

**RESPONSE TO THE  
SNOWDONIA GREEN KEY**

**Strategy Statement  
Consultation Draft  
August 2001**

Prepared on behalf of the members of the  
Freedom to choose – Snowdonia Group

Submitted to the Project Officer  
on 4 March 2002

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## ACKNOWLEDGMENTS

The Freedom to choose – Snowdonia group wishes to

- Acknowledge the co-operation given by Gwennlian M.P. Owens, Snowdonia Green Key Project Officer.
- Thank all who took the time to comment on the scheme and made them known to the group by letter, email, Fax, supporters forms, questionnaires and at meetings.
- Thank the websites which put a link to our website which helped raise the profile of the campaign in a very short time.
- Thank those members of the group who gave freely of their time and resources.

## 1: FREEDOM TO CHOOSE – SNOWDONIA GROUP

### 1.1 The Freedom to choose – Snowdonia Group

The Freedom to choose – Snowdonia Group was formed on 8<sup>th</sup> January in response to the *Snowdonia Green Key Strategy Statement - Consultation Draft*, here after referred to as the *Consultation Draft*.

From the outset the group sought to:

- Provide information about the Snowdonia Green Key Strategy and the consultation process.
- Urge people to respond, either for or against, the strategy within the consultation period.
- Provide a means to co-ordinate responses against certain aspects of the strategy.
- Make available the observations made by people who reject the strategy.
- Provide a bilingual approach, where practicable, to the information provided by the group.

The group is a body comprised of both local residents and people from outside Snowdonia representing a wide range of interests who are bound together by a deep concern for the future of Snowdonia and the quality of experience which it can provide.

The group may be contacted by:

- Post: c/o Ffrancon House, Tyn y Maes, Nant Ffrancon, Bethesda, Gwynedd LL57 3LX
- Tel: 01248 600874;
- Fax: 0870 1319690;
- Email: [Freedom.to.choose@snowdonia2002.fsnet.co.uk](mailto:Freedom.to.choose@snowdonia2002.fsnet.co.uk);

### 1.2 Website [www.snowdonia2002.fsnet.co.uk](http://www.snowdonia2002.fsnet.co.uk)

The group set up a bilingual website to facilitate the dissemination and exchange of information and to encourage responses to the *Consultation Draft*, either for or against. It quickly became apparent at public meetings and via correspondence received by the group that there is substantial opposition to some of the proposals contained in the strategy and that these concerns should be made public. Some people are angry and cynical to the point that they doubt that this exercise is a genuine consultation.

There are a number of worrying aspects to the consultation - see section 3.

### 1.3 Observations made on the website

The observations made on the website under the 'What We Think' section are a selection drawn from correspondence received, press cuttings, membership forms, questionnaires and debate at our meetings which were all open to the public. Many people have taken the time and trouble to address particular issues raised in the *Consultation Draft* and have produced carefully argued responses. Our group response is largely based on these *observations*, numbered 2 – 76. They can be seen at appendix 8.5, on the website, or on the enclosed CD ROM.

## 1.4 Initial statement endorsed at the first meeting of the Group

The Northern Snowdonia Park is to become a clearway, our casual access 'controlled', all linear parking areas habitually used closed, parking restricted to a few urban style car parks at high charges with time limits. We will be asked to approach from outside the Park by bus and abide by a timetabled experience, random deviations now made impossible. This contradicts the ethos of National Parks. The area is being asset stripped in the interests of the Gateway towns. We support an increased bus service and regeneration; but these 'compulsory' methods will have a disabling effect. Visitors will diminish, commerce suffer, the experience will be impoverished and those living inside the Park endure a foreign initiative that misinterprets the spirit of place.

1. The access to the area is being commandeered. The area concerned is a National Park which, by Act of Parliament, fosters 'air and exercise and the study of nature', and is obliged to facilitate access to these experiences. It is intended as an antidote to the work place of control and stress and its beauty provides a place for spiritual regeneration. These principles are severely compromised by this scheme.
2. The proven preference of access by car, especially efficient in the growing trend of weekend visits, is being forcibly limited, not to foster any healthy interest in the qualities of the Park but (supposedly) to create a commercial inducement elsewhere. This is a form of asset stripping. The public will go away.
3. The encouraged form of access, by bus, would be inconvenient (for common-sense reasons), restrictive, stressful, urban orientated, time tabling our leisure into yet more unease. People come to National Parks to escape from this.
4. People would be measured as clients and theme seekers, not as hill walkers etc.
5. Buses are more polluting than the cars they abstract. (See Dept. of Environment. Transport and the Regions. The Environmental Impact of Road Vehicles). There is no environmental benefit. The average number of people on present service buses inside the designated area is less than 1.5!
6. Access should be increased; safe, virtually invisible provision can easily be made at roadsides, masked by tree planting. Negative policy by the Park Authority over the years has created the definition 'parking problem'. It is not a 'fault' of the visitors. Traffic numbers are low, contrary to general belief, and all affected roads in the area are trunk roads i.e. most vehicles are not tourist vehicles.
7. The scheme pretends to foster a disapproval of car dependence, yet is eager to build extensive car parks in the Gateways. This action exposes an hypocrisy, an acknowledgement that the car is an essential in any economic scheme.
8. The clearway will limit convenient parking. The minimal provision within the Park will foster a run about culture, environmentally disastrous, making the experience of Snowdonia superficial and stressful. True engagement with place and spirit of place is being down graded.
9. It will now be harder to get to these exceptional areas reserved specifically for our enjoyment than to any insignificant place of indifferent quality.
10. The local populations are having their free access to their own surrounds stolen, to be returned to them at a special rate! This is expensive theft. It redefines the residents as mere customers, a visitor in their own environment. It will give a sense of vacancy and impotent culture.
11. Gateways are redefined in terms of overloaded tourism. We should fear for the architectural integrity and social culture. The document asks us to spend less time in the hills and more in the towns!
12. Visitors are now threatened not welcomed. They will choose to go elsewhere where such restrictions do not exist.

13. The scheme is essentially insensitive and based on a misunderstanding of what Snowdonia means to people. It must not serve as the basis for any initiative. Its document neither explains its reasoning nor supplies comprehensible data. It attempts to persuade, not inform. We support an improved bus service and a caring regeneration initiative, but not on these terms, terms which we believe will kill the goose that lays the golden eggs.

## **1.5 Policy Statement**

The Freedom to choose - Snowdonia Group has been set up in response to the Snowdonia Green Key Strategy. It is a body comprised of both local residents and people from outside Snowdonia representing a wide range of interests who are bound together by a deep concern for the future of Snowdonia and the quality of experience which it can provide.

### **We are opposed to the Snowdonia Green Key Strategy for the following reasons:**

1. There is no 'traffic movement problem' in Snowdonia. Even at the busiest times traffic levels are at a fraction of what they were prior to the completion of the A55 expressway.
2. Roadside parking areas and lay-bys are essential to the freedom of the individual who, for example may only wish to stop for a short while to admire the scenery, take photographs etc.
3. A compulsory park and ride scheme in Snowdonia is both ill conceived and unworkable because most mountaineers, hill walkers etc wish to be at their start point e.g. Pen y Pass or Ogwen at the same time i.e. between 8am and 9.30am and to be picked up around dusk. It is an obvious fact that there could never be enough buses for these periods and for the rest of the day the buses would be running around empty.  
In addition, the scheme also ignores the needs of the huge numbers of visitors who neither climb or hike and simply wish to enjoy the scenery, picnic, take photographs etc. These people would never use a park and ride scheme.
4. As was demonstrated by the trial park and ride following the foot & mouth epidemic, the effect on businesses within Snowdonia would be catastrophic and businesses in the gateway towns would also suffer due to the car parks being full throughout the day thus preventing customers from parking.
5. No meaningful consultation has taken place with residents, user groups or visitors and none have been involved in producing the strategy
6. We have learned from our survey that the majority of visitors to Snowdonia would go elsewhere if this scheme were to be implemented thus causing immeasurable damage to the economy of the area.

### **It is our view that the Snowdonia Green Key Strategy should be scrapped immediately and replaced with a new scheme incorporating the following objectives:**

1. To provide a public transport system which suits the needs of both visitors and residents and not the ideals of bureaucrats.
2. To provide more 'grass grid' type car parking areas, sympathetically positioned and screened with no parking charges.
3. To provide new low level footpaths, access points and cycle paths, together with repairs and improvements to existing paths viewpoints, picnic areas etc.
4. To actively encourage tourism within Snowdonia by supporting local businesses which in turn would provide a genuine increase in local employment.

## 2: THE CONSULTATION DRAFT AND SUPPORTING REPORTS

### 2.1 Institute of Welsh Affairs Discussion Paper No 1

Much of the thinking behind the *Consultation Draft* appears to be based on the concept paper, Institute of Welsh Affairs Discussion Paper No 1 (Osmond 1996), presented to the North Wales Economic Forum in 1996.

Two quotations illustrate this:

“Para 1.1: In the north west of Wales there co exists some of the most famous and admired scenery in Europe and a number of very poor, disadvantaged communities. The quality of the environment, formally recognised by the designation of much of the area as a National Park, attracts about 10 million visitor-days per year, although this itself creates significant problems of visitor and traffic congestion. However, while there is significant spend by visitors in and around the Park and the tourist industry in total is worth about £0.7B per year to the whole of northern Wales, relatively little economic benefit accrues to some of these deprived communities both within and surrounding the Park. Too often day visitors come to Snowdonia to walk or climb but contribute a minimal input into the local economy”

“Para 2.6: A major reduction of parking within the inner core area, linked with the provision of suitable parking at locations in/adjacent to the gateway communities coupled with the provision of excellent public transport in the core area would:

- Offer major development opportunities to the gateway communities,
- Encourage visitors to spend on local services and products when transiting from the local "Snowdonia" transport to their cars, especially for the return journey,
- By excluding the linear roadside parking, improve the landscape of the mountains for walkers and climbers and the visitor experience for people driving through the Park,
- Improve the potential of visitor management and the provision of other services,
- Allow the international ‘green’ image of Snowdonia to be reinforced,
- Be an example of effective sustainable development.”

### 2.2 The Northern Snowdonia Study (NSS), NEWIDIEM Study and the *Consultation Draft*

It appears to us that the various supporting studies undertaken, the Northern Snowdonia Study (Bishop, 1998) and NEWIDIEM (Morgan, 2000), have each been commissioned with the specific brief to make the case for implementing the ideas mooted in 2.1 above.

The NSS were asked to highlight ways to reduce tourist dependency on the private motor car. It was not a conclusion made by the study.

The second study by NEWIDIEM does not conclude whether the, ‘Snowdonia Green Key’ scheme will improve local economic growth but merely shows how it *could* impact on the local communities *if* it were successful.

## **Freedom to choose – Snowdonia reject the findings and conclusions in the reports noted in 2.1 and 2.2 above.**

Many who have taken the time and effort to study these reports and the *Consultation Draft* have concluded that they are seriously flawed. Some of the points made to us are listed below:

1. An ‘Academic’ view of the needs of ‘clients’. People are measured as clients and theme seekers, not as individuals. There is a failure to differentiate between the different types of visitors.
2. People are dehumanized into economic units and not seen visitors with individual aspirations, needs and diverse destinations. The message conveyed is that they are to be fleeced and their mobility restricted.
3. Residents are re-defined as visitors/customers in their own environment.
4. Poorly researched, needs have not been properly established or evaluated.
5. Not based on reliable data or proof (time and budget did not allow for the collection of primary data).
6. No serious risk analysis. A highly risky gamble to obtain Objective 1 funding – a giant leap without meaningful research.
7. No evidence that the scheme will produce any of the projected outcomes.
8. Proposals are dependent on increased visitor numbers to be viable (a 2% fall in visitor numbers would make the P&R proposals unviable) The tourist industry has not yet recovered to previous visitor levels following the reduction in visitors experienced during the foot and mouth disease epidemic.
9. To promote the Green Key as ‘green’ is a fallacy. If protection of the environment were the true concern then tourism would need to be discouraged and not encouraged.
10. The implication made by the consortium group, that tourists **will** reduce environmental damage by being ‘less dependant on the private motor car’ is incorrect.
11. The assumption is made that buses are by definition less polluting than cars
  - On average there must be 30+ passengers on *every journey* of a rural park-and-ride bus otherwise a car is greener.
  - The figure of 30+ is almost impossible to achieve. A bus climbing *up hill* fully laden causes increased environmental damage.
12. Hypocrisy – disapproval of the car yet the car is essential to the economic success of the scheme.
13. A traffic problem is claimed but the official traffic figures, the views of both residents and visitors alike dispute this. A parking problem on a few busy weekends in high season has become a so called ‘traffic problem’. Everybody should not be penalized because of a few poorly parked cars.
14. An insensitive scheme. Compulsory methods are counter productive. The carrot and stick approach is seen as deeply offensive.
15. The *Consultation Draft* is not informative, does not explain reasoning and does not supply comprehensible data. It is primarily a plan to control transport and create jobs for bus drivers.
16. The scheme is based on a misunderstanding of what Snowdonia means to people.
17. The scheme goes against the Government’s Right to Roam policy.
18. The words walker and climber appear only once in the *Consultation Draft*.

### 3: A GENUINE CONSULTATION?

As indicated earlier(1.2) there are some worrying aspects to the consultation.

#### **3.1 When did the consultation start?**

Many people have expressed the concern that they did not know that there was a consultation in progress until the day of/or after a public meeting. They only heard about it by word of mouth. There are still vast numbers of people who have not heard about the scheme yet.

The *Consultation Draft* is dated August 2001. The letter inviting participation in the consultation process is dated November 2001 – to whom was it initially sent and when? The letter gives the time, venue and date for a series of seven public meetings to be held over the period 14th-31st January with responses to be made by 8th February 2002.

Those who attended the earliest meeting had 25 days to respond whilst those who went to the last meeting had 8 days. Following protest at the meetings, the deadline was extended to 4<sup>th</sup> March 2002.

#### **3.2 Publicity leaflet “Shaping Snowdonia’s Future”**

The leaflet contains the following statement: “The new facilities will be complemented by a seamless public transport network across Greater Snowdonia, designed to offer a realistic and enjoyable travel alternative to the car”. Is this a truthful description of the scheme?

- A dictionary definition of the word alternative is “giving a choice between two or more possibilities” Given that proposals have been made to reduce roadside parking in order to compel people to use park and ride the scheme in reality restricts choice.
- There was no mention that the central plank of the whole strategy rests on a compulsory park and ride scheme with the intention of introducing a rural clearway throughout most of the core area of Snowdonia.

#### **3.3 January 2002 Press Release.**

The press release sent out at the beginning of January which announced the consultation stated “The initiative aims to develop an improved range of facilities and services within the Northern Snowdonia area that are linked by an integrated and efficient transport system. Adopting such an approach is recognised by the partnership as having the potential to create significant economic development and employment opportunities within the area as well as being a means of achieving considerable community and environmental benefits”.

We can all agree with these aims.

However,

- Whilst the details of the public meetings were given there was no date given for when responses should be returned or how tight the timescales were.
- The Mail which ran the story on 2nd January 2002 did not pick up on anything contentious and concluded their article with “Details are available on the web: [www.gwynedd.gov.uk](http://www.gwynedd.gov.uk)”

### 3.4 Official website information.

The consultation letter stated that ‘the strategy will soon be available on the web sites of both Gwynedd and Conwy Councils and the National Park’. This was an innovative idea and an early example of e-government. There were problems, however,

- The information did not appear for some time and was difficult to find:
  - It appeared on the Gwynedd website on, or about 18 January, 16 days after the newspapers had given details of the web site. It took a great deal of finding. A Snowdonia Green Key page eventually appeared under the ‘living’ section. No mention of it under Planning or Highways.
  - It appeared on the Conwy web site in the ‘What’s new?’ section on 28th January after we had contacted the Council to enquire as to its whereabouts. They had not seen a copy of the official letter and were not aware of its contents. They had to ask Gwynedd Council to send them the relevant information.
  - Snowdonia National Park Authority site listed the strategy dated 16th January, in their Publications Library.
- The two council Snowdonia Green Key web pages gave a statement about the initiative and made available PDF and Word file options for download of the *Consultation Draft* and the Response form. Both websites invited comments but
  - neglected to give the date when they should be returned by,
  - neglected to give information about the series of public consultation meetings,
  - neglected to announce or confirm the revised deadline of 4<sup>th</sup> March, 2000.
- The Snowdonia National Park Authority website gave no indication whatsoever that there was a consultation under way.
- The Freedom to choose - Snowdonia website was begun on 8<sup>th</sup> January on formation of the group. It gave information about
  - the SGK initiative drawn from the official publicity leaflet;
  - where to obtain the documents from, and make responses to, by 8 February,
  - the details of where and when the public meetings were to be held.
  - PDF downloadable files of the *Consultation Draft*, Official Questionnaire and Invitation Letter were made available in both English and Welsh on 9th/10th January. The *Consultation Draft* was removed from the Freedom to choose-Snowdonia website directly it became available on the Gwynedd site 10 days later.

### 3.5 Supporting Documents – as recorded in Observation 41

Para 2.9 of the *Consultation Draft* states:

- The aims and proposals suggested below are based on several pieces of research. The Northern Snowdonia Study (1998) and subsidiary studies by Cynefin (1999) and Newidiem (2000) have established a series of recommendations for developing tourism that is both economically and environmentally sustainable and that is less dependant on the private motor car for traveling to and around Northern Snowdonia. (These reports are available for consultation).

Para 5.1 also states:

- The potential economic impacts of implementing the whole scheme were considered in work undertaken by consultants in the Northern Snowdonia Study (1998) and the Newidiem Study (2000) (both studies are available for consultation).

At the public consultation meeting in Bethesda (28/1/02) a request was made to make available to the public, in local public libraries, the two reports on which the economic aspects of the Snowdonia Green Key Draft Strategy are based. Electronic copies were also requested to be put on the web and left there for future reference. **This did not happen.**

The chairman, Councillor Dafydd Iwan, would not give a direct yes or no answer. He intimated that the reports were out of date, no longer relevant and people did not need to read them.

The Freedom to choose – Snowdonia group regard reading these two documents as essential in order to form a proper judgment of the proposals. The reports were produced with public money and since the Partnership were reluctant to make them more widely available the group put a copy of each report in the following locations so that people could read the documents and draw their own conclusions about what they contain.

| Location  | Opening Times      |              |                 |        |              |        |        |
|---|--------------------|--------------|-----------------|--------|--------------|--------|--------|
|   | Mon                | Tue          | Wed             | Thur   | Fri          | Sat    | Sun    |
| Bethesda Library, Ffordd Coetmor. Tel 01248 600737                | 1-6                | closed       | 3-6             | 2-7    | 10-12<br>2-6 | 10-12  | closed |
| Betws y Coed, The Gallery, Holyhead Rd. Tel 01690 710432          | 10-5               | 10-5         | 10-5            | 10-5   | 10-5         | 10-5   | 10-5   |
| Capel Curig, Pinnacle Cafe  | 8-5.30             | 8-5.30       | 8-5.30          | 8-5.30 | 8-5.30       | 8-5.30 | 8-5.30 |
| Llanberis, Pete's Eats, 40 High St. Tel 01286 870358              | 9-6.30             | 9-6.30       | 9-6.30          | 9-6.30 | 9-6.30       | 8-8    | 8-8    |
| Llanrwst Library, Plas yn Dre, Station Rd. Tel 01492 640043       | 10-5.30            | 10-5.30      | 10-5.30         | Closed | 10-7         | 10.1   | closed |
| Porthmadog Library, Stryd Wesla. Tel 01766 514091 (from 15/02/02) | 10-12<br>2.30-6.30 | 10-12<br>4-7 | 10-12<br>2.30-4 | 10-12  | 10-12<br>4-7 | 10-12  | closed |

### **3.6 Public consultation meetings: Afternoon sessions**

At these sessions copies of the *Consultation Draft* and the Official Questionnaire were made available. There was also an opportunity to talk to staff representing the Partnership but very few representatives made themselves available.

Apart from a large copy of the colour publicity leaflet on a display stand and copies of the *Consultation Draft* no other information was available. There were no copies of the supporting reports mentioned above – Why not? These documents contain the research, statistics and maps upon which the *Consultation Draft* is based.

The consultation meetings were mainly held in ‘gateway’ villages yet there were no maps showing the possible location of ‘gateway’ car parks and ancillary services, road calming etc. There are maps of the proposed car parks for Llanberis, Bethesda and Betws y Coed in the NEWIDIEM study. Why were they not on display?

There was therefore little opportunity to gain information during the afternoon sessions.

### **3.7 Public consultation meetings: Evening Sessions**

The plan for the first evening session was to engage small groups of people in separate discussion with partnership representatives and to complete the official questionnaires., after an initial presentation. The idea was abandoned due to public demand as people had been afforded the opportunity earlier to make their feelings known and to obtain an informed response. Subsequent meetings followed similar lines to the first one with an initial input followed by questions. However the input or presentation was progressively modified and adapted to perceived public opinion. Those attending the later meeting therefore were presented with different information to those attending the earlier meetings. The meetings were minuted but we have yet to see any minutes made public.

The overwhelming majority attending the meetings objected to the fundamental concept of Park and Ride and the restrictive experience. The nature of subsequent opposition is detailed in the observations accompanying this report.

### **3.8 Official Questionnaire**

Several people pointed out to us that the Official Questionnaire was poorly designed and impossible to complete objectively.

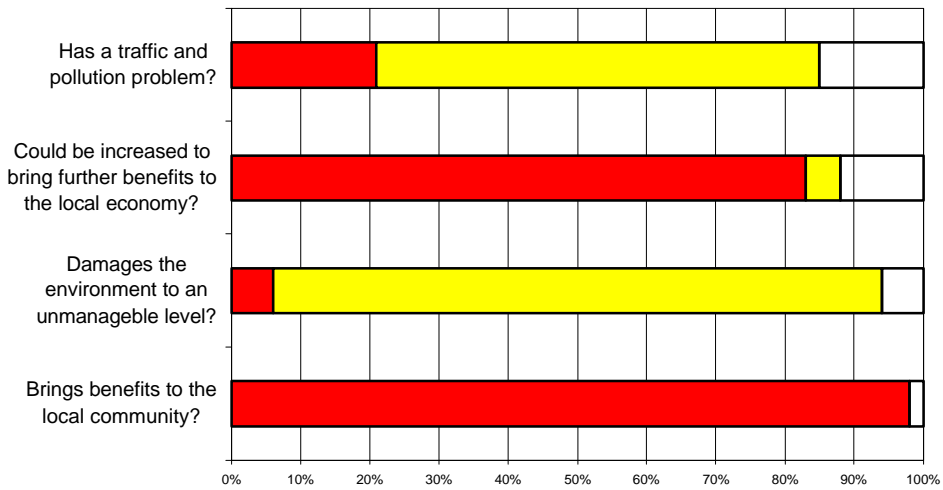
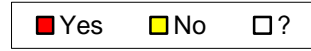
It is pointed out in *Observation 9* that a YES answer to question 1 *Do you believe that tourism in Northern Snowdonia should - b) Have less impact upon the environment and d) Promote a ‘green’ image of Snowdonia* could be interpreted as a NO to tourism.

In *Observation 58* The Beddgelert Tourism Association state very succinctly: “We have not completed the questionnaire sheet, as the questions are worded in such a way as to ensure a ‘yes’ response, which could be taken as agreement with the whole strategy”

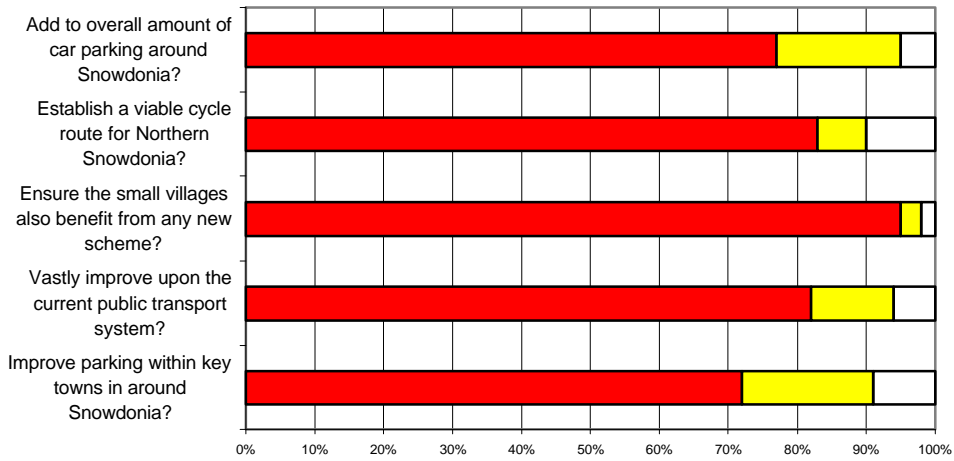
It was for this reason we undertook to provide the alternative questionnaire shown as item 8.1 in the Appendices.

Because of the short initial deadline of 8<sup>th</sup> February for return of responses we intended that these questionnaires should be sent direct to the Project Officer, Gwenllian M.P. Owens. Some have been returned to us and our analysis of the first 100 replies is shown in the charts below.

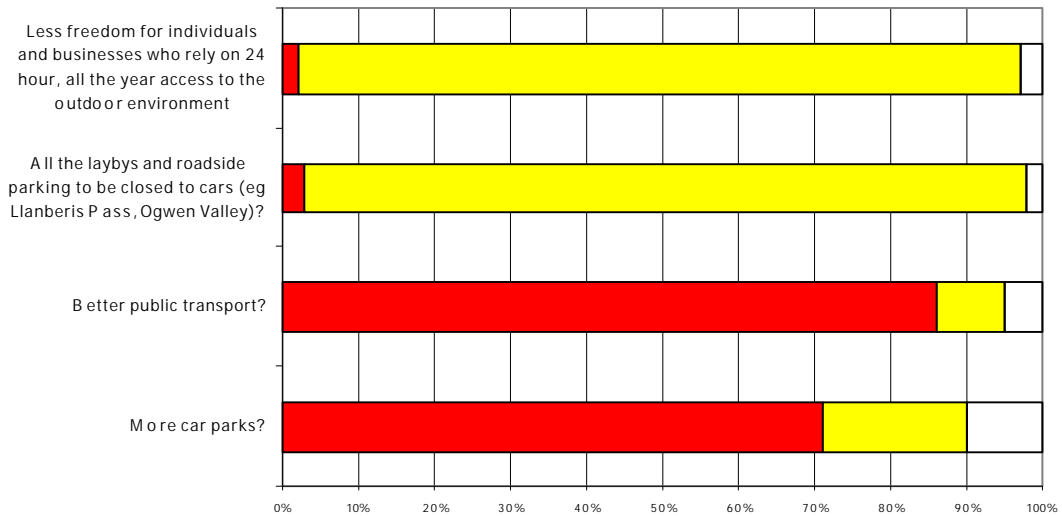
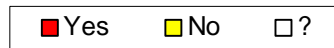
**1. Do you believe that tourism in Northern Snowdonia**



**2. Do you agree that the Snowdonia Green Key Initiative should aim to:**



**3. Having read the documents, do you agree that we need:**



### 3.9 Development already underway

The consultation letter states “The initiative will only succeed and deliver its potential benefits if it becomes locally acceptable and relevant to community needs. It is therefore essential for us to gauge your views, expectations and opinions about this strategy.

para 5.11 of the Consultation Draft States

"These strategic aims, objectives and targets are not final and will be revised to reflect your views and comments after the consultation period"  
Yet in the same report boasts progress to date:"

Para 10.1 of the Consultation Draft states:

"A significant number of projects are already being implemented or are under development within the Northern Snowdonia area which are directly and indirectly achieving the aims and objectives contained within this strategy”

We know that 19 parking spaces have been removed in order to create a bus turning circle at Pen y Pass car park, where people set off up Snowdon on the Pyg Track or Miner's Tracks. How many other parking spaces

- have been removed?
- will be removed before this process is completed?

### 3.10 Freedom to choose – Snowdonia’s observations on the consultation

The consultation letter states “The initiative will only succeed and deliver its potential benefits if it becomes locally acceptable and relevant to community needs. It is therefore essential for us to gauge your views, expectations and opinions about this strategy.”

It could be suggested that there was a well managed strategy to ensure that a document dated August 2001 was first circulated just prior to the Xmas and New Year break in preparation for consultation in January 2002, a period during which many local business people take annual holidays and there are very few visitors to the area who might engage in the consultation.

It would appear that the document was only circulated to those who requested it and little effort was made to inform the public of

- a) consultation dates
- b) consultation process
- c) contents of the *Consultation Draft*, prior to the consultation days.

Could it have been the intention to make the documents available at each of the consultation sessions and obtain completed questionnaires on the same day, thereby completing the consultation?

Not an entirely satisfactory process for such a detailed and far reaching document. Indeed, if a number of people, some of whom are involved with this group, had not kept a watching brief during the past 4 years, the process may have proceeded by default.

Most subscribing partners to the consortium were conspicuously absent during the consultations. Their allegiance and relevance to this scheme remains a mystery.

Given the very restricted and unacceptably short time allowed for actual public consultation, WE FEEL THAT THE WHOLE CONSULTATION PROCESS WAS FLAWED AND UNSATISFACTORY

## 4: CONCATENATION OF RESPONSES MADE TO THE FREEDOM TO CHOOSE – SNOWDONIA GROUP

Resources and time limitations on the group do not allow us to make an in depth analysis of the comments made in the *observations*, posted on the Freedom to choose – Snowdonia website under the ‘What We Think’ section, but we have identified the main points and listed them below.

### 4.1 Transport Considerations:

1. The Northern Snowdonia Park is to become a clearway, our casual access 'controlled', all linear parking areas habitually used closed, parking restricted to a few urban style car parks at high charges with time limits. We will be asked to approach from outside the Park by bus and abide by a timetabled experience, random deviations now made impossible. This contradicts the ethos of National Parks.
2. The proven preference of access by car, especially efficient in the growing trend of weekend visits, is being forcibly limited, not to foster any healthy interest in the qualities of the Park but (supposedly) to create a commercial inducement elsewhere. This is a form of asset stripping. The public will go away.
3. The encouraged form of access, by bus, would be inconvenient (for common-sense reasons), restrictive, stressful, urban orientated, time tabling our leisure into yet more unease. People come to National Parks to escape from this.
4. Buses are more polluting than the cars they abstract. (See Dept. of Environment. Transport and the Regions. *The Environmental Impact of Road Vehicles and Observation 75*). There is no environmental benefit. The average number of people on present service buses inside the designated area is less than 1.5!
5. Access should be increased; safe, virtually invisible provision can easily be made at roadsides, masked by tree planting. Negative policy by the Park Authority over the years has created the definition 'parking problem'. It is not a 'fault' of the visitors. Traffic numbers are low, contrary to general belief, and all affected roads in the area are trunk roads i.e. most vehicles are not tourist vehicles.
6. The scheme pretends to foster a disapproval of car dependence, yet is eager to build extensive car parks in the Gateways. This action exposes an hypocrisy, an acknowledgement that the car is an essential in any economic scheme.
7. The clearway will limit convenient parking. The minimal provision within the Park will foster a run about culture, environmentally disastrous, making the experience of Snowdonia superficial and stressful. True engagement with place and spirit of place is being down graded.
8. There is no ‘traffic movement problem’ in Snowdonia. Even at the busiest times traffic levels are at a fraction of what they were prior to the completion of the A55 expressway
9. Roadside parking areas and lay-bys are essential to the freedom of the individual who, for example may only wish to stop for a short while to admire the scenery, take photographs etc.
10. A compulsory park and ride scheme in Snowdonia is both ill conceived and unworkable because most mountaineers, hill walkers etc wish to be at their start point e.g. Pen y Pass or Ogwen at the same time i.e. between 8am and 9.30am and to be picked up

around dusk. It is an obvious fact that there could never be enough buses for these peak periods and for the rest of the day the buses would be running around empty.

11. The scheme ignores the needs of the huge numbers of visitors who neither climb or hike and simply wish to enjoy the scenery, picnic, take photographs etc. These people would never use a park and ride scheme.
12. The scheme should provide for a public transport system which suits the needs of both visitors and residents and not the ideals of bureaucrats.
13. The scheme should provide for more 'grass grid' type car parking areas, sympathetically positioned and screened with no parking charges.
14. The scheme should provide for repairs and improvements to existing lay-byes, viewpoints, picnic areas etc. and seek to increase their numbers in an appropriately sensitive manner
15. Residents are re-defined as visitors/customers in their own environment. Are local residents who live within the designated controlled area and who wish to avail themselves of a short car journey to the starting point for a mountain walk expected to travel a much greater distance to the gateway town outside of the area and catch a bus back to their intended start point? Implementing such a suggestion is barely logical, very impractical or not in the least bit energy efficient.
16. The Traffic Statistics used are not based on reliable data or proof (time and budget did not allow for the collection of primary data).
17. The implication made by the consortium group, that tourists **will** reduce environmental damage by being 'less dependant on the private motor car' is incorrect.
  - o The assumption is made that buses are by definition less polluting than cars
  - o On average there must be 30+ passengers on *every journey* of a rural park-and-ride bus otherwise a car is greener. The figure of 30+ is almost impossible to achieve.
  - o A bus climbing *up hill* fully laden causes increased environmental damage.
18. A traffic problem is claimed but the official traffic figures, the views of both residents and visitors alike dispute this. A parking problem on a few busy weekends in high season has become a so called 'traffic problem'. Everybody should not be penalised because of a few poorly parked cars. What is needed is for all the Authorities to take proper meaningful steps to enforce existing legislation to address any localised minor issues arising.
19. We know that 19 parking spaces have been removed in order to create a bus turning circle at Pen y Pass car park, where people set off up Snowdon on the Pyg Track or Miner's Tracks. How many other parking spaces
  - o have been removed?
  - o will need to be removed before this process is completed?
20. The Proposed Park and Ride scheme will be unproductive; the time spent by people on and waiting for a bus could have been spent with local retailers to boost the local economy
21. The Proposed Park and Ride scheme will Lengthen overall journey times making some proposed walks etc impossible

22. The Proposed Park and Ride scheme will not cater for Fishermen who wish to travel and fish from very early morning until late night and after dark. It is very likely that there won't be any buses running at those times when they need them.
23. Parking charges threaten the viability of locally managed fishing facilities – the cost to local people could become too great thus allowing an external organisation to take over the fishing rights which could exclude access to local people.
24. The Proposed Park and Ride scheme will not cater for the numerous contemporary world class artists (over a hundred are members of the Royal Cambrian Academy at Conwy alone) who paint landscapes within this part of Snowdonia; they will not be able to take up chance opportunities for unusual lighting, weather, features or happenings and they will be unable to carry with them on a bus all the equipment which they normally have & need at their disposal in the boot of their cars.
25. Many of these artists, whose genre is landscape paintings, are not serious hill walkers or climbers - for this reason they may be in the mountains working in what might be considered improper clothing on a fine day; given that at present such artists are within a reasonable distance from their cars they are able to recover a situation if the weather should change quickly. This would not be the case if they had travelled by bus to a recognised drop-off point. Implementation of a compulsory park and ride scheme will have a serious harmful effect on the livelihood of these artists.
26. We need to provide an integrated transport system that suits the general needs of both residents and visitors. Residents and visitors go to, and return from, the mountains and other areas throughout the 24 hours period with surges of demand at certain times. It is recognised that a 24 hour regular bus service is not financially viable, would damage the environment and that the continued use of private vehicles is both desirable and necessary
27. To open up the Park by providing more parking in areas by roads such as the Tremadog to Beddgelert road, Dolwyddelan to Betws y Coed road and at Traeth Mawr
28. To provide more 'grass-crete type car parking areas, sympathetically positioned and screened with no parking charges or time limits. This type of parking area would be environmentally more acceptable and far cheaper to create and maintain than urban style car parks with tarmac, ticket machines, automatic barriers etc.. Instead of being concentrated into popular areas visitors would disperse throughout the Park
29. Existing car parking areas should be improved to reduce their impact on the landscape
30. All manner of enthusiasts who participate in outdoor sports need all sorts of equipment at their disposal which cannot possibly be carried with them on a bus - i.e. skiing, canoeing, white-water rafters, hang and para-gliding, mountain- bikers, horse-riding, pony-trekking, . To make it compulsory for these people to have with them only what they can carry will expose them to physical and life endangering risks of being involved in accidents which could otherwise have been avoided.
31. Outdoor pursuit centres, outward bound schools etc extensively use mini-buses of their own and park throughout the National Park; they need these vehicles for staff to keep control and proper safe supervision of groups and the vehicles, whilst in such use, are an important and essential item as it serves as a quick point to return to with an injured person to convey them for medical attention or for a student to commence the recovery process when he/she may be suffering from the effects of the cold. Vehicles are used as shelter in bad weather.

32. Children and adults with special needs are dependant on adapted vehicles and would be deprived of a safe and enjoyable experience
33. A suggestion has been made that trailers towed behind the buses may be used by the fleet of park and ride buses to accommodate the equipment; our enquiries suggest that the design of the current vehicles makes them unsuitable, unsafe and incapable of towing anything.
34. Both theft from vehicles and theft of vehicles within North Wales is very prevalent and unacceptably high; implementing the proposed gateway car-parks would create a haven of easy-pickings for the criminals. There is no evidence or suggestion to show that 'Secured by Design' guidelines are to be adopted at the Gateway car parks; - these are minimum-standards design considerations, approved by the Home Office and aimed to reduce car crime, by the use of appropriate locations, manpower, perimeter control, CCTV, lighting etc. The implementation process is expensive and takes considerable advanced planning
35. Implementation of long-stay gateway car parking would lead to abusers of the system causing a nuisance to residents in the vicinity by unwanted and avoidable all-day street parking.
36. As was demonstrated by the trial park and ride following the foot & mouth epidemic, the effect on businesses within Snowdonia would be catastrophic and businesses in the gateway towns would also suffer due to the car parks being full throughout the day thus preventing customers from parking.
37. During inclement weather, hill walkers and climbers presently returning to their vehicles can be seriously wet and dirty from rain and mud. The first thing they do before entering their cars is to change their outer clothing and footwear for less rugged and clean / dry items left in the boot of the car during their walk. With the proposed compulsory park and ride scheme they would be unable to carry and keep dry such a change of attire and would be compelled to board the buses as they stood making the interior of the buses wet and dirty for other 'cleaner' users and making the floors a health hazard to all users by making them become progressively more slippery. Accidents on the buses would become inevitable.
38. The size of haversacks and amount of equipment currently carried by climbers/walkers/campers and which this scheme would compound would make the inside of the park and ride buses a very unpleasant place to be. Seating capacity would be severely reduced to accommodate the equipment and personal effects and any perceived benefits of a park and ride scheme on environmental and economic grounds would very quickly diminish.
39. Search & rescue situations would be hampered - currently the location of the abandoned car is often a useful base from where a search can be commenced and concentrated.
40. Given that park and ride buses were introduced, walkers and climbers would suddenly be required to be working to a time-tabled experience and accidents would arise caused by people rushing to catch certain buses, failing to concentrate and falling; compare that with a more leisurely return walk to a parked car which presents a much safer, more pleasurable and a less stressful experience.
41. Certain existing car parks within the National Park are to be retained but changed to become high-cost short-stay car parks; this is bound to tempt some people to try and 'beat' the park and ride rules by parking in the short stay car-parks and engaging in

walks etc at break-neck speeds and unsafe haste - again leading to an increase in avoidable accidents

42. Increased call-outs for the rescue and emergency services to deal with avoidable accident brought about by a park and ride scheme as illustrated above will further erode their scarce resources.
43. Easy car parking is essential for economic prosperity today – compare the easy free access afforded at large supermarkets with the difficulties experienced by almost all town centres. The same lesson applies in Snowdonia. Little Chef, UK's most successful restaurant chain, has ample free parking.
44. Free parking will encourage people to stay in a certain locality to spend and promote moving on from one retail/activity area to another giving more opportunities to spend.
45. People can only spend when they can stop and get out of their car. They are more likely to stop if parking is free and will move on if the charge is perceived to be too high. Where there are charges the ticket could have validity over a wide area and/or have redemption value at retail outlets.
46. Money cannot be spent twice – money spent in parking charges, which goes to the car park owner, isn't available to be spent elsewhere.
47. People will not nip into a shop for a few items in case they miss a particular bus; in most cases the gateway car parks are more than a 'nip' away from the retail outlets.
48. If you make any purchases whilst on a park and ride outing, you would be expected to carry those items with you for the duration of the day (up a mountain!)
49. Will provision be made for insurance if, due to failure of the bus service, a person's health is damaged and he/she decides to sue the bus company for compensation and/or for loss of income?
50. Does your forecast capital spend include an estimate of the compensation claims from the businesses in the core area who will sustain loss or total extinguishment as a result of a scheme which will be implemented with the benefit of compulsory purchase powers?
51. Will there be compensation for those businesses who are not on the bus routes which will be affected by the scheme.
52. Proposals do not detail the operating times of the Sherpa bus service
53. No details are provided concerning the bus waiting areas, bus shelters etc.
54. Because of the dispersed destinations bus stops would be required at all the main points of access to the mountains, however too many stops would slow down the service.
55. Secure facilities would be required to leave surplus equipment in safety.
56. An experimental scheme involving coning off laybys was ruined by direct action when residents moved the cones.
57. If the Park and Ride scheme is implemented the access for local people will be restricted within their own locality throughout the year to solve a perceived problem that occurs only on a few peak-period days during the year.
58. More heavily-laden and slow moving buses on the hills in the area would lead to unnecessary traffic congestion and delays
59. Problems experienced with the previously tried and tested Park and Ride scheme included:

- a) Absence of service when local companies had to withdraw their buses to provide school services.
- b) Bus drivers unhappy with anti social working hours
- c) Bad weather general -rush to get off the mountain -Where will the replacement or extra buses be when unexpected situations occur
- d) Weather deterioration earlier than expected, inadequately clad - hypothermia
- e) Buses did not connect so taxi required
- f) Buses too full
- g) Can rely on car being there, bus might not be
- h) Conflicting information about bus times
- i) Inconvenient
- j) Minor accidents are dealt with without calling for ambulances
- k) Non arrival of buses – had to arrange for private cars to come and collect.
- l) Old/infirm/disabled deprived of opportunity of parking in a layby to enjoy the view or picnic
- m) Unhelpful drivers – not prepared to assist stranded walkers
- n) People experienced unacceptably long delays
- o) A walker receiving bad news having to get home quickly
- p) Where will the base be where an organiser is on duty to cope with emergencies

## 4.2 Safety Considerations

Safety (the word only appears once in the draft in the context of road safety)

### a) Mountain safety

The planners of the SGK scheme do not appear to have been aware of the safety implications of the Park & Ride system for the outdoor users. Very important issues have been raised.

1. Many families who venture on the hills are poorly equipped. The weather in Snowdonia changes rapidly which results in a general rush to get down off the mountain as quickly and safely as possible. This can happen at any time throughout the year. Without a vehicle there is nowhere to warm up or shelter. Children and adults have to stand soaked, already cold, shivering in a bus queue and perhaps be unable to get on the first or even second bus, because of the crowds of other people. Or even worse, there being no bus at all. How long will it take them to get back to where they parked their car or to where they are staying? The proposed service is clearly dangerously inadequate, with a severe risk of hypothermia.
2. Where will the replacement or extra buses and their drivers be when they are needed because of a situation that has unexpectedly arisen? We can see no way of providing such cover without vast expense.
3. At least one can rely on the car being there. To be made dependent on a bus that might or might not be there is an imposition of the worst kind. Unnecessary dangers are usually minimised by thoughtful intelligent planning.
4. Walkers & climbers quite often enjoy being out on the mountains late into the day, but with the knowledge of the last bus of the day looming they may be forced to hurry a descent in order to catch it. Hurrying downhill in any weather could have at worst fatal consequences.
5. Choice of equipment is usually left to the last possible minute when there is the possibility of seeing the condition of the route, or at least making a last minute appraisal of weather conditions (frequently quite different from those prevailing five miles away in the nearest Park & Ride car park). With Park & Ride the choice of equipment and clothing has to be made in

- the car park. If on arrival it is realised that the wrong choice has been made regarding either there is the temptation to continue, in spite of ones better judgement, and consequently end up in difficulty.
6. In winter climbers often set off very early. This is not just because of short days, but because conditions are both better and safer early in the morning before sun and warmth soften the snow which makes progress harder and increases the risk of avalanches. Many experienced climbers also prefer to be first on a route as following parties are liable to suffer from ice fall from parties above. What chance is there of getting a bus that early?
  7. A car does not clock off at the end of a shift but bus drivers do. It is not at all clear what provision will be made for walkers or climbers, who are unexpectedly delayed and who arrive at the bus stops after the last bus has left. Walking along roads in the dark would not just be unpleasant but dangerous.
  8. There have been several unfortunate incidents of people having to be rescued from the side of major roads because there were no more buses, hitching a lift is difficult for groups or families and could be dangerous. During the Foot & Mouth crisis, when a park and ride scheme was in operation, the Mountain Rescue team had to be called out to help a stranded walker by the side of the road. How much will this plan cost the emergency services?
  9. How about educational groups, or groups from outdoor activity centres? Do they have to use buses to get to and from walks or climbs? How does the instructor cope if there is not enough space on the bus to take the whole group?
  10. What happens with a minor injury, just requiring a car to take the casualty to hospital or home? Wait for the next bus or try and find the nearest pay phone to unnecessarily call out an ambulance?
  11. Where will the base be, where an organiser is on permanent duty, to cope with the inevitable emergencies that will arise when walkers and climbers are having to conform to restrictions imposed by a Park & Ride Service?
  12. What would the effect on areas like Tryfan and the Glyders be where the Mountain rescue team look for left over cars at the end of the day to see if anyone is stranded up in the mountains? This scheme could inadvertently cause a lot more injuries and deaths.
  13. If lay-bys were removed from the Llanberis Pass in the event of a climbing accident on the cliffs rescuers and emergency vehicles would have to park on the road, with the inevitable consequences in terms of congestion and reduced safety
  14. When emergencies such as bad weather, finding lost climbers, helping with accidents etc. crop up, and they do all too frequently, reserve equipment left in a car is not quickly accessible. Relying on public transport will only put a far greater burden on the official emergency services
  15. The whole idea of mountaineering to a bus timetable is flawed
  16. For the runner, who wants to run unencumbered by a rucksack, the problems are worse. When finished a drink, towel and dry clothing are needed immediately - as it gets dark the temperature can drop quickly and in a breeze a sweating runner very soon starts to chill.

#### **b) Road safety**

The only safety issue mentioned in the Consultation Draft 4.7 “road side parking within the core area could be curtailed, partly for environmental and road safety reasons”. Road side parking is common the length and breadth of the country and, as elsewhere, could be made safer by use of speed restrictions if necessary. Ogwen is not an accident black spot.

#### **c) Bridleway safety**

The development of horse riding and pony trekking in Snowdonia is being held back by few and poor bridleways even though these activities have major growth potential. Linking the

existing bridleways into a cohesive network would have major economic benefits and would also benefit those riders who live in the area. It is not by any means inconceivable that the present high accident rate for horses on roads will lead to their banning from made up highways and development of a bridleway network would then be seen to have been a farsighted investment. There are major economic benefits now from such a course.

### 4.3 Social Inclusion

A statement in the Consultation Draft (1.4) claims that “these three principles together with local innovation and **social inclusion**, are key themes that will guide all activity within this initiative”. This key theme is noticeable by its absence throughout the report. In fact the scheme will virtually exclude families with babies and young children, the elderly, disabled and ill and those that cannot afford to pay.

1. The only mention of provision for the disabled that we have been able to find is in the Northern Snowdonia Study under the Rural Clearway plans 6.9 “*Most of the existing informal parking bays... should be removed, with only a small number retained ...Certain bays **might** be reserved for the disabled*” Our emphasis.
2. Elderly or infirm or people with walking disabilities would be deprived of the opportunity to park in lay-bys for a picnic, take a few steps in the open air or sit and enjoy the view.
3. Children’s well being is another area of concern. Many people, locals and visitors alike, love to take their children out on bikes, go walking, sailing, riding, have picnics etc. “The weather turns quickly in Snowdonia, it is important to get the children to a dry, safe place where clothing can be changed, heating can be turned up etc. Not to a bus stop to wait for the next, maybe full, bus. It is possible for children to be severely affected by poor weather in a very short period of time. I would not take my children to where I cannot take proper and appropriate care of them. This policy would prevent us, and many other families, enjoying beautiful Snowdonia. It would close the area to children”.
4. The *Northern Snowdonia Study* makes it quite clear that the only welcome visitor is the visitor with money to spend but people with limited resources are as entitled to recreation, healthy exercise & inspiration as anyone else. With the steady increase of parking charges the poor could be disenfranchised. The scheme favours those who can afford to eat at pubs, restaurants, hotels with private parking. All visitors should be given a warm welcome, the day visitor of today could become the long stay visitor of tomorrow.
5. The private car and group minibus have provided the freedom of the hills to all classes and levels of income for at least two generations; a reversion to time-consuming public transport combined with punitively-priced parking could paradoxically take us back to the days when mountain sport was only accessible to the rich and leisured.
6. Planning within a National Park ought never to discriminate in favour of older and wealthier visitors, though this partiality has been a discernible element in local planning from the first Snowdonia National Park Plan and the first Gwynedd Structure Plan onwards.
7. There is, for example, no mention of wheelchair access anywhere in the *Consultation Document*, at present there is wheelchair access to the Miner's track from Pen y Pass but this seems likely to go under the policy. Planned improvements should include the creation of access points to paths and areas suitable for those with disabilities.

8. Nor is it mentioned how the Park & Ride buses would cope with people in wheelchairs, or for people, such as the disabled/elderly/ill, with limited mobility who are unable to get on and off standard buses. Consider these two examples:
- a) "Now aged 42 and disabled by severe Psoriatic Arthritis I am unable to travel at all without my car. Does the proposed park and ride system allow for full wheelchair access, along with the facility for me to stop the vehicle and rest due to severe pain and sudden nausea which I suffer from regularly? If not, then it seems I will be unable to even view from a distance, places I have enjoyed for many years. Thank goodness Scotland has a much more helpful attitude"
  - b) "The proposal has additional implications for me as a disabled climber. I have ankylosing spondylitis, a chronic pain condition affecting my spine in particular.... I am fortunate in that part of the treatment of a/s is strenuous physiotherapy, which rock climbing complements. However, the disability presents issues for me which able-bodied climbers do not normally need to consider.
    - I am a slow walker and walking long distances is often painful, particularly carrying a climbing sack. Craggs have to be easily accessible (to me, a mile is a long approach and a more serious proposition than the route itself).
    - As with many chronic conditions, the effects of a/s are volatile. Symptoms can flare up unpredictably. There have been days when a crag-approach that at the start of the day took ten minutes has later taken an hour to reverse because of pain and severe stiffness. With our own transport, my partner and I need concentrate only on getting off the hill. Without our own transport, it is likely that there would be times when we might be stranded.
    - Spinal fusion is a part of the disease process and my spine is now fused almost solid. For this reason, I am extremely vulnerable to spinal jarring. I find that I am now unable to use buses because of this. My experience of bus travel now is that I am very disabled on completion of my journey, however mobile I was at the start. Even a short bus ride incapacitates".
    - Without my own transport the exclusion will also be geographical: if my only means of transport into the area and within it is to be by bus, I will no longer visit Snowdonia even as a non-climber, because I now find bus travel so painful that it is incapacitating, there will be no point"

#### 4.4 Health

Good health is a state of both physical and mental wellbeing. It enables individuals to fulfil themselves in their work and personal lives. The importance of physical activity to our physical and mental health is recognised by the Government not least because of the cost implications to the National Health Service.

1. *"One in five British adults -13% of children - is now reckoned to be obese... and are more likely to suffer from type-2 diabetes, heart disease, cancer of the colon and the ovary, gall bladder disease and strokes". Will Hutton Observer 27.01.02*

2. The causes of mental illness cannot be easily identified but the stresses of life are certainly a factor. The Park is intended as an antidote to the work place of control and stress and its beauty provides a place for spiritual regeneration. If the SGK scheme is introduced – restrictive, stressful and urban orientated, time tabling our leisure, with the emphasis on coercion and control – it will transport the problems of the towns and cities to Snowdonia. It is these elements which many visitors come to Snowdonia to escape. Will they want to visit the area any longer? There will be no escape for those of us who live here, our daily lives will be blighted.
3. The National Park offers a multiplicity of healthy, enjoyable activities suitable for all age groups, in fresh air, unhurried and in keeping with the day. There should be more awareness of the needs of people who are disabled to enable them to participate within their limitations. They need accessible areas and suitable activities in the great outdoors as well as the provision of toilet facilities and ramps into buildings (not mentioned in the reports but they will have to be provided by law).
4. The car, the most efficient vehicle by which to use the Park, acts as a safe base. It provides shelter, storage - for spare equipment, items such as back carriers and folding wheelchairs, towels, clothing, food and drink, first aid supplies - and transport in emergencies - a mobile support system.
5. There is a case for promoting information on safety as this terrain is surprisingly hostile to those who are new to it. Weather bulletins should be posted at strategic points in the Park and surrounding areas.
6. For basic health reasons it is important there are sufficient toilet facilities (with a supply of drinking water) throughout the area open early morning to late evening - also prompt rubbish collection.
7. If this scheme is implemented they (the Consortium) will bear a heavy responsibility to local people for economic failure, and an equally heavy if less tangible moral responsibility if they make healthy exercise in the mountains just too much trouble.
8. Comment of a disabled visitor *“Rock climbing is a physical activity which feeds my soul”*

#### **4.5 Economy**

1. Expenditure on the scheme will be wasted if all it does is move expenditure from one location/activity to another.
2. If visitors feel unwelcome they will go and spend money elsewhere
3. Investment in low level paths and mountain biking trails gives a good economic return. Where these pass through small villages or by farm houses there is the opportunity to provide food and drink, daily provisions, clothing, launderettes and accommodation.
4. The growing trend of weekend/short stay visits has to be catered for. Snowdonia has not got the weather for primary holidays unless you are a dedicated mountaineer or hill walker. These all year round visitors should be encouraged not discouraged.
5. The scheme is a threat to commerce: Visitors are volatile they will go if Snowdonia fails to meet their expectations or deliver value for money.
6. Educational school parties. Many leaders of school parties have expressed in the questionnaires that additional inconvenience and expense would alter primary decision making. They are on a very tight budget and would not come.
  - Bus service
    - a. People will not nip into a shop for a few items incase they miss the bus.

- b. You will have to carry your shopping around with you all day.
  - c. People will not get off the bus to shop when en route to somewhere else in case they can't get on the next bus
  - d. If cars are displaced by buses visitors will most likely go elsewhere at a devastating cost to the economy of North Wales.
  - e. Lake District – the main 'rival' destination
  - f. Attractions offered by Lakeland towns are substantially greater than most towns/villages in the core area.
  - g. Has more attractive low level walks/permissive footpaths which attract a wider section of the public.
  - h. Has an extensive set of historical bridleways.
  - i. Large areas of the Lake District have been aimed at, and given over to, the tourist where they are made welcome.
  - j. Has a lot of attractive parking areas in the right places
- Employment
    - k. A huge expenditure to create a few low paid jobs - £65,000 per job. A poor return of quality employment for the expenditure involved.
    - l. Average incomes in Snowdonia are low but this is in part a reflection of low farming incomes – a factor not addressed in the *Consultation Draft*.
    - m. Farmers need to be subsidised to ensure the landscape is maintained and access to it is provided.
    - n. Visitors attend courses at Plas y Brenin which employs local people – mountain training staff, catering, cleaning and administrative.
    - o. Mountain Instructors and guides are employed by visitors
    - p. Artists employed to give painting courses at Plas Tan y Bwlch etc
    - q. The lack of access to IT Broadband facilities prevents many potential businesses being established/maintained in the area. Broadband availability has the potential to bring high grade jobs to the area.
    - r. Making access to the park more difficult could undermine one of the important assets that employers in North Wales have. The closeness and accessibility of the Park enables them to attract and retain highly trained individuals who are essential to the viability and success of their businesses. The same could be said of the University at Bangor which must compete for staff and students and Ysbyty Gwynedd.
  - Foot and Mouth Disease epidemic: The downturn in the economy experienced during the FMD epidemic was significant.
    - s. A Betws y Coed Hotel had bookings on only 11 days between January and June 2001.
    - t. 'The FMD epidemic showed just how dependent we are on tourism in this region. The place was a ghost town'. (Betws-y-Coed)
    - u. Even though the shops and roads were open people stayed away.
    - v. It was reported to the Gwynedd Council Employment and Europe special select committee on 11/04/2001 that *an 80% loss was experienced at*

*Llanberis and Beddgelert. It appears that 90% of tourists had cancelled their holidays to North Wales since paths had been closed. It was noted that at the end of the current first quarter there was a corresponding loss of £25m to the tourist industry in North Wales. If the situation continues for the next quarter the industry will face a loss of over £100m.*

This demonstrates clearly how dependent the local tourist industry is on visitors wanting to pursue outdoor activities in Snowdonia. It also explodes the myth that climbers and walkers do not spend much money in the area. The Snowdonia National Park's own figures show that hill walkers alone contribute £80m per year to the economy of Northern Snowdonia.

- w. The outdoor sports community have told us they spend significant amounts of money on:
  - i. Equipment - such as tents/canoes/climbing gear, clothing and footwear, maps & books, photos/prints/paintings AND “things I didn't know I wanted until I saw them”
  - ii. Accommodation - camping, bunk houses, hotels, guest houses, huts (they pay for electricity, water, the community charge and employ local builders for maintenance etc.) rent for cottages
  - iii. Use local pubs, cafés, restaurants, launderettes, buy food and drink and other daily provisions such as bottled gas, petrol etc
- In inclement weather climbers, walkers etc. do visit other tourist attractions.

#### **4.6 Environment**

1. Maintenance and way marking of paths reduces damaged.
2. Low level & river paths, as they have more sheltered situations, could take walkers off the hills especially in poor weather & winter and thus reduce the erosion on the higher paths. Less steep ground is less subject to erosion, easier to maintain and remedial work can be less conspicuous.
3. Visual blight
  - a. Roadside parking is temporary and vehicles soon move on leaving no visual trace behind them. A line of parked cars beside a road is less of an eyesore than an expanse of cars in an urban style car park. If cars were banned from linear parking this will have little affect on the landscape, as the roads themselves and the traffic upon them will still be there.
  - b. Urban tarmac car parks remain visible whether housing cars or not.
  - c. Small, screened parking areas with ‘grass-crete’ type hard standing has very little visual impact. Developing expertise in this area would enable the necessary expansion in car parking areas to take place in ways which would enhance rather than diminish the special qualities of the park. Existing car parks such as Pen y Pass and the head of Nant Gwynant could landscaped in this way.
  - d. The creeping urbanization through increased road signs, bus shelters, ticket machines etc.
  - e. Wales has no true wilderness areas it is a farmed landscape.

- f. Cwm Glaslyn ‘*will be enhanced by the addition of installation art*’ “No it will not – we go to the area to enjoy its wildness and soaring natural grandeur.”
- Noise
    - g. Stationary vehicles are silent.
    - h. There is insignificant noise pollution from vehicles, of far more concern is the deafening noise from low flying jets.
    - i. There is noise and effluent pollution on Snowdon itself connected with the railway and summit café.
  - Pollution:
    - j. The true environmentally sound answer is that all tourism should be discouraged everywhere.
    - k. If cars do not come to Snowdonia they will still be used but to go elsewhere so there will be no environmental benefit overall
    - l. People not prepared to pay for parking or use the park and ride will simply drive round and round looking at the view.
    - m. Short term parking keeps vehicles on the move.
    - n. There is a bigger pollution problem from antiquated domestic heating systems in Bethesda, Betws y Coed, Blaenau Ffestiniog, Beddgelert and Llanberis in temperature inversion conditions.
    - o. Buses are more polluting than the cars they displace. The average number of people on present service buses inside the designated area is less than 1.5
    - p. There is a reasonable calculation that a comprehensive bus service delivering part journey passengers to and from honey pot destinations can only be 20% efficient at best when the following factors are taken into account - Terminus to destination and return; Capacity and fuel per capita per journey; Weekdays and wet days shortfall.  
The private car by comparison is usually 100% efficient by these measures. If visitors still come in the same numbers a modal shift from car to bus would represent a major increase in pollution – *see observation 75*
    - q. It is false to say that a car damages the environment more than a bus. A car travelling with 3 passengers damages the environment much less than a bus travelling with 3 passengers due to its smaller size and lower fuel consumption. A diesel bus will pollute the local environment, through particulate matter, 6 times more than a diesel car and 62 times more than a petrol car.
    - r. Fuel consumption, hence CO<sub>2</sub> of a bus is considerably higher than a diesel car affecting global warming 5 times more.
      - i. For the bus to help reduce environmental damage it requires at least 20 passengers; but only if travelling on a flat road.
      - ii. A bus climbing up hills, fully laden causes increased environmental damage. In addition, we must consider the fact that each time the tourist car travels it will almost always contain all its passengers while the park and ride bus will travel much of its journeys empty or with

only a few passengers. A much more realistic number of passengers required for the bus is 30+. [See *Observations 51 75 for references*]

#### 4.7 Visitor Needs

- Activities that need to be accommodated
  - a) Participative: Walking, long distance trekking, climbing, climbing walls, mountaineering, bouldering, canoeing, white water rafting, cycling, mountain biking, hang-gliding/para-ponting, horse riding, pony trekking, fishing/angling, orienteering, fell running, camping, painting and sketching, photography, skiing, caving, picnics, seeing the sunrise etc. NB some activities, such as fishing, climbing and walking are pursued from the early hours of the morning until late into the night.  
NB some activities, such as fishing, climbing and walking are pursued from the early hours of the morning until late into the night
  - b) Races: 3 peaks, Ironman etc
  - c) Spectator: General scenic sight seeing; watching climbers, hang-gliders and canoeists etc; visiting shops and places of interest;
  - d) Particular interest: nature trails- flora/fauna; geology; history; archaeology; vernacular architecture etc.
  - e) Educational activities: schools, colleges, universities – usually in groups
- Freedom: Many visit Snowdonia to escape from the constraints of urban life. The attraction of a rural holiday is the flexibility it brings. Visitors want the freedom to go where the inclination takes them at a time that suits them without having to plan their day by the clock.
- Recreation after work, usually in the evenings, essential to make the most of the time available by traveling directly to destination by car.
- If visitors want to use their cars this should be made as easy as possible, there is a proven preference for access by car.
  - f) More parking areas close to start of walk / access paths
  - g) More parking provision near retail outlets.
- It is impossible to climb most mountains and return in 2 hours and inconvenient to do so in 4, to impose these restrictions on Pen y P ass for high and mid season would simply discourage visitors.
- Provide buses alongside cars
- Buses need to take bulky equipment.
- Cars are used for shelter
- Children with special needs are dependent on car transport
- Increased provision for the disabled, elderly - facilities and access to the countryside and mountains.
- Increased journey time and change of mode of transport is unacceptable.
- More public toilets, supply drinking water, rubbish collection
- Mountain bikers do not want manufactured cycle ways

- Parking tickets and uniformed attendants will compromise the provision of open air recreation.
- Para-gliders depend on cars as the equipment is bulky and relatively heavy, mobility is essential because it is weather dependant
- Regard any new developments as regrettable, the wild and undeveloped state is a vital part of SNP attraction
- Open up the access to more remote areas
- Runners carry the minimum, when they stop they need immediate drink, towel and dry clothing.
- With a rain fall of 100 inches of rain a year the provision of a bus service without provision of bus shelters in these conditions should be unthinkable but such has been the case in the past.
- Hospitality/Welcome:
  - h) Snowdonia Green Key has lost sight of the most important factor in encouraging tourism – a genuine welcome
  - i) Do not try to make visitors fit the scheme make the scheme fit the visitors
  - j) High car park charges reduce the ‘feel good’ factor
  - k) It is a commercial fact that happy people spend more.
  - l) Host welcomes guest – guest rewards host more fully
  - m) Eating places, Hotels etc need to welcome/accept wet muddy disheveled visitors as they do in Europe.
- Unwelcoming
  - n) Perception of being fleeced, that visitors are a nuisance, only seen as monetary units
  - o) Park and ride will take more time, more effort, more money with no benefit to the visitor or the environment.
  - p) The planners are trying to turn people following an outdoor objective into shoppers – they are not interested in shopping.
  - q) We do not want what the initiative proposes to offer
  - r) Lower quality experience will spread by word of mouth
  - s) Snowdonia renowned internationally for its outstanding landscape but not for its facilities
  - t) The need for fly parking is an indication of insufficient parking provision which should be increased to cope with demand.
  - u) P&R would add considerably to our journey times and would make one day visits unattractive.
  - v) Visitors are regarded as intruders into private fiefdoms, many residents are insensitive to economic benefits brought by tourism
  - w) We need a scheme that does not exclude, judge or control
  - x) Will penalize non-walkers wanting to picnic and enjoy the view

#### **4.8 Snowdonia National Park Authority**

- The SNPA is not a democratically elected body. It is unaccountable and doesn't listen. Local people are deeply suspicious, and resentful with calls for its disbandment. The SNPA has lost the trust of the people.
- The National Park was created for and is paid for by people such as ourselves for recreation and enjoyment.
- Purpose of the National Park is to foster 'Air, exercise and study of Nature'. It is obliged by Act of Parliament to facilitate access to the Park. These principles are compromised by the P&R scheme and associated draconian car parking restrictions.
- Access to new areas/crags of the Park need to be developed to take visitors away from the so called 'honey pots'.
- The Authority has a bunker mentality. For years its negative policy has frozen extra parking provision and created the definition 'parking problem' it is not a fault of the visitors but a clear indication that more parking areas are required.
- Inhibits and restricts incentives – this has always been the case.
- SNPA is intending to create more parking spaces in Betws-y-Coed to accommodate the P&R scheme even though it has forbidden people from creating spaces themselves for years.
- Planning within the National Park ought never to discriminate in favour of older and wealthier visitors, though this partiality has been a discernable element in local planning from the first Snowdonia National Park plan and the first Gwynedd Structure plan onwards.
- If the P&R etc is implemented the access for local people will be restricted in their own locality throughout the year to solve a supposed problem that occurs on a few peak periods during the year.

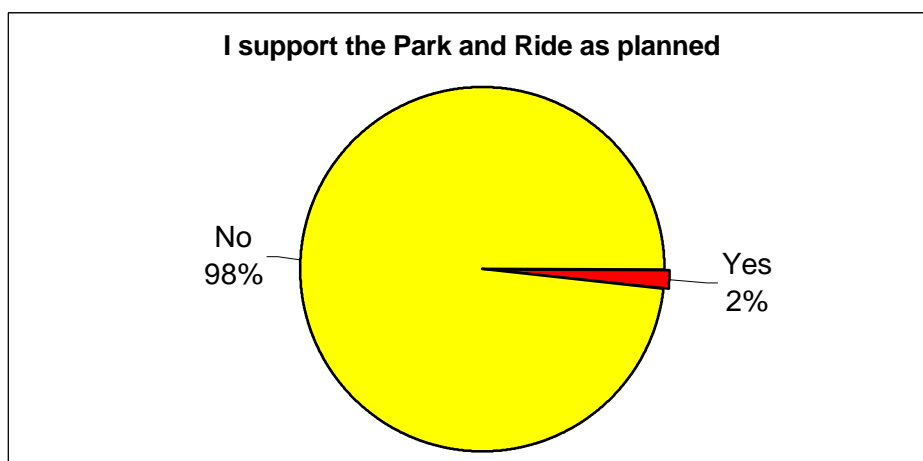
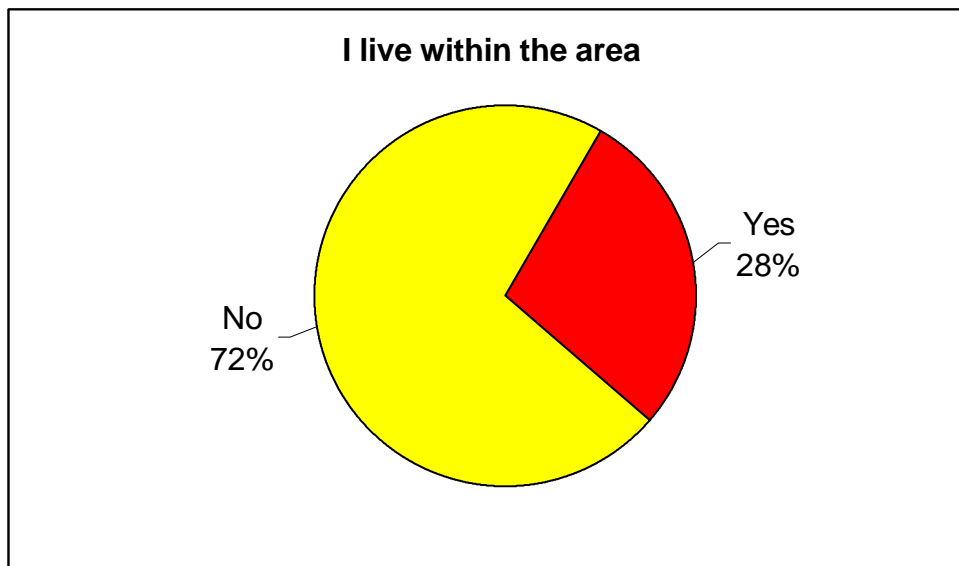
## 5: QUESTIONNAIRES

The Freedom to choose – Snowdonia Group used two questionnaires to ascertain the views of people in the area. The group was concerned that the views of visitors were not being identified so questionnaires were given out in shops, cafes and by hand and most were returned by post.

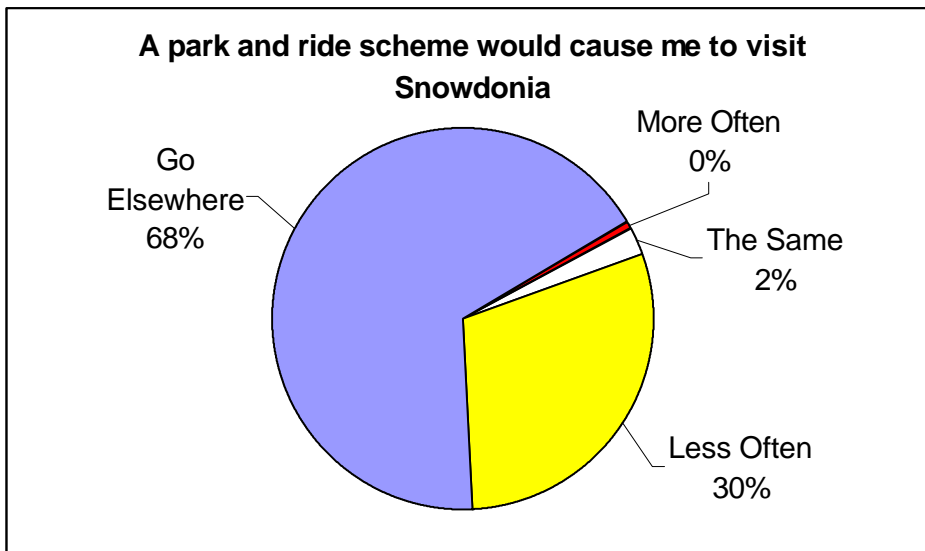
### 5.1 Park & Ride questionnaire

This questionnaire and the responses from 984 returns analysed up until Wednesday 27 February 2002 are shown at appendix 8.2. Questionnaires are still being sent in and appear to follow the same trends as those shown in the pie charts below.

The responses to the questions asked are shown in the pie charts in percentage terms.



Some of the Yes observations were inconsistent with the sentiments expressed in the comment box about the proposed scheme.

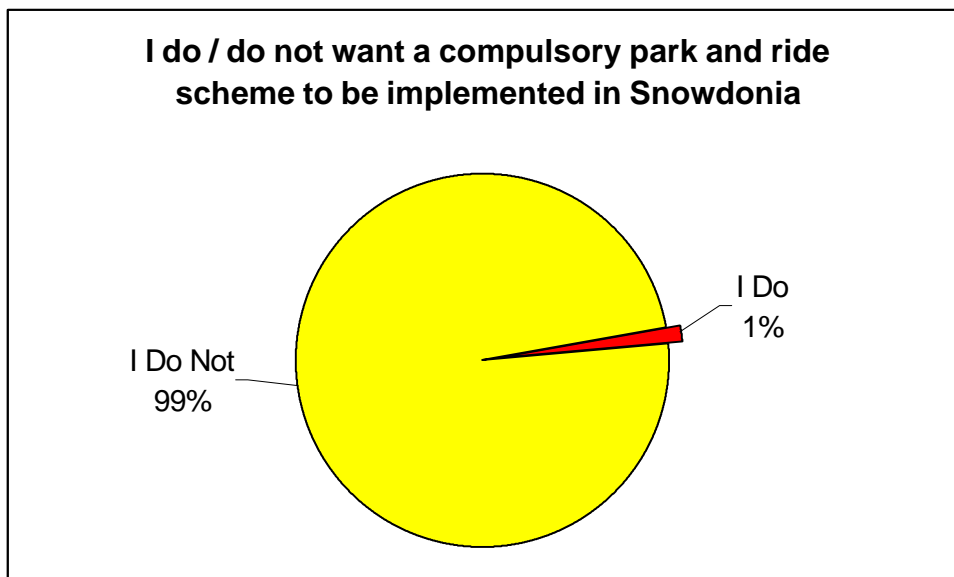


The overwhelming 'Go elsewhere' observation was often emphatically stated in sentiments intimating that they would never return.

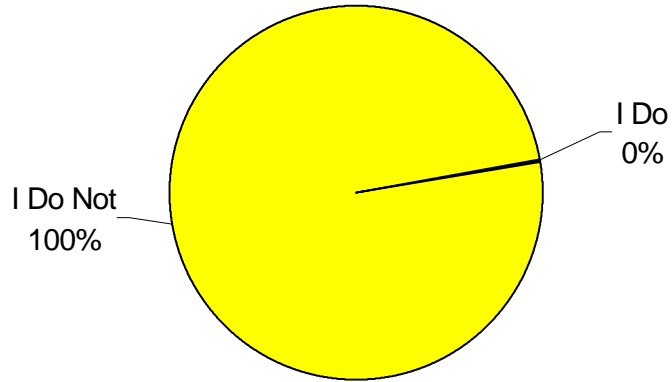
### 5.2 I do / I do not questionnaire

This questionnaire and the responses from 915 returns analysed received up until Wednesday 27 February 2002 are shown at appendix 8.3. Questionnaires are still being sent in and appear to follow the same trends as shown in the pie charts below.

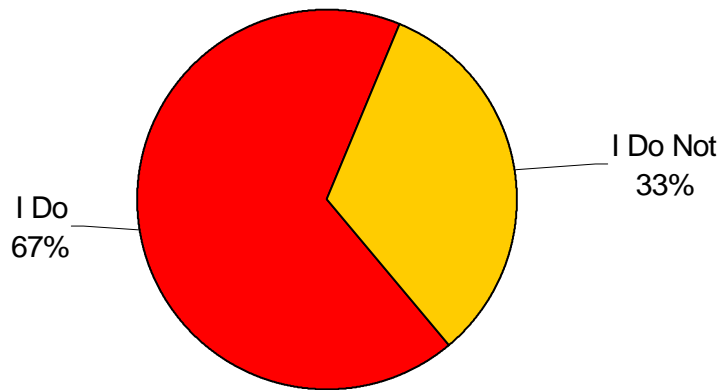
The responses to the questions asked are shown in the pie charts in percentage terms.



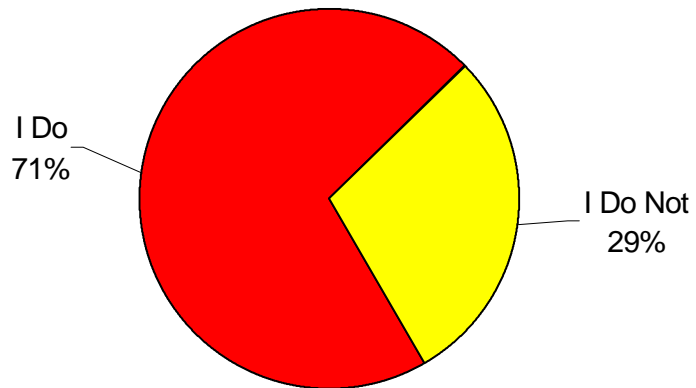
**I do / do not want any existing car parking areas to be removed from Snowdonia**



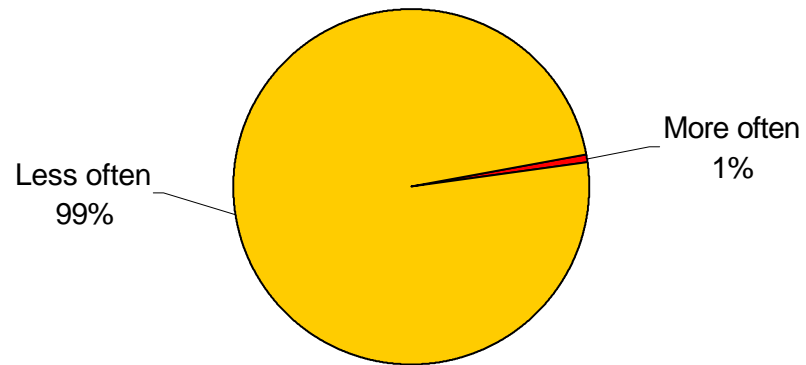
**I do / do not want more car parking areas to be provided within Snowdonia**



**I do / do not want new and improved access and footpaths to be provided within Snowdonia**



**If a compulsory park and ride scheme were to be implemented I would visit Snowdonia more / less often**



## 6 : THE WAY FORWARD

### 6.1 Summary of constructive suggestions received

The following attempt to summarise the many constructive suggestions received during the consultation period.

It is presented as an alternative means of achieving the main objective of the *Consultation Draft*, namely, Sustainable Rural Development.

1. Provision of an integrated transport system that can respond to the needs of both residents and visitors, on a 24 hour basis with surges of demand at certain times. A 24 hour bus service is not viable and would be environmentally unsound. Bus services are part of the solution preferably operated by a single company or organization supported by short distance shuttles, private vehicles and better utilization of rail links. If service is good people will use it.
2. Provision of more parking areas to enable visitors to access footpaths and cycle ways and to disperse throughout the park instead of being concentrated in the core area . Examples would be Tremadoc to Beddgelert road, Betws y Coed to Dolwyddelan, Waunfawr to Beddgelert and lengthy sections of the A5 Capel Curig to Ogwen.
3. Incorporate ‘grass-crete’ parking areas, sympathetically positioned and screened with no parking charges or time limits. Environmentally more acceptable, cheaper to create and maintain than tarmaced areas, ticket machines, automatic barriers
4. Improve existing car parking areas to reduce their impact on the landscape
5. Extension of Footpath network will help to spread load and increase range of provision. As too would development of cycleways and bridleways. Include new low level routes and long distance paths together with repairs and improvements to existing linear and circular routes.
6. Look into the possibility of facilities for ‘off-road’ vehicles as regulated and limited ‘Jeep Trails’.
7. Develop theme trails & guides: nature, geology, forestry, history, photography, painting, architecture, archeology, industrial archeology etc.
  - View points chosen by famous artists e.g. Turner’s North Wales Sketches
  - Ogwen valley clear example of a glaciated U shaped valley
  - Nantlle Valley – Industrial Archeology
  - Sites of actual history as opposed to mythical history
  - Archeology - visit stone circles and other features
  - Drover’s Roads
8. Footpath information. This could and should exist as a publication. The relevant part should also be evident at the commencement point at each footpath, describing the route, difficulty and especially information relating to all aspects of interest. It will not only be informative but resoundingly welcoming – ‘look what we have got to show you’. Much of the present system is often obscure which seems to say, we will let you come this way if you must.

9. Create an 'Enterprise Zone' support in the form of grants/loans/equipment/rate support for local initiatives and enterprise in catering for needs of visitors and residents.
10. Look at existing accommodation provision from simple campsites and barns to hotels. Fill gaps, aim at good quality and extend according to demand.
11. Encourage local sourcing of provision e.g. foodstuffs, materials, crafts, arts and manufacturing.
12. Lledr valley, Vale of Ffestiniog, Nantlle valley are very much a part of an integrated strategy for Northern Snowdonia particularly industrial heritage and rail links.
13. Ensure that Information Communications Technology with broadband connectivity is made available in the Park and its environs. This has the potential to
  - Enable high quality jobs to be created, attracted to the area or to safeguard existing employment.
  - Promote electronic booking of local accommodation and other services – local hotels, guest houses, Bed & Breakfast providers etc would need to be equipped with IT and trained in its use.
  - Facilitate the delivery of local information – weather – places to go –etc.
  - Allow visitors to send and receive email whilst on holiday.
14. Positive measures to incorporate and involve farming community in developments and initiatives. An example
  - The first organic farm in Gwynedd is in the Ogwen valley – Farm gate sales of organic lamb and beef etc.
  - A farmer at the head of Nant Ffrancon is perusing the development and sale of organic produce which attempts to market on location (sylwad 59) such diversification is now encouraged in the agricultural industry. This scheme would completely undermine this retailing initiative.
  - He is also meaning to develop a low level walk for those not wishing to climb at Ogwen which would engage interest in hill farming method, scenic splendor, including the little visited Ogwen falls, flora and fauna of the area and offer refreshments at the farm. Such initiatives engage a spontaneous decision not one that involves a distant preplanned bus journey.

## **6.2 Importance of community involvement in all developments and decisions.**

*“We have found new and innovative ways of working based on three key principals. First, every community has its own set of problems, which no single national initiative on its own can solve. Secondly local problems often respond best to local solutions, negotiated and implemented by local businesses, service providers and residents and thirdly the best solutions are often owned by the community themselves. Everyone having a stake in the revival of their neighbourhood. We therefore stress the need for local solutions coordinated and delivered by local people with the help and support of a national framework”.* Hansard. (Keeble, 2002)

To achieve the objective of Sustainable Rural Development the recently established “focus” groups set up during consultation could be developed into community liaison groups. Their brief would be to assist with the development of proposals at a local level. They could take the form of extended community councils utilizing the lines of communication with local government that already exist.

For these to work meaningful involvement and dialog must take place in an atmosphere of trust.

The public library network should be used as access points into local information and development plans. Where possible these could integrate with visitor and information centers. Through government funding all public libraries have access to the Internet and many have computer equipment available for use by residents and visitors.

## 7: CONCLUSION

Day visitors have been identified as an increasingly important part of the economy. Many shops rely on day visitors for their sustainability and are able to provide better facilities which in turn are attractive to longer term visitors. All aspects of tourism have become interdependent and we must have flexibility to respond easily to change in trends.

If there is perception that some visitors spend little or nothing, or if we believe there is an under spend then rather than rushing to extract parking fees and bus fares we should be asking ourselves why. There could be several reasons. That what we provide is:

- a) not required.
- b) Inappropriate.
- c) over priced.
- d) not customer friendly.

These are fundamental areas that need addressing. If they are not right no amount of input and development can redress the situation. We need to:

- improve **existing** provision were needed.
- extend provision were appropriate.
- minimize environmental impact.
- aim for good quality and added value.

Freedom to choose – Snowdonia Group is of the opinion that the Snowdonia Green Key Strategy as presented would fail to fulfill the overall objective of Sustainable Rural Development.

It would not protect the tourist industry, give the local economy a boost, stimulate new business or improve the quality of life in Snowdonia – it would be counterproductive.

The assumption that buses are greener than cars in a rural situation is not proven and we challenge the notion that a modal shift from car to bus will reduce pollution.

The Park and Ride scheme and restrictive parking proposals signally fail to take account of the real needs of the community as well as the visitor. If implemented they would kill the goose that lays the golden eggs.

The Freedom to choose – Snowdonia group unreservedly reject the scheme as presented. However, we do wish to participate in any future plans.

## 8: APPENDICES

## 8.1 Alternative Response Form: First 100 replies

**Alternative Response Form - Please Return to:** Snowdonia Green Key, Planning and Economic Development Dept.  
Council Offices, Caernarfon, Gwynedd LL55 1SH

Name and Address:

Phone

Fax

Email

| <b>1. Do you believe that tourism in Northern Snowdonia</b> |  | <b>Y</b> | <b>N</b> | <b>?</b> |
|---|--|----------|----------|----------|
| a)  | Brings benefits to the local community?                            | 98       | 0        | 2        |
| b)  | Damages the environment to an unmanageable level?                  | 6        | 88       | 6        |
| c)  | Could be increased to bring further benefits to the local economy? | 83       | 5        | 12       |
| d)  | Has a traffic and pollution problem?                               | 21       | 64       | 15       |

Further Comments:

| <b>2. Do you agree that the Snowdonia Green Key Initiative should aim to:</b> |   | <b>Y</b> | <b>N</b> | <b>?</b> |
|---|---|----------|----------|----------|
| a)  | Improve parking within key towns in and around Snowdonia?   | 72       | 19       | 9        |
| b)  | Vastly improve upon the current public transport system?    | 82       | 12       | 6        |
| c)  | Ensure the small villages also benefit from any new scheme? | 95       | 3        | 2        |
| d)  | Establish a viable cycle route for Northern Snowdonia?      | 83       | 7        | 10       |
| e)  | Add to overall amount of car parking around Snowdonia?      | 77       | 18       | 5        |

Further Comments:

| <b>3. Having read the documents, do you agree that we need:</b> |   | <b>Y</b> | <b>N</b> | <b>?</b> |
|---|---|----------|----------|----------|
| a)  | More car parks?   | 71       | 19       | 10       |
| b)  | Better public transport?  | 86       | 9        | 5        |
| c)  | All the laybys and roadside parking to be closed to cars (eg Llanberis Pass, Ogwen Valley)?                 | 3        | 95       | 2        |
| d)  | Less freedom for individuals and businesses who rely on 24 hour, all year access to the outdoor environment | 2        | 95       | 3        |

Further Comments:

Signature:

Date:

## 8.2 Park and Ride Questionnaire: First 984 replies

Re: Snowdonia Green Key Scheme

To whom it may concern

I appreciate the aim to improve the rural economy of the Snowdonia area and to provide an efficient, flexible and integrated transport system. However, the **Snowdonia Green Key Scheme** proposes to create a **Rural Clearway** that will severely limit the opportunity to stop inside the Northern Snowdonia National Park.

By eliminating roadside parking and making the few remaining car parks within the National Park both **short-term** and **expensive**, visitors will be forced to use the **park and ride** scheme at one of the Gateway towns. This will adversely affect the activities of **walkers, climbers, canoeists, artists, fishermen, runners, cyclists, paragliders etc.**

The economics of the scheme are dependent upon **restricting reasonable access**, and herein lies the problem. The need for access is vital, and its restriction will limit peoples' ability to partake fully in mountain activities. This is certain to have a **negative impact** on the hard-pressed economy of the Snowdonia region, as outdoor enthusiasts will invariably opt to visit, and **spend money** in other regions where they can follow their pursuits with less hindrance.

The views of Snowdonia's users and the local communities should form an integral part of any strategy, and many have expressed strong objections to the Green Key scheme as it stands, while at the same time fully supporting the need to **improve facilities**, to **increase sensitive car parking** within the Park and to **open up more low level footpaths and cycleways**.

|  | Yes | No  |
|--|-----|-----|
| I Live within the area                 | 261 | 673 |
| I support the Park and Ride as planned | 8   | 441 |

A Park and Ride scheme would cause me to visit Snowdonia:

|  |     |
|--|-----|
| a) More often?                         | 4   |
| b) The Same?                           | 19  |
| c) Less Often?                         | 259 |
| d) Seriously consider going elsewhere? | 585 |

Any further comments:

Signed

Name

Date

Address

**Send to: Freedom to Choose c/o The Post Office, Capel-Curig, North Wales LL24 0EL by the end of February 2002**

Further information can be found on the website [www.snowdonia2002.fsnet.co.uk](http://www.snowdonia2002.fsnet.co.uk) where there is a link to the draft strategy document. A hard copy can be requested from the Project Officer, Planning and Economic Development Department, Council Offices, Caernarfon, Gwynedd, LL55 1SH Tel: 01286 679513 Email: [gwenllianowens@gwynedd.gov.uk](mailto:gwenllianowens@gwynedd.gov.uk)

8.3 I do / I do not questionnaire: First 915 replies

To  
**Freedom to choose – Snowdonia**

Re: Snowdonia Green Key

I wish to have my views, which are as follows, placed on record:

- **I do / do not** want a compulsory park and ride scheme to be implemented in Snowdonia. 

|                      |
|----------------------|
| I do : <b>11</b>     |
| I do not: <b>809</b> |
- **I do / do not** want any existing car parking areas to be removed from Snowdonia. 

|                      |
|----------------------|
| I do : <b>3</b>      |
| I do not: <b>783</b> |
- **I do / do not** want more car parking areas to be provided within Snowdonia. 

|                      |
|----------------------|
| I do : <b>601</b>    |
| I do not: <b>290</b> |
- **I do / do not** want new and improved access and footpaths to be provided within Snowdonia. 

|                      |
|----------------------|
| I do : <b>636</b>    |
| I do not: <b>257</b> |
- **I do / do not** want new and improved cycleways within Snowdonia. 

|                      |
|----------------------|
| I do : <b>641</b>    |
| I do not: <b>239</b> |
- If a compulsory park and ride scheme were to be implemented I would visit Snowdonia **more / less often.**

Comments:

|                        |
|------------------------|
| More Often : <b>7</b>  |
| Less Often: <b>842</b> |

Name:

Date

Address:

Please hand this form back - or send to

Freedom to Choose c/o The Post Office, Capel-Curig, North Wales LL24 0EL

## 8.4 References

- Bishop, K *et al.* (1998), Northern Snowdonia Study: Developing Local Economic Opportunities through the management of Visitor Traffic, Cardiff University ISBN 1897901747
- Keeble, Parliamentary Under-Secretary for State for Transport, Local Government and Regions debate on Disadvantaged Areas 8<sup>th</sup> February 2002
- Morgan, B *et al.* (2000), Economic Impact Analysis of The Northern Snowdonia Study – Final Report, Newidiem
- Osmond, John *et al.* (1996) Why Snowdonia and North Wales need a new tourism strategy: A presentation to the North Wales Economic Forum, Institute of Welsh Affairs (IWA Discussion Paper No 1)
- Snowdonia Green Key Strategy Statement – Consultation Draft – August 2001, Planning & Economic Development Department, Gwynedd Council

## 8.5 Print out of Observations 2 – 75 from the ‘What We Think’ section of the website

|                 |   |
|-----------------|---|
| Observation 2:  | Freedom to choose - Snowdonia Statement - 21/1/02                               |
| Observation 3:  | Freedom to choose - Snowdonia Statement - 15/1/02                               |
| Observation 4:  | Freedom to choose - Snowdonia Statement - 21/1/02                               |
| Observation 5:  | High cost per job created - 23/1/02   |
| Observation 6:  | Inconveniences inflicted on visitors by Park & Ride Service - May 2001          |
| Observation 7:  | Letter -23/1/02   |
| Observation 8:  | Visiting Climber's view - 27/1/02   |
| Observation 9:  | Manager of Joe Brown's Mountaineering Shop, Llanberis - 27/1/02                 |
| Observation 10: | Press Cutting   |
| Observation 11: | Freedom to choose - Snowdonia Statement - 27/1/02                               |
| Observation 12: | Climber's view - 29/1/02  |
| Observation 13: | Possible affect on staff retention - 29/1/02                                    |
| Observation 14: | INNOMINATA Mountain Club - 29/1/02  |
| Observation 15: | You Should Know This! - Traffic Orders - 30/1/02                                |
| Observation 16: | Riverside Paths - Another Strategy for Unlocking Snowdonia - 30/1/02            |
| Observation 17: | Roger Redfern, The Guardian, Saturday November 3, 2001                          |
| Observation 18: | Letter sent by a local resident to councillors, MEPs, MPs others 1/2/02         |
| Observation 19: | Visiting Climber - 1/2/02   |
| Observation 20: | Catherine Morrison, The Guardian, Saturday February 2, 2002                     |
| Observation 21: | Carwyn Jones, The Weekly News, Thursday January 31, 2002                        |
| Observation 22: | Wrekin Mountaineering Club - 4/2/02   |
| Observation 23: | Red Rope Mountaineering Club - 4/2/02 (revised 9/2/02)                          |
| Observation 24: | Pinnacle Club - 5/2/02  |
| Observation 25: | Hill-walker/climber from Wiltshire - 5/2/02                                     |
| Observation 26: | A view from Cheshire - 6/2/02   |
| Observation 27: | A walker, climber and cyclist from Sheffield - 6/2/02                           |
| Observation 28: | Sent to Sue Essex A.M. - 6/2/02   |
| Observation 29: | Sent to Peter Ogden & Sue Essex A.M. - 6/2/02                                   |
| Observation 30: | Snowdonia Green Key Strategy is not wanted, Caernarfon Herald - Letters 31/1/02 |
| Observation 31: | Thread 1 from uk.rec.walking news group - 7/2/02                                |
| Observation 32: | There is no growing traffic and vehicle pollution problem - 7/2/02              |
| Observation 33: | A Paragliding view point - 7/2/2002   |

- Observation 34: A mountaineer and parent from Lincolnshire - 7/2/02
- Observation 35: Fatally flawed Proposals - 7/2/02
- Observation 36: Can the community afford to take a chance? - 7/2/02
- Observation 37: An ex Bangor university student from Keswick - 8/2/02
- Observation 38: British Mountaineering Council - 9/2/02
- Observation 39: Cars are expensive, so why are they so popular over buses? Because they do the job. - 9/2/02
- Observation 40: Beware! - questionable analysis - 10/2/02
- Observation 41: Where are the supporting reports? - 10/2/02
- Observation 42: However was the Scheme allowed to go this far? - 13/2/02
- Observation 43: Association of Mountaineering Instructors - 13/2/02
- Observation 44: Val Brown writes to John Clark - 13/2/02  
Sylwad 45  
Gymdeithas Bysgota Dyffryn Ogwen
- Observation 45: Ogwen Valley Angling Association - 13/2/02
- Observation 46: Cambridge Climbing and Caving Club - 14/2/02
- Observation 47: An orienteering mapper from Taunton - 14/2/02
- Observation 48: Comments from those who have joined us - 14/2/02
- Observation 49: Stop the bus, we want to get off – Carwyn Jones, The Weekly News, Thursday February 7, 2002
- Observation 50: Letters – The Weekly News, Thursday February 7, 2002
- Observation 51: SGK: a critique, with particular reference to environment - 16/2/02
- Observation 52: Deja vu - letter to SNPA and others in August 1999
- Observation 53: More Comments from those who have joined us - 20/2/02
- Observation 54: Compelled to write - 20/2/02
- Observation 55: Monty Python? - 21/2/02
- Observation 56: The 'Liverpool effect' - 22/02/02 (revised 28/2/02)
- Observation 57: Letters – The Weekly News, Thursday February 21, 2002
- Observation 58: Beddgelert Tourism Association - 22/02/02  
Sylwad 59  
Ffermwr lleol yn Nant Ffrancon - 22/02/02
- Observation 60: National Trust in Snowdonia - 22/02/02
- Observation 61: Even More Comments from those who have joined us - 25/2/02
- Observation 62: Despite my disability rock climbing is a physical activity which feeds my soul - 27/2/02
- Observation 63: To the Editor 'Rural Wales' - 2 June 2000
- Observation 64: SGK - Are its authors thinking of ice-cream vans? - 28/2/02
- Observation 65: The first time I have ever been moved to write

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|                 | such a letter - 1/3/02  |
| Observation 66: | Cymdeithas Archaeoleg Llanllechid a Llandegai -<br>Llanllechid and Llandegai Archaeological Society<br>- 1/3/02 |
| Observation 67: | Freedom - 1/3/02  |
| Observation 68: | Landscape into Art - 1/3/02   |
| Observation 69: | Questions which require answering - 2/3/02  |
| Observation 70: | A landscape painter from Bethesda - 2/3/02  |
| Observation 71: | Yet More Comments from those who have joined<br>us - 3/3/02   |
| Observation 72  | Pensioner from Penrhyndeudraeth – 3/3/02  |
| Observation 73  | My relatives live within the restricted areas and<br>have little or no off road parking – 3/3/02                |
| Observation 74  | Follow that bird! – Ornithology in Snowdonia –<br>3/3/02  |
| Observation 75  | The Environmental Impact of Buses – 3/3/02  |
| Observation 76  | Geology and Botany of Snowdonia – 3/3/02  |

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