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Y Gweinidog Newid Hinsawdd  
Minister for Climate Change



Llywodraeth Cymru  
Welsh Government

Jayne Bryant MS  
Chair  
Children, Young People and Education Committee

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21 December 2023

Dear Jayne,

Thank you for your letter dated 21 November to the Deputy Minister for Climate Change regarding learner transport. I am responding as the Deputy Minister is unwell.

I appreciate the important work the Committee is undertaking in this area and the comments made by families, young people and the organisations who represent them. I sympathise with the concerns raised in relation to learner travel and recognise the importance of this issue for parents, children and young people.

Learner travel is a cross-cutting complex area. As Committee members are aware, the Learner Travel (Wales) Measure (LTM) is the legislative framework that underpins learner transport in Wales. A review of the LTM was published in 2022 and a further internal analysis and evaluation exercise was undertaken earlier this year. These pieces of work reflect the findings from various pieces of work from the Children, Young People & Education Committee, that the transport needs of learners are complex, as are the networks, tools and resources required to deliver effective home to school transport services.

We do, however, believe that despite these challenges, there are opportunities for innovative approaches to be implemented to improve consistency and delivery of learner travel support across Wales. These opportunities are set out in the Learner Travel Recommendations Report that will be published in January 2024. The report sets out a modest pathway to develop a safe and sustainable learner travel offer that aligns with Welsh Government policies

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Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

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and aspirations, reflecting legislative changes that have taken place since the introduction of the LTM in 2008.

Thank you for raising the Committee's findings with me. I have addressed each of your themes in turn for ease of reference.

**Evidence gathered: What are your views on the evidence we have gathered? Does this reflect your understanding of the issues across Wales, and the impact it can have on access to education and childcare?**

We will be interested to read the final report of the Children, Young People and Education Committee's current review on whether disabled children and young people have equal access to education and childcare and we thank the Committee for looking into this important issue.

In the meantime, I appreciate you sharing directly with me the relevant findings on the experiences of children and young people with ALN of travelling to and from their places of learning and the impact it can have on wider family members.

Learners with ALN often face greater social barriers, not only to their learning. We therefore expect additional care to be taken for vulnerable learners accessing transport provided by local authorities, to ensure greater consistency in their safety and wellbeing.

The individual development plan (IDP) includes provision for transport needs for children and young people with ALN to be documented and is an opportunity for individuals, their families and the relevant authority to ensure that the appropriate provision is sought. Completing the travel arrangement section in IDPs, when relevant, can help with the coordination and delivery of school transport for the most vulnerable learners.

We hear of learners with ALN facing transport difficulties when accessing further education and that the provision of transport is inconsistent across Wales. As the letter suggests this can be a particular problem for those over 19 years old. Often a learner with more complex ALN will stay in school until they are around 19 years old before continuing their education at a further education college.

We are aware of the excellent independent travel training that Cardiff Council deliver to young people to provide them with lifelong skills to be able to access places of learning, employment and social opportunities by giving them the skills and confidence to use public transport. Although this type of intervention will not be suitable for everyone, we would like to encourage more local authorities, and learning institutions to consider alternative options.

Transport to extra-curricular activities, including provision such as breakfast clubs, is a challenging issue faced by all children and young people. The current legislation does not require local authorities to provide transport for these activities. The 2022 LTM review highlighted the fact that even if we did have the financial resources to support such provision, the weakness in current networks and infrastructure make implementing and expansion of provision difficult. Put simply, we do not have the bus drivers, the bus operators, the capacity in our school buildings or the resources locally to be able to provide school transport for extra curricular activities on top of the statutory provision. Our aspirations to introduce a locally informed franchised bus network, complemented by community transport networks does, we hope, provide opportunities to address some of these accessibility issues for children and young people across Wales by maximising the resources available.

The LTM Recommendations report that we hope to publish shortly recommends an immediate update the statutory guidance document to improve consistency of provision across the local authorities and ensure alignment with legislative changes that have taken place including the enactment of the Additional Learning Needs and Education Tribunal (Wales) Act 2018. The evidence that you have presented will help inform the update to these guidance documents. This will include ensuring that local authorities and other delivery partners consider best practice regarding procurement of contracts to include minimum standards of awareness and training around transporting children with ALN.

**Pupil Absence Report:**

**Could you outline the Welsh Government's current position on our recommendation?**

The reasons for absence in schools is multifaceted. The Welsh Government will continue to explore the causes of low levels of learner attendance at schools and how this might be addressed at local and national level. We will use the findings to inform policy developments and interventions.

Our ambition will be to deliver a learner first approach to learner travel, however we have to be realistic to the challenges that were highlighted in the first review around transport networks, tools and resources required to deliver effective services for home to school transport. The internal evaluation and analysis exercise undertaken earlier this year collated a wide range of local, national and international evidence to identify innovative approaches to learner travel provision. Local authorities across Wales are already deploying some excellent and innovative practice to maximise resources to enhance transport provision to learners and the broader community. We want to embed the right structures so local authorities and other delivery partners can share and disseminate best practice to improve consistency of provision and to ensure that the transport infrastructure is in place to reduce any barriers to accessing education.

**Petitions:**

**As we approach the end of the year, can you advise what has happened since this advice was submitted to you over the summer? What will be the next steps, and when will they result in change on the ground for learners across Wales? While we acknowledge the complexities around learner travel and the ongoing financial challenges faced across the public sector, we believe there is a real need for pace and urgency when dealing with this important issue.**

An internal analysis and evaluation exercise was conducted earlier this year. The Committee will be sent a copy of this report which outlines a set of recommendation to improve the consistency and quality of learner transport provision across Wales.

**Children's Commissioner:**

**We would welcome your views on the Commissioner's recommendation for a free public transport pilot for children and young people under 18 within this Senedd term.**

One of the key aims of the Welsh Government's Transport Strategy, Llwybr Newydd, is to reduce the cost of sustainable travel for **everyone** in Wales, including young people.

Within the current operating model children up to the age of 5 will be allowed to travel free on local buses when accompanied by an adult. Those between 5 years old and up to 16 years

will also be able to receive either half fare or 1/3 off the normal bus fare, dependent on the bus operator, or if the service is operating under contract to the local authority.

We have looked at a range of options to make travel on public transport easier, more accessible and affordable for all in the community by simplifying the fares and ticketing system. We have undertaken a comprehensive piece of planning work around options to deliver a 'Fairer Fares' offer for bus passengers in Wales, which has included the potential introduction of capped single fares, zonal fares, integrated bus and rail ticketing and enhanced young person's ticketing. Some of these initiatives are currently being trialled on the Transport for Wales operated TrawsCymru network and we will be using this learning to inform a long term, sustainable and affordable solution that will encourage modal shift for all.

Under the current operating model, the only way we can offer discounted or free travel is to negotiate reimbursement arrangements with operators which has proven to be costly, as has been seen with the free travel offer for under 22s in Scotland. The proposed Bus Bill, which we will be bringing to the Senedd in 2024, will provide us with the opportunity to look a fresh at bus service delivery across Wales, including taking forward our work on fairer fares (and therefore the possibility around an enhanced provision for children and young people). As our aims are ambitious, these reforms will take time, but it is vital that we get this right to support all citizens of Wales.

In the meantime, we fund and provide the MyTravelPass scheme for 16 to 21 year olds which provides approximately 1/3 off the cost of bus travel. There are also a number of discounted bus network tickets available across Wales and a number of opportunities for discounted travel on the TfW rail network. The report recently published by the Welsh Youth Parliament, *Sustainable Ways*, has highlighted the need to undertake further work to ensure children and young people are aware of these schemes. We have therefore asked Transport for Wales to undertake a campaign to raise the profile of the discounts available for children and young people travelling on public transport.

### **Children in Wales:**

#### **What work is the Welsh Government doing to alleviate the cost of living pressures on transport costs for children, young people and their families?**

The Welsh Government provides funding to local authorities for pre-16 provision in schools through the Local Government Revenue Settlement in the form of the Revenue Support Grant (RSG). The RSG is not ring-fenced; the funding allocated to each authority is available to the authority to spend as it sees fit on the range of services for which it is responsible, including school transport. In determining the level of funding required to deliver their statutory duties local authorities may draw on other sources of funding outside the RSG.

In 2022/23 local authorities reported a total spend of £160 million on home to school transport. The latest published data outlining local authority spend on education, including learner travel, is available at the following link: [Education revenue outturn expenditure, by authority and service \(£ thousand\) \(gov.wales\)](https://gov.wales/government-figures/education-revenue-outturn-expenditure-by-authority-and-service-2022-23)

As outlined above we have committed, along with Transport for Wales, to take forward a piece of work to run a targeted campaign and develop relevant and accessible resources, to ensure that children and young people are aware of all the public transport assistance they can access including:

- Children up to the age of 5 years old travel free on bus services across Wales and then either at half fare or two thirds the normal adult fare from the age of 5 and up to 16 years old.

- The Welsh Government's "MyTravelPass" is a discounted travel scheme, which is available for all young people aged 16 to 21 years. This £2 million scheme provides approximately 30% off the standard adult bus fare on local bus services across Wales. For further details of the scheme please see the following link: [Home !\[\]\(83eb2aa26b610eb6a9dca7cf4702d681\_img.jpg\) mytravelpass | Welsh Government](#).
- There are also various discounted bus tickets offered by the different bus operators across Wales.
- Under 11's can travel for free on Transport for Wales operated rail services and under 16's can travel for free on off-peak Transport for Wales services when accompanied by a fare paying adult.
- Additionally, the 16-17 Saver railcard is also available for use on all rail services across Wales and England offering 50% off most rail fares every day of the year with no time restrictions and no minimum fare for an annual cost of £30.
- the Education Maintenance Allowance funding for further education can be used to support travel costs: [Education Maintenance Allowance, funding for Further Education | Student Finance Wales](#)

The Welsh Government has also compiled a list of support and advice to help individuals and families with the cost of living. This information is regularly updated and can be accessed on the following link: [Get help with the cost of living | GOV.WALES](#)

#### **Welsh Youth Parliament:**

#### **What are your views on the recommendations made by the Welsh Youth Parliament?**

Please see attached Annex A, our written response to the Welsh Youth Parliament.

#### **Financial pressures on local authorities:**

#### **To what extent is the Welsh Government monitoring changes in local authority provision as a result of financial constraints; and the impact that is then having on learner engagement and attendance?**

We monitor local authorities school transport provision closely through our work with the Association of Transport Coordinating Officers (ATCO), which provides a forum for local authorities to raise any concern on this issue. As part of the recent analysis and evaluation exercise, we reviewed all 22 local authority home to school transport and received survey responses from 14 local authorities who provided information on their costs, delivery models, issues and barriers associated with home to school transport in relation to the Measure and associated guidance.

Some really excellent practices have been identified with local authorities thinking creatively and innovatively about their learner travel provision. For example, the invest-to-save independent travel training provision in Cardiff and Monmouthshire Council reviewing their community transport provision and collaborating with bus operators to maximise the opportunities for children and young people to use public transport networks to access their places of learning. We support and encourage more of this integrated approach and joined up service delivery across Wales.

I hope this letter provides you with the reassurances required at this time by your committee.

Yours sincerely

A handwritten signature in blue ink that reads "Julie James". The signature is written in a cursive, flowing style.

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21 December 2023

Dear Welsh Youth Parliament Members,

Thank you for the Sustainable Ways Report published by your Climate Change and Environment Committee. I am a passionate advocate for encouraging modal shift, getting people out of their cars and travelling sustainably – either through active travel or on public transport and the findings of your work are an important contribution to driving this agenda forward.

The report highlights some incredibly important issues, views and challenges that we as a government welcome. I would like to assure you that the content and its recommendations have been reviewed in detail by Ministers and officials and your findings will help inform the policies we develop and deliver whilst we progress on our transformational journey to develop an integrated transport network across Wales.

Many of your recommendations complement our aspirations set out in Llwybr Newydd, our Transport Strategy, where we have set out clear our ambitions to deliver an integrated active travel and public transport network that is both accessible, sustainable and efficient for the people of Wales.

We are in the early stages of this process. The Bus Bill which we are planning to bring to the Senedd next year will be a major step towards realising our ambitions. The Bill provides us with an opportunity to look afresh at bus service delivery across Wales by moving away from a commercial network (where private bus operators determine which routes they run and how much they charge) to a franchised model of delivery. Bus franchising allows the franchising authority (planned to be Welsh Government) to specify key aspects of bus services, including routes, timetables, fares, hours of operation and service quality standards – many of the themes that your recommendations touch on. Bus operators are therefore then responsible

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for running these services under contracts awarded by the franchising authority. As our aims are ambitious, these reforms will take time, but it is vital that we get this right to support all citizens of Wales.

Transport for Wales are responsible for delivering the Welsh Government's vision of a high quality safe, integrated, affordable and accessible transport network. In 2022 they, with the support of the Children's Commissioner, introduced a Children and Young People's Charter. Building on this work, we have asked them to accelerate the Children & Young People's Advisory Group who we will be ask to explore options for taking forward the recommendations of your report.

I will take each recommendation in turn so that you have a clear understanding of our position and, where relevant, the actions we will take.

## **THEME – AWARENESS & UNDERSTANDING**

### ***Recommendation 1:***

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

### ***Welsh Government response:***

Welsh Government agree with the sentiments of this recommendation and we will continue to support places of learning in developing the resources they require to encourage and promote sustainable travel in their local area.

We continue to invest in promoting Active Travel and have recently worked with Sustrans to provide support to schools to develop Active Travel School Plans, which aim to identify and address barriers to active travel to school, to help increase the number of pupils and staff walking, scooting or cycling regularly.

A set of resources and approaches were launched on 4 October this year and are available, online, for use by places of learning This investment complements our long standing Active Journeys programme, and cycling and child pedestrian training.

A new Walk to School programme, delivered by Living Streets has started working with local authorities and schools and will operate for two years providing schools and their learners with the skills and resource required to support sustainable travel.

### ***Recommendation 2:***

An increase in efforts to promote sustainable travel, and schemes like MyTravelPass.

### ***Welsh Government response:***

Welsh Government agree that children, young people, their families and others of influence in their lives should be fully aware of all the benefits and opportunities available to them to travel sustainably.

We were concerned to read about the low proportion of those responding to the survey who knew about the MyTravelPass scheme. Although schools and colleges are notified of the initiative on an annual basis, and we have asked delivery partners, such as the Children's Commissioner to also promote these initiatives, the report demonstrates the requirement to do further work in promoting this benefit.



We will explore options with Transport for Wales to develop tailored communication resources for use by schools, colleges, local authorities and other key stakeholders, such as the Welsh Youth Parliament, to promote this benefit to eligible applicants.

We believe that a campaign targeting young people should be cocreated with young people, through Transport for Wales' Children & Young People's Advisory Group to be established in early 2024 and will ask them to prioritise this recommendation.

## **THEME - AFFORDABILITY**

### ***Recommendation 3:***

The introduction of free public transport for people under the age of 25.

### **Welsh Government response:**

One of the key aims of the Welsh Government's Transport Strategy, Llwybr Newydd, is to reduce the cost of sustainable travel for everyone in Wales, including young people, and we are currently looking at a range of options to make travel by public transport more affordable for all in the community, including under 25s by simplifying the fares and ticketing system.

We have undertaken a comprehensive piece of planning work around options to deliver a 'Fairer Fares' offer for bus passengers in Wales, which has included the potential introduction of an enhanced young person's ticket option.

However, we have been faced with a challenging funding settlement from the UK Government. Following the Covid pandemic, we have had to prioritise our bus funding to ensure essential bus services are maintained whilst keeping fares as low as possible through the conditions set out in the Bus Emergency Scheme and current Bus Transition Fund, that has successfully sustained the bus industry over the past 2 years.

By the end of this financial year Welsh Government will have provided over £200m of emergency funding to protect our bus network across Wales since the onset of the Covid pandemic. This means that we haven't been able to progress as quickly as we would have liked on our Fairer Fares commitments. As and when the funding position does improve, we are keen to progress this piece of work and will continue to work with children and young people to develop any future intervention.

### ***Recommendation 4:***

The introduction and effective promotion of schemes to support young people to access equipment like bikes.

### **Welsh Government Response:**

We recognise that access to cycles, as well as lack of secure cycle storage is an important barrier to greater uptake of cycling. Through our grants to local authorities, Welsh Government has funded school bike fleets to enable access to roadworthy cycles for cycle training and for trips during the school day.

We have supported public bike share schemes, such as in Cardiff, the Vale of Glamorgan and Swansea, which offer affordable cycle hire. There are already a large number of charities and social enterprises across Wales, which repair and re-sell second hand bikes, making cycle ownership much more affordable.

Welsh Government is currently exploring options to provide more support for this sector and encourage schemes in areas where these do not exist currently.

### ***Recommendation 5:***

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

### ***Welsh Government Response:***

The current privatised operating model for buses means that buses are run by commercial companies for profit. This model does not provide Welsh Government with the tools, resources nor flexibility to make the changes that the recommendations request.

The Bus Bill which will be introduced to the Senedd next year will, however, provide the legislative framework to introduce a franchised model of delivery where Welsh Government, along with our delivery partners will be able to develop a truly integrated public transport network to reflect the requirements of local communities.

Under the franchise model we would be able to run bus routes that work for local communities, that integrate with rail services and link up with Active Travel routes. We will be able to introduce one ticket for people to be able to travel on all modes of transport, with a single timetable that can align with other bus and rail services.

In preparation for this radical reform, we are working collaboratively with Transport for Wales and local authorities to agree on the shape of public transport networks in the different regions of Wales. We are working to deliver a coherent, consistent, well planned and passenger friendly network with simple affordable tickets valid across all services.

### **Recommendation 6:**

Improved connectivity between different modes of sustainable travel.

### **Welsh Government response**

Integrated journey planning is one of the four key workstreams in Llwybr Newydd, recognising that modal shift requires a holistic, integrated approach to journey planning, working across different modes and sectors to make it easier for people to travel door-to-door using sustainable transport modes. Integrated journey planning involves a complex range of issues such as timetabling, information provision, infrastructure planning and policy development

All local authorities are required to develop Active Travel Network Plan in which they have planned the walking and cycling routes for each of their towns - railway and bus stations are key destinations for these routes. Transport for Wales is working with local authorities on making improvements at stations, for example by putting in secure cycle parking.

As outlined in response to recommendation 5, by introducing a franchised model of delivery for the Bus network we will be able to develop an integrated public transport and active travel network improving connectivity between different modes of sustainable travel.

**Recommendation 7:**

The removal of barriers facing different groups including neurodiverse young people and those with physical disabilities

**Welsh Government Response:**

Safety is a key theme of our forthcoming Equality Action Plan, another one of Llwybr Newydd's key workstreams.

We want everyone to feel confident, safe and secure in using the sustainable transport mode of their choice. The action plan will feature measures to address personal safety on public transport, in active travel and on the roads. We will also integrate safety considerations into all aspects of transport policy and planning, including the design of infrastructure.

The Equality Action Plan will be published in early 2024. We will ensure that the Children & Young People's Advisory Group has the option to engage with this piece of transport planning as it develops.

in the development and implementation of policies and programmes the Welsh Government applies the Social Model of Disability, recognising that those who are covered by the legal definition of disability are frequently disabled by barriers in society, rather than by their impairment or condition. We will take this approach in developing our franchised network.

Transport for Wales has an access and inclusion panel made up of people with protected characteristics. This panel helps scrutinise our accessibility policies and advise on how to engage and support passengers to use bus and rail services.

**THEME - ACTIVE TRAVEL ROUTES****Recommendation 8:**

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

**Welsh Government Response:**

This Autumn we celebrated 10 years since the Active Travel Act was passed. Senedd Members from all parties marked the anniversary at an event organised by the Cross Party Group on the Active Travel Act on 4 October, reconfirming their, and our, commitment to make Wales a walking and cycling nation.

We have allocated just under £55m to local authorities for active travel infrastructure through the Active Travel Fund and the Safe Routes in Communities Grant for 2023/24. This funding is available for local authorities to make improvements to walking and cycling routes and facilities.

The Welsh Government are also encouraging local authorities across Wales to introduce School Streets, which involve road closures around schools at the start and end of the school day, in order to improve conditions for walking and cycling, improve road safety and reduce air pollution.

### ***Recommendation 9:***

An increase in the amount of secure bike parking facilities in communities, and particularly in places of learning.

### **Welsh Government Response:**

We agree with the principle of this recommendation and provide grants to local authorities to be able to develop this infrastructure. Our grant funding to local authorities is for walking, wheeling and cycling routes and facilities. Each local authority can access a set amount of money each year, which is currently at least £500,000, to make small scale improvements or do preparatory work for bigger projects. This funding can be used to install secure cycle parking where it is needed.

In addition, the Safe Routes in Communities Grant is aimed specifically at improving the conditions for walking, wheeling and cycling to and from places of learning and is frequently used to fund cycle and scooter storage.

As part of the Sustainable Communities for Learning programme, proposals for new or improved places of learning must include details of sufficient secure and convenient cycle storage.

## **THEME – SIGNAGE, TICKETING & TIMETABLING INFORMATION**

### ***Recommendation 10:***

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.

### **Welsh Government response:**

The Active Travel Act 2013 requires local authorities in Wales to produce maps of walking and cycling networks in their local area, known as Active Travel Network Maps (ATNMs). These maps are designed to show two main things:

1. Existing routes – those current walking and cycling routes that already meet Welsh Government active travel standards, meaning they can be readily used for everyday journeys, and
2. Future routes – new routes that the local authority proposes to create in the future, as well as current routes that are planned for improvement to bring them up to the standards.

In developing these maps local authorities must consult on these networks at the planning stage. They then should also engage with the local community during the development of each project through to construction. The approved maps can be viewed on [Datamap Wales](https://datamap.wales.gov.uk/). [Active Travel Network Maps | DataMapWales \(gov.wales\)](https://datamap.wales.gov.uk/)

Working with Transport for Wales and the Children & Young People's Advisory Group we will explore options to develop an accessible multi modal journey planner.

**Recommendation 11:**

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

**WG Response:**

We agree that public transport operators should be making use of modern technologies to make sure that good information is easily available to people.

An integrated transport system, underpinned by a franchised bus network, as outlined in Llwybr Newydd will enable the Welsh Government in partnership with Transport for Wales to specify the service requirements, including features such as the provision of real-time information, in future contracts.

Transport for Wales are already providing this service on their TrawsCymru network and rails connections.

**Recommendation 12:**

Provide a ticketing option which enables young people to use one ticket across multiple modes of public transport.

**Welsh Government Response:**

We agree with the principle of this recommendation, the current system of operating buses has resulted in a complex, fragmented system of fares and ticketing on local bus services across Wales.

Our Bws Cymru strategy, and the Bus Bill, sets out a path for the provision of more simplified, affordable and accessible arrangements for fares and ticketing on bus services. Our ambition is to develop a system based on the principles of One Network, One ticket, One timetable where people can travel across Wales

We have recently introduced combined bus / rail ticketing on the Transport for Wales procured TrawsCymru bus service T1 linking Aberystwyth and Carmarthen, which is proving popular with passengers. Steps are being taken to extend this to other parts of the TrawsCymru network over the next few months.

We will be using the learning from these initiatives to help inform and realise the Welsh Government's aspirations set out in Llwybr Newydd to develop a transport system that is accessible, efficient and sustainable.

**THEME – DISCRIMINATION & ABUSE****Recommendation 13:**

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.

**Welsh Government response:**

Inclusion will be a key theme of our forthcoming Equality Action Plan. Wales' transport network must be inclusive of everyone who needs to travel. The action plan will also set out actions to help make the transport industry within Wales also an employer of choice, improving its representation of people from black, Asian and minority ethnic backgrounds, women, LGBTQ+ and disabled people.

The Children & Young People's Advisory Group will provide an opportunity to work with delivery partners to address issues around equality and accessibility.

We have recently worked with Young Wales to undertake a consultation exercise with children and young people on their thoughts, insights and experience of travelling to school. The findings of this consultation exercise have informed the recommendations of an internal report which includes actioning a piece of work to update the Travel Behaviour Code, and associated resources for schools, to promote ownership and responsibility amongst children, young people and schools with respect to their attitudes, behaviours and values when travelling. Your research and recommendation will help inform this piece of work.

Once again, I would like to thank you all for your hard work, dedication and effort to use the platform that you have as members of the Welsh Youth Parliament to ensure that the voices of children and young people across Wales are heard and listened to by the Welsh Government.

Your work, and this report in particular, will leave a lasting legacy on the infrastructure and culture of transport provision in Wales as we deliver on our ambitions to deliver a truly integrated transport network to help deliver on our commitments to be a Net Zero Nation by 2050.

Yours sincerely



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