

# Transport and social justice

Are roads the way out of poverty?

INFORMATION SHEET FF45

## Introduction

It is a commonly held assumption that the freedom to travel where we like, when we like, has liberated us socially and economically. Our towns, suburbs and countryside have, as a result, been re-shaped to accommodate mass car ownership, all made possible by a ready supply of fuel sold at the pumps for roughly the price of mineral water.

For the last fifty years the building of new roads has been seen as the way of bringing prosperity to deprived communities.

But is this true? The challenges of tackling climate change and obesity and the growing cost of oil are all forcing a re-think to existing transport policy, but it is our view that much more investment in sustainable travel will also bring Social Justice to the poorest parts of Wales.



## What is the true impact of road-building and car ownership on the poorest households?

### Transport poverty

We hear a great deal about fuel poverty, but Wales is also riddled with transport poverty.

A quarter of households don't have access to a car – in communities like Blaenau Gwent and Merthyr as many as 35% of families are car-less.<sup>(1)</sup>

But because jobs and services are often difficult to access by public transport many on low-incomes feel forced to 'invest' in a car. Research shows that buying and running a car is a major cause of people getting into trouble with debts.<sup>(2)</sup>

Those on low-wages who do have cars spend nearly a quarter of their income on the cost of motoring.<sup>(3)</sup>

Families who spend more than 10% of their income on heating their home are regarded by the Government as suffering from 'fuel poverty'.<sup>(4)</sup> Although there is no similar official definition of 'transport poverty', that is what these families are experiencing.

### Social exclusion

Research by the Welsh Consumer Council found a big divide in Wales between the transport "haves" and "have nots", with the poorest in society four times more likely to be without access to a car than the richest.<sup>(5)</sup>

"Not having access to a car in a society built around the car is to be disenfranchised in a way that can impact on how you access every other kind of good or service", the independent watchdog concluded.

Food shopping without a car, for example, has become increasingly difficult. Within just one decade, the

Sustrans is the UK's leading sustainable transport charity and works on practical projects to encourage people to walk, cycle and use public transport to benefit health and the environment.

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number of superstores doubled and out-of-town shopping centres increased four-fold. Meanwhile the number of small local shops dropped by 40% over the same period.<sup>(6)(7)</sup> These changes have led to the development of what have been termed 'food deserts'.

Other key services have been placed out of reach of the poorest in our communities too. For example:

- Two out of five jobseekers say lack of transport is a barrier to getting a job
- For young people, inaccessibility of work is cited as the most common obstacle to getting employment<sup>(8)</sup>
- Nearly half of 16-18 year olds struggle to afford the cost of transport to reach their education.<sup>(6)</sup>

And people who do not use a car are still exposed to the negative impacts of traffic, without getting any of the immediate benefits that are enjoyed by car users. For example, although they are least likely to own a car, people in the poorest households are more likely to be injured or killed by a car, and this is especially true of children.<sup>(8)</sup> People who live close to busy main roads are more likely to suffer chronic ill-health, as evidenced by symptoms such as runny or blocked nose, sore eyes or sore throat, coughs, or lack of energy, even when other factors such as income taken into account.<sup>(9)</sup>

*"We live in a society that has become increasingly dependent on the car. In many ways our cities and towns, our work and leisure lives, have been remodelled around the car, and the benefits of easy, instant and convenient travel. But there are substantial numbers of people who, for whatever reason, do not have access to or use of a car. To varying degrees such people find themselves marginalised or excluded"*

Sarah Richards, Welsh Consumer Council

## The end of cheap oil?

Our transport poverty problems may be about to get worse. The oil company Chevron has recently warned that 'the era of easy oil is over'.<sup>(10)</sup>

The cost of oil has jumped from USD\$13 a barrel in 1997 to the USD\$100 mark at the end of 2007.

Demand for energy grows every year. But oil is a finite resource and the rate of its production cannot go on rising indefinitely. It must at some point reach its 'peak' and start falling.

That moment has already arrived, according to Sadad al-Huseini who, until recently, was a senior figure in one of the world's major oil producers. He forecasts that the oil price will rise by USD\$12 annually for the next 4 to 5 years, and within 15 years the world's oil resources will become "very severely depleted".<sup>(11)</sup>

This is roughly equivalent to the rate of price increase over the last five years, implying continued rises in the cost of petrol at the pump in the short term.

But because the world is so heavily dependent on oil, a small fall in supply, or simply failure to keep up with rising demand, is liable to cause steep price rises.

This upward pressure on oil prices will have profound implications for the Welsh economy and transport system. Many more people are likely to find themselves struggling with the cost of car use if our society continues to be shaped on the assumption that we can all 'hop in the car'.



Sustrans works to tackle sedentary lifestyles in the upper Rhymney Valley and in Rhondda Cynon Taff. Our Active Travel programme runs weekly walks and rides to encourage people to get out and about more.

One of the people we have helped is Brian. He has a heart condition, and was referred to the project by a cardiac rehab clinic.



*"Prior to this I was only doing occasional walking...I'm using my puffer less when cycling so there must be some improvement. I certainly don't seem to suffer much from the heart condition.*

*I had a bike in the house my son's cast off for want of a better word...so I'd been going to try that for weeks, months, well years really, but I never got round to it. What stopped me was worrying about looking stupid on a bike but I realised that lots of older people do it and it's nothing to be ashamed of, now I've got the confidence that I can ride it a bit more easily ... we're fortunate really there's plenty of cycle tracks so you can go on those and relax and enjoy yourself".*

## Steps towards social justice – 21st century transport in Wales

Many complex problems must be addressed if we are to create a socially just transport system.

### Regeneration of blighted urban areas

Some parts of our towns have become blighted by road-based development. Densely spaced main roads and heavy traffic create an environment that nobody

wants to live in. Many businesses move away, leaving a degraded environment and few jobs. Cities like Birmingham have shown that it is possible to reverse this downward spiral, and that good public transport and cycle routes, a better local street environment, and less car-based town planning can stimulate urban regeneration, attracting more investment and jobs.



### How we build our towns and cities

New housing developments should be designed so no-one is forced into owning a car. In the German city of Freiburg, the development of Vauban is designed as a 'district of short distances' with a school, nurseries, a shopping centre, a food co-op, a farmers' market, recreation areas, and approximately 600 jobs all within walking and cycling distance for its residents. Trams and buses run every 5-15 minutes. There is a car club, providing affordable pay-as-you-go car hire so residents are not obliged to own a car.



### Decent transport services for rural residents

The best rural regions of Europe combine conventional bus and train services on main routes between market towns with demand-responsive taxibuses that only run in response to a phone call. The standard of service in rural areas like Friesland, in the Netherlands, is high – all villages of more than 250 people have a regular service up till 11pm, seven days a week – but it is affordable because of the use of taxis rather than conventional buses. Cycle tracks are also crucial to link market towns. In Denmark, towns like Roskilde have traffic-free cycle paths radiating out along main roads for up to 30 km, giving direct, safe routes connecting to schools, public buildings and health-care facilities.



### Help for people to lead healthy lifestyles

Active Travel Programmes give people the incentive and the confidence to get out on

a bike ride or a healthy walk. Coupled with physical improvements in infrastructure, like cycle lanes and traffic calming, these programmes can reduce obesity, and the related problems of heart disease, diabetes and cancer.

## An affordable programme

The measures needed to tackle transport injustice are often small-scale, affordable and excellent value for money. The Eddington Transport Study has noted that small schemes tend to bring some of the highest returns.<sup>(12)</sup>

We advocate a programme of thousands of small-scale improvements in our transport system, spread across our towns, cities and countryside. This would bring many more benefits, to many more people, than a few expensive road schemes. In Wales, we spend some £200 per citizen per year on roads. In contrast, we spend just £4 per citizen on walking and cycling, and £42 per citizen on buses and community transport.<sup>(13)</sup>

The solutions we advocate could achieve a socially-just transport system for less spend than Wales' current transport strategy. They are the only fair option as we face an oil-scarce future.

## References

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This information sheet draws upon analysis for a forthcoming report for Sustrans by Ian Taylor and Lynn Sloman of Transport for Quality of Life, [www.transportforqualityoflife.com](http://www.transportforqualityoflife.com)



## Further information

Sustrans is the UK's leading sustainable transport charity. Our vision is a world in which people choose to travel in ways that benefit their health and the environment. We work on practical, innovative solutions to the transport challenges facing us all. Sustrans is the charity behind the award winning National Cycle Network, Safe Routes to Schools, Bike It, TravelSmart, Active Travel and Liveable Neighbourhoods, all projects that are changing our world one mile at a time.

To find out more visit or call: [www.sustrans.org.uk](http://www.sustrans.org.uk) 0845 113 00 65

Sustrans is a member of Stop Climate Chaos, a broad coalition of environmental, development, faith-based, women's and other organisations campaigning to stop human-induced climate change. [www.stopclimatechaos.org](http://www.stopclimatechaos.org)

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# Trafnidiaeth a chyfiawnder cymdeithasol

Ai ffyrdd yw'r ffordd allan o dlodi?

DALEN WYBODAETH FF45

## Cyflwyniad

Tybiaeth gyffredin yw bod y rhyddid i deithio i lle bynnag a phryd bynnag y mynnwn, wedi ein rhyddhau ni yn gymdeithasol ac yn economaidd. O ganlyniad mae ein trefi, maestrefi a'n cefn gwlad wedi eu hail-lunio i addasu ar gyfer perchnogaeth ceir ar raddfa fawr. Gwnaed hyn i gyd yn bosibl oherwydd cyflenwad parod o danwydd a werthir wrth y pypiau a'n yr un pris yn fras â dwr potel.

Am yr hanner can mlynedd diwethaf gwelwyd adeiladu ffyrdd newydd fel y ffordd o ddod â ffyniant i gymunedau difreintiedig.

Ond a yw hyn yn wir? Mae'r her o fynd i'r afael â newid hinsawdd a gordewdra a chost gynyddol olew yn gorfodi pobl i ail-ystyried y polisïau trafnidiaeth presennol, ond ein barn ni yw y bydd rhagor o fuddsoddiad mewn teithio cynaliadwy hefyd yn dod â Chyfiawnder Cymdeithasol i ardaloedd tlotaf Cymru.

## Beth yw gwir effaith adeiladu ffyrdd a pherchnogaeth car ar y cartrefi tlotaf?

### Tlodi trafnidiaeth

Fe glywn lawer iawn am dlodi tanwydd, ond mae Cymru hefyd yn frith o dlodi trafnidiaeth.

Nid oes gan chwarter y cartrefi fynediad at gar – mewn cymunedau fel Blaenau Gwent a Merthyr mae cymaint â 35% o deuluoedd yn ddi-gar.<sup>(1)</sup>

Gan fod swyddi a gwasanaethau yn aml yn anodd eu cyrchu ar drafnidiaeth gyhoeddus mae llawer ar incwm isel yn teimlo eu bod wedi eu gorfodi i 'fuddsoddi' mewn car. Dengys ymchwil fod prynu a rhedeg car yn un o brif achosion pobl yn mynd i drafferthion gyda dyledion.<sup>(2)</sup>

Mae'r rheini sydd ar incwm isel ac sydd heb gar yn gwario bron i chwarter eu hincwm ar gostau moduro.<sup>(3)</sup>

Mae teuluoedd sy'n gwario dros 10% o'u hincwm ar gynhesu eu cartref yn cael eu hystyried gan y Llywodraeth fel rhai sy'n dioddef 'tlodi tanwydd'.<sup>(4)</sup> Er nad oes diffiniad swyddogol o 'dlodi trafnidiaeth', dyma y mae'r teuluoedd hyn yn ei brofi.

### Eithrio Cymdeithasol

Canfu Ymchwil gan Gyngor Defnyddwyr Cymru<sup>(5)</sup> fod rhaniad mawr yng Nghymru rhwng y rhai sydd â chludiant a'r rhai sydd heb, gyda'r tlotaf mewn cymdeithas bedair gwaith yn fwy tebygol o fod heb fynediad at gar na'r rhai cyfoethocaf.

"Gall peidio bod â mynediad at gar mewn cymdeithas sydd wedi ei chanoli ar y car fod yn ddifreiniol mewn ffordd a all effeithio ar sut yr ydym yn cyrchu bob math arall o swyddi neu wasanaethau" yn ôl casgliadau'r gwarchotgi annibynnol.



Sustrans yw elusen cludiant cynaliadwy flaenaf y DU ac mae'n gweithio ar brosiectau ymarferol i annog pobl i gerdded, beicio a defnyddio cludiant cyhoeddus er budd eu hiechyd a'r amgylchedd. Sustrans, 2 Cathedral Square, College Green, Bristol, BS1 5DD

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Mae siopa am fwyd heb gar, er enghraifft, wedi dod yn fwyfwy anodd. Mewn un degawd yn unig mae nifer yr archfarchnadoedd mawr wedi dyblu a chanolfannau siopa ar gyrion trefi wedi cynyddu bedair gwaith drosodd. Dros yr un cyfnod mae nifer y siopa lleol bach wedi lleihau gan 40%.<sup>(6)(7)</sup> Mae'r newidiadau hyn wedi arwain at yr hyn a elwir gennym yn 'anialdiroedd bwyd'.

Mae gwasanaethau allweddol eraill wedi eu gosod allan o gyrraedd y tlotaf yn ein cymunedau hefyd. Er enghraifft:

- Dywed dau o bob pum ceisiwr gwaith fod diffyg trafniadaeth yn rhwystri i gael swydd.
- Mae anhygyrchedd gwaith yn cael ei nodi fel y rhwystri mwyaf cyffredin i gael gwaith ar gyfer pobl ifanc.
- Mae bron i hanner y rhai 16-18 oed yn cael trafferth i fforddio costau trafniadaeth i gyrraedd eu haddysg.

Ac mae pobl nad sy'n defnyddio car yn dal i fod yn agored i effeithiau negyddol traffig, a hynny heb gael unrhyw rai o'r manteision uniongyrchol y bydd defnyddwyr car yn eu cael. Er enghraifft, er eu bod y lleiaf tebygol o fod yn berchen ar gar, mae pobl yn y cartrefi tlotaf yn fwy tebygol o gael eu hanafu neu eu lladd gan gar, ac mae hyn yn arbennig o wir am blant.<sup>(8)</sup> Mae pobl sy'n byw yn agos i briffyrdd prysur yn fwy tebygol o ddiodeff gwaeledd cronig, fel y gwelir gan symptomau megis trwyn yn rhedeg neu'n llawn, llygaid llidus neu ddolur gwddw, peswch, neu ddiffyg egni, hyd yn oed wedi cymryd ffactorau eraill megis incwm i ystyriaeth.<sup>(9)</sup>

*"Rydym yn byw mewn cymdeithas sydd wedi dod yn fwyfwy dibynnol ar y car. Mewn llawer o ffyrdd mae ein trefi a'n dinasoedd, ein gwaith a'n bywyd hamdden, wedi eu hailfodelu o amgylch y car, a manteision teithio hawdd, ar unwaith a chyfleus. Ond mae nifer sylweddol o bobl sydd, am ba bynnag reswm, heb fynediad at, na defnydd, car. I raddau gwahanol mae pobl o'r fath yn canfod eu hunain wedi ymylu neu eu heithrio."*

Sarah Richards, Cyngor Defnyddwyr Cymru

## Diwedd olew rhad?

Mae ein problemau tloti trafniadaeth ar fin gwaethgu. Yn ddiweddar rhybuddiodd y cwmni olew Chevron bod 'oes olew hawdd drosodd'.<sup>(10)</sup>

Mae cost olew wedi neidio o USD\$13 yn 1997 i USD\$100 ar ddiwedd 2007.

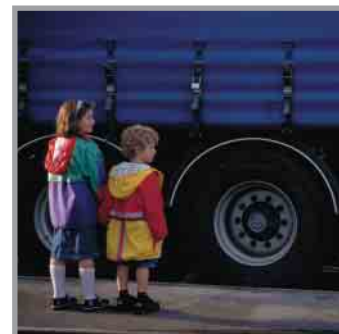
Mae'r galw am ynni yn tyfu bob blwyddyn. Ond mae olew yn adnodd terfynedig ac ni all cyfradd ei gynhyrchu barhau i godi'n ddiwedd. Rhaid iddo rywbryd gyrraedd ei frig a dechrau disgyn.

Mae'r foment hon eisoes wedi cyrraedd, yn ôl Sadad al-Huseini a oedd, tan yn ddiweddar, yn brif ffigur gydag un o gynhyrchwyr olew mwya'r byd. Mae'n rhagweld y bydd pris olew yn codi gan \$12 yn flynyddol am y 4 i 5 mlynedd nesaf ac ymhen 15 mlynedd bydd adnoddau olew'r byd yn ddifrifol o isel.<sup>(11)</sup>

Mae hyn yn cyfateb yn fras i gyfradd cynnydd ym mhreis olew dros y pum mlynedd diwethaf, gan awgrymu cynnydd parhaus mewn cost petrol wrth y pwmp yn y tymor byr.

Ond gan fod y byd mor ddibynnol ar olew, mae cwmp bychan mewn cyflenwad, neu hyd yn oed fethiant i gadw i fyny â'r galw cynyddol, yn debygol o achosi codiadau mawr mewn prisiau.

Gall prisiau olew uwch gael goblygiadau mawr ar gyfer economi Cymru a'r system drafniadaeth. Mae llawer mwy o bobl yn debygol o weld eu hunain yn cael trafferthion gyda chostau defnydd car os bydd ein cymdeithas yn parhau i gael eu llunio ar y dybiaeth y gall pawb ohonom 'neidio i'r car'.



Mae Sustrans yn gweithio i fynd i'r afael â ffyrdd o fyw eisteddog yng Nghwm Rymni Uchaf ac yn Rhondda Cynon Taf. Mae ein rhaglen Teithio Byw yn cynnal teithiau cerdded a beiciau wythnosol i annog pobl i fynd allan yn amlach.

Un o'r bobl yr ydym wedi ei helpu yw Brian. Mae ganddo gyflwr calon ac fe'i atgyfeiriwyd at y prosiect gan glinig adfer y galon.



*"Cyn hyn roeddwn ond yn cerdded yn achlysurol .... rwy'n defnyddio llai ar fy anadlydd pan fyddai'n beicio felly mae'n rhaid bod rhywfaint o welliant. Yn sicr dydw i ddim yn dioddef llawr o'r cyflwr calon.*

*Roedd gen i feic yn y tŷ, un a gefais ar ôl fy mab... felly roeddwn wedi bod yn bwriadu rhoi cynnig arni ers wythnosau, misoedd - blynyddoedd a dweud y gwir – ond erioed wedi mynd ati. Yr hyn oedd yn fy rhwystro oedd poeni am edrych yn wirion ar feic ond sylweddolais fod llawer o bobl hŷn yn beicio ac nid oes angen bod â chywilydd. Nawr fod gen i'r hyder fy mod yn gallu reidio mae hi ychydig yn haws... rydym yn ffodus a dweud y gwir, mae digonedd o lwybrau beiciau yn yr ardal felly gallwch fynd ar y rhain, ymlacio a mwynhau eich hun."*

## Cam tuag at gyfiawnder cymdeithasol - trafndiaeth yng Nghymru yn yr unfed ganrif ar hugain

Mae angen mynd i'r afael â nifer o broblemau cymhleth os ydym am greu system drafnidiaeth sy'n gymdeithasol gyfiawn.

## Adfywio ardaloedd trefol sydd o dan falltod

Mae rhai rhannau o'n trefi o dan falltod datblygiadau seiliedig ar ffyrdd. Mae ffyrdd mawr agos at ei gilydd a thraffig trwm yn creu amgylchedd nad oes neb am fyw ynddo. Mae llawer o fusnesau yn symud i ffwrdd gan adael amgylchedd diraddiedig a dim ond ychydig o swyddi. Mae dinasoedd fel Birmingham wedi dangos ei bod yn bosibl i wrthdroi'r sbiral negyddol hwn ac y gall trafndiaeth gyhoeddus dda a llwybrau beicio, gwell amgylchedd stryd a llai o gynllunio trefi seiliedig ar y car ysgogi adfywio trefol, gan ddenu rhagor o fuddsoddi a swyddi.

## Y ffordd yr ydym yn adeiladu ein trefi a'n dinasoedd

Dylai datblygiadau tai newydd gael eu cynllunio fel nad oes unrhyw un yn cael ei orfodi i fod yn berchen ar gar. Yn ninas Freiburg yn yr Almaen mae datblygiad Vauban wedi ei chynllunio fel 'ardal pellteroedd byr' gydag ysgolion, meithrinfeydd, canolfan siopa, co-op bwyd a marchnad ffermwyr, ardaloedd hamdden a tua 600 o swyddi i gyd o fewn pellter cerdded a beicio i'w thrigolion. Mae tramiau a bysiau yn rhedeg bob 5-15 munud. Mae clwb ceir, sy'n darparu gwasanaeth llogi ceir talu-yn-ôl-y-defnydd felly nid oes rheidwydd ar drigolion i fod â char.

## Gwasanaethau trafndiaeth addas ar gyfer trigolion gwledig

Mae ardaloedd gwledig gorau Ewrop yn cyfuno gwasanaethau bws a thrên confensiynol ar brif lwybrau rhwng trefi marchnad gyda bysiau tacsï sy'n dod ar alwad ac sydd ond yn rhedeg mewn ymateb i alwad ffôn. Mae safon y gwasanaeth mewn ardaloedd gwledig megis Friesland yn yr Iseldiroedd yn uchel - mae gan drefi sydd â mwy na 250 o drigolion wasanaeth rheolaidd tan 11pm, saith diwrnod yr wythnos - ond mae'n fforddiadwy oherwydd y defnydd o dacsï yn hytrach na bysiau confensiynol. Mae llwybrau beicio hefyd yn hollbwysig i gysylltu trefi marchnad. Yn Nenmarc mae



gan drefi fel Roskilde lwybrau beicio di-draffig yn ymledu allan ar hyd priffyrdd am hyd at 30km, gan roi llwybrau uniongyrchol, diogel i gysylltu ysgolion, adeiladau cyhoeddus a chyfleusterau gofal iechyd.

## Cymorth i bobl fyw bywyd iach

Mae rhaglenni Teithio Byw yn rhoi'r cymhelliant a'r hyder i bobl fynd allan a reidio beic neu fynd am dro iach. Ynghyd â gwelliannau ffisegol mewn isadeiledd, megis lonydd beiciau a mesurau tawelu traffig, gall y rhaglenni hyn leihau gordewdra a'r problemau cysylltiedig megis afiechyd y galon, diabetes a chanser.

## Rhaglen fforddiadwy

Mae'r mesurau sydd eu hangen i fynd i'r afael ag anghyfiawnder trafniadaeth yn aml yn rhai ar raddfa-fach. Mae Astudiaeth Trafniadaeth Eddington wedi nodi bod cynlluniau bach yn dueddol o roi'r enillion gorau.<sup>(12)</sup>

Rydym yn hyrwyddo rhaglen o filoedd o welliannau ar raddfa fechan yn ein system drafnidiaeth, wedi eu gwasgaru ar draws ein trefi, dinasoedd a'n cefn gwlad. Byddai hyn dod â llawer mwy o fanteision i lawer mwy o bobl nag ychydig o gynlluniau ffyrdd drud. Yng Nghymru rydym yn gwario tua £200 y pen ar ffyrdd bob blwyddyn. Mewn cyferbyniad rydym yn gwario dim ond £4 y pen ar gerdded a beicio a £42 y pen ar fysiau a thrafnidiaeth gymunedol.<sup>(13)</sup>

Gallai'r atebion yr ydym yn eu hyrwyddo sicrhau system drafnidiaeth gyfiawn yn gymdeithasol gan wario llai nag a werir ar

hyn o bryd ar strategaeth trafniadaeth Cymru. Dyma'r unig ddewis teg wrth i ni wynebu dyfodol prin o olew.

## Cyfeiriadau

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Mae'r crynodeb hwn yn seiliedig ar adroddiad i Sustrans sydd gyda'r argraffwyr gan Ian Taylor a Lynn Sloman, Trafniadaeth er Bywyd o Safon, [www.transportforqualityoflife.com](http://www.transportforqualityoflife.com)

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