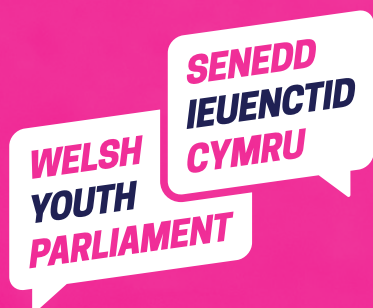




# **SUSTAINABLE WAYS**

WELSH YOUTH PARLIAMENT  
CLIMATE AND ENVIRONMENT  
COMMITTEE

October 2023



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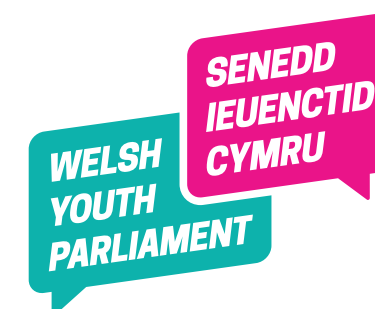
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# **SUSTAINABLE WAYS**

*WELSH YOUTH PARLIAMENT  
CLIMATE AND ENVIRONMENT  
COMMITTEE*

October 2023



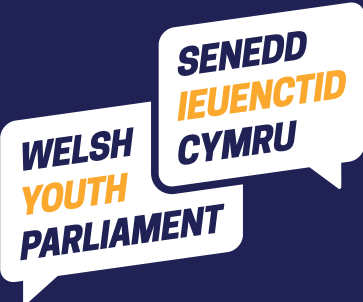
# COMMITTEE MEMBERS

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## INTRODUCTION

*We are a group of 11 Welsh Youth Parliament Members who represent the Welsh Youth Parliament's Climate and Environment Committee. The Committee was created after the first Welsh Youth Parliament (WYP) meeting in February 2022, where three issues were chosen as priorities by us and the rest of the 60 Welsh Youth Parliament Members (WYPMs).*

We are all passionate about protecting the environment. It's our future, and we have a duty to look after our planet. In 2019 the Welsh Government declared a climate emergency, and set a target of achieving net-zero by 2050. In July, UN General Secretary António Guterres reminded us of the need for urgency to protect our environment, stating that: "Climate change is here. It is terrifying. And it is just the beginning...it is still possible to limit global temperature rise to 1.5C [above pre-industrial levels], and avoid the very worst of climate change. But only with dramatic, immediate climate action."

*'The most important issue for me is the stability of our climate. It can't be seen, smelt, touched or heard and yet it affects almost every aspect of our daily lives. Humanity is literally skating on thin ice.'* (Poppy Jones, WYPM, Arfon)

In Wales, 17% of all carbon emissions are generated from transport, which is why we decided that our focus would be on looking at what could be done to encourage more people to travel more sustainably by active travel (walking, wheeling and cycling) or public transport (such as buses and trains) to help reduce emissions.

Over the last few months, we've heard from young people from all over Wales to help us understand their experiences, opinions, and ideas. 1,300 young people completed our survey, and over a five month period, we held events, sessions with

schools, youth groups and forums across Wales. As a Committee we were really eager to make sure we heard from diverse groups of young people and were happy that we were able to engage with young people from rural areas, those from poorer areas, young people with a disability, those from ethnic minorities, and members of the LGBTQ+ community. The vast majority of those who we heard from (81%) were between 11-17 years old. We also heard from some parents, guardians and carers during the process.

The findings in our report reflect the views of self-selecting respondents who chose to participate in the survey, and those who were invited to take part in our focus groups and events, and may not be directly representative of the Welsh population.

Our consultation focused on understanding young people's attitudes towards different modes of travel, and understanding the barriers that stop them from travelling more sustainably than they do currently. We hope that this report will provide a useful insight and will influence the decisions made to achieve targets in order to protect our environment for future generations.

We would like to thank all of those who took the time to have their say on this important issue, and to the range of groups, organisations, schools, colleges and youth groups who helped shape our work and share our consultation.



# AWARENESS AND UNDERSTANDING

▼ Ffion Fairclough, Welsh Youth Parliament Member for Pontypridd, being interviewed for Newyddion Ni (S4C news for children and young people) at the Sustainable Ways event at Transport for Wales in Pontypridd.



## AWARENESS AND UNDERSTANDING

*We found that young people's levels of awareness and understanding was a bit of a mixed bag; positive in some areas and definite room for improvement in others. Around two thirds were aware of ways in which they could travel sustainably (by active travel or public transport). They were also aware of the positive impact on the environment, and on how active travel can help their physical and emotional wellbeing.*

*'Knowing that when I use a car, I'm hurting the environment, but when I'm using my feet, I'm saving the environment.'*  
(10 year old, Blaenau Gwent)

46% felt that places of learning (like schools and colleges) were good or very good at improving awareness and understanding of the benefits of sustainable travel, and 40% felt places of learning were good or very good at improving awareness and understanding of how they can use public transport or active travel in their area. Though the majority thought places of learning were doing a good job on those issues, a large number were indifferent, with 37% and 38% respectively choosing neither good nor bad as their answer.

Only 28% of the young people we engaged with were aware of schemes that are in place to make using public transport more affordable for young people, such as MyTravelPass. Although the number of adults we heard from during our consultation was far smaller than the number of young people, only a quarter of adults were aware of these schemes.

*'More advertising about the schemes for young people.'*  
(15 year old, Ceredigion)

*'The buses in my area – I've got a card which gives a third off buses for young people but I don't know how many people are aware of that.'* (Ffion Fairclough, WYPM, Pontypridd)

## Conclusions

It is positive that so many young people are aware of the environmental benefits to sustainable travel, and how active travel can help their physical and emotional wellbeing.

We think that it's astonishing that 72% of young people (and a number of fellow Welsh Youth Parliament Members) didn't know that there were schemes in Wales to make using public transport more affordable for young people such as the MyTravelPass, even though so many of these young people reference cost as one of the main barriers to using public transport (which we will return to later in this report). The Welsh Government need to take this figure into account, and work on how they market these schemes to make sure they are well known. We were surprised to see that adults also had little awareness of these schemes, which given how much of an impact parents, guardians, and carers have on young people's travel choices is a cause for concern.

*'A lot of the 'raising awareness' is in how the parents bring up their children and whether or not the parents understand the benefits of sustainable travel.'*  
(17 year old, Rhondda Cynon Taf)

While a lot of young people also told us that places of learning were good at teaching them about the benefits of sustainable travel, we do feel that more can be done here as a large number of young people told us that places of learning were neither good nor bad at this. Responses were generally a little more critical of how good places of learning were at communicating how to travel sustainably in the local area. We feel that there should be more emphasis on this in places of learning; lessons need to be relevant to the real world and to the local area - where young people are made aware of local routes, how to use different modes of transport, how they connect and the different schemes available to support them. We also feel that more work needs to be done outside of school to advertise and promote the benefits and the practicalities of sustainable travel in our local communities across Wales.

*'I don't feel that ways to save money are displayed effectively enough. We need more ways to save money but also make sure that these are promoted further.'* (19 year old, Anglesey)



We call for:

- Places of learning to put a greater emphasis on improving young people’s understanding of the practicalities of how they can travel sustainably in their local area.
- An increase in efforts to promote sustainable travel, and schemes like Mytravelpass.



# AFFORDABILITY





## AFFORDABILITY

One of the biggest barriers to using public transport was the cost. Only 22% of young people said bus fares were good or very good, with the figure a little less (21%) for trains. Parents, guardians and carers also raised cost as a significant barrier, which impacts upon how they, and as a result how a large amount of the young people they care for travel. Some young people also said the cost of buying a bike stops them from being able to consider cycling as a way to travel.

*'I find the fares really high which often stops me from taking the bus instead of the car - despite having good intentions!'*  
(Parent/carer/guardian)

*'Make buses a lot cheaper, especially for young people. Currently in my area it is often cheaper to drive.'*  
(17 year old, Swansea)

Almost half of the young people who responded to our survey told us they would use public transport a lot more if the Future Generations Commissioner's call for free public transport for people under the age of 25 were made a reality, with a further 27% saying they would use it a little more. That amounts to almost three quarters (74%) of the young people we heard from telling us they would use public transport more if it was free.

*'Make trains and buses but mostly trains cost less!!!!!! For everyone!!!!!! They are way too expensive, it costs £8 to get from Bangor to Llandudno Junction, this is only one stop away!!!'*  
(23 year old, Gwynedd)

## Conclusions

It is clear that fares are one of the biggest issues that stop young people from using public transport more than they do now.

*'I agree the transport should be free and as for the why - I think it's important to set up healthy habits for the future because if young people get used to using public transport they're more likely to carry on when they're older. And then it almost pays for itself because if you've got more people using the service, so I think it's a no-brainer really.'*  
(Elena Ruddy, WYPM, Partner Elected via the URDD)

The MyTravelPass scheme enables young people aged 16-21 to travel at a discounted rate, but more support is needed to encourage families to use the bus for instance, so that it's a more affordable option for adults to travel with children and young people under the age of 16.

While we are supportive of the schemes that are already in place to make travelling by public transport less expensive, we ultimately believe that public transport should be free for young people under the age of 25. We think this would encourage more young people to use public transport, and over time with word of mouth, young people would encourage their peers to do the same. This could also lead to behaviours being formed which will see young people continue to use public transport when they become adults.

**We call for:**

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- The introduction of free public transport for people under the age of 25.
- The introduction and effective promotion of schemes to support young people to access equipment like bikes.





# ***INFRASTRUCTURE, RELIABILITY AND AVAILABILITY OF PUBLIC TRANSPORT***





## INFRASTRUCTURE, RELIABILITY AND AVAILABILITY OF PUBLIC TRANSPORT

Many of the young people we engaged with told us that frequency and availability of public transport in their area were barriers preventing them from using these services. 30% felt that the frequency of bus services was good or very good, compared to 32% for train services. We heard consistently in events, focus group sessions, and in numerous comments in our survey that this was an issue, with some referencing reduced services in their community. This was a particular problem for those living in more rural areas.

*'Things appear worse here – I live in quite a rural area and bus services have been cut down quite considerably.'*  
(Owain Williams, WYPM, Aberconwy)

*'We live very rurally and have hardly no public transport.'*  
(Parent/carer/guardian)

34% felt that different modes of transport connect well or very well with one another in their area. A number of people commented on wanting to see improvement in integration of these different transport services, and public transport networks expanded to make it a more realistic option to use to travel.

*'Most bus stops are quite far away from where I live, so I still have to travel to use public transport.'*  
(16 year old, Blaenau Gwent)

*'The bus routes take a while to get to my destination so I choose not to use public transport for this reason.'*  
(17 year old, Blaenau Gwent)

*'The bus for a 20 minute drive takes just under two hours. Such a shame, I'd love to use public transport more. Despite there being local train stations where I live, and where my child goes to school, there are no trains running.'*  
(Parent/carer/guardian)

*'A car is the most reliable, the easiest and the cheapest. There are no public transport options at the times/locations needed.'*  
(Parent/carer/guardian)

*'Bus and train timetables rarely link up, neither is reliable enough to try and move between the two, different tickets are required for each.'*  
(22 year old, Caerphilly)

*'There is no central public transport point which connects to active travel - bike routes do not connect to transport interchanges.'*  
(16 year old, Pembrokeshire)

*'More regular buses close to my house, more of a link between buses and trains.'*  
(Parent/guardian/carer)

When it came to the reliability of bus services, 30% of young people said it was good or very good, 30% neither good nor bad, and 24% bad or very bad. Trains

were seen as slightly more reliable with 31% rating as good or very good, 25% as neither good nor bad, and 19% said they were bad or very bad. However, in our events and focus groups, and in a large number of comments in our survey, young people expressed a great deal of frustration with the reliability of services in their area.

*‘As someone who has to catch the bus to college most of the time I find that achieving this will be very difficult...the buses never turn up on time as I’ve found in my experience sometimes they can turn up, up to 20 minutes late and also sometimes they don’t even turn up at all which then I have to wait for the next bus and turn up to my lesson half way through or I have to end up working from home.’*

*(17 year old female, Blaenau Gwent)*

*‘I think people would be happy to catch the bus if it actually shows up when it’s supposed to and you’re not waiting there for half an hour in the rain wondering if your bus will actually show up or if it will be another no show.’*  
*(13 year old, Rhondda Cynon Taff)*

*‘You cannot plan your travel day around a bus or train as they are always cancelled or do not show up! The bus transport in Merthyr Tydfil lets the whole community down. I am grateful for my car and really do feel for those who actually need the transport help as they suffer significantly! It’s a shame.’*  
*(Parent/carer/guardian)*

There was a significant difference in how young people perceived the safety of public transport in comparison to travelling by car. 79% felt very or fairly safe travelling by car, compared to traveling on a bus (43%), and travelling on a train (41%). Bus services were considered to be inferior to train services across a number of categories as demonstrated in the table below:

	Bus services	Train services
Availability, and comfort of seating	31% rated very good or good	37% rated very good or good
Quality and cleanliness	18% rated very good or good	31% rated very good or good
Features like wi-fi and phone charging	22% rated very good or good	37% rated very good or good

Many of these factors were felt to be caused by a lack of investment in public transport over the years.

Physically disabled and neurodiverse young people told us that they faced a variety of challenges when attempting to use public transport, ranging from accessing buses when using a wheelchair, to being triggered by other passengers making loud noises. Some also voiced frustration because they had to contact transport services ahead of time so that ramps were arranged to enable them to get onto public transport.

*‘The buses are too high to get onto, steps on buses are too high.’*  
*(14 year old, Vale of Glamorgan)*

*‘Sensory overload on buses is hard to deal with’*  
*(16 year old, Denbighshire)*

Improvements suggested by survey respondents included training for bus and train drivers and fully accessible access to be provided by default. Quiet carriages could also be made to encourage greater use of public transport.

*‘Trains with more privacy – like the idea of cabins like in the past. Sound is a big factor why we as a family chose not to travel on trains because there’s always the sound of a crying baby or a noisy stag do etc! I think this would help people that are triggered by sound also e.g. autistic people.’*  
*(Young person, Gwynedd)*

*‘Requirement to warn trains in advance to use the train with a wheelchair and lack of clarity of how to use a train with a rollator, unreliable buses, trains are often very full, bus stops are often unpleasant to wait at because of lack of cover.’*  
*(22 year old, Gwynedd)*

## Conclusions

It's clear to us that public transport needs to reach further than it does at the moment, the frequency of these services need to increase, they need to be reliable and joined up, and journey times need to be shorter.

We feel that there is a growing negative perception associated with public transport, that it cannot be relied upon to get to places on time, which can have a big impact on young people when they need to get to places of learning, to work, or other important commitments. The challenge for those in rural areas is even greater.

*'Improving and extending rail networks to cover more areas of Wales. It is good to know that Welsh Government are not building any new roads BUT costs saved need to be put into improving public transport in Wales and ensuring that this investment is seen and felt (by making services more reliable) by the public.'*  
(Parent/carer/guardian)

Regardless of how well-meaning people are when deciding on how to travel based on the impact on the environment, if public transport continues to be seen as inconvenient then a big percentage of people will end up choosing options which they consider to be more convenient and safer like using a car. In order to see the increases we are all hoping for in the number of people using public transport services, we fully agree that greater investment is needed. As Columbian politician Enrique Peñalosa once said, 'an advanced city is not one where the poor have cars, it's where the rich ride public transportation.'

We feel that more needs to be done to improve the experience for those neurodiverse young people and those with physical disabilities. Work needs to be done to make sure that everyone can access public transport conveniently, and services are designed to cater for these young people.

## We call for:

- Greater Investment in our public transport service, with a focus on:
  - Expanding public transport routes
  - Increasing the frequency of services
  - Ensuring that services are reliable
  - Reducing journey times
- Improved connectivity between different modes of sustainable travel.
- The removal of barriers facing different groups including neurodiverse young people and those with physical disabilities.





# ACTIVE TRAVEL ROUTES



## ACTIVE TRAVEL ROUTES

Cycling was considered to be the least safe option when it came to active travel. 41% said they felt very or fairly safe, compared to 53% when considering walking or wheeling. The young people we heard from also felt that cycling routes were less convenient, in worse condition, and less accessible than walking routes. An issue which was raised with us frequently was the lack of cycling lanes, and concerns about sharing busy roads with cars.

*'I feel like I'd like to cycle more but my area it just doesn't really feel safe as there aren't really any cycle routes around where I live.'*  
(12 year old, Bridgend)

*'There are few places within walking/cycling distance; the roads are too busy and there are no cycle paths.'*  
(16 year old, Pembrokeshire)

*'Much more safe segregated bike lanes.'*  
(15 year old, Newport)

*'There isn't currently the infrastructure to support active travel. If I want to get to my local Morrisons from where I live now, I either have to walk parallel a main road in a non-paved grassy area, or I have to literally go through a farm.'*  
(18 year old, Blaenau Gwent)

*'My child walks to school because we feel the cycle route to school is not safe enough. Otherwise, he would cycle (2 miles single trip).'*  
(Parent/carer/guardian)

Paths and pavements were considered by many, especially those who cycle and/or wheel as being substandard. Many called for improvement in their condition and accessibility.

*'Frequent lack of adequate pavement, cars parked on pavements, very steep for those with mobility issues.'*  
(22 year old, Caerphilly)

*'Better pavements with more dropped curbs.'*  
(Parent/carer/guardian)

There was a desire among many who we spoke with to walk, cycle or wheel more frequently than they do at the moment, but they felt that the infrastructure didn't make this an appealing, safe, or convenient option. In our survey, young people told us that they wanted to use public transport and active travel more than they do currently. Cycling was the mode of travel with the biggest gap between how often it is used compared to how often young people would like to use it to get from A to B. 36% said they use a bike at least weekly or every two weeks, compared to 53% who said they would like to cycle at least weekly or every two weeks.

As well as the lack of segregated cycle lanes and accessible paths, the need for safe spaces to park bikes in places of learning and in communities was raised as an issue which discourages young people from cycling more frequently. Only 18% rated the security of bicycle parking in their area as good or very good. A lack of street lighting also made some feel more vulnerable walking, wheeling or cycling in their local area especially outside of summer months.

*'More bike locking stops in visible locations.'*  
(22 year old, Gwynedd)

*'LOADS more secure places to park bikes.'*  
(15 year old, Newport)

*'Nid yw llwybrau yn yr ardal wedi cael eu goleuo yn dda iawn, mae rhannau heb golau o gwbl, felly yn gaeaf fyswn i'n cadw i ffwrdd.'*  
(25 year old, Gwynedd)





## Conclusions

Active travel routes need to feel safer, and more convenient if more young people are going to consider it a practical way to get from A to B. As with public transport, to achieve this our feeling is that greater investment is needed.

We were surprised to hear from so many who said there was a lack of secure bike parking spaces in their area, and although consistent with some of our experiences, we are concerned to find that others find it difficult to park their bike at their places of learning too.

*'It can be quite difficult to have somewhere to put your bike when you get to school or college. I know for instance that some of my friends used to cycle to school and they had to put it in the janitors closet. There's no sort of bike stands or anything.'*

*(Kasia Tomsa, WYPM, Blaenau Gwent)*

## We call for:

- Greater investment on active travel routes, with a focus on improving safety and accessibility. Specifically we would like to see:
  - a greater number of bike, walking and wheeling paths
  - more segregated bike lanes
  - improvements to the condition of paths and pavements
- An increase in the amount of secure bike parking facilities in communities, and particularly in places of learning.



# ***SIGNAGE, TICKETING, AND TIMETABLING INFORMATION***



## SIGNAGE, TICKETING, AND TIMETABLING INFORMATION

We asked young people about their thoughts on the provision of information connected to sustainable travel. 36% of young people told us signage for walking routes was good or very good, compared to 26% who felt the same for cycling routes. Many told us that they found it difficult to access the information they needed, from active travel routes, how trains and buses connect and timings of services.

*'Doesn't seem connected and requires a lot of planning to work out how to get to places. Easier to jump in the car.'*  
(13 year old, Cardiff)

*'More interactive info and timetables.'* (15 year old, Flintshire)

*'Making it more accessible and to publish bus times in a better way.'* (15 year old, Anglesey)

*'Just no good apps to sort a journey, it's so difficult to find out how things are connected.'* (17 year old, Powys)

*'More clearly signposted routes. More advertising.'*  
(13 year old, Neath Port Talbot)

With many young people voicing their dissatisfaction with the reliability of public transport, especially bus services, there was a call for better ways of giving real time updates on bus arrival times, rather than having to wait without knowing if it will be late, by how much, or if it has been cancelled entirely.

Some young people called for the need for more convenient ticketing that allows passengers to use both trains and buses rather than having to buy separate tickets for both.

*'Bus and train timetables rarely link up, neither is reliable enough to try and move between the two, different tickets are required for each.'*  
(22 year old, Caerphilly)

*'Making the process of buying public transport tickets/ getting onto public transport smoother and less ambiguous; convenience is key.'*  
(17 year old, Bridgend)

*'A SINGLE smart card for all modes.'*  
(15 years old, Rhondda Cynon Taf)

## Conclusions

It is clear to us that improvements need to be made so that young people can access the information they need to plan their journeys. That information also needs to be easy to access and navigate even when they are looking to use multiple modes of public transport and active travel to get to their end destination. The challenge is to move people from using cars which many people have access to, can decide exactly when to use, the route they take, the music they listen to and so on. Using the words of one young person who spoke to us, 'convenience is key' to increasing the amount of young people travelling sustainably, and being better at providing clear, accessible information can help narrow that gap.

We've spoken previously in this report about the need to make public transport more reliable, but on those occasions where changes to arrival times occur, people need to be able to access that information easily and quickly.

Whilst we don't think that it's one of the bigger barriers, we do believe that every little helps in encouraging people to use more sustainable ways of travel. With that in mind we think that action should be taken to better integrate ticketing across multiple modes of public transport to make the process slicker and easier for young people.



**We call for:**

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- Improvements in how information regarding public and active travel is made available and communicated, making it more accessible, so that it is easier to see how various modes of travel can be used to get to the end destination.
- Improved provision of real-time information to show the progress of and updated arrival times for public transport, on those times when there are delays.
- Provide a ticketing option which enables young people to use one ticket across multiple modes of public transport.





# ***DISCRIMINATION AND ABUSE***



# DISCRIMINATION AND ABUSE

Being subject to discrimination and abusive behaviour on public transport was an issue which young people raised within focus groups, events, and in comments in our survey. Particular reference was made to young people being singled out because of their ethnicity, sexual orientation and gender identity. A quarter of young people from ethnic minorities said they felt unsafe or very unsafe on buses while 34% said they felt safe or very safe. On trains, 26% of young people from ethnic minorities said they felt unsafe or very unsafe, while 33% said they felt fairly safe or very safe.

*'I've had aggression from people saying comments because I look alternative and "gay/trans" so it makes me a target.'*  
(17 year old, Monmouthshire)

*"I don't want to get on the bus because there's a lot of racism and I am scared of it."*  
(12 year old, , Cardiff)

Some young people told us that experiences and fears of anti-social behaviour put them off using public transport. In some cases, school buses were highlighted as being particularly problematic because of bullying.

*'It's very easy for me to use public transport OUTSIDE of school, however a struggle with school transport due to bullying.'*  
(13 year old, Pontypridd)

*'Bus station is too dangerous to use after dark due to ASB.'*  
(22 year old, Caerphilly)

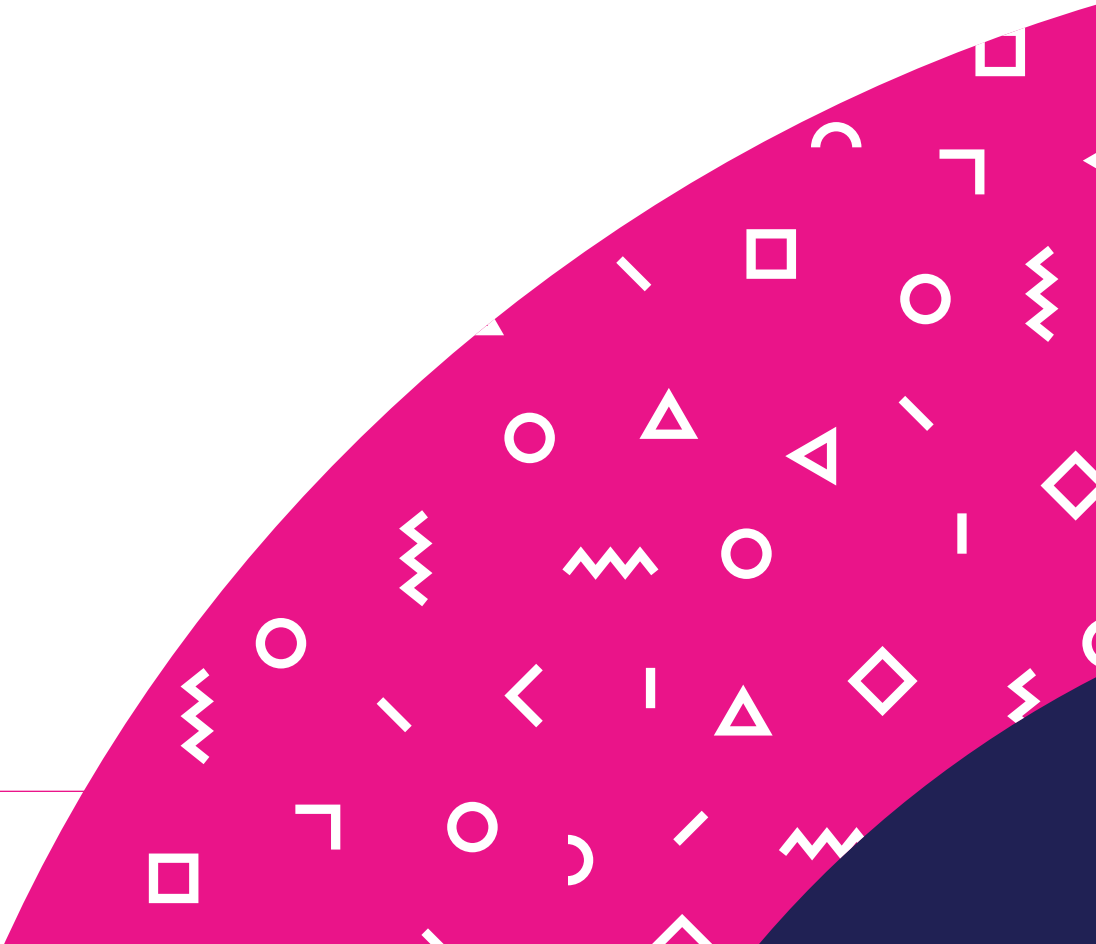
*'Safer environment in Wales, with the growing worries of knife crime, and crime as a whole. I don't feel that safe using public transport for those reasons.'*  
(10 year old, Wrexham)

## Conclusions

It is extremely saddening to hear that young people are experiencing discrimination, and in the context of our work on sustainable travel, that it's stopping some young people from using public transport. Young people need to be able to travel safely and freely, and steps need to be taken to tackle discrimination, bullying and other kinds of anti-social behaviour for an inclusive society, and to encourage greater public transport use.

### We call for:

- A co-ordinated campaign to reduce anti-social behaviour and discrimination against marginalised groups of young people, and for places of learning to support within the delivery of the Curriculum for Wales.





# ***SUMMARY AND RECOMMENDATIONS***





## SUMMARY AND RECOMMENDATIONS

*We were both encouraged and frustrated by what young people told us during our consultation. We found that the young people we engaged with want to travel sustainably more than they do now, that their levels of awareness, especially around the impact different modes of travel have on the environment was good, and that places of learning are generally effective at providing information. They are conscious of the impact that different modes of transport have on the environment, and a large number of them (69% of our survey respondents) told us that it influences their decision about how they travel.*

On the whole, the young people we engaged with believe that the Welsh Government have it about right in terms of their levels of ambition, with only 17% saying the target of increasing the number of journeys made by sustainable travel from 32% to 45% by 2040 was slightly or not ambitious. The focus was less about if the targets went far enough, and more around implementing the steps to make it a reality.

*'I believe that it will take a lot of decisive action but it's vital for the future.'* (16 year old, Bridgend)

*'It is a good target to aim for and, with proper funding and work, can definitely be done.'*  
(15 year old, Monmouthshire)

*'This target needs to be met with a serious commitment to an affordable and more regular and reliable public transport through serious investment.'*

*(23 year old, Neath Port Talbot)*

Our frustration lies in the fact that we are not realising our potential as the infrastructure isn't good enough. As a result there are a number of barriers in the way which mean that for many, public transport and active travel just aren't practical options, despite a large proportion of young people telling us that environmental impact is a factor when they decide how to travel.

The barriers stopping people from using more sustainable means to travel were consistent among the young people and the adults we engaged with. Public transport needs to be more affordable, the routes need to be more frequent and reliable, better connected and expand further to make it more viable as an option, and information provision need to be better. We need more active travel routes, cycle lanes need to be safer and more segregated from cars, and all routes need to be more accessible.

*'Only if it became cheaper, quicker, more reliable than a car and was at the correct times/locations.'*

*(Parent/guardian/carer)*

*'We've seen a mere increase in our wages since 2011 yet the prices for public transport have exploded since 2011 and I don't think it's really fair that these companies are making hundreds of millions of pounds in profits whilst we face an existential crisis that is climate change. It just feels quite unjust.'*

*(19 year old, Anglesey)*

It is positive that there are schemes like MyTravelPass in place to make using public transport more affordable for young people, but most young people and parents, guardians and carers we spoke to didn't know they existed. While we believe more should be done to make people better aware of schemes like these, ultimately we think that public transport should be free for those under the age of 25, which is supported by the 74% of young people we heard from who told us they would use public transport more if it was free. We feel that making public transport free for young people would be a significant statement and the single biggest enabler to increasing public transport use. The Welsh Government should take this into account when considering how it goes about delivering Net Zero Wales.

## Recommendations

- Places of learning to put a greater emphasis on improving young people's understanding of the practicalities of how they can travel sustainably in their local area.
- An increase in efforts to promote sustainable travel, and schemes like Mytravelpass.
- The introduction of free public transport for people under the age of 25.
- The introduction and effective promotion of schemes to support young people to access equipment like bikes.
- Greater Investment in our public transport services, with a focus on:
  - Expanding public transport routes
  - Increasing the frequency of services
  - Ensuring that services are reliable
  - Reducing journey times
- Improved connectivity between different modes of sustainable travel.
- The removal of barriers facing different groups including neurodiverse young people and those with physical disabilities.
- Greater investment on active travel routes, with a focus on improving safety and accessibility. Specifically we would like to see:
  - a greater number of bike, walking and wheeling paths
  - more segregated bike lanes
  - improvements to the condition of paths and pavements
- An increase in the amount of secure bike parking facilities in communities, and particularly in places of learning.
- Improvements in how information regarding public and active travel is made available and communicated, making it more accessible, so that it is easier to see how various modes of travel can be used to get to the end destination.

- Improved provision of real-time information to show the progress of and updated arrival times for public transport, on those times when there are delays.
- Provide a ticketing option which enables young people to use across multiple modes of public transport.
- A co-ordinated campaign to reduce anti-social behaviour and discrimination against marginalised groups of young people, and for places of learning to support within the delivery of the Curriculum for Wales.





