## Headlines - Bristol University

| Number of <br> respondents | Number of staff | Response Rate | Working from <br> home* | Working at a <br> workplace* | Working <br> elsewhere* |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 2060 | 7912 | $26 \%$ | $55 \%$ | $44 \%$ | $0 \%$ |

*Where people are spending the majority of their working hours currently
Main modes of travel (\%)
Car

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

Average distance travelled to work (\%)


Average time spent travelling to work (\%)


Satisfaction with journey (\%)


## Mode of Travel

## Mode PO <br> Car



Car Share

Proportion

23\%
of employees

of employees

## 17\%

of employees

27\%
of employees

21
Miles per day

7
Miles per day

4
Miles per day


Train
2\%
of employees

16
Miles per day

17\%
of employees

## 72

Miles per week
Miles per day

60
Miles per day
of employees
7\%
-
299
Miles per week

82
Miles per week

## 5185

Miles per year

Miles per week


1020
Miles per year

3660
Miles per year

15144
Miles per year

4137
Miles per year

## Journey Duration

## Mode of Travel



Car

23\%
of employees

## Time spent travelling to work (\%)



Under 15 minutes 2



Cycle

## 17\%

of employees


## 27\%

of employees


## 17\%

of employees
Under 15 minutes $\| 1$
15 to 29 minutes $\quad 5$
30 to 44 minutes
45 to 59 minutes $\square$
Over 60 minutes $\quad 32$


Train
7\%
of employees



## Journey Distance

Mode of Travel

## Distance travelled to work (\%)



Car

## 23\%

of employees



Car Share

4\%
of employees

## 17\%

of employees


Under 2 miles
2 to 4.9 miles
5 to 9.9 miles $\llbracket 1$
10 to 24.9 miles
25 to 49.9 miles
50 miles +
Under 2 miles $\quad 3$
2 to 4.9 miles
5 to 9.9 miles
10 to 24.9 miles $\square 16$
25 to 49.9 miles $\llbracket 1$
50 miles $+\llbracket 1$

| Under 2 miles $\\| 1$ |  |
| :--- | :--- |
| 2 to 4.9 miles $\square$ | 18 |
| 5 to 9.9 miles $\square$ | 8 |
| 10 to 24.9 miles $\square$ | 31 |
| 25 to 49.9 miles $\square$ | 21 |

2\%
of employees

| Under 2 miles $\square$ | 20 |
| :---: | :---: |
| 2 to 4.9 miles $\square$ |  |
| 5 to 9.9 miles $\square$ | 11 |
| 10 to 24.9 miles $\square$ | 16 |
| 25 to 49.9 miles $\square 4$ |  |
| 50 miles $+\square_{2}$ |  |

## Current Working Situation

All respondents were asked about their working pattern.

How many hours (excluding overtime) do you typically work in a week for this organisation? (\%)

How has your working pattern been affected since the start of the Covid-19 pandemic (March 2020)? (\%)



Less hours 4
More hours $\quad 16$

Other 1
Base: 2058

Where are you usually* working at the moment? (\%)
*majority of your working hours

At a workplace 44


Working elsewhere
Other|1

Base: 2059

Currently, in an average week, how many days do you spend working mainly at a workplace, at home, or elsewhere? (\%)


## Journey to Work

On the days when you travel to a workplace, how do you normally travel? (\%)


```
Bristol University (2059)
WoE wide (16008)
```

|  | Car driver (alone) | Car driver (with others) | $\begin{aligned} & \text { Car } \\ & \text { passenger } \end{aligned}$ | Motorbike / Moped | Cycle | Electric Cycle | Walk | Run | Public bus | Metrobus service | Employer bus | Park and Ride | Train | Taxi/Uber | Voi e-scooter | Private escooter | Other | Always work from home |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Bristol University (2059) | 481 | 68 | 23 | 16 | 299 | 42 | 566 | 5 | 289 | 35 | 2 | 25 | 141 | 4 | 15 | - | 5 | 43 |
|  | 23\% | 3\% | 1\% | 1\% | 15\% | 2\% | 27\% | 0\% | 14\% | 2\% | 0\% | 1\% | 7\% | 0\% | 1\% | - | 0\% | 2\% |
| WoE wide (16008) | 7544 | 613 | 224 | 167 | 1751 | 198 | 1940 | 33 | 1242 | 172 | 84 | 111 | 729 | 19 | 91 | 4 | 44 | 1042 |
|  | 47\% | 4\% | 1\% | 1\% | 11\% | 1\% | 12\% | 0\% | 8\% | 1\% | 1\% | 1\% | 5\% | 0\% | 1\% | 0\% | 0\% | 7\% |

Is this the same mode of transport you would have used before the pandemic? (\%)

82
18

Base: 1992

Is this the same mode of transport you would have used before the pandemic? by mode of travel (\%)


On the days you travel to a workplace, does your journey involve more than one type of transport? (\%)


Base: 2016

## Split by mode of travel (\%)



Base: 2016

## Journey to Work - time of travel

Respondents who were going into work or working elsewhere were asked to select their typical arrival and departure time at work.

Arrival time (\%)

Between 5am-5.55am
Between 6am-6.55am\|1
Between 7am-7.55am 10
Between 8am-8.55am $\qquad$
Between 9am-9.55am
Between 10am-10.55am 5
Between 11am-11.55am|1

Base: 1974

Departure time (\%)

Between 6am-13.55 $\quad 3$
Between 14.00-14.55
Between 15.00-15.55 $\square 5$
Between 16.00-16.55 25
Between 17.00-17.55 47
Between 18.00-18.55 13
Between 19.00-19.55 ${ }^{-18}$
Otherl1
Base: 1971

## Journey to Work - by car

Resondents who travel by car were asked what type of car they travel in.
Is the vehicle you travel in ... (\%)


Base: 653

Those who answered Petrol, Diesel or Hybrid were then asked:

How likely are you to consider purchasing/leasing an electric vehicle when you next get a car? (\%)

When would you consider purchasing an electric vehicle? (\%)



Would any of these make you more likely to purchase or lease an electric vehicle? (\%)


Base: 559

## Journey to Work/from Work

Satisfaction with current journey to work (\% satisfied)


Satisfaction with current journey home (\% satisfied)


## 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) | $\begin{gathered} \text { Car } \\ \text { passenger } \end{gathered}$ | Motorbike / Moped | Cycle | Electric Cycle | Walk | Run | Public bus | Metrobus service | Employer bus | Park and Ride | Train | Taxi/Uber | Voi e-scooter | Other | Always work from home |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Bristol University Main Clifton Campus (1115) | $\begin{aligned} & 218 \\ & 20 \% \end{aligned}$ | $\begin{aligned} & 38 \\ & 3 \% \end{aligned}$ | $\begin{aligned} & 14 \\ & 1 \% \end{aligned}$ | $\begin{gathered} 6 \\ 1 \% \end{gathered}$ | $\begin{aligned} & 177 \\ & 16 \% \end{aligned}$ | $\begin{aligned} & 31 \\ & 3 \% \end{aligned}$ | $\begin{aligned} & 336 \\ & 30 \% \end{aligned}$ | 0\% | $\begin{aligned} & 149 \\ & 13 \% \end{aligned}$ | $\begin{aligned} & 18 \\ & 2 \% \end{aligned}$ | - | $\begin{aligned} & 11 \\ & 1 \% \end{aligned}$ | $\begin{aligned} & 83 \\ & 7 \% \end{aligned}$ | $\begin{gathered} 2 \\ 0 \% \end{gathered}$ | $\begin{gathered} 9 \\ 1 \% \end{gathered}$ | $\begin{gathered} 3 \\ 0 \% \end{gathered}$ | $\begin{aligned} & 17 \\ & 2 \% \end{aligned}$ |
| Bristol University Augustine's Courtyard (192) | $\begin{gathered} 43 \\ 22 \% \end{gathered}$ | $\begin{gathered} 5 \\ 3 \% \end{gathered}$ | $\begin{gathered} 5 \\ 3 \% \end{gathered}$ | $\begin{gathered} 4 \\ 2 \% \end{gathered}$ | $\begin{gathered} 25 \\ 13 \% \end{gathered}$ | $\begin{gathered} 3 \\ 2 \% \end{gathered}$ | $\begin{gathered} 38 \\ 20 \% \end{gathered}$ | $\begin{gathered} 1 \\ 1 \% \end{gathered}$ | $\begin{gathered} 36 \\ 19 \% \end{gathered}$ | $\begin{gathered} 5 \\ 3 \% \end{gathered}$ |  | $\begin{gathered} 7 \\ 4 \% \end{gathered}$ | $\begin{aligned} & 15 \\ & 8 \% \end{aligned}$ |  | $\begin{gathered} 3 \\ 2 \% \end{gathered}$ |  | $\begin{gathered} 2 \\ 1 \% \end{gathered}$ |
| Bristol University Beacon House (12) | - | $\begin{gathered} 1 \\ 8 \% \end{gathered}$ | - |  | $\begin{gathered} 1 \\ 8 \% \end{gathered}$ |  | $\begin{gathered} 5 \\ 42 \% \end{gathered}$ |  | $\begin{gathered} 1 \\ 8 \% \end{gathered}$ |  |  |  | $\begin{gathered} 2 \\ 17 \% \end{gathered}$ | $\begin{gathered} 1 \\ 8 \% \end{gathered}$ | $\begin{gathered} 1 \\ 8 \% \end{gathered}$ |  |  |
| Bristol University Berkeley Square (41) | $\begin{gathered} 7 \\ 17 \% \end{gathered}$ | $\begin{gathered} 1 \\ 2 \% \end{gathered}$ | - |  | $\begin{gathered} 9 \\ 22 \% \end{gathered}$ | $\begin{gathered} 1 \\ 2 \% \end{gathered}$ | $\begin{gathered} 11 \\ 27 \% \end{gathered}$ | . | $\begin{gathered} 6 \\ 15 \% \end{gathered}$ | $\begin{gathered} 1 \\ 2 \% \end{gathered}$ |  |  | $\begin{gathered} 4 \\ 10 \% \end{gathered}$ |  |  |  | $\begin{gathered} 1 \\ 2 \% \end{gathered}$ |
| Bristol University - <br> Canynge Hall (51) | $\begin{gathered} 15 \\ 29 \% \end{gathered}$ |  | $\begin{gathered} 2 \\ 4 \% \end{gathered}$ | $\begin{gathered} 1 \\ 2 \% \end{gathered}$ | $\begin{gathered} 9 \\ 18 \% \end{gathered}$ |  | $\begin{gathered} 9 \\ 18 \% \end{gathered}$ | $-$ | $\begin{gathered} 4 \\ 8 \% \end{gathered}$ |  |  |  | $\begin{gathered} 8 \\ 16 \% \end{gathered}$ |  |  |  | $\begin{gathered} 3 \\ 6 \% \end{gathered}$ |
| Bristol University Clifton Halls of Residence (10) | 7 $70 \%$ | $\begin{gathered} 1 \\ 10 \% \end{gathered}$ |  | - | - | - | - |  | $\begin{gathered} 2 \\ 20 \% \end{gathered}$ | - |  | - | - |  | - |  | - |
| Bristol University Coombe Dingle (8) | $\begin{gathered} 4 \\ 50 \% \end{gathered}$ |  | - |  | $\begin{gathered} 2 \\ 25 \% \end{gathered}$ |  | $\begin{gathered} 1 \\ 13 \% \end{gathered}$ |  | $\begin{gathered} 1 \\ 13 \% \end{gathered}$ |  |  |  | $\overline{-}$ |  |  |  |  |
| Bristol University Dorothy Hodgkin Building (13) | $\stackrel{3}{23 \%}$ | $:$ |  |  | $\begin{gathered} 1 \\ 8 \% \end{gathered}$ | $:$ | $\underset{46 \%}{6}$ |  | $\begin{gathered} 2 \\ 15 \% \end{gathered}$ | - |  | - | - |  | $\begin{gathered} 1 \\ 8 \% \end{gathered}$ |  |  |
| Bristol University Engine Shed (5) |  |  |  |  | $\begin{gathered} 1 \\ 20 \% \end{gathered}$ |  | $\begin{gathered} 2 \\ 40 \% \end{gathered}$ |  | $\begin{gathered} 1 \\ 20 \% \end{gathered}$ |  |  |  | $\begin{gathered} 1 \\ 20 \% \end{gathered}$ |  |  |  |  |
| Bristol University Great George Street (196) | $\begin{gathered} 26 \\ 13 \% \end{gathered}$ | $\begin{gathered} 8 \\ 4 \% \end{gathered}$ | $\begin{gathered} 1 \\ 1 \% \end{gathered}$ | $\begin{gathered} 2 \\ 1 \% \end{gathered}$ | $\begin{gathered} 23 \\ 12 \% \end{gathered}$ | $\begin{gathered} 3 \\ 2 \% \end{gathered}$ | $\begin{gathered} 72 \\ 37 \% \end{gathered}$ |  | $\begin{gathered} 36 \\ 18 \% \end{gathered}$ | $\begin{gathered} 3 \\ 2 \% \end{gathered}$ | $\begin{gathered} 1 \\ 1 \% \end{gathered}$ | $\begin{gathered} 1 \\ 1 \% \end{gathered}$ | $\begin{aligned} & 11 \\ & 6 \% \end{aligned}$ | $\begin{gathered} 1 \\ 1 \% \end{gathered}$ | $\begin{gathered} 1 \\ 1 \% \end{gathered}$ |  | $\begin{gathered} 7 \\ 4 \% \end{gathered}$ |
| Bristol University - <br> Howard House (15) | $\begin{gathered} 7 \\ 47 \% \end{gathered}$ |  |  |  | $\begin{gathered} 2 \\ 13 \% \end{gathered}$ |  | $\begin{gathered} 4 \\ 27 \% \end{gathered}$ |  | - | $\begin{gathered} 1 \\ 7 \% \end{gathered}$ |  |  | $\begin{gathered} 1 \\ 7 \% \end{gathered}$ |  |  |  |  |
| Bristol University Langford Campus (76) | $\begin{gathered} 68 \\ 89 \% \end{gathered}$ | $\begin{gathered} 1 \\ 1 \% \end{gathered}$ | - | $\begin{gathered} 2 \\ 3 \% \end{gathered}$ | $\begin{gathered} 1 \\ 1 \% \end{gathered}$ | - | $\begin{gathered} 3 \\ 4 \% \end{gathered}$ |  | - | - |  | - | - | - |  |  | $\begin{gathered} 1 \\ 1 \% \end{gathered}$ |
| Bristol University Oakfield and Barley House (68) | 17 $25 \%$ | 4 $6 \%$ | - | - | 12 $18 \%$ | 1 $1 \%$ | 14 $21 \%$ | - | 10 $15 \%$ | 1 $1 \%$ | - | - | 3 $4 \%$ | - | - | 1 $1 \%$ | 5 $7 \%$ |
| Bristol University Southmead Hospital (22) | 27\% | 1 $5 \%$ | - | - | 6 $27 \%$ | 1 $5 \%$ | 27\% | - | 2\% | - | - | - | - | - | - | - | - |
| Bristol University - <br> Southwell Street (12) | $\begin{gathered} 2 \\ 17 \% \end{gathered}$ | - |  | $\begin{gathered} 1 \\ 8 \% \end{gathered}$ | $\begin{gathered} 1 \\ 8 \% \end{gathered}$ |  | $\begin{gathered} 6 \\ 50 \% \end{gathered}$ |  | $\begin{gathered} 1 \\ 8 \% \end{gathered}$ | $\begin{gathered} 1 \\ 8 \% \end{gathered}$ |  |  | - |  |  |  |  |
| Bristol University Stoke Bishop Halls of Residence (23) | $\begin{gathered} 13 \\ 57 \% \end{gathered}$ | - | $\begin{gathered} 1 \\ 4 \% \end{gathered}$ | - | $\begin{gathered} 1 \\ 4 \% \end{gathered}$ | - | $\begin{gathered} 6 \\ 26 \% \end{gathered}$ |  | $\begin{gathered} 2 \\ 9 \% \end{gathered}$ | - | - | - | - |  | - | - | - |
| Bristol University Richmond Building (37) | $\begin{gathered} 3 \\ 8 \% \end{gathered}$ | $\begin{gathered} 4 \\ 11 \% \end{gathered}$ | - | - | $\begin{gathered} 3 \\ 8 \% \end{gathered}$ | - | $\begin{gathered} 10 \\ 27 \% \end{gathered}$ | - | $\begin{gathered} 8 \\ 22 \% \end{gathered}$ | $\begin{gathered} 1 \\ 3 \% \end{gathered}$ | - | - | $\begin{gathered} 5 \\ 14 \% \end{gathered}$ |  | - | $\begin{gathered} 1 \\ 3 \% \end{gathered}$ | 2 $5 \%$ |
| Bristol University - UH Bristol Hospitals (67) | $\begin{gathered} 19 \\ 28 \% \end{gathered}$ | $\begin{gathered} 3 \\ 4 \% \end{gathered}$ |  | - | $\begin{gathered} 8 \\ 12 \% \end{gathered}$ | $\begin{gathered} 1 \\ 1 \% \end{gathered}$ | $\begin{gathered} 16 \\ 24 \% \end{gathered}$ |  | $\begin{gathered} 10 \\ 15 \% \end{gathered}$ | $\begin{gathered} 2 \\ 3 \% \end{gathered}$ | $\begin{gathered} 1 \\ 1 \% \end{gathered}$ | $\begin{gathered} 3 \\ 4 \% \end{gathered}$ | $\begin{gathered} 3 \\ 4 \% \end{gathered}$ |  |  |  | $\begin{gathered} 1 \\ 1 \% \end{gathered}$ |
| Bristol University Victoria Rooms (3) | $\begin{gathered} 1 \\ 33 \% \end{gathered}$ |  |  | - | $\begin{gathered} 1 \\ 33 \% \end{gathered}$ |  | $\begin{gathered} 1 \\ 33 \% \end{gathered}$ | - | - | - |  |  | - | - | - | - |  |
| Bristol University Other (84) | $\begin{gathered} 19 \\ 23 \% \end{gathered}$ | $\begin{gathered} 1 \\ 1 \% \end{gathered}$ |  |  | $\begin{gathered} 12 \\ 14 \% \end{gathered}$ | $\begin{gathered} 1 \\ 1 \% \end{gathered}$ | $\begin{gathered} 20 \\ 24 \% \end{gathered}$ | $\begin{gathered} 1 \\ 1 \% \end{gathered}$ | $\begin{gathered} 16 \\ 19 \% \end{gathered}$ | $\begin{gathered} 2 \\ 2 \% \end{gathered}$ |  | $\begin{gathered} 3 \\ 4 \% \end{gathered}$ | $\begin{gathered} 5 \\ 6 \% \end{gathered}$ | - | - | $\cdot$ | $\begin{gathered} 4 \\ 5 \% \end{gathered}$ |

## Site Comparison

## Satisfaction with current journey to work (\%)



## Satisfaction with current journey home (\%)

Bristol University - Main Clifton Campus (1098)
Bristol University - Augustine's Courtyard (190)
Bristol University - Beacon House (12)
Bristol University - Berkeley Square (40) Bristol University - Canynge Hall (48) Bristol University - Clifton Halls of Residence (10) Bristol University - Coombe Dingle (8) Bristol University - Dorothy Hodgkin Building (13) Bristol University - Engine Shed (5) Bristol University - Great George Street (189) Bristol University - Howard House (15) Bristol University - Langford Campus (75)
Bristol University - Oakfield and Barley House (63) Bristol University - Southmead Hospital (22) Bristol University - Southwell Street (12)
Bristol University - Stoke Bishop Halls of Residence (23)
Bristol University - Richmond Building (35) Bristol University - UH Bristol Hospitals (66) Bristol University - Victoria Rooms (3) Bristol University - Other (80)


Neither satisfied or dissatisfied $\quad$ Very dissatisfied
Quite dissatisfied

## Site Comparison

## Journey Duration (\%)



## Journey Distance (\%)

Bristol University - Main Clifton Campus (1098) 24 28 28 20
Bristol University - Augustine's Courtyard (190)
Bristol University - Beacon House (12) $\quad 33 \quad 5088$
Bristol University - Berkeley Square (40) $\quad 28$ 488 8 8 Bristol University - Canynge Hall (48) $\square 16 \quad 44$
Bristol University - Clifton Halls of Residence (10) 10 Bristol University - Coombe Dingle (8) 225
Bristol University - Dorothy Hodgkin Building (13)
 Bristol University - Engine Shed (5) $\square$ Bristol University - Great George Street (190) 116 . 53 (15) Bristol University - Howard House (15) $\square 27 \quad 33$
 Bristol University - Oakfield and Barley House (63) Bristol University - Southmead Hospital (22) 41020 Bristol University - Southwell Street (12) $\square=1 / 433.8$ Bristol University - Stoke Bishop Halls of Residence (23) 94.48
 Bristol University - UH Bristol Hospitals (66) $\quad 20<243$ Bristol University - Victoria Rooms (3) Bristol University - Other (80) $14 \times 49 \quad 46$

| Under 2 miles | 5 to 9.9 miles | 25 to 49.9 miles |
| :---: | :---: | :---: |
| 2 to 4.9 miles | 10 to 24.9 miles | 50 to 99.9 miles |

## Working from Home

## How satisfied are you working from home? (\%)

This question was only asked of people who were working from home full time.


Base: 43

## 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.


## Changes in Commuting

## Method of travel before/after Covid (\%)



## How would you feel about travelling to and from work on foot, by cycle, by bus or by train? Car drivers



How would you feel about travelling to and from work on foot, by cycle, by bus or by train? Non car drivers



If there are no Covid related travel or work restrictions in 12 months time, how many days, on average, do you expect to work from home per week? (\%)


Full-time home working 2
Base: 2043

## Respondent Profile...

## Gender (\%)



Base:2019

Disability (\%)

## No 87

Yes - Mental health condition ${ }^{\text {—4 }}$
Yes - Long standing illness or health condition\3
Yes - Physical impairmentl2
Yes - Learning disability/difficultyl1
Yes - Sensory impairmentl1
Yes - Other
Prefer not to sayl3

Age (\%)

20 or under


30 to 39
40 to 49 23
50 to $59 \square 19$
60 to $69 \square 6$
70 or overl1
Prefer not to say 12
Base:2045

## Ethnicity (\%)

White - English/Welsh/Scottish/Northern Irish/British
White - Other 13
Asian/Asian British I2
Mixed/Multiple Ethnic GroupsI2
White - Irishl2
Black/African/Caribbean/Black BritishI1
Arab
Gypsy or Traveller of Irish Heritage
Other ethnic groupl1
Prefer not to say 14
Base:2046

## 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) | $\begin{gathered} \text { Car } \\ \text { passenger } \end{gathered}$ | Motorbike / Moped | Cycle | Electric Cycle | Walk | Run | Public bus | Metrobus service | Employer bus | Park and Ride | Train | Taxi/Uber | Voi e-scooter | Other | Always work from home |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Female (1320) | 342 | 38 | 19 | 7 | 134 | 31 | 371 | 3 | 201 | 22 | 1 | 14 | 94 | 4 | 8 | 3 | 28 |
|  | 26\% | 3\% | 1\% | 1\% | 10\% | 2\% | 28\% | 0\% | 15\% | 2\% | 0\% | 1\% | 7\% | 0\% | 1\% | 0\% | 2\% |
| Male (641) | 124 | 25 | 3 | 8 | 152 | 11 | 163 | 2 | 71 | 10 | 1 | 1\% | 42 | - | \% | 2 | 14 |
|  | 19\% | 4\% | 0\% | 1\% | 24\% | 2\% | 25\% | 0\% | 11\% | 2\% | 0\% | 1\% | 7\% | - | 1\% | 0\% | 2\% |

## 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 / Moped | Cycle | Electric Cycle | Walk | Run | Public bus | Metrobus service | Employer bus | Park and Ride | Train | Taxi/Uber | Voi e-scooter | Other | Always work from home |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Under 30 years old | 48 | 6 | 5 | 1 | 44 | 5 | 158 | - | 57 | 9 | - | 1 | 26 | 1 | 5 | - | 2 |
| (368) | 13\% | 2\% | 1\% | 0\% | 12\% | 1\% | 43\% | - | 15\% | 2\% | - | 0\% | 7\% | 0\% | 1\% | - | 1\% |
|  | 258 | 38 | 8 | 11 | 181 | 26 | 281 | 3 | 155 | 21 | 1 | 15 | 76 | 1 | 8 | 5 | 28 |
| 30 to 49 (1116) | 23\% | 3\% | 1\% | 1\% | 16\% | 2\% | 25\% | 0\% | 14\% | 2\% | 0\% | 1\% | 7\% | 0\% | 1\% | 0\% | 3\% |
|  | 162 | 21 | 10 | 4 | 68 | 9 | 118 | 2 | 71 | 4 | 1 | 8 | 34 | 2 | 1 | - | 12 |
| (527) | 31\% | 4\% | 2\% | 1\% | 13\% | 2\% | 22\% | 0\% | 13\% | 1\% | 0\% | 2\% | 6\% | 0\% | 0\% | - | 2\% |

## 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) | $\begin{gathered} \text { Car } \\ \text { passenger } \end{gathered}$ | Motorbike / Moped | Cycle | Electric Cycle | Walk | Run | Public bus | Metrobus service | Employer bus | Park and Ride | Train | Taxi/Uber | Voi e-scooter | Other | Always work from home |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| White (1560) | 395 | 53 | 20 | 13 | 230 | 25 | 397 | 5 | 214 | 20 | 2 | 21 | 111 | 3 | 10 | 5 | 36 |
|  | 25\% | 3\% | 1\% | 1\% | 15\% | 2\% | 25\% | 0\% | 14\% | 1\% | 0\% | 1\% | 7\% | 0\% | 1\% | 0\% | 2\% |
| BAME (414) | 63 $15 \%$ | 10 | ${ }^{2}$ | 1\% | 55 $13 \%$ | 14 $3 \%$ | 154 $37 \%$ | - | 64 | 14 | - |  | 22 |  |  | - |  |
|  | 15\% | 2\% | 0\% | 1\% | 13\% | 3\% | 37\% | - | 15\% | 3\% | - | 0\% | 5\% | - | 1\% | - | 2\% |

## 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 / Moped | Cycle | Electric Cycle | Walk | Run | Public bus | Metrobus service | Employer bus | Park and Ride | Train | Taxi/Uber | Voi e-scooter | Other | Always work from home |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Disabled (206) | 61 | 4 | 2 | 1 | 13 | 4 | 57 | - | 38 | 4 | - | 2 | 13 | $\bullet$ | 1 | $\cdot$ | 6 |
|  | 30\% | 2\% | 1\% | 0\% | 6\% | 2\% | 28\% | - | 18\% | 2\% | - | 1\% | 6\% | - | 0\% | - | 3\% |
| Non disabled (1771) | 396 | 58 | 21 | 15 | 276 | 37 | 492 | 5 | 237 | 29 | 2 | 21 | 124 | 3 | 13 | 5 | 37 |
| Non disabled (1771) | 22\% | 3\% | 1\% | 1\% | 16\% | 2\% | 28\% | 0\% | 13\% | 2\% | 0\% | 1\% | 7\% | 0\% | 1\% | 0\% | 2\% |

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 <br> Bristol University

Are you aware of the Clean Air Zone that is being introduced in summer 2022 ? (\%) for Organisation=Bristol University


Don't know 3

Base: 2033

Are you aware of the support available to help people prepare for the Clean Air Zone? Tick box, can choose multiple options (\%) for Organisation=Bristol University

Grants and loans for people on low incomes

Grants and loans for businesses to replace fleet

Would you like us to contact you to talk about how we can help you prepare for the Clean Air Zone? (\%) for Organisation=Bristol University




