

Equality of Opportunity Committee

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Inquiry into the impact of Welsh Government policy on the accessibility of transport services for disabled people in Wales – Evidence from Mencap Cymru

Mencap Cymru is the largest membership led disabled people's organisation in Wales. We campaign, deliver person centred services and deliver information to people with a learning disability across Wales.

The opportunity to provide this briefing paper to the Equality of Opportunity Committee to address some of the issues that will be raised in the evidence session on the 9th November 2010 is most welcome. The paper will also seek to address more specific concerns that cover the Committee's terms of reference, but may not be covered, for whatever reason, during the oral evidence session.

Background

This written evidence follows up, in part, the response provided by Mencap Cymru in October 2009 to the National Transport Plan consultation (attached as Annex. 1), in which areas of equality and accessibility were addressed.

This initial evidence brought together experiences of Mencap Cymru staff, members and parents/carers in a journey around Wales using only public transport, specifically, the concessionary passes for disabled people. An expanded account of this trip is included as Annex. 2. This account raises some specific suggestions, from our membership, as to what are the current areas of concern in accessing public transport.

National Transport Plan (NTP) and Equality Action Plan

Mencap Cymru, as outlined in the initial response, recognises that the National Transport Plan contains achievable and sustainable objectives for making public transport accessible to disabled people across Wales.

In the response to the NTP, the commitment to the continuation of the Concessionary Pass scheme was strongly welcomed by Mencap Cymru. The response also welcomed the recognition that good transport infrastructure is intrinsic to all areas of public life and access to services.

Regional Transport Plans

As with the National Transport plan, Mencap Cymru welcomes the comprehensive nature of the Regional Transport Plan Guidance document, specifically Chapter 11 *Accessibility Planning*.

It is encouraging to see that the document takes an overarching view of transport as being central to delivery of public services. By consulting with professionals with backgrounds in education, employment, health, leisure etc, it will help to establish what adjustments need to be made to transport services so that it can facilitate access to a particular service.

Areas that are responsibility of the Welsh Government

Integration of Transport Services

Mencap Cymru believes that good transport infrastructure for all people, can only lead to good, equal, access of services for all people. For many disabled people in Wales, public transport is the only method of travelling independently and accessing services that may not be located in their immediate locality. It is encouraging to see that a range of policy priorities, such as health and education, are taken into consideration when writing transport plans.

Local Transport Sustainability Grant

Mencap Cymru strongly supports the Local Transport Sustainability Grant (LTSG) for its ability to strengthen infrastructure of local public transport services in both rural and urban areas of Wales. For many people living in rural areas, public transport will be their only connection to not only employment and leisure, but also to services such as health and education. As many people with a learning disability do not have access to a car, the local bus will be key to their ability to have equal access to such services.

Mencap Cymru calls for the Welsh Assembly Government to reaffirm its commitment to continue the LTSG beyond the 2009/10 settlement to ensure that local transport services do not suffer in urban, and especially rural, areas. It is vital that in such a strained economic climate, essential public services are maintained at a level whereby they can service the whole community.

Community Transport

To reiterate, Mencap Cymru welcomes any initiative that would move community transport to being more ingrained on an integrated service for all people. There may however, need to be an audit of how much this service is used by all people across the disability spectrum. As highlighted in Mencap Cymru's National Transport Plan response, there have been incidents of people with a learning disability being turned away from accessing community transport services in favour of those who were deemed to have greater mobility support requirements.

Blue Badge Scheme

Mencap Cymru welcomes the most recent guidelines on blue badge eligibility criteria. Very often a person with a learning disability may have additional impairments that limit their mobility or ability to walk long distances. Recognition that those who have a learning disability may need access to a blue badge is most welcome.

The phrasing of "severe mental impairments and disorders" could potentially be offensive to people with a learning disability, in addition to being not wholly clear as to whom this refers. This would not be part of the vernacular of those who work in either the learning disability, Autistic Spectrum or mental health fields, and so clearer distinction between these groups is very important. Labelling the criteria as something that addresses, and recognises, all three impairment groups as being distinct would be regarded as best practice.

Recommendations from Mencap Cymru

Concessionary Pass Scheme

Mencap Cymru strongly supports the continuation of the concessionary passes for disabled and older people scheme. This is a policy that has led to many disabled people living more independent lives and accessing better quality services that may be placed out of area.

There are however several points that Mencap Cymru would argue could make the scheme more inclusive and accessible to people with a learning disability.

Concessionary Pass Application Form

In each local authority across Wales, there are numerous different application forms for applying for the concessionary pass. Many also have different eligibility criteria listed. Mencap Cymru has been concerned, as with the blue badge eligibility criteria, that the term “mental impairment or disorder” has been used to refer to people with a learning disability, amongst others. Several of the application forms have also used terms such as “stricken with” and “suffer from”, for the majority of people with a learning disability, their impairment causes them no ongoing physical pain.

Through research that Mencap Cymru has conducted into this, there has yet to be a form that would be regarded as accessible to people with a learning disability. Best practice would suggest that a form available be in a format most suited to a large group of people that make use of the scheme. Attached as Annex 3. is an example of what an accessible form for use by people with a learning disability might look like.

Adding Companion Pass

Mencap Cymru still has concerns about the companion being listed on concessionary bus passes. The central guidance must be more widely publicised that when someone applies for a companion to be added to their pass, that this is a flexible process. For some journeys or on particular days, a person with a learning disability might need to have someone to support them. This will not always be the case however, and if a person is never allowed to travel without their designated companion, it will be severely detrimental to their opportunities to develop independence.

From the correspondence that has been received from the Welsh Assembly Government on this matter, Mencap Cymru is aware that central guidelines state that flexibility around the issue of companion passes is best practice. Further training or publicity around the central guidelines would be a simple step towards removing what can prove to be a significant barrier for people with a learning disability.

Transport Training

Training for children and young people around access to public transport services can make all the difference in their transition from adolescence to living independent lives as adults. In summary, travel training is the teaching of people with a learning disability about how to access and use public transport safely.

Attached as Annex 4, is a press release about a case study of a best practice example around transport training, with which Mencap Cymru was involved. The case study clearly demonstrates not only the effectiveness, but also the importance of good training on accessing transport services for people with a learning disability.

Mencap Cymru would call for pilot schemes that echo the sentiment around this case study to be trialled in different localities across Wales to obtain data around the effect it had on transport usage and confidence amongst people with a learning disability. Another possibility might be to include training on accessing transport in the curriculum for SEN students

Annex 1- Mencap Cymru response to the Welsh Assembly Government consultation on the National Transport Plan

Mencap Cymru welcomes the opportunity to respond to the National Transport Plan. Mencap Cymru is the voice of learning disability in Wales. We fulfil this role by campaigning, informing and providing direct services.

Introduction

Mencap Cymru was present at two of the equality workshop meetings held in December last year to develop the plan. At these meetings we voiced our concerns about some of the barriers to accessing public transport for people with a learning disability. From looking at the Equality Impact Assessment it is to be welcomed that the needs of people with a learning disability are specifically addressed. We are concerned however that many of the points raised in the Equality Impact Assessment have not been incorporated into the finalised plan.

In August of this year, Mencap Cymru held a fundraising & campaigning initiative. This saw five people with a learning disability and three supporters attempting to travel around Wales using only public transport. The aim of this was to not only highlight Mencap Cymru's current Employment Campaign to members of the general public, but also to look at some of the barriers presented by public transport in Wales, to people with a learning disability. Throughout the trip the group met with; Assembly Members, local decision makers and members of the general public, to consult them on their views of learning disability and the barriers presented by public transport. A large portion of our response will draw upon our experiences from this.

In our drawing together of this response we have sought to gather the views of our members by holding a consultation event whereby people with a learning disability and their families were asked not only about the plan, but also about their own experiences of using public transport. Our response will bring together all of this input.

We as a member led organisation welcome the Welsh Assembly Government's commitment to increase and improve the provision of public transport in Wales, as people with a learning disability primarily rely on public transport as means of moving between settlements independently.

The National Transport Plan's aim of tying in transport policy to other aspects of public life, such as employment, education and health, is to be supported. Being the primary mode of transport for most people with a learning disability, public transport, and the access to it, is of vital importance. Public transport is central to people with a learning disability being able to access cross authority health services, attending training or education opportunities and gaining paid employment.

Blue Badge Scheme

Mencap Cymru welcomes the commitment by the Welsh Assembly Government to review the current blue badge scheme and to modernise it. The blue badge scheme needs to be modernised both in terms of the benefits it offers and also the consistency of decisions about eligibility. We look forward to the review and consultation on the future of the scheme. We would welcome an opportunity to support the review early in the process.

Concessionary Passes

We are pleased that there is a commitment to continue the concessionary pass scheme, for disabled and older people in Wales. We do however have some concerns about the policies in place around the passes and their use.

Our first such concern involves the application for escort passes. While we know that Welsh Assembly Government guidance states that, people who have been issued an escort pass will not always require the extra assistance, from our experience, at a local authority level there are disparities in the issuing of these passes.

Some of the people with a learning disability who went on the bus trip faced multiple difficulties in applying for their escort pass. Whilst on the bus trip, the group also came into contact with people who had been told that after successfully applying for the escort pass, they could only travel when accompanied by their supporter. Since talking about their experience they have discovered others have had the same experience. This is obviously impractical as people with a learning disability will, for the most part, have days when additional support may be needed, and others when they can travel completely independently.

We appreciate that the central guidelines laid down by the Welsh Assembly Government are not legally binding. We have also recently been made aware, that the Minister for the Economy and Transport is holding meetings with local authority officers to review the guidelines. Following contact from Mencap Cymru in this area, the issue of escort passes has specifically been added to their agenda. We would hope that the outcome of this would be for stronger, clearer guidelines on the issue of escort passes be produced and disseminated. In the meantime, Mencap Cymru will be writing to all local authorities to seek their stance on the issuing and regulation of escort passes.

Community Transport

We are pleased that community transport is going to be integrated into more mainstream methods of public transport. Community transport facilitates door-to-door services for disabled people and is hugely beneficial in accessing goods and services. We would, however, welcome further details on the specifics of how community transport will be integrated further with more mainstream public transport.

Mencap Cymru have been informed by some of our members that they have faced barriers when trying to access community transport services. Examples we have been given demonstrate a lack of knowledge & recognition of the support requirements of people with a learning disability. While we are obviously aware that this is not a trend that would occur in all community transport providers, it does demonstrate that there is a widespread deficit in people's knowledge of learning disability, and the support issues that surround it. Mencap Cymru would welcome the publication of guidelines for both operators and customers on using community transport, that demonstrates how the service is accessible to all people. This will allow equality of access to a service that is to be widely integrated in Wales.

Rail

With regards to rail transport, we would like to see greater consideration of the needs of disabled people addressed. While improvements have been made, many railway stations are still inaccessible and present barriers to disabled people. We would also welcome a move to improve the trains themselves.

The booking of train journeys is extremely prohibitive on people with a learning disability. On the majority of sites there is no option of booking a wheelchair space on a train. The process involves having to buy a ticket and then call a number, which is not easily located, in the hope of the wheelchair space still being available. This removes a lot of scope for spontaneity from people's lives.

Mencap Cymru calls upon the Welsh Assembly Government to encourage rail companies, that operate within Wales, to drastically improve their rail service's accessibility to disabled people.

Safety

From both consultation with our members, and the surveys conducted during the bus trip, we know that safety on public transport is of the utmost importance to people with a learning disability. Our members have told us that they feel no safer in the presence of security cameras than if they weren't there at all. The physical presence of community police or transport staff promotes a sense of wellbeing, and any initiatives taken by the Welsh Assembly Government to improve this would be welcomed.

Safety extends further for people with a learning disability, than simply addressing crime. Mencap Cymru believe that when staff receive training in disability awareness, they should be trained fully in the use of clamps. Many people have told us through consultation that, oftentimes the bus drivers will be unaware of how to use the clamps to securely fasten a wheelchair user within the bus. We would also want to ensure that any training given to staff encouraged them to provide support where needed to people who may require it. This support could mean something as simple as letting a person know which stop they need, on an unfamiliar route. A minor adjustment that would vastly improve the confidence, and experience of using public transport, of a person with a learning disability.

Conclusion

We would like to reaffirm our endorsement of the recognition that transport policy be written with other areas of public life in mind. Connecting the importance of public transport to areas such as health, education and employment is a welcome policy initiative, especially for people with a learning disability. Understanding that people with a learning disability can, at times, rely completely on public transport to access services is good practice, and addressing the current shortfalls, best practice.

We would also reiterate our previously made points on safety and disability awareness. The current systems in operation on public transport lead to a large proportion of people with a learning disability feeling unsafe when using public transport, especially at night. Closer attention being paid to the factors that could increase the feeling of safety for people with a learning disability, would be welcomed.

We would also want a more concerted effort to increase the level of training on disability equality given to public transport staff. Oftentimes people with a learning disability can face additional barriers to public transport from the lack of awareness & understanding projected by staff. Things most people would take for granted, such as asking for assistance with the route when buying a ticket from the station, can become extremely challenging if the right support mechanisms aren't in place.

Mencap Cymru would welcome the opportunity to work with the Welsh Assembly Government, on any training around learning disability support and requirements, when using public transport. We would also welcome the opportunity to provide further evidence in this field, should it prove beneficial, in making the National Transport Plan more accessible to people with a learning disability.

Simon Stranks
Campaigns & Policy Officer

Annex 2 – Mencap Cymru’s Experience of Public Transport Around Wales in the *Come Ride with Me* initiative

1. Supporting people to travel.

In planning the trip it was felt that whilst everyone was comfortable travelling locally alone, a companion would possibly be needed for longer trips. It was brought to Mencap Cymru’s attention that whilst a companion can be added to the card, allowing a disabled person additional support for longer trips or those to unfamiliar places, once a person had added a companion to their pass they would only be able to travel with one in future. This would restrict some people with a learning disability to independent trips within their local community and not allow them to travel further either for leisure or work opportunities.

There is an example of one train station in North Wales that is request only. In order to get on a train you are required to stand on a box, wave the train down and use the same box to get on the train. This raises several concerns regarding health and safety for anyone, but especially for someone with a learning disability. The person did not want the station mentioned by name because there is fear locally that if a complaint is made the station will simply be taken away, even as a request only stop.

In addition, as some stations are request stops only, a member of rail staff needs to be alerted to which stop you need to alight at. This could be extremely difficult for someone with communication difficulties or cognitive impairment. This can be further compounded when a member of staff doesn’t get all the way down the train to the passenger wishing to alight in time.

The Arriva Train Wales website has a search function which allows you to check how accessible train stations are. This is a positive step; however, it does state that if you plan to travel by train and are in a wheelchair you need to give 24 hours notice before travelling. This requirement means that if you are in a wheelchair you can’t simply make an impulsive train journey and travel at short notice.

2. Timetables

To plan the bus journey, the Traveline Cymru website was used and the details of the desired route for each day printed off. It was found that on two occasions the instructions given were to exit the bus at station ‘a’ and walk a short distance to station ‘b’ to catch the next bus. In fact the party could have got onto the next bus had they stayed at station ‘a’. Again, for someone who did not have the reading ability to discover this information, it could prove exceedingly difficult

Many of the electronic signs at bus stops are not linked to the live service. So if a bus is late or cancelled this message is not conveyed on screen which could confuse or panic someone with a learning disability who would be dependent on information that they may have been relying on from a timetable, website or the electronic sign itself.

Bus timetables aren't easy for most people to read, with the problem only being further compounded by the inability to read or a visual impairment. Whilst some companies do have easy read timetables available however none of these are present in bus stops for people to refer to.

3. 'Free' doesn't mean free.

On the journey from Swansea to Carmarthen the party were told that a free concessionary bus pass only entitled the holder to have a discounted ticket rather than free travel on express services. Some bus drivers tried to enforce this (but were fortunately talked out of it) and some understood the rights a concessionary pass entitles the holder to.

The Co-chair of Mencap Cymru regularly uses a National Express service which as a private company doesn't accept these concessionary passes however there is some inconsistency in whether it is accepted or not. This could also lead to confusion for some people.

4. Safety

On the trip several PCSOs happened to be travelling in the course of their business. It was noted how everyone on the bus felt much safer when they were on the train, knowing that nothing bad would happen.

5. Journey Times

Our journey took four days. Day one was from Cardiff – Tenby; this took 6 and a half hours.

Day two was from Tenby to Caernarfon and took eight hours 25 minutes.

Day three was easy by comparison; Caernarfon to St Asaph. This took 3 hours.

Day four, our final day from St Asaph to Cardiff took 12 hours. This leg of the journey could not be taken by bus without paying or going back the way we had come, down the west coast of Wales. We had to take a train from Wrexham to Newtown as there was no connecting bus which would allow us to complete the journey in one day.

The 'bus only' route involves travelling to Manchester or Liverpool first using National Express which would cost extra.

Whilst the train is the obvious alternative for North – South Travel the cost would be prohibitive for someone with a learning disability and using this method was not in the spirit of our journey.

6. Availability

There is a lot of apprehension about whether the concessionary bus passes will continue in their current form. The fear is that the chip in the new cards could be used to put credit on the cards potentially limiting journey's people could take.

The Partners in Politics Project has discussed public transport with a variety of young people with a learning disability across Wales in the last 3 years.

Most want to catch public transport but cannot as they live in rural areas where the bus service only runs a handful of times a day. It is one of the main barriers to leisure for young people in general because often local bus services stop in the early evening which means they can't be fully independent.

Partners in Politics have also found whole classes of students who have never heard of the free concessionary bus pass.

7. The Form

There are 22 different forms to apply for a disabled bus pass, one for each local authority and none are the same.

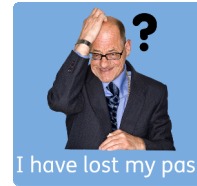
This is an excerpt from one authority's disabled bus pass eligibility self-assessment form where Mencap Cymru feels the definition of learning disability is outdated, potentially offensive, and could put people off from applying for a pass:

"I declare that (...) I am stricken by a learning disability that is a state of arrested or incomplete development of mind which includes significant impairment of intelligence and social functioning;"



Free Bus Pass

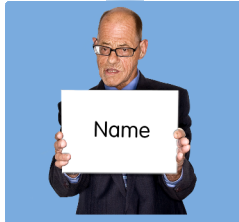
I would like a bus pass because:



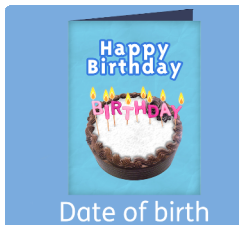
If you sometimes need someone to support you to travel by bus please put

an **X** in this box –

My information:



1st Name:



2nd Name:



We will need to prove that you are allowed to have a bus pass.

Please give us the name and address of your doctor so we can speak to them.



Doctor Name:

Surgery Name:

Address:

Telephone:

We need your permission to contact your doctor.

To give us permission please sign your name on the line below.

ANNEX 4 TRAIN TRAVEL TRAINING FOR STUDENTS

Coleg Ceredigion students recently embarked on a 'train travel training' exercise to better familiarise themselves with train travel.

The event took place on Monday the 1st of February 2010 and involved 10 students being shown around the Railway Station at Aberystwyth and how to buy tickets and better understand timetables. The students were also given an introduction to the benefits of travel by public transport and initiatives that have been developed to make the train travel experience more enjoyable. However the highlight of the day, in the view of the students, was a return train journey between Aberystwyth and Machynlleth that included lunch at Machynlleth Railway Station.

Jonathan Daniel, a second year access to education student at Coleg Ceredigion, said *"I've really enjoyed the event and it has given me the confidence to think about using the train on my own"*.

The event came about as part of Mencap Cymru's Partners in Politics (PIP) project that aims to empower young people with additional learning needs to change things in their lives. The PIP team visit schools and colleges across Wales to support young people to get their voices heard and to get their concerns on the political agenda.

One of the main concerns for young people with additional learning needs has been access to public transport in Wales. The students at Coleg Ceredigion decided to submit a petition to the National Assembly for Wales to highlight the need for increased train services in Aberystwyth but also to explain about the unique difficulties they have accessing public transport.

The students produced a DVD for Assembly Members which explained their desire to use public transport but also the problems they encountered with timetables and knowing when and where to get off a train or bus.

Sian Davies, Mencap Cymru's PIP Manager commented *"Many people with additional learning needs feel anxious about accessing public transport on their own, but the students at Coleg Ceredigion have proactively been looking to overcome some of the concerns they have. The petition they submitted to the National Assembly has made it possible for students to learn more about the transport system in Ceredigion and work in partnership with key transport organisations."*

The Chairman of the National Assembly Petition Committee approached Trafnidiaeth Canolbarth Cymru (TraCC), the local authority Regional Transport Consortium for Mid Wales. Officers met with the students and it was agreed to look at ways to encourage the take-up of

public transport amongst the students. Chris Wilson, TraCC Co-ordinator said: *“Working together through the Cambrian Railways Partnership, we felt that a familiarisation visit would help to build confidence in using train services amongst students”*.

A number of partners have worked together to arrange the event including Coleg Ceredigion, Mencap Cymru, TraCC, the Cambrian Railways Partnership (CRP) and Arriva Trains Wales (ATW).

Gerwyn Jones on behalf of the CRP said *“We have been involved with a number of similar familiarisation events in recent times including ones with operators in the tourism industry, journalists and local politicians as well as now the students from Coleg Ceredigion. We feel the events are especially useful ways of engaging with different groups from the local community to better understand their needs and to raise awareness of what the local rail network has to offer”*.

For more information on the Cambrian Railways visit www.thecambrianline.co.uk

Picture

Pictured with the students and staff from Coleg Ceredigion at Machynlleth Railway Station are Chris Wilson (TraCC) David Crunkhorn (ATW) and Gerwyn Jones (CRP)

MYFYRWYR YN DYSGU AM DEITHIO AR DRENAU

Mae myfyrwyr Coleg Ceredigion wedi cyfranogi'n ddiweddar mewn digwyddiad i wella eu dealltwriaeth o deithio ar drenau.

Bu 10 o fyfyrwyr yn bresennol yn y digwyddiad a gymerodd le ar y 1^{af} o Chwefror 2010 a fu'n cynnwys golwg o amgylch Gorsaf Rheilffordd Aberystwyth a sut i brynu tocynnau a chael gwell dealltwriaeth o amserlenni. Yn ogystal cafodd y myfyrwyr gyflwyniad i fuddion teithio ar gludiant cyhoeddus a mentrau sydd wedi ei datblygu i wneud y profiad o deithio ar y trenau yn fwy pleserus. Er hyn uchafbwynt y diwrnod, ym marn y myfyrwyr, oedd taith dwy ffordd ar y trêen rhwng Aberystwyth a Machynlleth a oedd yn cynnwys cinio yng Ngorsaf Rheilffordd Machynlleth.

Medd Jonathan Daniel, myfyriwr ail flwyddyn yn astudio cwrs mynediad i addysg yng Ngholeg Ceredigion, *“Dwi wedi wir mwynhau'r digwyddiad ac mae wedi rhoi'r hyder i mi feddwl am deithio ar y trêen ar ben fy hun”*.

Cymerodd y digwyddiad le fel rhan o brosiect Partneriaid Mewn Gwleidyddiaeth (PMG) Mencap Cymru sydd â'r nôd o roi grym i bobl ifanc ag anhawsterau dysgu ychwanegol i newid pethau yn eu bywydau. Mae'r tîm PMG yn ymweld â ysgolion a cholegau i gefnogi

pobl ifanc er mwyn iddynt gael gwrandawriad a chael eu gofidiau ar yr agenda wleidyddol.

Un o brif ofidiau pobl ifanc gydag anhawsterau dysgu ychwanegol yw ei gallu i ddefnyddio cludiant cyhoeddus yng Nghymru. Penderfynodd y myfyrwyr o Goleg Ceredigion i gyflwyno deiseb i Gynulliad Cenedlaethol Cymru er mwyn amlygu'r angen am gynnydd yn y gwasanaethau trên i Aberystwyth ond hefyd i esbonio'r anhawsterau unigryw maent yn eu gwynebu yn defnyddio cludiant cyhoeddus.

Gwnaeth y myfyrwyr gynhyrchu DVD i Aelodau'r Cynulliad a oedd yn esbonio eu dyhead i ddefnyddio cludiant cyhoeddus a hefyd y problemau y gwynebant gydag amserlenni a gwybod pryd a lle i fynd oddi ar fws neu drên.

Dywedodd Sian Davies, Rheolwr PMG Mencap Cymru, *"Mae nifer o bobl ag anghengion dysgu ychwanegol yn teimlo'n bryderus am ddefnyddio cludiant cyhoeddus ar ben ei hunain, ond mae myfyrwyr Coleg Ceredigion wedi bod yn rhagweithiol i oroesi rhai o'r pryderon sydd ganddynt. Mae'r ddesieb a gyflwynwyd i'r Cynulliad Cenedlaethol wedi gwneud hi'n bosibl i'r myfyrwyr ddysgu mwy am y system drafnidiaeth yng Ngheredigion ag i weithio mewn partneriaeth â chyfundrefnau trafnidiaeth allweddol"*.

Gwnaeth Cadeirydd Pwyllgor Deisebau y Cynulliad Cenedlaethol gysylltu â Thrafnidiaeth Canolbarth Cymru (TraCC), Consortiwm Trafnidiaeth Rhanbarthol Cymru o awdurdodau lleol. Gwnaeth swyddogion gwrdd â myfyrwyr ac edrych ar ffyrdd o ysgogi defnydd cludiant cyhoeddus ymysg y myfyrwyr. Medd Chris Wilson, Cydlynnydd TraCC: *"Yn gweithio ar y cyd â Phartneriaeth Rheilffyrdd y Cambrian, roeddem yn teimlo y byddai digwyddiad cyfarwyddo yn help i godi hyder ymysg y myfyrwyr i ddefnyddio'r trenau."*

Mae nifer o bartneriaid wedi gweithio ar y cyd i drefnu'r digwyddiad gan gynnwys Coleg Ceredigion, Mencap Cymru, TraCC, Partneriaeth Rheilffyrdd y Cambrian (PRC) a Trenau Arriva Cymru (TAC).

Ar ran PRC dywedodd Gerwyn Jones, *"Rydym wedi bod yn gysylltiedig â nifer o ddigwyddiadau cyfarwyddo tebyg yn ddiweddar gan gynnwys rhai gyda gweithredwyr yn y diwydiant twristiaeth, newyddiadurwyr a gwleidyddion lleol yn ogystal â nawr myfyrwyr o Goleg Ceredigion. Rydym yn teimlo bod y digwyddiadau yn rhai defnyddiol iawn yn enwedig i gysylltu grwpiau gwahanol o fewn y gymuned leol i wella ein dealltwriaeth o'i anghenion a chodi ymwybyddiaeth o beth sydd gan y rwydwaith rheilffordd leol i gynnig iddynt."*

Am ragor o wybodaeth ar Reilffyrdd y Cambrian ymwelwch â: www.leinycambrian.co.uk

Llun

Gyda'r myfyrwyr a staff o Goleg Ceredigion yng Ngorsaf Rheilffordd Machynlleth mae Chris Wilson (TraCC), David Crunkhorn (TAC) a Gerwyn Jones (PRC)