



Generation
Climate
Europe

Youth on the Move:

Making Green Urban Mobility
Accessible to All



Young Europeans' Mobility Habits,
Opinions and Challenges:
A Study of 10 EU Cities Striving for
Climate Neutrality by 2030

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Generation Climate Europe

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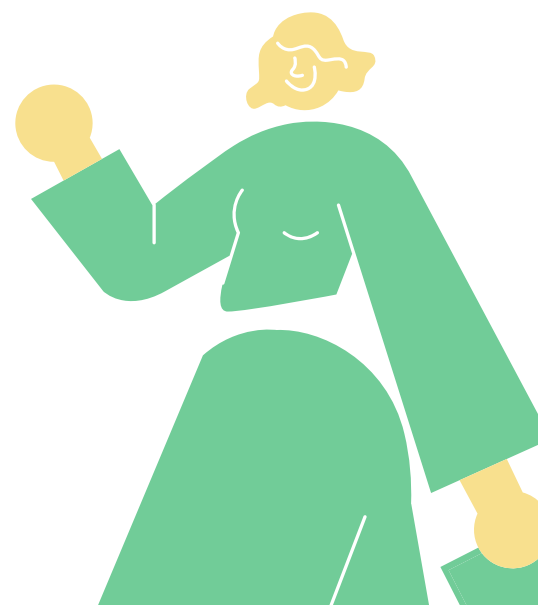
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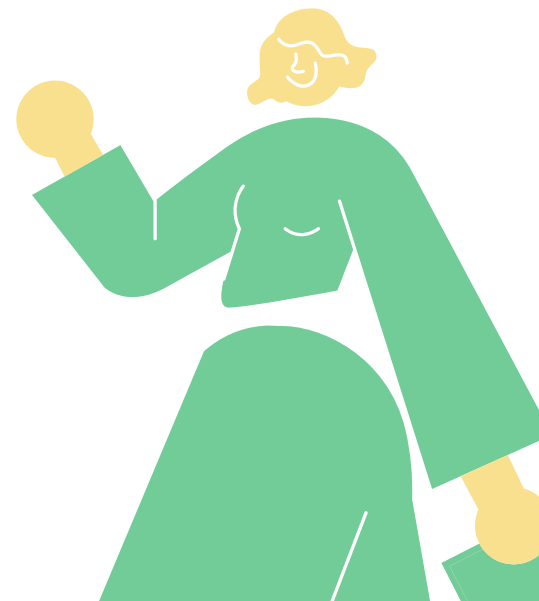
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Executive Summary

This study builds on Generation Climate Europe's latest mobility report published in August 2023, "What are the habits and views of young people regarding urban mobility and delivery? A study of 10 EU cities that aim to become climate neutral and smart by 2030". This previous study synthesised the results from 491 respondents between 18 and 30 years old, uncovering the similarities and differences between ten cities in the habits and views of young people on urban mobility and last-mile delivery.

This new study incorporates objective data on the price of mobility for youth to the 2023 findings. This paper uncovers the availability of discounted pricing for youth and their views on the reach of different transport modes, including the suburbs of those cities. Young individuals from these 10 cities have now been interviewed to gain more insight into their mobility habits, their views on their city's green mobility systems as well as their direct account of the disparities between the quality of transportation in suburban and urban areas.

Key additional findings

Urban-suburban/rural connectivity by public transport

- The varied satisfaction of respondents with the reach of public transport is reflected in the objective data on the reach of the networks.
- The importance of having different modes of public transport available to increase the reach of the network is further highlighted in the interviews.
- The divide between the city centre and the suburban/rural areas is a key problem in all cities with limited reach of public transport.

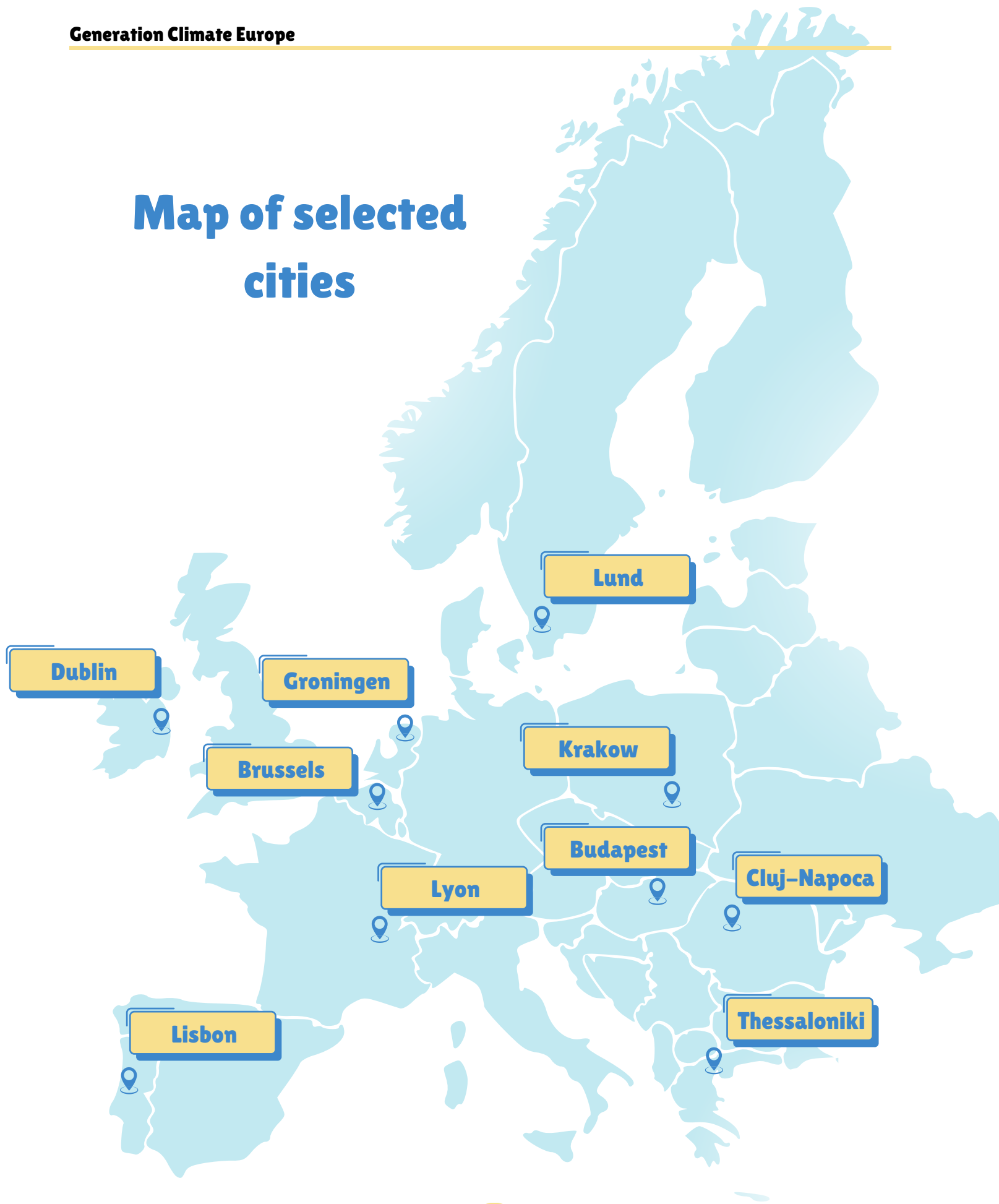
Pricing of public transport

- Prices of public transport vary enormously from one city to another. There are also significant differences between the availability of discount passes, either specifically for young people or available for everybody.
- Many cities offer some form of discount for those travelling often by public transport. One issue, however, is that in some cities these discounts are limited to travel within the city centre.
- Another problem with youth discounts is that conditions to be eligible from them vary considerably, with varying criteria such as age, nationality or student status.

Policy recommendations

- **Invest in public transport networks that consist of multiple different modes and which connect not just the city centre, but also the suburban and rural areas in which many young people live.** A key finding was that many suburban and rural areas are considerably more difficult to reach by public transport, despite those being the areas where many young people reside.
- **Develop effective pricing strategies which encourage young people to take public transport regularly.** In particular, these should ensure that suburban and rural areas are also covered by the discounts, not only travel within the city centre. Additionally, they should not be dependent on student status or nationality, as this risks excluding large parts of the young population.

Map of selected cities



Introduction

112 cities (100 in the European Union and 12 in associated partner countries) are participating in a mission to become climate-neutral and smart cities by 2030 (1). To achieve this aim, cities have to drastically reduce their emissions. Crucially, transport contributes to one-third of urban emissions. (2). Of particular significance is the fact that young and elderly populations are the primary users of public transport (4). Understanding their habits and preferences is crucial. They play a pivotal role in advancing clean urban mobility, being the driving force behind future transportation trends and sustainable practices.

Recognising the needs and preferences of young Europeans is crucial for devising impactful and inclusive clean mobility solutions that align with their way of life and ambitions. Engaging young individuals in urban planning and decision-making processes allows cities to tap into their innovative concepts, fostering a transportation infrastructure that is greener, more efficient, and accessible. Additionally, by acknowledging and fostering the influence of young people in shaping the trajectory of urban mobility, cities can lay the groundwork for a more sustainable and socially just urban landscape.

Nevertheless, the realm of mobility research and the formulation of transportation services have largely overlooked the needs of young people (5). Currently, there exists limited understanding of the mobility patterns of young individuals, with only a handful of studies available, often concentrated on individual cities or countries, lacking comparative data. Hence, to bridge this knowledge void, we undertook an examination of the mobility behaviours of young people across ten varied European cities.

Besides describing the current mobility patterns of young people in EU cities, we went one step further by studying their opinions on the availability, quality and accessibility of different modes of transport. We used these opinions to illustrate the challenges that young Europeans face in opting for green modes of transport in different EU cities. We then compared these findings to quantitative data on the reach and pricing of public transport in EU cities in order to further concretise these challenges. This allowed us to draw conclusions about the problems young Europeans face in moving in a sustainable manner, both those which apply to EU cities in general and those that are specific to certain cities.

Based on these conclusions, we provide policy recommendations tailored to individual cities as well as broader suggestions applicable to EU cities collectively.

Methodology

Out of the 112 cities that are participating in the EU mission, ten European cities were chosen that best represent a range of different urban settings across different geographical areas and countries. The cities also have a high proportion of young people living in them. The 10 cities analysed are: Brussels, Budapest, Cluj-Napoca, Dublin, Groningen, Krakow, Lisbon, Lund, Lyon, and Thessaloniki.

In July 2023, Generation Climate Europe published two online surveys of the same questions, one on Pollfish and one using Google Forms. This allowed us to reach a wider audience and ensured a good volume of responses from which we could extrapolate. The survey respondents were 18 to 30 years old and residents of one of the ten cities of study. Total responses were 491.

The responses from the surveys were used to identify the mobility habits of young Europeans, as well as to assess their satisfaction with different modes of transport. To gain further insight into why certain modes of transport proved to be (un)popular choices and/or modes with which young Europeans were (dis)satisfied in specific cities, we used a two-pronged approach. Based on the responses and comments provided by the respondents, we identified pricing and reach of modes of public transport as two reasons why their use might be limited. Both these parameters were then analysed in detail in all cities, both for journeys within the city centres and for journeys from 25 kilometres outside of the city centre to the city centre. In this way, we studied the way in which the price and reach of public transport might impact its use by both those young Europeans living in the city centre and those living in the suburbs or neighbouring rural areas of a city.

In order to gain more insight into pricing, we combined the respondents' satisfaction with pricing of different modes with quantitative data on public transport pricing in each city. Normal ticket price, discounted ticket price and (if available) youth ticket price per journey were compared. In cases where discounts were available through the purchase of a monthly pass, we calculated the cost of a single journey based on the assumption that the passenger would use the pass twice a day and five days a week, to account for a daily commute to work or study.

With regard to reach, we used data from Hugo Poelman, Lewis Dijkstra and Linde Ackermans' study on what percentage of the neighbouring population you can reach by public transport within 30 and 45 minutes. Their study included data on 5 out of the 10 cities under analysis in this study. In order to be able to include quantitative data on all 10 cities, the number of inhabitants per public transport stop was also calculated. Finally, we interviewed young Europeans from the cities to gain further insights into their experiences of the reach and price of public transport, particularly focusing on its availability in different parts of the city and its surroundings (city centre only vs. journeys to/from up to 25 kilometres outside of the city centre).

Findings – City by City



BRUSSELS

Brussels, with a population of 1,235,192 inhabitants, holds the distinction of being the administrative centre of the European Union. Brussels embodies variety of communities, languages, and traditions.

Regularity of travel by mode

Based on the data collected, walking emerges as the most commonly used mode of transportation among young people in Brussels, with over half of the respondents indicating that they walk extremely regularly.

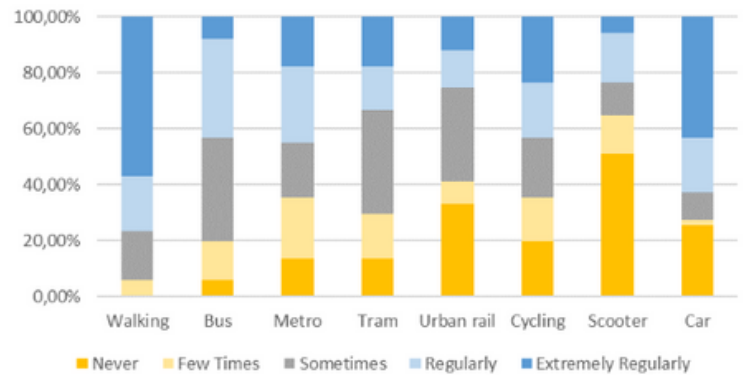
In terms of public transport modes, there is significant usage across buses, metro, tram, and urban rail. However, the frequency of use varies among these options. The bus is the most frequently used mode of public transportation, with a bit less than 40% of respondents indicating that they use it sometimes. The metro and tram also see substantial usage, while urban rail appears to be the least utilised among the public transport options.

Cycling emerges as a moderately popular mode of transport among young people in Brussels, with more than 20% of respondents indicating that they cycle extremely regularly. In contrast, scooters and cars show lower usage compared to other modes of transport amongst young people. Half of the respondents reported never using scooters. On the other hand, more than 40% of respondents use cars extremely regularly, highlighting a reliance on private vehicles among a significant portion of the surveyed young people.

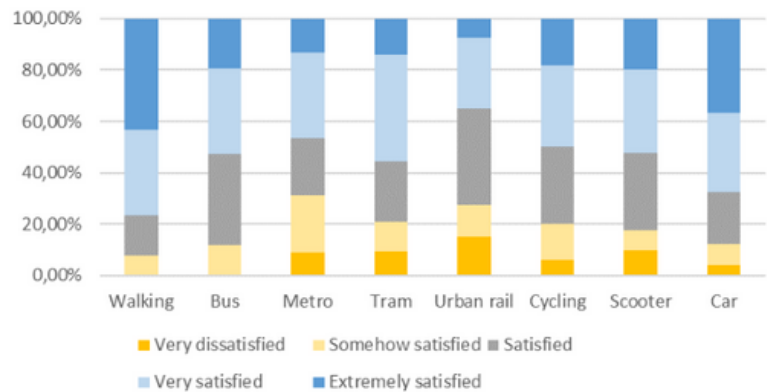
General satisfaction

The survey revealed varying levels of satisfaction across different modes of transportation in Brussels. Walking emerges as the most satisfying mode of transport among young people, with more than 75% expressing high levels of satisfaction. (Continued on next page.)

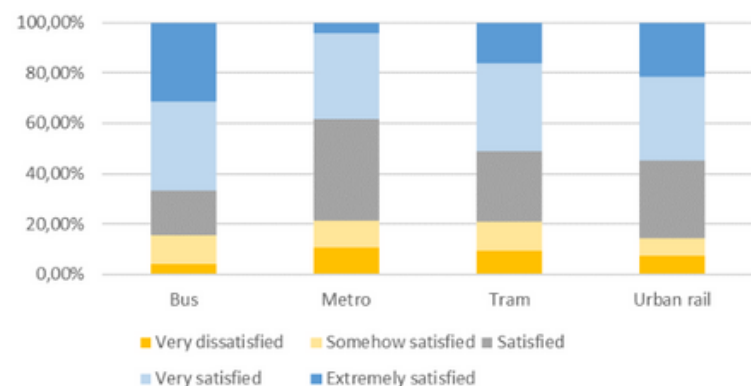
Regularity of Travel by Urban Transport Modes



Satisfaction with Urban Transport Modes



Satisfaction with Reach of Public Transport Modes



The public transportation modes of bus, metro, tram, and urban rail generally receive mixed reviews, with satisfaction rates ranging from around 50% to 75% for the most satisfied categories.

Cycling and scooter usage appear to be moderately satisfying to young commuters, with around 50% expressing high satisfaction. Car usage shows notable satisfaction levels, with over two-thirds of respondents expressing satisfaction, with almost 70% combining the highest satisfaction levels.

Satisfaction with reach of public transport

Regarding bus services, a majority of almost 70% expressed satisfaction, with only a small minority of 4% reporting dissatisfaction. Similarly, satisfaction with metro services showed a mixed trend, with approximately 75% of respondents expressing satisfaction and a minority of 11% reporting dissatisfaction.

Tram and urban rail services received generally positive satisfaction ratings, with approximately 50% of respondents expressing satisfaction for trams and approximately 55% expressing satisfaction for urban rail. Dissatisfaction was reported by a minority of 9% for both tram and 7% for urban rail.

Satisfaction with price of public transport

The data on satisfaction with the price of public transport reveals a diverse range of perspectives. While a significant proportion, of more than 75% express satisfaction, a minority of 7% indicate dissatisfaction with the pricing.



BUDAPEST

Budapest is the capital of Hungary. The city holds a population of 1,729,040 inhabitants and the oldest metro line of continental Europe.

Regularity of travel by mode

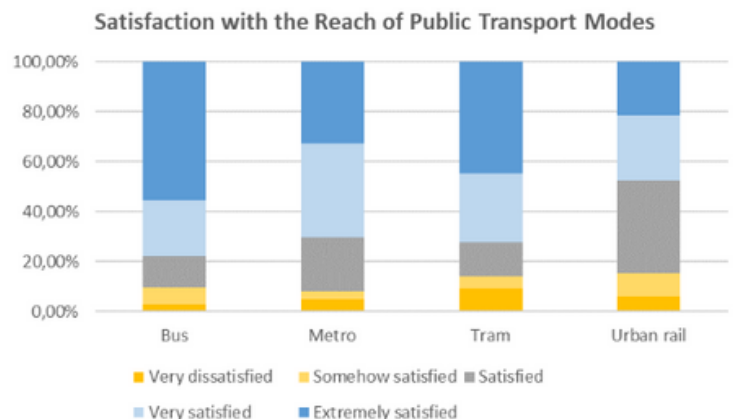
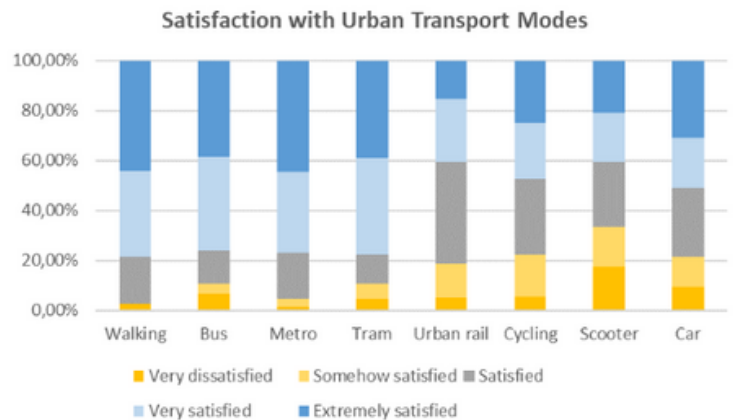
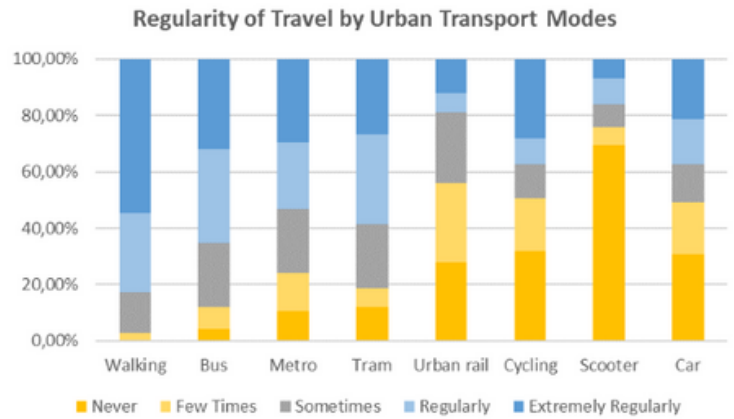
Young people in Budapest travel using public transport a lot. Bus, metro and tram are all widely used. For all three, around 60% of respondents indicate that they use the mode either regularly or extremely regularly. For urban rail, that figure is only around 20%. Besides public transport, both walking and cycling are popular: over 80% of respondents walk regularly or extremely regularly, and around 50% cycle at least sometimes. The latter is also true for car use: a relatively low figure compared to other cities. Scooters are used at least sometimes by around 25%.

General satisfaction

Generally, young people in Budapest are very satisfied with public transport: for bus, tram and metro, around 80% indicates that they are either extremely satisfied or very satisfied. For urban rail, satisfaction is somewhat lower.

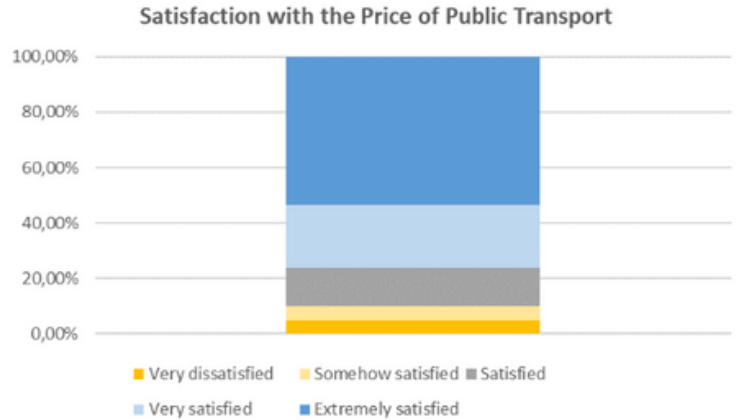
Satisfaction with reach of public transport

These scores closely mirror the satisfaction with the reach of each mode. From the interview, we learned that the reach of public transport is generally very good both in the city centre and in suburban areas. The latter are well-connected by buses in particular. Respondents are less satisfied with road transport: walking scores high, but respondents are less satisfied with bike, scooter or car use, with respondents' satisfaction very mixed. Our interviewee indicated that the city's bike rental system is very good, but that cycling in the city is not yet safe enough. In his view, cycling in Budapest is 'still at the level where paint is considered infrastructure'. It is still very rare for bike lanes to be separated from cars by more than a line on the tarmac.



Satisfaction with price of public transport

Finally, respondents are very satisfied with the price of public transport. Almost 80% are either very satisfied or extremely satisfied. Less than 10% are very dissatisfied or only somewhat satisfied. From the interview, we learned that from March 2024 onwards, a monthly pass for around 25 euros will be available, further bringing down prices for those who travel regularly.



CLUJ-NAPOCA

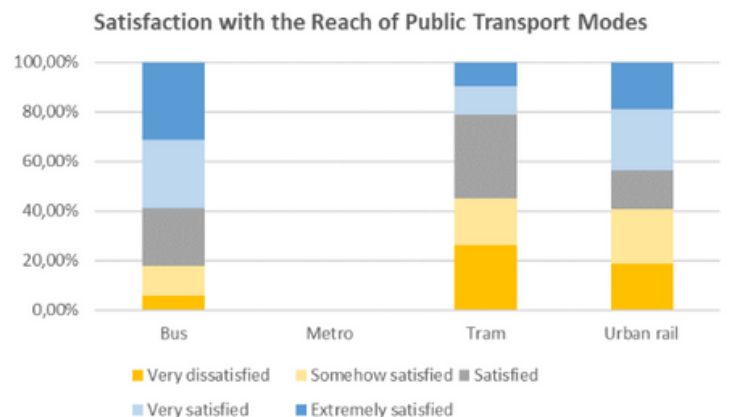
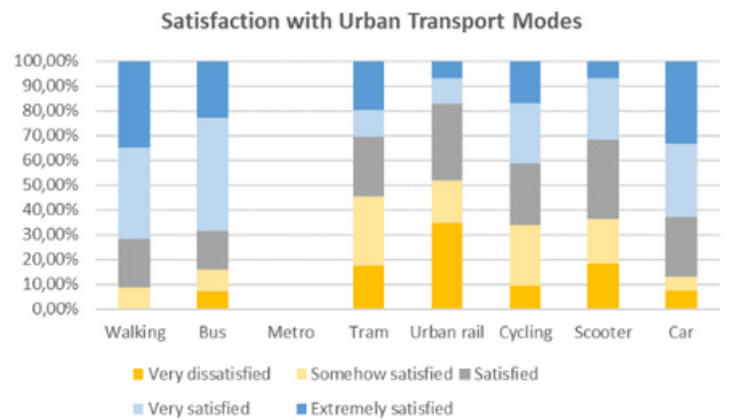
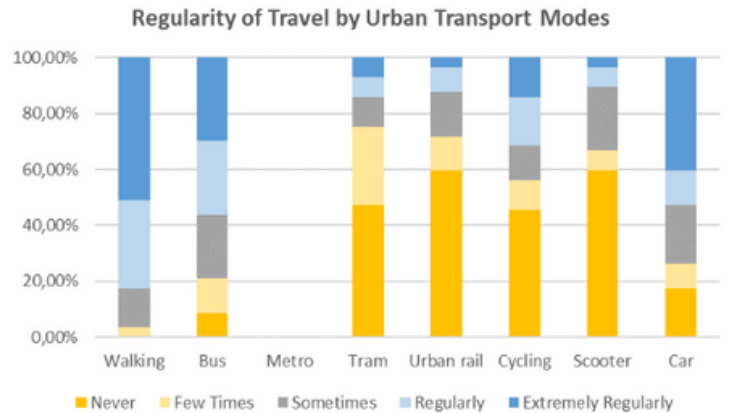
Cluj-Napoca is not only the second-largest city in Romania with a population of 286,598 inhabitants but also serves as a major cultural and educational centre in the country.

Regularity of travel by mode

Walking emerges as the favoured mode of transportation, with approximately 50% of participants indicating regular engagement. Buses are commonly chosen, with around 30% claiming regular usage. Tram usage is comparatively lower, with less than 30% using it occasionally and about 10% infrequently. Bicycles see regular use among around 15% of respondents, which could be due to the challenging terrain of the city. Similarly, scooter usage remains relatively low, with only 10% of respondents using them regularly or extremely regularly. Car usage is significant among young people, with 40% claiming extremely regular use, highlighting heavy reliance on personal vehicles.

General satisfaction

Satisfaction with walking is impressively high, with over 70% expressing satisfaction levels ranging from satisfied to extremely satisfied. Our interviewee particularly commended on the maintenance and cleanliness of sidewalks. Bus satisfaction fluctuates, with almost 70% reporting satisfaction. Whereas satisfaction with trams is moderate, with about 55% expressing satisfaction. Bicycle satisfaction is evenly distributed, with 89.57% of respondents reporting some level of satisfaction. Scooter satisfaction is moderate, with over 60% expressing satisfaction. Car satisfaction is high, with more than 90% expressing satisfaction.



Satisfaction with reach of public transport

Significantly, a large segment of respondents express contentment with bus reachability, with about 60% reporting satisfaction. Urban rail score similarly. Approximately 40% of respondents express satisfaction with tram reachability.

Satisfaction with price of public transport

While a considerable portion of respondents, almost 70%, express various levels of satisfaction, ranging from satisfied to extremely satisfied, there is also a notable 18% reporting being very dissatisfied with the pricing.



Case study - Andrei, 20

Habits

Andrei is a student that lives 2 km from the city centre. The primary modes of transportation for Andrei are buses and occasionally trams. Despite possessing a driving license and having access to a family car, Andrei opts to use public transportation for his daily commute. The efficiency and design of the bus service received positive feedback from him, indicating a well-structured, reliable and safe public transit system. The city ensures accessibility even during late hours and even during peak times buses arrive between 3-4 minutes in the centre.

However, Cluj's hilly terrain poses challenges to alternative modes of transportation such as walking or cycling. While Andrei noted that cycling infrastructure has improved in recent years, the city's topography discourages widespread adoption of cycling as a means of transport.

Suburban versus city centre mobility

According to Andrei, there are disparities between urban and suburban areas, as the urban centre benefits from more frequent and accessible public transportation, facilitating easier mobility within the city core. Conversely, suburban areas experience limitations in both reachability and frequency of service. These differences extend beyond scheduling, as Andrei observes variations in the condition of buses between urban and suburban routes. Specifically, new neighbourhoods along the north-south axis struggle with mobility due to limited transportation options and connectivity.

Suggestions for improvement

Cluj also seems to have a centralised connectivity, meaning a need to travel to the city centre first in order to get connected to other areas. This model may pose challenges for residents in suburban areas.

DUBLIN

Dublin, the capital city of Ireland, boasts a population of approximately 1,263,219 inhabitants. Its growth is consolidating its position as a leading hub for innovation and technology within Europe.

Regularity of travel by mode

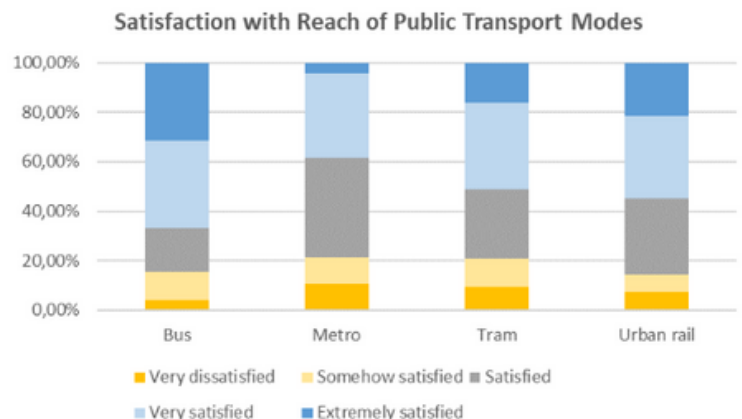
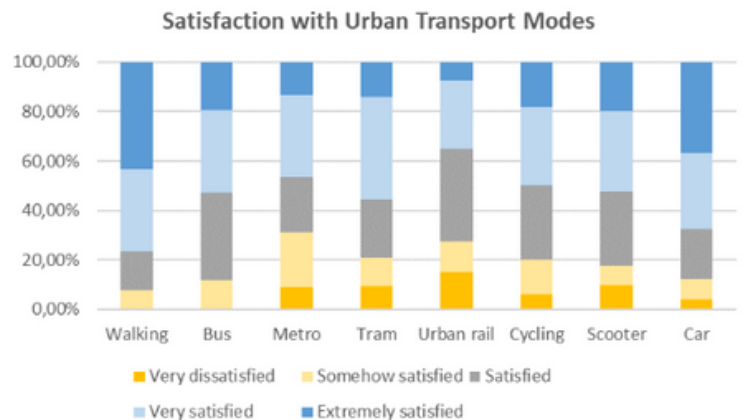
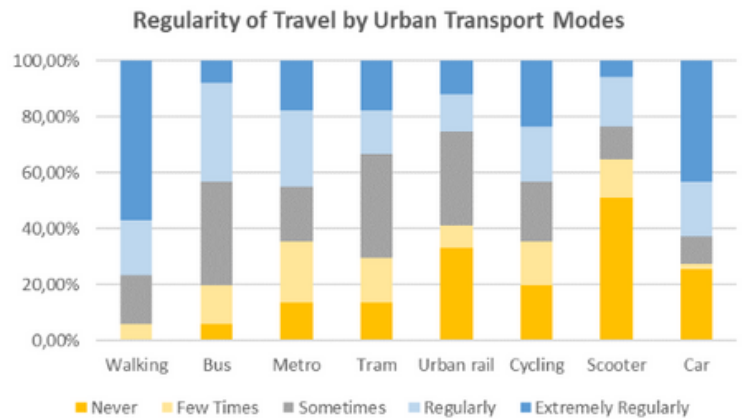
From our survey results, young people in Dublin are most satisfied with travelling by foot and by car. Of public transport options, buses are the most popular (32% very satisfied, 29% satisfied). This satisfaction also correlates with the regularity of use, with 46% walking extremely regularly, 32% driving, and 23% riding the bus. The tram, urban rail, and cycling are used much less frequently.

General satisfaction

Results for the overall satisfaction of public transport prices are mixed. 30% responded that they were satisfied, but another 20% responded they were less satisfied and another 20% that they were very satisfied. Dublin city's transport card – The TFI Leap Card – allows 90-minute travel for €2 for adults, €1 for young adults (19-25) or students, and 65 cents for children. The 50% reduced fare for young adults is an important initiative.

Satisfaction with reach of public transport

There is clearly a frustration with the reach of the tram network, with only 7% of respondents extremely satisfied with it's reach, compared to 19% and 23% extremely satisfied with the bus and urban rail networks respectively. Comments from our survey highlighted that tram connections are not aligned with the bus network, leaving long waits between changes. In general, there are poor peripheral connections depending on where you live, making riding the tram or bus significantly longer than driving. This is especially the case if you want to travel between suburbs, rather than just in and out of the city centre. (Continued on next page.)



Surprisingly, there is no tram or train station at the airport, leaving a long wait for a bus which fills up quickly. There are also only a few 24 hours buses, leaving young people to rely on taxis after nights out or late-night shifts.

A positive story was the improvement of buses since the introduction of GPS tracking and an app which allows users to see the real time data and where the bus is. This eliminated the issue of so-called 'Ghost Buses'; buses which the bus stop departure sign claimed had arrived but never turned up. Furthermore, respondents praised Dublin as a 'walkable city' which has clean and accessible routes around the city centre.

Satisfaction with price of public transport

The satisfaction with ticket prices is decidedly mixed, with results spread fairly evenly over all possible responses.



Case Study - Jack, 28

Habits

Jack grew up in the suburbs of Dublin until the age of 21, around a 30–40-minute bus ride to the city centre. At 24 he moved again to a suburb near a tram stop. For the last year he has lived in Tokyo and praises the efficiency of public transport there compared to Dublin. His experience of transport in Dublin supports the results of our survey. Jack reports his main modes of transport were bus or walking. He confirms that getting to the city centre is easy, but from one suburb to another can be hard.

Satisfaction with different transport modes

He also praises the tram, and emphasises how different, and how much more convenient it was when he lived near a tram stop. Likewise with the train: 'If you're living next to one, it's amazing. But if you're not, it's not great.' He mentions that some of his friends and family cycled into the city, but mirrored comments of our survey that it did not seem very safe. Cycling in the city centre around rush hour is difficult because the roads are small and windy.

Suggestions for improvement

MetroLink is a proposed metro line for Dublin that aims to begin construction in 2025. Comments from our survey lamented the lack of urgency for big infrastructure. Jack mirrored these comments: '[I remember] being in primary school and hearing myths and legends about the upcoming metro.' There is disbelief of a metro ever being built, regardless of its necessity.

GRONINGEN

Groningen, with about a quarter of its 230,000 residents being students, is a vibrant city in the Netherlands. Its lively cultural scene and extensive cycling paths add to its allure as a student-friendly destination.

Regularity of travel by mode

Cycling is very much the dominant mode of public transport in Groningen. Over 70% of respondents cycle extremely regularly, while all respondents cycle at least sometimes. Walking is also popular, with almost 60% walking regularly or extremely regularly.

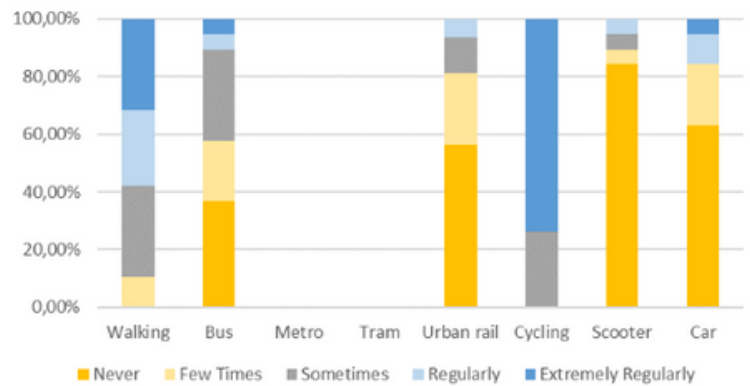
Groningen is a fairly small city, meaning that fewer modes of public transport are available: there is no metro or tram. Whilst urban rail exists, there are only a handful of stations, which is reflected by the fact that fewer than 10% of respondents use it regularly. The use of buses is more common: close to half of respondents use them at least sometimes. Many Dutch students travel to their hometowns during the weekend. As they have to opt between free public transport during the week or the weekend, they tend to prefer cycling during the week to save their free travel for the weekends.

Car use is uncommon: over 60% never travels by car and only just over 10% does so regularly. The same goes for scooters, which over 80% of respondents never use. They are used regularly by only around 5% of respondents.

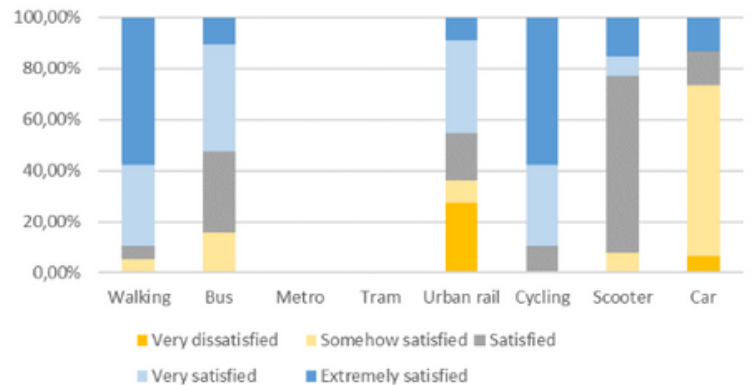
General satisfaction

The popularity of cycling is reflected by respondents' satisfaction with the mode: all respondents are satisfied with the experience of getting around by bike in Groningen, and the vast majority of them are either very or extremely satisfied. As our interviewee stated: 'Groningen is a paradise for cycling'. Walking receives similarly positive reviews (Continues on next page).

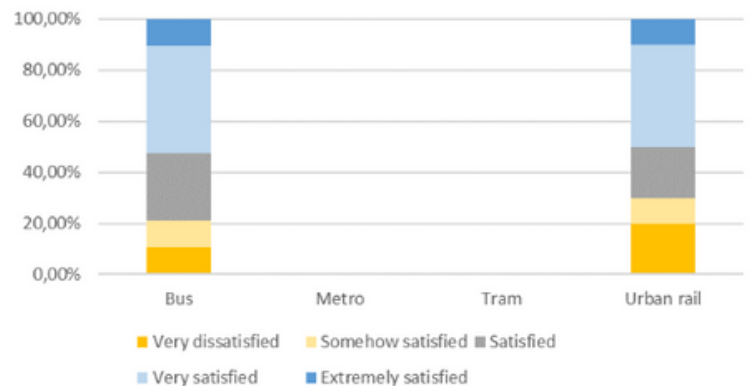
Regularity of Travel by Urban Transport Modes



Satisfaction with Urban Transport Modes



Satisfaction with the Reach of Public Transport Modes



Over 80% of respondents are satisfied with travelling by bus. (Continues on next page.) The more limited reach of the urban rail network explains the lower satisfaction of around 60%.

Interestingly, only just over 20% of respondents are satisfied with travelling by car. This could be explained either by the limited availability of cars amongst respondents or by the prioritisation of pedestrians and cyclists in the city centre. Our interviewee noted that the entire city centre is being freed from cars. Satisfaction with travel by scooter is mixed, which is probably because few respondents actually use them.

Satisfaction with reach of public transport

Satisfaction with the reach of public transport is generally good, with buses scoring slightly higher than urban rail. Almost 80% of respondents are satisfied with the reach of the bus network in Groningen, and around half of the respondents are either very or extremely satisfied. From the interview, we learned that suburbs are also well-served by bus, and that a hub system is in place to ensure that people who live in rural areas can travel into the city easily. Although almost half of the respondents are also very or extremely satisfied with the urban rail network, 20% are very dissatisfied, which suggests that the urban rail network has some blind spots which are not serviced.

Satisfaction with price of public transport

The price of public transport is the main negative in Groningen: less than 40% of respondents are satisfied with ticket prices and only around 10% are very or extremely satisfied. This is likely down to the fact that in the Netherlands, there are no discounts for public transport which are offered to young people in general. Free or discounted travel is available for students, but in most cases not for foreign students.





KRAKOW

Krakow, with a population of 800,653, is one of Poland's major cities, distinguished by its UNESCO-listed Old Town. Home to one of the world's oldest universities, it is celebrated for its historical significance and academic prestige.

Regularity of travel by mode

As is to be expected in a small city, walking is popular in Krakow: almost 80% of respondents choose walking as a mode of transport regularly or extremely regularly.

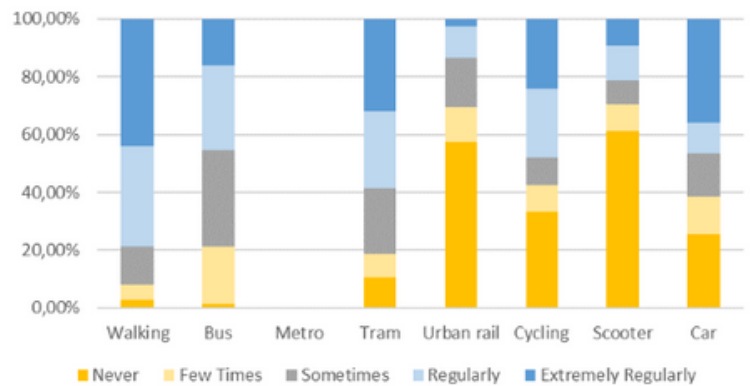
Public transportation is also very popular. Both tram and bus are used by around 80% of respondents at least sometimes. In terms of regular use, tram edges ahead of bus slightly. Urban rail is barely used, with only around 30% using it at least sometimes.

Car use is very mixed, with around a third of respondents travelling by car very regularly, but about a quarter of respondents never doing so. The same goes for cycling, but with those figures switched around: one third of respondents never cycles, and a quarter does so extremely regularly. Scooters are used more than in other cities - over 20% use them extremely regularly - but the majority (60%) of respondents never use them.

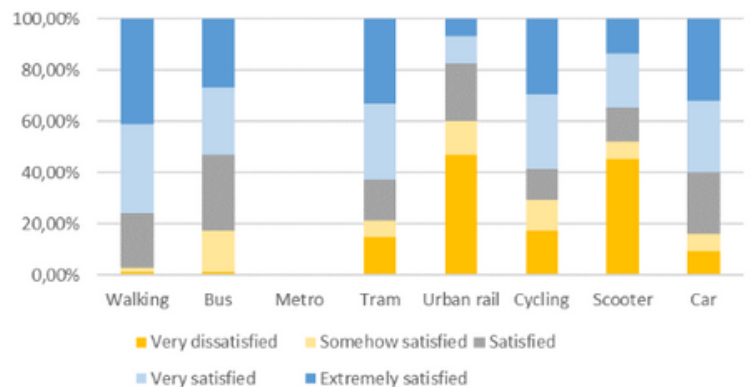
General satisfaction

Satisfaction with public transport is generally high, with around 60% of respondents either very satisfied or extremely satisfied with buses and trams. The same cannot be said for urban rail, which achieves only 20% of very or extremely satisfied responses. Satisfaction with car use is high: over 80%. Cycling comes in slightly lower at 70% satisfaction. Scooter satisfaction is very mixed, as around half of respondents are satisfied with travelling by scooter, but over 40% are very dissatisfied. Finally, walking scores very well: nearly 80% of respondents are very or extremely satisfied with walking in Krakow.

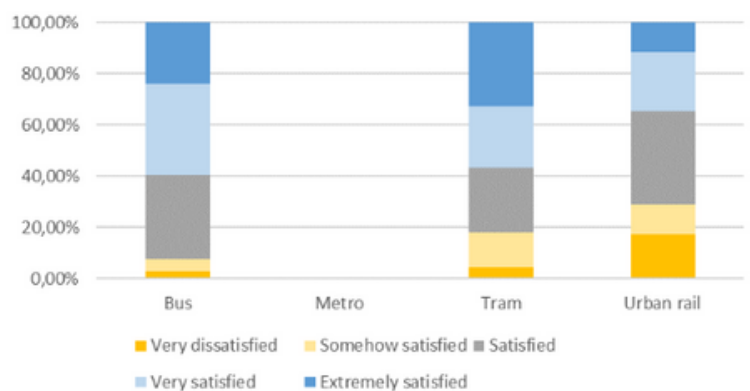
Regularity of Travel by Urban Transport Modes



Satisfaction with Urban Transport Modes



Satisfaction with the Reach of Public Transport Modes

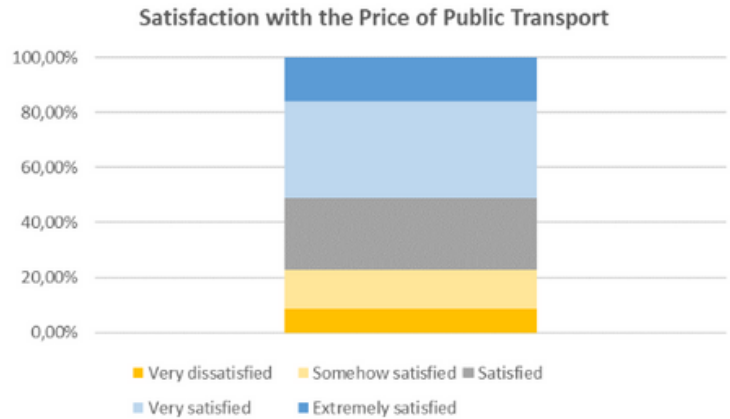


Satisfaction with reach of public transport

Overall, respondents are satisfied with the reach of public transport in Krakow. Buses score highest with a satisfaction rate of over 90% (60% very or extremely satisfied), followed by trams which are deemed to have satisfactory reach by just over 80% of respondents (just under 60% very or extremely satisfied). Urban rail scores slightly lower, with 70% of respondents satisfied and only around one third very or extremely satisfied. Our interviewee indicated that the tram network within the city is very good. To travel to suburban and rural areas, one is reliant on buses, with a much more limited network.

Satisfaction with price of public transport

The satisfaction with pricing of public transport is quite mixed in Krakow. Around half of respondents are very or extremely satisfied with ticket prices, but some 10% are very dissatisfied and a further 15% are only somewhat satisfied. The interviewee indicated that the prices for students are good, and also said that the trams are modern and ticketing is highly digitalised, which makes buying a ticket easy.



LISBON

Lisbon, with a population of 545,796 inhabitants, thrives as the capital of Portugal. Characterized by its hilly topography and the pastel-colored buildings of its old city, Lisbon offers a unique and picturesque urban landscape.

Regularity of travel by mode

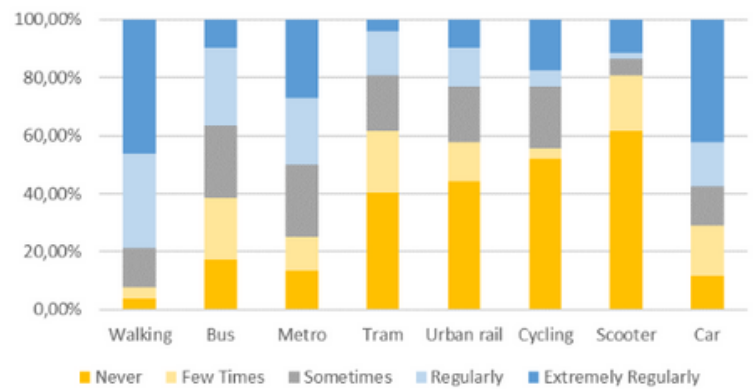
Respondents for Lisbon report walking and driving as their preferred means of transport. Around 65% of respondents use their car sometimes or more, and 40% use it extremely regularly. In terms of public transportation, only half report using the metro regularly or extremely regularly, which is their third most used transportation mode. This is followed by the bus which is used at least sometimes by over 60% of respondents. Most never cycle, and over 60% of the youth say they never or rarely use the tram. During a qualitative interview, a 24-year-old student justified this by describing the tram as downtown and “mostly for tourists”.

General satisfaction

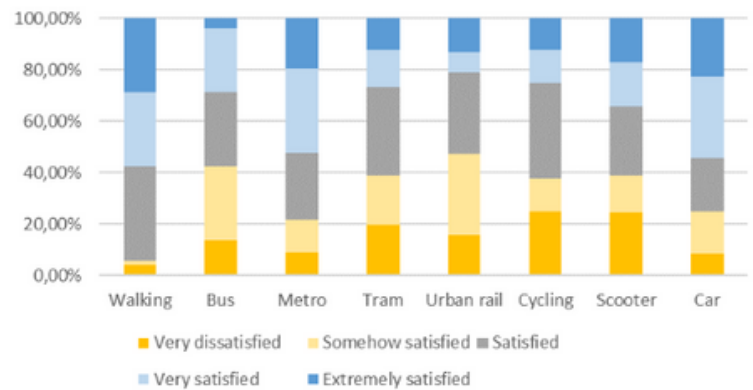
The youth respondents from Lisbon are very satisfied with how they can walk around the city, closely followed by the metro, for which more than 50% are extremely satisfied or very satisfied. The use of the car is similarly popular among youth. More than a fifth of respondents described themselves as extremely satisfied with the use of their car.

Cycling, on the other hand, is the least popular mode of transportation. Over 20% of respondents say they are very dissatisfied with cycling. Nearly two-fifths of youth gave an overall negative account of cycling. João, a student from Lisbon described cycling paths as not improving. He gave the specific example of a cycling path being removed along the road of his university, and said the bike-sharing programme could be improved by increasing the quantity of bikes.

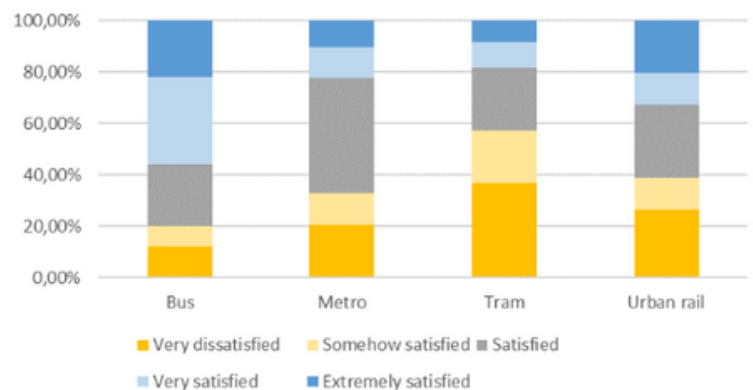
Regularity of Travel by Urban Transport Modes



Satisfaction with Urban Transport Modes



Satisfaction with the Reach of Public Transport Modes

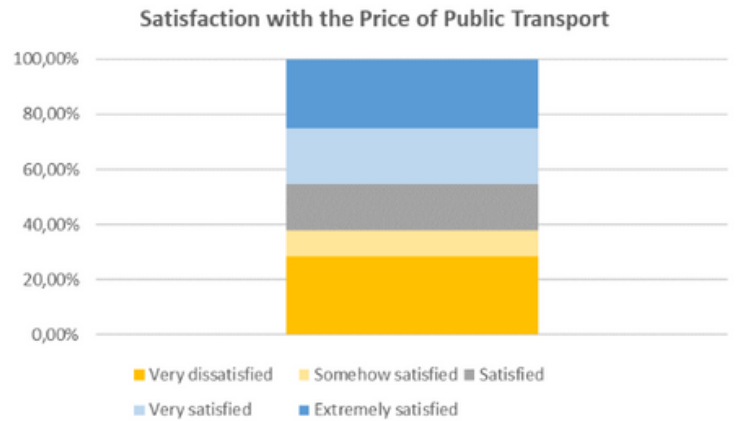


Satisfaction with reach of public transport

Overall, the respondents are satisfied with the reach of public transportation, even if it could be improved. Two-thirds are satisfied with the reach of the metro, and a fifth say they are very satisfied. The bus' reach is the least popular among youth: over 10% say they are very dissatisfied with it.

Satisfaction with price of public transport

There are significant disparities among respondents on the pricing of public transport. In Lisbon, 75% of respondents are satisfied with the price of public transport, with more than a fifth of them saying they are extremely satisfied. However, a quarter are very dissatisfied with its price.



Case study - João, 24

Habits

João, a 24-year-old student living in Lisbon, provides valuable insights into the city's mobility situation for its younger population. He lives 20 minutes from the city centre and uses multiple modes of transport to get around. He is happy with the pricing of public transport, mentioning a single subscription to get around.

Cycling is one of the modes he frequently uses, but he notes that the city's bike-sharing program is lacking in terms of the number of available bikes, reflecting the results from our survey. He mentions that cycle paths are being replaced with parking spaces, highlighting an issue with the city's support for soft mobility.

Public transportation like buses, metros, and trams are also used. However, trams are noted to be primarily for tourists and located just downtown. Walking is another preferred mode of transportation, despite sometimes slippery and lower-quality pavements. Along these challenges, João considers that Lisbon is quite car-centric, with most people only using cars for longer trips.

Suburban versus city centre mobility

Buses and metros are used more frequently, but João points out that they are less accessible in suburban areas due to infrequent services and longer waiting times. In contrast, the city centre is well-connected, making travel within it easier and more affordable.

Suggestions for improvement

João is satisfied with the price and reliability of public transport but mentions the need for more cycle paths and better connections between different parts of the city. He also mentions the removal of a major cycle path in his college area, showing a disregard for cyclists. João wishes for more attention to be paid to public transit and supports investment to improve it.

LUND

Lund, with a population of 91,940, is a vibrant medieval city in Southern Sweden renowned for its prestigious university and rich history.

Regularity of travel by mode

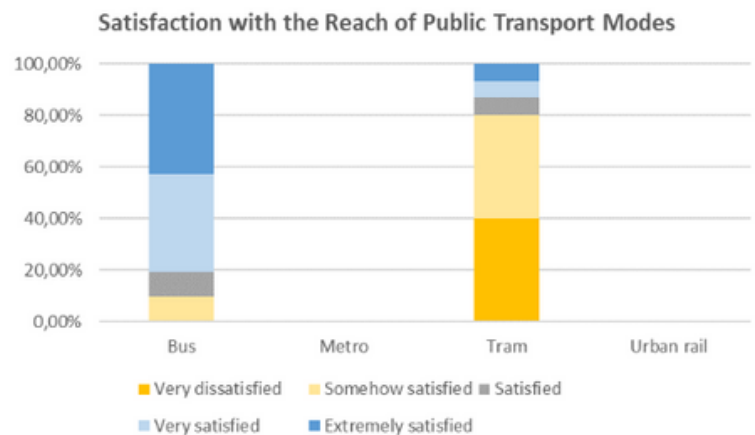
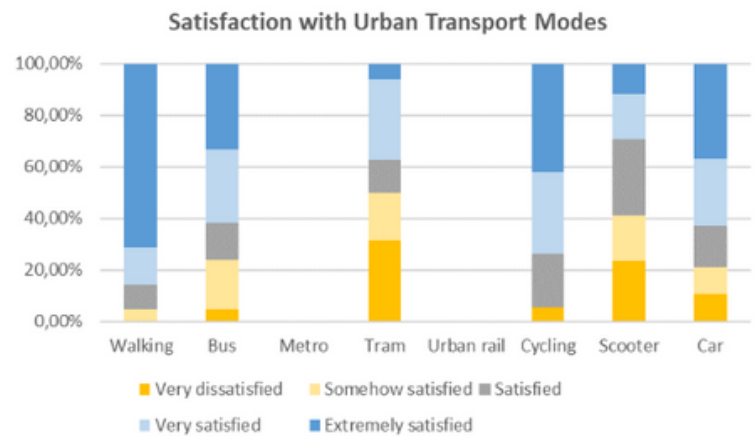
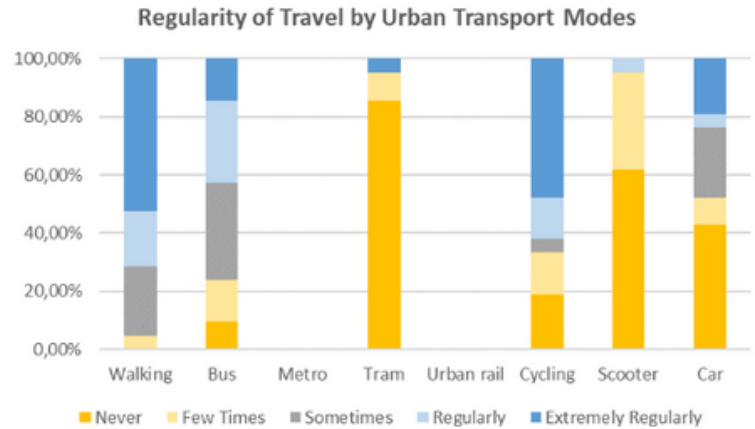
The findings reveal that in Lund walking and cycling are the most regularly used modes of transport by respondents. 75% of respondents report that they walk extremely regularly or regularly and more than 50% of respondents cycle extremely regularly or regularly. More than 80% never take the tram, whereas the proportion who never take the bus is under 10%.

General satisfaction

Generally, the level of satisfaction with the different modes of urban transport is high. Particularly for walking, bus, cycling and car. The proportion of respondents who report being extremely or very dissatisfied with the different modes are: 85% for walking, 72% cycling, 62% bus and 62% car. However, there are two modes of transport where dissatisfaction sticks out and are highlighted by the graph: 25% and 21% respectively report to be very dissatisfied with the tram and scooters as urban modes of transport.

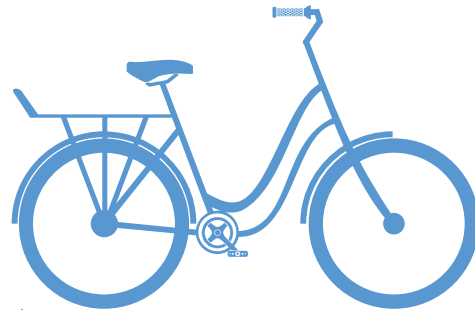
Satisfaction with reach of public transport

In terms of satisfaction with the reach of public transport modes, the majority, 80%, of the respondents are extremely or very satisfied with the reach of the bus. For the tram, however, it is a different picture, with only about 13% of respondents reporting to be extremely or very satisfied with its reach. 40% report being somehow satisfied but the same proportion (40%) report being very dissatisfied with the reach of the tram.

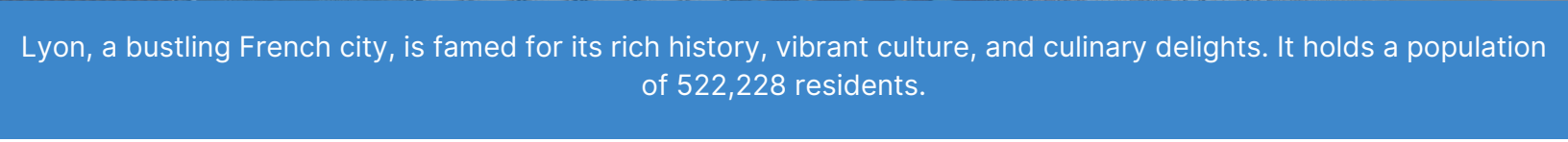


Satisfaction with price of public transport

On satisfaction with the *price* of public transport in Lund, the majority of respondents, 40%, are somehow satisfied. While no respondent is extremely satisfied, about 20% of respondents in Lund are very satisfied and just under 20% are very dissatisfied.



LYON

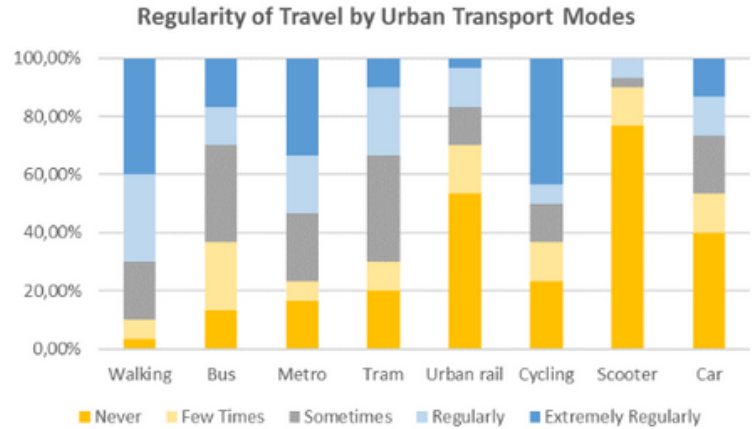


Lyon, a bustling French city, is famed for its rich history, vibrant culture, and culinary delights. It holds a population of 522,228 residents.

Regularity of travel by mode

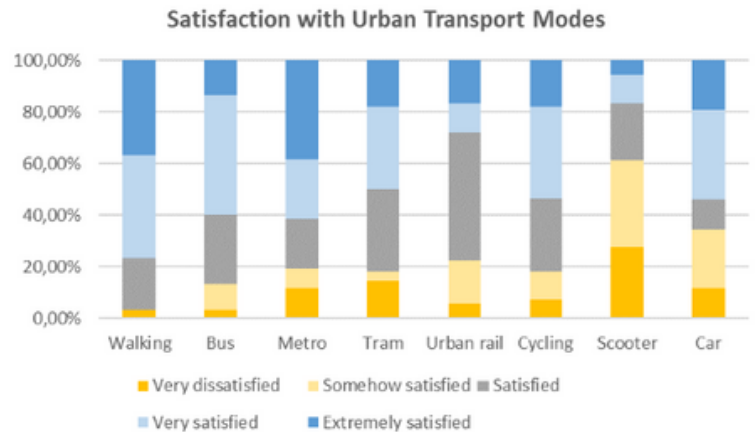
In Lyon, walking is by far the most common form of mobility amongst respondents, with over two thirds using walking as a mode of transport regularly or extremely regularly. Cycling is also popular: almost half of respondents cycles extremely regularly.

Cars and scooters seem not to be used much by young people. Public transport usage is mixed. Around half of respondents use the metro extremely regularly. Buses and trams also see a fair amount of use, but urban rail is only used regularly by less than 20%.



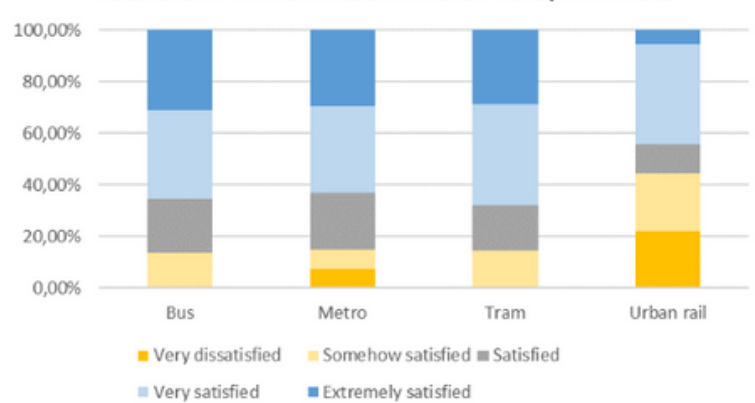
General satisfaction

Young people in Lyon seem to be satisfied with most modes of transport. The most popular mode is cycling, followed by both the metro and tram. Nearly 80% are either very satisfied or extremely satisfied with walking, and 40% are very satisfied with the bus or metro. More than 10% however say they are very dissatisfied with the metro, compared to only a few percent for the bus.



The least popular modes are scooters and cars. More than a quarter of the young respondents say they are very dissatisfied with scooters. Cars are more popular, as a fifth say they are extremely satisfied with them, and only 10% say they are very dissatisfied.

Satisfaction with the Reach of Public Transport Modes



According to our interviewee living in the suburbs, having a car makes travelling much easier. There is a big discrepancy between the reliability and frequency of buses in the suburban town where she studies compared to the city centre.

Satisfaction with reach of public transport

The reach of public transport is satisfying according to most young people we polled. More than 50% say they are very satisfied with the reach of the bus, metro and tram. More than 25% even say they are extremely satisfied. However, the experience of suburban youth is less positive according to the student we interviewed.

Satisfaction with price of public transport

Respondents show very mixed satisfaction with public transport prices. Almost half of respondents are very or extremely satisfied with ticket prices, but over a quarter are very dissatisfied.



Case study - Apolline, 22

Habits

Apolline lives in Villefontaine, 33km from Lyon where she goes mostly on weekends to see family and friends. She describes the public transport from her student accommodation to the centre of Lyon as inadequate. This is why she acquired her driving licence late last year, making her trips to Lyon much easier. She used to take the bus right outside her home in Villefontaine, which made her arrive in Lyon between 50 minutes and an hour later, depending on traffic. Express routes with fewer stops would make it faster, but would never be shorter than 35 minutes and there were no routes after midnight. When she drives, on the other hand, it only takes 30 minutes. If a friend drives her to a nearby town, where she takes a direct train for Lyon, the trip goes down to 20 minutes. Before having a car, she had to rely on friends to drive her to this town, but she can now go independently. If she drives to Lyon directly however, there is uncertainty about available parking in the city centre.

Suburban versus city centre mobility

When asked to compare Lyon's transport system with Villefontaine, she states that they are incomparable. According to her, bus tickets to go to Lyon used to be around 3.70 euros, having now increased to 5 euros. The buses come every half hour, and she remembers times where they don't come at expected time at all.

On the other hand she is very satisfied with the frequency and comfort of the metro within Lyon, which is her preferred transportation choice within the city centre. It never feels cramped, although she rarely takes the metro during peak hour. She rarely takes the tram, as it is usually a slower route than the metro. There is a scheme to combine the suburban bus subscription with the metro subscription which is only around 40 euros per month, but she doesn't go to Lyon enough for it to be worth it.

Suggestions for improvements

Apolline states that if there had been a train station at Villefontaine, she would have thought twice about getting a car to reach Lyon more easily and reliably. This is her main demand in terms of improving suburban transportation. She also mentioned that although Lyon is getting better at making roads safe for cyclists, Villefontaine has no such infrastructure.

THESSALONIKI

Thessaloniki, Greece's second-largest city, is a vibrant cultural and historical hub. It has 814,524 inhabitants and is renowned for its picturesque waterfront, Byzantine monuments, and lively atmosphere.

Regularity of travel by mode

Based on the data collected, it is evident that walking is the predominant mode of transportation among young people in Thessaloniki, with over 75% using it regularly or extremely regularly. Buses follow, with around 60% using them occasionally. Cycling is less popular, with over 60% never using bicycles, while only 15% cycle sometimes. This reflects that there are barriers or challenges associated with cycling in Thessaloniki, which was further highlighted by our interviewee. Scooter usage is limited, with over 60% never using them, while less than 5% use scooters regularly. Cars remain widely used, with over 75% using them regularly or extremely regularly, although about a quarter never use them. This highlights a diverse range of transportation preferences among young people in the city.

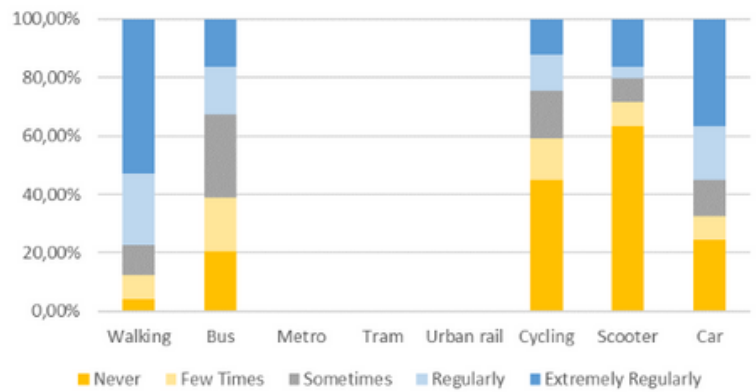
General satisfaction

High satisfaction levels of walking, at nearly 70%, further validate its popularity. However, bus satisfaction varies, with many expressing dissatisfaction, indicating room for improvement, as noted in our interview. Cycling satisfaction is mixed, with around 30% satisfied and dissatisfied. Scooter satisfaction is generally positive, with about 60% satisfied. Likewise, satisfaction with cars is high, with almost 60% very or extremely satisfied.

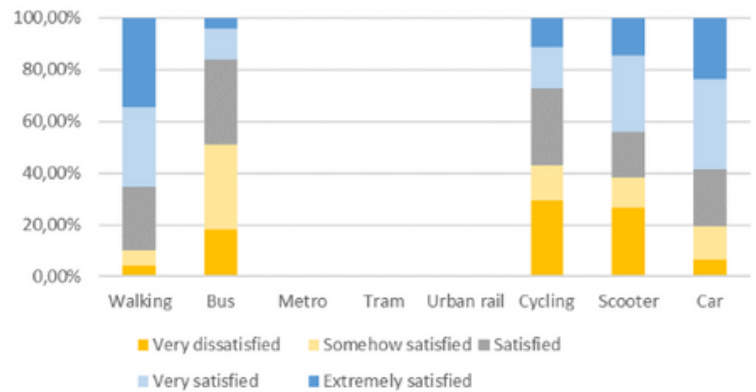
Satisfaction with reach of public transport

Satisfaction with bus reach in Thessaloniki among young people is varied, with less than 45% indicating some satisfaction and approximately 25% expressing significant dissatisfaction.

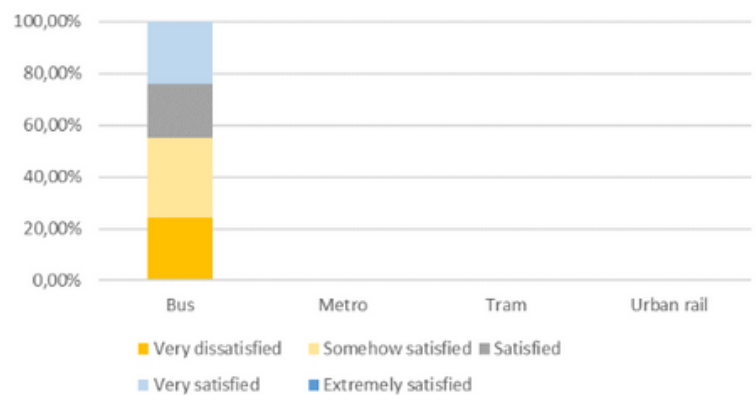
Regularity of Travel by Urban Transport Modes



Satisfaction with Urban Transport Modes

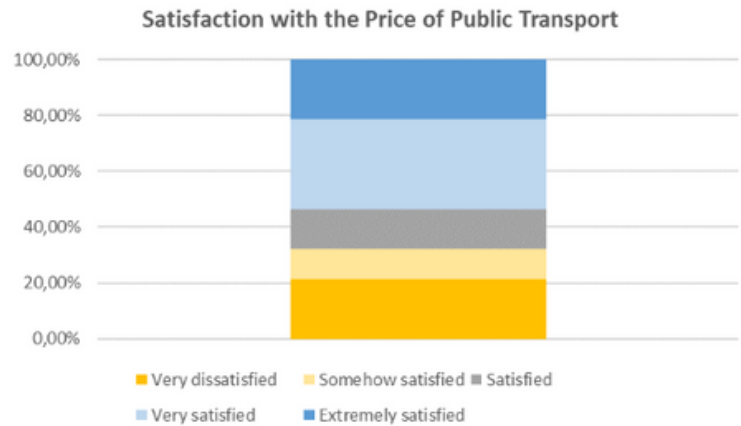


Satisfaction with the Reach of Public Transport Modes



Satisfaction with price of public transport

The data on satisfaction with the price of public transport (bus services) highlights a diverse array of viewpoints. While a significant percentage expresses satisfaction (over 65%), a notable proportion of around 20% indicates being very dissatisfied with the pricing. This diverse range of opinions underscores the importance of considering affordability concerns.



Case study - Panagiotis, 27

Habits

Panagiotis lives in a suburban area 20 km from the urban core of Thessaloniki. His daily commute relies heavily on his family's car. Public transport, he notes, is infrequent and can be unreliable in his area, compelling him to opt for the convenience of personal vehicle travel.

Panagiotis obtained his driver's licence at the age of 18. During his student days, he relied on buses due to the high cost of gas, traffic congestion, and the challenge of finding parking in the city.

Currently, Panagiotis commutes to the city centre several times a week and prefers using the car if available. Panagiotis emphasises that the only reason he avoids using the car is the lack of free parking places in the centre, making the sole motive an economic one. He often parks it on the outskirts of the city due to the difficulty in finding a parking spot within the centre and then proceeds to take the bus.

Suburban versus city centre mobility

According to Panagiotis there's a big difference between urban and suburban public transportation services. Public transportation options are limited in his suburban area, predominantly a few bus lines. While buses in the city centre operate frequently with extensive routes, suburban areas experience sparse service, often starting later and ending earlier. Moreover, Panagiotis highlights that for him travelling by bus to the city centre consumes significantly more time compared to using the car, taking nearly three times longer to reach his destination. This discrepancy further underscores the challenges faced by suburban residents in accessing efficient and reliable public transportation.

Suggestions for improvements

Walking is often used by Panagiotis, especially in the city centre. However he notes that pavement conditions and crosswalk safety standards are often not met. In his suburban area, he rarely walks, having a clear preference for car travel even for short distances.

Panagiotis doesn't cycle in the city, primarily due to safety concerns arising from the lack of dedicated cycling infrastructure. He highlights that without proper bike lanes or safe cycling routes, cycling is deemed too risky.

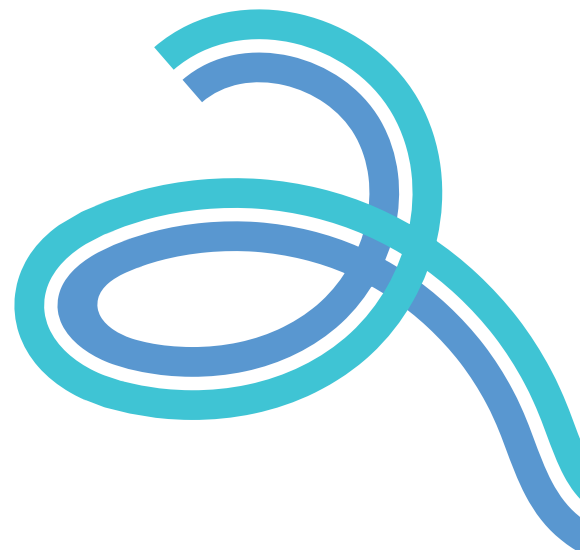
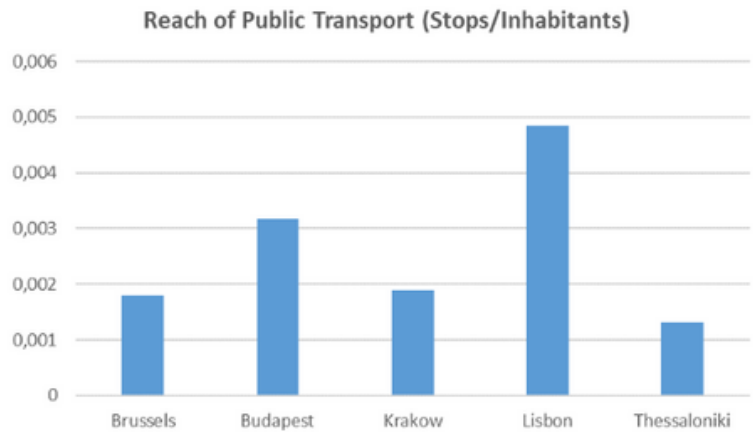
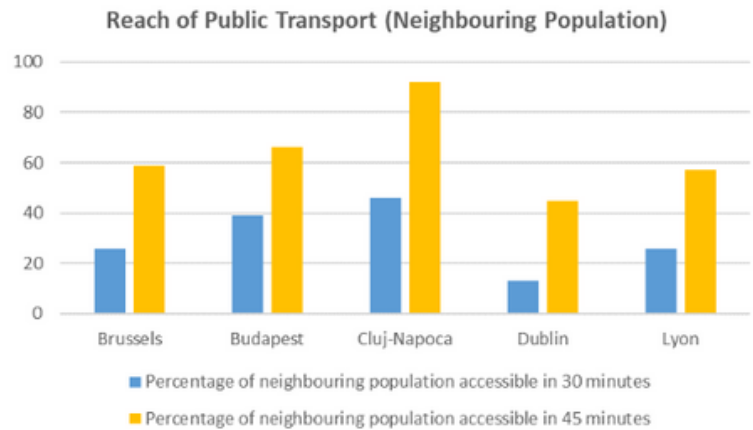
Compared – Reach of Public Transport

The objective data on the reach of public transport is not available for all cities. In order to be able to cover 8 out of 10 cities, two different methods for determining the reach are included. Brussels and Budapest are included in both methods and thus serve as a point of reference. Unfortunately, Groningen and Lund could not be included in either, as no data were available.

The first graph displays the percentage of the neighbouring population that is accessible within 30 and 45 minutes by public transport. Cluj-Napoca scores the highest of all cities, by quite some way. In part, this may be explained by the fact that Cluj-Napoca is the smallest city. However, Dublin is the second-smallest city of these five, and scores the lowest of all. Connectivity by public transport in Dublin is therefore clearly quite limited. Lyon and Brussels have very similar scores: considerably higher than Dublin's. Budapest scores better still, with a clear difference especially in terms of 30-minute accessibility.

The second graph does not take into account the accessibility of neighbouring populations by public transport, but instead looks at the density of the network itself by dividing the number of public transport stops in the city by the number of inhabitants. Similarly to the first method, Budapest scores better than Brussels. Krakow's score is roughly on par with that of Brussels, but Thessaloniki's is lower. Lisbon scores considerably higher than any other city, including Budapest.

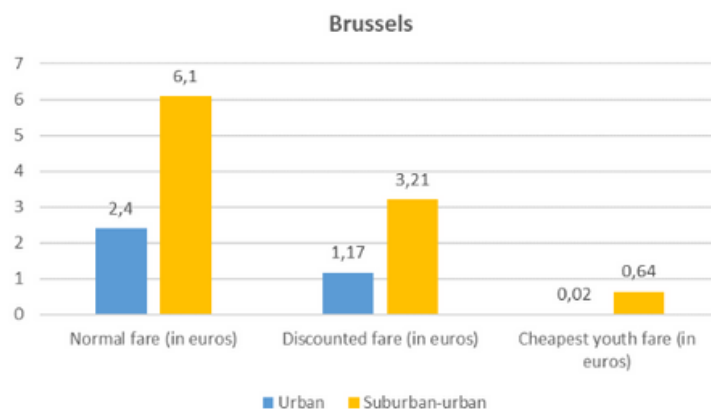
Combining both methods, rough conclusions can be drawn about the density and reach of the public transport networks in the 8 cities included. Cluj-Napoca and Lisbon appear to lead the way, followed at some distance by Budapest. Brussels, Lyon and Krakow are the 'mid-range' cities, with little difference between them. Dublin and Thessaloniki occupy the lower end of the ranking.



Compared – Prices of Public Transport

NB: All prices are indicated as they were in September 2023

This section compares the prices of public transport in all ten cities. Each graph contains six different prices. The blue bars (three in each graph) represent the price of a ticket within the city centre. The yellow bars (also three in each graph) represent the price of a ticket from about 25 kilometres outside of the city centre into the city centre. The two columns on the left (blue and yellow) represent the full price standard fare for each type of journey. This is the price that you would pay if you were to buy a single ticket at the ticket machine. The middle set of two columns represents the discounted fare (if available). In most cases, this fare is available through the purchase of a monthly subscription. In order to calculate the price of a single journey, we have worked on the assumption that the holder of the monthly pass uses it to travel out and back every work day: ten trips per week. Finally, the two columns on the right indicate the cheapest available youth fare. Some of these are based on the price of cheaper single tickets for young people or students. Others are based on calculations (as described previously) using monthly or yearly youth/student tickets. In any case, the cheapest available option has been chosen.



Brussels

The normal fare in Brussels is high: 2.40 euros in the city centre (6), 6.10 euros to travel 25 kilometres out (7). The discounted fares offer a significant reduction of about 50% in both cases. Even more impressive are the youth fares. Travelling inside the city centre is almost free if one uses the youth pass daily, and travelling 25 kilometres outside of the city is just over 10% the price of a regular ticket (8).



There are two main limitations to the youth pass. Firstly, you must be 24 years old or younger. If you are older, the regular discounted fare is the next best (but significantly more expensive) option. Secondly, you must be an official resident of Brussels. Given that it often takes a significant amount of time to register in Brussels, this might prove a problem for exchange students, for example.

Budapest

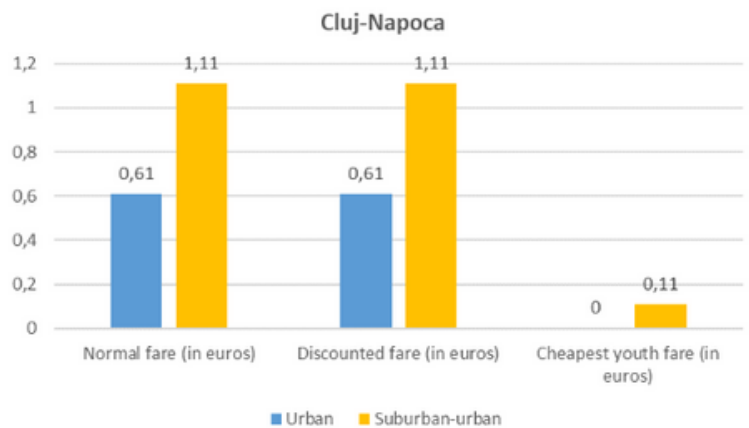
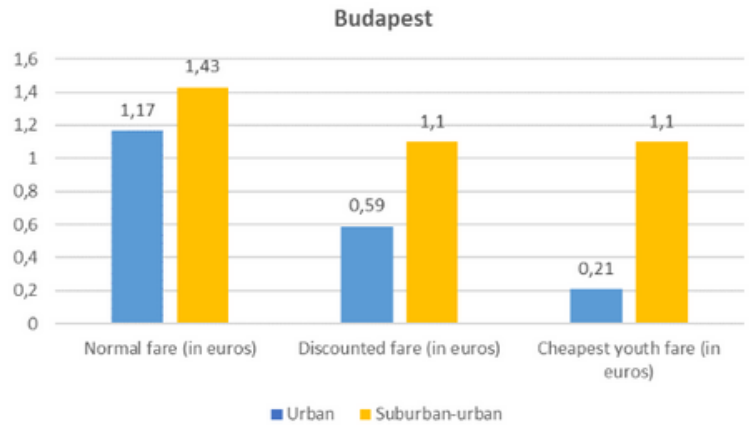
Budapest's standard fares are relatively low, particularly for travel to the suburbs (25 kilometres outside of the city centre), which is only a little more expensive than travel within the city centre. These suburban fares decrease only slightly when using a discount card (with no special youth fare available) (9), but given the low initial cost this does not appear to be a problem. Significant discounts are available for city centre travel, especially for young people, who pay less than 20% of the standard price (10).

These youth discounts are however only available to full-time students. Non-students cannot use the pass, regardless of their age.

Cluj-Napoca

As in Budapest, public transport in Cluj-Napoca is relatively cheap when buying single journey standard tickets. However, no general discounted fare is available. Especially for travel within the city centre, 0.61 euros per journey can add up if one is travelling a lot on a Romanian wage and could potentially be regarded as fairly expensive. Youth fares for urban and suburban travel are offered by different providers. Urban travel is free (9), and the suburban discount from 1.11 euros to 0.11 euros is very impressive (10).

Similarly to in Budapest, the limitation is that you need to be a student (and a maximum of 25 years old) to receive these discounts.



Dublin

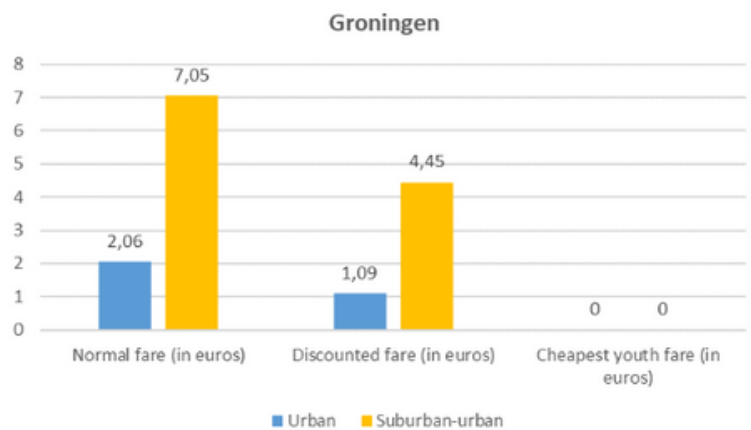
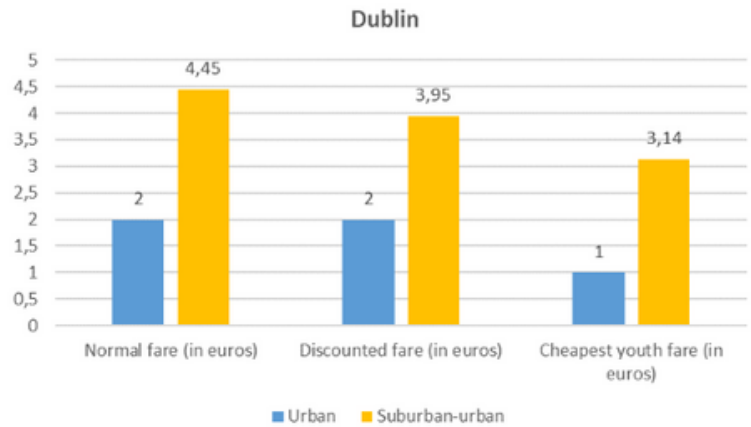
Public transport in Dublin is expensive and discounts are limited, especially for urban-suburban travel. 2.00 euros for a full-price single ticket in the city centre is comparable to other Western European cities, but the lack of a discount option available to everybody is striking. The youth fare is half price. Travel to the suburbs is not disproportionately expensive in itself: a non-discounted single fare to 25 kilometres outside of the city centre is 4.45 euros. However, discounts are very limited: a regular discount works out at 3.95 per journey and the discounted youth fare at 3.14 euros (11).

The discounted youth fare is reasonably inclusive in its application. To receive it you need to either have student status or be 23 years old or below (not necessarily both). Therefore, only those 24 or older and without student status miss out.

Groningen

The price of Groningen's public transport is based on the same system as is used in the whole of the Netherlands. As a result, travel outside of the city centre is expensive, both with and without a general discount, which is 40%. The discount within the city centre is also 40%, which means that although urban ticket prices are comparable to the rest of Western Europe (12).

Youth tickets are free, but with several significant limitations. Free public transport is only available for students, and in most cases only to Dutch students. Foreign students can get the transport in theory, but only if they work at least forty hours a month, a significant amount for a full-time student. Additionally, you have to choose whether to travel free during weekdays or on weekends (from Friday afternoon).



Krakow

Krakow's public transport contains very limited options for discounted ticketing that is available to all, which makes it quite expensive for those travelling often. Suburban-urban travel is 2.08 euros per journey (14), travel within the city centre 1.31 euros for a standard ticket and 1.22 euros with a discount (15). Youth tickets work out at half price if one uses one of the available 7-day tickets regularly.

The limitation with these youth discounts is that they are only available for students, who must also be 26 years or under.

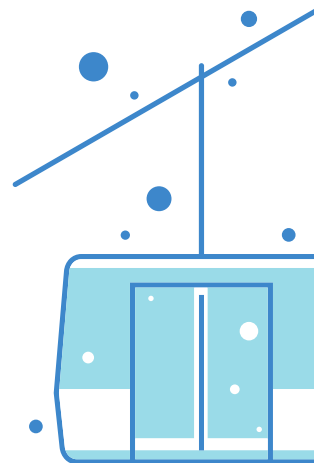
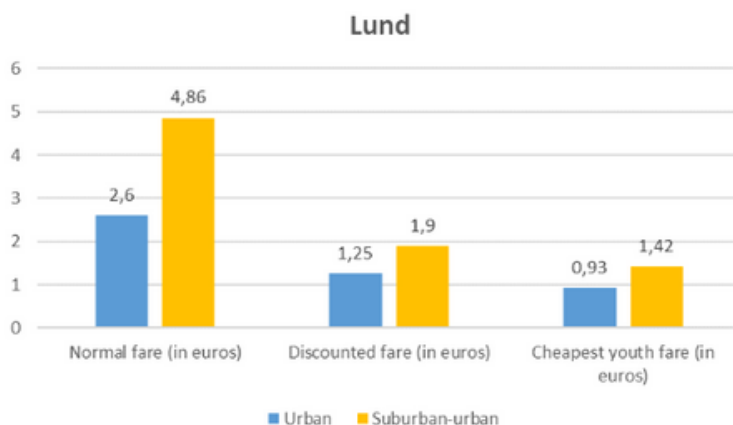
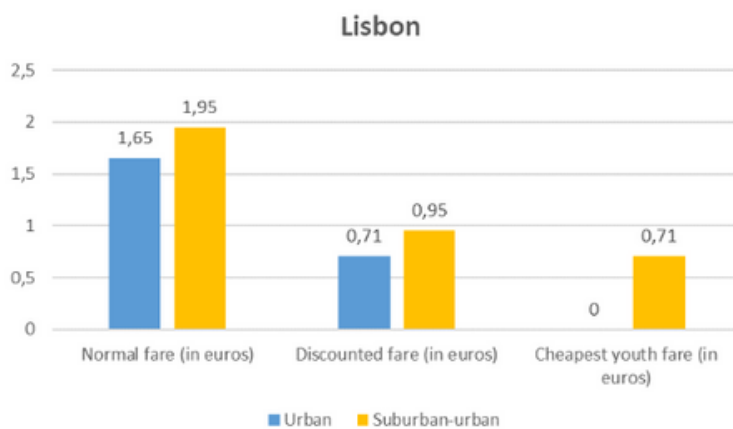
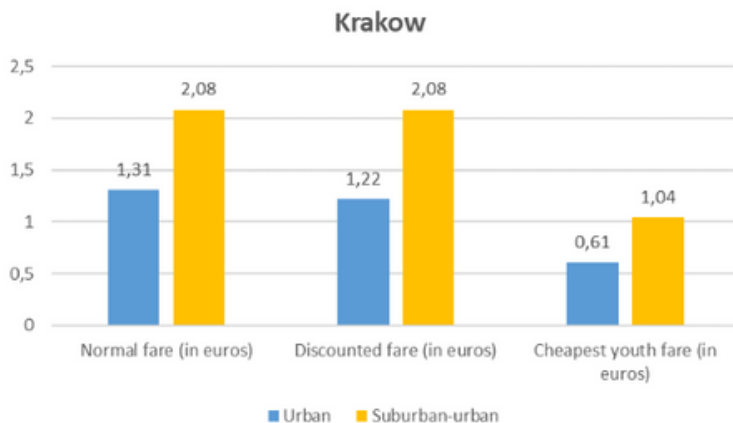
Lisbon

Normal public transport fares in Lisbon are high compared to Portuguese salaries and are probably aimed primarily at tourists. A single journey within the city centre is 1.65 euros (16), one to 25 kilometres outside is only slightly more expensive at 1.95 euros (17). Discounted fares are significantly lower: 0.71 euros and 0.95 euros. The discounted urban-suburban journey in particular appears to be good value for money. Young people can travel for free within the city centre and for 0.71 euros to suburban areas 25 kilometres away. In summary, although normal fares are higher, discounted fares in Lisbon are good value.

The limitation with the youth fares is that they are only available to students. An additional limitation applies to the urban youth fare, where these students can be 23 years old at most.

Lund

Lund's public transport prices are in line with what is to be expected based on Swedish wages. The normal fares are high compared to many other cities (2.60 euros urban and 4.86 euros urban-suburban), but urban-suburban travel is cheaper than in Groningen, for example. Discounted fares are good value, cutting the fare by around 50% for urban travel and 60% for urban-suburban travel. The youth fares are a little cheaper still (18).



The youth fares are only available for students, but as can be seen from the graph, the regular discounted fare is not much higher than the student fare.

Lyon

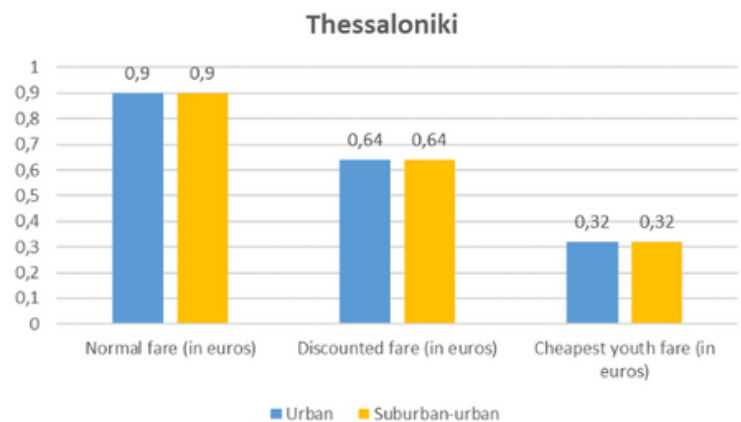
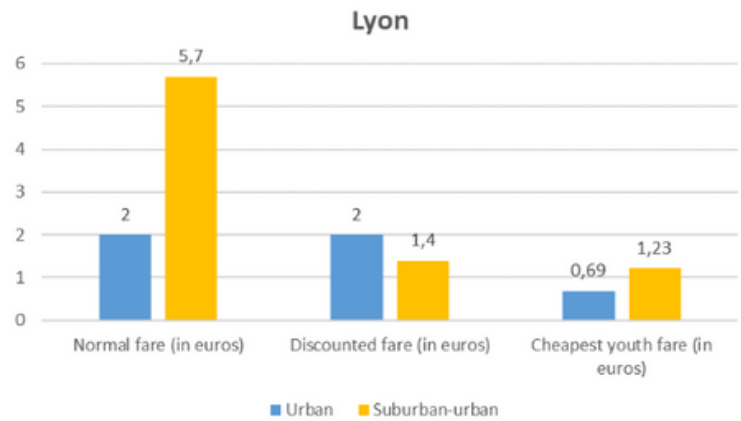
Lyon's pricing system is rather more complicated than in many cities, with a lot of different passes available for urban-suburban travel by rail. Urban tickets, at 2.00 euros, are average for Western European standards but the unavailability of a cheap discount option is striking. Suburban tickets are expensive if paying the full fare (5.70 euros for a journey to 25 kilometres out), but much cheaper if using a discount pass (1.40 euros). The youth fare does not make much of an additional distance for urban-suburban travel (1.23 euros), but does cut the costs of travel within the city centre considerably, from 2.00 euros to 0.69 euros (19).

The urban youth discount is very inclusive, as it applies to all under 28 years of age. The suburban rail discount is available to those under 26, but does not constitute much of a drop from the general discounted fare.

Thessaloniki

Thessaloniki's sole mode of public transportation, the bus, has small discounts on offer for the general public, but larger discounts for young people. The regular fare is 0.90 euros, and can be used for journeys both within and outside of the city centre. By buying a monthly pass, the price per journey works out at 0.64 euros per journey. Students can benefit from a 50% discount on these monthly passes, meaning their journeys would cost only 0.32 euros each (20).

The youth discount is only applicable to current students, meaning that other young people (over 18 years of age) can only benefit from the regular discount.



Key findings – Mode by Mode

Walking

Walking is the favoured means of transportation in most surveyed cities among young people, reflecting its convenience, accessibility, and environmental friendliness.

In cities like Brussels, walking stands out as the most commonly used mode of transport, with over half of respondents indicating regular engagement. Similarly, in Lund, nearly 75% of respondents report walking extremely regularly or regularly. This trend is further echoed in cities like Budapest, Cluj Napoca, and Lisbon, where walking is prevalent among young commuters.

It also emerges as a consistently satisfying mode of transport across all cities surveyed, with over 70% of respondents expressing satisfaction in most cities. Infrastructure maintenance and cleanliness are often cited as contributing factors to satisfaction. This pronounced preference for walking underscores the significance of urban environments and infrastructure that are conducive to pedestrians.

The high prevalence of walking can be attributed to several factors. Firstly, for short distances, walking often proves to be the most time-efficient mode of transport, especially in urban areas with dense infrastructure. Additionally, the cost-effectiveness of walking, requiring no ticket or fuel expenditure, makes it an attractive option for young people.

Furthermore, the high satisfaction levels with walking reported across the cities underscore its perceived benefits. Factors such as well-maintained sidewalks, pedestrian-friendly infrastructure, and the overall safety of walking routes contribute to positive perceptions

However, challenges associated with walking, such as inadequate pedestrian infrastructure, safety concerns, and weather conditions, may influence its usage and satisfaction levels, for instance, in cities like Budapest and Thessaloniki.

Cycling

In the surveyed cities, there's a notable gap between young people who cycle regularly and those who never do, reflecting the complexities of urban mobility choices. Factors like local infrastructure, safety perceptions, and urban planning shape decisions to cycle or not.

The satisfaction of cyclists varies across the different cities, but overall, it tends to be positively inclined. Cities like Groningen and Lyon exhibit extremely high satisfaction rates, with many respondents satisfied with biking. However, in cities with inadequate infrastructure like Budapest and Thessaloniki, cycling rates are lower, and satisfaction levels may be mixed. These differences underscore the diverse influences on cyclists' perceptions across urban environments. Investing in cycling infrastructure and addressing safety concerns can promote cycling as a sustainable and healthy mode of transport for young people.

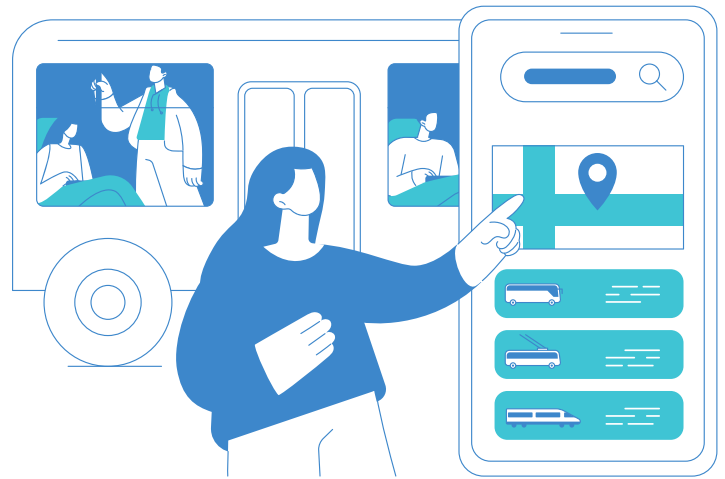


Public transport

Public transport, including buses, trams, and metros, is commonly utilised by young people in most surveyed cities. However, there are differences in usage patterns between them. In some cities, buses are the most frequently used mode, with 55% regularly using them in Cluj and 47% in Dublin. Conversely, in other cities, such as Brussels (44%) and Lisbon (49%), the metro is the preferred mode. Trams are less popular in certain cities, with 81% of respondents in Lund and 46% in Dublin reporting never using them. Interestingly, in Krakow, trams are the most used public transport mode, with 58% of regular users, while other cities show more varied usage patterns. In most of the analysed cities, urban rail isn't widely used, possibly due to central train stations being primarily for inter-city or international travel.

Satisfaction with public transport modes differs notably among surveyed cities. While some praise its frequency, accessibility, and reliability, others criticise the lack of reliable information, limited coverage, and connectivity issues. Budapest and Lisbon stand out with high satisfaction rates, particularly for buses and metros. However, urban rail satisfaction tends to be lower in cities like Budapest, Groningen, and Krakow compared to other modes, this could be due to its low use. Mixed reviews are observed across various cities, including Brussels, Dublin, Lyon, and Thessaloniki, with satisfaction rates ranging from around 50% to 80%.

Cities with extensive public transport networks and accessibility options tend to have higher satisfaction levels among commuters. The same applied for cities where public transport services operate with high frequency and coverage. Integrated public transport systems that facilitate seamless transfers between different modes tend to enhance overall satisfaction among commuters. There's a call for expanding public transport networks, integrating different transport modes, and offering more weekend and night services.



Scooters

Low scooter usage is notable in the surveyed cities, with a majority of respondents in Groningen (81%), Dublin (75%), and Budapest (69%) reporting never using them. Thessaloniki (20%), Krakow (21%), and Brussels (22%) stand out with the highest regular scooter usage rates.

Satisfaction with scooters varies widely across cities, with both positive and negative sentiments. In some cities like Thessaloniki and Krakow, around 60% of respondents express satisfaction. However, dissatisfaction with scooters is notable in cities like Brussels, Budapest, Lund, and Lyon, where over 40% express very dissatisfied sentiments.

Cars

Car usage among young people in the analysed cities shows a mixed pattern. A significant number regularly use cars in Brussels (62%), Lisbon (57%), Thessaloniki (54%), and Dublin (52%), while conversely, a substantial portion never use cars in Groningen (64%), Lund (42%), and Lyon (35%).

Cars consistently enjoy high satisfaction levels across most cities surveyed, with minimal dissatisfaction reported. High satisfaction levels with cars are reported in cities like Brussels, Cluj-Napoca, Dublin, Lisbon, Lund, and Thessaloniki.

Key findings – Reach & Pricing

Urban-suburban/rural connectivity by public transport

The varying satisfaction of respondents with the reach of public transport is reflected in the objective data on the reach of the networks. Cities such as Lisbon and Cluj-Napoca score high, whereas Dublin and Thessaloniki are less well-connected. It is no coincidence that these two cities also lack much modal diversity in terms of the public transport options available. Thessaloniki only has buses, and in Dublin one is reliant on buses alone to travel to the suburban/rural areas around the city.

The importance of having different modes of public transport available to increase the reach of the network is also highlighted in the interviews. Our interviewee from Dublin stressed that living near a tram stop makes travelling by public transport much more feasible, but that the tram network does not extend to the suburbs in which many young people live.

This divide between the city centre and the suburban/rural areas is a key problem in all cities with limited reach of public transport. As our interviewee from Thessaloniki noted, people learn to drive and become dependent on cars at a young age if there is no feasible public transport alternative available.

Pricing of public transport

Prices of public transport vary enormously from one city to another. To some extent, this makes sense, as people in different cities have different levels of income. However, cities do not only vary in standard fare prices, but there are also significant differences between the availability of discount passes, either specifically for young people or available for everybody.

Many cities offer some form of discount for those travelling often by public transport. One issue, however, is that in some cities these discounts are limited to travel within the city centre. For example, Budapest's youth discount reduces the city centre ticket price from 1.17 euros to 0.21 euros, but that of a ticket to the suburbs only from 1.43 euros to 1.10 euros. Similarly, a youth fare in Dublin can get you a 50% discount off the city centre ticket, but will only reduce the price of the average bus journey to the suburbs by 25%.

Another problem with youth discounts specifically is that conditions to be eligible from them vary considerably. For example, the youth discount in Lyon applies to all under the age of 28, whereas in Lisbon only those up until the age of 23 are eligible. Other cities require you to be a student. In Groningen (and the rest of the Netherlands) discounts are generally only available to Dutch students.

Policy recommendations

General

- **Invest in public transport networks that consist of multiple different modes and which connect not just the city centre, but also the suburban and rural areas in which many young people live.** A key finding was that many suburban and rural areas are considerably more difficult to reach by public transport, despite those being the areas where many young people reside.
- **Develop effective pricing strategies which encourage young people to take public transport regularly.** In particular, these should ensure that suburban and rural areas are also covered by the discounts, not only travel within the city centre. Additionally, they should not be dependent on student status or nationality, as this risks excluding large parts of the young population.

Mode-specific

- **Cycling and walking:** Several respondents called for better cycling and walking infrastructure, indicating a desire for safer and more attractive active transportation options. It is recommended to adopt a city approach that shifts away from a car-centred focus to prioritise cyclists and pedestrians by investing in dedicated cycling infrastructure, implementing lower speed limits, and designing road networks that discourage car use in city centres. The establishment of low- and zero-emission zones also helps to further sustainability and pollution reduction. Moreover, investing in pedestrian-friendly environments is important. Well-maintained sidewalks, pedestrian crossings, and safe walking zones encourage people to choose walking.
- **Public transport:** To address the demand for enhanced urban mobility, policymakers should focus on establishing a comprehensive and accessible public transport system. Prioritising improved services during weekends and nights, as well as strengthening connectivity, will cater to diverse travel needs. Additionally, implementing effective communication strategies, such as providing clear schedules and real-time information at stops, can significantly enhance the overall public transport experience and meet the expectations of the community for more reliable and convenient transportation options. While there was sometimes positive feedback for buses, many young people expressed their preference for different transport modes. Hence, cities need to diversify their transport modes by investing in expanding tram, metro, and intra-city rail service (as appropriate for each city's geographical context).
- **Scooters:** Implementing scooter-sharing schemes or similar micro mobility ventures, while investing in educational communication on riding scooters and addressing safety and recycling issues, has the potential to promote their wider usage. They offer convenient, flexible, and cost-effective options for short trips, aligning with the desire for efficient alternatives to personal cars. Yet, addressing issues like safety, integration into transportation networks, sustainability (for example, scooter littering on the streets and recycling of old e-scooters), and proper infrastructure (designated lanes, parking facilities, etc.) is vital for the successful integration of scooters into urban mobility systems.

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