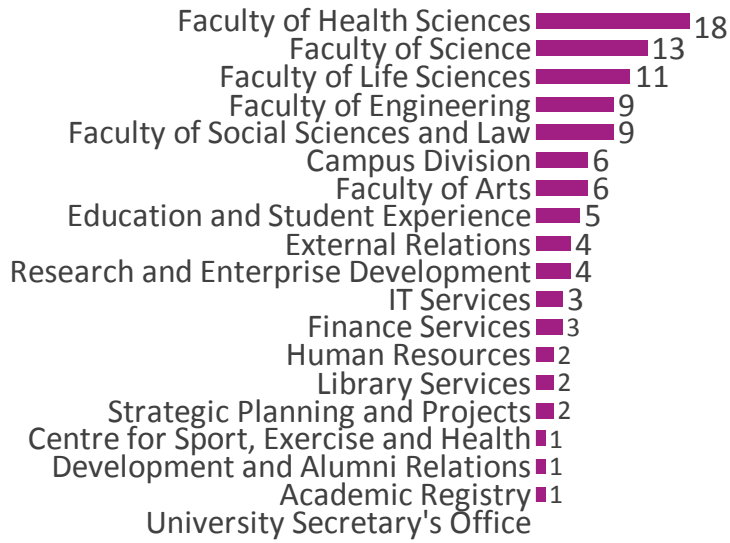
Please note: Percentages in a particular chart will not always add up to 100%. This may be due to rounding, or because each respondent is allowed to give more than one answer to the question.



Appendix

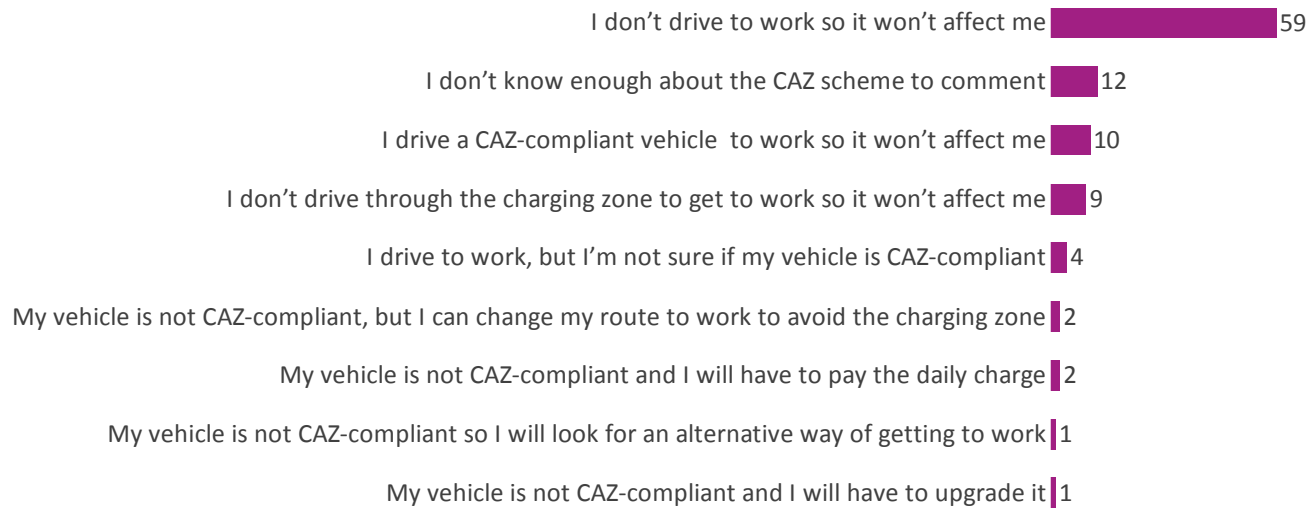
Additional questions

What is your faculty/department?



Base: All respondents (1951)

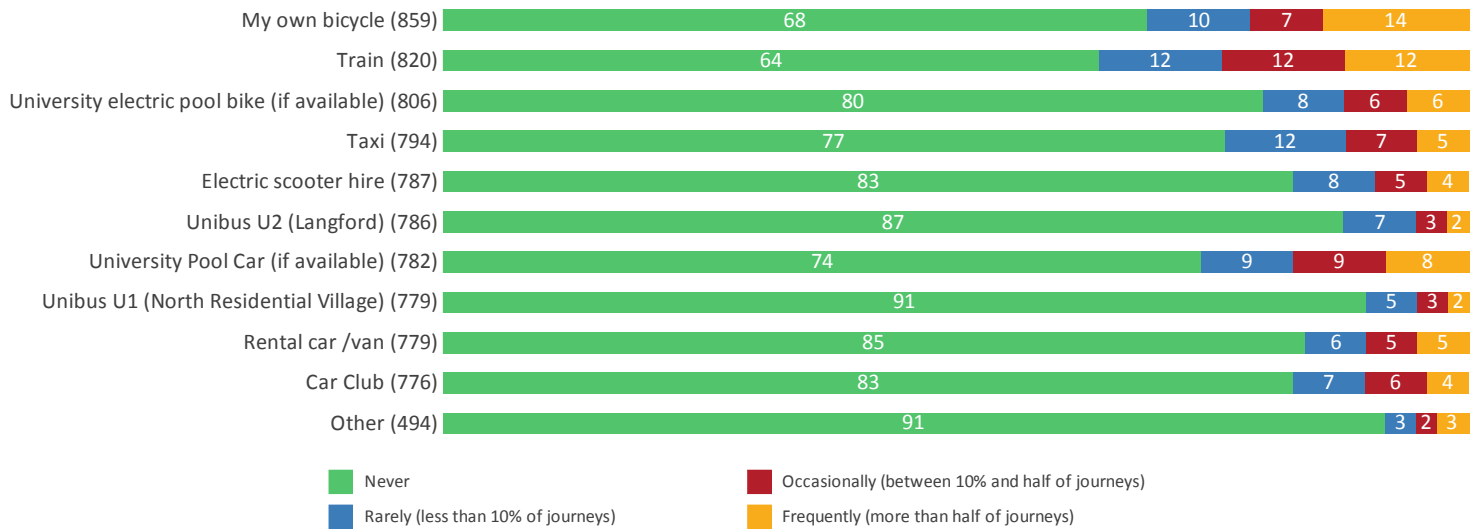
How do you expect your journey to work at the University will be affected by Bristol's proposed Clean Air Zone (introducing a daily charge for older petrol and diesel cars in the city centre and harbourside areas)?



Base: All respondents (1981)



AD2.2~AD2.2j



Base: All respondents

Please specify below

Walk

Stupid software problem

uber

nal'

Bus

I don't have a car, so the question doesn't apply to me.

Walk

NA

?

My private car to Langford. It's shorter distance than going into work first.

n/a

Flying

n/a

Walk

I already cycle and walk.

n/a

NIL

Dropped off at work

never

Usually used for moving equipment around - would have to find another solution e.g. use the IT Services Logistics team

N/A

Bus 1

car share

other

NA

Departmental van

N/A

No business travel other than commuting

nothing

no 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 cycling to work and it was terrible. No bike lanes into town from where I live and the cycle path is too lonely

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 security or estates vehicles.

Walking

bus

UHB Hospital member of staff

Walk



What would you suggest the University could reasonably do to improve travel to work and positively support staff to commute by means other than the private car?

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 pollution, 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 approx 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.



What would you suggest the University could reasonably do to improve travel to work and positively support staff to commute by means other than the private car?

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 satellite 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.



What would you suggest the University could reasonably do to improve travel to work and positively support staff to commute by means other than the private car?

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.



What would you suggest the University could reasonably do to improve travel to work and positively support staff to commute by means other than the private car?

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 than 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 private car.

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.



What would you suggest the University could reasonably do to improve travel to work and positively support staff to commute by means other than the private car?

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.



What would you suggest the University could reasonably do to improve travel to work and positively support staff to commute by means other than the private car?

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



What would you suggest the University could reasonably do to improve travel to work and positively support staff to commute by means other than the private car?

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.

