

### Headlines - University of Bristol

Number of respondents	Number of staff	Response Rate	Satisfaction with getting to work	Satisfaction with getting home
1924	5000	38%	64%	60%

#### Main modes of travel (%)

19%



Car

9%



Car Share

(driver with others /passenger)

18%



Cycle

28%



Walk

16%



Bus

Public Bus

8%



Train

3%



Other

Motorbike, Employer bus, express coach, Taxi, Other

#### Average distance travelled to/from University of Bristol

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

19

miles per day

95

miles per week

4812

miles per year

#### Average time spent travelling to/from University of Bristol

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

78

Minutes per day

7

hours per week



329

hours per year



# Journey Distances - Average per employee








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	<b>19%</b> of employees	<b>34</b> Miles per day	<b>169</b> Miles per week	<b>8570</b> Miles per year
 Car Share	<b>9%</b> of employees	<b>25</b> Miles per day	<b>126</b> Miles per week	<b>6384</b> Miles per year
 Cycle	<b>18%</b> of employees	<b>8</b> Miles per day	<b>41</b> Miles per week	<b>2089</b> Miles per year
 Walk	<b>28%</b> of employees	<b>4</b> Miles per day	<b>22</b> Miles per week	<b>1100</b> Miles per year
 Bus	<b>16%</b> of employees	<b>14</b> Miles per day	<b>72</b> Miles per week	<b>3619</b> Miles per year
 Train	<b>8%</b> of employees	<b>63</b> Miles per day	<b>314</b> Miles per week	<b>15891</b> Miles per year
 Other	<b>3%</b> of employees	<b>26</b> Miles per day	<b>131</b> Miles per week	<b>6611</b> Miles per year



# Journey Length- Average per employee

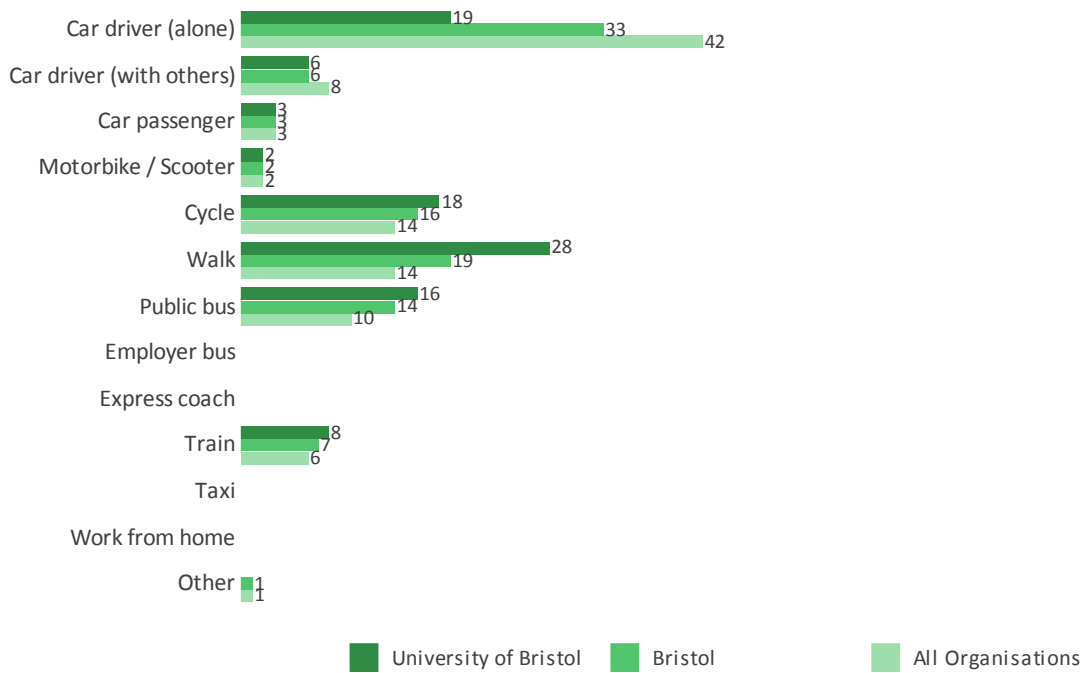
Assuming a five day week/ 253 day working year (no holidays)

Mode of Travel		Average time spent		
Mode	Proportion	Per Day	Per Week	Per Year
 Car	<b>19%</b> of employees	<b>92</b> Minutes per day	<b>8</b> Hours per week	<b>387</b> Hours per year
 Car Share	<b>9%</b> of employees	<b>84</b> Minutes per day	<b>7</b> Hours per week	<b>355</b> Hours per year
 Cycle	<b>18%</b> of employees	<b>47</b> Minutes per day	<b>4</b> Hours per week	<b>200</b> Hours per year
 Walk	<b>28%</b> of employees	<b>53</b> Minutes per day	<b>4</b> Hours per week	<b>224</b> Hours per year
 Bus	<b>16%</b> of employees	<b>105</b> Minutes per day	<b>9</b> Hours per week	<b>441</b> Hours per year
 Train	<b>8%</b> of employees	<b>155</b> Minutes per day	<b>13</b> Hours per week	<b>652</b> Hours per year
 Other	<b>3%</b> of employees	<b>64</b> Minutes per day	<b>5</b> Hours per week	<b>271</b> Hours per year



# How you compare - Benchmarking

## How do you normally get to work? (%)

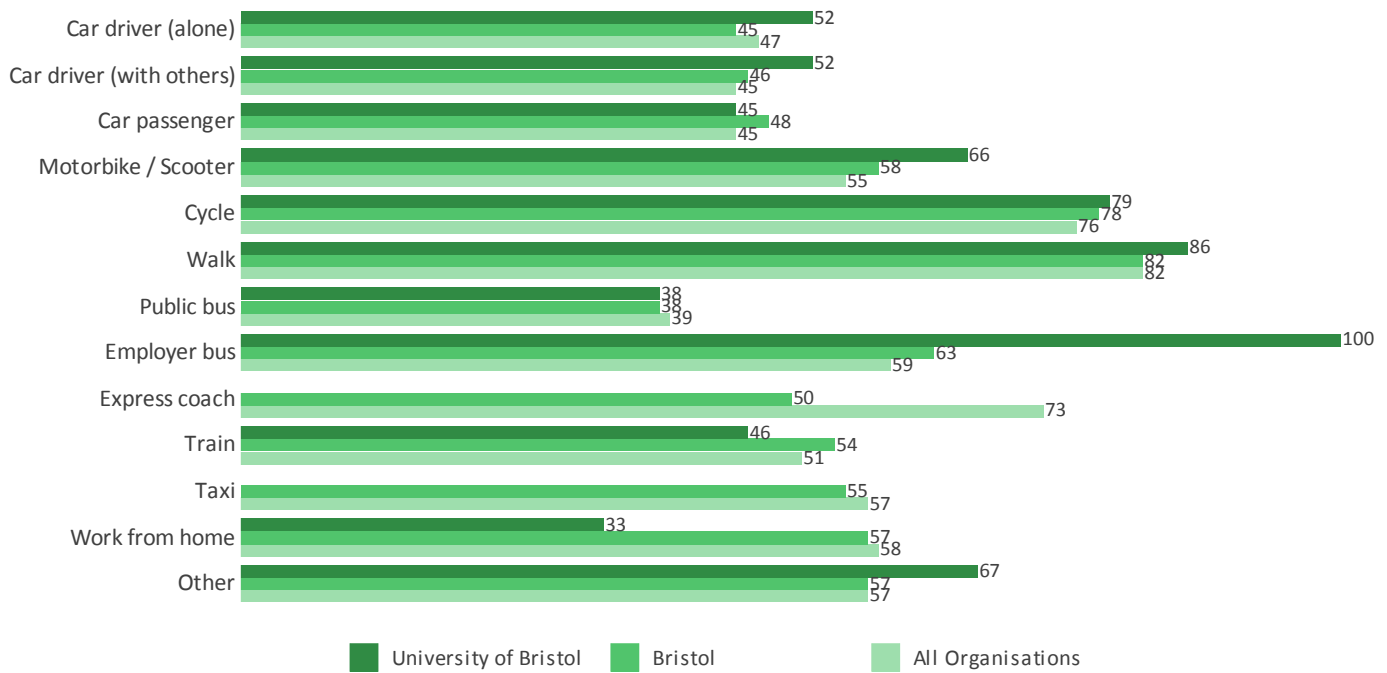


	Car driver (alone)	Car driver (with others)	Car passenger	Motorbike / Scooter	Cycle	Walk	Public bus	Employer bus	Express coach	Train	Taxi	Work from home	Other
University of Bristol (1859)	19%	6%	3%	2%	18%	28%	16%	0%	-	8%	-	0%	0%
Bristol (11304)	33%	6%	3%	2%	16%	19%	14%	0%	0%	7%	0%	0%	1%
All Organisations (19146)	42%	8%	3%	2%	14%	14%	10%	0%	0%	6%	0%	0%	1%

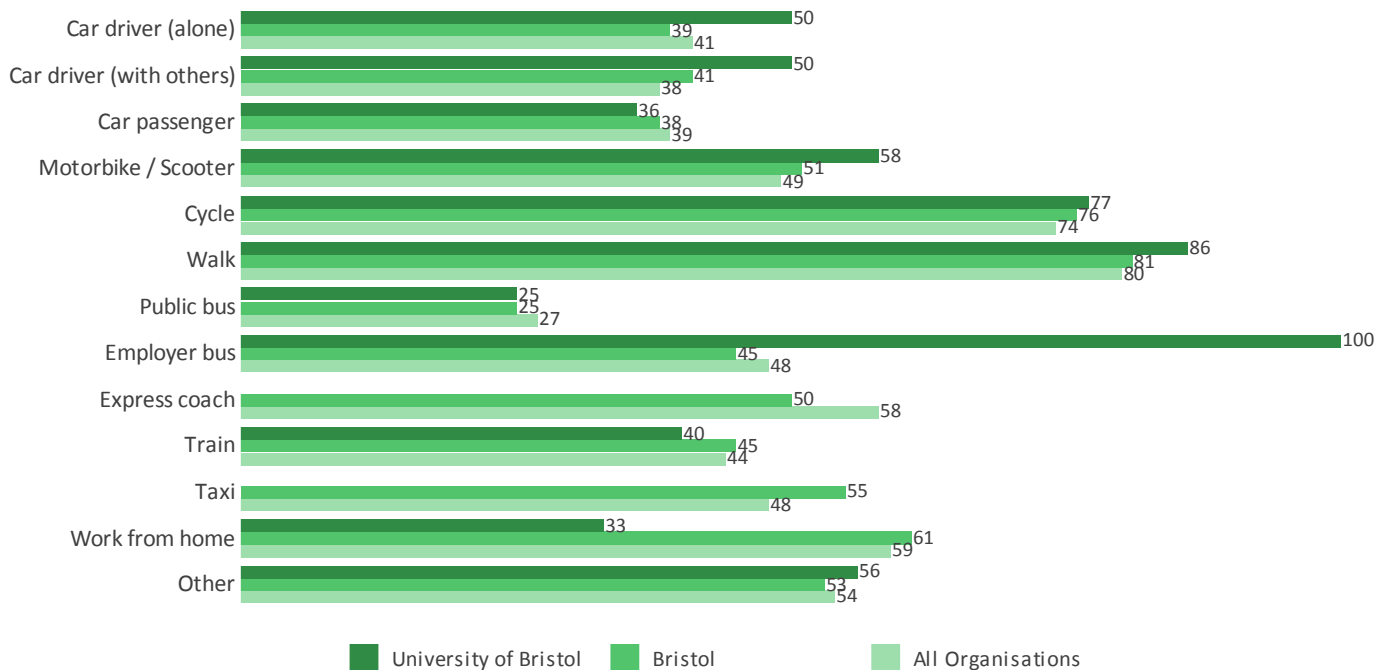


# How you compare - Benchmarking

## Satisfaction with normal journey to work (% satisfied)

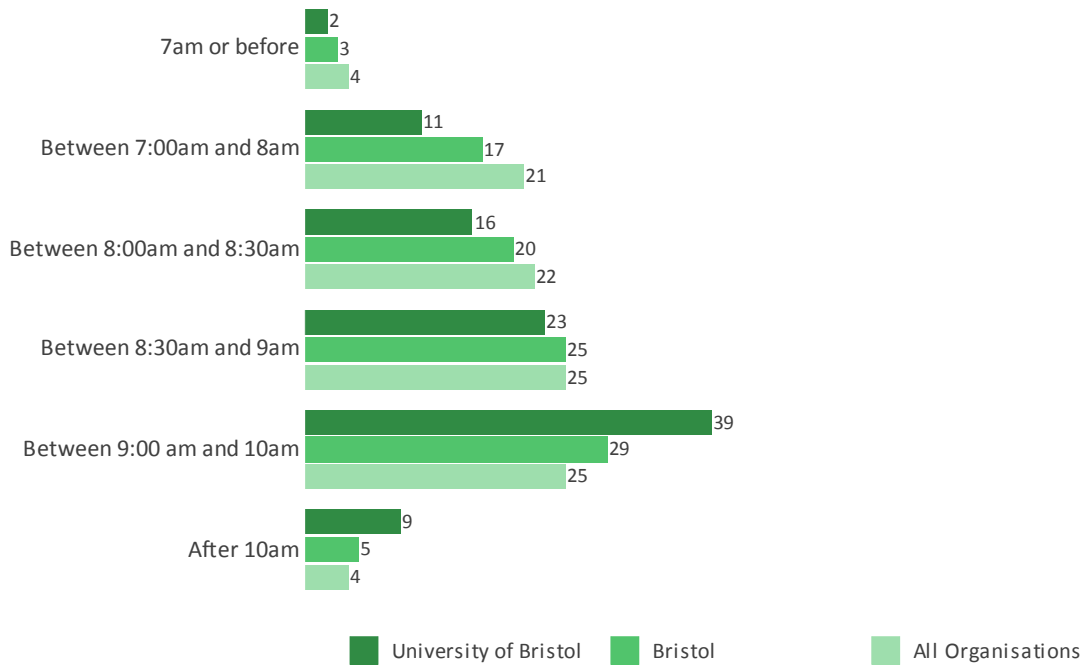


## Satisfaction with normal journey home (% satisfied)

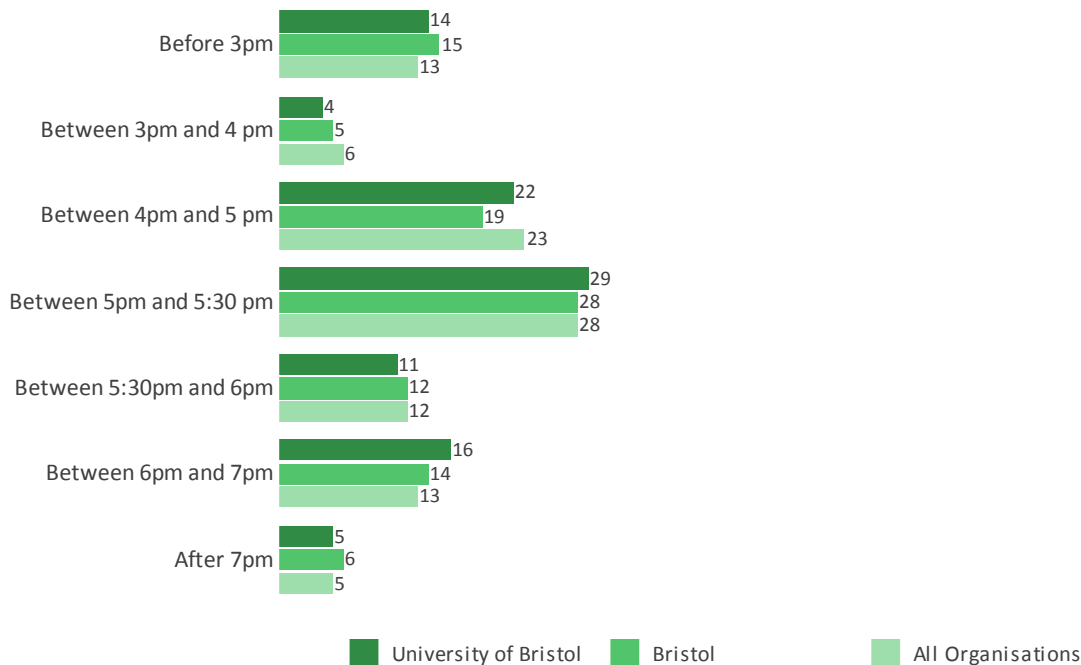


# How you compare - Benchmarking

## Arrival time (% arriving at specified time bracket)



## Leave time (% leaving during specified time bracket)



# Site Comparison - Benchmarking

## How do you normally get to work?

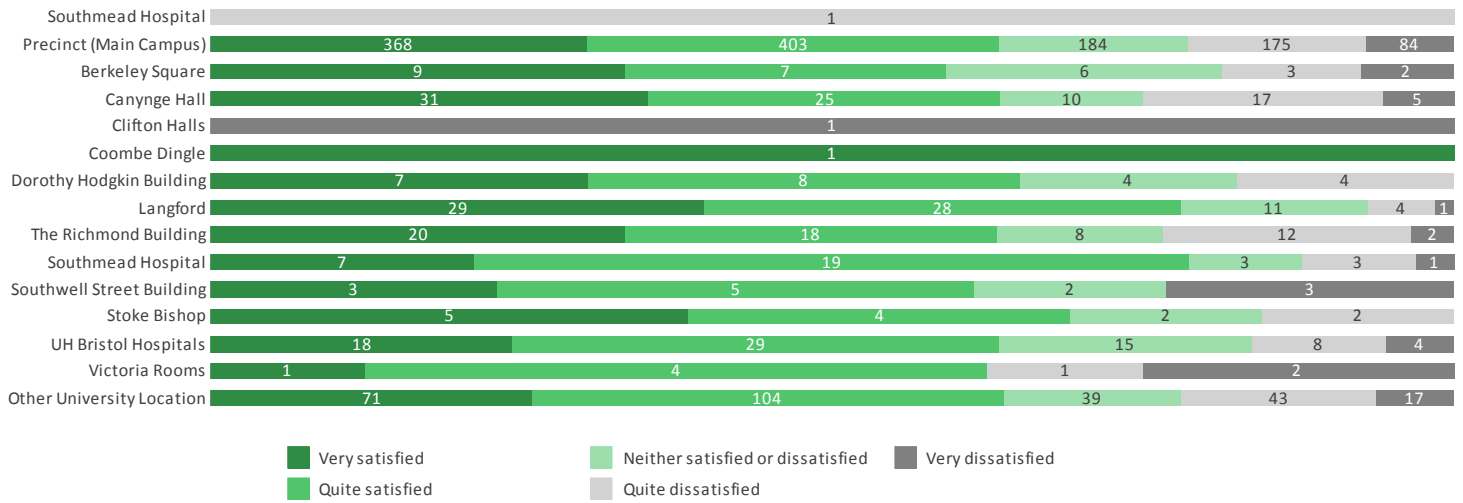
The table below compares the travel modes used to get to different office locations. The data should be read vertically, so that you can compare the different office location for each mode of travel.

	Car driver (alone)	Car driver (with others)	Car passenger	Motorbike / Scooter	Cycle	Walk	Public bus	Employer bus	Express coach	Train	Taxi	Work from home	Other
Precinct (Main Campus) (1195)	172 14%	72 6%	40 3%	31 3%	207 17%	380 32%	195 16%	1 0%	-	91 8%	-	2 0%	4 0%
Berkeley Square (27)	6 22%	-	-	-	3 11%	11 41%	3 11%	-	-	2 7%	-	-	2 7%
Canynge Hall (85)	16 19%	4 5%	2 2%	-	20 24%	20 24%	14 16%	-	-	9 11%	-	-	-
Clifton Halls (1)	-	-	-	-	1 100%	-	-	-	-	-	-	-	-
Coombe Dingle (1)	1 100%	-	-	-	-	-	-	-	-	-	-	-	-
Dorothy Hodgkin Building (22)	5 23%	1 5%	1 5%	-	5 23%	5 23%	5 23%	-	-	-	-	-	-
Langford (70)	58 83%	8 11%	-	-	1 1%	2 3%	-	-	-	-	-	1 1%	-
The Richmond Building (60)	6 10%	-	-	-	15 25%	23 38%	11 18%	-	-	4 7%	-	-	1 2%
Southmead Hospital (32)	9 28%	3 9%	2 6%	-	6 19%	5 16%	5 16%	-	-	1 3%	-	-	1 3%
Southwell Street Building (12)	4 33%	1 8%	-	1 8%	4 33%	1 8%	1 8%	-	-	-	-	-	-
Stoke Bishop (12)	9 75%	-	-	1 8%	1 8%	-	1 8%	-	-	-	-	-	-
UH Bristol Hospitals (69)	9 13%	4 6%	-	1 1%	16 23%	17 25%	12 17%	-	-	10 14%	-	-	-
Victoria Rooms (8)	2 25%	-	-	-	1 13%	1 13%	2 25%	-	-	2 25%	-	-	-
Other University Location (259)	53 20%	16 6%	9 3%	4 2%	55 21%	55 21%	45 17%	-	-	21 8%	-	-	1 0%

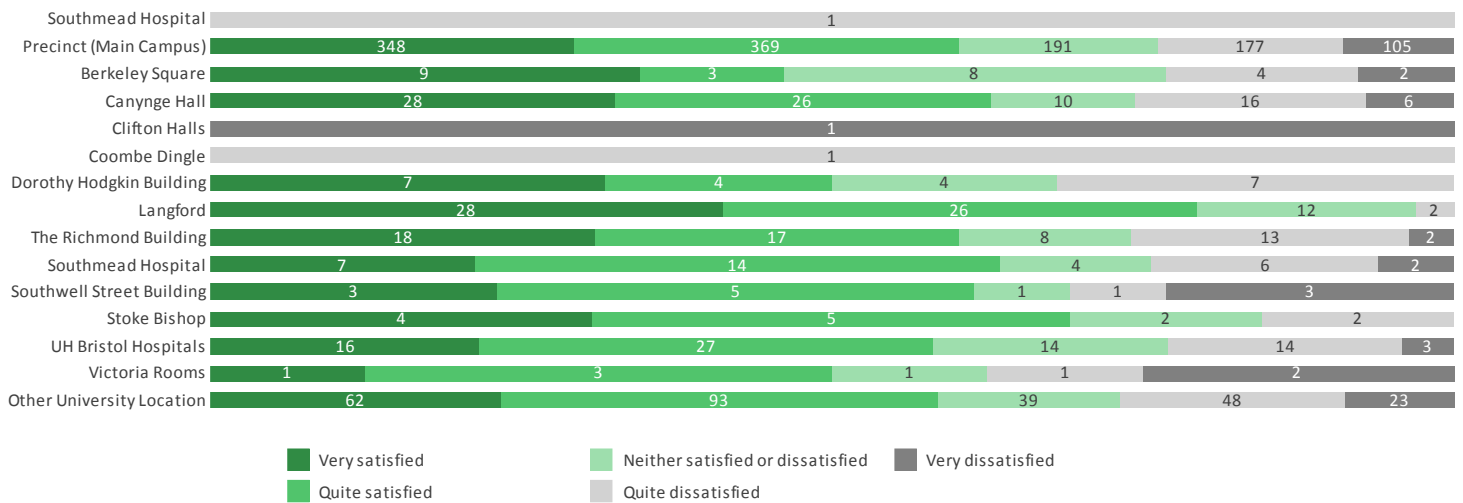


# Site Comparison - Benchmarking

## Satisfaction with normal journey to work (% satisfied)



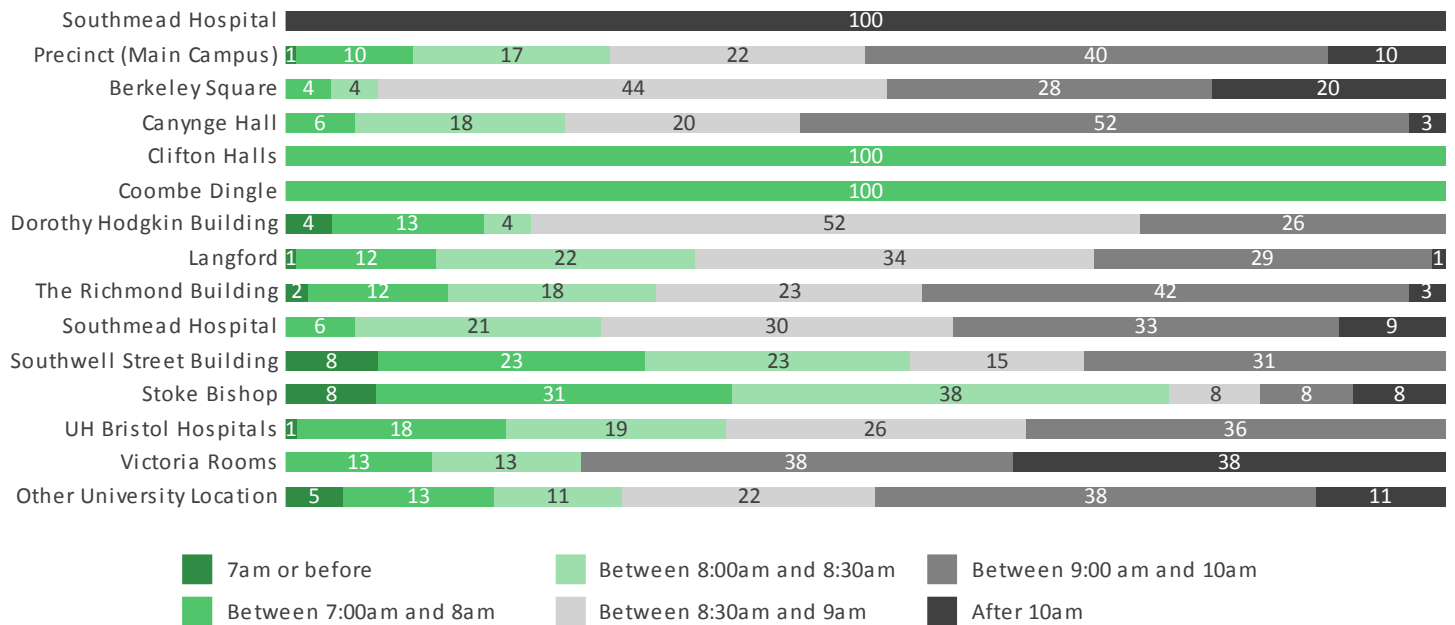
## Satisfaction with normal journey home (% satisfied)



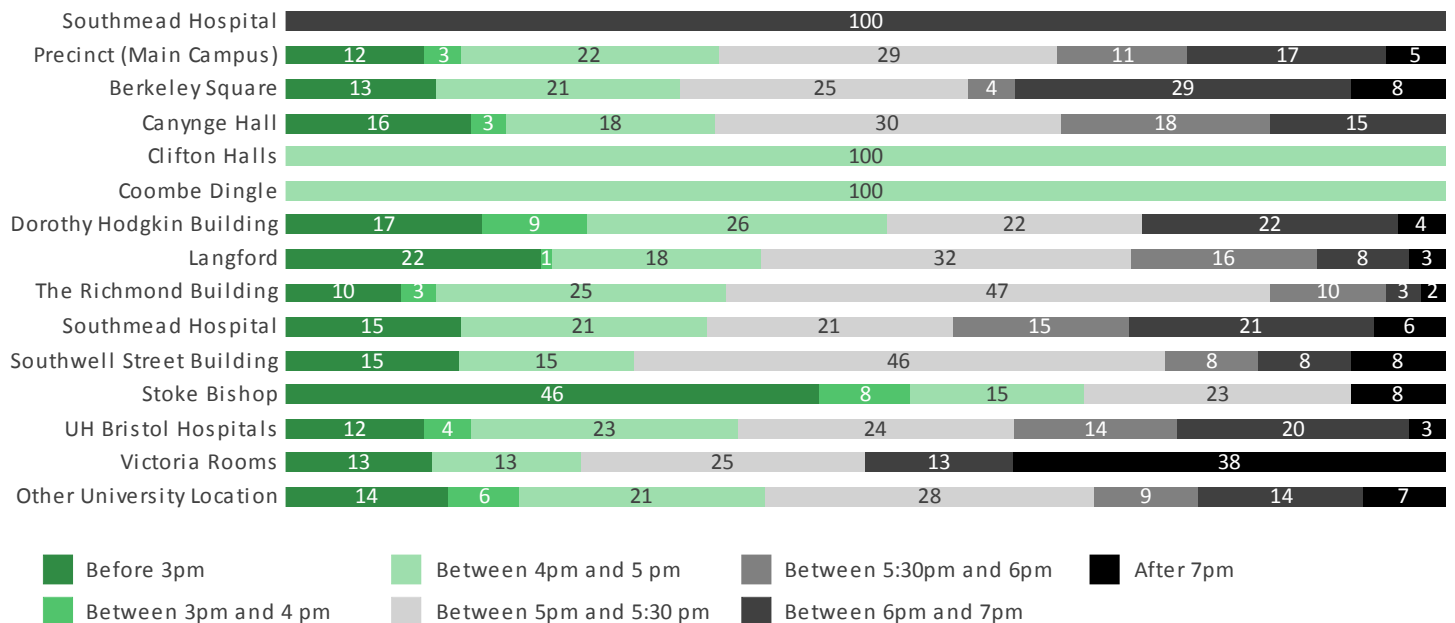


# Site Comparison - Benchmarking

## Arrival time (%)

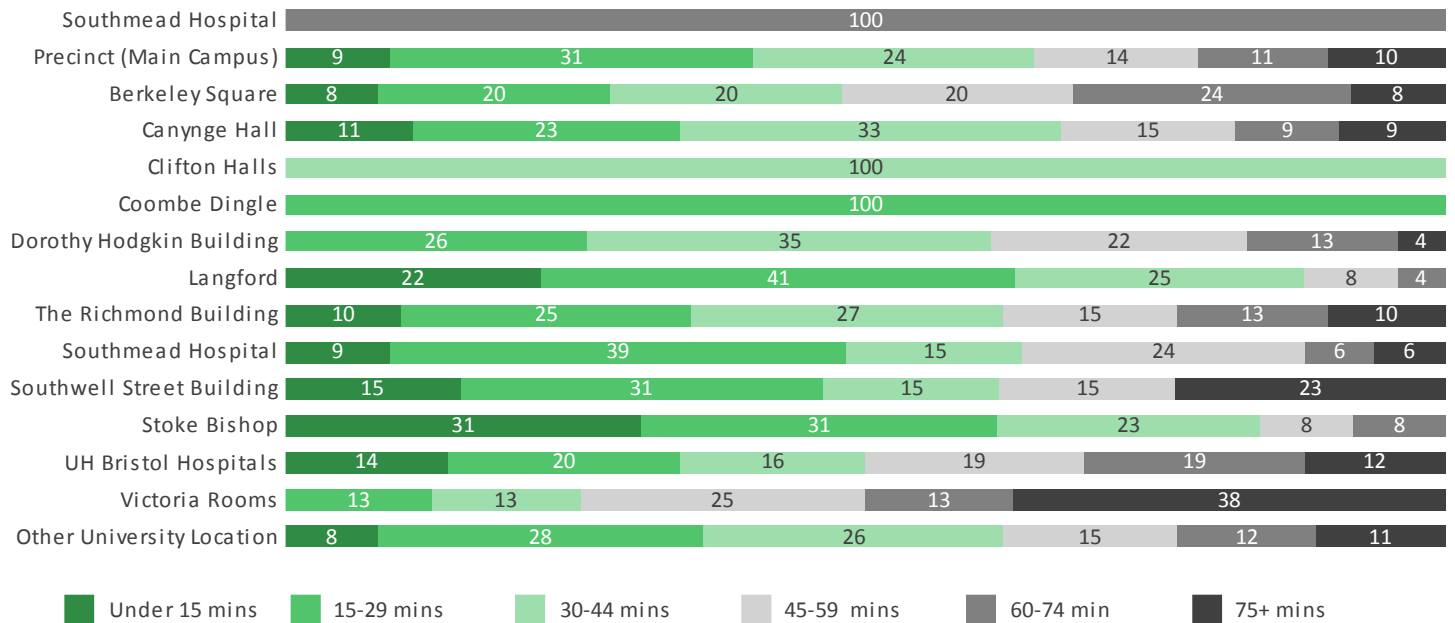


## Departure time (%)

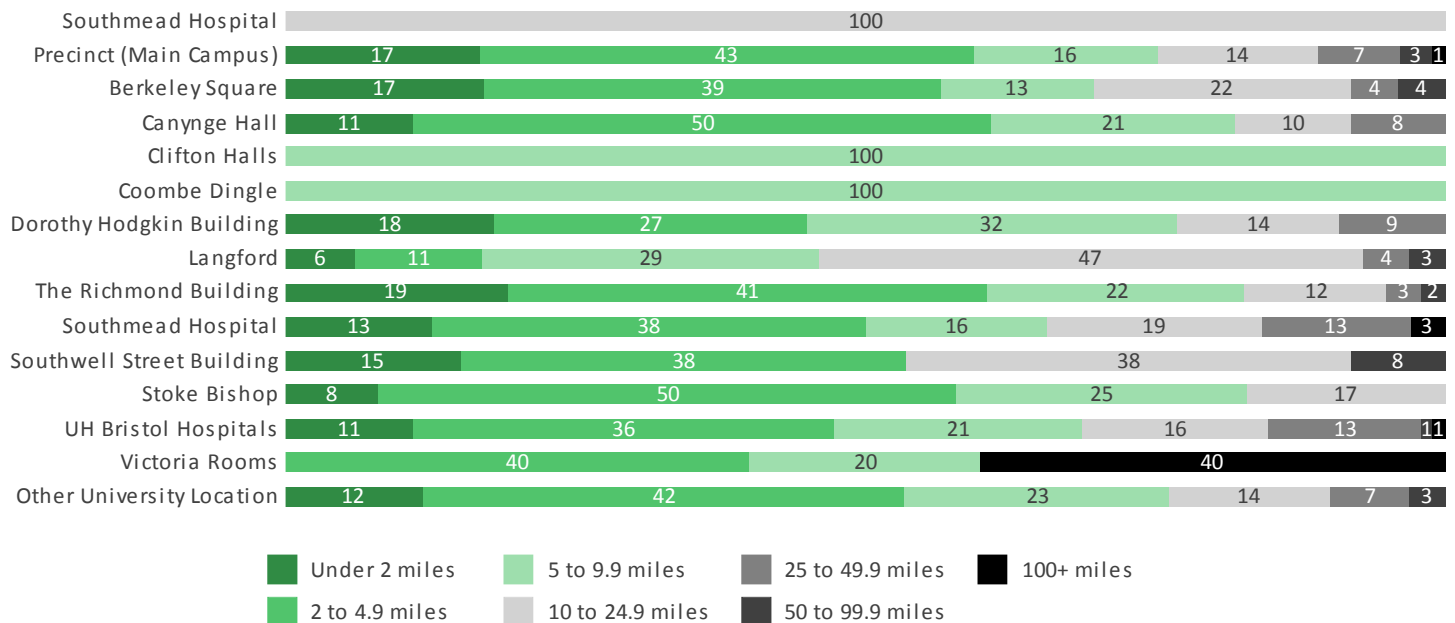


# Site Comparison - Benchmarking

## Length of journey (%)



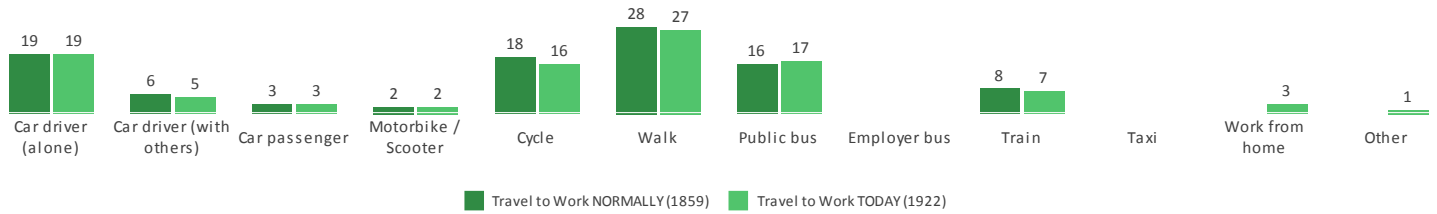
## Distance (%)



# Getting to work Normally...

## Travel mode overall (%)

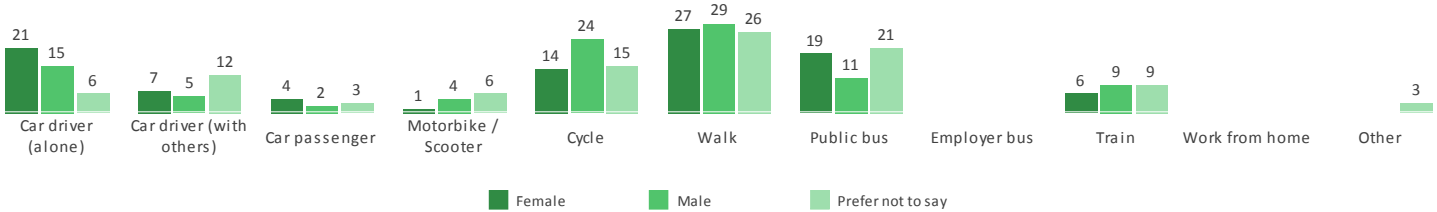
This chart and table compares how people travelled to work on the day they completed the survey compared to how they normally travel to work. The percentages in the table should be read from left to right (not vertically).



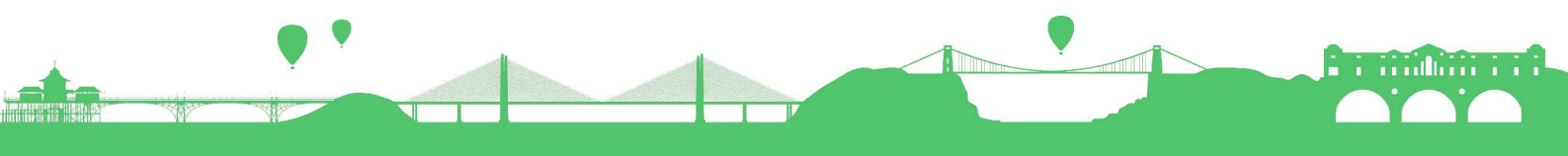
	Car driver (alone)	Car driver (with others)	Car passenger	Motorbike / Scooter	Cycle	Walk	Public bus	Employer bus	Express coach	Train	Taxi	Work from home	Other
Travel to Work NORMALLY (1859)	350 19%	112 6%	54 3%	39 2%	335 18%	520 28%	296 16%	1 0%	- -	140 8%	- -	3 0%	9 0%
Travel to Work TODAY (1922)	365 19%	104 5%	67 3%	33 2%	298 16%	513 27%	329 17%	1 0%	- -	133 7%	1 0%	60 3%	18 1%

## Travel mode split by gender (%)

This chart and table compares the normal mode of travel for men and women. The percentages in the table are read vertically so you can identify the scores for men and women separately.



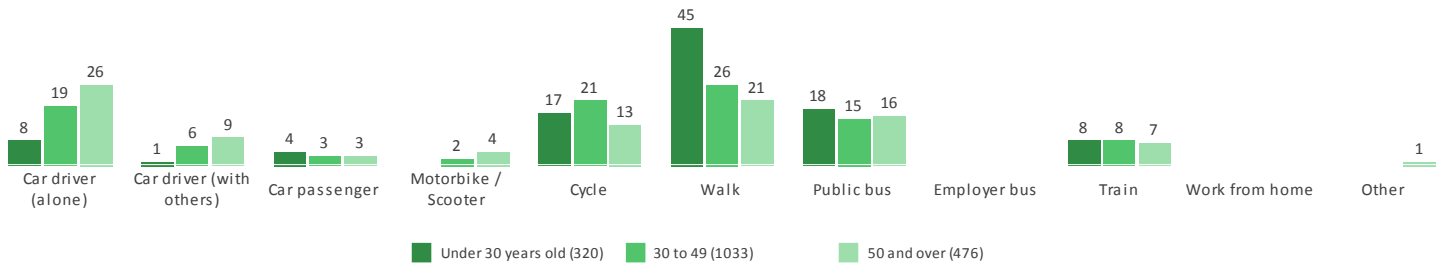
	Car driver (alone)	Car driver (with others)	Car passenger	Motorbike / Scooter	Cycle	Walk	Public bus	Employer bus	Express coach	Train	Taxi	Work from home	Other
Female (1111)	236 21%	75 7%	40 4%	11 1%	158 14%	305 27%	206 19%	- -	- -	72 6%	- -	3 0%	5 0%
Male (697)	107 15%	33 5%	13 2%	25 4%	169 24%	203 29%	80 11%	1 0%	- -	64 9%	- -	- -	2 0%
Prefer not to say (34)	2 6%	4 12%	1 3%	2 6%	5 15%	9 26%	7 21%	- -	- -	3 9%	- -	- -	1 3%



# Getting to work Normally...

## Travel mode split by age group (%)

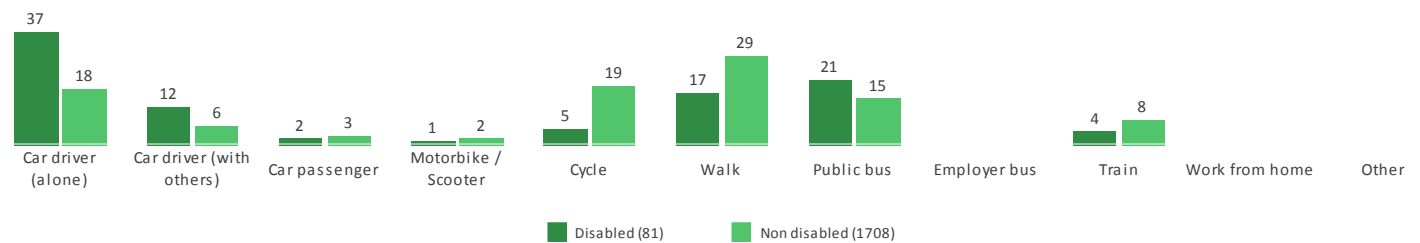
This chart and table compares the normal mode of travel for different age groups. The percentages in the table are read vertically so that you can compare the proportions using each mode of transport for each age group.



	Car driver (alone)	Car driver (with others)	Car passenger	Motorbike / Scooter	Cycle	Walk	Public bus	Employer bus	Express coach	Train	Taxi	Work from home	Other
Under 30 years old (320)	24 8%	4 1%	12 4%	- -	54 17%	144 45%	56 18%	1 0%	- -	24 8%	- -	- -	1 0%
30 to 49 (1033)	198 19%	62 6%	27 3%	19 2%	215 21%	269 26%	159 15%	- -	- -	80 8%	- -	1 0%	3 0%
50 and over (476)	122 26%	43 9%	14 3%	18 4%	63 13%	102 21%	74 16%	- -	- -	34 7%	- -	2 0%	4 1%

## Travel mode split by mobility (%)

This chart and table compares the normal mode of travel for disabled and non-disabled respondents and the percentages in the table are read vertically.



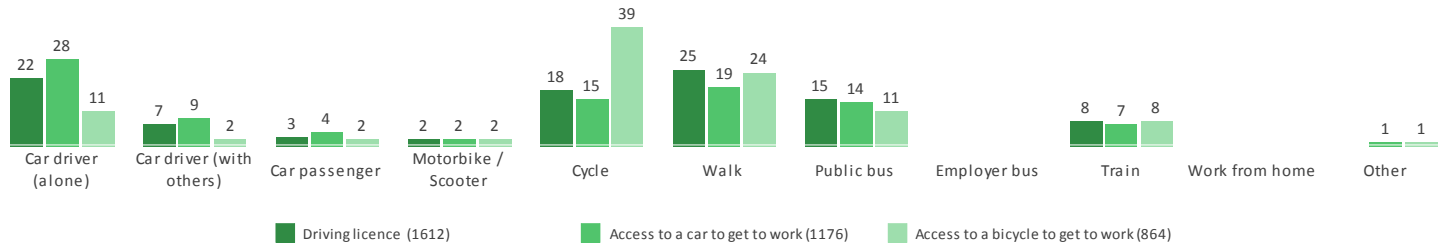
	Car driver (alone)	Car driver (with others)	Car passenger	Motorbike / Scooter	Cycle	Walk	Public bus	Employer bus	Express coach	Train	Taxi	Work from home	Other
Disabled (81)	30 37%	10 12%	2 2%	1 1%	4 5%	14 17%	17 21%	- -	- -	3 4%	- -	- -	- -
Non disabled (1708)	308 18%	94 6%	49 3%	35 2%	322 19%	494 29%	262 15%	1 0%	- -	134 8%	- -	3 0%	6 0%



# Getting to work Normally...

## Travel mode split by access to travel modes (%)

This chart and table compares the normal mode of travel for those with access to a driving licence, car and bicycle. The table is set up so that you can compare the scores for these different groups. Please note that percentages will not add up to 100% as this was a multicode question.



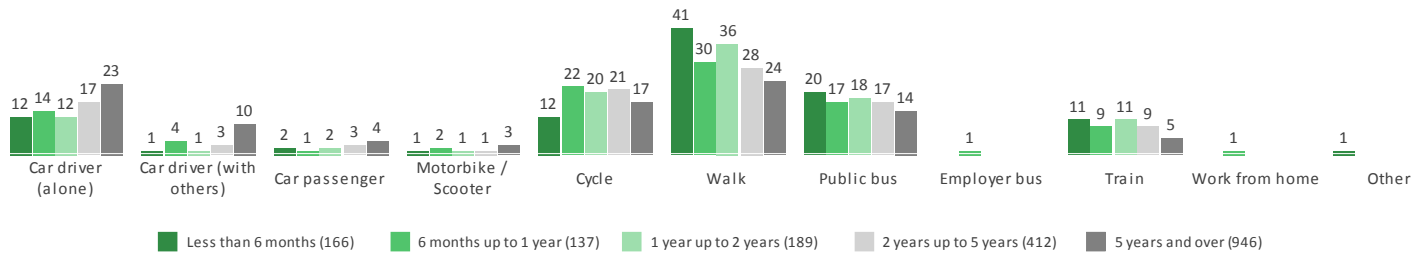
	Car driver (alone)	Car driver (with others)	Car passenger	Motorbike / Scooter	Cycle	Walk	Public bus	Employer bus	Express coach	Train	Taxi	Work from home	Other
Driving licence (1612)	348 22%	112 7%	46 3%	38 2%	292 18%	404 25%	239 15%	-	-	122 8%	-	3 0%	8 0%
Access to a car to get to work (1176)	335 28%	107 9%	47 4%	23 2%	181 15%	219 19%	168 14%	-	-	87 7%	-	3 0%	6 1%
Access to a bicycle to get to work (864)	96 11%	19 2%	18 2%	17 2%	335 39%	210 24%	96 11%	1 0%	-	67 8%	-	-	5 1%



# Getting to work Normally...

## Travel mode split by length of service (%)

This chart and table compares the normal mode of travel for members of staff that have worked with you for different time periods. The table is set up so that you can compare the scores for these different groups when reading the percentages vertically.



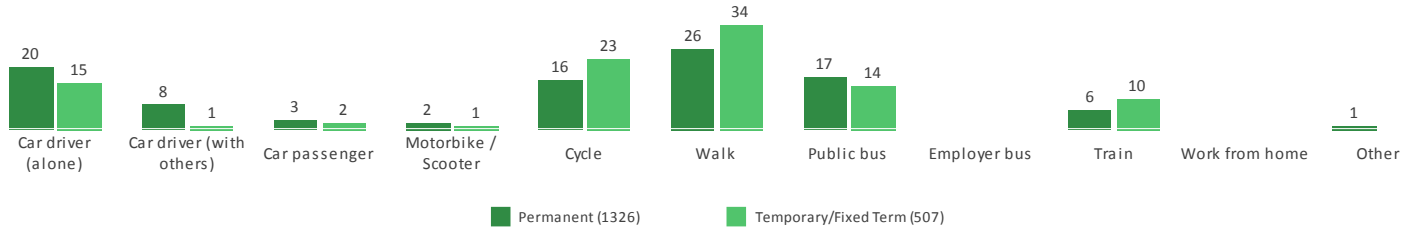
	Car driver (alone)	Car driver (with others)	Car passenger	Motorbike / Scooter	Cycle	Walk	Public bus	Employer bus	Express coach	Train	Taxi	Work from home	Other
Less than 6 months (166)	20 12%	1 1%	3 2%	1 1%	20 12%	68 41%	33 20%	-	-	18 11%	-	-	2 1%
6 months up to 1 year (137)	19 14%	5 4%	2 1%	3 2%	30 22%	41 30%	23 17%	1 1%	-	12 9%	-	1 1%	-
1 year up to 2 years (189)	23 12%	2 1%	3 2%	1 1%	38 20%	68 36%	34 18%	-	-	20 11%	-	-	-
2 years up to 5 years (412)	70 17%	13 3%	11 3%	5 1%	86 21%	117 28%	71 17%	-	-	37 9%	-	-	2 0%
5 years and over (946)	216 23%	91 10%	34 4%	29 3%	160 17%	225 24%	133 14%	-	-	52 5%	-	2 0%	4 0%



# Getting to work Normally...

## Travel mode split by contract type (%)

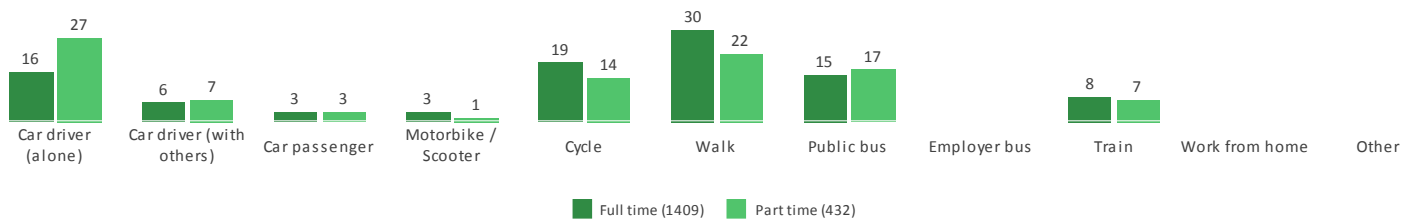
This chart and table compares the normal mode of travel for members of staff with different types of contract. The table is set up so that you can compare the scores for these different groups when reading the percentages vertically.



	Car driver (alone)	Car driver (with others)	Car passenger	Motorbike / Scooter	Cycle	Walk	Public bus	Employer bus	Express coach	Train	Taxi	Work from home	Other
Permanent (1326)	268 20%	103 8%	44 3%	33 2%	217 16%	346 26%	219 17%	1 0%	-	86 6%	-	1 0%	8 1%
Temporary/Fixed Term (507)	75 15%	7 1%	8 2%	6 1%	115 23%	170 34%	71 14%	-	-	52 10%	-	2 0%	1 0%

## Travel mode split by working hours (%)

This chart and table compares the normal mode of travel for members of full time and part time staff. The table is set up so that you can compare the scores for these different groups when the data is read vertically.



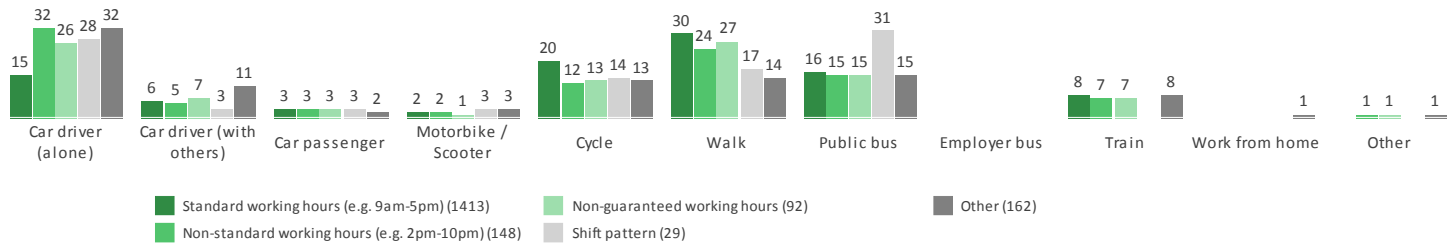
	Car driver (alone)	Car driver (with others)	Car passenger	Motorbike / Scooter	Cycle	Walk	Public bus	Employer bus	Express coach	Train	Taxi	Work from home	Other
Full time (1409)	231 16%	81 6%	39 3%	36 3%	269 19%	421 30%	218 15%	1 0%	-	106 8%	-	1 0%	6 0%
Part time (432)	117 27%	31 7%	14 3%	3 1%	62 14%	96 22%	73 17%	-	-	32 7%	-	2 0%	2 0%



# Getting to work Normally...

## Travel mode split by working patterns (%)

This chart and table compares the normal mode of travel for staff working different shift patterns. The table is set up so that you can compare the scores for these different groups when reading the data vertically.



	Car driver (alone)	Car driver (with others)	Car passenger	Motorbike / Scooter	Cycle	Walk	Public bus	Employer bus	Express coach	Train	Taxi	Work from home	Other
Standard working hours (e.g. 9am-5pm) (1413)	215 15%	79 6%	42 3%	28 2%	277 20%	427 30%	226 16%	1 0%	-	110 8%	-	2 0%	6 0%
Non-standard working hours (e.g. 2pm-10pm) (148)	48 32%	7 5%	4 3%	3 2%	18 12%	35 24%	22 15%	-	-	10 7%	-	-	1 1%
Non-guaranteed working hours (92)	24 26%	6 7%	3 3%	1 1%	12 13%	25 27%	14 15%	-	-	6 7%	-	-	1 1%
Shift pattern (29)	8 28%	1 3%	1 3%	1 3%	4 14%	5 17%	9 31%	-	-	-	-	-	-
Other (162)	52 32%	18 11%	4 2%	5 3%	21 13%	22 14%	25 15%	-	-	13 8%	-	1 1%	1 1%

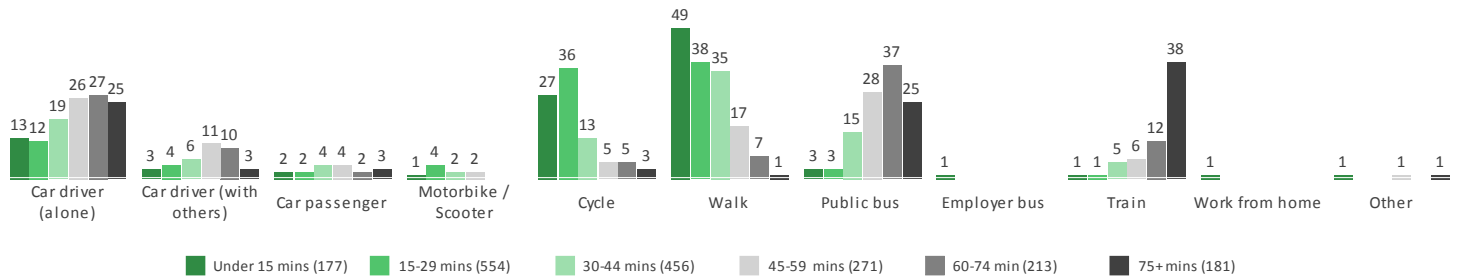




# Getting to work Normally...

## Travel mode split by journey time (%)

This chart and table compares the normal mode of travel for staff and their length of journey in hours. The table is set up so that you can compare the scores for these different journey lengths when reading the data vertically.



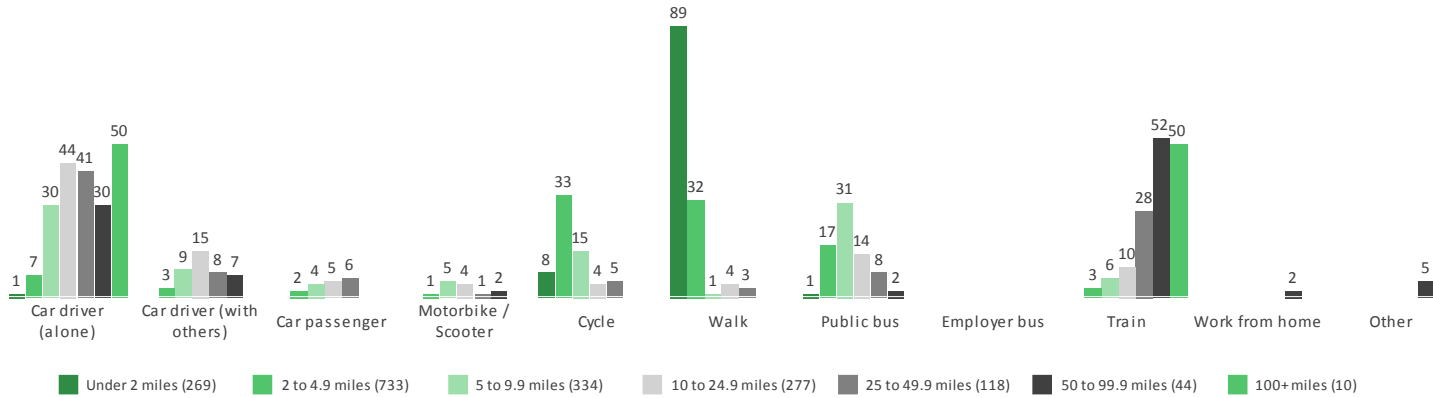
	Car driver (alone)	Car driver (with others)	Car passenger	Motorbike / Scooter	Cycle	Walk	Public bus	Employer bus	Express coach	Train	Taxi	Work from home	Other
<b>Under 15 mins (177)</b>	23 13%	5 3%	4 2%	2 1%	48 27%	86 49%	5 3%	1 1%	-	1 1%	-	1 1%	1 1%
<b>15-29 mins (554)</b>	67 12%	20 4%	9 2%	20 4%	200 36%	211 38%	18 3%	-	-	7 1%	-	1 0%	1 0%
<b>30-44 mins (456)</b>	86 19%	29 6%	19 4%	10 2%	59 13%	159 35%	70 15%	-	-	22 5%	-	-	2 0%
<b>45-59 mins (271)</b>	70 26%	31 11%	11 4%	5 2%	13 5%	46 17%	77 28%	-	-	16 6%	-	-	2 1%
<b>60-74 min (213)</b>	57 27%	21 10%	4 2%	1 0%	10 5%	14 7%	79 37%	-	-	25 12%	-	1 0%	1 0%
<b>75+ mins (181)</b>	46 25%	6 3%	6 3%	-	5 3%	2 1%	46 25%	-	-	69 38%	-	-	1 1%



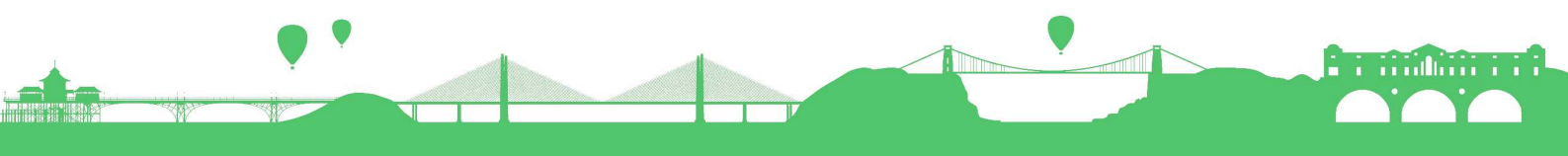
# Getting to work Normally...

## Travel mode split by journey distance (%)

This chart and table compares the normal mode of travel for staff and their length of journey in miles. The table is set up so that you can compare the scores for these different journey distances.

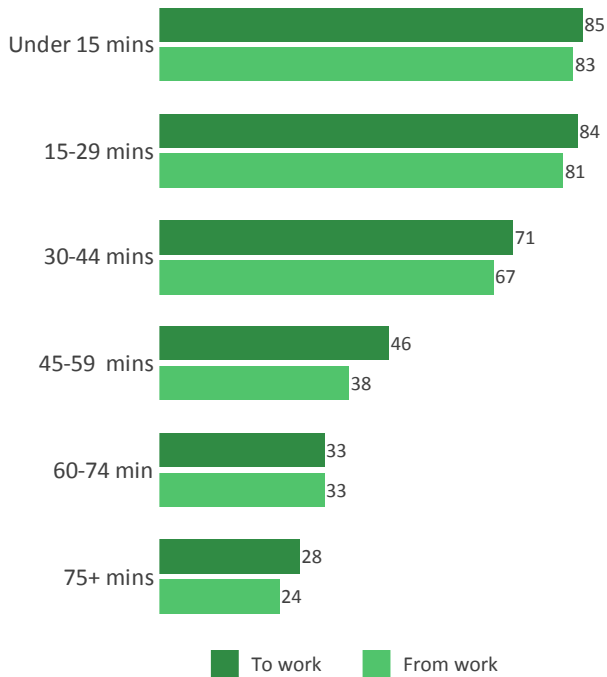


	Car driver (alone)	Car driver (with others)	Car passenger	Motorbike / Scooter	Cycle	Walk	Public bus	Employer bus	Express coach	Train	Taxi	Work from home	Other
<b>Base (1859)</b>	350 19%	112 6%	54 3%	39 2%	335 18%	520 28%	296 16%	1 0%	-	140 8%	-	3 0%	9 0%
<b>Under 2 miles (269)</b>	3 1%	1 0%	1 0%	-	22 8%	239 89%	2 1%	-	-	-	-	-	1 0%
<b>2 to 4.9 miles (733)</b>	51 7%	25 3%	18 2%	8 1%	242 33%	237 32%	123 17%	1 0%	-	23 3%	-	2 0%	3 0%
<b>5 to 9.9 miles (334)</b>	100 30%	29 9%	13 4%	17 5%	51 15%	2 1%	102 31%	-	-	19 6%	-	-	1 0%
<b>10 to 24.9 miles (277)</b>	123 44%	42 15%	13 5%	11 4%	12 4%	10 4%	38 14%	-	-	28 10%	-	-	-
<b>25 to 49.9 miles (118)</b>	48 41%	10 8%	7 6%	1 1%	6 5%	4 3%	9 8%	-	-	33 28%	-	-	-
<b>50 to 99.9 miles (44)</b>	13 30%	3 7%	-	1 2%	-	-	1 2%	-	-	23 52%	-	1 2%	2 5%
<b>100+ miles (10)</b>	5 50%	-	-	-	-	-	-	-	-	5 50%	-	-	-

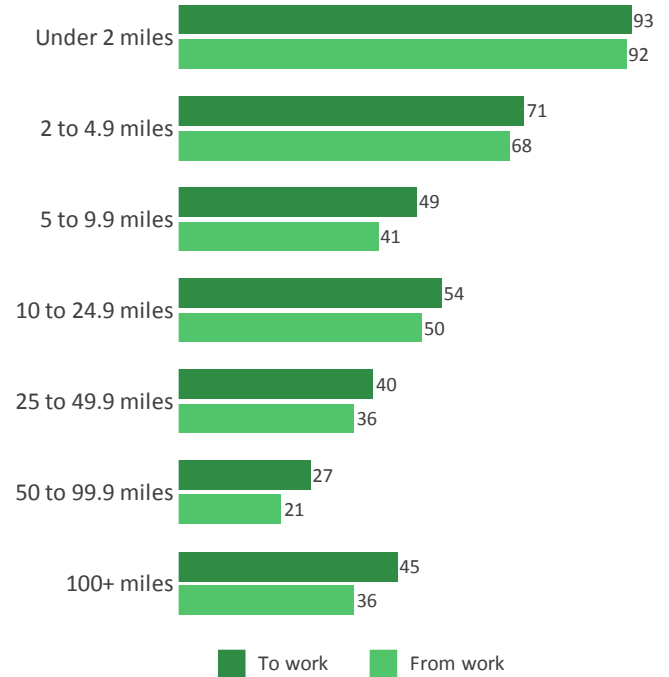


# Satisfaction with normal Journey...

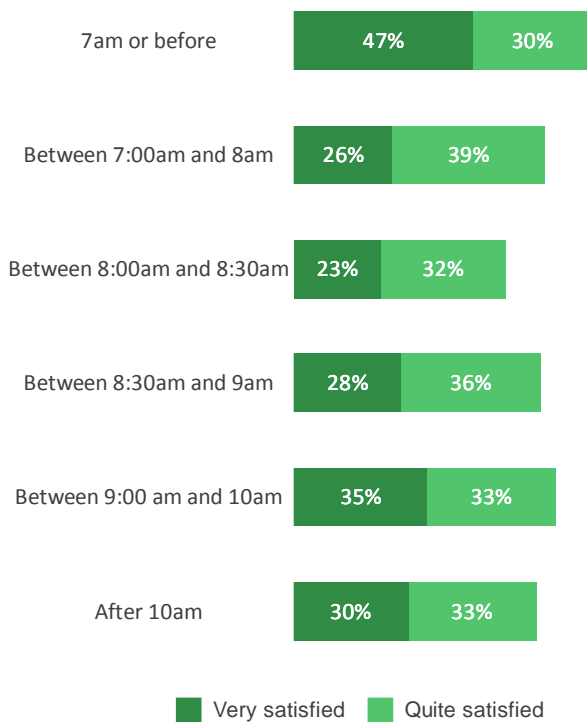
## Split by journey duration (% satisfied)



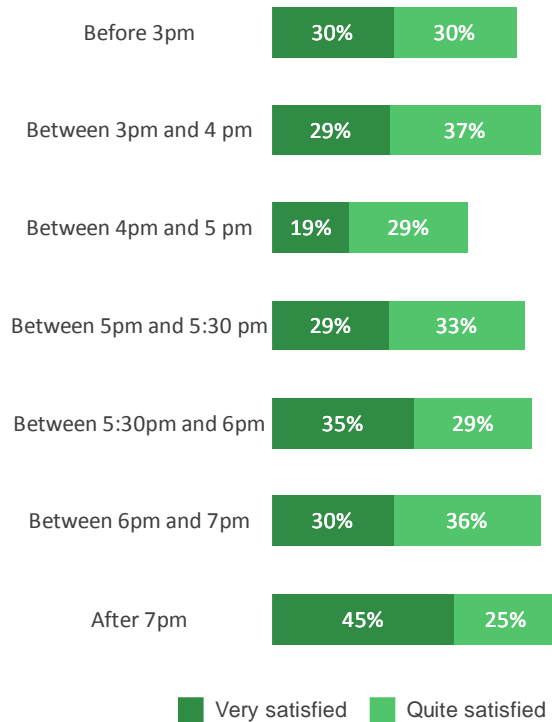
## Split by journey distance (% satisfied)



## Satisfaction with journey to work by arrival time (% satisfied)

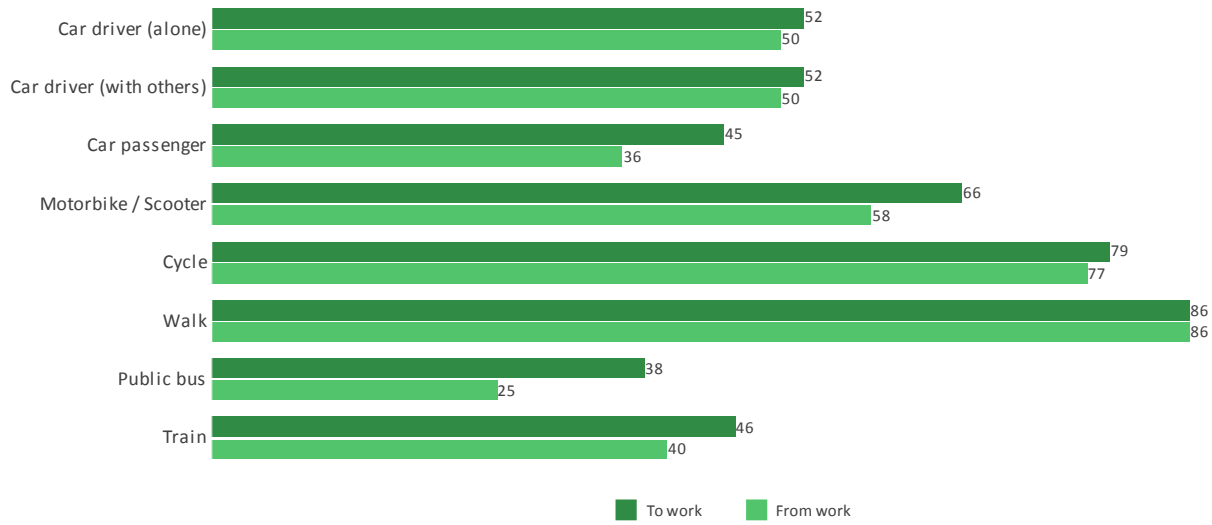


## Satisfaction with journey home by departure time (% satisfied)



# Satisfaction with normal Journey...

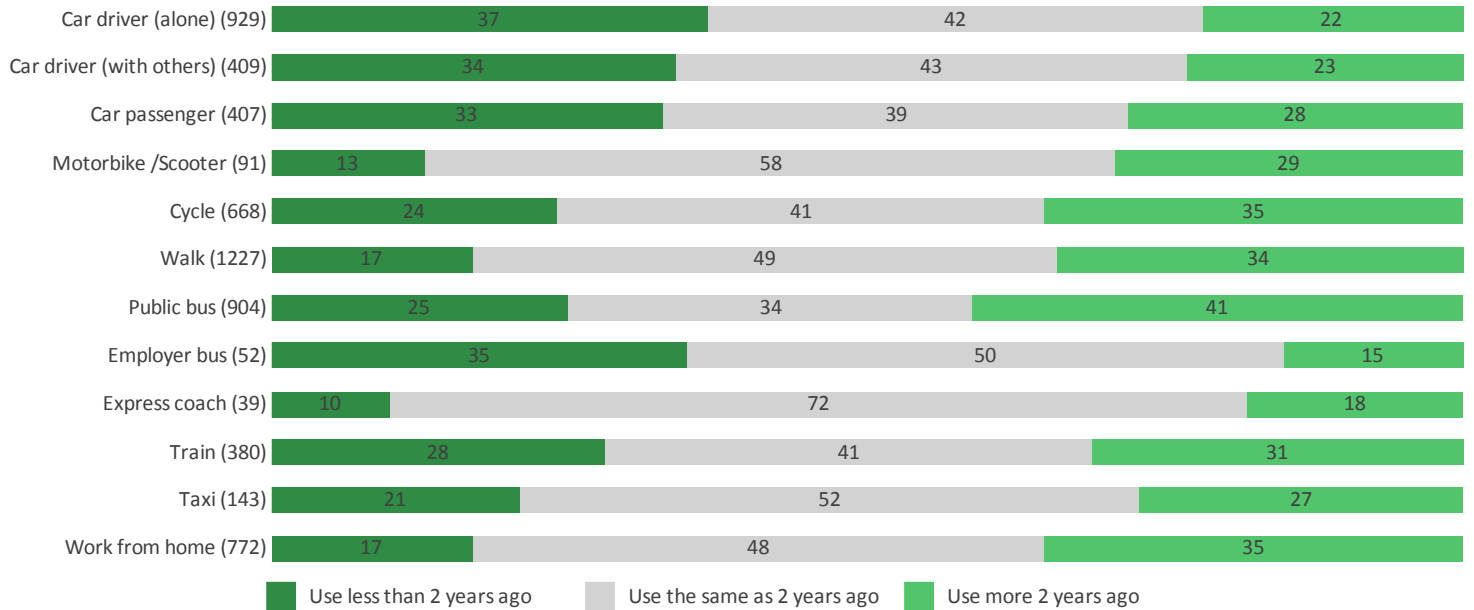
Split by journey type (% satisfied with journey to work)



# Changes in normal Journey to work...

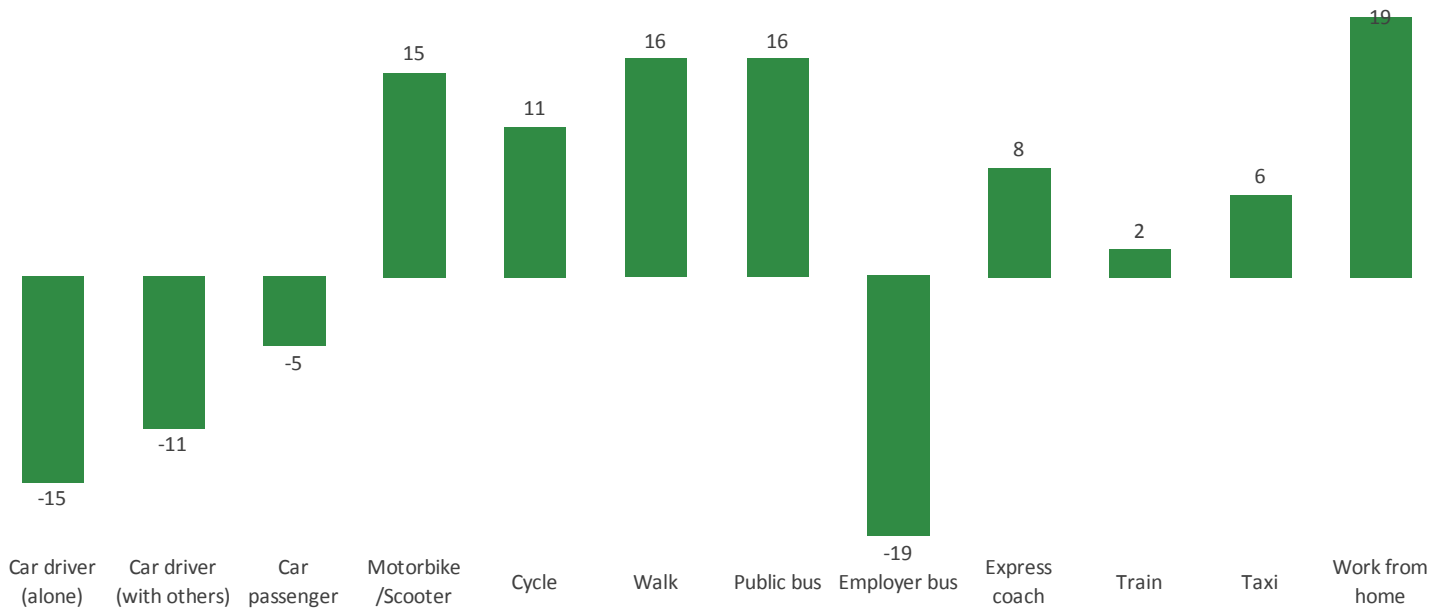
## Changes in usage of different travel modes (%)

Respondents were asked for each method of transport whether they use it more, less or the same as two years ago. The results are shown in the chart below, and those who replied 'N/A' have been removed from the analysis.



## Net increase/Decrease in use of travel modes

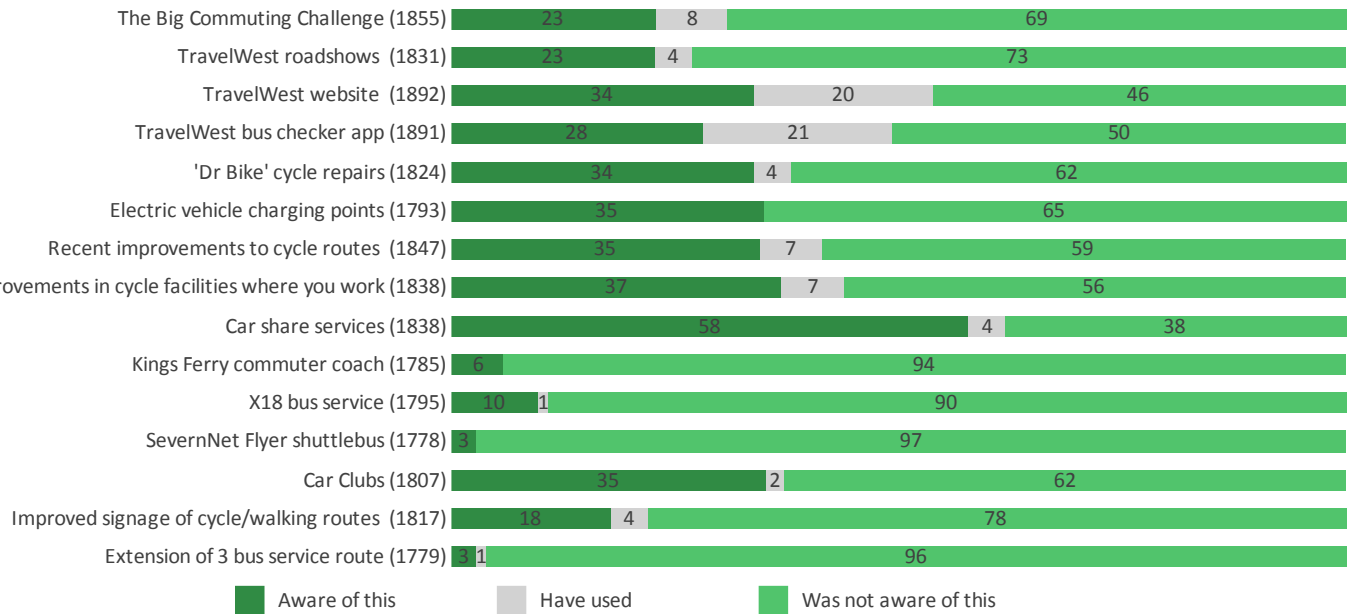
The chart below shows the net increase or decrease in each travel mode. A positive figure indicates an increase in a particular mode of transport, and a negative figure shows a decrease in that mode. The figures are calculated by subtracting the proportion that say they are using a particular method more often from the proportion using that mode less often.



# Changes in normal Journey to work...

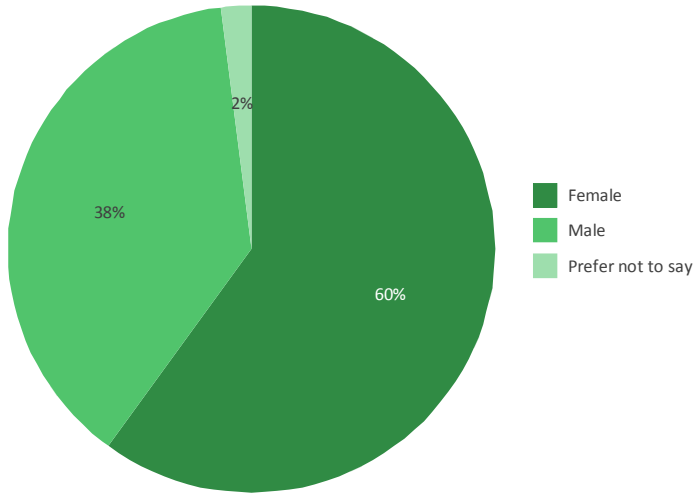
## Awareness of local transport initiatives (%)

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.

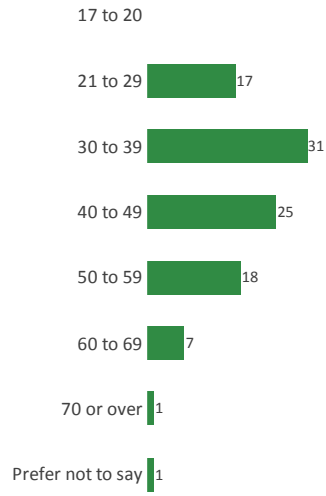


# Respondent Profile...

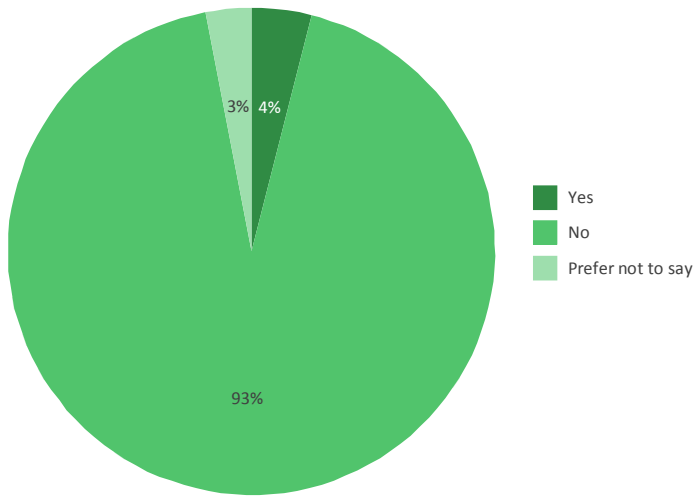
### Gender (%)



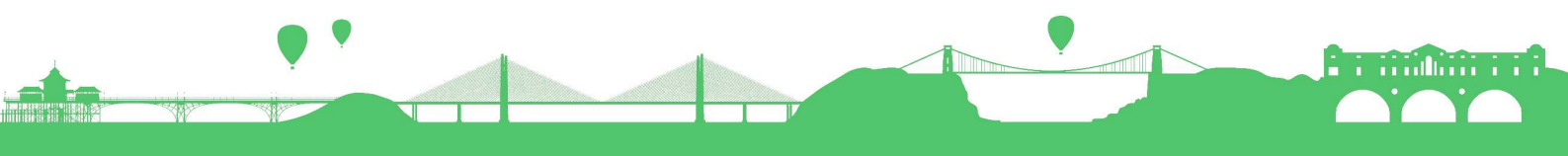
### Age (%)



### Disability (%)

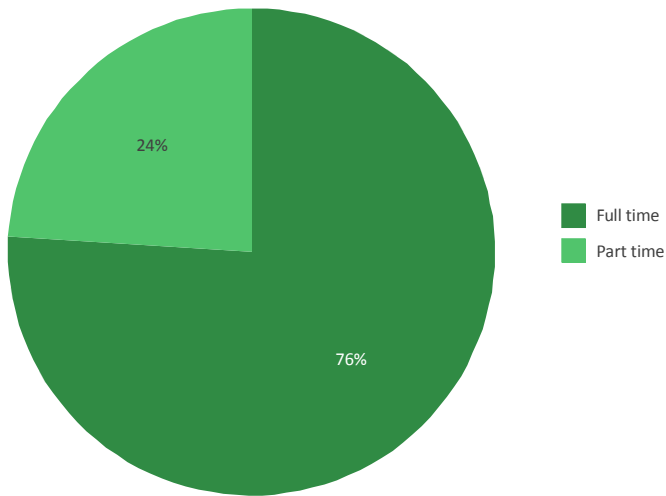


### Length of service (%)

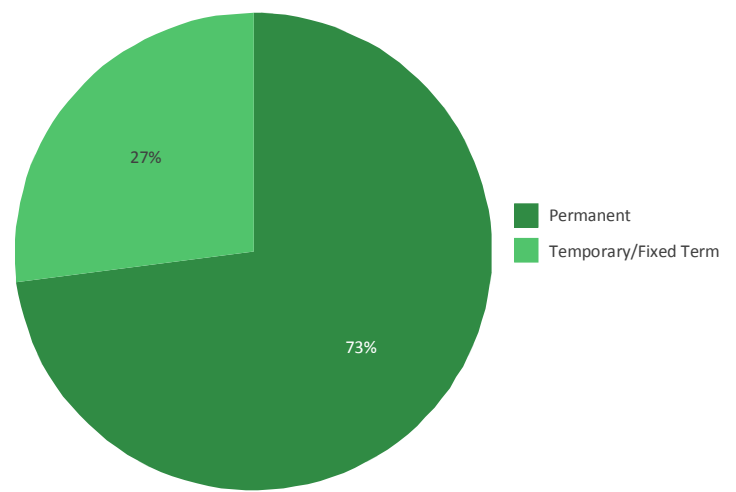


# Respondent Profile...

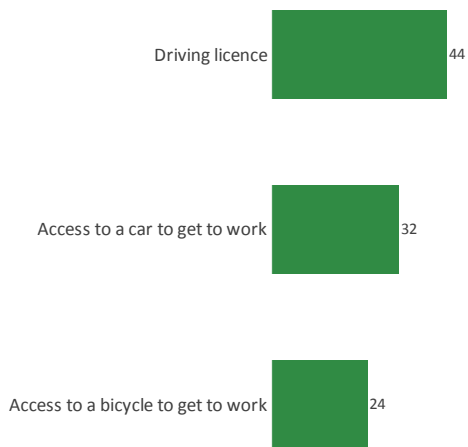
## Working hours (%)



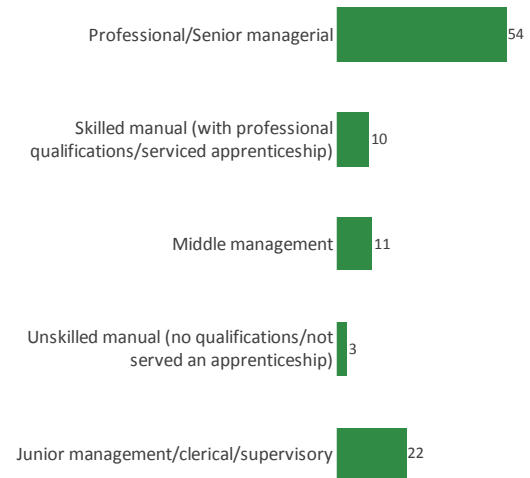
## Contract type (%)



## Do you have the following (%)



## Employment type (%)





# Respondent Profile...

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## Contract (%)

