Young Lives in Seven Cities—

A scoping study for the CYCLES project

CUSP
Centre for the Understanding of Sustainable Prosperity

_Publication

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FOREWORD

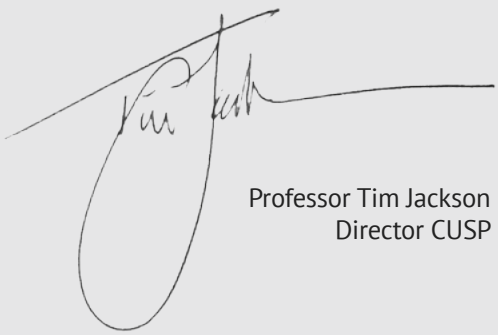
How do young people see the world? What are their hopes and aspirations for the future? What does the 'good life' mean for them in an age of environmental and social limits? And how will they navigate the challenges of prosperity and sustainability now facing the 21st Century? These are the questions that motivate the CYCLES* project which we are delighted to launch with this report.

The CYCLES study builds on comparative research into the lifestyles of young urban residents from around the world, including the ground-breaking work of the United Nations Environment Programme's 2011 *Global Survey of Sustainable Lifestyles*[1]. It focuses in particular on the lives of young urban citizens, aged between 12 and 24 years, living in very different contexts and situations.

This report provides an initial sketch of our first seven case study cities, drawing from in-depth audits compiled by our research teams in the seven locations: Christchurch, New Zealand; Delhi, India; Dhaka in Bangladesh; Grahamstown in South Africa; London, England; São Paulo, Brazil; and Yokohama in Japan. Each of these cities is different. But each faces issues that confront all urban communities across the globe: ensuring good health and nutrition; providing safe energy and efficient transport; offering good education and decent employment; facilitating the hopes and dreams of the next generation.

Between the ages of 12 and 24, young people develop not just their bodies and their minds, but also their values as citizens in a fast-changing world. Footprints for energy use and habits of consumption are established. Aspirations and attitudes are formed. The desire for social agency may flourish or it may falter.

Our aim in this study is not just to understand these phenomena but to identify pragmatic ways to help young people across the world achieve their full potential—within the limits of a finite planet. Our hope with this report is to launch a vital conversation about young people's prospects for the future. To understand those prospects is to understand the prospects for human development. To improve them is to improve our own lives. This report is the beginning of a journey. It is our invitation for others to participate with us in this vital conversation. We hope that you will join us!



Professor Tim Jackson
Director CUSP

* CYCLES_ Children and Youth in Cities—Lifestyle Evaluations and Sustainability

EXECUTIVE SUMMARY

This report is about the opportunities and barriers to sustainable living experienced by young people today. It presents a summary of the insights gained from an in-depth audit of the conditions of life in seven cities: Christchurch, New Zealand; Delhi, India; Dhaka, Bangladesh; Grahamstown, South Africa; London, England; São Paulo, Brazil; and Yokohama, Japan. The audits were compiled by local research teams and will provide the foundation for an ongoing study of the lives and aspirations of young people across the world.

Some challenges are common across our cities. Rising inequality, a lack of educational and employment opportunities, and declining mental well-being are shared threats to young people. In addition, each city faces its own individual pressures.

Christchurch, New Zealand is a city recovering from a series of earthquakes. A key issue faced by young people is mental health. The city currently leads New Zealand for youth suicide and the country itself has the highest rates of youth suicide in the OECD.

Dhaka, Bangladesh is one of the fastest expanding cities in the world. Our audit highlighted significant pressures on youth access to green space as a result of this pace of growth, together with the privatisation of land and increased risks of urban flooding.

Grahamstown is a small city in one of South Africa's most youthful provinces. The community faces high rates of youth unemployment and is the site for significant inequality and deprivation, exacerbated by the historical experience of apartheid.

Jagdamba Camp is a slum community surrounded by some of the richest neighbourhoods of New Delhi, India. The camp's youth face environmental risks (floods and pollution) and stand in need for access to education and meaningful work opportunities.

In Lambeth, an inner-city area of south London, UK, young people struggle to access decent, affordable housing in a city with some of the highest house prices in the world and, despite the surrounding wealth, often live in areas of multiple deprivation.

São Paulo, Brazil is the seventh most populous city in the world. The dynamics of urbanisation have contributed to a series of social problems as the urban infrastructure struggles to support a growing population experiencing wide social disparity and high crime rates.

Yokohama, Japan is a planned Environmental Model City with an ageing population. The city has been an important source of youth employment, yet the population under 24 years now face growing poverty, mental health problems and pressures on access to education.

Young people in these seven cities collectively confront some of the most serious problems facing our urbanising world and yet none of these cities and their young populations are defined by these problems. Each community also has aspirational energy and a desire for change. Our hope in this ongoing study is to learn from the experiences of young people in these cities and understand the opportunities for sustainable living in a new generation.

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SETTING THE SCENE

Urbanisation is one of the defining challenges of this century, with 66 percent of the world's population expected to live in urban areas by 2050. Cities are also youthful places. By 2050, seven out of ten of the world's youth will live in an urbanising area.[2]

Children and Youth in Cities—Lifestyle Evaluations and Sustainability (CYCLES) is a new three-year study of young lives in seven diverse cities around the world led by CUSP, an ESRC-funded Centre for the Understanding of Sustainable Prosperity at the University of Surrey, United Kingdom. Our international research partners are from: Instituto Akatu, Brazil; the National Institute for Environmental Studies, Japan; the University of Canterbury, New Zealand; the Environmental Learning Research Centre, Rhodes University, South Africa; Jahangirnagar University, Bangladesh; and Swechha—We For Change Foundation, India.

CYCLES examines how cities currently support 12-24 year olds to live sustainably and will hear directly from young people themselves, through focus groups, surveys, and multi-media reporting. We aim to work alongside city leaders, businesses and communities across the world, in order to engage young people in this task. As the work evolves, we want to expand our geographical reach and deepen our evidence base. How young people experience cities and the quality of their life is also influenced by four important, recent international agreements: the Paris Agreement on climate change (2015); the Sustainable Development Goals (2015); the Sendai Agreement on Disaster Risk Reduction (2015); and the New Urban Agenda (2015).

What conditions do young people themselves identify that allow them to live fulfilling urban lives? What could be done to help them? What is the role of city planners, community groups and businesses in this task? How can cities better support their young citizens to flourish within the limits of a finite planet? These are the questions we will be asking throughout this project.

Two of our cities are drawn from the world's ten largest mega-cities: São Paulo in Brazil and New Delhi in India. The study also includes Lambeth, a youthful borough within the ageing and established population of London; Yokohama, an experimental eco-city and Japan's second largest city; and the rapidly growing Dhaka in Bangladesh, a city exposed to significant climate and social pressure. Finally, two small cities share the experiences of half of the world's 3.9 billion urban dwellers who currently reside in settlements with fewer than 500,000 inhabitants: Christchurch, New Zealand, a city recovering from earthquakes, and South Africa's small and highly diverse city of Grahamstown.

The pages that follow present brief summaries of the initial audits of the sustainability challenges faced by young people in the seven cities of CYCLES. Experiences across the seven cities are diverse. But these urban environments also face three common challenges.

The first challenge is inequality. Intergenerational inequality is reported across all the cities in the CYCLES study, but as we look more deeply into the way inequality is experienced by young people in each city we can identify some groups of young people who are struggling more than others with issues of social exclusion, ill-health, and lack of access to education or green spaces.

The second challenge noted across the CYCLES study is access to education and sustainable employment. In rapidly changing technical and financial contexts, the precariousness of young people's employment and education is a global challenge that the CYCLES research collaborators will be examining in detail in the next three years to understand how cities can best support young people in an era of rapid change.

Finally, each city identified the challenge of sustaining wellbeing for young people. Each community has to confront growing rates of youth mental health issues and long term problems of planning for urban wellbeing in rapidly changing environments and climates. This wellbeing challenge, however, is experienced differently in all the cities, and each has much to teach others about potential solutions to this shared challenge.

The following city profiles summarise the desk based literature reviews prepared by each CYCLES research team. Our common challenge is to find ways to address the issues identified here, and to help support young people to live more sustainable, fulfilling urban lives.

Christchurch

Young residents of Christchurch, New Zealand are living through a period of significant urban transformation as the city recovers from natural disaster. A city of 370,000 residents, Christchurch experienced a series of devastating earthquakes between 2010 and 2012 that killed 185 people and severely damaged homes and the city's infrastructure and iconic buildings. The earthquakes have had wide-reaching impacts for young people living in New Zealand's second biggest city. Major damage to homes, land and infrastructure, as well as continuing aftershocks, have affected how young people live, where they study or work, their connection to communities, how they get around, and their physical and mental health.

A particular challenge for Christchurch and New Zealand is that youth mental health and wellbeing seem to have become decoupled from the sustainability of young people's wider urban environment. The most recent UNICEF report ranked New Zealand ninth overall for sustainable cities for young people.[3] However, the mental health of young people is a serious issue, particularly in Christchurch. New Zealand has led the OECD for 30 years for rates of youth suicide, and currently the Canterbury region, where Christchurch is situated, leads rates of suicide in New Zealand, with double the rate compared to Auckland.[4] There are also high levels of youth domestic abuse and New Zealand is ranked 34 out of 41 high-income OECD countries for youth wellbeing.[5]

Food

Relative to adults, young people in Christchurch live in more deprived conditions. A recent survey suggests 10 percent of children in the city are registered as "food insecure", and 10 percent of parents in Christchurch report that they often or always worry about not having enough money for food for their children.[6]

The growth in deprivation among children and young people has emerged with the rapid rise of inequality in New Zealand. As a country, New Zealand experienced the highest growth of social inequality in the OECD in the two decades from 1990.[7] Estimates suggest 14 percent of children in New Zealand live in material hardship, going without seven or more things that they need. Using relative income poverty measures, 28 percent of New Zealand children aged under 18 years live in households with low incomes measured at 60 percent or less of the medium income.[8]

Issues associated with obesity also disproportion-

ately affect children from poorer households. One in nine children in New Zealand are classed as 'obese', representing the fifth highest rate of childhood obesity in the OECD.[9] While the causes of obesity are complex, in Christchurch the median number of fast-food outlets near schools increased from one to four in the four decades to 2006, and the clustering of these food premises near schools has been greatest in lower-income areas.[10]

Homes and energy use

Housing is a key issue for Christchurch youth following the earthquakes, including a shortage of supply, high rental costs, homelessness and squatting, as well as sub-standard accommodation. An estimated 6 percent of Christchurch residents live in crowded or severely crowded homes, with over 40 percent of these households of Pasifika ethnicity.[11] A conservative estimate suggests that there were 270 people who were homeless in Christchurch in 2008, doubling to 540 people after the earthquakes in 2011.[12]

Like other parts of New Zealand, a challenge for youth in Christchurch is high rates of cold and damp living conditions in homes. Despite a relatively cold climate and lack of insulation in houses, high energy costs contribute to an estimated 9 percent of households in New Zealand using no heating in the home. Damp conditions are particularly prevalent in rental houses and have been linked to high rates of illness among children, including life-threatening respiratory problems.[13]

Education and employment

The earthquakes profoundly disrupted education in Christchurch. Directly following the earthquakes, 18 schools were relocated and over 12,000 primary and secondary students left the school they had been attending and enrolled elsewhere.[14] The national government also announced that many local state-funded schools would be merged or closed, and its intent to trial the introduction of new public-private charter schools. These actions undermined community well-being where schools had been an important source of support in local neighbourhoods and contributed to public anger.[15]

Although rates of participation in education among 15-19 year olds have increased in recent years, New Zealand remains in the bottom half of OECD countries for secondary school participation, below the OECD median of 85 percent. Participation is especially low among young people of non-European ethnicities. In Christchurch, 86 percent of European students attained the second highest high school qualification (NCEA Level 2), compared to 83 percent Asian, 73 percent Pasifika, and 70 percent Māori youth.[16]

A further challenge for young people in Christchurch is to find stable employment. Youth under 25 are the age group most likely to work part-time in Christchurch, with a third of those employed in part-time work. They are also the most likely to be unemployed (12 percent, compared to Christchurch total of 4 percent).[17] While rates of young people in Christchurch not in employment, education or training (NEET) dropped to 9.2 percent by March 2014, below the New Zealand average of 12.8 percent, it remains above the OECD average of 6.5 percent. It has also remained higher among young women due to the rebuild favouring traditionally male-dominated work.

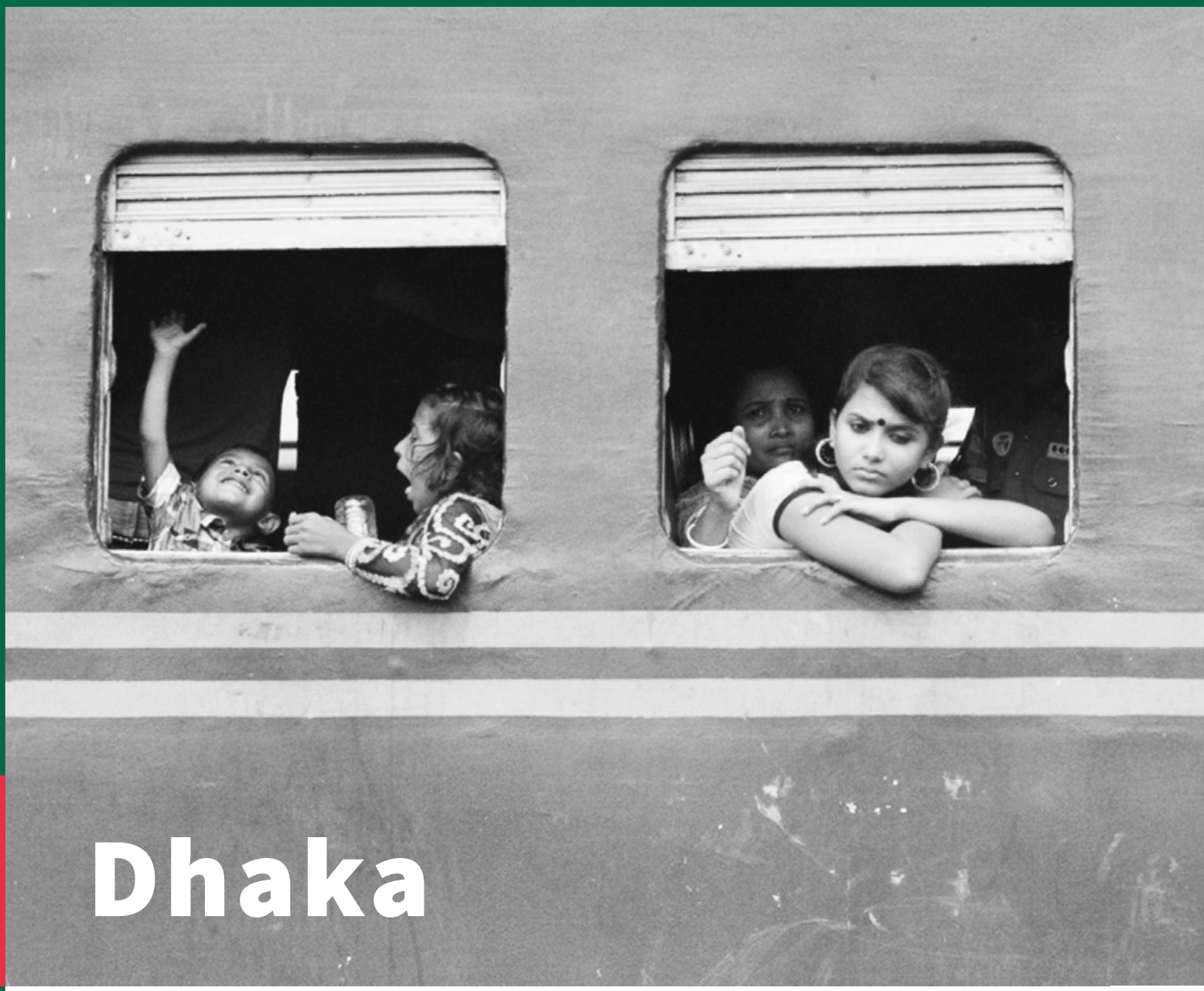
Transport

In Christchurch, cycling and bus services are critical for young people to get around, with young residents nearly twice as likely to use these forms of transport than older residents. However, safety remains a key issue. Recent research suggests young people in Christchurch are the most likely cohort to consider public transport unsafe and that over half want safer cycling lanes.[18] Affordability is also a concern. In Christchurch, 38 percent of young people under 25 years consider public transport to be unaffordable, compared to the average across all age groups of 19 percent.[19]

Nevertheless, despite improvements in cycling infrastructure in Christchurch, commuting by car remains the dominant mode of transport for young people. Particularly for higher-income households, transport by car is a key contributor to New Zealand's high per-capita emissions.[20]

Leisure and communication

For the most part, young people in Christchurch are well-served with public space, with one survey of youth under 25 reporting that 91 percent considered it easy for them to access green space.[21] However, a third of Canterbury's rivers, lakes and beaches are identified as unsafe for swimming, and the number of high pollution days still exceeds the national recommendation.[22] Since the earthquakes, young people have also lost many cultural and social facilities for them to spend time with friends.[23]



Dhaka

With over half of Dhaka's population estimated to be under the age of 25, young people are pivotal to the rapid urban growth and mass migration into the city.[24] Dhaka is one of the fastest expanding cities in the world, doubling in size between 1990 and 2005.[25] Today, it is home to an estimated 18 million residents, and by 2030, the city is expected to grow to 27 million inhabitants, the sixth most populous in the world. Dhaka is also one of the most densely populated cities worldwide, with an estimated 44,500 residents per square kilometre.[26]

For young people, the consequences of inequality and insecurity associated with rapid and dense urbanisation are significant. For many of its young urban residents, Dhaka provides vibrant educational, employment and recreation opportunities not available elsewhere in Bangladesh. Yet the city is also increasingly characterized by poor housing, excessively high land and food prices, poor sanitation and drainage, irregular electric supply, unplanned construction, and increasing air pollution.[27] Dhaka has been consistently ranked amongst the least liveable cities in the world over the past five years by the Global Liveability Index.[28]

Food

Food security is a big concern for many young people in Dhaka. Despite recent improvements, nearly one third of women and 41 percent of children under five are estimated to be malnourished in Dhaka.[29] Particularly for young residents, this severe food deprivation can have considerable long-term health impacts.[30] Rising food prices may also be undermining gains for young women in gender equality and education, as women in very poor communities make daily trade-offs between earning income and feeding young children.[31]

Rising inequality is intensifying these pressures. There is a growing problem of obesity in Dhaka

amongst a small proportion of wealthy residents, particularly with the increasing availability of fast food and limited exercise opportunities.[32] Researchers suggest this inequality may present a growing "duel public health burden" for Dhaka, where underweight and overweight issues coexist among young people.[33]

Homes and energy use

Many young people in Dhaka live in poor and insecure housing conditions. With Dhaka's population increasing by an estimated 300,000 to 400,000 people each year, there is enormous pressure on the city's housing supply. The growth of slums in Dhaka are testament to the rapid expansion of the city. An estimated 3.4 million people, or 30-40 percent of Dhaka's population, live in slums. Many of these residents lack basic access to water supply and sanitation, education, and healthcare.[34] They can be vulnerable to high rents and costs for access to water and electricity, as well as threat of eviction as areas are cleared for more profitable housing or government infrastructure development.

These pressures on housing are likely to be exacerbated by climatic change. Bangladesh has been identified by the IPCC as particularly vulnerable to sea level rise and cyclones, potentially prompting further migration to the cities.[35] In Dhaka, there are also risks of water logging and floods, with 75 percent of the city under the natural water level and 95 percent within the 5 to 7 meter flood level.[36] Risks of heat stress are also growing with air temperatures high in the months between March and October.

Education and employment

Despite improved rates of participation in schooling among young people in Dhaka, there remain ongoing challenges for children to access education, particularly in slum areas. According to estimates by the World Bank, only 58 percent of slum inhabitants in Dhaka over the age of 12 can read or write.[37] Children growing up in slums are 2.5 times more likely to be excluded from school than the national average for Bangladesh.[38] Research also suggests that these young people may also have "questionable rewards to look forward to" at the end of their education because of the "decisive role" that social connections and gender roles continue to play in deciding young people's futures.[39]

In terms of employment, many young people in Dhaka are excluded from the economic gains of the city. Dhaka is the economic nucleus of Bangladesh, accounting for over a third of GDP. In recent years, the city has attracted substantial industrial investments, particularly in the readymade garment industry.[40] Yet an estimated 36 percent of urban youth in Dhaka are not in education, employment or training.[41] The gender differences in employment are also startling. According to International Labour Organization estimates, 65 percent of young women in Bangladesh are not in employment, education or training, and two-thirds of school dropouts are women.[42] Among young women who are employed, 90 percent participate in precarious employment that is considered vulnerable to termination or is low-paid or unpaid.[43]

Transport

Mobility is a key issue for young people in Dhaka, with the city informally dubbed the "traffic capital of the world".[44] Roads service an estimated 180,000 rickshaws, but a growing number of private cars, taxis and motorbikes among higher income residents has added to congestion and pollution.[45]

The pressures on Dhaka's transport appear to have prompted interest in alternative forms of mobility, such as motorbikes and bicycles, including among women. However, Dhaka's congestion issues can make getting around time consuming or inaccessible for young residents. Buses cover only a third of the metropolitan area. Especially among middle and lower income residents, mobility can be limited to areas accessible by foot.

Leisure and communication

The urban density of Dhaka has made access to safe and affordable public space for young people a contested issue in the city.[46] Adding to this pressure is a trend towards converting scarce public space into commercial complexes by private companies for profit, or branding public spaces with the names of philanthropists or businesses. Researchers have expressed concern that together with dilapidated infrastructure and hot outside temperatures, diminishing access to public space may be limiting opportunities for young people to participate in healthy lifestyles and contributing to social isolation among some youth.[47]

Grahamstown

In South Africa, two-thirds of the total population is under the age of 35.[48] Despite progress in access to education and adequate nutrition, these young people face considerable challenges that are influenced by the particular social and historical context in which urbanisation has occurred. According to recent estimates, 65 percent of young people in South Africa aged 15-24 years are unemployed.[49] The rate of young people not in education or employment has also remained at around 30 percent since 2012.[50]

The challenges for South African youth can be seen in Grahamstown, a small city of 66,000 people situated in Eastern Cape, one of the most youthful provinces in South Africa.[51] Grahamstown is a centre for education, as a university town and the site of annual arts and science festivals. Yet the city also has high youth unemployment and is the site for serious experiences of deprivation and inequality that are influenced by the urban racial segregation of the apartheid era. According to Statistics South Africa, 45 percent of the population of Grahamstown had no income in 2011, and 63 percent of the labour force was not working.[52] Six out of ten individuals in the area are classified as poor.

Food

Like other parts of South Africa, rates of child malnutrition in Grahamstown have improved, largely because of a series of policies and programmes by national and regional government and other organisations to alleviate child hunger. Grahamstown is in a region with one of the largest school nutrition programmes in the country, providing two free meals at school and mandated school food gardens.[53] There are also food relief programmes that serve meals to low-income families throughout the week.[54]

However, underlying issues of inequality and deprivation in Grahamstown contribute to continuing challenges for young people to access adequate nutrition. In particular, low household income contrib-

utes to insufficient access to food for young people. Around 39 percent of young people in Grahamstown live in households without an employed adult, and children in those households are nearly twice as likely to experience hunger.[55] Households headed by women, which make up 44 percent of Grahamstown households, also tend to experience higher levels of food deprivation as a result of reliance on pension income rather than wage earnings.[56]

Homes and energy use

Housing in Grahamstown has improved overall for young people, particularly in terms of access to formal housing and proper sanitation. Nevertheless, there remain serious disparities that have their roots in the racial discrimination of the nineteenth and twentieth centuries. In the west of Grahamstown is a low-density area with relatively good access to services where most of white residents live. By contrast, Grahamstown East is referred to as a 'township', a term used to describe a suburb reserved for black people during apartheid.

It is in Grahamstown East that most low-quality housing is situated, and where 9 percent of young people are estimated to live in informal dwellings or shacks, and 15 percent live in conditions of overcrowding.[57] Infrastructure to homes in these areas also remains limited. According to Statistics South Africa, half of households in Grahamstown do not have piped water inside dwellings, and over a quarter do not have flush toilets connected to sewerage.[58] While many households are entitled to some free electricity, 7 percent of young people in the region around Grahamstown are estimated to have no access to electricity, while 48 percent have limited access.[59]

Education and employment

Access to primary education in South Africa is relatively high, with provision of free education, nutrition programmes in schools and social grants for the vulnerable children contributing to increases in participation. Nevertheless, drop-outs remain high for secondary schooling, especially among girls as a result of family commitment, marriage, or pregnancy.[60] This drop-out rate is particularly significant, because completing secondary or tertiary education appears to have a protective effect against HIV.[61] Rapid rises in tertiary student fees also form barriers for young people to access education, and have been the source of student protest in recent years, including at Rhodes University in Grahamstown.[62]

Like other parts of South Africa, unemployment is a key challenge facing young people in Grahamstown. According to official definitions, the unemployment rate of young people aged 15-24 years is 54 percent, but expanded definitions that include young people not actively seeking work suggest it is as high as 65 percent. Furthermore, a third of young people in South Africa are estimated to not be in employment, education or training (NEET), and young people aged 15-34 years comprise 65 percent of discouraged work-seekers.[63] Racial and gender inequalities are a key part of this unemployment. African and coloured youth are more likely to be unemployed than their white or Indian counterparts, and similarly young women are more likely to not be in education or employment than men.[64]

Transport

Because of the small size of Grahamstown, around three-quarters of young people are estimated to walk to school and there are limited options for public transport. However, safety remains a major concern for young people when getting around in South Africa, with issues of child trafficking, rape or violence.[65] In response, and to reduce barriers to education, the South African government offers 'scholar transport' for children that do not have access to a school nearby. However, not all learners from far afield are able to access this transport if a child is not sent to the nearest school.

Leisure and communication

With high unemployment among young people in South Africa, understanding young people's leisure and recreation is critical. According to Statistics South Africa, in 2010 the main activities young people aged 15-34 years participated in each day were: watching television (2.8 hours), socialising (2.5 hours) or watching sports or concerts (2.4 hours).[66] In Grahamstown, there is some infrastructure to support young people's leisure activities, such as sport stadiums and a 'youth hub'. However, vandalism is a challenge for this infrastructure as it does not have security, and many of the facilities need upgrading.

London

Lambeth is an inner-city area in the south of London that reflects both the challenges of inequality and opportunities for promoting wellbeing that many established post-industrial cities experience. Lambeth has a young population with an ethnically diverse profile and a mix of deprived and affluent neighbourhoods side by side. One of the most densely populated boroughs in the United Kingdom, its 320,000 residents are predominantly young, with 44 percent of its residents aged 20-39 years, compared to 35 percent in Greater London and 27 percent in England.[67]

Lambeth has areas where high rates of deprivation are prevalent, especially among young people, and it is amongst the 20 percent most deprived neighbourhoods in the country. An estimated 34 percent of children in Lambeth live in poverty, compared with 26 percent in the rest of England.[68] Government cuts to funding for social services and infrastructure have contributed to the financial pressures facing young people in the borough. In Lambeth, 58 percent of young people under the age of 19 currently live in families receiving some form of tax credit, which is given to people on low incomes who are responsible for children or for those who are disabled.[69]

Decent and affordable housing is a particular challenge for young people in Lambeth. There is currently a severe housing crisis in London as a whole, with younger residents in particular struggling to find suitable housing. As traditionally poorer parts of Lambeth have become increasingly gentrified, poorer people have had to move out. In one area of Lambeth, Brixton, gentrification is particularly evident and has sparked protests.[70] Younger people have also been impacted by cuts to housing benefits and are more vulnerable to eviction and homelessness.[71] Compared with other rich countries, young people in the United Kingdom also have low levels of wellbeing, and suicide is the second most common cause of death in those aged 15-19 years, accounting for more than 25 percent of deaths.

Food

Increasing levels of poverty in the United Kingdom have contributed to an increase in the establishment of local foodbanks, and the number of people accessing them for emergency food supplies is higher than ever before. In 2014/2015, Lambeth recorded the highest number of people accessing foodbanks of all the London boroughs.[72]

However, London also has more overweight children than any other global city. In Lambeth, the percentage of children aged 10 and 11 who were overweight or obese was 38 percent in 2011, higher than the national average of 33 percent. Contributing to this obesity is the high density of fast food outlets in the area. Lambeth Council has instigated a number of programmes to encourage greater physical activity and healthier eating among young people. Subsequently it has been the only borough in the country to have a reduction in childhood obesity for 4-5 and 10-11 year olds.[73]

Homes and energy use

Accessing affordable housing is a key challenge for young people in Lambeth. The average weekly private rent for a three-bedroom house is currently £495, putting it well out of the market for young adults and families on benefits which are capped at £442 per week. As a result, there are approximately 1,800 households in temporary accommodation in Lambeth, and this has placed pressure on households to move out of the borough to find alternative, affordable housing. The percentage of households living in rented accommodation in Lambeth is considerably higher than across London as a whole (65 percent in Lambeth, compared to 50 percent in London) and access to rented social housing in particular is extremely limited. As a result, Lambeth Council—unlike most of the Councils in the rest of the United Kingdom—are planning to increase the number of social homes.[74]

Energy consumption in housing is the largest source of carbon dioxide emissions in Lambeth (41 percent of the total) with poor and old housing stock contributing to energy usage. Fuel poverty is common amongst vulnerable households, particularly families with young children and 7.5 percent of households in the borough were classified as fuel poor in 2011.[75]

Education and employment

In the United Kingdom it is compulsory to remain in school until the age of 16 and since 2015 those aged 16 to 18 years also have to stay in education or training of some sort. In addition, a number of organisations in the Borough work to help young people access entrepreneurial skillsets within and outside school. However, substantial inequality remains in education within the United Kingdom.[76] Students also face growing financial pressure. Since 2005 universities in England have charged students fees for tuition, currently set at around £9,000 a year, potentially excluding young people from further education and contributing to high levels of personal debt.[77]

Young people's employment prospects also remain precarious. According to the Equality and Human Rights Commission, young people under 34 in the United Kingdom have experienced the biggest decline in income and employment over the past decade.[78] In Lambeth, young adult unemployment remains 2.5 times higher than for adults.[79] Unemployment rates are also significantly higher for black and minority ethnic Lambeth residents. In 2016, 85 percent of white working age residents were in employment compared to 66 percent of black and minority ethnic working age residents. Pay rates are also lower for young people, with 77 percent of jobs done by young people aged 16 to 20 years receiving less than the London living wage.[80]

Transport

London has an extensive public transport network with various fee concessions for young people. Lambeth has the highest proportion of households with no car, with residents instead using public transport (35 percent) and walking (33 percent).[81] Cycling levels are twice the London average and 11 percent fewer car journeys are taken compared to London. Yet despite low rates of car ownership and use, Lambeth has higher air pollution than most other London boroughs, most of which comes from road transport use and diesel fuelled engines.[82] Lambeth has regularly exceeded the recommended air pollutant levels, contributing to high rates of childhood asthma.[83]

Leisure and communication

As a result of the high rates of youth obesity, a number of sports initiatives have been set up across London and Lambeth to encourage young people to engage in more sports and physical activity.[84] There is also high smartphone usage among young people in the United Kingdom, with estimates suggesting that 90 percent of 16-24 year olds own one.[85] Almost half of 18-24 year olds check their phone in the middle of the night and a third of them use their devices 'always' or 'very often' for socialising, shopping or watching television.[86]

As an inner London borough there are many diverse leisure and cultural opportunities and facilities in Lambeth, although some of them are expensive. A wide range of free activities for children and young people are offered across the borough throughout the year.[87]

New Delhi

India is one of the most populous countries in the world, and also one of the most youthful. According to the 2011 census, 41 percent of people living in India are below the age of 20 years and by 2020 India is expected to be the youngest country in the world. A growing share of young people in India live in cities.[88] Recent research into the attitudes and experiences of India's young people highlights the overall importance of income, education and location—in rural or urban areas. Within cities, rapid population and economic growth has brought its own challenges, including considerable pressure on infrastructure. New Delhi is the city that has experienced the fastest growth in India, and some estimates suggest as many as half of its 7 million children and adolescents live in slums and unauthorized resettlement colonies.[89]

An insight into challenges facing young urban residents can be seen in Jagdamba Camp, a slum community surrounded by rich neighbourhoods and gated colonies including Panchsheel Park, Sarv Priya Vihar and Malviya Nagar. Originally intended to be temporary, Jagdamba Camp is more than 40 years old. Built around an open drain which dissects the community, the area covers approximately one square kilometre, but is home to an estimated 25,000 residents. Living conditions and the absence of key infrastructure and opportunities makes the transition from adolescence to adulthood difficult.

Food

In Jagdamba Camp, there is some support to alleviate hunger among young people. Government schools give midday meals for free to children until class eight (aged 13-14). Many residents also receive rations from government public distribution schemes for sugar, wheat, and rice.

However, difficulties remain for young people to access adequate nutrition. Not everybody in Jagdamba Camp has a ration card, as people who come from areas outside the region of Delhi for temporary work are sometimes ineligible. There is also gender-based discrimination. For instance, in our interviews some girls say mothers often cook an extra vegetable dish for their brothers, or give boys milk flavouring like Bournvita that is not provided for the girls.

Homes and energy use

Jagdamba Camp is considered a Jhuggi Jhopri, or JJ cluster, a term used for a slum community designated for "in-situ upgrading" by the Delhi Development Authority. It comprises densely packed clusters of semi-kachha houses made of poorly cemented bricks with

portable roof-tops, open roofs, and unfinished, partly make-shift construction. In Jagdamba Camp, 59 percent of families are estimated to live in one room.[90]

There is limited infrastructure in Jagdamba Camp to support the wellbeing of young people. Up until a few months ago, water was only available from a single boring source, before a new pipeline was installed. However, there remains leakage along the pipeline as a result of poor plumbing. There is a public toilet block in Jagdamba Camp, but an estimated 37 percent of residences have made their own toilets into the open drain, which regularly floods into the lower floors of houses.[91] Waste collection services from within the community have also stopped, with collection instead in large bins outside the community provided by the municipality. Jagdamba Camp is not alone in these issues with waste. According to some estimates, as much as 85 percent of Delhi does not have formal waste collection.[92]

In Delhi, the process of reforming JJ clusters like Jagdamba Camp has been fraught. Since its inception in the 1980s, in-situ upgrading of slums has only been implemented in four JJ clusters, and none in the past decade.[93] The Centre for Policy Research also notes that as calls to transform Delhi into a 'world-class' and 'slum-free' city have mounted, Delhi's JJ clusters have been affected by "waves of eviction and demolition".[94]

Education and employment

An estimated 72 percent of young people under 20 years in Jagdamba Camp were pursuing elementary or secondary education in 2014.[95] While this is a relatively high rate among slum communities, children continue to face many barriers to access education. In particular, lack of infrastructure can contribute to problems getting to and within schools, including safe road access, girls' toilets, and facilities for children with disabilities.[96] Research also suggests access to education can be denied to many children from low income communities as a result of hidden social barriers, such as violence or formal school interactions.[97]

For employment, many young people, especially girls, in Jagdamba Camp take up jobs that are perceived as 'demeaning' by society, working as waste pickers and sewage cleaners in conditions that are often inhuman and unconstitutional. Without necessary qualifications and lacking social economic capital, many also become employed in the informal sector in jobs that do not pay fairly and are exploitative. Employment is also different by gender. Many boys earn to add to their family incomes, and sustain their families; thus, employment appears to be dominantly need-based, and not necessarily based on personal aspiration. For girls, parents tend to decide their future prospects and girls start working at a very young age, although there is reported resistance to this trend as more girls also express a desire to study further.[98]

Transport

Most youth living in Jagdamba Camp do not own personal transportation, and tend to walk to school or work. Yet in walking along busy roads, these young people receive extremely high doses of toxic chemicals and damaging particulates.[99] A survey by the World Health Organization found that New Delhi is among the most polluted cities in the world and that India has the world's highest rate of death from respiratory disease.[100]

For young people in Jagdamba Camp who use public transport, many also commute for over two hours a day to get to work, a considerable loss of time. Young girls also face harassment and abuse on public transport.

Leisure and communication

Girls in Jagdamba Camp do not have equal access to public spaces as boys. Safety issues associated with harassment contribute to this inequality, particularly due to the presence of groups of young boys on *addas* (spots for recreation and 'loitering'). Family restrictions associated with gender norms also play a role. Girls who stay out till late sometimes are punished by families, and many of the girls interviewed by Swechha in 2014 expressed a desire to have basic freedom of movement in the future.

In our observations, young people in Jagdamba Camp are very interested in the arts. As a group, youth in Jagdamba Camp conduct community theatre performances based on pertinent social concerns, and many visit their own library space within the community. When Swechha interviewed young people about their aspirations, one girl expressed a desire to be a rapper, another a journalist, and one boy hoped to become a writer in their group—similar voices and hopes are found through the community.

Young people in Jagdamba Camp also use smartphones for the purpose of entertainment and leisure, such as using Facebook and YouTube. They report enjoying learning about activities they are passionate about via the internet on their smartphone, as well as essential skills like internet-based banking and navigation on roads. They are passionate about photography too, which they mostly do on their smartphones.

São Paulo

The home to around 2.7 million young people, São Paulo is the largest city in Brazil and South America, and the seventh most populous city in the world.[101] The scale of urbanisation in São Paulo is believed to have contributed to local changes in climate, including atypical rains. The dynamics of urbanisation have also contributed to a series of social problems for young people. The intense and accelerated growth of São Paulo has been greater than its structures are able to support and has been accompanied by wide social disparity, one of the most significant issues facing São Paulo and Brazil.

Within São Paulo, urban divisions shape young people's access to mobility, leisure and employability. While central parts of the city can be lively centres of cultural diversity and employment, these spaces are intermingled with areas of poor housing that dramatically display inequality. Areas on the periphery of São Paulo also tend to be characterized by a lack of infrastructure, high crime rates, as well as restricted access to healthcare, education and jobs.

Food

Like other parts of Latin America, there has been significant change in patterns of nutrition in São Paulo, which has contributed to a growth in childhood obesity. Parts of the traditional diet in Brazil, characterized by rice and beans, have been rapidly replaced by industrialized foods that are rich in calories and low in nutritional content.[102] In the three decades prior to 2002, the proportion of Brazilian youth that were overweight tripled in girls and increased six-fold in boys.[103]

Inequality also continues to inform young people's access to nutrition in Brazil. Despite improvements, in 2014 there were still an estimated 3.4 million undernourished people in Brazil.[104] Significant food wastage also occurs, with an estimated 28 percent of food in Latin American countries wasted at the consumer end of the supply chain.[105]

Homes and energy use

The urban fabric of São Paulo is quite fragmented. High-income groups have traditionally occupied the

southwest sector of the city. As the city has grown, the centre has moved southwest towards these areas, leapfrogging the boundaries of the city centre to include the high-income groups. However, the spaces between these central areas are characterized by poor housing and facilities.[106] The peripheral parts of the city also tend to be underdeveloped, and include the majority of favelas or slums.[107] These settlements were formed from the mid-1970s, usually on public land. According to the São Paulo Social Vulnerability Index, 16 percent of the population of São Paulo lives in deteriorated or precarious living conditions, the largest slum population in Latin America.[108]

Public policies have been developed to minimize disparity within São Paulo. However, they may inadvertently reinforce the logic that low-income families only reside in the peripheral parts of the city. Rising house prices from rejuvenation and modernisation projects in the central areas have pushed some lower income residents to the outskirts of the city. Since the start of last year, São Paulo has also introduced downtown street clearance operations by police and, most recently, judicial intervention and involuntary treatment in the case of drug users who live in the central area of the city.[109]

Education and employment

In recent years, there have been significant improvements in young people's access to education in São Paulo. Although participation in elementary schooling is high, estimated at 99 percent in 2010, attendance at the secondary school level drops to 73 percent. Participation rates are lower among young people from poorer areas.[110]

Work is the primary reason young people leave school early.[111] In Brazil, work is largely prohibited for young people under 16. However, the 2010 census indicated that in São Paulo, 9 percent of children and adolescents aged 10-17 years performed illegal work.[112] Without a formal contract, these young people are exempt from basic labour rights and are often subjected to high levels of risk.

There are also differences in education and employment across gender. For young women in São Paulo, pregnancy is one of the primary reasons for dropping out of school. Particularly among lower income households, there is also a high rate of young women who neither study nor work, but take care of domestic tasks.[113]

Transport

Mobility is crucial for young people in São Paulo, particularly for those living in the peripheral parts of the city.[114] It also is a key challenge for the city as a whole. Underinvestment in collective transport has contributed to economic inefficiency and social exclusion. According to local traffic engineers, the average traffic jams on Friday evenings in São Paulo reach 180 km (112 miles) in length and up to 295 km (183 miles) on bad days.[115] Public transport does not meet the needs of everyone, either because the trips take too long or because vehicles are at capacity. Besides, it is quite expensive. A study from 2012 indicated that, when compared to a large group of big cities worldwide, São Paulo had the highest costs of public transport relative to the minimum wage, at almost 17 percent.[116]

Problems with public transport have been a source of youth unrest. The biggest protests in Brazil in the recent years have started in São Paulo, including the nation-wide protests in June 2013 just before the Fifa World Cup, and were instigated by organized groups of young people protesting against increases in transport fees.[117] Recently, young women have also begun protesting against harassment that they experience on public transport through social media and public demonstrations at train stations.

Leisure and communication

The city of São Paulo offers an exciting cultural life with many exhibition options, bars, restaurants and clubs. However, access to these places by young people is limited by income. Further, there is a lack of quality and affordable public spaces provided for young people to spend their recreation and leisure time. Although Brazil entered the world sports circuit in the decade of 2010, having hosted two worldwide sporting events, little has been done since then by the government to encourage physical activities among youth.

Young people in São Paulo are increasingly connected online, especially via social networks. There has been a rapid uptake of smartphones. According to the Global Mobile Consumer Survey, 80 percent of Brazilians used smartphones in their daily lives in 2016, compared to 29 percent in 2013.[118] However, there remains disparity in access to this digital culture among young people. While access to the internet is almost universal in households with income that is double the minimum wage, only three-quarters of those living in households with low income per capita have access to the internet, with little provision for free internet in public spaces.[119]

Yokohama

Japan's second largest city, Yokohama, was selected as an 'Environmental Model City' in 2008 to "pioneer environmental action" by cities in Japan. In an ageing population, 13 percent of residents in Yokohama are aged 12-24 years. Yokohama reflects the challenges and opportunities of an affluent industrial city, which has undertaken major infrastructure changes to transport, retrofitted industrial areas, and set stringent emissions mitigation targets.[120]

However, Yokohama is also experiencing the problems of a decoupling of youth wellbeing and development. Japan is the world's third biggest economy, but rates of relative poverty have risen over the past three decades, particularly among young people. The relative poverty rate of children is the tenth highest among the 34 OECD member countries, exceeding the OECD average. Among single parent households, the relative poverty rate is the highest among OECD member countries.[121] Japan also records some of the lowest scores for young people's mental wellbeing in the world.

Food

Rising poverty and inequality in Japan is reflected in young people's access to food in Yokohama. According to a survey by the Yokohama city government, 16 percent of single parent households and 19 percent of households below the poverty line reported that they 'often' or 'sometimes' did not have enough money to afford the food they needed.[122] On measures of child poverty, Japan ranked 25 out of the 34 OECD countries in 2014. An estimated 3.5 million children, or 16 percent of young people under 17, are from households classed as experiencing relative poverty, defined as incomes at or below half the median national disposable income.[123]

Government programmes have sought to address deprivation among young people through support for parents. Parents of primary and secondary school-aged children are entitled to receive financial assistance for school supplies, lunches, and trip expenses. Between 2005 and 2013, uptake of this support in

Yokohama increased by around 10,000 students to 14 percent of all students.[124] However, there remain concerns among some campaigners that stigma associated with social security may be depressing uptake of this financial assistance.[125]

The proliferation of alternative providers of food for children also reflects wider problems of poverty and inequality. *Kodomo shokudo*, or child canteens, have become more widespread in Yokohama and Japan.[126] Child canteens are a private sector initiative in which local adults provide free and inexpensive meals to poor families and isolated children. Across Japan, more than 300 child canteens have opened over the past four years, more than half of them in the past year.[127] Increasingly, many do not limit subjects, including all children and adults in the area.

Homes and energy use

Among cities worldwide, Yokohama is striking for the active role local authorities have taken in managing rapid urbanisation. From the 1960s, Yokohama's local government actively confronted unplanned urban sprawl associated with rapid urbanisation through major rejuvenation projects and strict urban design regulations.[128] These reforms contributed to greater housing density, with 61 percent of households in Yokohama living in apartments, as well as improved waste facilities.[129] However, the challenge to become more sustainable remains. Yokohama has embarked on an ambitious environmental project through the Yokohama Climate Change Action Policy "CO-DO30", which aims to cut down on greenhouse gas emissions by over 30 percent per person by 2025, and by over 60 percent by 2050.[130]

Education and employment

Japanese youth lead the world in literacy and numeracy scores. However, research suggests Yokohama reflects the highly competitive and hierarchical nature of high school entrance in Japan.[131] Inequality is also shaping education outcomes. Costly after-school supplementary learning (known as cram schools or *juku*) are increasingly considered necessary to boost chances of being admitted into a prestigious school, university or job, with higher income households spending more on this supplementary learning.[132] Children from wealthy, higher job status families are also more likely to be accepted into university. According to the Organisation for Economic Co-operation and Development, less than a fifth of low-income students in Japan make it to university, compared to 51 percent of the general population.[133]

Yokohama has been an important city for youth employment, with its intensive manufacturing base and national rail network. Yet even here the transition from school to employment has been difficult.[134] While Japan has recently recorded the lowest unemployment rate in 40 years, unemployment among young people in Japan remains higher than all other ages.[135] A further challenge for Japanese youth is the rise of non-regular work. Half of all young people in Japan are on non-regular contracts, more than twice as many as the early 1990s, and there are 1.8 million *freeters* or part-time workers aged 15-34 years.[136] These young people enjoy less job security and lower pay, and are less well covered by social protection.

Transport

Young people in Yokohama tend to be well-serviced by both rail and bus services, with about 83 percent of households having a railway station less than 2km away from their house.[137] The City of Yokohama has also taken an active lead in encouraging more sustainable forms of transport. Under the Environmental Model City Initiative, a series of infrastructure changes were planned and new modes of public transport rolled out, including subway, light rail, bus, and cycling.[138] The City of Yokohama also jointly launched with Nissan the Yokohama Mobility 'Project Zero', a 5-year project aimed at realising "Eco-Model City, Yokohama".[139]

Leisure and communication

Young people in Japan have high access to phones, with estimates suggesting 97 percent of students in Japan have mobile phones.[140] Reflecting this high rate of phone ownership, a survey suggests that high school students spend their spare time using a mobile or smartphone (75 percent), watching television and videos (60 percent), or participating in activities in a club (53 percent).[141] However, mental health and wellbeing remains a challenge for young people in Yokohama. Despite some media reports of Japanese youth as hedonistic, a study of young people aged between 13 and 29 reported that fewer than half of those surveyed (46 percent) said they were happy with themselves, compared to 86 percent in the United States, 83 percent in the United Kingdom, or 72 percent in South Korea.[142]

FUTURE WORK

The aim of this report has been to set out the basis for a three-year study on Children and Youth in Cities. The CYCLES project aims to understand the challenges facing young urban citizens around the world and to find pragmatic ways to help them flourish — within the limits of a finite planet.

Our preliminary stock-take of conditions in our seven initial case study cities has identified three shared challenges for cities if young people are to live well. These are the challenges of growing inequality, access to meaningful education and employment, and securing youth wellbeing, particularly mental health. The next stages of CYCLES will examine young people's own reported experiences of their lives in these cities.

Our methodology for CYCLES will proceed as follows: First, we will conduct and collate 'day in my life' focus group interviews and photo diaries with young residents aged 12-24 years in each city. These will provide locally relevant insights into what young people value about their urban lives, their hopes and fears, and the opportunities they have for sustainable outcomes. Building from these insights, the CYCLES study will then conduct a mixed method international survey about the urban experiences of a wider sample of young people. Under the coordination of CUSP, results will be analysed by local research teams and shared globally via reports, multi-media images, film, and local outreach to inform city, regional and international best practice.

Our ambition is to extend this work to a wider range of cities and a deeper range of issues. Over time, we would like to build the resources not just to understand but to improve the lives of young people around the world. We would be delighted to hear from anyone interested in joining with us in this vital task.

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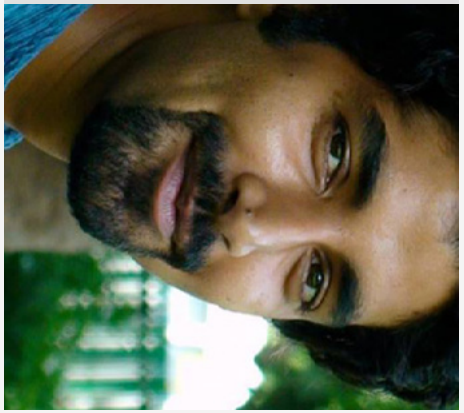

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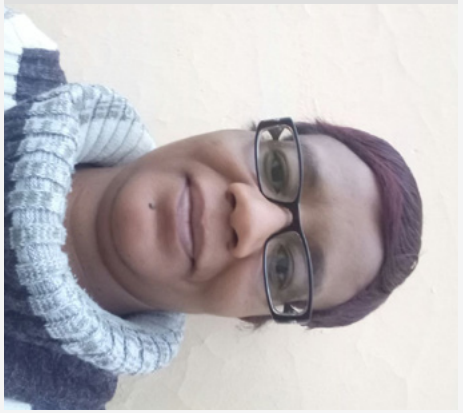

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An International Advisory Board of key experts in youth and sustainability research will support and inform the vision and impact of CYCLES.

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A prosperous society is concerned not only with income and financial wealth, but also with the health and wellbeing of its citizens, with their access to good quality education, and with their prospects for decent and rewarding work. Prosperity enables basic individual rights and freedoms. But it must also deliver the ability for people to participate meaningfully in common projects. Ultimately, prosperity must offer society a credible and inclusive vision of social progress. The over-arching goal of CUSP is to contribute to that essential task.