

# Appendix - South Yorkshire Results



SOUTH YORKSHIRE  
**SYMCA**

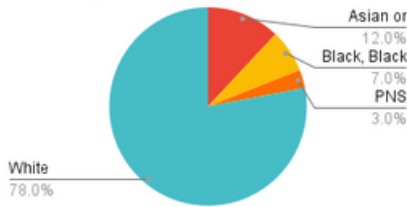


MAYORAL  
COMBINED  
AUTHORITY

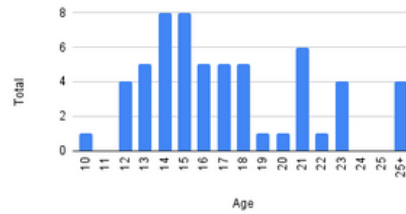
# SOUTH YORKSHIRE

## Our Respondents:

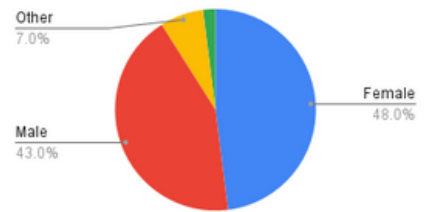
Ethnicity



Age

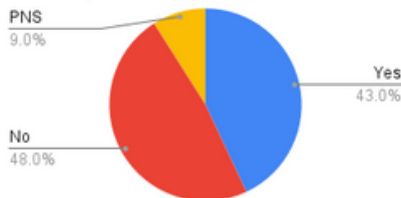


Gender

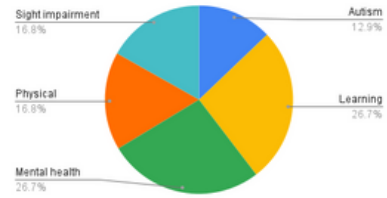


The results for South Yorkshire reflected the National Demographics of participants, with the majority identifying as white, female and no disability.

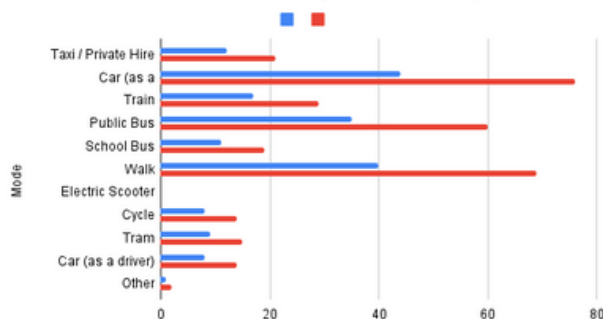
Disability



of those with a disability



Number of mentions and Cited by what % of respondents?



Our local results differ from the national trends, with all forms of transport seeing an increase.

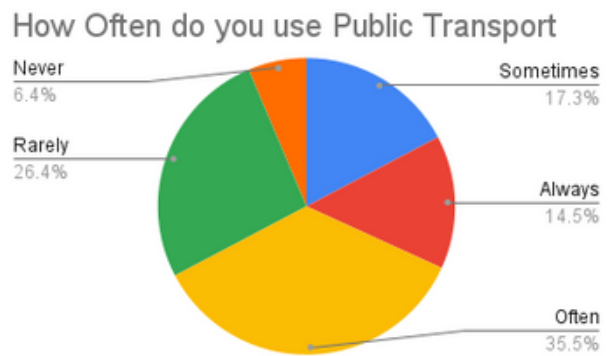
- when asked what methods of transport they use most.
- how often they use public transport.
- and what prevents them from using it more.

The majority of respondents use a mix of transport, with most using a combination of being a passenger in a car (76%) walking (69%) and public transport (bus 60%) (train 29%). Only 19% used a school bus, and 14% cycle - reflecting access to these forms of transport. The increase could be a result of our smaller sample size or a reflection of the transport available.

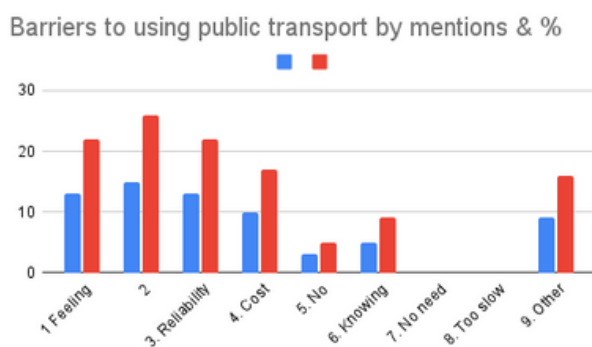
The primary mode of cars is a strong indication that in South Yorkshire, the barriers to using public transport are particularly high and that SY is behind nationally in not only promoting positive transport but consequently decarbonising travel. Later results show that much is to do with the accessibility, trust and safety of public modes of travel: non-price factors.

The little use of trams could be a reflection on the centralised tram network in South Yorkshire. Although the research did not collect specific data on where young people used public transport, we can confidently assume that tram users are primarily based in the Sheffield area and some parts of Rotherham. To improve the greater use of the Tram system, infrastructure across the whole of South Yorkshire should be considered and reach rural areas, not just the city of Sheffield.

50% of respondents said they always or often use public transport, compared to 33% who rarely or never use public transport, which is an increase on the national average. However, it is clear that 93% of young people have used/ are still using public transport, indicating that there is a large market available and that young people do wish to use it; rather it is the perception and barriers that deter them from using it; it is not the case that young people don't use public transport regardless. Hence the increase of 33% from the national average.



A lower proportion of disabled respondents say they use public transport often or always (approx. 41%) and a similar proportion responded they rarely or never use it (41%). While 58% of female respondents use public transport often or always, in contrast 33% of males do.

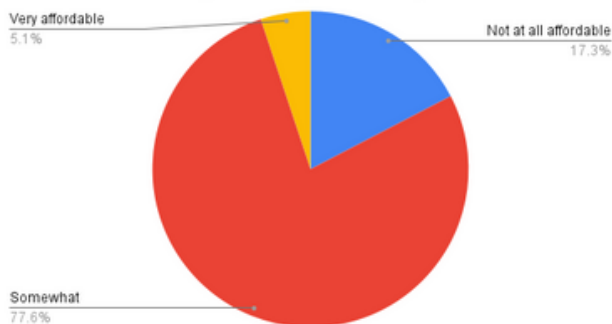


When asked what the barriers to using public transport are in South Yorkshire, the results differed from the national picture. Accessibility and feeling safe was cited as the top barriers (26%), followed by reliability of service (22%), cost (17%). Feeling safe and knowing how to use public transport were the top issues for those with disabilities.

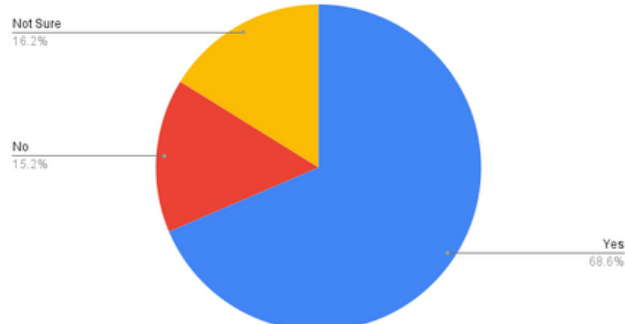
The aspect of safety could be reflective of the fact that the majority of respondents were female. Violence against women and girls is a particular issue in South Yorkshire amongst young people - 3 out of the 4 local authority youth councils/ cabinets have it as one of their main campaigns (2022/2023): Doncaster, Sheffield and Rotherham.

Rotherham Youth cabinet have proposed an 'on demand bus service scheme' for women and young children at night. The idea of this is to allow women/ children to access a bus, free of charge, to take them 'around the corner'/'a few stops down' at times where they feel unsafe walking in the dark; thus mitigating unsafe situations and simultaneously making public transport a safe space rather than a place to avoid. Building trust in the public transport sector is a barrier largely highlighted in the survey and so this scheme could be a solution for all combined authorities to use. As metro powers are separated to the responsibilities of the police and crime commissioner in SY, this may be more difficult to implement on a devolved level - however in places such as West Yorkshire where metro powers are more diverse, this could be a major policy for them to consider.

To what extent do you think public transport is affordable?



Would cheaper fares encourage you to use public transport more?



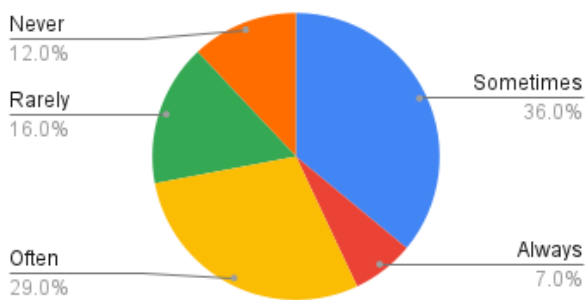
When specifically asked about the cost of public transport, nearly 80% think it is 'somewhat affordable' with the remaining respondents reporting it was not affordable. 69% of all respondents said they would use public transport more if it was cheaper, reflecting the national average.

This changed for disabled respondents at 71% think transport is somewhat affordable, and 21% reporting they think it is not very affordable, which differs from the national average. Free Transport would inevitably boost the usage of public transport however other factors indicated below are also major barriers.

The result of young people thinking public transport is somewhat affordable is higher than the national average. We can infer from this that the introduction of the Zoom Beyond Travel Pass has been successful at breaking down the cost barrier to young people using transport. SY remains one of the cheapest places in England for young people to travel on bus/ tram aside from London. The single fare of 80p per journey is famous in South Yorkshire and has often sparked jealousy from young people in neighbouring areas.



## How often do you use active travel?



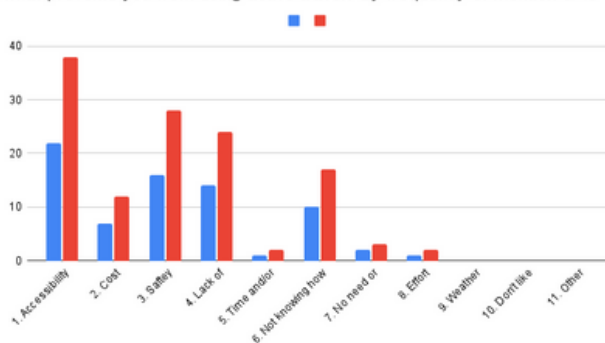
When asked about their feelings of safety in their area, 53% of young people said they feel safe always or often, which is lower than the national average. The results to this question seem to be the most mixed out of all the other questions. This could be reflective in how the use of active travel such as

cycling/ walking for example largely depends on whether individuals are able to walk long distances, know how to ride a bike, or if they can even afford one.

Rotherham council previously ran a scheme where they offered subsidised bike repairs/ free bike services. However, the success of this cannot be holistically concluded as although more young people may have a bike to use, if there are no safe cycle routes to ride then they would not increase their bike usage. Therefore, to increase the usage of active travel requires composite and compatible policy.

Similar to the Tram system in SY, the active travel infrastructure such as cycling lanes/ walking lanes seem to be missing more proportionality in areas outside of Sheffield and in the rural parts of the county.

what prevents you from using active travel? by frequency of mention & %



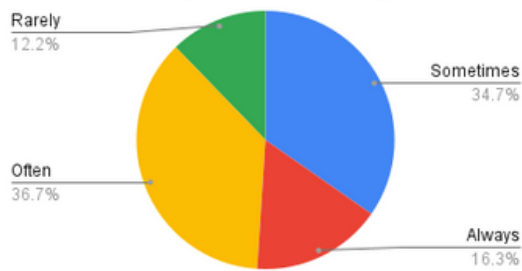
In contrast to the national picture, accessibility (38%) followed by safety (28%) were given as the largest reason why people do not use active transport, but reasons also given by respondents include lack of infrastructure 24% inline with national responses and not knowing how (17%)

From the results of this survey, the cost of transport ranked 5th out the options that prevent usage of public transport. This is lower than the national average where it ranked closely at 3rd place. The Zoom Beyond Travel Pass seems to have been a positive influence on the results of this survey and thus the attitudes of public transport in SY. With price not being a major barrier in South Yorkshire yet with frequent usage still low, it can be inferred that the quality and accessibility of services play a dominant role in attracting and increasing the use among young people. Therefore, large focus on non-price factors must also be emphasised in policy making. Given that SY is vastly rural, it makes sense that the largest barrier to frequent usage of public transport is accessibility - largely more so in SY than the national average as shown on the graph.

Accessibility could mean numerous things; closeness to a bus stop, length of the journey compared to using a car, frequency of buses that arrive, disability access, elements of reliability and also elements of infrastructure which was ranked 3rd in SY.

Whilst the respondents did not elaborate on their responses to this question, it can be suggested that more research is needed in highlighting the true meaning of what young people mean by infrastructure.

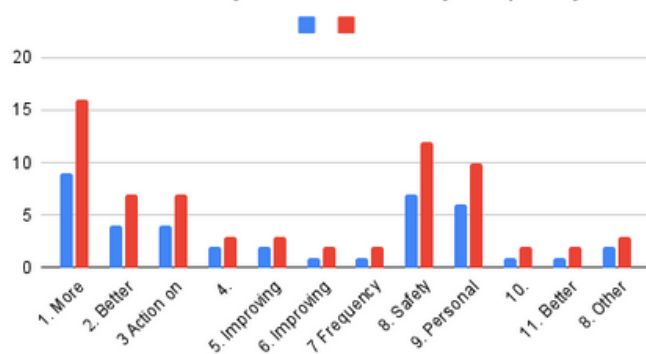
### How often do you feel safe in your area?



The results on active travel asking about frequency and barriers that prevent more frequent travel, show a large reduction compared to the national average with only 36% reporting to always or often using active transport. This increased for those with disabilities (45%) Although a thrd of disabled respondents rarely or never use active transport.

Improving the safety for young people is not just crucial for transport but necessary for a functioning mixed economy that the UK works under. As suggested before, policies that connect safety with transport may help dramatically and schemes such as the one Rotherham Youth CABient have suggested could strongly help towards that.

### What would make you feel safer? by frequency & %



Similar to the National results, when asked what would make them feel safer, young people highlighted a range of solutions, expressed in their own words.

When grouping answers by themes, common suggestion include

- Better street lighting
- Personal measures to improve safety - being with another person for example.
- Improved safety around public transport
- Better crime prevention and a reduction in antisocial behaviour.

## Key Findings for South Yorkshire:

- The **Zoom Beyond Travel Pass** is proving to be a success.
- Safety around public transport is a major issue in SY.
- SY is behind nationally in prompting public transport and thus decarbonising travel.
- Policies for active travel require composite actions/ solutions in order for it to be effective.
- Young people found that accessibility, safety and the lack of instructure were the main barriers to active travel.
- Young people found that accessibility, safety and the reliability of services were the main barriers to using public transport.
- 94% of young people use public transport in SY and wish to use it.