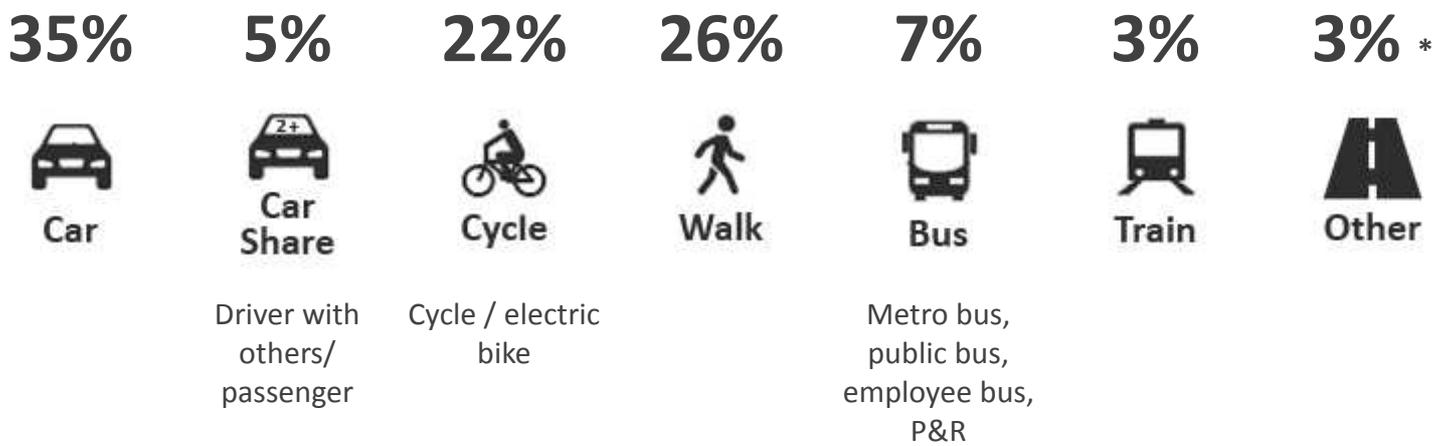


Headlines - University of Bristol

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 (%)



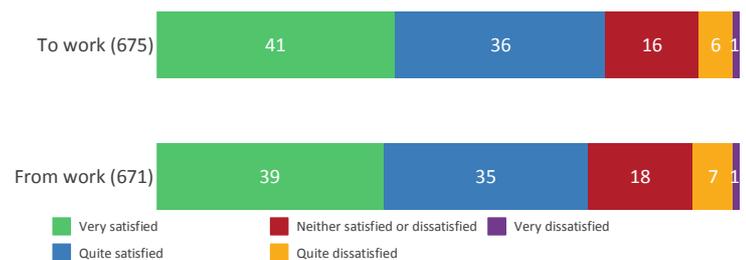
* motorbike/scooter, run, taxi, work from home, Voi e-scooter, other transport

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

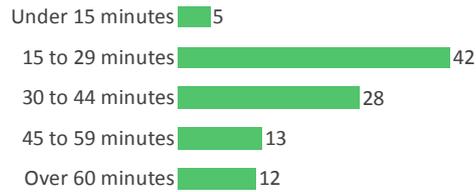
Time spent travelling to work (%)



Car

35%

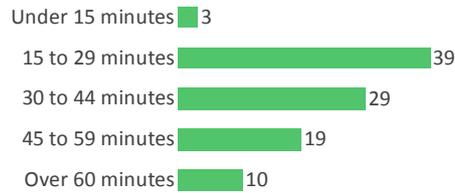
of employees



Car Share

5%

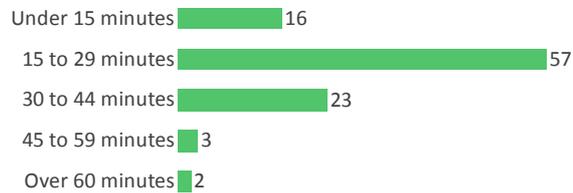
of employees



Cycle

22%

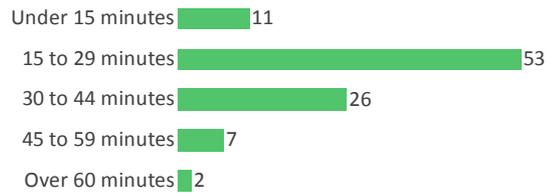
of employees



Walk

26%

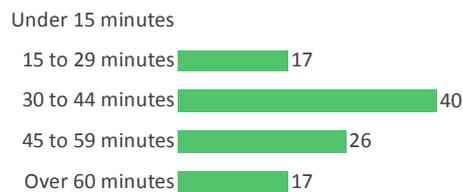
of employees



Bus

7%

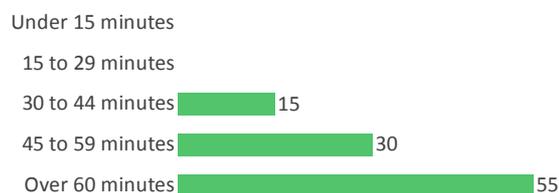
of employees



Train

3%

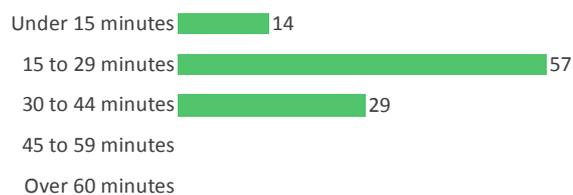
of employees



Other

3%

of employees



Journey Distance

Mode of Travel

Distance travel to work (%)



Car

35%

of employees



Car Share

5%

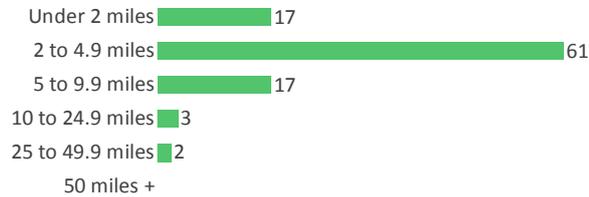
of employees



Cycle

22%

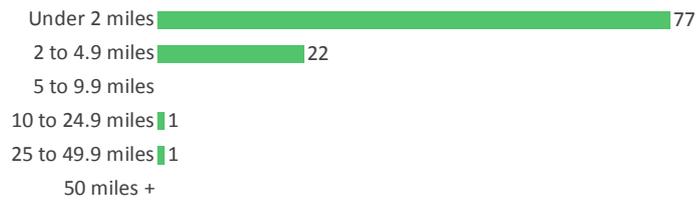
of employees



Walk

26%

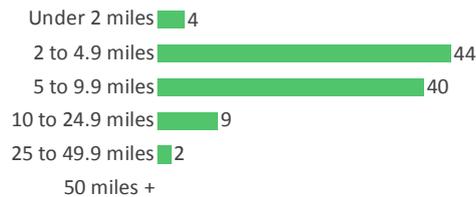
of employees



Bus

7%

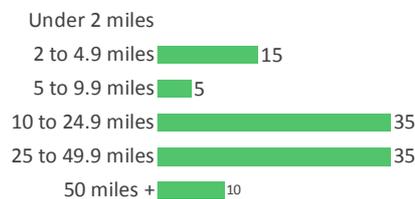
of employees



Train

3%

of employees



Other

3%

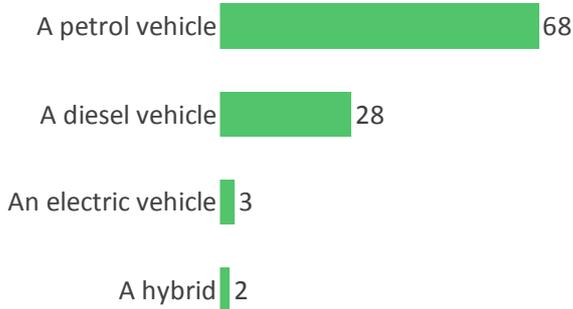
of employees



Travel experience

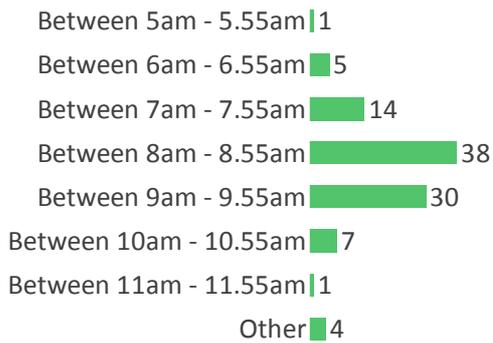
Respondents who travel by car were asked what type of car they travel in.

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

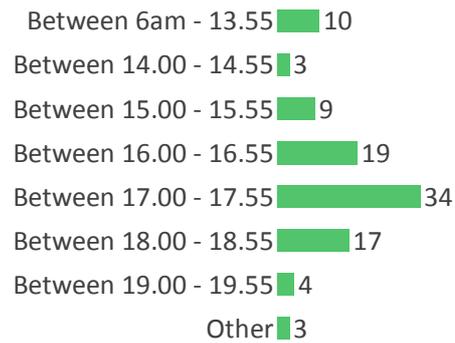


Respondents who are currently working on site/mix of on site and wfh were to select their typical arrival and departure time at work.

Arrival time (%)

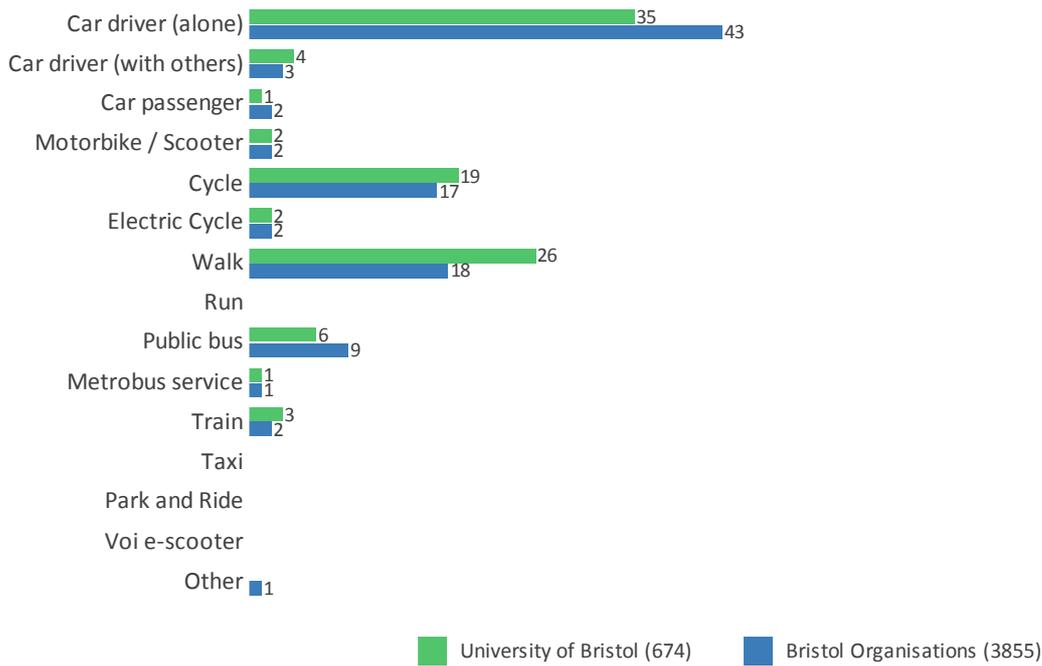


Departure time (%)



How you compare - Benchmarking

How do you currently get to work? (%)

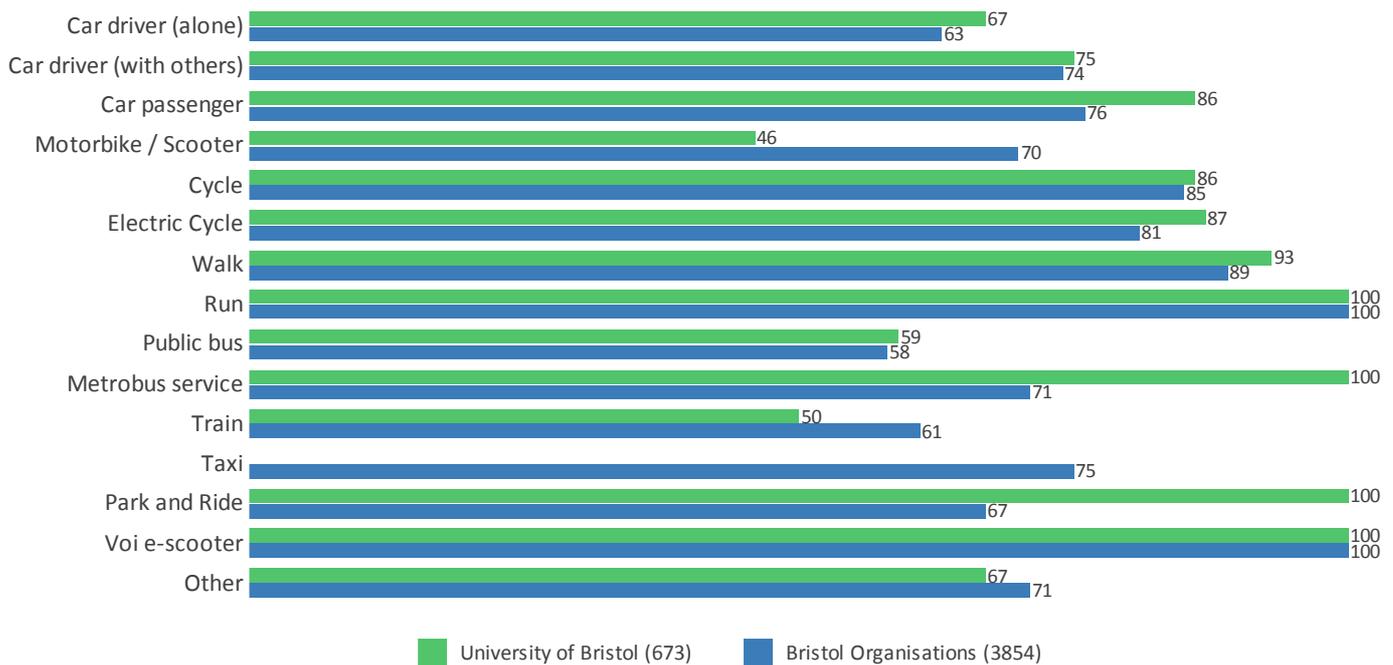


	Car driver (alone)	Car driver (with others)	Car passenger	Motorbike / Scooter	Cycle	Electric Cycle	Walk	Run	Public bus	Metrobus service	Train	Taxi	Park and Ride	Voi e-scooter	Other
University of Bristol (674)	234 35%	24 4%	7 1%	13 2%	130 19%	15 2%	176 26%	3 0%	39 6%	7 1%	20 3%	- -	1 0%	2 0%	3 0%
Bristol 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%

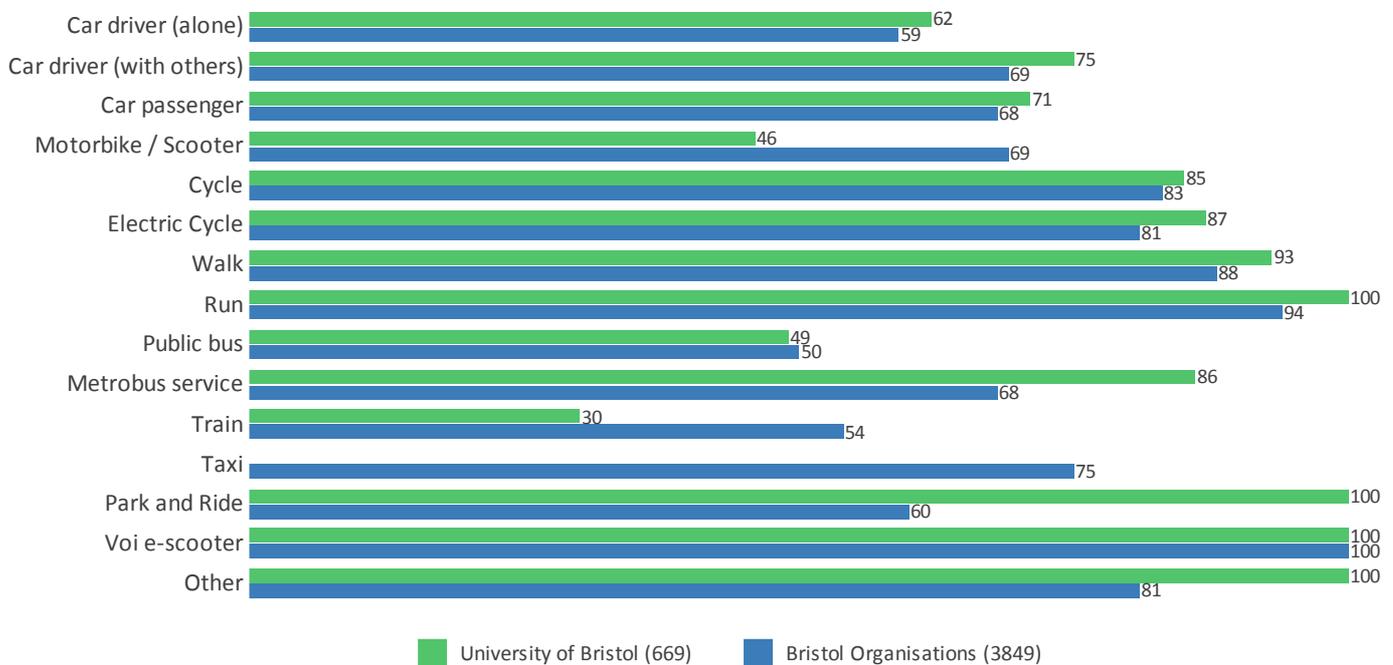


How you compare - Benchmarking

Satisfaction with current journey to work (% satisfied)

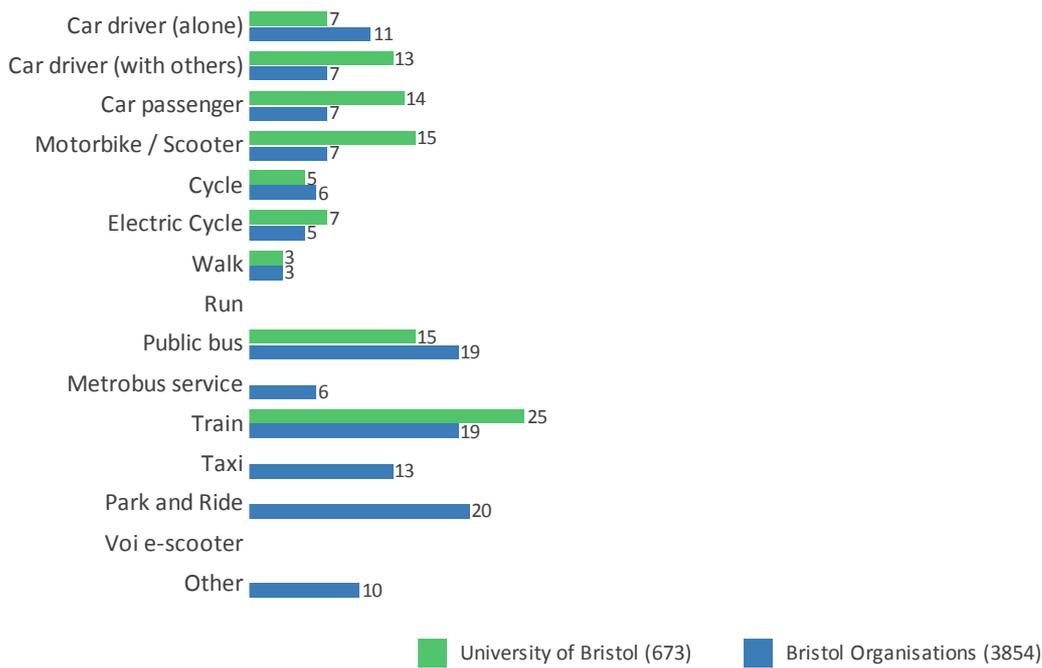


Satisfaction with current journey home (% satisfied)

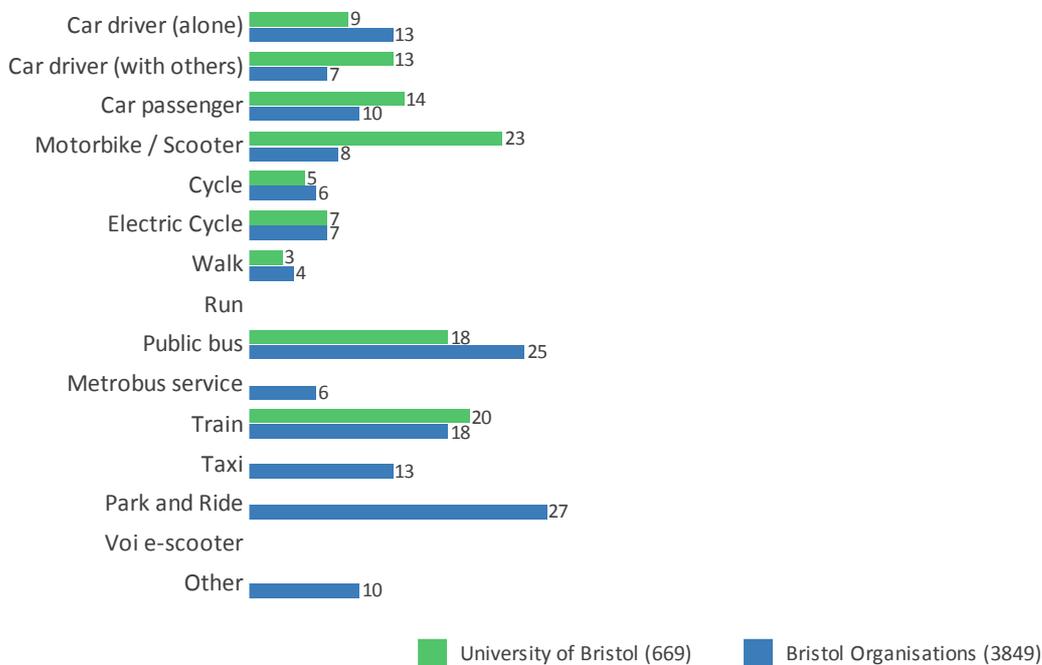


How you compare - Benchmarking

Satisfaction with current journey to work (% dissatisfied)



Satisfaction with current journey home (% dissatisfied)



Site Comparison

How do you normally travel to work?

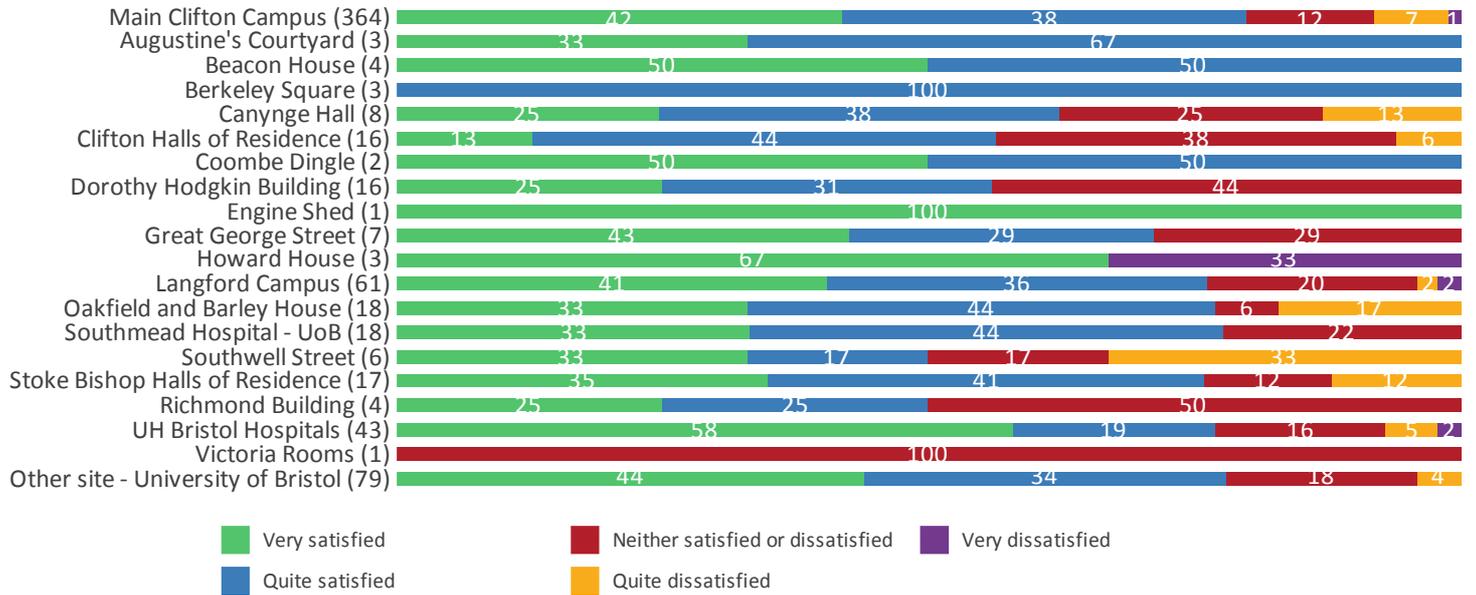
The table below compares the travel modes by location.

	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%	-	-	-

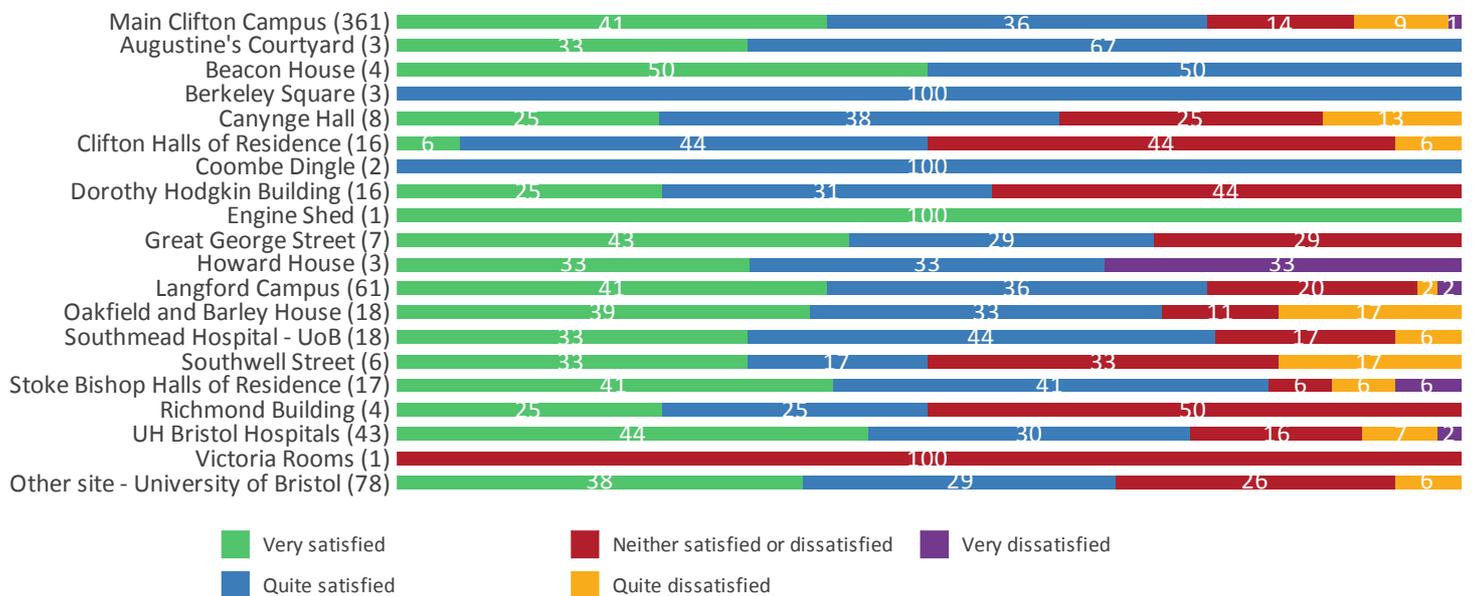


Site Comparison

Satisfaction with current journey to work (%)

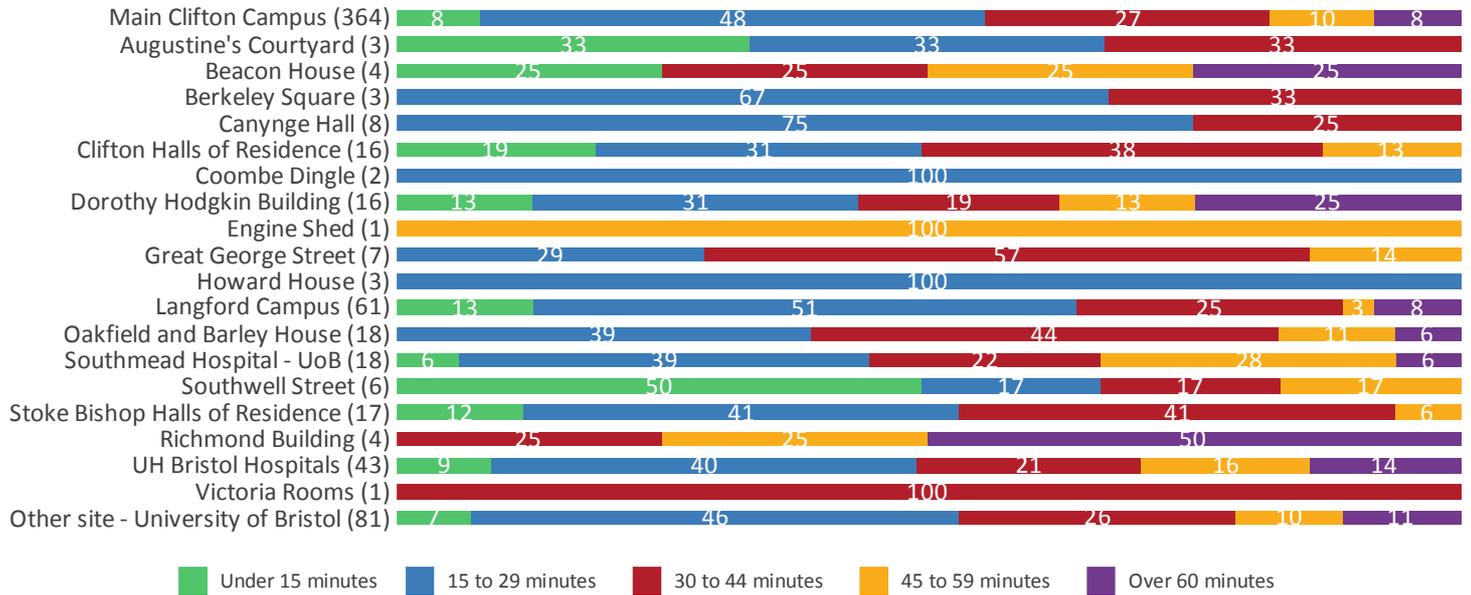


Satisfaction with current journey home (%)

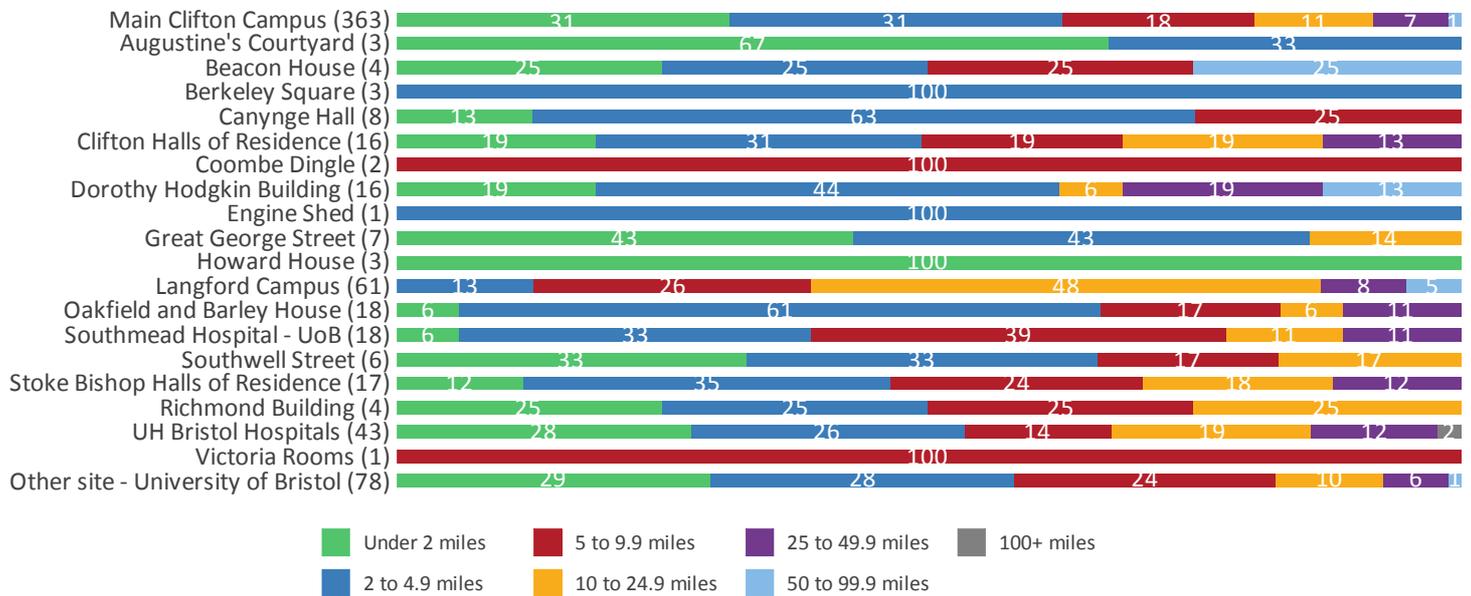


Site Comparison

Length of journey (%)



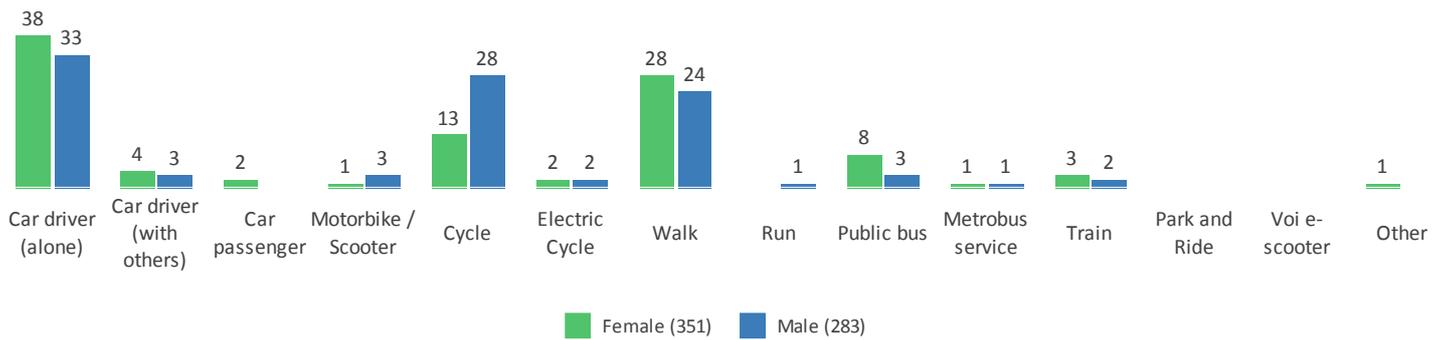
Distance (%)



Getting to work currently...

Travel mode split by gender (%)

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



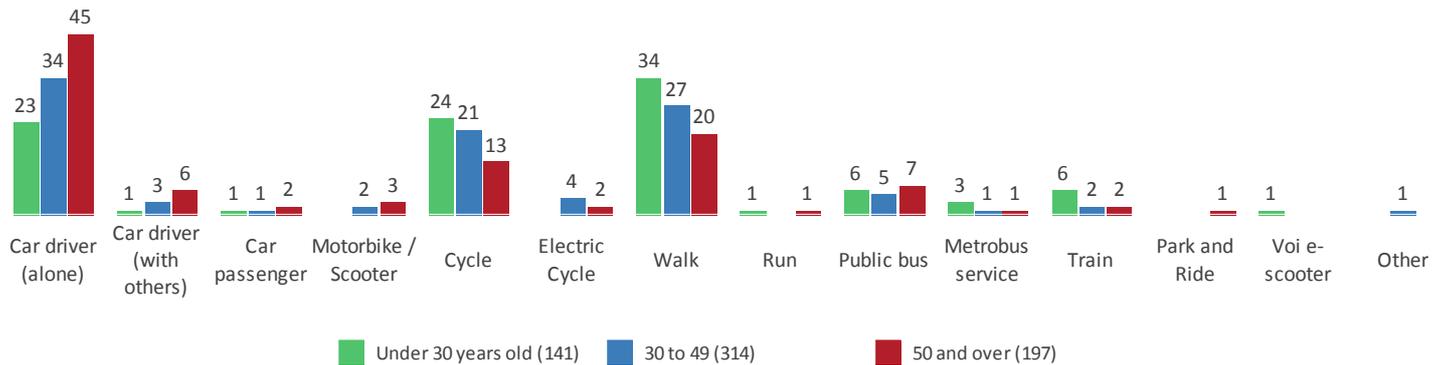
	Car driver (alone)	Car driver (with others)	Car passenger	Motorbike / Scooter	Cycle	Electric Cycle	Walk	Run	Public bus	Metrobus service	Train	Park and Ride	Voi e-scooter	Other
Female (351)	133 38%	13 4%	6 2%	2 1%	46 13%	7 2%	97 28%	1 0%	27 8%	4 1%	11 3%	1 0%	1 0%	2 1%
Male (283)	92 33%	9 3%	1 0%	9 3%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



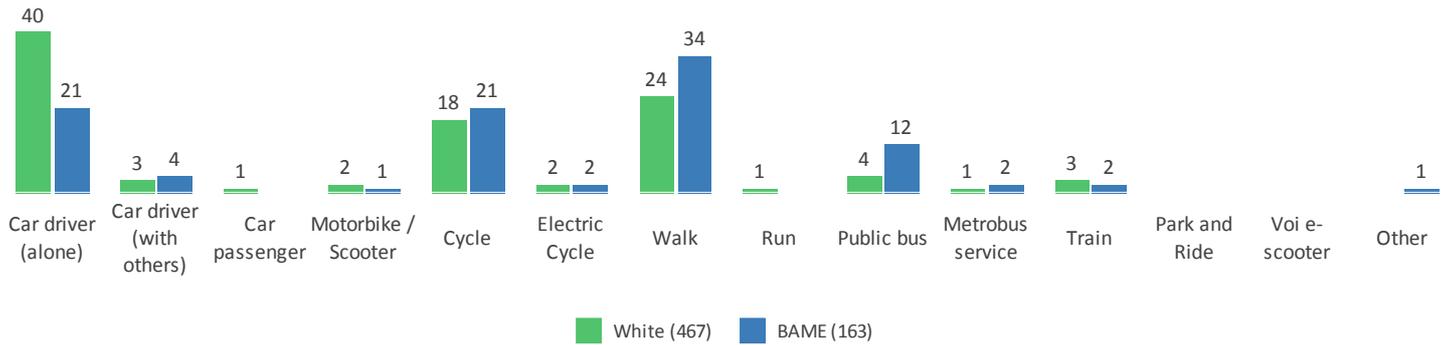
	Car driver (alone)	Car driver (with others)	Car passenger	Motorbike / Scooter	Cycle	Electric Cycle	Walk	Run	Public bus	Metrobus service	Train	Park and Ride	Voi e-scooter	Other
Under 30 years old (141)	32 23%	2 1%	1 1%	- -	34 24%	- -	48 34%	1 1%	9 6%	4 3%	8 6%	- -	2 1%	- -
30 to 49 (314)	107 34%	9 3%	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.



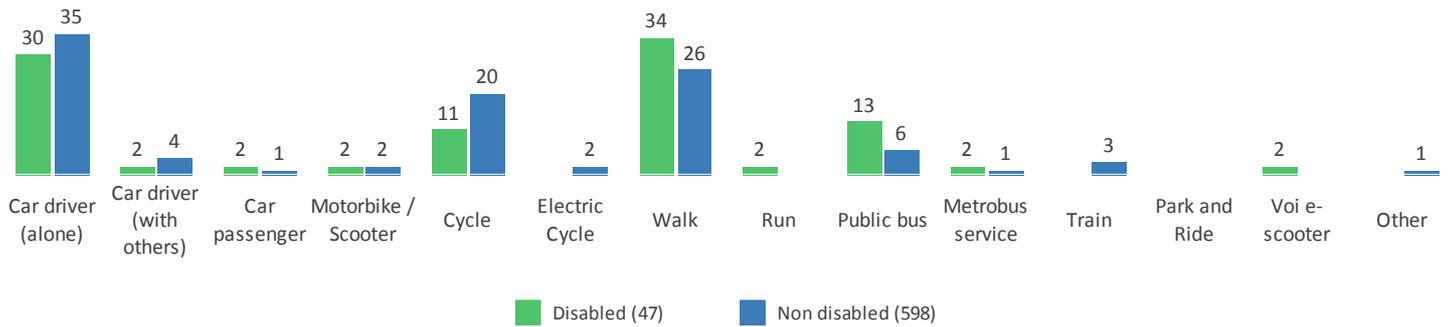
	Car driver (alone)	Car driver (with others)	Car passenger	Motorbike / Scooter	Cycle	Electric Cycle	Walk	Run	Public bus	Metrobus service	Train	Park and Ride	Voi e-scooter	Other
White (467)	186 40%	15 3%	6 1%	10 2%	86 18%	9 2%	111 24%	3 1%	17 4%	4 1%	15 3%	1 0%	2 0%	2 0%
BAME (163)	34 21%	7 4%	-	1 1%	35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

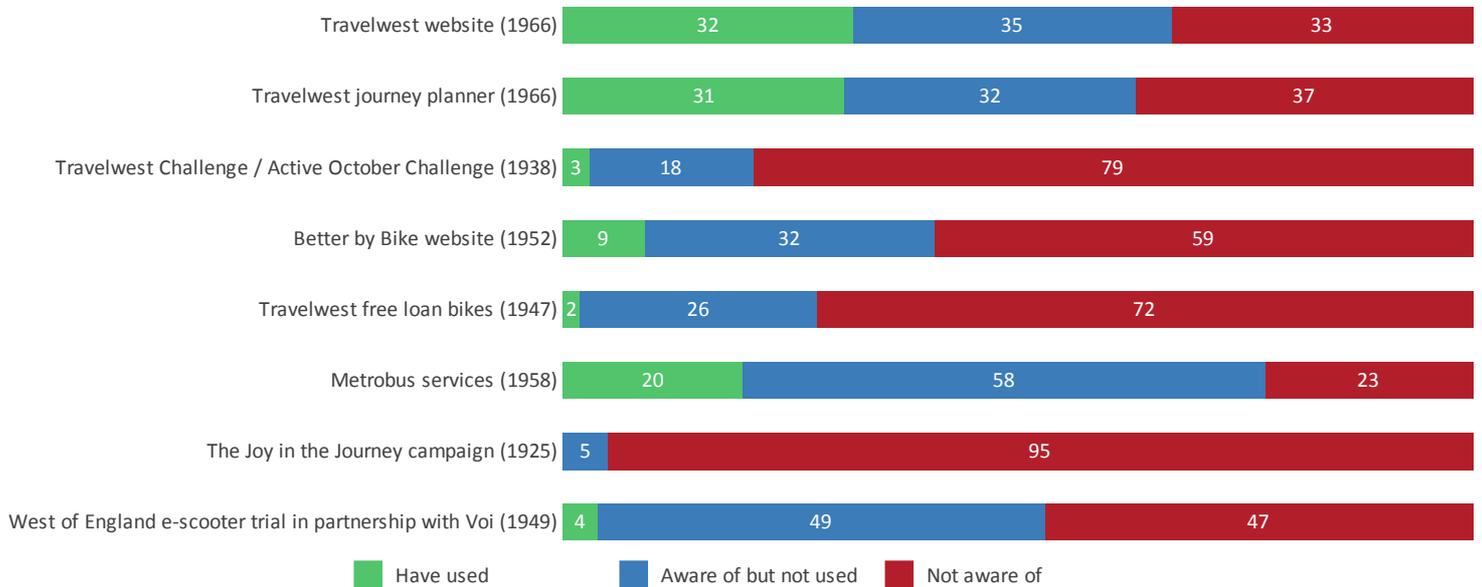


This section of the report is based on all respondents.

Awareness of local transport initiatives...

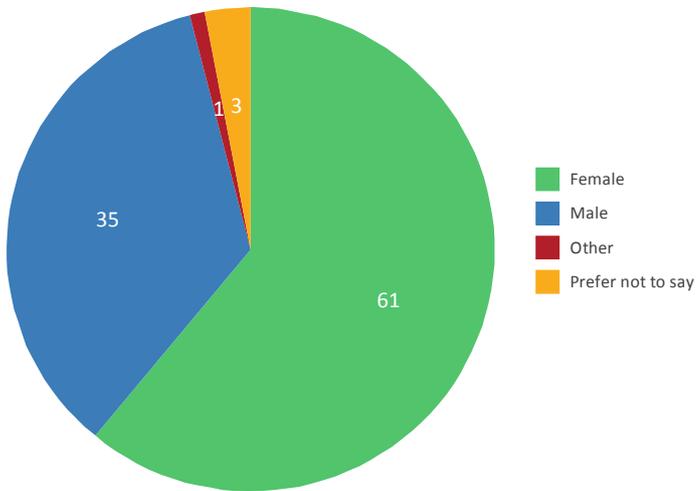
Awareness of local transport initiatives (%)

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.



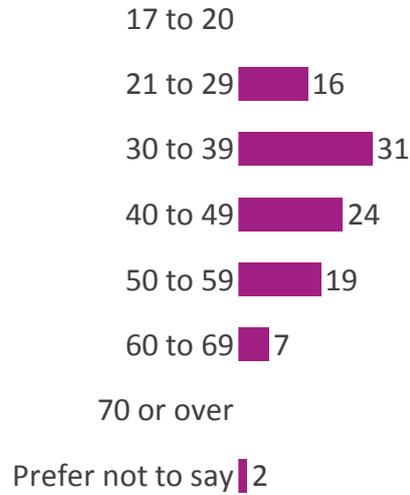
Respondent Profile...

Gender (%)



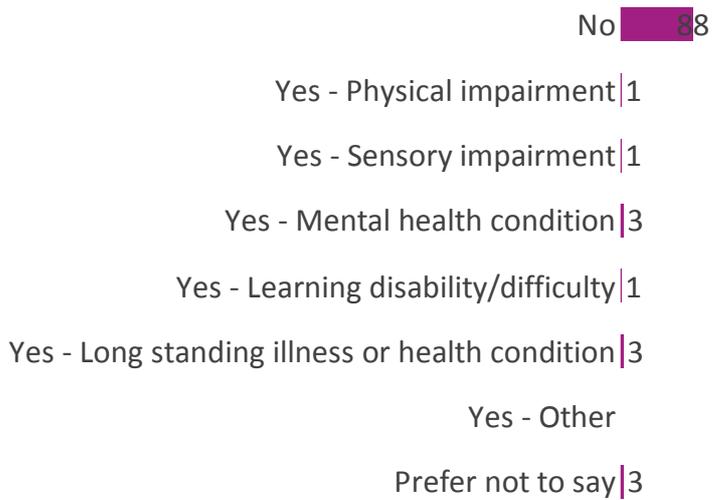
Base: All respondents (1975)

Age (%)



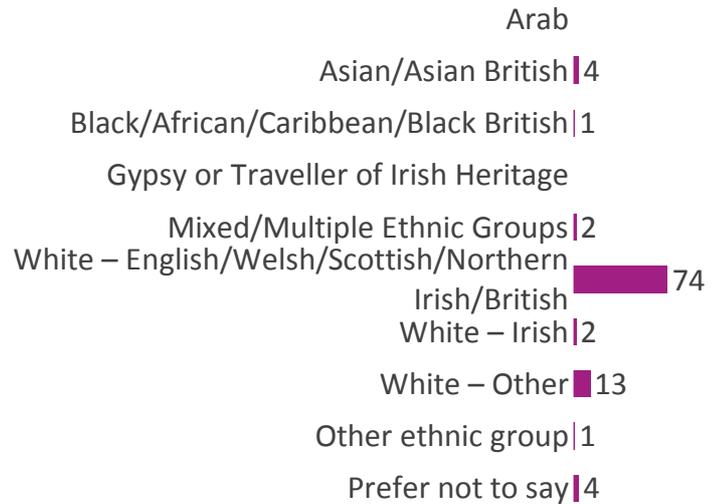
Base: All respondents (1986)

Disability (%)



Base: All respondents (2013)

Ethnicity (%)

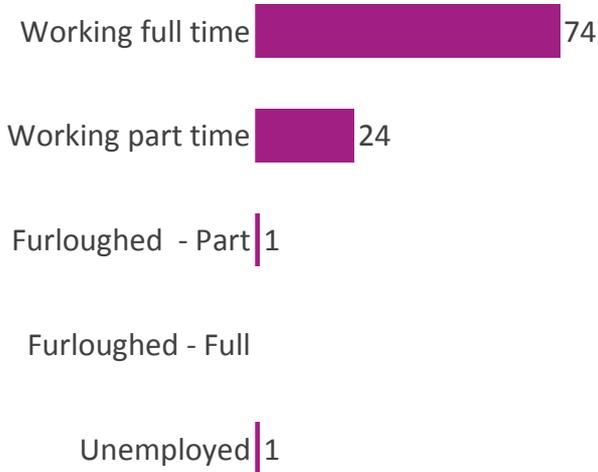


Base: All respondents (1986)



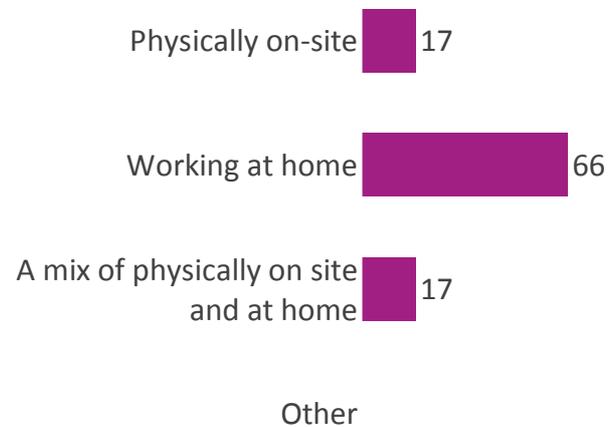
Current and future working

Current work status (%)



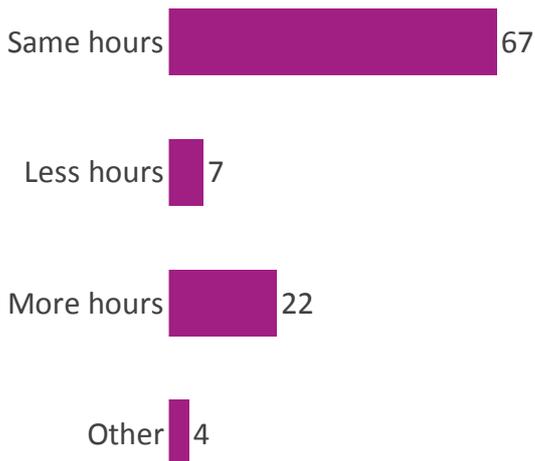
Base: All respondents (1998)

Current work location (%)



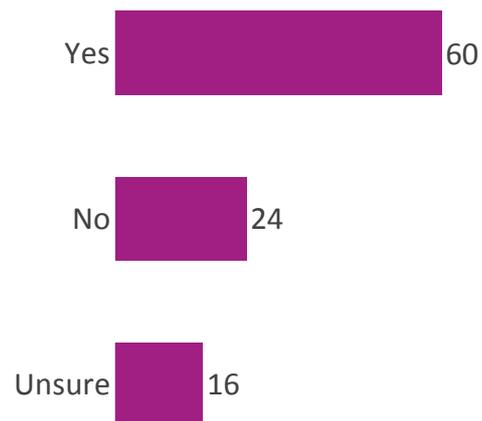
Base: All respondents currently working full or part time or part time furloughed (1976)

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)

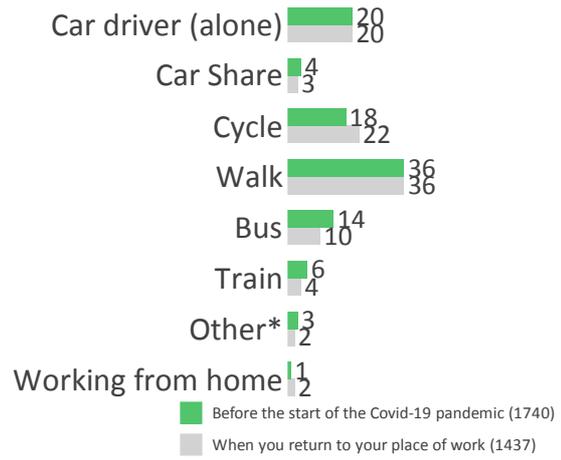


How many days do you expect to work from home on average per week? (%)



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

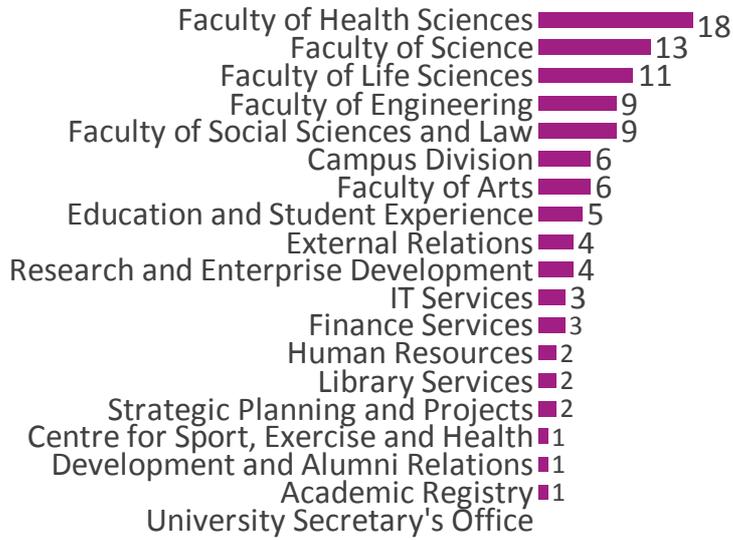
Please note: Percentages in a particular chart will not always add up to 100%. This may be due to rounding, or because each respondent is allowed to give more than one answer to the question.



Appendix

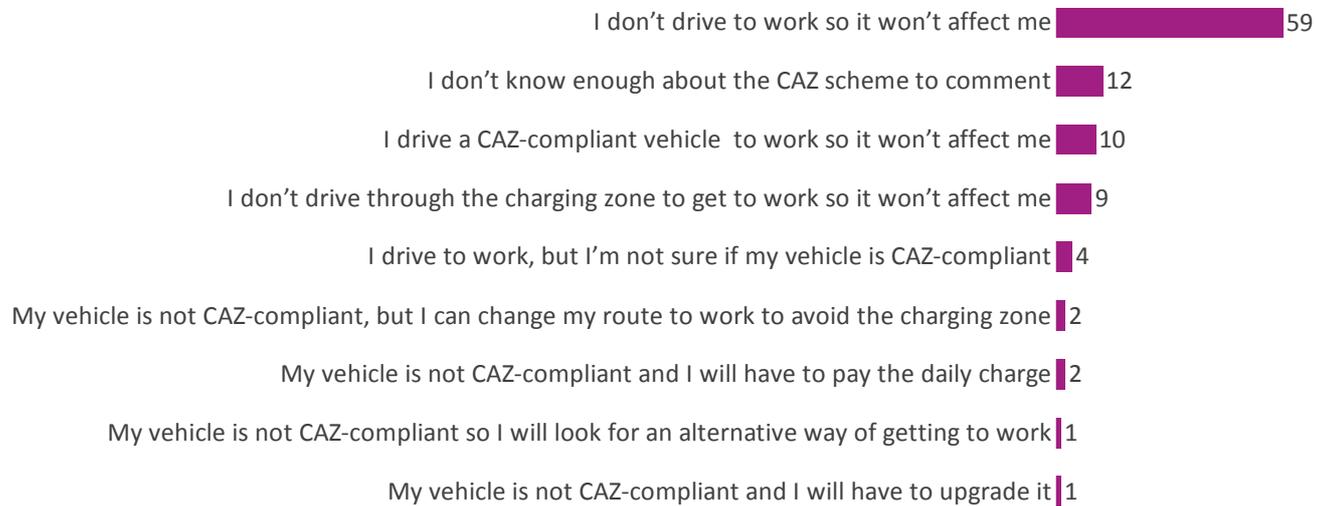
Additional questions

What is your faculty/department?



Base: All respondents (1951)

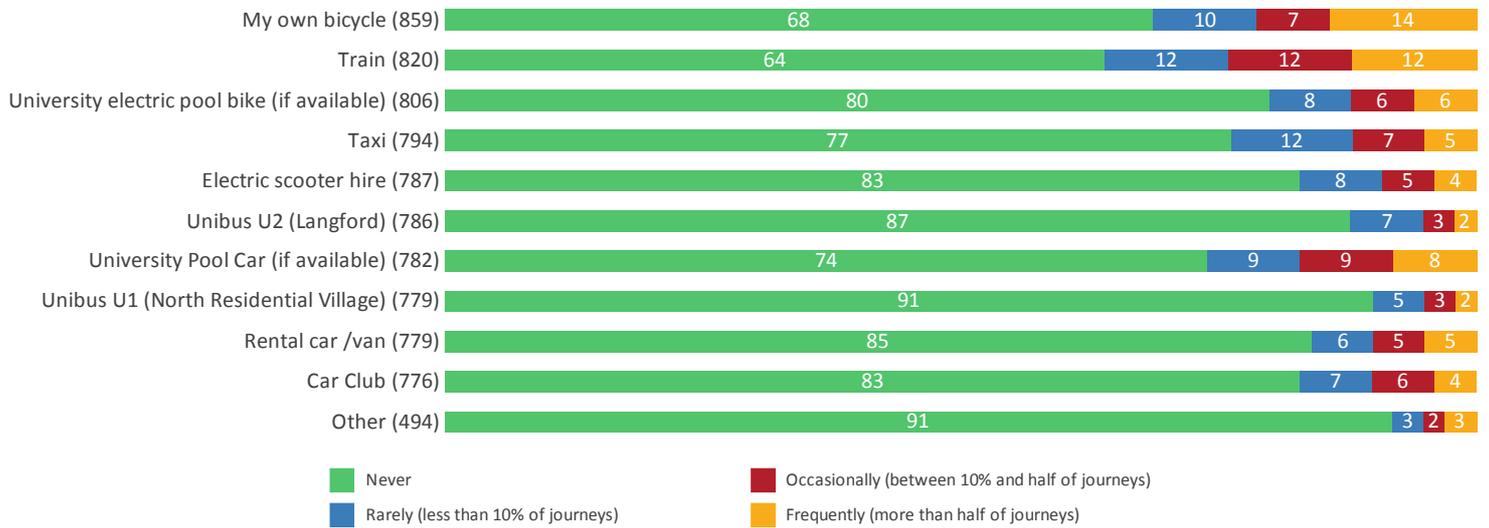
How do you expect your journey to work at the University will be affected by Bristol's proposed Clean Air Zone (introducing a daily charge for older petrol and diesel cars in the city centre and harbourside areas)?



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?

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 information 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 bringing 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?)



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?

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 quite 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 neighborhood

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.



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 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.



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 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/ Witherwood/ 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 hours 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, continue 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!



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.

