

Freedom to thrive: Free and accessible public transport for young people

May 2024



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Freedom to thrive: Free and accessible public transport for young people

May 2024

P-06-1346 Provide free and accessible public transport for under 18s in Wales to lower carbon emissions and boost growth



About the Committee

The Committee was established on 23 June 2021. Its remit can be found at:
www.senedd.wales/SeneddPetitions

Current Committee membership:



**Committee Chair:
Jack Sargeant MS**
Welsh Labour



Rhys ab Owen MS
Independent Plaid Cymru
Member



Peter Fox MS
Welsh Conservatives



Rhianon Passmore MS
Welsh Labour



Peredur Owen Griffiths MS
Plaid Cymru

The following members were those who approved this report:



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Jack Sargeant MS**
Welsh Labour



Rhys ab Owen MS
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Chair's foreword

Young people in Wales suffer a disproportionate impact from the cost of public transport. If we could find a way to remove those financial constraints, we could give our youth easier access to education, employment, and other opportunities.

The issues young people face when accessing public transport have been highlighted by a handful of petitions, and the inspirational work of the Welsh Youth Parliament and its 'Sustainable Ways' report. I am extremely grateful that Members of the Youth Parliament gave their time to provide expert and invaluable evidence to the Committee during our consideration of this issue. They prove the impact young people can have when given the opportunity.

There is consensus across sectors, that providing free public transport for young people would not only give Wales' youth access to a whole host of opportunities, help fight against child poverty and cost of living pressures faced by families across Wales; but also help reduce congestion, realise climate ambitions, and support the bus sector's recovery and growth. It provides an opportunity to create a generation less reliant on cars.

However, all those benefits come with a considerable price tag, and as a responsible committee we know that the Welsh Government faces severe economic pressures both now and for the foreseeable future. So, while the recommendations in this report are mindful of the economic pressures faced by the Welsh Government, they aim to set Wales on the path to a more equitable and forward-thinking public transport system.

Young people in Wales need the Welsh Government to have clear ambitions that allow them to thrive. Investing in their future, in the nation's future, by making public transport truly accessible to all should be a long-term goal for Cymru. The development of the Metro concept in different parts of Wales and the forthcoming reforms in the planned bus bill, have the opportunity to set Wales on that path. It is an opportunity we cannot afford to waste.

A handwritten signature in black ink that reads "JACK SARGEANT." The signature is written in a cursive style. A horizontal line with an arrowhead at the right end is drawn across the signature, starting from the middle of the "J" and extending to the right.

Jack Sargeant MS

Chair, Petitions Committee

Recommendations

Recommendation 1. The Welsh Government should set out a clear ambition to provide free public transport for young people at the earliest opportunity.
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Recommendation 2. The Welsh Government should undertake preparatory work with a view to introducing a free public transport for young people scheme in the future. This should include, but not be limited to, work to understand current patronage and travel habits of young people. Page 19

Recommendation 3. The Welsh Government should engage with key stakeholder groups to initiate discussions around enhanced concessionary transport for young people. This should include the bus industry, trade unions, concessionary scheme operators, local authorities and protected and vulnerable groups..... Page 19

Recommendation 4. The Welsh Government should ensure that its work to reform the bus sector in Wales does not create any barriers to introducing free public transport for young people at the earliest opportunity..... Page 20

1. The petition

This report sets out the recommendations and conclusions of the Petitions Committee, and provides links to the evidence considered by the Committee in relation to the following petition:

P-06-1346 Provide free and accessible public transport for under 18s in Wales to lower carbon emissions and boost growth

Public transport plays a pivotal role in linking Welsh children to educational, social and work opportunities.

However, in light of the cost of living crisis, as well as the climate crisis, it is imperative that the Welsh Government incentivises public transport in order to lower carbon emissions and improve economic growth.

The ENYA conference in 2022, at which 2 young Welsh representatives were present, called on the Welsh Government to 'provide reliable and affordable public transport'.

The Welsh Government must 'Provide reliable, frequent, available, accessible, safe and affordable public eco- friendly transport to all areas, including rural areas.'

Germany's 9-Euro-Ticket Scheme which provided passengers with unlimited transport in regional and local areas saved 1.8 million tonnes of CO2. The scheme also led to a 80% increase in train trips to rural tourist areas.

Public Transport is unaffordable, as Rail, Coach and Bus tickets have risen between 33% and 74% in the past decade. This is worrying, considering 23% of Wales, as well as the majority of under 18s don't have access to a car. Young people are also more at risk of experiencing transport poverty, proving a barrier to accessing educational, employment and social opportunities.

2. The work of the Committee

This chapter details the journey of the petition, and the work of the Committee to explore how to take the petition forward.

- 1.** The petition closed on 18 July 2023 having collected 381 signatures.
- 2.** The Committee decided to take evidence from the Welsh Youth Parliament on this petition, alongside two other petitions: P-06-1264, 'For school transport guaranteed for all comprehensive children'; and P-06-1343, 'Provide free public transport for all secondary school pupils'.
- 3.** On 27 November 2023 the Committee heard evidence from Ffion Fairclough - Member of the Senedd's Welsh Youth Parliament for Pontypridd; Kasia Tomsa - Member of the Senedd's Welsh Youth Parliament for Blaenau Gwent. They were supported by Senedd Education and Youth Engagement Officers Elin Hargrave and Bethan Roberts.
- 4.** The Committee decided to take further evidence from stakeholders, focusing on free public transport for young people. Whilst learner travel has not been the focus of these further evidence sessions, the impact of providing free public transport for young people on learner travel has been discussed. Learner travel is being considered as part of a wider inquiry by the Senedd's Children, Young People and Education Committee¹.
- 5.** On 19 February 2024 the Committee hosted a stakeholder roundtable event on the issue. A list of attendees can be found in Annex 1.
- 6.** On 18 March 2024 the Committee heard evidence on Scotland's Young Persons' Free Bus Travel Scheme from Carole Stewart -Head of Bus Strategy and Funding Policy, Transport Scotland; Gillian Kelly - Corporate Programmes Team Leader, Transport Scotland; and Paul White – Director, Confederation of Passenger Transport Scotland.
- 7.** The Committee is grateful to all those who gave evidence, which helped shape our discussion and conclusions.

¹ <https://business.senedd.wales/mglIssueHistoryHome.aspx?lId=40923>

8. This report sets out the Committee's conclusions and makes a series of recommendations to the Welsh Government.

3. Background

This chapter sets out young people's relationship with public transport

9. Research by the active travel charity Sustrans² found that the increasing costs of bus travel disproportionately affects young people, who are more reliant on public transport for accessing education, training, and employment opportunities. It explains that “safe and affordable transport options can enable young people to pursue their ambitions by reaching opportunities”. Conversely, poor or insufficient options can limit horizons and lead to exclusion.

10. Local authorities are required to provide free home to school transport to learners of compulsory school age if they live certain distances from their nearest suitable school - two miles for primary school pupils and three miles for secondary school pupils. However school leaders report³ that pupils having to pay for transport if they live within these distances, impacts attendance and access to education.

11. 16-24 year olds make fewer trips, by way of active, private and public transport, than any other age group. Sustrans highlights that as only 40% of young people have a full driving licence, cuts to bus services and active travel networks “can limit the ability of many young people to access services and amenities, including education and work opportunities”. It explains⁴:

Late adolescence into early adulthood is a pivotal time during which young people learn skills, access life-defining opportunities, develop their values and aspirations and expand their horizons to become independent adults. Transport is a crucial part of this.

² <https://www.sustrans.org.uk/our-blog/projects/2021/england/transport-to-thrive>

³ <https://www.bbc.co.uk/news/uk-wales-68013142>

⁴ https://www.sustrans.org.uk/media/13493/sustrans-transport-to-thrive-needs-of-young-people-report_nov-2023.pdf

4. Proposals for free public transport

This chapter sets out some of the evidence and calls for free public transport for young people in Wales.

12. In January 2022, the Welsh Liberal Democrats proposed⁵ to make public transport, both bus and rail travel, free to all under 25-year-olds in Wales. In response, the then Deputy Minister for Climate Change, Lee Waters MS, acknowledged the potential benefits but said funding constraints require budget prioritisation.

13. In November 2022, the then Future Generations Commissioner for Wales, Sophie Howe, called for free public transport for under 25s⁶, as a way of protecting against future cost of living pressures. She explained to the Equality and Social Justice Committee that⁷:

The reason behind that is, under-25s, the cost-of-living crisis, obviously we need to make sure that they're able to access skills, and embedding a mindset around use of public transport in those younger age groups tends to have that ongoing behavioural change implication.

14. The Children's Commissioner for Wales, Rocio Cifuentes, has also repeatedly recommended there be "free public transport for children to tackle child poverty and the climate emergency"⁸. In her most recent annual report, the Commissioner recommends that the Welsh Government provide free bus travel for all children, and called for the Welsh Government's child poverty action plan to "include a commitment to a free public transport pilot for children and young people under 18 within this Senedd term"⁹.

15. The Welsh Youth Parliament's (WYP) October 2023 'Sustainable ways' report on public transport and active travel showed that almost 75% of the 1,300 surveyed young people would take public transport more if it was free. In addition,

⁵ <https://record.senedd.wales/Plenary/12591#A69593>

⁶ <https://www.futuregenerations.wales/news/future-generations-commissioner-for-wales-calls-for-long-term-policy-ideas-to-protect-against-future-cost-of-living-emergencies/>

⁷ <https://record.senedd.wales/Committee/13063#C470627>

⁸ https://www.childcomwales.org.uk/wp-content/uploads/2023/05/ThreeYearStrategy_ENG.pdf

⁹ <https://www.childcomwales.org.uk/wp-content/uploads/2023/10/CCFW-Annual-Report-and-Accounts-22-23.pdf>

the WYP members highlighted the need for more accessibility, reliability, and safety in public transport. The report makes a number of recommendations to the Welsh Government to improve public transport for young people, including the introduction of free public transport for people under the age of 25¹⁰.

16. Responding to these recommendations, the then Minister and Deputy Minister for Climate Change cited affordability as the main barrier, and that the Welsh Government simply didn't have the budget to bring forward a scheme.

17. In response to the WYP report, the then Minister for Climate Change said¹¹ the Welsh Government was "looking at a range of options to make travel by public transport more affordable", and highlighted Welsh Government work around options to deliver a 'Fairer Fares' offer for bus passengers.

18. The Minister also points to the upcoming 'Bus Bill' as an "opportunity to look a fresh at bus service delivery across Wales ... and therefore the possibility around an enhanced provision for children and young people".

¹⁰ <https://youthparliament.senedd.wales/committees/the-climate-and-the-environment-wyp2/sustainable-ways-report/>

¹¹

<https://business.senedd.wales/documents/s143526/Letter%20from%20the%20Minister%20for%20Climate%20Change.pdf>

5. Evidence received

This chapter gives a summary of the key themes discussed by stakeholders at a roundtable event on 19 February.

19. There was a general consensus among participants that free public transport for young people in Wales would be positive, but that any such scheme would need to be as universal as possible to avoid loopholes and cliff edges.

20. The WYP recommendation for free public transport for all people under the age of 25 is to capture young people looking for work and getting to work, especially those on low wages.

21. It's widely believed that encouraging behaviour change in young people to become bus users, will lead to a generational change and an increase in fee paying adults. A free public transport for young people scheme could support the sector's growth and recovery from the pandemic, and could provide long term financial stability for bus services.

22. The Children's Commissioner for Wales highlighted that free public transport for young people would help tackle climate change due to less reliance on cars, and tackle cost of living pressures (enabling economic growth and access to training / employment) and mental health through increased opportunities for young people.

23. There was consensus that the cost of delivering a scheme was the main barrier to implementation, and participants acknowledged the difficulties in delivering the Welsh Government's modal shift aspirations alongside cuts to its budget. It was suggested that the Welsh Government's work on "fairer fares" could be a useful starting point for understanding the cost of a future youth scheme.

24. Learner transport was discussed in all evidence sessions. Stakeholders highlighted research by the Child Poverty Action Group published in May 2023 on the minimum cost of education, which found a minimum annual transport cost for sending a child to secondary school of £487.54¹².

¹² <https://cpag.org.uk/news/minimum-cost-education>

- 25.** It was highlighted that some children are missing education because, in stakeholders views, the three mile cut off for learner travel is quite far, in some cases it could mean a six mile walking round-trip journey in all weathers. The lack of requirement to provide transport for 16-18 years olds in education was also highlighted.
- 26.** The Committee heard that there were potential positive impacts on learners from widespread free public transport for young people. Those given include more opportunities through increased access to education and choice/availability of education settings, and the release of funding from local authorities.
- 27.** Potential negative impacts given were a ‘muddying of the waters’ around responsibility for home to school travel, particularly where additional needs and/or accessibility considerations are needed, and the potential to reduce walking and cycling rates, if young people chose to use their bus pass instead of their bicycle. Stakeholders cautioned that free public transport for young people shouldn’t be a replacement for all school transport.
- 28.** To be successful, any future free transport scheme should be designed to be as accessible/easy as possible, both physically and digitally. The Committee heard how current concessionary schemes have obstacles for users that prevent them from accessing the full benefits intended, for example Personal Independence Payments (PIP) are reduced for bus pass holders.
- 29.** The Committee heard that for disabled young people, access to transport is one of the first unaffordable costs when experiencing cost of living pressures. Disabled people are less likely to drive, therefore have less access to opportunities if public transport is unaffordable. Stakeholders told Members that there was a ‘lack of faith’ in public transport for disabled people, due to limited space for wheelchairs, and lack of proper signage.
- 30.** Stakeholders highlighted that Welsh residents are entitled to apply for a ‘Concessionary Travel Card’ for free bus travel at the age of 60, yet the retirement age is 67. In England the eligibility age for free bus travel is in line with the retirement age.
- 31.** It was reported that the number of people taking advantage of concessionary fares had so far failed to return levels seen before the pandemic, and was currently just 62% of pre-COVID levels. The reasons given include a reduced level of service, fewer pass holders, deteriorating health of pass holders,

and confidence in ability to use the service due to strong lockdown measures and messaging around public transport.

32. Current bus service issues were discussed as barriers to a free public transport for young people scheme in Wales, these include reliability of the service and staff pay issues. In many cases, particularly in rural Wales, the lack of availability of bus services is a bigger issue than cost. This is particularly the case at evenings and weekends.

33. The Committee heard that there have been documented increases in anti-social behaviour during pilot free transport schemes both in Wales and Scotland. This includes threatening behaviour towards other bus users and drivers, and vandalism. Stakeholders discussed the impact on fare paying passengers of antisocial behaviour and overcrowding resulting from free transport schemes, and how this can discourage travellers of all ages. Stakeholders highlighted a need to provide education along with any policy change, and create a partnership with the operators and police.

34. Stakeholders spoke to Members about free transport schemes already underway, and pilot schemes undertaken, across Great Britain. These included a scheme in Greater Manchester for 16-18 year olds, a pilot in Newport, Swansea school holiday provision, and most notably Scotland's free public transport for Under 22s.

6. Free public transport in Scotland

This chapter gives an overview of the Scottish ‘Under 22’s’ scheme, and the evidence taken on the scheme.

- 35.** Scotland introduced the Young Persons’ Free Bus Travel Scheme (the Under 22’s scheme) on 31 January 2022¹³. All young people aged 5-21 and resident in Scotland can apply and access free bus travel, including long distance bus services. It can be used throughout Scotland, and for travel across the border to certain towns in England, but not within England¹⁴.
- 36.** By May 2023 uptake was reported as around two thirds of eligible users¹⁵, and by December 2023 more than 100 million free bus journeys had been made¹⁶.
- 37.** Prior to the Under 22’s scheme, various impact assessments were carried out. The Scottish Government also committed to ongoing evaluation during the first five years of the scheme’s operation, to assess the short, medium and long term impacts by comparing conditions at different stages.
- 38.** A baseline study¹⁷ was carried out with children, young people and their parents, prior to the scheme being implemented to establish existing travel behaviour, and attitudes and perceptions of young people towards travel. Nearly half of survey respondents felt that travel and transport were unaffordable, and over a quarter felt they/their child were missing out on opportunities as a result.
- 39.** The year one evaluation study was published in December 2023. It shows that good progress is being made against all of the expected outcomes, apart from those where a longer timescale is required. It concluded the Under 22’s scheme was¹⁸:

“... highly successful and beneficial for young people and their families across the first year of operation, with many more benefits and positive impacts outlined compared to emerging

¹³ <https://www.transport.gov.scot/concessionary-travel/under-22s-free-bus-travel/>

¹⁴ <https://www.transport.gov.scot/concessionary-travel/under-22s-free-bus-travel/#69528>

¹⁵ <https://www.transport.gov.scot/news/one-young-person-joins-free-bus-scheme-every-minute/>

¹⁶ <https://www.transport.gov.scot/news/100-million-free-bus-journeys-made-by-under-22s/>

¹⁷ <https://www.transport.gov.scot/publication/baseline-data-report-june-2022-young-persons-free-bus-travel-scheme/>

¹⁸ <https://www.transport.gov.scot/publication/year-1-evaluation-young-persons-free-bus-travel-scheme/>

negative issues... Cost savings, improved access to a wide range of opportunities, and increased independence and autonomy were the main benefits for young people and their families. The main negative issues were largely related to the provision, availability or capacity of bus services themselves, difficulties in relation to the application process, and perceptions of anti-social behaviour as a result of increased numbers of young people travelling by bus.”

40. Whilst early discussions took place in 2018, the Under 22’s scheme was born from a commitment made in the 2020-21 budget agreement between the Scottish Government and the Scottish Green Party. Gillian Kelly from Transport Scotland explained that the intended outcomes for scheme were aligned with the Scottish Government’s national transport strategy, in particular that it:

“... encourages younger generations to build sustainable travel habits from an early age, and that obviously contributes to our efforts to tackling the climate emergency, and also it promotes social inclusion, mobility, and it helps to reduce child poverty by improving access to education, to healthcare, to training, and access to employment as well.”¹⁹

41. The scheme was extended to include all under 22 (initially planned to be all aged under 19) to capture these outcomes, as both the national minimum wage and living wage are significantly lower for that age group. Gillian Kelly said a significant amount of preparatory work was done, including on the policy, regulation, legislation, and “a raft of impact assessments and public consultation”.

42. The existing national concessionary scheme for older and disabled people was replicated for young people, including the access and cross border arrangements and technology (also used in Wales for existing concessionary schemes).

43. Young people access the Under 22’s scheme using a national entitlement card (NEC), a smartcard owned by an independent organisation. It’s managed by the National Entitlement Card Programme Office (NECPO) alongside Scotland’s 32 local authorities. Transport Scotland said it worked closely with these organisations in implementing a new process for young people.

¹⁹ <https://record.senedd.wales/Committee/13740>

44. Transport Scotland worked closely with the bus industry “to technically enable around 3,500 buses across Scotland to facilitate those smartcard journeys on the scheme and to agree initial reimbursement rates”. Reimbursement rates were established on an understanding that operators were no better or worse off as a result of taking part, and are negotiated annually. Paul White from the Confederation of Public Transport Scotland said that the industry was “engaged right from the idea's conception and involved in a lot of the preparatory work”.

45. Understanding a baseline for a scheme was highlighted as a main challenge to the preparatory work, as there was limited data on young people’s travel habits. However understanding how many new journeys have been generated is important in evaluating the effectiveness of any scheme.

46. Participants advised that concessionary travel for young people should be considered separately to upcoming reforms of the bus sector through the Welsh Government’s ‘Bus Bill’. Carole Stewart from Transport Scotland explained:

“The national concessionary travel scheme provides support with the cost of fares to passengers, and that's irrespective of how the bus industry is legislated for and how it operates in practice.”²⁰

47. Moving of home-to-school transport from separate services onto commercial bus services was said to provide savings for local authorities, and allow identification of new routes by operators. Anecdotal evidence from young people suggests that the Under 22’s scheme has been beneficial for learners. Carole Stewart explained that:

“... it has allowed young people to access colleges, university and apprenticeship opportunities out the area that they lived in, because it's supporting the travel costs and enabling them to go a little bit further afield for jobs, education and opportunities.”²¹

48. The safety of young people in protected and vulnerable groups was discussed at length in the preparation for the scheme. Transport Scotland worked with Barnardo's Scotland in designing specific training for drivers around child safeguarding, and understanding the risks that a scheme would potentially present.

²⁰ <https://record.senedd.wales/Committee/13740>

²¹ <https://record.senedd.wales/Committee/13740>

49. Unintended consequences from the Under 22's scheme include the possibility that more young people being on bus is a catalyst for increases of anti-social behaviour, although it was stressed that there has been a general rise in anti-social behaviour across the UK over the same time period .

50. There were 'teething issues' following the scheme's launch, particularly around engagement and complexity of the online application process. It was suggested that Wales should see this as a 'lessons learnt' and work with schools and local authorities early on.

51. The total cost (from early discussions in 2018) of the Under 22's scheme up to 13 March 2024 is £249,513,825. Made up of operator reimbursement costs of £243,072,136 and implementation and ongoing operational costs of £6,441,689.

52. Whilst Scotland has a process and a model that can be followed in Wales, participants highlighted that the Under 22's scheme was introduced during the pandemic, so any modelling Wales may want to undertake based on the Scottish experience would have to take this into account.

53. The evaluation found that the scheme was delivering progress towards some of the long-term policy objectives, particularly in embedding sustainable travel behaviours and providing support to access opportunities. It also found there was an increased awareness of bus as a viable travel option, and suggested that "around half of the journeys made by young people are those that would not have taken place if the scheme hadn't been in operation, which is providing significant cost savings for families".

54. As in Wales, existing concessionary travel in Scotland has not returned to pre-pandemic levels. As such the Under 22's scheme was welcomed by the bus industry as it helped to "plug the hole" in journeys undertaken by bus. Paul White said:

*"I think the real prize that we hope to see at the end of it is that, when people age out of that scheme, they continue to use public transport—that's the benefit."*²²

²² <https://record.senedd.wales/Committee/13740>

7. Conclusions and recommendations

This chapter sets out the Committee's considerations and makes a series of recommendations to the Welsh Government.

55. It's clear that providing free public transport for young people would be beneficial to Wales' young people, as well as helping tackle cost of living pressures, and help realise the Welsh Government's modal shift and climate ambitions. Evidence from Scotland indicates that it would also help aid the bus sector's recovery from the impacts of the pandemic, increase patronage and viability of routes.

Recommendation 1. The Welsh Government should set out a clear ambition to provide free public transport for young people at the earliest opportunity.

56. Whilst the Committee is aware of current budgetary pressures faced by the Welsh Government, this should not prevent preparatory work be undertaken with a view to introducing a nationwide scheme in the future.

Recommendation 2. The Welsh Government should undertake preparatory work with a view to introducing a free public transport for young people scheme in the future. This should include, but not be limited to, work to understand current patronage and travel habits of young people.

57. Early engagement is crucial in designing a scheme to provide widespread benefits, ensure accessibility for all, and avoided any unintended consequences. This is particularly true in the relationship between learner travel and free public transport for young people. A Member was concerned that some local authorities might see free public transport as a way out of their obligations to provide school transport.

Recommendation 3. The Welsh Government should engage with key stakeholder groups to initiate discussions around enhanced concessionary transport for young people. This should include the bus industry, trade unions, concessionary scheme operators, local authorities and protected and vulnerable groups.

58. The Welsh Government has said that its upcoming ‘Bus Bill’ is an opportunity to look at enhanced support for young people. However there was consensus that work to implement a concessionary scheme for young people should be seen as a separate work stream to bus industry reforms, as **concessions** should be set up to work regardless of how bus services are delivered.

Recommendation 4. The Welsh Government should ensure that its work to reform the bus sector in Wales does not create any barriers to introducing free public transport for young people at the earliest opportunity.

Annex 1: List of oral evidence sessions

The following witnesses provided oral evidence to the committee on the dates noted below. Transcripts of all oral evidence sessions can be viewed on the Committee’s website.

Date	Name and Organisation
<p>27 November 2023</p>	<p>Ffion Fairclough, Member of the Senedd's Welsh Youth Parliament for Pontypridd Welsh Youth Parliament</p> <p>Kasia Tomsa, Member of the Senedd's Welsh Youth Parliament for Blaenau Gwent Welsh Youth Parliament</p> <p>Elin Hargrave, Education and Youth Engagement Officer Senedd Cymru</p> <p>Bethan Roberts, Education and Youth Engagement Officer Senedd Cymru</p>
<p>19 February 2024</p>	<p>Sultan Awolumate Welsh Youth Parliament</p> <p>Ruben Kelman Welsh Youth Parliament</p> <p>Rocio Cifuentes, Children’s Commissioner for Wales</p> <p>Laurie Pitt, Programme Manager Bus Users UK</p> <p>Richard Cope, Association of Transport Coordinating Officers Cymru</p> <p>Simon Nicholls, Bus Co-Ordinator & Sustainable Transport Manager Newport City Council</p> <p>Mesha Sutherland, Head of Pricing and Revenue Management Transport for Wales</p> <p>David Beer, Senior Manager Wales Transport Focus</p>

Date	Name and Organisation
	<p>Aaron Hill, Director CPT Cymru Confederation of Passenger Transport Cymru (CPT)</p> <p>Gemma Lelliott, Director for Wales Community Transport Association</p> <p>Meg Thomas, Policy and Research Officer Disability Wales</p> <p>Manon Williams, Youth Work Sector Marketing & Communications Officer) Council for Wales of Voluntary Youth Services (CWVYS)</p>
18 March 2024	<p>Carole Stewart, Head of Bus Strategy and Funding Policy Transport Scotland</p> <p>Gillian Kelly, Corporate Programmes Team Leader Transport Scotland</p> <p>Paul White, Director Confederation of Passenger Transport, Scotland</p>