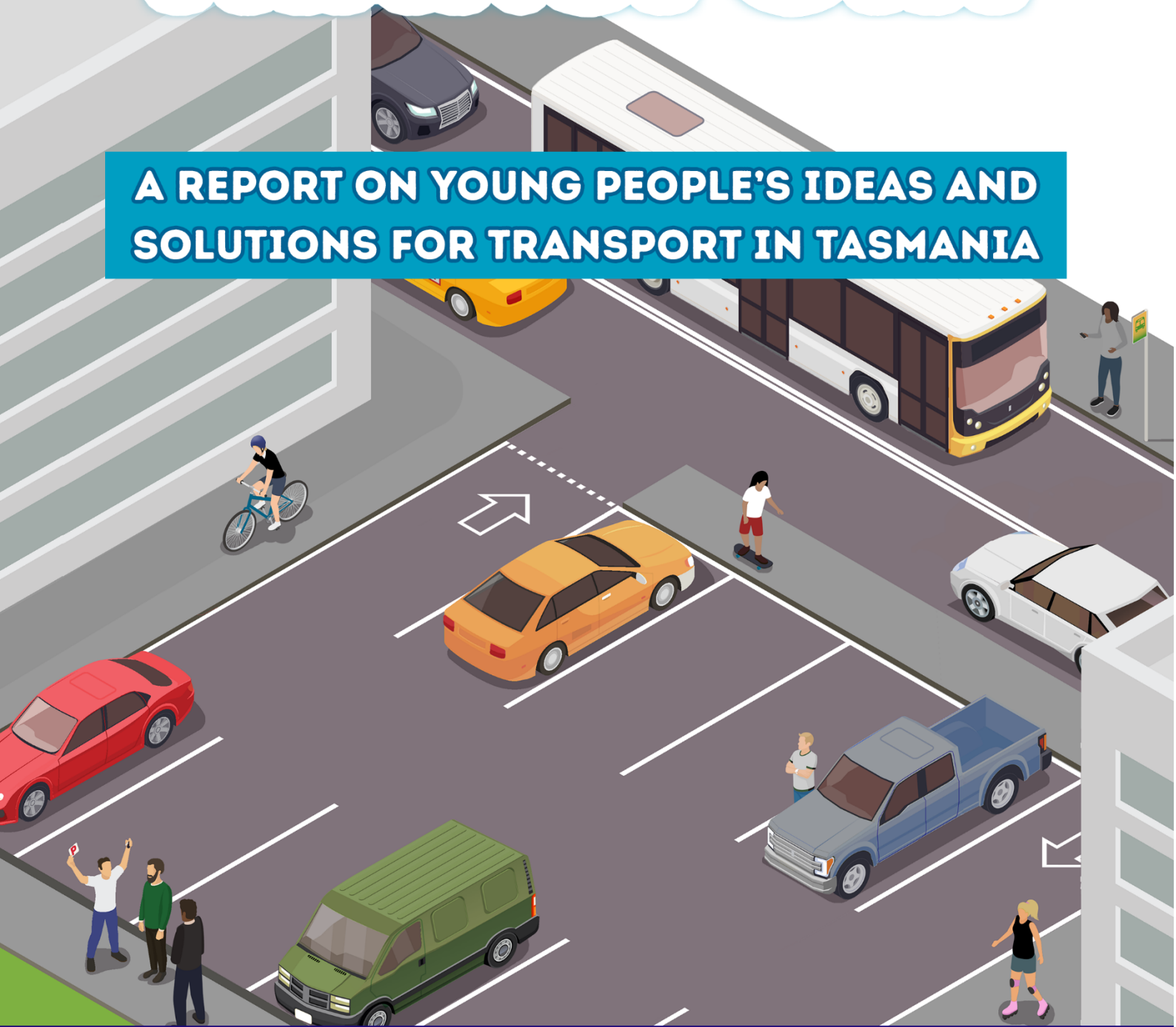


TASMANIAN **YOUTH** FORUM 2021

TRANSPORT

**A REPORT ON YOUNG PEOPLE'S IDEAS AND
SOLUTIONS FOR TRANSPORT IN TASMANIA**



TYF 2021 Report

30 September 2021

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Message from the CEO



Imagine a Tasmania where young people can move freely, where our transportation systems help and do not hinder young people's ability to participate in their communities, and transport disadvantage is a thing of the past. This vision and much more was explored by 388 young Tasmanians aged 12-25 years at TYF 2021 *Transport*.

This year's topic, chosen by young people, is not a new issue. However, it continues to adversely impact the lives of many young Tasmanians as evidenced in this report.

TYF participants shared their views and insights on what an ideal transport system would look like for young Tasmanians. Public transport dominated discussions with access to affordable, available and appropriate transport emerging as key themes.

Alarmingly, the most consistent theme, and the one that evoked strong sentiments throughout the day, related to personal safety. A disproportionate number of TYF participants reported not feeling safe when using public transport, with discussions exposing a level of vulnerability and trepidation, not only for themselves but for others. Safety concerns were diverse and wide ranging from bullying and antisocial behaviour on buses, to overcrowding, to physical safety at bus stops.

Environmental considerations and sustainability featured strongly in discussions with alternative, sustainable forms of transport favoured by young people.

Transport disadvantage, particularly in urban fringe, rural and regional communities generated robust discussions, with young people identifying multiple barriers to economic and social participation in their communities.

This report not only identifies transportation challenges for young Tasmanians but importantly offers many potential solutions.

In thinking about a wellbeing economy in Tasmania and ensuring that young people have all that they need to grow and thrive, the ability for young people to move safely and efficiently in their communities must be prioritised. Access to affordable, available, appropriate and safe public transport is an important vehicle for social inclusion, particularly for young people reliant on others to get to where they need to go.

Young people want to actively participate in their communities, and they have told us what they need to make this happen. Not only do we need to listen, but we also need to act to ensure young Tasmanians can take full advantage of all that our State has to offer.

Tania Hunt,
Chief Executive Officer
Youth Network of Tasmania

Insights from a Youth Focus Group member

"I applied to join the TYF focus group because I was curious and looking for something different to do. I didn't know what to expect and was a little nervous. I found the focus group surprisingly very interesting and fun!"

There were different young people from the across the state in the group. I was the youngest, but everyone was very respectful and friendly. Jo our facilitator guided us with agendas to let us know what we were discussing for the week and helped us to stay focused in our Zoom meetings.

I liked talking about the Forum and helping to decide and plan what would happen on the day. I really appreciated that my ideas and suggestions were valued and taken seriously.

How many times do we do school assignments about issues like food security, homelessness or climate change, where they ask us to research the issues but they don't ask us what we would like to do, value our opinions or ask us to work on solutions?

I felt there were real outcomes from working with Jo and the focus group. It was really interesting to experience talking about the issues, working on the plans for the forum and then actually participating on the day.

I really enjoyed meeting the other focus group members in person, it's so different to interacting on Zoom. I got to see how I can make a difference by getting involved in the community and sharing ideas with other young people. I think it's important that we share our thoughts and ideas on the important issues that impact our lives as young people.

As a young person, how often do you really get a chance to express your thoughts and opinions in a safe space? I find as a young person, I am always told what to do and how to do it but just because we are young doesn't mean that we can't have good ideas and come up with real solutions.

It is important that the community and people in government listen to young people, because their futures will be shaped by us."

Taso, 15 from the North-West.
TYF 2021 Youth Focus Group member



TYF 2021 Youth Focus Group & Supporters.

Back row (left to right): Taso 15, Emma 17, Kurtis 21, Lucas 19, Jo Horton (YNOT).
Front row: Emma-Lee 21, Tania Hunt (YNOT), Will Smith (JCP Empowering Youth),
the Hon. Sarah Courtney MP (Minister for Children and Youth), Gabby 18.

About the Tasmanian Youth Forum

The Tasmanian Youth Forum (TYF) is an initiative of the Youth Network of Tasmania (YNOT). YNOT is the peak body representing young people 12-25 years and the youth sector in Tasmania. TYF is YNOT's single large youth consultative event, bringing together young Tasmanians to discuss issues important and relevant to them, as well as solutions and ideas to improve outcomes for young people and their communities.

Acknowledgements

YNOT would like to thank young people that participated in the TYF consultation process. We also acknowledge and thank the educators, youth workers, and parents and guardians who supported young people to participate.

TYF 2021 was developed in consultation with a Youth Focus Group. We would like to thank the members of the Youth Focus Group, Taso, Gabbie, Lucas, Emma, Emma-Lee and Kurtis for informing the topic, content and consultation methods used.

We also give a special thanks to Skye, a young Aboriginal person for opening the forum with a Welcome to Country and to headspace Hobart for creating a 'Chill Out Zone'. We also acknowledge the work of Olivia Aitchison, a young graphics designer who created TYF promotional and marketing material and Imojen, a Big Picture student volunteer who supported TYF planning and provided administration support.

Finally, YNOT would like to thank Will Smith (JCP Empowering Youth) for facilitating TYF 2021 at short notice, bringing the energy and enthusiasm needed for young people to engage with the program.

TYF 2021 was supported by the City of Launceston.

YNOT and TYF are funded by the Tasmanian Government, Department of Communities Tasmania.

TYF 2021 Sponsors



Recommendations to government

1. Co-design transport policy and initiatives with young people

Provide opportunities and support for young people to work collaboratively with government agencies to co-design transport-related policy, initiatives and services. It is essential that co-design principles underpin all actions arising from this report, and that young people are offered meaningful opportunities to have a say on issues that affect them. It is recommended that co-designing transport policy and initiatives with young people is incorporated as an action within the 'Participating' domain of the *Tasmanian Government Child and Youth Wellbeing Strategy 2021*.

2. Increase the safety of young people using public transport

Increase the personal safety of young people using public transport by clarifying who has 'duty of care' for unaccompanied young people, especially for those travelling to and from school. Clear safety policies and procedures are needed to protect young people from violence, bullying, harassment and antisocial behaviour when using public transport in Tasmania and to respond appropriately to any incidents. Further investments are needed to improve infrastructure and promote safe behaviours on public transport and in public transit waiting areas. Initiatives to increase public safety of young people should be aligned with the 'Being loved, safe and valued' domain of the *Child and Youth Wellbeing Strategy 2021*.

3. Increase public transport accessibility for all young people

Invest in initiatives to increase transport access for those who experience disadvantage due to economic circumstances, age, disability, or location, addressing service gaps in urban areas and transport disadvantage in urban-fringe, rural and regional areas. Embed transport within the 'Having material basics' domain of the *Child and Youth Wellbeing Strategy 2021* alongside actions that focus on improving young people's accessibility to education and training, employment, communities, and essential services.

4. Make public transport more affordable to all young people

Increase public transport affordability for young people, enabling them to actively participate in education and training, employment, and as part of their communities. Work with public and private transport service providers to implement an integrated, statewide ticketing system with consistent, affordable fares for young people who are disadvantaged due to low income, disability, or location.

5. Promote alternative, environmentally sustainable transport options

Increase public awareness, acceptance and use of public transport, walking and cycling options, and invest in initiatives that promote walking and cycling as viable and desirable forms of transport through improved infrastructure, land use planning and behavioural change. Include the development of environmentally sustainable, innovative public and private transport as part of the new Tasmanian Climate Change Action Plan.

Key findings and proposed solutions

Hopes and visions for transport in Tasmania

Finding: Young people are keen to see a much-enhanced public transport system in Tasmania in future to decrease congestion and carbon emissions and connect people and communities.

Accessibility

Finding: *Access to affordable, available, appropriate, and fit-for-purpose public transport is a key issue for young people in Tasmania.*

Proposed solutions:

- Increase bus services on popular routes and during peak hours
- Provide safe night buses for people living in high-risk areas
- Provide better access to bus services in rural areas and outlying suburbs, including services afterhours and on weekends
- Install more bus stops and shelters
- Develop 'park n ride' facilities
- Implement innovative, flexible transport options in rural communities and outlying suburbs such as shuttle/minibuses and subsidised uber-style taxis
- Ensure all buses are wheelchair accessible and disability compliant
- Review useability of the Metro app and online timetable, particularly for people with disability, low literacy, or languages other than English
- Implement a 'real-time' alert system with accurate arrival times on the app and at bus stops.

School and work

Finding: *Getting to and from school and work is a central concern for young people, with access to public transport being the primary issue.*

Proposed solutions:

- Increase dedicated bus services for schools and colleges where possible
- Review home to school travel times and introduce more direct routes, with links from high schools to feeder primary school locations
- Provide extended before and after school services
- Provide more/better walking and cycling paths to schools.

Inclusivity

Finding: *Young people want more accessible and appropriate public transport for people with disability, those with sensory issues, and those with other attributes affecting their access.*

Proposed solutions:

- Ensure buses are wheelchair accessible with lowering floors, disability-friendly seats, and provisions for assistance dogs, crutches, and walking frames
- Implement 'silent buses', or quiet zones on buses for people with auditory sensory needs
- Investigate use of smart interactive boards at bus stops
- Provide timetable information and signage in braille and other community languages
- Investigate the introduction of 'next stop alert' rolling signage inside buses
- Increase driver training in customer service, conflict resolution, cultural diversity, and inclusion
- Promote responsible and respectful use of public transport among young people.

The cost of public transport

Finding: *Transport costs are a big issue for young people, especially for those on low incomes, in rural areas, and without subsidised transport.*

Proposed solutions:

- Make all transport free for school and college students, and for people disadvantaged due to disability, homelessness, remoteness, or low income
- Implement a standardised fare and payment process (e.g. Greencard) across bus companies
- Provide free public transport after midnight.

Personal safety

Finding: *Many young people feel unsafe on buses because of bullying and bad behaviour of other passengers, perceived unsafe driving, or bus conditions.*

Proposed solutions:

- Investigate reports of incidents on buses, particularly those involving sexual harassment and assault
- Ensure there is someone with a 'duty of care' on all buses and that passengers are aware who that person is
- Allocate security officers on routes where there are frequent problems
- Provide bus drivers with security bars or cages
- Ban and/or fine repeat offenders
- Provide separate zones on buses for children and older people
- Reduce overcrowding on buses and ensure they stop for long enough at each stop to enable people to get on and get seated, or get off safely
- Install seatbelts on all buses
- Install emergency buttons on buses and at bus stops, or integrate an emergency function into phone apps
- Install security cameras 'that work' on all buses
- Install more lighting on buses, at bus stops, and on bus stop access paths
- Ensure buses are cleaned regularly and safe distancing is maintained when required.

Environment

Finding: *Environmental considerations and sustainability featured strongly in young people's visions for the future and what an ideal transport system would look like.*

Proposed solutions:

- Governments to acknowledge climate change and become more proactive in implementing solutions
- More investment in research and development of alternative carbon neutral public transport systems, using alternative energy-efficient vehicles
- Re-establishment of a railway service from the North-West coast via Launceston to Hobart
- Establishment of an electric tram system for Launceston and Hobart and a light rail scheme connecting Hobart's northern suburbs
- Government Research & Development subsidies to help lower the cost of electronic vehicle (EV) production
- Incentives for big businesses to convert vehicle fleets to EVs
- Better cycling infrastructure in cities, with linked up bike tracks and bike lanes

- More car-pooling, use of e-bikes and e-scooters, and more bike tracks in local communities
- Educate children on the negative impacts of cars and encourage walking and cycling.

Road safety

Finding: *Young people want a future with better and safer road systems for cars, public transport, cyclists, and pedestrians, more attentive responsible drivers, and no hooning.*

Proposed solutions:

- Safer and more reliable roads with less congestion and potential for accidents
- Increased speed surveillance by police cars and speed cameras
- More monitoring of vehicle roadworthiness
- Drivers to undertake regular refresher courses on driving rules, and to stop using mobiles while driving
- Road Safety Awareness campaigns to be stepped up – to include the promotion of safe driving, adherence to road rules, and tolerance of learner drivers and P-platers
- Driver-reviver stations to continue
- Speed limits to be altered according to driving conditions
- More School Crossing Patrol Officers and safe drop-off/pick-up areas around schools
- More rules and enforcement of rules for cyclists
- More road safety education in schools, starting at a younger age and continuing through secondary schooling
- Increased effort to prevent dangerous driving, hooning, and alcohol and/or drug use while driving, and greater implementation of legal sanctions.

Private transport

Finding: *Young people see a reduction in dependence on private vehicles and increased public transport as a positive direction for the future.*

Proposed solutions:

- More research, investment, and planning towards reducing dependence on private cars
- Free and/or subsidised driving lessons for young people
- More learner driver mentors
- More places to access lessons, and availability of lessons at night
- Alternative ways of testing young drivers' competence to become licensed (especially for those with anxiety disorders or related conditions)
- More publicity around new learner driver rules, especially targeting supervisory drivers.

Your community

Finding: *Young people want more public transport options connecting communities and opening up opportunities at the local level.*

Proposed solutions:

- Smaller, more localised transport options based on community development principles and processes
- Engagement with local communities and young people in planning local transport solutions
- A 'can-do' approach towards planning for a connected community.

Table of contents

Message from the CEO.....	1
Insights from a Youth Focus Group member.....	2
About the Tasmanian Youth Forum.....	3
Acknowledgements.....	3
Recommendations to government.....	4
Key findings and proposed solutions.....	5
Table of contents.....	8
Introduction	9
Process	10
The Forum	10
Forum Feedback.....	11
The Survey.....	11
Participant demographics.....	12
What young people said.....	14
Hopes and visions for transport in Tasmania	14
Accessibility	16
Environmental impacts.....	19
Finance and transport costs	21
Inclusivity.....	22
Personal safety	23
Private transport	25
Road safety.....	26
School and work	28
Your community	29
Conclusion	30
TYF Supporters	31

Introduction

Access to reliable, affordable and safe transport is a critical issue for young Tasmanians. Transport accessibility influences where they choose to live, their education and employment opportunities, their choice of career and future income, their ability to access services, and their participation in the community.

Young Tasmanians chose ‘transport’ as the topic for the 2021 Tasmanian Youth Forum (TYF) and played an integral role in planning and developing the program. One hundred and seventy-five (175) young Tasmanians aged 12-25 years participated in a face-to-face forum in Launceston on 4 June 2021, with a further 213 contributing their ideas via an online survey.

The high level of interest from young Tasmanians in the forum clearly demonstrated that young people value the opportunity to have their voices heard and contribute to solutions. The forum participants identified significant challenges with the Tasmanian transportation system and offered many ideas about potential solutions. There was strong engagement with the topic with almost 1,400 comments recorded.

Many of the issues that were highlighted are not new. They have been identified time and again in government reviews, plans and strategies on transport in Tasmania over the past decade, for example:

- the Tasmanian Government 2020 [Transport Access Strategy](#)
- the Tasmanian Government’s [Urban Passenger Transport Framework](#)
- the [Burnie and Devonport Urban Bus Reviews](#)
- the [Greater Launceston Metropolitan Passenger Transport Plan](#)
- the [Main Road Transit Corridor Plan](#) between Glenorchy and Hobart CBD
- the [Tasmanian Walking and Cycling for Active Transport Strategy](#)
- the new [Tasmanian Climate Change Action Plan](#).

Some of the solutions are simple, others highly complex. These plans are in various stages of implementation, but still the reality falls far short of where we would like to be.

This report reinforces that many issues still exist, and urgent action and investment is needed if future generations are not to be burdened with environmental degradation, ever-increasing inequities, and blocks to their aspirations because of lack of vision, will, and investment in optimal transport systems. We need a ‘can-do’ mentality and significant funding allocation to implement many of the plans and strategies already before government, and ensure a vibrant, safe and connected future for our young people.

Process

TYF 2021 consisted of a face-to-face forum and online survey. Results from the consultations were analysed to identify prevailing issues, themes and solutions. There were 214 'hopes and vision' comments recorded and a further 966 World Café comments. The World Café comments were distributed by topic as follows:

Accessibility	168
School and work	158
Environmental impacts	122
Road safety	115
Finance and transport costs	112
Personal safety	102
Private transport	52
Inclusivity	50
Your community	45
Other	42
TOTAL	966

Basic demographic data was collected from participants including age, gender, personal identifiers and region.

The Forum

The face-to-face forum was held at the Launceston Conference Centre on Friday 4 June 2021. One hundred and seventy-five (175) young people aged 12-25 years attended. The program for the day was codesigned by YNOT and the TYF Youth Focus Group, and facilitated by Will Smith, of JCP Empowering Youth. Table discussions supported by young facilitators, educators and youth workers.

The Hon. Sarah Courtney MP, Minister for Children and Youth, launched the forum, with Welcome to Country performed by Skye, a young Aboriginal woman from Northern Tasmania.

Following the launch, young people completed an icebreaker/group agreement, and warm up activities in groups. They were then provided with craft materials and encouraged to use creative expression to explore the question 'What is your hope or vision for transport in Tasmania?'

Groups then chose two 'World Café' topics and discussed what they would keep, change and create. These topics, which had been selected by the TYF Youth Focus Group were accessibility, environmental impacts, finance and transport costs, inclusivity, personal safety, private transport, road safety, school and work, and your community.

Groups were then invited to share a single issue and solution they had discussed in an elevator-style 2–3-minute pitch to the audience and invited dignitaries. This final presentation session was attended by Rebecca White MP, the Hon. Rosemary Armitage MLC, the Hon. Nick Duigan MLC, the Hon. Ruth Forrest MLC, the Hon. Jo Palmer MLC, and Craig Hoey, Manager of Road Safety with the Department of State Growth.

Forum Feedback

One hundred and fifty-two (87%) of the forum participants provided feedback on the forum, identifying what they enjoyed, what could be improved and what they learned.

Overall, participants gave the forum an excellent rating of 4.5/5. Their responses to specific evaluation questions were summarised as follows.

What did you enjoy most about today?

- Connecting with young people from around the State and meeting new people
- Collaborating with other young people to discuss important issues and solutions to overcome challenges young people face
- Sharing opinions and thoughts throughout the day and feeling like we were heard and valued
- Highly rated the food, activities and positive vibe of the event
- Excellent energy and passion from the forum facilitator Will Smith
- Hearing the personal opinions and experiences from other young people
- Feeling inspired to speak up about youth affairs and to be advocates for young people.

What could be improved?

- Better time management of activities and final presentation speeches
- Some wanted to see a longer day or for the forum to be held over two days to give more time to participate in activities and group discussions
- More lunch and food options
- More options for games and activities; some wanted more arts and crafts while others wanted less
- Increase the size of the 'Chill Out Zone' for more people to take a break
- More support for young people attending on their own to feel welcome by other groups
- Many said that there was nothing that they would change.

What did you learn from today?

- Young people are very concerned about their safety on public transport
- Transport is a bigger issue for young people than they realised, particularly for people living in remote and regional areas
- More about issues of transport around the state and young people's ideas to resolve them.

The Survey

The survey was launched on Wednesday 9 June 2021 and was open until Wednesday 30 June 2021. Respondents were offered the chance to win one of two \$50 e-gift vouchers to encourage participation.

The survey replicated the discussions at the forum, with the hope/vision question and the World Café topics. It was promoted in Tasmanian secondary schools, by youth workers, and via YNOT networks, other community networks, social media and email.

TYF PARTICIPATION

388

YOUNG TASMANIANS AGED 12-25
YEARS PARTICIPATED IN TYF 2021

175 YOUNG PEOPLE ATTENDED THE LAUNCESTON FORUM

213 YOUNG PEOPLE COMPLETED THE ONLINE SURVEY

GENDER

29%

MALE

61%

FEMALE

10%

GENDER DIVERSE

AGE

80%

AGED 12-18 YEARS

20%

AGED 19-25 YEARS

LOCATION

28% - NORTH

22% - NORTH-WEST

6% - EAST

44% - SOUTH



PERSONAL IDENTIFIERS

3% - YOUNG CARER

3% - YOUNG PARENT

4% - MIGRANT OR REFUGEE
BACKGROUND

5% - CULTURALLY OR
LINGUISTICALLY
DIVERSE

11% - LIVING WITH A
DISABILITY

13% - ABORIGINAL OR
TORRES STRAIT
ISLANDER

26% - LGBTQIA+

What young people said

Hopes and visions for transport in Tasmania

“My vision is for Tasmania to be an example to the rest of the nation for forward-thinking transport and infrastructure development.”

Finding: Young people are keen to see a much-enhanced public transport system in Tasmania in future to decrease congestion and carbon emissions and connect people and communities.

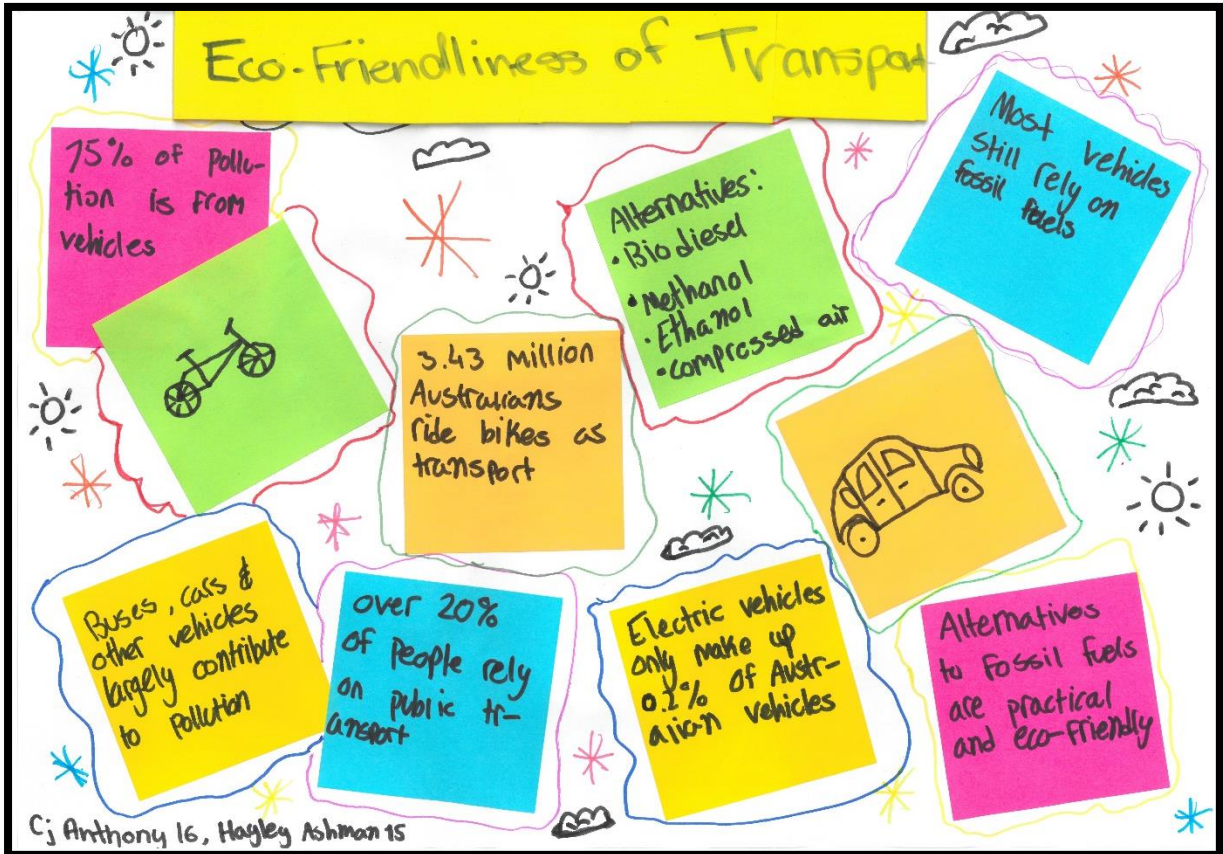
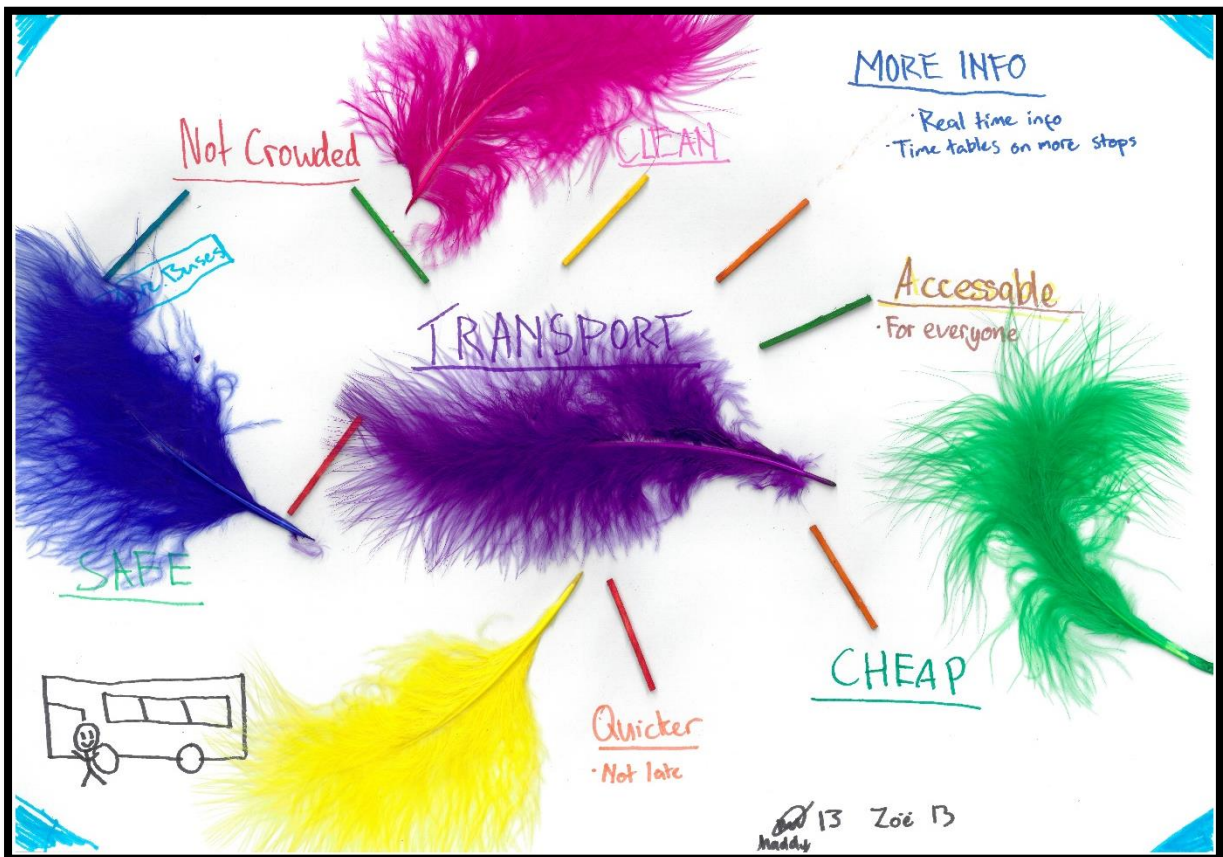
At the youth forum in Launceston, participants worked in small groups producing 73 artworks responding to the question, ‘What is your hope or vision of transport in Tasmania?’ The posters, along with group presentations and 214 survey responses to this question were analysed to identify primary themes and key ideas.

The consensus was that the transport system of the future should be accessible, affordable, environmentally sustainable, timely, reliable, inclusive, safe, flexible, and available everywhere to help people live their lives, rather than presenting obstacles in their way.

Some TYF participants had sweeping visions of a fully networked Tasmania with cities connected by fast speed rail, suburbs linked to cities by light rail systems or trams, and rural areas connected to each other and to cities via flexible 24/7 green public transport systems. Environmental sustainability, decongestion, road safety and passenger safety featured strongly in responses, as did the use of alternative, more environmentally friendly transport.

Young people said they wanted transport in Tasmania to be better planned to suit the lifestyle and future growth of the state. They wanted to reform government transport policy to emphasise community wellbeing over commercial viability. In their vision of the future, government would prioritise public transport over cars and there would be a cultural shift in the community away from viewing car ownership as a ticket to individual freedom. They called for more public education on the positive impact of public transport in Tasmania on lifestyles and the environment and what this could look like for Tasmanians. They wanted a government that *“displays genuine care for those most disadvantaged in our great State”* and listens to young people’s voices.

In accordance with this vision, the government of the future would invest much more in public transport. It would then be a much more attractive option for people, and they would be more inclined to support it. Roads would be much safer and less congested with fewer private cars and more bus lanes. Public transport would be given strong priority at intersections and on arterial routes. There would be a single, integrated public bus service and payment system. There would be sheltered bus stops with updated arrival times displayed, and equipped with toilets, water, comfortable seating, free WIFI and charging facilities. And there would be an integrated travel app covering all bus companies and modes of public transport with real time updates. There would be a smoother traffic flow with traffic lights synched to time of day and traffic conditions. Cities would be more pedestrian-friendly with more pathways and crosswalks. And new forms of emergency transport would be introduced to relieve overloaded ambulance, police, and fire services.



Accessibility

Finding: Access to affordable, available, appropriate, and fit-for-purpose public transport is a key issue for young people in Tasmania.

Public transport

“There are so many problems - the spacing of bus stops, the frequency of buses, the cost of buses, the discomfort that riding buses causes. All are woeful in Tasmania, particularly for those living ten kilometres or more from CBDs.”

Access to public transport was the most frequently mentioned issue by young people and was central to their visions for the future, and the World Café discussions. TYF participants talked of limited bus routes, too few buses, overcrowding on some buses, limited hours of operation, unpredictability of timetables, and bus stops being too spaced apart and missing key localities.

They talked of children on popular routes sometimes being left to wait for another bus, which could be ‘anywhere from ten to sixty minutes away’. Young people in outer suburbs and rural areas said the lack of transport on weekends and public holidays often prevented them from being able to socialise and engage in sports and other activities. They raised issues with the lack of stops on some routes and the placement of stops on busy roads, sometimes causing a traffic hazard and danger to those de-mounting.

Another issue raised was the fact that bus routes are designed on a hub and spoke model with buses going in and out of cities, and no way of crossing from suburb to suburb or town to town without lengthy trips passing through central bus exchanges.

The TYF participants wanted increased frequency of buses on popular routes and during peak hours, reducing wait times and overcrowding. They wanted more buses, and better access afterhours and on weekends. There were frequent calls for night buses, particularly for vulnerable people living in high-risk areas. Other proposals were for more bus shelters and park n ride facilities.

Rural public transport

“I would love to see more transport options to run out to more remote communities. The closest bus stop to my home is 15 kilometres away I currently pay a \$40 taxi fare each way to get there.”

The need to improve access to public transport in outlying city suburbs and rural areas was highlighted, with the mantra, ‘Everyone, Equal, Everywhere, Every time’. Some of the rural areas specifically mentioned as needing services established or extended were Westbury, Gordon, Middleton, Woodbridge, Snug, Brighton, Primrose Sands, Scottsdale, Huon Valley, Deloraine, St Mary’s, Scamander Bicheno and the East Coast, Sisters Beach, Marrawah, Smithton and the West Coast, as well as the northern suburbs of Hobart and Launceston. Some towns had limited public transport during the week but none at all on weekends.

The need for more bus services for outer suburbs was regarded as especially critical given skyrocketing inner city rents, with young people being priced out of the market and having to live further and further away from work opportunities. Growth areas such as Sorell, New Norfolk and the Huon in the South, with equivalent areas in the North and North-West mentioned.

Young people living in rural areas wanted access to the city for sports and recreation, for shopping, socialising, and attending events, medical appointments, and services such as Centrelink. For those doing after-hours work in the city, access was particularly problematic. Some relied on parents and friends for lifts, while others lacked that support and had to spend the bulk of their earnings on taxis.

A more diverse and innovative range of public transport options for rural communities were seen as a way of assisting young people to gain employment, while also enabling those who were unlicensed or on limited licenses to socialise and travel safely. Other spin-offs envisaged were a reduction in the road toll and in vehicle emissions.

Young people envisaged more options for rural transport, especially for people not serviced by mainstream bus routes. Suggestions included a free-call service for flexible after-hours transport, minibuses, and uber-style subsidised taxis. Shuttle buses linking up outer suburbs, and rural communities were proposed.

Disability

“My son has a disability and I often find it difficult to catch buses. It is frustrating and disheartening when I have to wait hours in the cold or heat with a distressed child for the next bus because the first one was not wheelchair friendly.”

For people with disability, accessible transport was a huge issue; those living in rural areas being doubly disadvantaged, with few or non-existent options. While the transition of Metro and other bus companies to wheelchair accessible buses was acknowledged, these were not always available, often necessitating a lengthy wait for the next bus to come along.

For some, public transport was simply not an option, one young person commenting that she lived a half hour walk to the nearest bus stop and getting there was ‘too taxing on my body’. For those using private vehicles, non-existent or expensive parking in the city was a barrier to being able to access amenities. One young person talked about how difficult it was as a person with disability to run routine errands or to attend social gatherings, while the mother of a young boy with disability said she had to do multiple shops a week as she could only carry one or two bags at a time while also getting her son on and off the bus.

Timetabling, information, and payments

“There really needs to be a better system for the bus timetable because often I will look up on the metro app when a bus gets here, and it will give a very different answer to the sign at the stop.”

The reliability and timeliness of bus services, and access to timetabling information were issues for many young people. They said buses were often not on schedule or cancelled with no communication of this to the public. Some arrived before or after scheduled times and some would shoot past stops and fail to pick people up. They wanted buses to arrive on time, or to be immediately informed about unavoidable delays.

Online timetables were often seen as confusing, especially for people who did not travel regularly. One person mentioned that the online timetable necessitated a bus change when a direct bus route was readily available. While some young people praised the Metro app, others said “It is the most complicated thing I've ever had to use.”

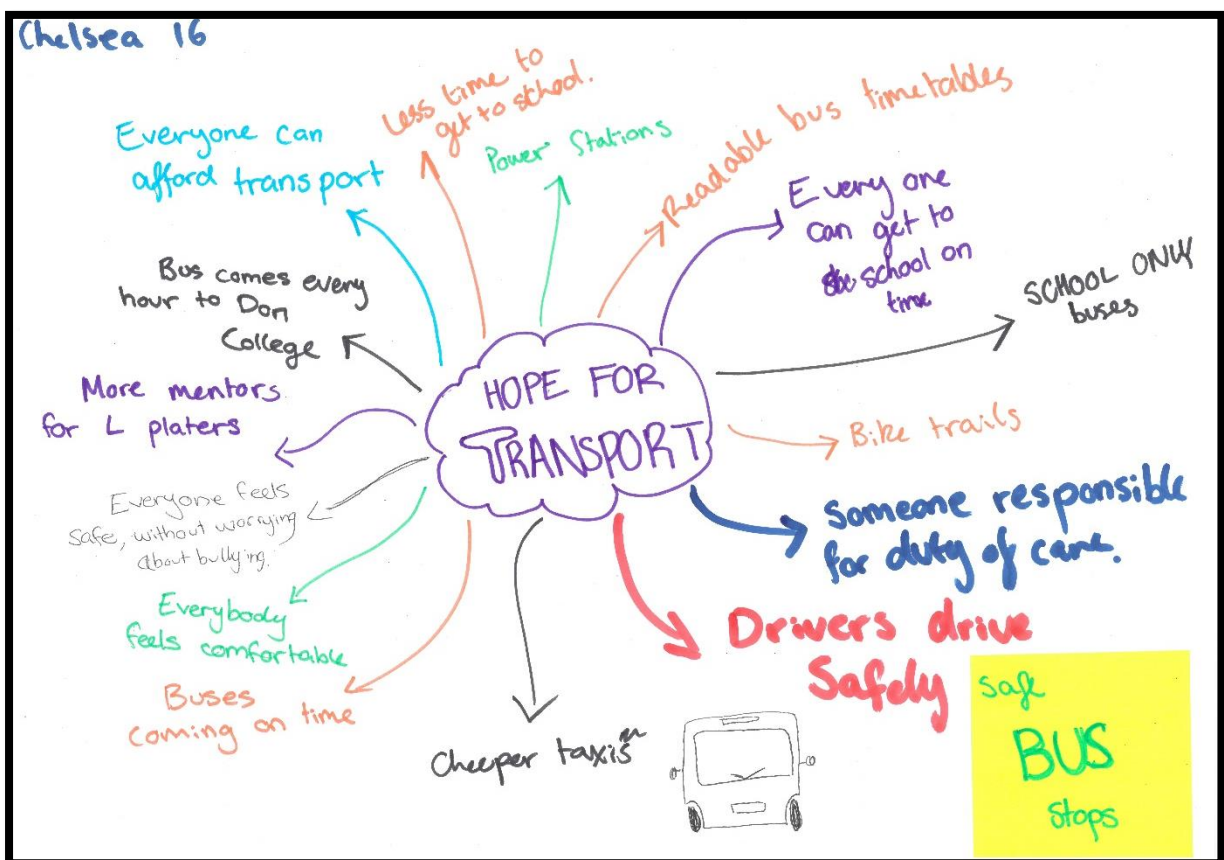
There was a call for clearer, more reliable, updated, readily available and easy to read timetables on the app, online, and in hard copy. One young person though, wished for “buses to be so regular and easy to catch that you don’t need timetables.” It was suggested that there should be more ways to find information on bus times and costs, perhaps through local distribution networks. The posting of timetables at bus stops was appreciated by the TYF participants. They wanted these to be up-to-date and at every stop. Some suggested the implementation of live ‘arrival time’ signs at bus stops.

TYF participants hoped for better online information in future. There were frequent calls for a live tracking app so that people could see exactly where their bus was and when it was due. This system

could also alert people when the bus has broken down or was running late, as “waiting in the cold not knowing sucks!”.

Proposed solutions:

- Increase bus services on popular routes and during peak hours
- Provide safe night buses for people living in high-risk areas
- Provide better access to bus services in rural areas and outlying suburbs, including services afterhours and on weekends
- Install more bus stops and shelters
- Develop ‘park n ride’ facilities
- Implement innovative, flexible transport options in rural communities and outlying suburbs such as shuttle/minibuses and subsidised uber-style taxis
- Ensure all buses are wheelchair accessible and disability compliant
- Review useability of the Metro app and online timetable, particularly for people with disability, low literacy, or languages other than English
- Implement a ‘real-time’ alert system with accurate arrival times on the app and at bus stops.



Environmental impacts

“The environment should be at the top of everyone’s concerns when looking for areas in need of improvement. I’m not going to explain why because you’d have to have been living under a rock this past decade to not understand that! Our future matters and we must act now to protect it. As young Tasmanians, we really need to think about whether travelling by car is the best option.”

Finding: Environmental considerations and sustainability featured strongly in young people’s visions for the future and what an ideal transport system would look like.

The TYF participants were well-aware of climate change, CO2 emissions, carbon offsets, and the need to find alternative sustainable forms of transport and reduce traffic congestion. They saw these issues as directly relevant to their lives. Lack of access to cheap, efficient public transport and the high cost of electric vehicles were seen as impediments to a more sustainable future. While they observed growing concern about the environmental effects of transport in the community and among politicians, one young person remarked that “there is more talk than actual push and movement to change things.”.

Connected, carbon neutral public transport systems, using alternative energy-efficient vehicles were seen as the way of the future. They wanted governments and ‘those who can’ to acknowledge climate change and put more effort into establishing carbon neutral public transport. They saw a future with less reliance on private cars, less traffic congestion around cities, and more public transport options including fast trains, trams, light rail, and electric vehicles, linking city to city and connecting up rural areas and suburbs. More research and application of alternative energy sources such as electric/battery systems, solar, biodiesel, ethanol, methanol, and green hydrogen were proposed. One young person said we should look towards Europe for more multi-level, innovative transport modes and sustainable, accessible transit solutions.

Buses were still viewed as the mainstay of a future public transport system by the TYF participants. Buses of the future would be all-electric, augmented by solar power and with lots of personal charging stations available.

Trains were very much favoured by young people. They were seen as ‘cool and useful’ and more environmentally friendly than cars, especially magnetic trains and those using other forms of green energy. Some wanted to see the establishment (re-establishment) of a railway service from the North-West coast via Launceston to Hobart. Super-fast ‘bullet trains’ featured in one young person’s vision. Electric trams for Launceston and Hobart and a light rail scheme connecting Hobart’s northern suburbs were envisaged. While these options were seen to be initially costly, they were also regarded as cost efficient in the long term, creating jobs and reducing road traffic and environmental degradation. The destruction of the countryside for roads was noted as a factor seldom acknowledged by governments.

Electric cars were seen as a more environmentally sound alternative to fossil-fuelled cars, but the cost was seen as prohibitive for most individuals. Young people proposed government provide Research & Development subsidies to help lower the cost of electric vehicle production, and incentives for big businesses to convert to electric vehicles.

Local solutions such as car-pooling and car-sharing, bike tracks, and more e-bike and scooter hire were proposed. Young people wanted better cycling infrastructure in cities with linked up walking tracks, bike tracks and bike lanes to encourage more environmentally friendly travel. A Hobart informant praised the intercity cycleway but thought it needed more promotion, commenting that “the Corridor of Modern Art is a fantastic start!”.

Some young people wanted children to be educated from a young age on the negative impacts of cars and encouraged to walk or ride to and from school. They also wanted young people to walk more. “As eager as we are to get our P’s and get on the road, we need to stop using our cars constantly and unnecessarily.” Better pedestrian routes and crossings, more bridges, and more exciting things to view on walks were suggested.

A recall of old vehicles and an incentive payment for people driving old cars to either stop driving them or to get a more efficient vehicle was proposed, as was the introduction of cleaner fuels.

Ferries were considered a good alternative to road transport, with the proviso that their environmental footprint be assessed. Other suggestions were for monorails, omnibuses, ‘flying cars’, or the use of jet skis and hovercraft. Solar panels on buses and bus stops were proposed, as was a public education campaign promoting the benefits of sustainable public transport.

One young person said there would be ‘no cable cars’ in his future vision. Others turned environmental concerns aside, calling for motorbike access to the Tarkine and West Coast beaches, and for ‘no fancy trams like they have in Melbourne.’ One said he wanted a ‘stop Greta’ campaign and the introduction of electric cars to be halted.

Proposed solutions:

- Governments to acknowledge climate change and become more proactive in implementing solutions
- More investment in research and development of alternative carbon neutral public transport systems, using alternative energy-efficient vehicles
- Re-establishment of a railway service from the North-West coast via Launceston to Hobart
- Establishment of an electric tram system for Launceston and Hobart and a light rail scheme connecting Hobart’s northern suburbs
- Government Research & Development subsidies to help lower the cost of electric vehicle production
- Incentives for big businesses to convert to electric vehicles
- Better cycling infrastructure in cities, with linked up bike tracks and bike lanes
- More car-pooling, use of e-bikes and e-scooters, and more bike tracks in local communities
- Educate children on the negative impacts of cars and encourage walking and cycling.

Finance and transport costs

“As someone from a lower income family, I have often felt excluded from things just because I can’t afford to even GET there!”

Finding: Transport costs are a big issue for young people, especially for those on low incomes, in rural areas, and without subsidised transport.

While school transport was free for some schools, this depended on where they were located and what company was responsible for transport. Some young people got free or subsidised fares, depending on their circumstances. There were some mixed views among the TYF participants on equality versus equity, with some wanted universal free travel and questioning why only some students got subsidies and others calling for free and/or subsidised transport targeted specifically at people who are homeless, foster kids, people on low incomes, elderly people, or those living in rural or remote areas.

Several participants suggested the issuing of taxi ‘credit cards’ or travel vouchers to young people on low incomes who did not have family to assist them with transport. The increases in bus fares over recent years was queried for being above-inflation rates and pay increases.

The free bus services offered during the 2020 lockdown were appreciated, particularly by some of the young people with disabilities. They said all the buses used during that time appeared to have been wheelchair accessible. “We were forced out of the house for medical appointments and to get food, but ironically we felt less trapped during COVID because of this free, accessible service.” The free Tiger bus service provided in Launceston was also praised for enabling those on low incomes to get about.

In the absence of a common integrated transport system, there was a call for a standardised fare and payment process across bus companies. Other suggestions were for free parking near schools and bus depots, and for workplaces to cover the transport costs of young workers. ‘When you are no longer a student buses become very expensive. Not everyone can afford to spend \$10-\$20 a day on transport’.

Another idea was to have free public transport after midnight, thus minimising the temptation for young people to drink and drive, and ensuring them a safe passage home. One person wanted more affordable cars and motorcycles, and cheaper insurance.

The Greencard payment process for Metro buses was appreciated, as was the 90-minute free transfer system. Some suggested that there also be capped half-day or full-day passes. Another suggestion was to have reduced off-peak rates to encourage people to travel at quieter times of the day. There was also a call for the Greencard system to be extended across the public bus network.

While the TYF participants were aware that government funding is not limitless, several commented that extra investment in transport would be offset by environmental benefits and savings on infrastructure. With fewer private cars on the roads, therefore less congestion and pollution.

Proposed solutions:

- Make all transport free for school and college students, and for people disadvantaged due to disability, homelessness, remoteness, or low income.
- Implement a standardised fare and payment process (e.g. Greencard) across bus companies.
- Provide free public transport after midnight.

Inclusivity

“Transport should be normalised for all people, not just low socio-economic people and people with disability. If public transport was readily available and accepted by everyone then there wouldn’t be a stigma for people who use it.”

Finding: *Young people want more accessible and appropriate public transport for people with disability, those with sensory issues, and those with other attributes affecting their access.*

TYF participants said they would like buses to be comfortable places for everyone, with lowering floors for wheelchair access, disability-friendly seats, and provisions for assistance dogs, crutches, and walking frames. They also wanted to reduce the stigma of public transport being regarded as primarily for low-income people, and the perceived shame associated with free or subsidised travel.

Several people mentioned the need for buses to be more user-friendly for people with autism or sensory issues, with the potential for ‘silent buses’, or quiet zones as “not everyone’s disability is visible or verbal”. One young woman with autism said that she and her friend had sensory issues that were difficult to manage on crowded buses and they were often harassed. “We are laughed at, stared at and sometimes touched for people to get a reaction. That is not okay!”. Another young woman said she had difficulty reading timetables and “the stops confuse me”, though public transport was her only way of getting about as she could not afford taxis.

The TYF participants said more bus stops would help people with disability. One young person said that she had seen people in wheelchairs trying to get on a bus but there were no ramps or lifts and no area inside the bus for the chair. A parent who cares for a son with a disability commented that their closest bus stop was 600 metres away. “On bad days we struggle to get anywhere.”

Other ideas were for smart interactive boards at bus stops, braille bus timetables, and information and signage in other languages. One young person suggested a rolling sign inside the bus indicating the next stop, to help those who got disoriented especially at night. This would also benefit tourists and others unfamiliar with the bus routes.

TYF participants wanted public transport to be fully inclusive of people with disability, people from culturally and linguistically diverse communities, Aboriginal people, and people who identify as LGBTIQ+. In their future visions, bus drivers would all be respectful, friendly, and welcoming of everyone. It was suggested that more training in customer service, conflict resolution and cultural diversity could help drivers to be more understanding and equitable. In an ideal world, young people too would use transport responsibly and respectfully and be more considerate and kinder to others.

Proposed solutions:

- Ensure buses are wheelchair accessible with lowering floors, disability-friendly seats, and provisions for assistance dogs, crutches, and walking frames
- Implement ‘silent buses’, or quiet zones on buses for people with sensory issues
- Investigate use of smart interactive boards at bus stops
- *Provide* timetable information and signage in braille *and* other *community* languages
- *Investigate the introduction of* ‘next stop alert’ rolling signage inside buses
- Increase driver training in customer service, conflict resolution, cultural diversity, and inclusion
- Promote responsible and respectful use of public transport among young people.

Personal safety

“People are sometimes too afraid to get on buses. This may be because of a particular bully catching the same bus, or others causing a massive ruckus. I have been a victim of harassment on public transport and felt scared. That’s not okay.”

Finding: Many young people feel unsafe on buses because of bullying and bad behaviour of other passengers, perceived unsafe driving, or bus conditions.

TYF participants called for a future public transit system where young people could feel safe and secure. They said they often felt uncomfortable and fearful on public transport. One commented that “buses are a melting pot of negativity just waiting to happen”. Bullying and aggressive behaviour, racism, sexism and harassment were common occurrences, with frequent talk of drug and alcohol misuse, ‘disgusting and pathetic’ behaviour and ‘teenagers who think they run the buses.’ Bullying and harassment both onboard buses and at bus stops were major issues. Vandalism on buses and at bus stops was also a concern.

Students said when they reported incidents to schools they were often not listened to or taken seriously. One young person talked of a case where a primary school student had been kicked in the head by a high school student on a bus, but when the parents reported the incident to the bus company, they refused to accept any duty of care. There was uncertainty regarding who has, or should have, duty of care on buses. Some young people called for security officers to be allocated to buses and school bus stops.

Some TYF participants wanted bus drivers to stand their ground and call police when there was a situation. There was a lot of empathy expressed for drivers and suggestions that they be provided with more protection in the form of bars or cages. Banning and/or fining of repeat offenders who disobeyed or distracted the bus driver were proposed. Separate zones on buses for children and older people was also suggested, as was the installation of emergency buttons on buses and at bus stops. One person suggested that an emergency function could be built into the Metro phone app so that this could be used discreetly to attract the attention of the bus driver or alert authorities to an incident.

Young people living in rural areas advocated for alternative, lower volume forms of transport so that they did not have to endure bad behaviour during long trips. More lighting on buses and at bus stops and security cameras ‘that actually work and have the sound turned on’ were suggested, with cameras installed both at the front and in the rear of buses.

Another safety consideration was the nominal time buses stopped to let people on and off. Other safety hazards noted were overcrowding, and bus drivers taking off before everyone is seated, although some of the blame for this was assigned to passengers who refused to be seated. There were complaints of bus drivers making people sit on the floor when there were too few seats, and others who talked on their phones while driving. A minimum stop of at least 15-30 seconds at each bus stop was proposed to allow people to get on and off safely, rules implemented requiring everyone to be seated, and seatbelts to be installed in every bus.

Young women discussed having to walk through ‘dodgy’ areas to get to and from bus stops, and harassment when waiting for buses – “It can be really scary!”. Better lighting on streets and pathways near bus stops was suggested. On board harassment of young women was mentioned. Some young women were afraid they might be travelling alongside sexual predators and felt vulnerable. They said that sexual assault reports were often not taken seriously.

Young women said they would like to ensure “No young girl is ‘harassed, stared at, followed, or touched’ when travelling to school, cadets, or other events.’ Shebah’ (an all-female Uber-style taxi service) was praised as a safe, non-threatening means of transport, especially after dark. “The idea is amazing, but the cost is not so great.”

Young people who either walked or rode bikes as a source of transport said that walking/bike tracks were often isolated, with limited surveillance and poor lighting. Again, better lighting was called for.

Bus cleanliness, hygiene and COVID-safe considerations were an issue for some, with more regular cleaning ‘under and in-between’ seats’ among their wish lists. COVID-safe distancing on board was proposed. The provision of sick bags and rubbish containers on buses was also suggested.

Proposed solutions:

- Investigate reports of incidents on buses, particularly those involving sexual harassment and assault
- Ensure there is someone with a ‘duty of care’ on all buses and that passengers are aware who that person is
- Allocate security officers on routes where there are frequent problems
- Provide bus drivers with security bars or cages
- Ban and/or fine repeat offenders
- Provide separate zones on buses for children and older people
- Reduce overcrowding on buses and ensure they stop for long enough at each stop to enable people to get on and get seated, or get off safely
- Install seatbelts on all buses
- Install emergency buttons on buses and at bus stops, or integrate an emergency function into phone apps
- Install security cameras ‘that work’ on all buses
- Install more lighting on buses, at bus stops, and on bus stop access paths
- Ensure buses are cleaned regularly and safe distancing is maintained when required.

Private transport

“Young drivers are often the most vulnerable group out there on the roads. We don't have that much driving experience. Some of us are truly young, carefree, and reckless. And unless some of us are wealthy and supported by parents, we often have the most decrepit vehicles, with underwhelmed safety functions and equipment.”

Finding: *Young people see a reduction in dependence on private vehicles and increased public transport as a positive direction for the future.*

Most TYF participants wanted to reduce dependence on private cars. While there was general agreement on a move away from private transport, they saw an ongoing need for cars in the immediate future. The benefits of car travel were seen to be the freedom cars give individuals to go where they want to go, when they want to go, and with whom they choose to travel. Car sharing was seen as a positive way to get the benefits of private transport, while reducing car ownership.

Getting a license was still viewed as a life changing event, especially for young people living in rural areas without ready access to public transport. One said that if he had been able to get a license sooner, he would not have had to leave home to attend college, others commenting that becoming mobile had been pivotal in them being able to continue with their education or get work.

Obtaining a license was problematic for many young people, especially for those with no access to a car or with no family members able to take them for lessons. For many young people, the cost of getting their license was prohibitive. There were frequent calls for free and/or subsidised driving lessons for young people, preferably linked to schools. Subsidised lessons provided through Centrelink were welcomed but lengthy waiting lists were a deterrent. Other requests were for more learner driver mentors, more local access to lessons, and lessons to be provided at night.

For some young people with anxiety or other mental health issues, the stress associated with testing was a big hurdle. One young woman doubted she would ever get her license as she had a panic attack each time she was tested. She felt she was throwing away the \$100 for each test on a futile exercise.

Young people said that there was a lack of awareness and understanding in the community of new learner driver rules introduced last year. While there was general acceptance of the idea of more hours for learner drivers, and new rules and restrictions for P1 drivers, they said there needed to be more publicity around these rules and supervisory drivers needed to be made aware of restrictions. The links between good driver training and road safety was apparent in responses. Some regarded the new system of P licensing as “a good start to improve young driver's skills and safeness on the roads.”

Proposed solutions:

- More research, investment, and planning towards reducing dependence on private cars
- Free and/or subsidised driving lessons for young people
- More learner driver mentors
- More places to access lessons, and availability of lessons at night
- Alternative ways of testing young drivers' competence to become licensed (especially for those with anxiety disorders or related conditions)
- More publicity around new learner driver rules, especially targeting supervisory drivers.

Road safety

“Young drivers are ‘young and dumb’. We make silly decisions trying to be cool... But older drivers often don’t know the rules and regulations, and they put other people at risk with lack of attention, lack of judgment and inconsiderate attitudes toward P-platers. As a young driver, I have only ever encountered close calls because of other drivers’ mistakes.”

Finding: Young people want a future with better and safer road systems for cars, public transport, cyclists, and pedestrians, more attentive responsible drivers, and no hooning.

TYF participants wanted roads to be smoother and faster, while being safer and more reliable. They wanted drivers to be more responsible – to know how to drive, to read and observe road signs, to undertake regular refreshers on driving rules, and to refrain from using mobiles.

They observed too many drivers driving recklessly or at speed and called for an increase in speed surveillance by police cars and speed cameras, improved licensing systems, and vehicle roadworthiness monitoring. They suggested active display of road rules in public spaces and on social media, and signage with slogans such as, ‘the speed limit is the law, not a guide’, ‘Your future life is in your hands’, ‘Drive safe, someone loves you’, ‘No phones, stay safe’ and ‘Christmas is coming, will you make it?’

The participants wanted school buses to be particularly safe with drivers taking more care and no children being run over. They wanted all drivers to drive without tailgating and to be more tolerant and respectful to learner drivers and P-platers. They said they would like to see less cars on the roads, reducing the incidence of accidents.

Speed limit changes on rainy days and at other times of poor visibility were proposed. Regular testing of older drivers and more rules for bike riders were on their radar, as was better road design with more one-way streets and the removal of vegetation blocking vision.

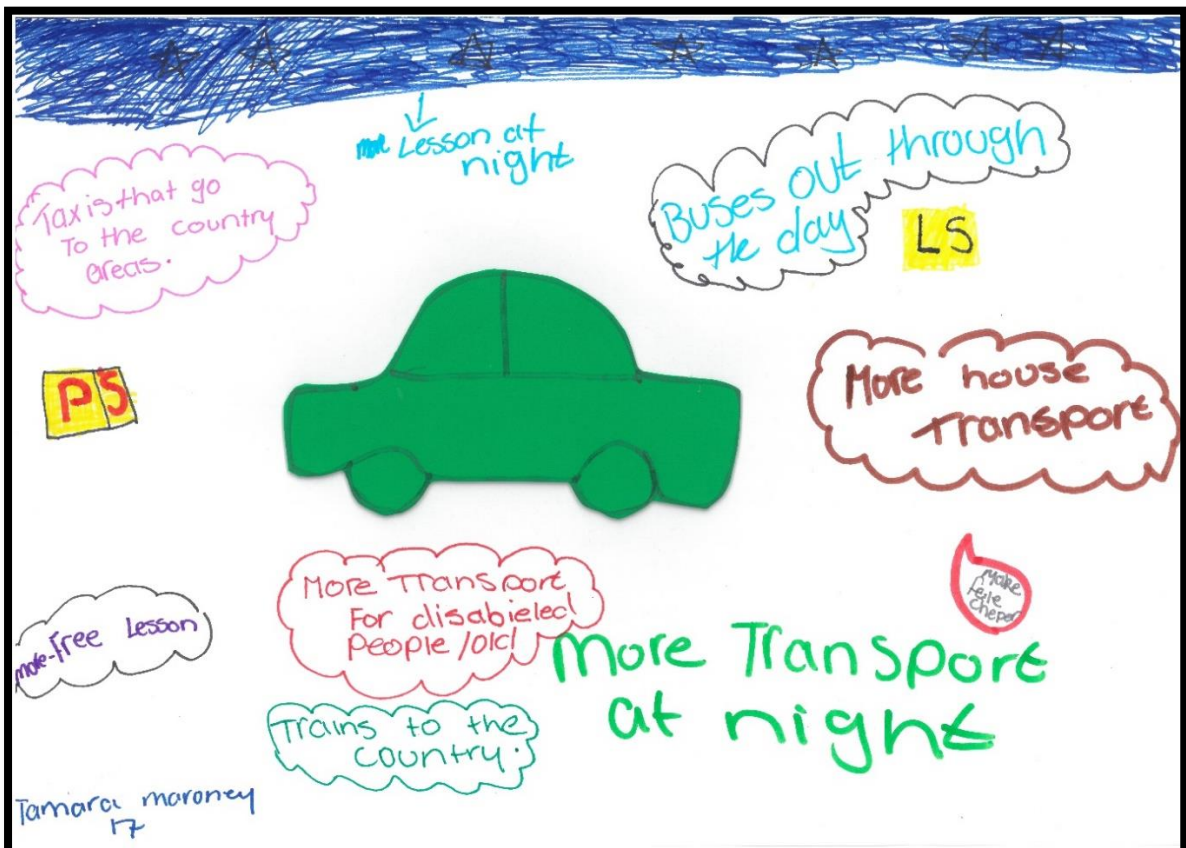
Hooning was condemned. ‘I am sick and tired of hoons going up and down my street at 2am!’ The TYF participants called for more effort to deter hooning, more speed bumps on road to slow down hoons, and legal interventions to prevent dangerous driving and drink and/or drug use while driving. They wanted more road safety education in schools commencing at a younger age, and the continuation of Road Safety Awareness campaigns – with TV and social media ads – and driver-reviver stations.

Road safety for cyclists and pedestrians was mentioned with calls for more lollipop people around schools, safe drop-off/pick-up areas, more pedestrian crossings in cities with longer crossing times, and more walking/cycling tracks.

Proposed solutions:

- Safer and more reliable roads with less congestion and potential for accidents
- Increased speed surveillance by police cars and speed cameras
- More monitoring of vehicle roadworthiness
- Drivers to undertake regular refresher courses on driving rules, and to stop using mobiles while driving
- Road Safety Awareness campaigns to be stepped up – to include the promotion of safe driving, adherence to road rules, and tolerance of learner drivers and P-platers
- Driver-reviver stations to continue
- Speed limits to be altered according to driving conditions
- More School Crossing Patrol Officers and safe drop-off/pick-up areas around schools
- More rules and enforcement of rules for cyclists

- More road safety education in schools, starting at a younger age and continuing through secondary schooling
- Increased effort to prevent dangerous driving, hooning, and alcohol and/or drug use while driving, and greater implementation of legal sanctions.



School and work

"I live in a remote area, and there are only a couple of buses that go directly to my school. Because of this, I miss study opportunities and instead spend all my time in transport and swap overs."

Finding: Getting to and from school and work was a central concern for young people, with access to public transport being the primary issue.

Lack of transport outside of school hours was a particular problem for students living in outer suburbs and rural areas, and often meant they were unable to participate in activities or contemplate part time work. Some students mentioned having to walk several kilometres along a busy road to get home from school, while others said they were sometimes dropped off at the wrong spot. Others said they wanted casual work but had no way of getting back and forth to most jobs as their parents worked full time and could not give them lifts.

The time taken to get to school was a big concern. Students attending Don College from Deloraine said they spent almost two hours each direction travelling back and forth on the bus, a route that would only take 50 minutes by car. A five-minute journey by car from East Devonport took almost an hour on the bus. Some rural students said that they were often late for school because of meandering bus routes and traffic congestion.

School students favoured designated buses for schools and colleges rather than reliance on the public system, calling for more funding for schools to run their own buses. They wanted more direct routes from home to school and work so they do not have to change buses and spend long hours in transit. Several participants said they had to catch three buses back and forth to their homes. One suggested that high schools offered buses that linked directly to feeder primary schools. They envisaged school buses with room for scooters, skateboards, other sporting equipment and musical instruments, as well as charging stations and WIFI.

Young people wanted school buses to be on time, bus routes to be more direct and quicker, there to be more bus stops closer to their homes, and services to be extended before and after school so that they could have the option of getting involved in activities and socialising with friends. Several TYF participants commented that extended bus hours would make it easier and safer for young people to get part time work. Some young people favoured walking or cycling and wanted better walking/bike paths linked to their schools. Others wanted more parking areas near schools.

Proposed solutions:

- Increase dedicated bus services for schools and colleges where possible
- Review home to school travel times and introduce more direct routes, with links from high schools to feeder primary school locations
- Provide extended before and after school services
- Provide more/better walking and cycling paths to schools.

Your community

“There are many people in our community who aren't getting the opportunities they deserve because they cannot access transport, it takes too long to get places, or it is incredibly overpriced.”

Finding: *Young people want more public transport options connecting communities and opening up opportunities at the local level.*

Forum participants envisaged a future with trains and trams being the norm ‘like in England’. A light rail system would be implemented in Hobart, connecting its northern suburbs, and people would be able to get from suburb to suburb and within communities using smaller buses, without having to divert via a city and change buses.

At the local level, neighbours and friends would help transport each other, and car-shares and minibuses would be readily available to transfer people to and from events. There would be orientation of newly arrived people into communities and assistance provided in different languages to help them find their way around transport systems. Transport would not be a constraint to opportunity. There will be more walking and bike tracks, with people encouraged to use them instead of cars. There would be less traffic congestion around cities and much cleaner air.

Young people would like to see more government investment in public transport and sustainable options, and longer-term planning on what a future transport infrastructure should look like. This planning should engage with local communities (including young people) and be responsive to their needs and preferred lifestyles. Community wellbeing should be emphasised over commercial viability. They see a greater role for young people in providing ideas and advocating for change and a shift in culture from looking at all the things in the way of change to a ‘can-do’ approach towards what needs to happen to make for a connected, vibrant Tasmania.

Proposed solutions:

- Smaller, more localised transport options based on community development principles and processes
- Engagement with local communities and young people in planning local transport solutions
- A ‘can-do’ approach towards planning for a connected community.

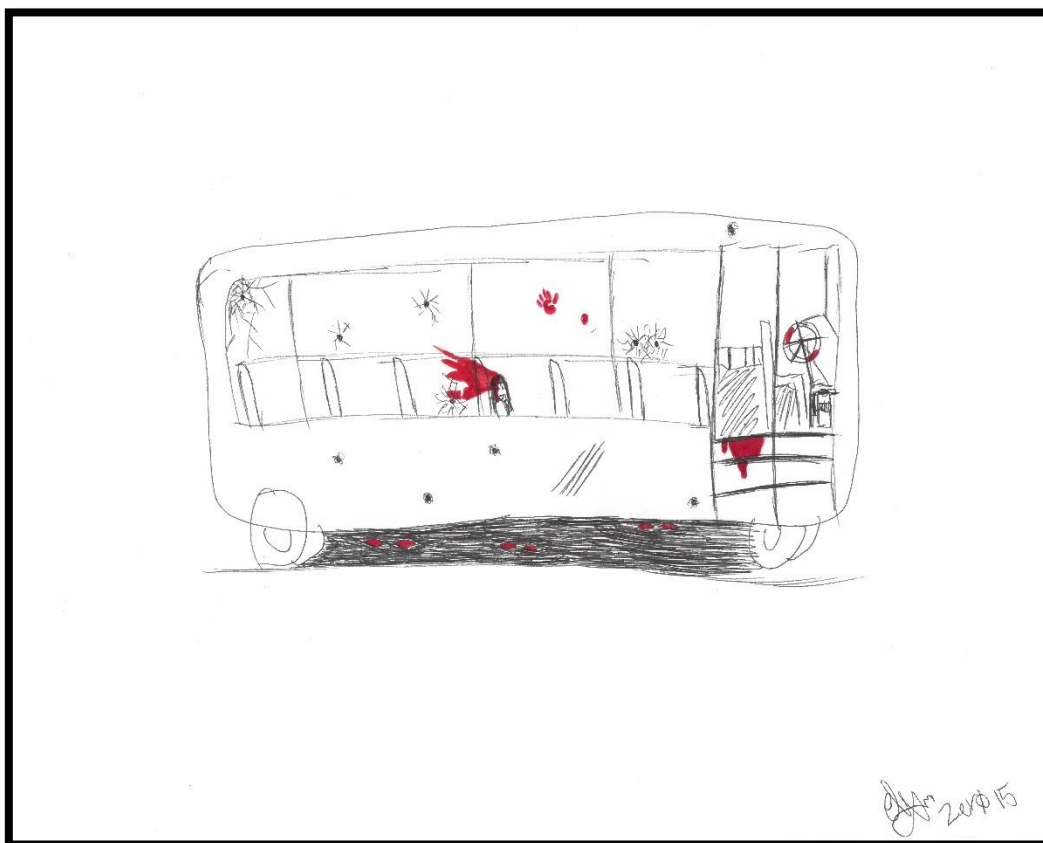
Conclusion

Young people in Tasmania clearly see the links between a good transport system and opportunities to fulfil their hopes and dreams for the future, both personally and collectively as a community.

They want to be able to get about safely and comfortably using efficient, timely and appropriate transport without the current impediments they identified.

They understand that a culture reliant on petrol-guzzling, carbon emitting personal cars is fast becoming untenable. Our future means of transport must be based on energy-efficient, environmentally friendly transit networks, with a variety of readily accessible low-cost options that enhance equity of opportunity to education and work for the generations to come.

They want to be involved in decisions regarding their futures, the future of their communities, and the future of Tasmania. They want governments and other transport providers to take note of their ideas, to be more proactive, and to increase their investment in an essential determinant of their aspirations.



TYF Supporters

Break O'Day Council
Brooks High School
Calow's Coaches
Circular Head Council, Circular Head Youth Leaders (CHYL)
City of Hobart, Youth Advisory Squad (YAS)
City of Launceston, Youth Advisory Group (YAG)
Clarence City Council, Youth Network Advisory Group (YNAG)
Coal River Coaches
Deloraine Trade Training Centre
Derwent Valley Youth Futures Action Team (D'FAT)
Don College
Dorset Community House
Exeter High School
Fahan Secondary School
Free2b Girls
Glenorchy City Council, Glenorchy Youth Task Force (GYTF)
Hobart Big Picture School
Kennerley Kids
JCP Empowering Youth
Launceston Big Picture School
Launceston Conference Centre
The Link Youth Health Service & headspace Hobart, headspace Hobart Youth Reference Group (YRG)
Marist Regional College
Migrant Resource Centre Tasmania, Migrant Youth Tasmania (MYT)
National Job Link
New Town High School
Olivia Aitchison, graphics design
PCYC Launceston
Sorell Big Picture School
St Marys District High School
Tasmanian Aboriginal Centre
Waratah-Wynyard Council, Waratah-Wynyard Youth Leaders (WWYL)
Wells Wagons
West Tamar Council, Youth Advisory Council (YAC)
Yolla District School
Youth Collective North East Coast Tasmania (YCNECT)

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