

Snowdonia Green Key Strategy
Appraisal Document and User Survey
Snowdonia Active – Eryri Bywiol Feb/March 2002

V3.00



Snowdonia-Active

Snowdonia-Active is a recently formed group of independent freethinking business people from within the Gwynedd, Môn and the rural Conwy area.

We have come together as a result of sharing a common desire to better promote and safeguard Adventure Tourism and associated Outdoor Industries within our geographical area.

We see a need for a unifying group bringing together all the elements that give the Adventure Tourism and associated Outdoor Industries their special Snowdonia magic.

The group represents a broad spectrum of those elements, from Freelance Instructors, Heads of Outdoor Centres and Management Development Companies to Equipment Manufacturers, Retailers and Service Industries.

We believe that the best way to protect the interests of our industry, it's customers and the environment is by coming together to promote and develop the valuable contribution that we make to the local economy.

Introduction

This report was co-ordinated by Snowdonia-Active to provide a structured insight into the possible impact of the proposed Snowdonia Green Key Strategy (GKS) upon local outdoor orientated businesses and outdoor adventure/recreational users of Northern Snowdonia. It was deeply felt and vociferously expressed that the Green Key Strategy failed to consult with these user groups. Since the GKS argues strongly for reforms to aid the economic development of the area, the lack of consultation with the outdoor business sector has resulted in many of the positive aspects of the strategy being overshadowed by controversy surrounding the plans for the enforced Park & Ride scheme. Snowdonia-Active hopes that in producing this initial report, specifically from the perspective of the outdoor sector, that a new avenue of consultation will be opened up for the development of future plans.

Snowdonia Green Key Strategy: A Response from Snowdonia Active – Eryri Bywiol

In our view the Green Key strategy document is flawed, both in the detail of its plan and at a deeper philosophical level. It does reference a number of laudable principles (e.g. environmental improvement, sustainable economic growth and visionary development), yet seems destined to be at best, mildly counter productive and at worst, potentially disastrous for the local communities it purports to be serving.

The lack of public consultation to date is of concern. The GK consortium eventually initiated a process of consultation towards the end of a lengthy planning stage. Consultation is an important phase of any public development particularly with respect to projects taking advantage of Objective 1 funding. It would have been universally advantageous if European guidelines concerning consultation as being a '*process of social dialogue*' were actually followed rather than used as a transparent appeasement process tacked onto the end of an apparently out of touch and potentially dictatorial proposal. Over the last 3 years there have been sporadic public meetings on the subject of a Park and Ride scheme in the National Park. However it is clear that none of the suggestions made at these meetings were taken on board. For example, Capel Curig Community Council has repeatedly presented ideas and suggestions over the last 2 years. None of their letters received replies and none of their suggestions feature in the new document. In fact, the new strategy document is only minimally different from the previously published documents on this subject (e.g. the Northern Snowdonia Traffic Management Scheme).

The lack of consultation is compounded by such issues as:

- The document bears a publication date of August 2001 but was only released to the public in December 2001.
- Building work has been initiated at the Pen Y Pass car park yet the process is theoretically still within the consultation stage?

The consortium, lead by the National Park and Gwynedd Council has engendered a climate of disquiet and resentment from the local communities. In short, the GKS has lost the trust of local people, all of whom still bear the scars of the Foot and Mouth access shut down.

We are dismayed at the level of misunderstanding shown by the Green Key consortium towards the outdoor industry sector. The GK document demonstrates an acute lack of understanding about one of the most important sectors in the local economy. It seems that, despite the impact of the Foot and Mouth access restrictions, lessons have not been learnt. We can only hope that the widespread condemnation of the Green Key Strategy will make planners within the National Park and Gwynedd Council reassess their perception of 'adventure tourism' and the crucial links therein with the businesses and communities in this area.

In our opinion the strategy is based on an inappropriate approach that is simply out of touch. The idea appears to be that authorities should 'control', 'deny' and 'force' local users and visitors of the National Park. No consideration has been given to the possibility that such strong-arm tactics are used then visitors will simply go elsewhere to enjoy their leisure time. Snowdonia should be a *welcoming* place where the traditional values of freedom are evident. People do not want a formally timetabled experience; in fact this is precisely what many are trying to escape when they spend their leisure time in the National Park. If Snowdonia is perceived as being unwelcoming or restrictive then visitor numbers could decrease dramatically, with disastrous consequences for the local economy.

One of the central tenets of the argument for implementing this scheme is the highly contentious notion that visitors to the National Park do not spend enough money in the local economies. Apparently only 9 out of 10 visitors are spending money locally when they come to Snowdonia. We are concerned at the levels of random statistics that are being used in economic and planning reports generated about North West Wales. Many of these figures are derived from erroneous figures in previous reports creating a misleading series of statistical Chinese whispers. We feel it is time that a concerted effort is made to clarify these statistics by research conducted using ongoing assessments at grass roots level – in this case by setting up a system to gain visitor information from the businesses involved in the outdoor sector and directly using feedback at key visitor locations.

Rather than attempting to influence the spend rate issue by forcing locals and visitors through a cash extraction process surely it would be more appropriate to help local businesses to provide facilities and services that are sufficiently attractive to entice visitors into the local villages. Certainly it is true that a small percentage of day-visiting hill walkers, climbers and outdoor enthusiasts may not spend money locally every time that they come to Snowdonia, but there needs to be a consideration of the long term pattern of visits. The vast majority of visitors, supplement their outdoor activities with time spent visiting local cafes, pubs, shops, garages and paying to stay in hotels, B & Bs or campsites. If there were any truth in the idea that outdoor enthusiasts do not contribute to the local economy, then the severe economic blight that occurred during the Foot and Mouth access restrictions would not have occurred. The simple truth is that outdoor enthusiasts (be they, climbers, hill walkers, paraglider pilots or mountain bikers) are the crucial to the economy of this area. These people are loyal, long term, regular visitors. They return time and time again, often during the financially lean winter months when the fine weather tourists are no-where to be seen.

The strategy document makes references to traffic problems within the National Park. We believe that, other than on a few predictable dates e.g. Easter weekend, there is no discernable traffic problem; traffic flow is light by any standard you care to choose. Road congestion is unheard of, except on the Nant Gwynant hill when two large vehicles (usually tourist coaches) meet. Surely the addition of more buses can only exacerbate this problem? Since the scheme only deals with parking the amount of cars driving around the park is not likely to be significantly reduced. It is possible that by limiting parking, car-bound tourism may be encouraged which may even increase traffic problems. Tourists 'doing' Snowdonia through the windscreens of their cars, during a whistle stop tour between short stay car parks, could replace the outdoor visitor.

On the practical side, we do not believe that the park and ride service could cope with the volume of users wishing to access the National Park during the morning 'rush hour'. Perhaps more worrying is the inevitable failure of the system to cope with a mass exodus from the hills at the onset of bad weather. The vision of hordes of soaking wet, cold and miserable people (some of whom will doubtless be children) huddled together in groups waiting for the next bus is a bleak but perhaps all too real vision. The local Mountain Rescue teams could find themselves trying to deal with a high volume of exposure cases by the roadside as happened during the Foot and Mouth access restriction period. During this period, when an 'experimental' park and ride system was implemented, the Snowdonia Mountain rescue teams were called out to 3 roadside cases. The effect of such a negative experience on a visitor could be far reaching. It is after all human nature to broadcast bad experiences to as many people as possible.

In the long run we are sceptical about the feasibility of running a bus service of this scale. (NB. Presumably this is why the consortium is pushing such a hard line on parking facilities within the National Park?) It would seem obvious that in two, three or four years time cutbacks would have to be made as Objective One funding dries up. Surely this is a big gamble to make, when all opinion seems to be suggesting that there would be scant support for an exclusive bus access system?

The 'Gateway' car parks seem unlikely to succeed in their objective (i.e. increase revenue for local businesses). In the local villages key parking positions close to shops and facilities will fill up in the morning with cars of users who have gone into the National Park for the day. Consequently, car travelling, 'mid-day' customers/ visitors will be discouraged from visiting and spending money within the villages. If the new car park facilities are more than 200 metres from the main commercial area of a village, then it is unlikely that visitors waiting for buses will bother to walk in and risk missing a connection to or from their day time pursuit.

The strategy has failed to take into consideration the diversity of users. We have identified over 20 different user groups who are currently active in the National Park. Over the past few weeks we have contacted a number of representatives from these groups; some have returned detailed critiques of the GK Strategy, whilst others have answered our own National Park Users Survey Questionnaire (see appendix). The diversity of needs that these different user groups have expressed is very broad indeed. It is clear that an exclusive park and ride scheme would not be able to satisfy even one of the groups. Take winter mountaineering for example: early starts (i.e. 6 o'clock in the morning) are common, as are night ice climbing trips. Are there any plans to run early or night bus services? In winter the roadside car is actually an important safety accessory. It is a place of refuge for those retreating in bad weather, and more importantly it is a crucial positional sign for Mountain Rescue teams searching for lost hill walkers/ climbers in an accident/ bad weather situation.

The Snowdonia area is home to many outdoor enthusiasts. In any of the surrounding villages/ towns or urban areas (including Caernarfon, Bangor and Llandudno) there is a considerable presence of keen climbers, hill walkers, mountain bikers, fell runners and Paraglider pilots, many of whom work within the local outdoor industries. These people rely heavily on the use of the private car to gain quick access to the National Park. Evening visits after work are the norm. With little daylight remaining, speed is of the essence. Anybody wishing to grab a quick hour bouldering on the Cromlech boulders or perhaps a brief walk in the hills before it gets dark will be penalised by a park and ride system. Restriction of local National Park users' freedom will only lead to conflict and further ill feeling towards the National Park authorities.

On a more positive note, we would like to suggest the following points as a basic framework for improving the National Park and the infrastructure of the local villages.

1. Yes, we agree that random, soft verge, 'fly' parking is an eyesore, but an alternative is needed, and to date the National Park has made no attempt to address this issue. Why not consider establishing tree shielded, sensitively positioned car parks (as can be found in all National Parks around the world)? Careful consideration needs to be given to this sensitive matter: we suggest further consultation and discussion of possible locations.
2. Provide an 'overflow' park and ride scheme at busy peak times to deal with the increased visitor flow.
3. Leave all 'historical' parking locations (such as the main tarmac lay-bys in the Llanberis Pass) as they are.
4. Consider removing all parking charges within the National Park. This will encourage 'flow' and thus increase the probability of people visiting more local amenities and consequently spending more money.
5. Establish linear footpaths and cycleways through the main valleys. This should be done with careful consideration of both the general character of a specific area and the preservation of important sites such as the Cromlech Boulders. (i.e. we do not want to see insensitive destruction of key climbing sites.)
6. Educate those who work in the public sector on the specific nature of the outdoor activities scene. This could involve local outdoor businesses providing free experience days for those responsible for planning and working for the outdoor community – consultants, bus drivers etc
7. Use LPG fuel for all bus services operating within the National Park. You cannot hope to win favour for a supposedly 'green' scheme when the reality is the introduction of additional diesel pollution.
8. Do not 'bypass' existing communities and businesses in villages such as Capel Curig, Nant Peris and Beddgelert. (NB. The strategy suggests that this is a likely outcome.)
9. Endeavour to make the National Park a more welcoming place. We should be embracing visitors to the National Park. We should be educating, enlightening and encouraging adventure tourists.
10. Implement local community improvements, such as: building roundabouts at either end of the Llanberis High Street. (Obviously there are many other suitable and relevant improvements that are viable throughout the area.)

Surveys

User Survey

These responses are from grass roots activists with an extensive history of involvement with both their chosen activity/ businesses and the National Park. Given more time we could have provided a more in depth and academically accountable assessment of user patterns within the National Park. Indeed, one of the main objectives of Snowdonia Active – Eryri Bywiol in our first operating year is to commission a study into the economic importance of the outdoor sector.

Nonetheless the submissions included in appendix 1 give an interesting account of the diversity prevalent amongst modern users of the National Park.

We suggest that the consortium use these examples as a building block of knowledge whereby they might begin to understand what it is they are trying to govern.

Car Park Survey

As a result of the above survey we felt that any restriction on parking would have a high impact upon specific user groups. Whilst it may appear possible to close a seemingly unimportant verge parking area, we felt that to do so without considering the full impact upon active users of the Snowdonia would be extremely myopic. We suspected that there were very few unimportant car-parking areas that could be harmlessly closed. Our survey was designed to document how the car parks in Nant Ffrancon, Ogwen, Nant Gwryd, Nant Gwynant, Llanberis and Bettws Garmon were used. The list of car parks was produced from local knowledge and preliminary visual survey. Due to time constraints we limited the original list to car parks on, or near to, the main valley roads that were either outside main villages or, if within a village, was largely used by users other than those visiting or using the village amenities. This list was extended to include additional car parks outside the defined area that were felt to be of high importance.

The car park listing was produced on Sunday 3rd March 2002. Weather: overcast, slight drizzle, occasional sun.

It is estimated that approximately 1300 spaces were created in 77 car-parking areas. Approximately 39% are in official car parks, 49% in lay-bys and 12% on verges. All the listed car parks allowed a vehicle to be parked off a main 'A' road (ie not kerb parking on an 'A' road).

Of the official car parks viewed:

Rydd Ddu Car Park was approx 50% full,
Beddgelert Car Park was approx 60% full
Llanberis Lakeside lay-by was approx 60% full (not in list)
Peny y Pass Car Park was approx 95% full
Cape Curig Car Park was approx 95% full
Ogwen Cottage Car Park was approx 95% full
Nant Peris Car Park was approx 0% full (ie no cars)

A car park ratings questionnaire was sent to representatives of the following groups:

User Groups	
A	Mountain Rescue
B	Mountain Walking Holidays and Courses
C	Mountain Guides
D	Paragliding
E	Private Outdoor Centres
F	Rambling
G	Photographers
H	Mountain Biking
I	Rock Climbing, Bouldering & Winter Climbing
J	Multi Activity & Field Work (Local Education Authority Centres)
K	Family & Recreation
L	Canoeing

We accept that this representation is limited but are happy that the survey provides a useful insight into car park use by a worthwhile cross section of different user groups. Each representative was given a 1:25000 OS map with the car parks marked upon it. They were asked to rank each of the car parks using a grade of 1-5 as per the table below:

Grade	
1	Never Used - not relevant to your user group
2	Infrequently Used - occasionally used by your user group - may limit user group but not important / many alts available
3	Moderately Used - medium impact if parking stopped but alternatives do exists close by
4	Regularly Used, High impact if parking stopped - few alternatives or only similar alternatives
5	Vital for User Group - no alternatives available beyond immediate car parking area

Space was provided for comments about particular car parks. The filled in questionnaires can be seen individually in the appendix. If the representatives felt that an important car park had been missed they could add this even if it were outside the strict area of the survey.

Results

Keys to Tables	
Parking Area Type	
V	Verge
L	Lay-by
O	Official Car Park
U	Unofficial Car Park
Other symbols	
1	Blue '1' denotes no rating entered but car park was on questionnaire so low importance assumed
X	Red 'X' is used where car park was suggested by user group – other users did not receive this car park to rank and no score (ranking) is entered so that averages are more meaningful

Following 2 Pages

Table 2a & 2b - Car Parks Graded by User Groups

TABLE 1A - Car Parks Graded by User Groups

S-A Ref No.	Area	Car Park Name	Capacity	USER GROUP CAR PARK RATINGS (SEE KEY)												Average Rating
				A	B	C	D	E	F	G	H	I	J	K	L	
1	OGWEN	Ogwen Bank	5	2	1	1	1	2	2	2	4	4	1	5	3	2.3
2		Pine Tree Copse	5	2	2	3	1	2	1	3	4	1	2	5	3	2.4
3		Motel Roadside	10	2	1	1	1	1	1	3	3	2	1	1	1	1.5
4		Mine Cutting	15	2	3	1	1	1	3	4	2	4	2	5	1	2.4
5		Ogwen Cottage Boulders	5	3	3	4	3	3	3	2	2	4	4	3	1	2.9
6		Ogwen Cottage C.P.	54	4	4	5	2	4	5	5	2	4	3	5	1	3.7
7		Bochlwyd Buttress	50	4	5	4	3	3	4	3	2	5	3	2	1	3.3
8		Bochlwyd Buttress	25	4	4	4	2	5	4	3	2	4	3	2	1	3.2
9		Milestone Buttress	40	4	5	4	2	4	5	2	2	4	3	5	1	3.4
10		Milestone Buttress	30	4	4	4	2	4	4	3	2	4	3	1	1	3.0
11		Tryfan Bach Vergeside	70	5	4	4	1	4	4	5	4	4	3	1	1	3.3
12		Gwern Gof Uchaf		4	4	5	1	3	4	2	4	3	2	1	1	2.8
13		Gwern Gof Isaf		2	5	4	1	2	4	2	4	3	1	1	1	2.5
14		Craig Yr Ysfa	3	2	4	4	3	2	4	4	4	2	2	1	1	2.8
15		Helyg Straight	10	2	1	1	2	2	1	2	2	1	1	1	3	1.6
16		Dol Llech	3	2	1	1	2	1	1	1	3	1	1	1	3	1.5
17		Bryn Hall	10	X	X	X	5	X	X	X	X	X	3	X	X	4.0
18	Black Ladders Access	1	X	X	X	X	X	X	X	X	X	5	X	X	X	5.0
19	LLANBERIS	Marchlyn Dam Road	4	X	X	X	X	X	X	X	X	X	4	X	X	4.0
20		Dolbadarn Castle	10	2	3	2	1	2	3	2	4	1	1	5	1	2.3
21		Power Station View Point	9	2	1	3	1	1	1	2	2	3	1	3	1	1.8
22		Parc Nant Peris	30	5	1	1	3	3	1	2	4	3	3	3	4	2.8
23		Nant Peris C.P.	50	2	1	3	1	2	1	2	2	3	3	1	4	2.1
24		Grochan	24	5	4	5	1	3	3	3	2	5	3	3	5	3.5
25		Blaen Y Nant		5	4	4	1	5	4	5	2	5	2	1	5	3.6
26		Wasted	7	5	5	4	3	4	4	3	2	5	3	4	5	3.9
27		Cromlech	27	5	4	5	2	4	4	5	2	5	3	5	5	4.1
28		Simiter Ridge	1	3	2	3	2	1	3	4	2	4	3	1	1	2.4
29		Craig Fach	4	2	2	3	1	2	3	4	2	4	3	1	1	2.3
30		Trevor Panthers lay-by	5	2	2	2	1	1	3	3	2	3	2	1	1	1.9
31		Boulder lay-bys	4	2	2	2	1	1	3	3	2	2	2	1	1	1.8
32		Pen Y Pass C.P.	87	5	5	5	4	5	5	5	5	5	3	3	1	4.3
33		Garret	5	X	X	X	5	X	X	X	X	X	X	X	X	5.0
34		Bus stop	25	X	X	X	4	X	X	X	X	X	4	X	X	4.0
35		Moel y Ci	8	X	X	X	5	X	X	X	X	X	X	X	X	5.0
36		Moel Eilio	8	X	X	X	5	X	X	X	X	X	X	X	X	5.0
37		Pen Llyn (Brynrefail)	7	X	X	X	X	X	X	X	X	X	X	5	X	5.0
37a	Cloggy	5	X	X	X	X	X	X	X	X	X	X	5	X	5.0	
38	BETTWS GARMON	Parc Dudley Nature Res	10	1	2	1	1	1	1	3	3	1	1	5	4	2.0
39		Betws Garmon Church	4	2	2	3	1	1	3	1	4	2	1	1	1	1.8
40		Riverside	2	2	1	3	1	2	1	1	4	2	1	5	3	2.2
41		Water Works lay-by	3	3	2	2	1	2	3	1	4	2	1	3	3	2.3
42		Castell Cidwm	2	1	2	4	1	2	1	2	4	3	2	1	3	2.2
43		Cwellyn lakeside	1	2	1	3	1	1	1	2	4	1	1	5	4	2.2
44		Cwellyn lakeside	1	2	1	3	1	1	1	2	4	1	1	1	4	1.8
45		Snowdon Ranger	20	2	4	5	1	5	4	5	5	4	3	3	4	3.8
46		Llyn-y-Dywarchen	4	2	3	3	1	1	4	3	5	2	1	3	1	2.4
47		Rhyd Ddu C.P.	50	5	4	5	1	5	4	5	5	2	5	3	1	3.8
48		Pont Cae'r-gors	30	2	5	2	2	5	5	4	5	1	4	5	1	3.4
49		Nant Colwyn	4	2	1	1	1	1	1	2	5	1	4	1	4	2.0
50		Beddgelert C.P.	90	2	5	5	1	5	5	4	5	1	5	5	4	3.9
51		Forestry Commission		3	X	X	X	X	X	X	X	5	X	X	X	4.0
52		Aberglaslyn Pass		X	X	X	X	X	X	X	X	X	3	X	X	3.0
53		Bryn Bedd		X	X	X	X	X	X	X	X	X	4	X	X	4.0
54	Gelli Iago		X	X	X	X	X	X	X	X	X	4	X	X	4.0	
54a	"Waunfawr Holes"	5	X	X	X	X	X	X	X	X	X	5	X	X	5.0	

TABLE 1B - Car Parks Graded by User Groups

S-A Ref No.	Area	Car Park Name	Capacity	USER GROUP CAR PARK RATINGS (SEE KEY)												Average Rating
				A	B	C	D	E	F	G	H	I	J	K	L	
55	NANT GWYNANT & NANT GWRYD	Craftwyn Hall	5	2	5	1	2	1	5	4	3	1	2	1	3	2.5
56		Dinas Emrys 1	10	2	4	3	2	2	3	3	3	1	2	5	3	2.8
57		Dinas Emrys 2	15	2	1	2	5	2	3	2	3	1	2	1	3	2.3
58		Llyn Dinas outflow	6	2	1	3	1	4	3	4	4	1	5	5	3	3.0
59		Llyn Dinas	6	2	1	2	1	1	1	2	2	1	3	5	3	2.0
60		Glan Llyn	1	2	1	2	1	2	1	2	2	1	1	5	3	1.9
61		Craig Y Llyn	4	2	1	4	1	1	1	2	2	4	1	3	1	1.9
62		Craig Y Llyn	10	2	1	4	1	1	1	2	3	2	1	3	1	1.8
63		PO Nant Gwynant	30	2	2	4	2	3	4	3	4	3	1	5	1	2.8
64		Nant Gwynant C.P.	40	5	5	5	3	5	5	5	4	3	4	5	1	4.2
65		Liams lay-by	15	2	4	2	1	1	1	3	4	3	2	5	1	2.4
66		Boat House Gwynant	3	2	1	2	1	1	4	4	4	2	2	5	4	2.7
67		Lakeside Gwynant	3	2	5	2	2	3	4	5	4	2	2	5	4	3.3
68		Top Lakeside	5	2	4	2	2	3	5	5	4	4	3	5	4	3.6
69		Gwynant Pass	2	2	3	2	1	1	4	3	5	1	3	1	1	2.3
70		Bwlch Y Rhediad	4	2	3	3	1	3	4	3	2	1	3	5	1	2.6
71		Lower Ice Cream Van	10	3	1	2	1	1	2	3	2	1	4	5	1	2.2
72		Ice Cream Van	16	5	1	2	5	1	2	4	2	1	4	5	1	2.8
73		Non-descript lay-by	4	1	1	1	3	1	1	2	3	3	3	1	1	1.8
74		Old Road lay-by	10	1	1	3	3	5	3	3	5	4	4	1	1	2.8
75		Vergeside Pyg	40	4	1	3	5	3	4	3	4	4	3	5	4	3.6
76		Llyn Lockwood Pyg	20	4	3	2	5	5	3	2	4	5	2	5	4	3.7
77		Glyder lay-by	10	4	2	3	3	3	3	2	2	1	3	5	4	2.9
78		Dyffryn Mymbyr	20	2	1	2	1	1	1	2	2	1	1	1	3	1.5
79		Stepping stones	5	2	1	1	1	2	1	2	2	1	1	5	3	1.8
80		Cwm Clorad	10	2	1	1	1	2	1	2	2	1	1	1	3	1.5
81		Cwm Clorad	5	2	1	1	1	1	1	2	2	1	1	1	3	1.4
82		Esme Firbanks'	10	2	1	2	1	1	1	2	2	1	1	3	3	1.7
83		RAC Boulders	5	2	1	2	1	1	1	3	2	5	1	5	3	2.3
84		Garth Campsite lay-by	7	2	1	2	1	2	1	2	2	1	2	1	3	1.7
85		Perch Rocks Llyn Mymber	10	2	1	2	1	3	1	4	3	3	2	5	1	2.3
86		Mymbyr lay-by	20	2	1	2	1	4	1	4	4	3	3	3	4	2.7
87		PYB roadside	20	4	4	4	2	4	4	5	5	4	4	5	4	4.1
88	Capel Curig C.P.	28	3	5	5	3	5	5	4	4	2	3	3	3	3.8	
89	Campsite Field	?	3	4	4	5	5	4	4	1	5	2	5	1	3.6	
90	Gwynant Power St		X	3	X	X	X	X	X	X	X	X	X	X	3.0	
91	CAPEL - BETTWS	Jim's Bridge		X	X	X	X	5	X	X	X	X	X	X	5.0	
92		Cobdens Hotel		X	X	X	X	2	X	X	X	X	X	X	2.0	
93		Pont Cyfyng		X	X	X	X	4	X	X	X	X	3	X	X	3.5
94		Bryn Glo		X	X	X	X	4	X	X	X	X	5	X	X	4.5
95		Cwm Silyyn access CP	3	X	X	X	X	X	X	X	X	X	2	X	X	2.0
96		Trasbwl / Etgian		X	X	X	X	X	X	X	X	X	5	X	X	5.0
97		Top of Dolgawy		X	X	X	X	X	X	X	X	X	2	X	X	2.0
98		Bwlych y Gair		X	X	X	X	X	X	X	X	X	3	X	X	3.0
99		Port Dolgawy		X	X	X	X	X	X	X	X	X	5	X	X	5.0
Total car spaces (incomplete)			1294													
Average rating for user group				2.7	2.5	2.8	1.9	2.6	2.7	3.0	3.2	3.2	2.5	3.2	2.4	2.9

group. The average rating across all car parks and user groups is 2.9 – a remarkably high figure and one that reflects the naturally limited nature of the parking in the area.

Very few of the car parks receive a low ranking by consensus across the user groups. It can be seen in table 2 below that every car park of the 77 originally listed car parks has at least one of the user groups ranking it at level 3. The user groups listed only 12 of these car parks as being unanimously of less importance than 4. Essentially this means that 71 of the car parks were designated as having at least one user group rating them as being either **Vital for User Group** - no alternatives available beyond immediate car parking area or **Regularly Used**, High impact if parking stopped - few alternatives or only similar alternatives.

Table 2

Analysis of value of car parks spread across user groups	#	% of Total
Number of car parks with a max grade of 5 by at least one user group	52	67.5%
Number of car parks with a max grade of 4 by at least one user group	13	17%
Number of car parks with a max grade of 3 by at least one user group	12	15.5%
Number of car parks with a max grade of 2 by at least one user group	0	0%
Number of car parks with a max grade of 1 by at least one user group	0	0%
Total number of car parks in original list	77	

Table 3 below shows that the user groups have been discerning in completing the questionnaire and have provided a fair evaluation of the importance of the car parks to their user group. It is important to note that these statistics must be used in conjunction with Tables 1A and 1B since the average ratings do not actually relate to the 1-5 ranking system. Table 3 is useful to see how the user groups have apportioned the rankings.

Table 3

User Group (see key above)	A	B	C	D	E	F	G	H	I	J	K	L	Average
Average rating for user group	2.7	2.5	2.8	1.9	2.6	2.7	3.0	3.2	2.6	2.5	3.2	2.4	2.9
Number of car parks ranked 1	4	32	13	46	27	28	4	1	27	24	27	36	
Number of car parks ranked 2	47	11	22	15	18	3	28	32	12	20	2	0	
Number of car parks ranked 3	7	8	16	10	12	16	20	9	13	28	14	21	
Number of car parks ranked 4	10	16	16	2	11	21	14	25	16	12	1	16	
Number of car parks ranked 5	10	11	10	9	13	9	11	11	10	7	34	4	

Conclusion

It is of our opinion that there is a strong argument for not further restricting parking. We do feel that an improved bus service may be of benefit to the area if the bus service can be developed within an appropriate environmental and usability strategy. Users of the park should be encouraged to use bus services rather than forced onto them. Better signage and information points, small scale, frequent park and ride schemes, better valley paths are all ways in which the park can develop to reduce traffic congestion.

We feel that it is particularly destructive to close car parks without providing effective and appropriate alternatives to user groups. Whilst, for instance, walkers wishing to park at a full Pen Y Pass could be appropriately encouraged to make use of small park and ride facilities from Nant Peris, Capel Curig and Beddgelert, if this is 'forced' by closing the car parking at Pen y Gwryd then Paraglider pilots will be severely affected. Due to the nature of the sport it is not feasible to park such a distance from the take-off sites. The mechanics of this example are pertinent to each user group. All have vital car parks that if lost would negatively impact the way in which the park was used by the groups. We feel that the gains made by restricting parking are not worthwhile and are possibly false gains when the whole usability and environmental picture is considered.

We would support further investigation into the expansion of some car parks to support small voluntary park and ride schemes and possibly at other key locations. It is important that this research is done with full consultation with user groups and meets strict usability and environmental criteria.

Snowdonia-Active - Snowdonia National Park User Survey

Sample list of questions.

How do you and others in your field of expertise use the Nat. Park?

- Volume of users.
- Seasonal trends.
- Times of the day.
- Length of stop.
- Other factors (such as weather conditions).
- Special needs/ requirements.
- Origin of users (i.e. local, day trip, weekend etc).
- Distance between accommodation and chosen pursuit.
- Suggestions for improvements of transport and parking.
- Suggestions for new facilities/ improvements to existing facilities.
- Any other factors that dictate the current pattern of use.
- A rough assessment of which local businesses receive support from your user group (i.e. Where, when and how often does your user group spend money in the local economy?).
- What improvements in local facilities might encourage your user group to spend more money in the local economy?
- Do you think that Snowdonia is a 'welcoming' place?
- What do you think of service standards in and around Snowdonia?

Response by: Babara Jones, CCW

- **How do you and others in your field of expertise use the Nat. Park?**

Botanists and others interested in natural history. Visits during most months of the year to see the vegetation and plant life (flowering plants, bryophytes, lichens, ferns and fungi), usually as part of a walk, but also for specific monitoring, scientific or study visits.

- **Volume of users.**

Can vary from single individuals to groups of 25 or more.

- **Seasonal trends.**

Usually busier in the summer months, but the autumn/winter is used for the fungi and non flowering plants

- **Times of the day.**

Any time – some plants are at their best early morning, other times evening visits are needed so attention is not drawn to a site or to maximise time spent in the field.

- **Length of stop.**

Can be very long days if more remote areas are visited and a number of species/sites visited in the one day. Also can be stops of just ten minutes if a location is close by the road.

- **Other factors (such as weather conditions).**

Not usually a problem as people botanising in Snowdonia expect poor weather. Valley sites – woodlands or mires would probably be visited if the weather is too poor on the mountains.

- **Special needs/ requirements.**

Flexibility to be able to stop at some locations for a few minutes and at others for 12 hours or more. Good weather forecasts displayed in locations throughout the park. Access to cafes, shops, camping sites, B&Bs, hotels etc during most hours of the day (i.e. some shops and cafes open early and late).

- **Origin of users (i.e. local, day trip, weekend etc).**

All origins and lengths of stay. Many are local and many from all parts of the UK and some from abroad.

- **Distance between accommodation and chosen pursuit.**

Again varies with many living in or around the Park, others visiting for the day (Manchester, Liverpool etc) and many others using local accommodation. Travel distances can be from one side of the Park to another in one day, as the sites visited are never all in one place, necessitating travel through or around the Park.

- **Suggestions for improvements of transport and parking.**

Provide more car parks in key areas such as Bethesda and Capel Curig. More and very frequent bus services around and through the Park with lots of information as to times and costs of travel (this must start early and finish late, particularly in summer when people can be out until 11.00pm). Parking to be available as it is now in Ogwen and Llanberis, but encouragements given to people to use local public transport and/or for minibus users to drop their groups at a starting place and then to park the bus in the nearest town. People need the flexibility of all these options.

- **Suggestions for new facilities/ improvements to existing facilities.**

Maintain flexibility and don't impose too many restrictions on visitors or they will go elsewhere.

- **Any other factors that dictate the current pattern of use.**

Mainly seasonality – when the species/vegetation communities of interest are at their best.

- **A rough assessment of which local businesses receive support from your user group (i.e. Where, when and how often does your user group spend money in the local economy?).**

Usually in cafes, shops, pubs and for accommodation (the latter if on an extended visit from a distance away). Depending on the time of day and year, one or all of the first three are used on each visit.

- **What improvements in local facilities might encourage your user group to spend more money in the local economy?**

Ensuring that not everywhere closes at 5.00 – 6.00pm and that there are a few cafes and shops open for when people finish their walk/visit late.

- **Do you think that Snowdonia is a 'welcoming' place?**

Usually, although I have come across some locals who think visitors are not a good idea and make that very obvious to all. If restrictions on travel become too onerous, then it may be perceived as not being too welcoming.

- **What do you think of service standards in and around Snowdonia?**

As in many other parts of the country, excellent at times and less so at others.

Snowdonia-Active - Snowdonia National Park User Survey
Response by: High Trek Snowdonia

- **Volume of Users:**

200 clients per annum at average booking value of £240 each on Walking, Scrambling and Climbing breaks.

- **Seasonal Trends:**

Busiest months Jan-March (Winter Walking Long Weekends) Followed by September and October. Christmas and New Year

- **Times of Day:**

Usually commence activities 9.00 am and finish 4.00 – 6.30 depending on weather, group's abilities, activity etc. However we also run Navigation courses, which include a several hour night navigation exercise that is in the evening in Spring and Autumn and into the night in Summer

- **Length of stop:**

About 8 hours each day

- **Other Factors (such as weather conditions)**

Obviously, since all of our activities are conducted out on the hills weather conditions play an important part in the planning and conduct of activities. Our knowledge of local conditions and terrain enable us to tailor days to clients' needs and abilities. A major strength of our organisation is the ability to choose between hundreds of different locations. This not only enables us to give customers a safe and enjoyable time but helps to spread the load environmentally.

- **Special needs/requirements**

We need very little else but maximum access to the mountains. This would include the ability to park at traditional lay-bys and pull-ins.

- **Origin of users (i.e. local, day trip, weekend etc.)**

Clients come mainly for three-day (long-weekend) residential breaks and are mainly from England.

- **Distance between accommodation and chosen pursuit.**

Our accommodation is in Deiniolen and distance varies from walking from the door to drives of up to an hour.

- **Suggestions for improvements of transport and parking**

Maintenance of existing lay-bys and pull-ins in main valleys

- **Any other factors that dictate the current pattern of use**

A rough assessment of which local businesses receive support from your user group (i.e. where, when and how often does your user group spend money in the local economy?)

Almost all our turnover of some £50,000 pa is spent in the region and in addition, most of our clients are high earners who almost always buy lots of expensive gear locally. Many of them stay on after the course and use local hotels and restaurants. For a lot of our visitors this is their first time in Snowdonia and, having had a good experience, they not only come back to us but also return independently bringing friends and families. As mentioned above our busiest months are not the conventional peak tourist times so the income is vital to local trade.

- **What improvements in local facilities might encourage your user group to spend more money in the local economy?**

A sea-change in many local people's attitude to tourists and tourism. A welcoming smile and attention to service matters far more to a customer 'on holiday than it does when they are 'at home'.

- **Do you think that Snowdonia is a 'welcoming' place?**

Could do better and yet keep the unique 'ruggedness of Snowdonia i.e. not become like, say The Lake District. It IS possible to sell our unique Welshness AND be welcoming

- **What do you think of service standards in and around Snowdonia**

The historical background of the area as an industrial and agricultural area has left a legacy of a belief that giving service means being a servant. We need, through training and PR, to make service workers skilled in and proud of their job. This brings financial rewards too. Upmarket visitors will pay well for a good service and welcome.

FEEDBACK ON SNOWDONIA GREEN KEY STRATEGY
A VIEWPOINT OF TRIATHLETES AND ROAD CYCLISTS

Prepared by Simon Blackburn

8th FEBRUARY 2002

The purpose of this contribution is to highlight issues of interest to road cyclists and triathletes relevant to proposed restricted vehicular access into Snowdonia National Park. As I have only lived in the area for 12 months I cannot claim that these are wholly representative but hopefully they do highlights opportunities and threats posed by the Green Key proposals.

1. The relationship between motor vehicles and cyclists in the UK is often not very cordial and therefore anything that may reduce the number of vehicles allowed access to Snowdonia should secure the future of the area as an attractive and safe location for road cyclists.
2. Most road cyclists would expect to start and finish their journey in the same place and will be looking for a safe and secure place to park their vehicle. Given the choice they would not wish to pay for this parking and ideally would welcome changing and toilet facilities plus a suitable venue for post-ride refreshment close by. Improved parking areas where these facilities would be provided would be of considerable benefit.
3. The roads in Snowdonia are hilly and too challenging for many recreational cyclists and family groups. If buses were able to transport cyclists and their bikes free of charge this would allow these bikers to ride within their limits and then use the bus on long uphill sections. This would allow them to see more of the area and perhaps encourage them to cycle further as they would get regular breaks.
4. If the park and bus system is to work there needs to be an incentive for people to abandon their cars. This could be possible if the parking was free and ideally if the bus service was free too. This would give cyclists the freedom to explore (as per 3 above) and even attempt point-to-point rides in the knowledge that they could always get a bus back to their original start point. Potentially this would also allow cyclists to have one base to do 2 or 3 different rides over a long weekend and thereby extend their break in the area.
5. The other advantage of having a free roving bus service is that cyclists would be assured of getting a safe lift home in the event of them getting injured, tired, dehydrated, cold, wet etc or indeed should they suffer mechanical problems. By simply waiting at a bus stop/shelter they could be assured of a cost-free return to their car/accommodation.
6. Cycle hire companies could benefit substantially by having outlets at the various "gateways" to Snowdonia and the back-up they could provide at no cost (as per 5 above) would be unique in the UK and therefore potentially a very attractive proposition for all types of bikers.
7. Currently Snowdonia appears not to be strongly promoted for road cycling although the road surfaces are generally good and the traffic is quieter here year-round than virtually anywhere else in England or Wales. Offering a cycle-friendly environment in terms of quieter roads, safe parking areas and cycling friendly cafes plus the free and frequent bus pick-up service could provide the opportunity to market Snowdonia as a top location for road cycling from April through to November but most particularly during the Summer.

I trust that this feedback is of value. I have not read all the Green Key Proposals but whether or not they are adopted the introduction of a regular, free, roving bus service with regular stop-offs, capable of carrying bikes and passengers could well prove a major boost in terms of promoting Snowdonia as a top cycling destination in the UK.

Brian Robbins, Chairman

Snowdonia Sky Sports is the local club for Paraglider and Hang glider pilots. It was set up ten years ago and has approximately 200 members. The club is affiliated to the B.H.P.A. (The British Hang Gliding and Paragliding Association), which is the governing body for the sport. The club was set up as a result of a need for liaison with landowners and other mountain users. Agreements were sought for access to sites and rules stipulating where members could take off and land were formulated.

Paragliding and Hang gliding pilots who fly in the park are divided into local pilots and those members who with their families travel to Snowdonia on the promise of a good weather forecast. These pilots bring revenue into the area by staying in Hotel or B&B accommodation, also using restaurants and local shops and other facilities.

The sites are published by the club in a sites guide, which is made available to members, and also to visiting pilots from other areas of the country. This has ensured that none of our sites are compromised and has enabled us to maintain control over their usage.

Many of our sites are within, or on the fringes of the National Park and sometimes on those very rare days when conditions are perfect, flights may be made which carry us across the mountains anywhere within the park depending on wind direction.

Wind conditions greatly affect our ability to fly, and is the overriding factor when deciding whether flying will be possible, and which take off we can use. The correct wind strength and direction is crucial to our decision to fly. Any wind speed over approx 18 - 20mph will prevent us flying, as will any gusts that appreciably increase the winds strength.

We are in a mountainous region, and during summer the effect of the sun heating the mountain mass causes the main body of air to rise; this in turn creates an onshore flow of colder air from the sea inland up the valleys to replace this air. This is at its strongest in the early afternoon. These sea breezes can override the normal wind direction, which will again have the effect of causing a change in the usable take off site.

Pilots who have checked the forecast for a given day and believe conditions to be flyable will wish to visit the site which appears to be the most appropriate, given the forecasted wind direction and strength. There they can check the wind direction is ok and suitable for flying. If it is not suitable a decision has to be made as to which other site will provide flyable conditions.

On an average flying day it may require a visit to one or two sites before an ideal site is found and the "window" when the conditions are ideal may only last for a couple of hours. If the park and ride scheme is implemented as presently outlined then the following is a typical scenario soon to be faced by pilots within the park; Drive in private vehicle to check site, if site is ok to fly then return to gateway town to park and wait for bus before returning on bus to flying site, time 1.5 - 2 hours! If conditions have changed in the meantime then catch next bus back to car and repeat process.

The present Sherpa service is frequently used by pilots who have landed some distance away from take off and wish to return to their vehicle. *The ability to move swiftly at short notice from site to site is crucial to our sport.* A compulsory park and ride scheme is clearly incompatible and would severely decimate sky sports in Snowdonia.

There are two Paragliding schools in the area that employ local people and bring revenue to the area. Student pilots travel to Snowdonia to take part in paragliding lessons over a weekend or a period of days when the conditions are suitable. *The schools are also subject to the same difficulties in getting to and using sites, they will also move between sites as the day develops and sea breezes establish themselves.*

The club is striving to improve access to certain sites that could have a transport system aimed specifically for pilots such as the quarries above Llanberis. Here negotiation is in progress with the landowners to look at the feasibility of providing access.

Our sport can be considered "Green", as when airborne we cause no pollution of the environment by noise or by emissions. If any transport system is implemented in the park it should also be aiming at reducing pollution, and less polluting fuels such as LPG or electric power should be used. This would encourage its use by mountain users.

Car parking must be improved for vehicular use so reducing irresponsible parking in sensitive areas. Existing lay-by parking must be allowed to continue until such a time when an efficient transport system can be provided. Such a system must be able to move people swiftly around the area and have carrying facilities for bulky items such as paragliders and hang gliders (some 15 foot in length)

Brian Robbins, Chairman, SSS. February 2002

- **Volume of Users**

In my private work I most often guide one or two people at a time. I would expect to guide for about 20 visitor days per month (ie 10 days with 2 people or equivalent) for 6-7 months of the year in Snowdonia (In addition to this I will work days for other people, either other private guides or outdoor centres like Plas y Brenin).

At the moment there are 45 British Mountain Guides and between 100 and 200 Mountaineering Instructors based in North Wales (I can get exact figures for instructors if you need). Some of those Guides and Instructors work exclusively for outdoor centres and some may have other jobs (eg. University Lecturers) and some are not active. There are still a significant number of people offering private guiding, leading or instructing in the area as either full time or part time independent providers.

Mountain Guides and Instructors from outside the area travel here to work as well.

- **Seasonal Trends**

A typical year would find me in Scotland for about 5 weeks through the winter, and overseas for perhaps 6-8 weeks in the Summer. There is a down time of about 2 months when there is little or no private guiding. I would say that I have a fairly similar year pattern to the majority of self employed operators. Currently there is a big increase in instructional groups in the area during June, July and August.

- **Times of Day**

Typically I will meet clients at about 9 o'clock in the morning and be back to the car by 5 or 6 pm. There are rare occasions when I may start very early say 5 or 6 am, and more often there are times when I may make a late start and remain on the hill until the late evening - perhaps 10 or 11pm. This will either be due to weather, or usually due to clients' requirements.

- **Length of Stop**

I will normally be out for a full day or equivalent (ie 7-8 hours) Sometimes for rock climbing guiding I will change venue half way through a day and spend 2 or 3 hours at one place and then spend a further 2 or 3 hours somewhere else. This change of venue could be planned at the beginning of the day, but it could also be unplanned due to weather or a clients needs.

- **Other Factors**

I will often carry more equipment than I need in the car with me. For example, when I meet clients I will bring spare equipment, some of which will not be used, so I leave it in the car when we go on the hill. If we change venues other equipment may be required. A vehicle is a piece of safety equipment - it provides shelter as soon as you arrive back, it can hold spare dry clothing and an abandoned car is often the first alarm in case of rescues, and it gives the rescuers an indication of where someone is if they haven't told anyone where they have gone. It also gives you a means of getting off the hill quickly if the weather is really bad or getting to phone or hospital should you ever have an accident.

- **Special Needs**

Flexibility is the most important need. Plans change, weather changes and clients are all different so any system needs the ability to cope with out of the ordinary requirements. No two days are the same.

- **Origin of Users**

Most of my clients are from England - nearly all in fact. Many are from London and the South (maybe half). I have some local clients and some foreign clients, usually continental Northern Europe and USA. Most are weekenders, some may be in the area for a few days and hire me for one or two days. I do have day trippers from places like the Midlands, Merseyside.

- **Accommodation**

About half of my clients stay in / around Llanberis. The rest use accommodation elsewhere in /around the National Park, or make day trips from home. Many clients choose to stay in Betws y Coed, Capel Curig area for example. If they are not staying in Llanberis I will often meet them at a venue in the park itself to go out for the day.

- **Suggestions for Improvement of Transport and Parking Situation**

I think that the existing parking in the park could be increased and improved without too much trouble or impact. I think that all parking in the National Park and tourist villages should be free. A free bus service to places like Pen y Pass at peak times would help relieve roadside parking. We do not have a traffic problem in this area - just some weekends (usually bank holidays) are busy. The biggest cause of traffic problems that I encounter regularly are oversized coaches on small roads (like in the Nant Gwynant where two coaches cannot pass)). Vehicle restrictions on these roads would be good - making the roads wider would not. No more railways through unspoiled valleys! The railway being built through Waunfawr and Rhydd Ddu should never have been allowed to happen.

- **Suggestions for New Facilities / Improvements**

General Points:- Snowdonia does need a well planned strategy for the future. I think that anyone considering this would do well to recognise 3 major things: 1) That there is a need to become as visitor friendly as is humanly possible (ie free parking & access buses, more visitor facilities & information - not notice boards but friendly, helpful faces at information centres that are open. 2) That a huge number of visitors come here to enjoy outdoor active experiences, so there should be ever increasing provision for those types of visitors ie. many waymarked low level walks, more on and off road cycle ways, widespread access for all recreationalists and masses of information & support to cater for the outdoor active 21st Century tourist rather than the indoor inactive mid-20th Century tourist. Planners must really understand how the outdoor environment is used. 3) If villages like Llanberis or Bethesda are to ever become the tourism centres that they could be, then they need to become more physically attractive. More painted buildings, improved architecture, pedestrian areas etc. Maybe they should conform to the development restrictions that exist within the Park to ensure that development is in keeping.

Specific Points:- Car parks could be made less unsightly - the walled car park in the Ogwen is great. The other car parks should be improved - parking guide lines would increase capacity in these car parks. Lay by parking - cars could park at 90 degrees to the road with a little expansion of the lay-by size - this would increase capacity too. Existing Park and ride from Nant Peris should be free. All parking should be free - to help conservation efforts at least. The CCW / NT etc spent loads of money making the path to Llyn Idwal , then the charges at Ogwen Cottage meant that many users parked 200 yards up the road and cut the corner off- creating a new path and undermining all the work and money that was spent on the Llyn Idwal path!

Kayaks and Canoes user group information

Chris Wright - Kayak Coach

- **Volume of users.**

The only figures that the Welsh Canoeing Association has are for Canolfan Tryweryn near Bala. This is a White Water Centre operating on the dam released Tryweryn River. Their figures for rafting, canoeing & kayaking are 42000 visitors per annum. Average spend £35.00. The river Dee at Llangollen attracts 70 000 people per year, while it is estimated there are some 750000 canoeists visiting Wales every year.

- **Seasonal Trends.**

Kayakers and canoeists use the park throughout the year. Summer months will see the majority of first time "have a go" users on lakes and coastal waters. Autumn and winter will see those using the rivers and sea in more advanced conditions.

- **Times of the day.**

Daylight hours, sometimes by night on the sea.

- **Other factors (such as weather conditions).**

Light wind and sunshine for beginners and relaxing journeys, rain and strong winds for white water and surf.

- **Special needs/ requirements.**

Kayaks and Canoes need to be transported on roof racks or trailers, as close as possible to access and egress points.

- **Origin of users (i.e. local, day trip, weekend etc).**

North Wales and Snowdonia are a fabulous destination for local residents and all types of users covering all the disciplines of the sport. Sea kayakers, river runners, playboaters, competition: slalom (Olympic discipline, GB silver medallist trains in North Wales, the 1981 World championships were hosted at Bala) wild water racing (the 1981 and 1995 senior World championships were held, and the 2002 Junior world championships will be held at Bala), open canoeing, outdoor and environmental education groups.

- **Distance between accommodation and chosen pursuit.**

Day Trips from south Wales, and the North west of England, weekend and weeklong trips from further afield. Accommodation users will travel between 5 mins to 1 hour.

- **Suggestions for improvements of transport and parking.**

- *More accessible information available outlining access situations and parking facilities.*
- *Suggestions for new facilities/ improvements to existing facilities.*
- *Better shared use of inland waterways throughout the whole of the UK*

- **Any other factors that dictate the current pattern of use.**

The presence of equipment manufactures, repairers and retailers, the local pool of highly qualified and experienced coaches and guides, centres of excellence, National outdoor centres and the fact that elite athletes train locally all contribute to use in the area.

- **A rough assessment of which local businesses receive support from your user group (i.e. Where, when and how often does your user group spend money in the local economy?).**

Service stations, cafes, restaurants, outdoor equipment retailers, repairers and manufactures, supermarkets, village shops, newsagents, public houses, outdoor centres, coaches and guides, hotels, B&B, bunkhouses, campsites, visitor attractions, climbing walls, cinemas

- **What improvements in local facilities might encourage your user group to spend more money in the local economy?**

Better access to more canoeing sites and a clear policy from the Park encouraging landowners to allow more sustainable access. This would not require a great deal of financial investment, but requires a change in outlook of riparian owners, whereby the local economies could benefit greatly.

- **Do you think that Snowdonia is a 'welcoming' place?**

No. The proliferation of Private, No Parking, No Canoeing and No access signs all contribute to making canoeists feel positively unwelcome.

- **What do you think of service standards in and around Snowdonia?**

Service ranges from excellent to poor.

Climber magazine. Local climber representative

- **User group:** *Rock climbers*

- **How do you and others in your field of expertise use the National Park?**

North Wales is arguably the best location within the UK for rock climbing. It certainly has the greatest diversity of crags and the largest range of climbing opportunities in difficult weather conditions (especially if you consider the Tremadog crags and the coastal crags at Llandudno, on the Lley Peninsular and at Holyhead Mountain). The Snowdonia National Park is home to many fine mountain crags with a history of development dating back over 100 years and climbers the world over have been regularly visiting this area ever since. In good weather the high crags such as Clogwyn Du'r Arddu are popular, but the lower more accessible cliffs in the Llanberis Pass and the Ogwen Valley attract attention in all but the worst conditions.

- **Volume of users**

Difficult to quantify, but clearly one of the biggest user groups operating in the National Park. (Perhaps second in number to hill walkers.)

- **Seasonal trends**

Any time of the year, but there is a significant pick during school holidays and throughout the summer months. Rock climbers favour dry conditions; most retreat to the comfort of indoor climbing walls or coastal crags when the rain is persistent.

- **Times of the day**

Some climbers will make early starts (7.00 am), but most will wish to access the crags between 9.00 am and 11.00 am. There is a significant number of evening visitors (particularly local climbers) who may arrive with only an hour to spare before dark. Also it is not that uncommon to get caught out on a route and descend to the valley well after dark.

- **Length of stop**

Some climbers will stay out all day (weather permitting), but others will make a beeline for the café as soon as their intended route is completed.

- **Special needs**

Car access is certainly preferred by most, because of the flexibility it gives. Climbers will often drive to a location to check out the presence of drainage or indeed other parties on a particular route. If the route is wet or taken by another group, they will change tack and drive to another location to check out another possible route before committing themselves to a final plan of action. In a sudden down pour of rain the car provides a quick getaway to the comfort and warmth of a local hostelry. The presence of a known car in a particular parking position is often key to communication between climbers intending to meet. Messages are often left on windscreens for late arrivals wishing to catch up with their friends.

- **Origin of users**

a broad mixture: many visitors from around the UK and many keen local activists and some international visitors. The recent proliferation of indoor climbing walls has provided a doorway into the sport for many indigenous Welsh people: certainly there are more young local people involved in rock climbing than at any previous time.

- **Distance between accommodation and chosen pursuit**

5 minutes – 1 hour.

- **Suggestions for improvements to transport and parking**

The broken down 'unofficial' spaces between Pen Y Pass and Pont Y Cromlech should be made permanent. They need to be walled and the ground needs to be surfaced properly. These are key access points for crags at the top end of the Llanberis Pass. The fly parking problem between the Pen Y Gwryd and Pen Y Pass could easily be solved by removing any opportunity for soft verge parking (i.e. build a low wall by the roadside). It would seem prudent to offer an alternative 'shielded' car park facility at the Pen Y Gwryd, or perhaps by extending the Pen Y Pass car park. Similar problems do exist in the Ogwen Valley, however it must be said that the current system is largely self-governing. If there is nowhere to park, then a typical climber will visit another crag where there is space. At peak periods in the summer a park and ride scheme might help soak up the extra numbers of visitors, but then again it could be argued that if the National Park adopted a more positive attitude to car park development then this would not be needed at all.

- **Suggestions for new facilities/ improvements to existing facilities**

I think most climbers would like to see a competition height indoor climbing wall established in the area. Having said that, the existing facilities (The Beacon and the Plas Y Brenin wall) are well run and very popular.

- **A rough assessment of which local businesses receive support from your user group**

All types of accommodation: camp sites, B & Bs, hotels, Youth Hostels, etc. Cafes, pubs (both very popular with climbers!), supermarkets, newsagents, grocery shops, butchers, equipment shops, garages etc. Climbing

well off and middle class and consequently have a good deal of spending power. Some of the major employers in the area (such as DMM, HB, ISC) have been developed by climbers who have settled in the area. The contribution of climbing culture to the local economy is huge.

- **What improvements in local facilities might encourage your user group to spend more money in the local economy?**

Higher standards of service; better shops, cafes, pubs and eateries.

- **Is Snowdonia a 'welcoming' place?**

Yes and no. The vast majority people in the area appear to welcome visitors. However there are still some individuals who harbour resentment towards hill users. Some of the access situations are confusing and unwelcoming. Better signing and clarification of where you can and can't go would be appreciated (e.g. access to Carreg Mianog). The Foot and Mouth access restrictions seemed to indicate an underlying antagonism towards hill users, both from individual land-owners, tenant farmers and from the leaders of the National Park.

- **What do you think of the service standards in and around Snowdonia?**

Some very good, but others terrible. In general the situation does need to improve.

in Llanberis. Winter Climbing representative.

- **How do you and others in your field of expertise use the National Park?**

If conditions permit (i.e. snow and ice present in the mountains), climbing routes throughout the National Park. Key Venues: Snowdon Trinity Face, Cwm Glas, Idwal, Cwm Cneifion, Black Ladders. However in good conditions, many other venues throughout Snowdonia, including some low level frozen waterfalls.

- **Volume of users**

Difficult to quantify, but if conditions are good then the local villages certainly fill up with winter climbers (and experienced hillwalkers).

- **Seasonal trends**

normal season: December

March, but it can extend by a month either way in an exceptional year. Conversely, in a bad year (like we are experiencing now) good snow and ice conditions can be elusive. Ironically, last year was one of the best seasons in the last 15 years, but was cut in half by the Foot and Mouth access shutdown.

- **Times of the day**

Early starts (5 – 7 am) are common, although some people choose to go later. Most people aim to be off the hill before dark (obviously this changes from December to March), but difficult snow/ ice conditions can slow a team significantly, and returning to the roadside in the dark is always a possibility. Night time ice climbing trips are popular when conditions are marginal.

- **Length of stop**

Varies enormously from a few hours on a roadside icefall to perhaps 12 hours going into to do a big route on the Black Ladders or Lliwedd.

- **Special needs**

car access is essential from a safety point of view. The car is a refuge from bad weather. Roadside weather conditions can be serious in winter. Cold wet and tired climbers need to be able to get back to the warmth and security of their accommodation, their homes (if they are local) or even just a warm café or pub in a local village quickly. If they have to wait around for buses or walk out along the road at night then not only will they be inconvenienced, but they could be in danger of hypothermia. Speed of access is very important; winter days are short and winter climbers are already pushed for time without having to worry about catching buses, either in the morning or at the end of the day.

- **Origin of users**

a mixture: many local people, some day visitors, many weekenders and some week-long stayers.

- **Distance between accommodation and chosen pursuit**

5 minutes – 1 hour.

- **Suggestions for improvements transport and parking**

Parking is sufficient in number and position at the moment, except at the access point for the Black Ladders, although the recent reduction of the spaces available at Pen Y Pass will just cause more problems during busy times. The National Park is comparatively quiet during the winter season and winter climbers tend to arrive well before traditional tourists get out of bed. Consequently parking is rarely an issue, except perhaps at Pen Y Pass on a weekend with good snow conditions and a perfect high-pressure weather forecast.

A bus service is not appropriate for winter activities in the National Park. The service could not be flexible enough (and economically feasible at the same time) and would put winter activists at risk of getting stuck by the roadside in bad weather conditions. Also, the usage of a bus system will extend (by up to 2 hours) an already long (12 hour) and very arduous day out.

- **Suggestions for new facilities/ improvements to existing facilities**

A reliable conditions report website (as they have in Scotland). Extension of the 'winter' wall at the Beacon climbing centre.

- **A rough assessment of which local businesses receive support from your user group**

Hotels, B & Bs, pubs, cafes, shops, garages, climbing walls etc.

- **What improvements in local facilities might encourage your user group to spend more money in the local economy?**

Probably higher standards of service and better shops, cafes, pubs and restaurants.

- **Is Snowdonia a welcoming place?**

The people are, but in comparison to Scotland the parking situation is not as good. There used to be a fly parking problem by the golf course below Ben Nevis. This was solved (quite sensibly) by building a shielded car park specifically for climbers and hill walkers wishing to access the mountain. In contrast to Pen Y Pass and at Ogwen Cottage there is no charge for using this facility.

- **User group**

Mountain bikers (represented

How do Mountain bikers use the National Park?

Mountain bikers see the Park as one of the country's finest upland areas for riding. Potential is there for all year round participation, on a variety of terrain.

- **Volume of users**

Mountain-biking is one of the fastest growing sports in the UK in both the competitive and recreational sectors. Numbers of off-road cyclists visiting the National Park has been steadily increasing over the years. We are now faced with figures approaching 10,000 bikers per year. The honey pot venue, at Coed Y Brenin reports visitor numbers well in excess of those forecast for the site.

- **Seasonal trends**

Far from being a fair weather activity, mountain-bikers are visiting the Park at all times of the year. This is set to continue, with obvious changes in local climate, and the development of fully sustainable, year round trails.

- **Length of stop**

The length of stay in the Park, for this user group, varies wildly, and is dependant on weather conditions. Most MTB users appear to build their visits around 'short breaks', of 3 or 4 days duration. However, there has been an increase in day visits from riders from areas as far away as greater Manchester and Shropshire.

- **Origin of users**

There is a thriving local scene in Snowdonia, and this is growing at a very healthy rate. Users from outside North Wales do, however make up the bulk of mountain-bike traffic in the National Park. As already mentioned, most of their visits would fall under the weekend/ short break category; however there seems to have been an increase in longer stays. This is largely down to the growing reputation of Snowdonia as a prime venue for all kinds of MTB activity, and the popularity of sites such as Coed Y Brenin. As for the geographical origin of users, they are coming from as far a field as SE England and N Yorkshire.

- **Distance between accommodation and chosen pursuit**

Bikers will generally expect to have to drive to a riding venue/ trail head, over a distance of up to 10 miles from their accommodation.

- **Suggestions for improvements to transport and parking**

Public transport has never catered for visiting cyclists. Mountain biking is NOT about riding your bike on busy roads. Users have to transport their equipment to their chosen activity site, in the same way that climbers, paraglider and canoeists do. Bike friendly buses may help, but the riding venues are often far from existing bus routes anyway. Improved parking is essential to improve visitor experience. Parking at formal trail developments is generally adequate, but an effort to improve parking facilities in most area of the National Park is desperately needed!

- **Suggestions for new facilities/ improvements to existing facilities**

There are in fact very few existing facilities in Snowdonia National Park for mountain biking! Cyclists are, for example entitled by law to use bridleways. There is a complete lack of effort by the Park to make these routes known, or to welcome cyclists to these trails! In order for a track to maintain it's status as a bridleway, it must be in current use. A massive improvement would be waymarkers, clearly showing the extent of these rights of way, and welcoming cycling and equestrian use. The existing network of cycle tracks in North Wales is still woefully inadequate. Efforts are being made by Forest Enterprise, for example, but a range of interesting bike specific cross-country trails is still missing in the National Park. New facilities are slowly emerging. The development of sustainable, purpose built riding venues for all sectors of mountain-biking should be a top priority. Such sites would increase visitor numbers and vastly increase the area's 'event potential'. Bike-wash/ bike-park facilities in communities such as Betws Y Coed, Llanrwst and Llanberis would enhance rider's experience and help to promote the Global Cycling Ethic on a local level. There is also a lack of competitive MTB events in Snowdonia. There is a need for venues and a push for a National Centre of Excellence, based in the National Park to promote some pride in the area.

- **A rough assessment of which local businesses receive support from mountain-bikers**

All users in this group make use of local retail outlets whilst visiting the area. This includes the full of shops from cycle shops to grocery stores and post offices. Specialist retailers who are situated in 'activity areas' have a high credibility factor amongst users, most of whom will use part of their visit to shop. As most of this group visit for weekends or short breaks, they utilise a wide range of accommodation options (from local hotels to camp sites). Cafes, pubs and restaurants also benefit.

- **What improvements in local facilities might encourage this user group to spend more money in the local economy?**

Friendly' or 'Cyclists Welcome' signs at pubs, cafés and shops goes a long way to encouraging users to spend extra time using these services. A feeling of belonging will help to encourage a return visit! The establishment of an annual 'Fat Tyre Festival' for Snowdonia would be a useful local event. This would focus the activity group on all the positive features of the area and bring huge boost to the local economy. It could be timetabled to fit in with our other major events and would not have to centre on one village. Obviously the issues of parking, public transport and availability of suitable venues would also come into play. Another local facility which could be a useful addition is a shower/ washing facility. This makes the user's stay more comfortable and helps to prepare him for making use of the village's shops and services.

- **Do you think that Snowdonia is a 'welcoming' place?**

I think a lot needs to be done to make this a really 'welcoming' place. An apparent limiting and containing attitude is clearly visible in some areas. The members of this user group cherish the area greatly. This is being ignored in certain quarters, and an effort needs to be made to portray the true, friendly nature of Snowdonia. Active encouragement to use all the area's facilities should be a priority. So, 'welcoming'?....not as much as it should be!!!

- **What do you think of service standards in and around Snowdonia?**

Again, improvements could be made in all sectors! There is a need to embrace outdoor recreation as the main source of income for the local economy, and cater the standards of service to enhance the experience of all the user groups, whilst still maintaining the unique character and heritage of the area.

Head of Centre at Kent Mountain Centre, Glyn Padarn, Llanberis.

We are a small outdoor education centre, owned and managed by Kent County Council. The centre employs fourteen people (five full time, six part time and three seasonal staff) who all live locally. The projected staffing costs for the next financial year are £157,000. In addition to this sum of money entering the local economy, we purchase goods and services locally (for example, the fuel from our minibuses is bought from the Snowdon Garage in Llanberis and we use Griffiths Coaches of Port Dinorwic to transport our groups from Kent to Llanberis and back).

We have up to thirty six young people from Kent staying at the centre every week, and they undertake adventurous and educational activities such as mountain walking, rock climbing, canoeing and geography field studies.

Our normal mode of operation is to travel to our activity venue by minibus, and our usual group size is nine young people with two or three adults. From this you will realise that we drive (in minibuses which are almost full) to places such as and including Pen y Pass car park, Ogwen Cottage car park and the Watkin Path car park in Nant Gwynant. We complete our day_s walk or other activity, return to the minibus, and travel back to the centre. We do not park on road verges, or obstruct field or farm entrances or narrow country lanes.

In my view, this is an efficient and environmentally acceptable way for us to travel and I cannot see that it causes harm to anyone or any interest.

When mountain activities are undertaken by young people and novices, the unexpected happens quite often. Sometimes we have to turn back within a few minutes because something important has been left behind. Sometimes we fail to reach our objective because someone feels ill or suffers a minor injury. Sometimes we are considerably delayed when members of the group have found the day very tiring. Sometimes we reach the valley with the young people wet and cold and are extremely glad that they can jump straight into a minibus and warm up. Occasionally, and more often with adult groups undergoing Mountain Leader training, we undertake night navigation exercises during the hours of darkness.

If there was a frequent, reliable and reasonably priced bus service around Snowdon and through the Ogwen Valley, I can imagine it being of use to some of our Kent Mountain Centre groups some of the time.

However, I cannot imagine any bus service which is likely to be provided fulfilling our everyday transport requirements. We are often hard pressed to complete our day_s outing in the time available. We do not have any extra time for waiting for buses, and I would not like to think of my colleagues having to rush their groups down the mountain in order to catch a certain bus, or worry about what to do if the bus is full, or how to cope if the weather is bad and the young people are suffering in the cold waiting for a bus.

There are other parts of our work which would be made very difficult under the transport policy proposed in the Green Key Strategy. One example is that we have groups of school pupils staying at the centre in order to undertake field studies work. In many cases the teacher will park the minibus in a small car park or lay-by for a few minutes, in order to point out some geographical feature to the pupils, so that they can take notes, make sketches and so on. They might then drive on to other places and repeat the process. None of this would be possible if there were no lay-bys or small car parks for them to stop in.

In summary, I object very strongly to any proposed scheme which would force groups from this centre and other similar establishments to travel on public buses.

Such a system would be extremely inconvenient for us and for our visiting groups. Although this centre is owned and managed by Kent Education Authority, there is no reason why teachers and other visiting leaders should not take the decision to use other centres in other mountain areas if they so wished. One concern I have is that if a teacher or visiting leader had a bad experience here, perhaps with young children suffering in the cold and the wet by the side of the road waiting for a bus, they could easily decide to take their students elsewhere in the future.

I have set out in another letter to you (where I am writing as the Chair of the Association of Mountaineering Instructors) my thoughts on how best to encourage tourism and improve its contribution to the local economy, and also my belief that there is no major problem with traffic or with parking in Northern Snowdonia.

My purpose in writing this letter was to explain as clearly as I could how the traffic management proposals in the Green Key Strategy would severely inconvenience outdoor education centres including Kent Mountain Centre. I hope that I have succeeded in this.

Please do not hesitate to contact me if you require any further clarification of my views,

Anne Vowels

The North Wales region of the Association has thirty eight members who represent twenty three outdoor education centres. The spread of these centres geographically is from Llandudno to Fairbourne and from Anglesey to Llangollen, but all of the centres are using the mountain areas of Northern Snowdonia regularly with their groups.

The contribution which these outdoor education centres make to the economy of the region is very considerable. I myself work at Kent Mountain Centre in Llanberis, which is one of the smaller centres, and yet we employ fourteen people (five full time, six part time and three seasonal staff) who all live locally. Taken together, the outdoor education centres are a considerable source of employment. In addition to the economic contribution made through providing employment, the outdoor education centres are major purchasers of supplies and services within the area.

All twenty three centres represented in the association of Heads of Outdoor Education Centres are residential bases. Each one has adults or young people living on site for several days at least, and undertaking adventurous and/or educational activities such as mountain walking, rock climbing, canoeing and geography field studies.

Anne Vowels
Chair of the Association of Mountaineering Instructors.

AMI is a UK organisation, but there are one hundred and forty members living and working in North Wales, which is approximately one fifth of the membership.

Members of the Association of Mountaineering Instructors hold one of two qualifications, the Mountain Instructor Award or the Mountain Instructor Certificate. The first is a summer qualification, while the second is valid for winter conditions also.

Most AMI members make their living through taking small groups of students into the mountains and onto cliffs for rock climbing. Some do this as school teachers and some work in outdoor education centres. Some have their own small businesses where they find groups of clients and arrange mountain training to their requirements.

All these forms of activity bring benefits to North Wales. In the case of the school teachers, it is local children whose education is enriched by the opportunity to explore the beautiful and challenging mountain environment of Snowdonia.

In the case of the outdoor education centres, a considerable number of jobs of various types are sustained, and goods and services are purchased locally.

The private clients of Mountain Instructors often stay in local hotels and guest houses, and visit cafes, restaurants, pubs and shops in the Snowdonia villages.

A knowledge of and consideration for the mountain environment is a most important part of the training of Mountain Instructors, and this is always passed on to clients and students. Naturally, safety training is also a very important element of our work, and we are teaching future mountain leaders and single pitch rock climbing leaders as well as participants in mountain activities. It follows that a further benefit to Snowdonia of the work of Mountain Instructors is that we are training other and future mountain users to be safe, responsible and environmentally aware.

The work of Mountain Instructors is very varied, but it does require having convenient access to the mountains throughout the year, and throughout the day and occasionally the night as well. Sometimes a very early start is required to achieve a particular mountain training objective, and sometimes it is necessary to train our students to travel in the mountains during the hours of darkness. Sometimes we experience problems and our return to the valley is much later than expected. Sometimes changes in the weather or crowding at a particular climbing area cause us to change our plans and move to a different venue for training.

I have read the Snowdonia Green Key Strategy Statement and I agree with many of its aims and objectives. I think an improved public transport system would be most beneficial to the area. I think additional public footpaths and cycleways would be excellent. I think moves to help the area to benefit from tourism but without damage to the environment would be admirable. However, I cannot agree with some of the measures proposed in the Strategy Statement because they will cause great inconvenience to the members I represent, and I do not think they will achieve that last objective of bringing further economic benefits from tourism.

I do not believe that any bus service which could realistically be provided in North Snowdonia would start early enough in the morning or finish late enough in the evening, or be frequent enough to meet the needs of Mountain Instructors and their clients. Indeed, if such a bus service could ever be provided, most of the buses

people. I am no expert on this but it would seem to me that a car full of people must be less polluting than a bus empty or almost empty of people.

I believe that members of the Association of Mountain Instructors try hard to behave responsibly with regard to parking. When a group has several cars, the Instructor will arrange for extra vehicles to be left in a village car park and just the minimum number of vehicles be taken onto mountain roads. Mountain Instructors do not park on verges or obstruct farm gateways. At those few times of year when the car parks at Pen y Pass or Ogwen cottage are full they will either go elsewhere, use a bus or arrange to be dropped off at the start of their day.

I talk to many Mountain Instructors every week, and the majority opinion is that there is not a problem with overcrowding on the roads of Snowdonia, and that there is not a problem with regard to parking, or certainly not one which requires drastic measures to solve. Neither do I hear Mountain Instructors complaining about the visual impact of cars parked in lay-bys and car parks in the mountains. I think there is an acceptance that Snowdonia attracts many people who love the mountains, and we tolerate the presence of the cars because we like to see other people enjoying themselves, whether that means scaling the highest peaks or sitting in a lay-by enjoying the scenery.

As a resident of Llanberis, and someone who has lived in North Wales for fifteen years, the subject of the local economy is of concern to me. I would love to see Llanberis and the other villages enjoy a greater prosperity. However, I do not feel that the measures proposed in the Green Key Strategy set about achieving this in the best way. I think what tourists and mountain users are seeking above all is a sense of freedom. I believe that any strategy which tries to force people to park in large car parks in 'Gateway' villages and spend their money in particular places and travel by bus whether they want to or not will antagonise the visitor and could easily lead to a reduction in visitor numbers.

It is my belief that the visitor should be welcomed and provided with the facilities he or she wants to use. This type of policy would encourage more visitors to come, and would lead to more money being spent in local shops and businesses. I think that improvements to the possibilities for low level walking would be very much welcomed, with existing paths well marked and publicised, and perhaps some additional ones created. Public toilets which are open all year round would also be an advantage (I am thinking of the Y Glyn picnic site in Llanberis here).

So, to summarise, I represent about one hundred and forty people who work as Mountain Instructors in North Wales.

We are people who have the interests of the environment at heart, and also the interests of the local economy.

We are very much against any policy which prevents people from using a mode of transport of their choice and from parking their vehicles in lay-bys and car parks of their choice. Any such policy would cause great inconvenience to us, and we are a group of people whose work is bringing benefits to the area. Furthermore, we believe that such a policy would deter visitors and damage rather than strengthen the local economy.

Please do not hesitate to contact me if you require any further clarification of our views,

Appendix 2

Survey to document how and why specific car parks within Central Snowdonia are used and valued by different user groups.

User Groups and General Comments on Parking Restrictions

Multi Activity & Field Work (Local Education Authority Centres) - Llanrug OEC

We are concerned that many venues would take too long to reach by bus. We also think that since our minibuses transport groups of around 12-15 that this is a pretty eco-friendly form of transport. Minibus transport is a vital part of our Health and Safety emergency evacuation procedure.

Rock Climbing, Bouldering & Winter Climbing - Simon Panton & Robert Wilson

I feel a broad generalisation has been made grouping walkers needs with climbers. The requirements by both user groups are very different and should be tackled differently.

Gary Robinson - Mountain Biking

Mountain bikers rely on being able to get their bikes to the trailhead. This is not about cycling on tarmac roads!! Any restriction on parking makes this activity generally impossible. Public transport cannot replace the car as a means of transporting mountain bikers and their heavy bulky equipment. This survey covers only car parks close to / on major roads but there are many minor parking spots to be retained also! Restrictions on parking will force users in this group, both resident and visiting, to go elsewhere!! This would see the death of mountain biking in North Wales!!

Ray Wood - Photographers

The new parking restrictions proposed in the Snowdonia Green Key Strategy would be completely inappropriate for the photography I undertake within the park: particularly pre-dawn starts and late finishes.

Gerry Lynch - Private Outdoor Centres

I do not operate from any one venue but meet individuals and groups staying in many places throughout the area and visiting for odd days.

Mandy Whitehead et al - Rambling

We are a group of middle-aged ladies who regularly walk the mountains for fun. Because most of us have jobs and weekend family commitments most walking is done in the evenings and in the winter this means after dark and we cannot ever envisage public transport being any use in the circumstances. Off road paths along the major valleys (i.e. like the Old road in Ogwen) would aid our expeditions greatly allowing us to link tops more easily and avoid the dangers of road walking.

Al George - Mountain Guides

As a mountain guide you require flexibility in any day due to conditions, weather etc. You may for example decide to go the Llanberis Pass, but it turns out not practical for one reason or another, so you have to go elsewhere, in order to give clients a quality day. If you can't give people this they will go elsewhere. A bus service would not be able to give us this flexibility we require. I am not against some kind of improved bus service, but it would have to be regular and reliable (which I can't see it being). I object strongly with having our freedom taken away from us. Surely you have learnt from the foot & mouth period, how important climbers / hill walkers are to the economy. Places like Llanberis, Capel and Bethesda would suffer greatly if the Green Key scheme goes ahead. You need to listen to a group of people who bring a vast amount of revenue to the area. I really don't think you realise how important climbers and hill walkers are to the local economy.

High Trek - Mountain Walking Holidays and Courses

Our clients (high-spending ABCs) expect us to provide them with a fun and educational mountain experience with maximum time in the mountains i.e. not waiting for buses. Of course, foremost in our minds is safety and we cannot endanger them by walking along major roads or allowing them to get cold waiting for a bus. WE use our local knowledge to avoid honeypot areas at peak times and alter routes / activities constantly to allow for weather conditions and clients' abilities. We do have a SNP parking permit and regularly (i.e. several times a week all year) use all parking places graded 3 or above. Sometimes we park there all day (or night) and sometimes where linear walks are involved drop off or pick up at these places.

Ian Henderson - Mountain Rescue

There will be times when operational we will desperately need the easiest / closest access to hill / cliffs. These are marked 4-5. We have a number of accessible helicopter landing sites (LZ), obviously close access is required. Our other concern is about tracing lost / overdue people – the 'clue trail' involves gathering evidence from parked cars – usually in closest car parking – not knowing where to search will cost lives.

Jon Silvester - Family / local recreation

Closing existing parking would mean most activities with our children would stop since they are young (4 & 6) and have limited energy for long lasting activities. Therefore, for their outdoor education to be effective and enjoyable, driving as close to the chosen activity as possible is a priority. The car also is an aid for emergencies – and a deposit for spare clothing. Utilizing a bus to most locations would take an extra 2 hours, be difficult / unspontaneous for matching activities for matching activities with changing weather conditions, potentially dangerous if hypothermia (children and water!) happens, and very difficult to transport the canoes etc. This is the view of only one family's recreation – focussing on river / lake activities and bouldering – family of 2 children – age 4 & 6

Nick Cunliffe, Surfines - Canoeing

Canoeing is an important outdoor activity, in terms of visitor numbers, local participants and professional organisations. Despite this, access to water is already limited by restrictive landowner policies. Closure (part or total) of the parking facilities in this list would further reduce the availability of suitable canoeing locations in Snowdonia, making the area less appealing to canoeists in other areas of the UK. Key canoeing resources assessed by this proposal are: Afon Ogwen, Afon Llugwy, Afon Nant Peris, Afon Gwyrffai, Llyn Cwellyn, Afon Colwyn, Afon Glaslyn, Llyn Dinas, Llyn Gwynant, Llyn Mymbyr.

Keys to Tables

Parking Area Type

V	Verge
L	Lay-by
O	Official Car Park
U	Unofficial Car Park

Grade

1	Never Used - not relevant to your user group
2	Infrequently Used - occasionally used by user group - may limit user group but not important / many alts available
3	Moderately Used - medium impact if parking stopped but alternatives do exists close by
4	Regularly Used, High impact if parking stopped - few alternatives or only similar alternatives
5	Vital for User Group - no alternatives available beyond immediate car parking area

Following 2 Pages

Table 4a & 4b - List of Car Parks

TABLE 4A - List of Car Parks in Survey

S-A Ref No.	Area	Car Park Name	Grid Ref	Capacity	Type	Description
1	OGWEN	Ogwen Bank	626654	5	L	
2		Pine Tree Copse	633643	5	L	Old Road / Tyn Y Maes
3		Motel Roadside	634640	10	L	Roadside lay-by Tyn Y Maes
4		Mine Cutting	643624	15	L	South of Ty Gwyn / Layby x 2
5		Ogwen Cottage Boulders	645603	5	V L	Old Road / Ogwen Cottage Chapel
6		Ogwen Cottage C.P.	649604	54	O	Tea Shack C.P. / Road / New C.P.
7		Bochlwyd Buttress	655603	50	L	Llyn Ogwen
8		Bochlwyd Buttress	659603	25	O	Llyn Ogwen
9		Milestone Buttress	662603	40	L	Lakeside
10		Milestone Buttress	665603	30	L	Cragside
11		Tryfan Bach Vergeside	666605-674604	70	V L	Hard shoulder' / Little Tryfan
12		Gwern Gof Uchaf	674604		U	Private C.P. £1 per day
13		Gwern Gof Isaf	684602		U	Private C.P. £1 per day
14		Craig Yr Ysfa	688602	3	V L	Entrance Water Board Road *
15		Helyg Straight	701598	10	V L	Approach for Llyn Cowlyd (no F.P.)
16		Dol Llech	710595	3	L	Shared with residence
17		Bryn Hall	631 691	10	V	Unused Quarry area
18		Black Ladders Access	638657	1	V	Turn round spot
19	LLANBERIS	Marchlyn Dam Road	597631	4	U V	Road end
20		Dolbadarn Castle	587897	10	O	Castle CP
21		Power Station View Point	593591	9	L	Lakeside layby x 2
22		Parc Nant Peris	598587	30	L	Sheep dog Field lay-by
23		Nant Peris C.P.	606583	50	O	Large C.P.
24		Grochan	621572	24	L	Below Clogwyn Y Grochan
25		Blaen Y Nant	623568		U	Private C.P. £2 per day
26		Wasted	627566	7	L	Below Carreg Wasted
27		Cromlech	629566	27	L	Below Cromlech (lay-by & verge)
28		Simiter Ridge	633563	1	L	Opposite Simiter Ridge
29		Craig Fach	637560	4	L	Park here for felony
30		Trevor Panthers lay-by	639559	5	L	park here for T.P. Crag
31		Boulder lay-bys	643557	4	L	Directly north of 'The Horns' (lay-by x 2)
32		Pen Y Pass C.P.	646556	87	O	7 minutes Bus / 3 staff / 77 cars / Bus
33		Garret	594613	5	V	Verge around turn-round
34		Bus stop	590611	25	L	Car parking areas at bus turn around
35		Moel y Ci	591653	8	V	Small areas for off road parking
36		Moel Eilio	567594	8	L	Limited lay-by & some verge parking end tarmac Rd.
37	Pen Llyn (Brynrefail)	560624	7	L	Pen Llyn Padarn Lake	
37a	Cloggy	582590	5	V	High access to Cloggy	
38	BETTWS GARMON	Parc Dudley Nature Res	527585	10	O	Nature Reserve C.P.
39		Betws Garmon Church	535576	4	L	Outside Church
40		Riverside	542569	2	V	Riverside Access x 2
41		Water Works lay-by	546567	3	L	Next to Waterfall / Wier
42		Castell Cidwm	553558	2	L	Across river from Castell Cidwm
43		Cwellyn lakeside	555555	1	L	Lakeside
44		Cwellyn lakeside	559554	1	L	Lakeside
45		Snowdon Ranger	563552	20	O	Snowdon Ranger C.P.
46		Llyn-y-Dywarchen	558534	4	L	Fishermans park
47		Rhyd Ddu C.P.	572526	50	O	
48		Pont Cae'r-gors	575508	30	O	Forestry C.P.
49		Nant Colwyn	579493	4	L	opposite Coed Mawr
50		Beddgelert C.P.	588482	90	O	Village C.P.
51		Forestry Commission	579491		L	FC Campsite - can pay to park
52		Aberglaslyn Pass			L	
53		Bryn Bedd			V	On corner of road
54		Gelli Iago			L	Near Gelli Iago farm
54a		"Waunfawr Holes"	551598	5	U	Quarry waste tip

TABLE 5B - List of Car Parks in Survey

S-A Ref No.	Area	Car Park Name	Grid Ref	Capacity	Type	Description
55	NANT GWYNANT & NANT GWRYD	Craftwyn Hall	604490	5	L	Just east of Crafwyn Hall / Copper mines
56		Dinas Emrys 1	607491	10	L	Below Hill Fort
57		Dinas Emrys 2	608494	15	L	East of Hill Fort
58		Llyn Dinas outflow	612493	6	L	Afon Glaslyn / Llyn Dinas outflow
59		Llyn Dinas	615496	6	L	Lakeside
60		Glan Llyn	616497	1	L	Lakeside Llyn Dinas
61		Craig Y Llyn	621500	4	L	Llyn Dinas / below Craig Y Llyn
62		Craig Y Llyn	623502	10	L	Llyn Dinas / below Craig Y Llyn
63		PO Nant Gwynant	626504	30	L	Old road / Roadside parking
64		Nant Gwynant C.P.	628505	40	O	Nant Gwynant C.P.
65		Liams lay-by	6235513	15	L	Roadside / Residential / Coederyr
66		Boat House Gwynant	644515	3	L	Lakeside East Boathouse
67		Lakeside Gwynant	646517	3	L	Middle Llyn Gwynant lay-by
68		Top Lakeside	648520	5	L	Upper Lakeside lay-by
69		Gwynant Pass	656524	2	L	First lay-by up Gwynant Pass
70		Bwlch Y Rhediad	657526	4	L	Footpath to Bwlch Y Rhediad (Moelwyns)
71		Lower Ice Cream Van	656530	10	L	Viewpoint & lower ice cream pitch
72		Ice Cream Van	558541	16	O	Viewpoint of pipeline and ice cream main pitch
73		Non-descript lay-by	658555	4	L	1 km south Pyg Hotel
74		Old Road lay-by	659557	10	L	Junction old and new Gwynant Road
75		Vergeside PYG	662558	40	V	Verges around Pyg Hotel
76		Llyn Lockwood PYG	663559	20	L	Lay-by Pyg next to Llyn Lockwood
77		Glyder lay-by	665560	10	L	200 m east Llyn Lockwood
78		Dyffryn Mymbyr	675563	20	L	1.5m east Pyg (above cascade)
79		Stepping stones	680563	5	L	above stepping stones to Cwm Clorad
80		Cwm Clorad	683564	10	L	400 m west Cwm Clorad Isaf
81		Cwm Clorad	686566	5	L	200 m NW / across river from Cwm Clorad
82		Esme Firbanks'	697571	10	L	Lay-by below Dyffryn Mymbyr house
83		RAC Boulders	698572	5	L	Below RAC Boulders / Crag
84		Garth Campsite lay-by	703573	7	L	Lay-by north of Garth Farm
85	Perch Rocks Llyn Mymber	706575	10	L	Lay-by / neck of lake	
86	Mymbyr lay-by	713577	20	L	Long lakeside lay-by	
87	PYB roadside	715578	20	V	Hard shoulder directly west Plas y Brenin	
88	Capel Curig C.P.	719583	28	O	Behind Joe Brown shop	
89	Campsite Field	650525	?	U	Campsite parking / lakeside access	
90	Gwynant Power St	656541		V	Road to Power Station	
91	CAPEL - BETTWS	Jim's Bridge	726577			
92		Cobdens Hotel	731576		U	
93		Pont Cyfyng	734571		L	
94		Bryn Glo	736570		L	
95		Cwm Silyyn access CP	496510	3	U	Field parking
96		Trasbwl / Etgian	732663		U	Road end - Careddi access
97		Top of Dolgawy	758670		V	Verge by pipes
98		Bwlych y Gair	743693		U	Small access to various ROW
99		Port Dolgawy	774663		U	Gorge (Afon Ddu) access

Following 24 Pages
User Group responses including Comments

Keys to Tables	
Grade	
1	Never Used - not relevant to your user group
2	Infrequently Used - occasionally used by user group - may limit user group but not important / many alts available
3	Moderately Used - medium impact if parking stopped but alternatives do exists close by
4	Regularly Used, High impact if parking stopped - few alternatives or only similar alternatives
5	Vital for User Group - no alternatives available beyond immediate car parking area

S-A Ref No.	Area	Car Park Name	Capacity	Mountain Rescue	
				Grade	Comment
1	OGWEN	Ogwen Bank	5	2	
2		Pine Tree Copse	5	2	
3		Motel Roadside	10	2	
4		Mine Cutting	15	2	
5		Ogwen Cottage Boulders	5	3	Training - Joint OPS OVMRO
6		Ogwen Cottage C.P.	54	4	Essential for Joint OPS with OVMRO
7		Bochlwyd Buttress	50	4	Essential for Joint OPS with OVMRO
8		Bochlwyd Buttress	25	4	Essential for Joint OPS with OVMRO
9		Milestone Buttress	40	4	Essential for Joint OPS with OVMRO
10		Milestone Buttress	30	4	Essential for Joint OPS with OVMRO
11		Tryfan Bach Vergeside	70	5	Essential for Joint OPS with OVMRO
12		Gwern Gof Uchaf		4	Essential for Joint OPS with OVMRO
13		Gwern Gof Isaf		2	
14		Craig Yr Ysfa	3	2	
15		Helyg Straight	10	2	
16		Dol Llech	3	2	
17		Bryn Hall	10		
18		Black Ladders Access	1		
19	LLANBERIS	Marchlyn Dam Road	4		
20		Dolbadarn Castle	10	2	
21		Power Station View Point	9	2	
22		Parc Nant Peris	30	5	Helicopter landing site
23		Nant Peris C.P.	50	2	
24		Grochan	24	5	
25		Blaen Y Nant		5	
26		Wasted	7	5	
27		Cromlech	27	5	
28		Simiter Ridge	1	3	
29		Craig Fach	4	2	
30		Trevor Panthers lay-by	5	2	
31		Boulder lay-bys	4	2	
32		Pen Y Pass C.P.	87	5	Essential Helicopter LZ & Team Base
33		Garret	5		
34		Bus stop	25		
35		Moel y Ci	8		
36		Moel Eilio	8		
37		Pen Llyn (Brynrefail)	7		
37a	Cloggy	5			
38	BETTWS GARMON	Parc Dudley Nature Res	10	1	
39		Betws Garmon Church	4	2	
40		Riverside	2	2	
41		Water Works lay-by	3	3	Training at Plas Ynant
42		Castell Cidwm	2		
43		Cwellyn lakeside	1	2	
44		Cwellyn lakeside	1	2	
45		Snowdon Ranger	20	2	
46		Llyn-y-Dywarchen	4	2	
47		Rhyd Ddu C.P.	50	5	Base area fpr south side Snowdon
48		Pont Cae'r-gors	30	2	Joint OPS with Aberglaslyn Mrt
49		Nant Colwyn	4	2	Joint OPS with Aberglaslyn Mrt
50		Beddgelert C.P.	90	2	Joint OPS with Aberglaslyn Mrt
51		Forestry Commission		3	
52		Aberglaslyn Pass			
53		Bryn Bedd			
54		Gelli Iago			
54a	"Waunfawr Holes"	5			

S-A Ref No.	Area	Car Park Name	Capacity	Mountain Rescue	
				Grade	Comment
55	NANT GWYNANT & NANT GWRYD	Craftwyn Hall	5	2	
56		Dinas Emrys 1	10	2	
57		Dinas Emrys 2	15	2	
58		Llyn Dinas outflow	6	2	
59		Llyn Dinas	6	2	
60		Glan Llyn	1	2	
61		Craig Y Llyn	4	2	
62		Craig Y Llyn	10	2	
63		PO Nant Gwynant	30	2	
64		Nant Gwynant C.P.	40	5	Team deployment for Watkin
65		Liams lay-by	15	2	
66		Boat House Gwynant	3	2	
67		Lakeside Gwynant	3	2	
68		Top Lakeside	5	2	
69		Gwynant Pass	2	2	
70		Bwlch Y Rhediad	4	2	
71		Lower Ice Cream Van	10	3	
72		Ice Cream Van	16	5	Radio link site
73		Non-descript lay-by	4		
74		Old Road lay-by	10		
75		Vergeside Pyg	40	4	Bad weather helicopter LZ
76		Llyn Lockwood Pyg	20	4	Bad weather helicopter LZ
77		Glyder lay-by	10	4	Bad weather helicopter LZ
78		Dyffryn Mymbyr	20	2	
79		Stepping stones	5	2	
80		Cwm Clorad	10	2	
81		Cwm Clorad	5	2	
82		Esme Firbanks'	10	2	
83		RAC Boulders	5	2	
84		Garth Campsite lay-by	7	2	
85		Perch Rocks Llyn Mymber	10	2	
86		Mymbyr lay-by	20	2	
87		PYB roadside	20	4	PYB for Team training
88		Capel Curig C.P.	28	3	
89		Campsite Field	?	3	Alternative Helicopter LZ
90		Gwynant Power St			
91	CAPEL - BETTWS	Jim's Bridge			
92		Cobdens Hotel			
93		Pont Cyfyng			
94		Bryn Glo			
95		Cwm Silyyn access CP	3		
96		Trasbwl / Etgian			
97		Top of Dolgawy			
98		Bwlych y Gair			
99		Port Dolgawy			

S-A Ref No.	Area	Car Park Name	Capacity	Rock Climbing, Bouldering, Winter Climbing	
				Grade	Comment
1	OGWEN	Ogwen Bank	5	4	
2		Pine Tree Copse	5	1	
3		Motel Roadside	10	2	
4		Mine Cutting	15	4	
5		Ogwen Cottage Boulders	5	4	
6		Ogwen Cottage C.P.	54	4	
7		Bochlwyd Buttress	50	5	
8		Bochlwyd Buttress	25	4	
9		Milestone Buttress	40	4	
10		Milestone Buttress	30	4	
11		Tryfan Bach Vergeside	70	4	
12		Gwern Gof Uchaf		3	
13		Gwern Gof Isaf		3	
14		Craig Yr Ysfa	3	2	
15		Helyg Straight	10		
16		Dol Llech	3		
17		Bryn Hall	10		
18		Black Ladders Access	1	5	Problem Parking - Water Works car park was used in the
19	LLANBERIS	Marchlyn Dam Road	4		past now prohibite
20		Dolbadarn Castle	10	1	
21		Power Station View Point	9	3	
22		Parc Nant Peris	30	3	
23		Nant Peris C.P.	50	3	
24		Grochan	24	5	
25		Blaen Y Nant		5	
26		Wasted	7	5	
27		Cromlech	27	5	
28		Simiter Ridge	1	4	
29		Craig Fach	4	4	
30		Trevor Panthers lay-by	5	3	
31		Boulder lay-bys	4	2	
32		Pen Y Pass C.P.	87	5	
33		Garret	5		
34		Bus stop	25		
35		Moel y Ci	8		
36		Moel Eilio	8		
37		Pen Llyn (Brynrefail)	7		
37a	Cloggy	5		Higher access prevented by farmer - this is only high parking	
38	BETTWS GARMON	Parc Dudley Nature Res	10	1	for access to Clogg
39		Betws Garmon Church	4	2	
40		Riverside	2	2	
41		Water Works lay-by	3	2	
42		Castell Cidwm	2	3	
43		Cwellyn lakeside	1	1	
44		Cwellyn lakeside	1	1	
45		Snowdon Ranger	20	4	
46		Llyn-y-Dywarchen	4	2	
47		Rhyd Ddu C.P.	50	2	
48		Pont Cae'r-gors	30	1	
49		Nant Colwyn	4	1	
50		Beddgelert C.P.	90	1	
51		Forestry Commission			
52		Aberglaslyn Pass			
53		Bryn Bedd			
54		Gelli Iago			
54a	"Waunfawr Holes"	5			

S-A Ref No.	Area	Car Park Name	Capacity	Rock Climbing, Bouldering, Winter Climbing	
				Grade	Comment
55	NANT GWYNANT & NANT GWRYD	Craftwyn Hall	5		
56		Dinas Emrys 1	10		
57		Dinas Emrys 2	15		
58		Llyn Dinas outflow	6		
59		Llyn Dinas	6		
60		Glan Llyn	1		
61		Craig Y Llyn	4	4	
62		Craig Y Llyn	10	2	
63		PO Nant Gwynant	30	3	
64		Nant Gwynant C.P.	40	3	
65		Liams lay-by	15	3	
66		Boat House Gwynant	3	2	
67		Lakeside Gwynant	3	2	
68		Top Lakeside	5	4	
69		Gwynant Pass	2		
70		Bwlch Y Rhediad	4		
71		Lower Ice Cream Van	10		
72		Ice Cream Van	16		
73		Non-descript lay-by	4	3	
74		Old Road lay-by	10	4	
75		Vergeside PYG	40	4	
76		Llyn Lockwood PYG	20	5	
77		Glyder lay-by	10		
78		Dyffryn Mymbyr	20		
79		Stepping stones	5		
80		Cwm Clorad	10		
81		Cwm Clorad	5		
82		Esme Firbanks'	10		
83		RAC Boulders	5	5	
84		Garth Campsite lay-by	7		
85	Perch Rocks Llyn Mymber	10	3		
86	Mymbyr lay-by	20	3		
87	PYB roadside	20	4		
88	Capel Curig C.P.	28	2		
89	Campsite Field	?	5		
90	Gwynant Power St				
91	CAPEL - BETTWS	Jim's Bridge			
92		Cobdens Hotel			
93		Pont Cyfyng			
94		Bryn Glo			
95		Cwm Silyyn access CP	3		
96		Trasbwll / Etgian			
97		Top of Dolgawy			
98		Bwlych y Gair			
99		Port Dolgawy			

S-A Ref No.	Area	Car Park Name	Capacity	Mountain Holidays & Courses	
				Grade	Comment
1	OGWEN	Ogwen Bank	5	1	
2		Pine Tree Copse	5	2	
3		Motel Roadside	10	1	
4		Mine Cutting	15	3	alternative = 6, 7 or 8
5		Ogwen Cottage Boulders	5	3	alternative = 6, 7 or 8
6		Ogwen Cottage C.P.	54	4	alternative = 6, 7 or 8
7		Bochlwyd Buttress	50	5	Our most important all year
8		Bochlwyd Buttress	25	4	
9		Milestone Buttress	40	5	Very important
10		Milestone Buttress	30	4	Alternative = 9
11		Tryfan Bach Vergeside	70	4	Alternative = 9
12		Gwern Gof Uchaf		4	
13		Gwern Gof Isaf		5	
14		Craig Yr Ysfa	3	4	
15		Helyg Straight	10	1	
16		Dol Llech	3	1	
17		Bryn Hall	10		
18		Black Ladders Access	1		
19	LLANBERIS	Marchlyn Dam Road	4		
20		Dolbadarn Castle	10	3	
21		Power Station View Point	9	1	
22		Parc Nant Peris	30	1	
23		Nant Peris C.P.	50	1	No path except Main Road
24		Grochan	24	4	
25		Blaen Y Nant		4	
26		Wasted	7	5	Important especially in winter Gwm Glas
27		Cromlech	27	4	
28		Simiter Ridge	1	2	
29		Craig Fach	4	2	
30		Trevor Panthers lay-by	5	2	
31		Boulder lay-bys	4	2	
32		Pen Y Pass C.P.	87	5	
33		Garret	5		
34		Bus stop	25		
35		Moel y Ci	8		
36		Moel Eilio	8		
37		Pen Llyn (Brynrefail)	7		
37a		Cloggy	5		
38	BETTWS GARMON	Parc Dudley Nature Res	10	2	
39		Betws Garmon Church	4	2	
40		Riverside	2	1	
41		Water Works lay-by	3	2	
42		Castell Cidwm	2	2	
43		Cwellyn lakeside	1	1	
44		Cwellyn lakeside	1	1	
45		Snowdon Ranger	20	4	
46		Llyn-y-Dywarchen	4	3	
47		Rhyd Ddu C.P.	50	4	Important summer
48		Pont Cae'r-gors	30	5	
49		Nant Colwyn	4	1	
50		Beddgelert C.P.	90	5	Important all year
51		Forestry Commission			For Hebog
52		Aberglaslyn Pass			
53		Bryn Bedd			
54		Gelli Iago			
54a	"Waunfawr Holes"	5			

S-A Ref No.	Area	Car Park Name	Capacity	Mountain Holidays & Courses		
				Grade	Comment	
55	NANT GWYNANT & NANT GWRYD	Craftwyn Hall	5	5		
56		Dinas Emrys 1	10	4		
57		Dinas Emrys 2	15			
58		Llyn Dinas outflow	6	1		
59		Llyn Dinas	6	1		
60		Glan Llyn	1	1		
61		Craig Y Llyn	4	1		
62		Craig Y Llyn	10	1		
63		PO Nant Gwynant	30	2	Alternative 64	
64		Nant Gwynant C.P.	40	5	Important summer	
65		Liams lay-by	15	4	Alternative 64	
66		Boat House Gwynant	3			
67		Lakeside Gwynant	3	5		
68		Top Lakeside	5	4		
69		Gwynant Pass	2	3		
70		Bwlch Y Rhediad	4	3		
71		Lower Ice Cream Van	10	1		
72		Ice Cream Van	16	1		
73		Non-descript lay-by	4	1		
74		Old Road lay-by	10	1		
75		Vergeside Pyg	40	1		
76		Llyn Lockwood Pyg	20	3	For Moel Siabod	
77		Glyder lay-by	10	2	For Moel Siabod	
78		Dyffryn Mymbyr	20	1		
79		Stepping stones	5	1		
80		Cwm Clorad	10	1		
81		Cwm Clorad	5	1		
82		Esme Firbanks'	10	1		
83		RAC Boulders	5	1		
84		Garth Campsite lay-by	7	1		
85		Perch Rocks Llyn Mymber	10	1		
86		Mymbyr lay-by	20	1		
87		PYB roadside	20	4		
88		Capel Curig C.P.	28	5	Important summer especially	
89		Campsite Field	?	4		
90		Gwynant Power St		3	For Lockwood's chimney	
91		CAPEL - BETTWS	Jim's Bridge			
92			Cobdens Hotel			
93			Pont Cyfyng			
94			Bryn Glo			
95	Cwm Silyyn access CP		3			
96	Trasbwill / Etgian					
97	Top of Dolgawy					
98	Bwlych y Gair					
99	Port Dolgawy					

S-A Ref No.	Area	Car Park Name	Capacity	Mountain Guides	
				Grade	Comment
1	OGWEN	Ogwen Bank	5	1	
2		Pine Tree Copse	5	3	
3		Motel Roadside	10	1	
4		Mine Cutting	15	1	
5		Ogwen Cottage Boulders	5	4	Required for climbers/walkers
6		Ogwen Cottage C.P.	54	5	Required for climbers/walkers
7		Bochlwyd Buttress	50	4	Linear parking works well
8		Bochlwyd Buttress	25	4	
9		Milestone Buttress	40	4	Guides / Instructors need the flexibility of own transport for enjoyment and safety reasons
10		Milestone Buttress	30	4	
11		Tryfan Bach Vergeside	70	4	
12		Gwern Gof Uchaf		5	
13		Gwern Gof Isaf		4	
14		Craig Yr Ysfa	3	4	
15		Helyg Straight	10	1	
16		Dol Llech	3	1	
17		Bryn Hall	10		
18		Black Ladders Access	1		
19	LLANBERIS	Marchlyn Dam Road	4		
20		Dolbadarn Castle	10	2	
21		Power Station View Point	9	3	
22		Parc Nant Peris	30	1	
23		Nant Peris C.P.	50	3	
24		Grochan	24	5	Climbers - local and visitors
25		Blaen Y Nant		4	
26		Wasted	7	4	
27		Cromlech	27	5	
28		Simiter Ridge	1	3	
29		Craig Fach	4	3	
30		Trevor Panthers lay-by	5	2	
31		Boulder lay-bys	4	2	
32		Pen Y Pass C.P.	87	5	
33		Garret	5		
34		Bus stop	25		
35		Moel y Ci	8		
36		Moel Eilio	8		
37	Pen Llyn (Brynrefail)	7			
37a	Cloggy	5			
38	BETTWS GARMON	Parc Dudley Nature Res	10	1	
39		Betws Garmon Church	4	3	
40		Riverside	2	3	
41		Water Works lay-by	3	2	
42		Castell Cidwm	2	4	
43		Cwellyn lakeside	1	3	
44		Cwellyn lakeside	1	3	
45		Snowdon Ranger	20	5	
46		Llyn-y-Dywarchen	4	3	
47		Rhyd Ddu C.P.	50	5	
48		Pont Cae'r-gors	30	2	
49		Nant Colwyn	4	1	
50		Beddgelert C.P.	90	5	
51		Forestry Commission			
52		Aberglaslyn Pass			
53		Bryn Bedd			
54		Gelli Iago			
54a	"Waunfawr Holes"	5			

S-A Ref No.	Area	Car Park Name	Capacity	Mountain Guides	
				Grade	Comment
55	NANT GWYNANT & NANT GWRYD	Craftwyn Hall	5	1	
56		Dinas Emrys 1	10	3	
57		Dinas Emrys 2	15	2	
58		Llyn Dinas outflow	6	3	
59		Llyn Dinas	6	2	
60		Glan Llyn	1	2	
61		Craig Y Llyn	4	4	
62		Craig Y Llyn	10	4	
63		PO Nant Gwynant	30	4	
64		Nant Gwynant C.P.	40	5	
65		Liams lay-by	15	2	
66		Boat House Gwynant	3	2	
67		Lakeside Gwynant	3	2	
68		Top Lakeside	5	2	
69		Gwynant Pass	2	2	
70		Bwlch Y Rhediad	4	3	
71		Lower Ice Cream Van	10	2	
72		Ice Cream Van	16	2	
73		Non-descript lay-by	4	1	
74		Old Road lay-by	10	3	
75		Vergeside Pyg	40	3	Limited parking as it is
76		Llyn Lockwood Pyg	20	2	
77		Glyder lay-by	10	3	
78		Dyffryn Mymbyr	20	2	
79		Stepping stones	5	1	
80		Cwm Clorad	10	1	
81		Cwm Clorad	5	1	
82		Esme Firkbanks'	10	2	
83		RAC Boulders	5	2	
84		Garth Campsite lay-by	7	2	
85		Perch Rocks Llyn Mymber	10	2	
86		Mymbyr lay-by	20	2	
87		PYB roadside	20	4	
88		Capel Curig C.P.	28	5	
89	Campsite Field	?	4		
90	Gwynant Power St				
91	CAPEL - BETTWS	Jim's Bridge			
92		Cobdens Hotel			
93		Pont Cyfyng			
94		Bryn Glo			
95		Cwm Silyyn access CP	3		
96		Trasbwl / Etgian			
97		Top of Dolgaw			
98		Bwlych y Gair			
99		Port Dolgaw			

S-A Ref No.	Area	Car Park Name	Capacity	Paragliding	
				Grade	Comment
1	OGWEN	Ogwen Bank	5	1	
2		Pine Tree Copse	5	1	
3		Motel Roadside	10	1	
4		Mine Cutting	15	2	
5		Ogwen Cottage Boulders	5	2	
6		Ogwen Cottage C.P.	54	2	
7		Bochlwyd Buttress	50	2	
8		Bochlwyd Buttress	25	2	
9		Milestone Buttress	40	2	
10		Milestone Buttress	30	1	
11		Tryfan Bach Vergeside	70	1	
12		Gwern Gof Uchaf		1	
13		Gwern Gof Isaf		1	
14		Craig Yr Ysfa	3	1	
15		Helyg Straight	10	2	
16		Dol Llech	3	5	Important teaching/beginners hill, heavily used
17		Bryn Hall	10		
18		Black Ladders Access	1		
19	LLANBERIS	Marchlyn Dam Road	4	1	
20		Dolbadarn Castle	10	1	
21		Power Station View Point	9	1	
22		Parc Nant Peris	30	1	
23		Nant Peris C.P.	50	1	
24		Grochan	24	1	
25		Blaen Y Nant		1	
26		Wasted	7	2	
27		Cromlech	27	2	
28		Simiter Ridge	1	1	
29		Craig Fach	4	1	
30		Trevor Panthers lay-by	5	1	
31		Boulder lay-bys	4	4	
32		Pen Y Pass C.P.	87	5	Very restricted parking for very important site, no alternatives
33		Garret	5	4	Landing site for take-off from site accessed from 33
34		Bus stop	25	5	Heavy use site, no alternative parking
35		Moel y Ci	8	5	Important teaching and cross country site, restricted parking
36		Moel Eilio	8		
37		Pen Llyn (Brynrefail)	7		
37a	Cloggy	5	1		
38	BETTWS GARMON	Parc Dudley Nature Res	10	1	
39		Betws Garmon Church	4	1	
40		Riverside	2	1	
41		Water Works lay-by	3	1	
42		Castell Cidwm	2	1	
43		Cwellyn lakeside	1	1	
44		Cwellyn lakeside	1	1	
45		Snowdon Ranger	20	1	
46		Llyn-y-Dywarchen	4	1	
47		Rhyd Ddu C.P.	50	2	
48		Pont Cae'r-gors	30	1	
49		Nant Colwyn	4	1	
50		Beddgelert C.P.	90		
51		Forestry Commission			
52		Aberglaslyn Pass			
53		Bryn Bedd			
54		Gelli Iago			
54a	"Waunfawr Holes"	5			

S-A Ref No.	Area	Car Park Name	Capacity	Paragliding	
				Grade	Comment
55	NANT GWYNANT & NANT GWRYD	Craftwyn Hall	5	1	
56		Dinas Emrys 1	10	1	
57		Dinas Emrys 2	15	1	
58		Llyn Dinas outflow	6	1	
59		Llyn Dinas	6	1	
60		Glan Llyn	1	1	
61		Craig Y Llyn	4	1	
62		Craig Y Llyn	10	1	
63		PO Nant Gwynant	30	1	
64		Nant Gwynant C.P.	40	1	
65		Liams lay-by	15	1	
66		Boat House Gwynant	3	1	
67		Lakeside Gwynant	3	2	
68		Top Lakeside	5	2	
69		Gwynant Pass	2	1	
70		Bwlch Y Rhediad	4	1	
71		Lower Ice Cream Van	10	1	
72		Ice Cream Van	16	4	
73		Non-descript lay-by	4	2	
74		Old Road lay-by	10	3	
75		Vergeside PYG	40	5	Vital as serves 2 important take offs for schools and free fliers, possibly the most important sites in the area
76		Llyn Lockwood PYG	20	5	
77		Glyder lay-by	10	3	
78		Dyffryn Mymbyr	20	1	
79		Stepping stones	5	1	
80		Cwm Clorad	10	1	
81		Cwm Clorad	5	1	
82		Esme Firbanks'	10	1	
83		RAC Boulders	5	1	
84		Garth Campsite lay-by	7	1	
85	Perch Rocks Llyn Mymber	10	1		
86	Mymbyr lay-by	20	1		
87	PYB roadside	20	2		
88	Capel Curig C.P.	28	2		
89	Campsite Field	?	5		
90	Gwynant Power St				
91	CAPEL - BETTWS	Jim's Bridge			
92		Cobdens Hotel			
93		Pont Cyfyng			
94		Bryn Glo			
95		Cwm Silyyn access CP	3		
96		Trasbwl / Etgian			
97		Top of Dolgawy			
98		Bwlych y Gair			
99		Port Dolgawy			

S-A Ref No.	Area	Car Park Name	Capacity	Family & Local Recreation	
				Grade	Comment
1	OGWEN	Ogwen Bank	5	3	Frequently used access points for Afon Seiont. Others downstream are too distant for access to upper River
2		Pine Tree Copse	5	3	
3		Motel Roadside	10	1	
4		Mine Cutting	15	1	
5		Ogwen Cottage Boulders	5	1	
6		Ogwen Cottage C.P.	54	1	
7		Bochlwyd Buttress	50	1	
8		Bochlwyd Buttress	25	1	
9		Milestone Buttress	40	1	
10		Milestone Buttress	30	1	
11		Tryfan Bach Vergeside	70	1	
12		Gwern Gof Uchaf		1	
13		Gwern Gof Isaf		1	
14		Craig Yr Ysfa	3	1	
15		Helyg Straight	10	3	Only reasonable parking places for access to Upper Llywn
16		Dol Llech	3	3	
17		Bryn Hall	10		
18		Black Ladders Access	1		
19	LLANBERIS	Marchlyn Dam Road	4		
20		Dolbadarn Castle	10	1	
21		Power Station View Point	9	1	
22		Parc Nant Peris	30	4	Important egress points for Afon Nant Peris
23		Nant Peris C.P.	50	4	
24		Grochan	24	5	Access for Afon Nant Peris - no other alternatives
25		Blaen Y Nant		5	
26		Wasted	7	5	
27		Cromlech	27	5	
28		Simiter Ridge	1	1	
29		Craig Fach	4	1	
30		Trevor Panthers lay-by	5	1	
31		Boulder lay-bys	4	1	
32		Pen Y Pass C.P.	87	1	
33		Garret	5		
34		Bus stop	25		
35		Moel y Ci	8		
36		Moel Eilio	8		
37		Pen Llyn (Brynrefail)	7		
37a		Cloggy	5		
38	BETTWS GARMON	Parc Dudley Nature Res	10	4	Access point for Afon Gwyrfaï - possible alternative in Pub CP
39		Betws Garmon Church	4	1	
40		Riverside	2	3	Possible access points for Afon Gwyrfaï
41		Water Works lay-by	3	3	
42		Castell Cidwm	2	3	
43		Cwellyn lakeside	1	4	
44		Cwellyn lakeside	1	4	Access points for Llyn Ogwen - very limited alternatives
45		Snowdon Ranger	20	4	
46		Llyn-y-Dywarchen	4	1	
47		Rhyd Ddu C.P.	50	1	
48		Pont Cae'r-gors	30		
49		Nant Colwyn	4	4	Access points for Afon Colwyn - very limited alternatives on forestry land
50		Beddgelert C.P.	90	4	
51		Forestry Commission			
52		Aberglaslyn Pass			
53		Bryn Bedd			
54	Gelli Iago				
54a	"Waunfawr Holes"	5			

S-A Ref No.	Area	Car Park Name	Capacity	Family & Local Recreation		
				Grade	Comment	
55	NANT GWYNANT & NANT GWRYD	Craftwyn Hall	5	3	All important access points for Llyn Dinas / Afon Glaslyn - collectively no other alternatives exist	
56		Dinas Emrys 1	10	3		
57		Dinas Emrys 2	15	3		
58		Llyn Dinas outflow	6	3		
59		Llyn Dinas	6	3		
60		Glan Llyn	1	3		
61		Craig Y Llyn	4	1	Important access points for Llyn Gwynant - limited alternative see 89	
62		Craig Y Llyn	10	1		
63		PO Nant Gwynant	30	1		
64		Nant Gwynant C.P.	40	1		
65		Liams lay-by	15	1		
66		Boat House Gwynant	3	4		
67		Lakeside Gwynant	3	4		
68		Top Lakeside	5	4		
69		Gwynant Pass	2	1		
70		Bwlch Y Rhediad	4	1		
71		Lower Ice Cream Van	10	1		
72		Ice Cream Van	16	1		Access for Afon Nantgwyryd - collectively no other alternatives
73		Non-descript lay-by	4	1		
74		Old Road lay-by	10	1		
75		Vergeside PYG	40	4		
76		Llyn Lockwood PYG	20	4		
77		Glyder lay-by	10	4		
78		Dyffryn Mymbyr	20	3	Afon Nantgwyryd	
79		Stepping stones	5	3		
80		Cwm Clorad	10	3		
81		Cwm Clorad	5	3		
82		Esme Firbanks'	10	3	Parking for egress from Afon Nantgwyryd - if closed no alternatives exist	
83		RAC Boulders	5	3		
84		Garth Campsite lay-by	7	3		
85	Perch Rocks Llyn Mymber	10	1	Important access point for middle Llwy - alternatives at Plas y Brenin are very limited		
86	Mymbyr lay-by	20	4			
87	PYB roadside	20	4			
88	Capel Curig C.P.	28	3	Egress car park for upper Llwy		
89	Campsite Field	?				
90	Gwynant Power St					
91	CAPEL - BETTWS	Jim's Bridge				
92		Cobdens Hotel				
93		Pont Cyfyng				
94		Bryn Glo				
95		Cwm Silyyn access CP	3			
96		Trasbwl / Etgian				
97		Top of Dolgaw				
98		Bwlych y Gair				
99		Port Dolgaw				

S-A Ref No.	Area	Car Park Name	Capacity	Private Outdoor Centres	
				Grade	Comment
1	OGWEN	Ogwen Bank	5	2	
2		Pine Tree Copse	5	2	
3		Motel Roadside	10	1	
4		Mine Cutting	15	1	
5		Ogwen Cottage Boulders	5	3	
6		Ogwen Cottage C.P.	54	4	
7		Bochlwyd Buttress	50	3	
8		Bochlwyd Buttress	25	5	
9		Milestone Buttress	40	4	
10		Milestone Buttress	30	4	
11		Tryfan Bach Vergeside	70	4	
12		Gwern Gof Uchaf		3	
13		Gwern Gof Isaf		2	
14		Craig Yr Ysfa	3	2	
15		Helyg Straight	10	2	
16		Dol Llech	3	1	
17		Bryn Hall	10		
18		Black Ladders Access	1		
19	LLANBERIS	Marchlyn Dam Road	4		
20		Dolbadarn Castle	10	2	
21		Power Station View Point	9	1	
22		Parc Nant Peris	30	3	
23		Nant Peris C.P.	50	2	
24		Grochan	24	3	
25		Blaen Y Nant		5	
26		Wasted	7	4	
27		Cromlech	27	4	
28		Simiter Ridge	1	1	
29		Craig Fach	4	2	
30		Trevor Panthers lay-by	5	1	
31		Boulder lay-bys	4	1	
32		Pen Y Pass C.P.	87	5	
33		Garret	5		
34		Bus stop	25		
35		Moel y Ci	8		
36		Moel Eilio	8		
37		Pen Llyn (Brynrefail)	7		
37a		Cloggy	5		
38	BETTWS GARMON	Parc Dudley Nature Res	10	1	
39		Betws Garmon Church	4	1	
40		Riverside	2	2	
41		Water Works lay-by	3	2	
42		Castell Cidwm	2	2	
43		Cwellyn lakeside	1	1	
44		Cwellyn lakeside	1	1	
45		Snowdon Ranger	20	5	
46		Llyn-y-Dywarchen	4	1	
47		Rhyd Ddu C.P.	50	5	
48		Pont Cae'r-gors	30	5	
49		Nant Colwyn	4	1	
50		Beddgelert C.P.	90	5	
51		Forestry Commission			
52		Aberglaslyn Pass			
53		Bryn Bedd			
54		Gelli Iago			
54a	"Waunfawr Holes"	5			

S-A Ref No.	Area	Car Park Name	Capacity	Private Outdoor Centres	
				Grade	Comment
55	NANT GWYNANT & NANT GWRYD	Craftwyn Hall	5	1	
56		Dinas Emrys 1	10	2	
57		Dinas Emrys 2	15	2	
58		Llyn Dinas outflow	6	4	
59		Llyn Dinas	6	1	
60		Glan Llyn	1	2	
61		Craig Y Llyn	4	1	
62		Craig Y Llyn	10	1	
63		PO Nant Gwynant	30	3	
64		Nant Gwynant C.P.	40	5	
65		Liams lay-by	15	1	
66		Boat House Gwynant	3	1	
67		Lakeside Gwynant	3	3	
68		Top Lakeside	5	3	
69		Gwynant Pass	2	1	
70		Bwlch Y Rhediad	4	3	
71		Lower Ice Cream Van	10	1	
72		Ice Cream Van	16	1	
73		Non-descript lay-by	4	1	
74		Old Road lay-by	10	5	
75		Vergeside PYG	40	3	
76		Llyn Lockwood PYG	20	5	
77		Glyder lay-by	10	3	
78		Dyffryn Mymbyr	20	1	
79		Stepping stones	5	2	
80		Cwm Clorad	10	2	
81		Cwm Clorad	5	1	
82		Esme Firbanks'	10	1	
83		RAC Boulders	5	1	
84		Garth Campsite lay-by	7	2	
85		Perch Rocks Llyn Mymber	10	3	
86		Mymbyr lay-by	20	4	
87		PYB roadside	20	4	
88		Capel Curig C.P.	28	5	
89		Campsite Field	?	5	
90		Gwynant Power St			
91	CAPEL - BETTWS	Jim's Bridge		5	Canoe egress
92		Cobdens Hotel		2	
93		Pont Cyfyng		4	
94		Bryn Glo		4	Moel Siabod
95		Cwm Silyyn access CP	3		
96		Trasbwl / Etgian			
97		Top of Dolgaw			
98		Bwlych y Gair			
99		Port Dolgaw			

S-A Ref No.	Area	Car Park Name	Capacity	Mountain Bikers	
				Grade	Comment
1	OGWEN	Ogwen Bank	5	4	
2		Pine Tree Copse	5	4	
3		Motel Roadside	10	3	
4		Mine Cutting	15	2	
5		Ogwen Cottage Boulders	5	2	
6		Ogwen Cottage C.P.	54	2	
7		Bochlwyd Buttress	50	2	
8		Bochlwyd Buttress	25	2	
9		Milestone Buttress	40	2	
10		Milestone Buttress	30	2	
11		Tryfan Bach Vergeside	70	4	
12		Gwern Gof Uchaf		4	
13		Gwern Gof Isaf		4	
14		Craig Yr Ysfa	3	4	
15		Helyg Straight	10	2	
16		Dol Llech	3	3	
17		Bryn Hall	10		
18		Black Ladders Access	1		
19	LLANBERIS	Marchlyn Dam Road	4		
20		Dolbadarn Castle	10	4	
21		Power Station View Point	9	2	
22		Parc Nant Peris	30	4	
23		Nant Peris C.P.	50	2	
24		Grochan	24	2	
25		Blaen Y Nant		2	
26		Wasted	7	2	
27		Cromlech	27	2	
28		Simiter Ridge	1	2	
29		Craig Fach	4	2	
30		Trevor Panthers lay-by	5	2	
31		Boulder lay-bys	4	2	
32		Pen Y Pass C.P.	87	5	
33		Garret	5		
34		Bus stop	25		
35		Moel y Ci	8		
36		Moel Eilio	8		
37		Pen Llyn (Brynrefail)	7		
37a		Cloggy	5		
38	BETTWS GARMON	Parc Dudley Nature Res	10	3	
39		Betws Garmon Church	4	4	
40		Riverside	2	4	
41		Water Works lay-by	3	4	
42		Castell Cidwm	2	4	
43		Cwellyn lakeside	1	4	
44		Cwellyn lakeside	1	4	
45		Snowdon Ranger	20	5	
46		Llyn-y-Dywarchen	4	5	
47		Rhyd Ddu C.P.	50	5	
48		Pont Cae'r-gors	30	5	
49		Nant Colwyn	4	5	
50		Beddgelert C.P.	90	5	
51		Forestry Commission		5	
52		Aberglaslyn Pass			
53		Bryn Bedd			
54		Gelli Iago			
54a	"Waunfawr Holes"	5			

S-A Ref No.	Area	Car Park Name	Capacity	Mountain Bikers	
				Grade	Comment
55	NANT GWYNANT & NANT GWRYD	Craftwyn Hall	5	3	
56		Dinas Emrys 1	10	3	
57		Dinas Emrys 2	15	3	
58		Llyn Dinas outflow	6	4	
59		Llyn Dinas	6	2	
60		Glan Llyn	1	2	
61		Craig Y Llyn	4	2	
62		Craig Y Llyn	10	3	
63		PO Nant Gwynant	30	4	
64		Nant Gwynant C.P.	40	4	
65		Liams lay-by	15	4	
66		Boat House Gwynant	3	4	
67		Lakeside Gwynant	3	4	
68		Top Lakeside	5	4	
69		Gwynant Pass	2	5	
70		Bwlch Y Rhediad	4	2	
71		Lower Ice Cream Van	10	2	
72		Ice Cream Van	16	2	
73		Non-descript lay-by	4	3	
74		Old Road lay-by	10	5	
75		Vergeside PYG	40	4	
76		Llyn Lockwood PYG	20	4	
77		Glyder lay-by	10	2	
78		Dyffryn Mymbyr	20	2	
79		Stepping stones	5	2	
80		Cwm Clorad	10	2	
81		Cwm Clorad	5	2	
82		Esme Firbanks'	10	2	
83		RAC Boulders	5	2	
84		Garth Campsite lay-by	7	2	
85		Perch Rocks Llyn Mymber	10	3	
86		Mymbyr lay-by	20	4	
87		PYB roadside	20	5	
88		Capel Curig C.P.	28	4	
89	Campsite Field	?			
90	Gwynant Power St				
91	CAPEL - BETTWS	Jim's Bridge			
92		Cobdens Hotel			
93		Pont Cyfyng			
94		Bryn Glo			
95		Cwm Silyyn access CP	3		
96		Trasbwl / Etgian			
97		Top of Dolgawy			
98		Bwlych y Gair			
99		Port Dolgawy			

S-A Ref No.	Area	Car Park Name	Capacity	Multi-activity & Fieldwork	
				Grade	Comment
1	OGWEN	Ogwen Bank	5	1	
2		Pine Tree Copse	5	2	Used in evenings
3		Motel Roadside	10	1	
4		Mine Cutting	15	2	For fieldwork
5		Ogwen Cottage Boulders	5	4	Good venue for field sketch
6		Ogwen Cottage C.P.	54	3	Use of these would become 4 or 5 if some were closed as we vary our use according to mtn climbed but we use Ogwen every week and sometimes several times a week.
7		Bochlwyd Buttress	50	3	
8		Bochlwyd Buttress	25	3	
9		Milestone Buttress	40	3	
10		Milestone Buttress	30	3	
11		Tryfan Bach Vergeside	70	3	
12		Gwern Gof Uchaf		2	
13		Gwern Gof Isaf		1	
14		Craig Yr Ysfa	3	2	
15		Helyg Straight	10	1	
16		Dol Llech	3	1	
17		Bryn Hall	10	3	used by many people
18		Black Ladders Access	1		
19	LLANBERIS	Marchlyn Dam Road	4	4	<i>no comment</i>
20		Dolbadarn Castle	10	1	
21		Power Station View Point	9	1	
22		Parc Nant Peris	30	3	We use our car parks in the pass very regularly 4 - 5 but vary which one according to venue
23		Nant Peris C.P.	50	3	
24		Grochan	24	3	
25		Blaen Y Nant		2	
26		Wasted	7	3	We use our car parks in the pass very regularly 4 - 5 but vary which one according to venue
27		Cromlech	27	3	
28		Simiter Ridge	1	3	
29		Craig Fach	4	3	
30		Trevor Panthers lay-by	5	2	
31		Boulder lay-bys	4	2	
32		Pen Y Pass C.P.	87	3	Depends on season - crowded in summer
33		Garret	5		
34		Bus stop	25	4	<i>no comment</i>
35		Moel y Ci	8		
36		Moel Eilio	8		
37	Pen Llyn (Brynrefail)	7			
37a	Cloggy	5			
38	BETTWS GARMON	Parc Dudley Nature Res	10	1	
39		Betws Garmon Church	4	1	
40		Riverside	2	1	
41		Water Works lay-by	3	1	
42		Castell Cidwm	2	2	
43		Cwellyn lakeside	1	1	
44		Cwellyn lakeside	1	1	
45		Snowdon Ranger	20	3	
46		Llyn-y-Dywarchen	4	1	
47		Rhyd Ddu C.P.	50	5	Vital car park for W Snowdon & Nantlle Ridge
48		Pont Cae'r-gors	30	4	Field studies
49		Nant Colwyn	4	4	Field studies
50		Beddgelert C.P.	90	5	Field studies
51		Forestry Commission			
52		Aberglaslyn Pass		3	
53		Bryn Bedd		4	
54		Gelli Iago		4	
54a	"Waunfawr Holes"	5	5	<i>no comment</i>	

S-A Ref No.	Area	Car Park Name	Capacity	Multi-activity & Fieldwork	
				Grade	Comment
55	NANT GWYNANT & NANT GWRYD	Craftwyn Hall	5	2	
56		Dinas Emrys 1	10	2	
57		Dinas Emrys 2	15	2	
58		Llyn Dinas outflow	6	5	
59		Llyn Dinas	6	3	use if 58 is full
60		Glan Llyn	1	1	
61		Craig Y Llyn	4	1	
62		Craig Y Llyn	10	1	
63		PO Nant Gwynant	30	1	
64		Nant Gwynant C.P.	40	4	
65		Liams lay-by	15	2	
66		Boat House Gwynant	3	2	
67		Lakeside Gwynant	3	2	
68		Top Lakeside	5	3	Access to Lockwood's chimney
69		Gwynant Pass	2	3	
70		Bwlch Y Rhediad	4	3	
71		Lower Ice Cream Van	10	4	
72		Ice Cream Van	16	4	Good for field sketches
73		Non-descript lay-by	4	3	
74		Old Road lay-by	10	4	
75		Vergeside PYG	40	3	
76		Llyn Lockwood PYG	20	2	
77		Glyder lay-by	10	3	Key launch for paddlers
78		Dyffryn Mymbyr	20	1	
79		Stepping stones	5	1	
80		Cwm Clorad	10	1	
81		Cwm Clorad	5	1	
82		Esme Firbanks'	10	1	
83		RAC Boulders	5	1	
84		Garth Campsite lay-by	7	2	
85	Perch Rocks Llyn Mymber	10	2		
86	Mymbyr lay-by	20	3		
87	PYB roadside	20	4	Key spot for paddlers	
88	Capel Curig C.P.	28	3		
89	Campsite Field	?	2		
90	Gwynant Power St				
91	CAPEL - BETTWS	Jim's Bridge			
92		Cobdens Hotel			
93		Pont Cyfyng		3	Used by many people - Moel Siabod access
94		Bryn Glo		5	River access (official) - paddling
95		Cwm Silyyn access CP	3	2	Occasional use - have been problems
96		Trasbwl / Etgian		5	Very important for safety access
97		Top of Dolgaw		2	Few good alternatives
98		Bwlych y Gair		3	<i>no comment</i>
99		Port Dolgaw		10	Many frequent users

S-A Ref No.	Area	Car Park Name	Capacity	Family & Local Recreation	
				Grade	Comment
1	OGWEN	Ogwen Bank	5	5	Swimming spot
2		Pine Tree Copse	5	5	Fisherman's walk / swim
3		Motel Roadside	10	1	
4		Mine Cutting	15	5	Old Pastures / campsite
5		Ogwen Cottage Boulders	5	3	
6		Ogwen Cottage C.P.	54	5	Cwm Idwal walks
7		Bochlwyd Buttress	50	2	Only used if others are full
8		Bochlwyd Buttress	25	2	
9		Milestone Buttress	40	5	Picnic site (very accessible)
10		Milestone Buttress	30	1	Becomes a 5 if the others are full
11		Tryfan Bach Vergeside	70	1	
12		Gwern Gof Uchaf		1	
13		Gwern Gof Isaf		1	
14		Craig Yr Ysfa	3	1	
15		Helyg Straight	10	1	
16		Dol Llech	3	1	
17		Bryn Hall	10		
18		Black Ladders Access	1		
19	LLANBERIS	Marchlyn Dam Road	4		
20		Dolbadarn Castle	10	5	Castle visits
21		Power Station View Point	9	3	Short stay
22		Parc Nant Peris	30	3	Riverside walks
23		Nant Peris C.P.	50	1	
24		Grochan	24	3	34e possible option
25		Blaen Y Nant		1	2nd option in Pass
26		Wasted	7	4	Best river / Boulder access
27		Cromlech	27	5	
28		Simiter Ridge	1	1	
29		Craig Fach	4	1	
30		Trevor Panthers lay-by	5	1	
31		Boulder lay-bys	4	1	
32		Pen Y Pass C.P.	87	3	
33		Garret	5		
34		Bus stop	25		
35		Moel y Ci	8		
36		Moel Eilio	8		
37		Pen Llyn (Brynrefail)	7	5	Lakeside access
37a		Cloggy	5		
38	BETTWS GARMON	Parc Dudley Nature Res	10	5	
39		Betws Garmon Church	4	1	
40		Riverside	2	5	
41		Water Works lay-by	3	3	
42		Castell Cidwm	2	1	
43		Cwellyn lakeside	1	5	
44		Cwellyn lakeside	1	1	5 if other (43) full
45		Snowdon Ranger	20	3	
46		Llyn-y-Dywarchen	4	3	
47		Rhyd Ddu C.P.	50	3	
48		Pont Cae'r-gors	30	5	Forest access
49		Nant Colwyn	4	1	
50		Beddgelert C.P.	90	5	Visit ice cream shop
51		Forestry Commission			
52		Aberglaslyn Pass			
53		Bryn Bedd			
54		Gelli Iago			
54a	"Waunfawr Holes"	5			

S-A Ref No.	Area	Car Park Name	Capacity	Family & Local Recreation		
				Grade	Comment	
55	NANT GWYNANT & NANT GWRYD	Craftwyn Hall	5	1		
56		Dinas Emrys 1	10	5	Visit Hill Fort	
57		Dinas Emrys 2	15	1	If other full = 5	
58		Llyn Dinas outflow	6	5	Lakeside walk	
59		Llyn Dinas	6	5	Both excellent access viewpoints	
60		Glan Llyn	1	5		
61		Craig Y Llyn	4	3		
62		Craig Y Llyn	10	3		
63		PO Nant Gwynant	30	5	Visit PO café	
64		Nant Gwynant C.P.	40	5	Walking path Waterfalls	
65		Liams lay-by	15	5	FB to Cwm Meich / Lakeside	
66		Boat House Gwynant	3	5	All perfect lakeside picnic / recreation	
67		Lakeside Gwynant	3	5		
68		Top Lakeside	5	5		
69		Gwynant Pass	2	1		
70		Bwlch Y Rhediad	4	5	Moelyn Pass walk	
71		Lower Ice Cream Van	10	5	Ice creams with a view!	
72		Ice Cream Van	16	5		
73		Non-descript lay-by	4			
74		Old Road lay-by	10			
75		Vergeside PYG	40	5	Summer swimming / winter skating	
76		Llyn Lockwood PYG	20	5		
77		Glyder lay-by	10	5		
78		Dyffryn Mymbyr	20	1		
79		Stepping stones	5	5	Access to Cwm Clorad	
80		Cwm Clorad	10	1	Becomes important if 79 full	
81		Cwm Clorad	5	1		
82		Esme Firbanks'	10	3		
83		RAC Boulders	5	5	Boulder park	
84		Garth Campsite lay-by	7	1		
85		Perch Rocks Llyn Mymber	10	5	Picnic / Swim area	
86		Mymbyr lay-by	20	3		
87		PYB roadside	20	5	Access Siabod	
88		Capel Curig C.P.	28	3		
89		Campsite Field	?	5	Lakeside swim / camp	
90		Gwynant Power St				
91		CAPEL - BETTWS	Jim's Bridge			
92			Cobdens Hotel			
93			Pont Cyfyng			
94			Bryn Glo			
95	Cwm Silyyn access CP		3			
96	Trasbwl / Etgian					
97	Top of Dolgawy					
98	Bwlych y Gair					
99	Port Dolgawy					

S-A Ref No.	Area	Car Park Name	Capacity	Ramblers		
				Grade	Comment	
1	OGWEN	Ogwen Bank	5	2	Pen yr Olewen	
2		Pine Tree Copse	5	1		
3		Motel Roadside	10	1		
4		Mine Cutting	15	3	Pen yr Olewen / Foll Goch etc	
5		Ogwen Cottage Boulders	5	3	Y Garn, Foel Goch etc	
6		Ogwen Cottage C.P.	54	5	Loads of routes	
7		Bochlwyd Buttress	50	4	Loads of routes	
8		Bochlwyd Buttress	25	4	Loads of routes	
9		Milestone Buttress	40	5	Tryfan, Pen yre Olewen	
10		Milestone Buttress	30	4	Tryfan, Pen yre Olewen	
11		Tryfan Bach Vergeside	70	4	Tryfan, Pen yre Olewen	
12		Gwern Gof Uchaf		4	Tryfan, Pen yre Olewen	
13		Gwern Gof Isaf		4	Carneddau	
14		Craig Yr Ysfa	3	4	Carneddau	
15		Helyg Straight	10	1		
16		Dol Llech	3	1		
17		Bryn Hall	10			
18		Black Ladders Access	1			
19	LLANBERIS	Marchlyn Dam Road	4			
20		Dolbadarn Castle	10	3	Snowdon via Victoria woods	
21		Power Station View Point	9	1		
22		Parc Nant Peris	30	1		
23		Nant Peris C.P.	50	1	no path	
24		Grochan	24	3	Bryants Gully	
25		Blaen Y Nant		4	Scambles Cwm Glas etc	
26		Wasted	7	4	Scambles Cwm Glas etc	
27		Cromlech	27	4		
28		Simiter Ridge	1	3	Access to Snowdon	
29		Craig Fach	4	3	Access to Snowdon	
30		Trevor Panthers lay-by	5	3	Access to Snowdon	
31		Boulder lay-bys	4	3	Access to Snowdon	
32		Pen Y Pass C.P.	87	5		
33		Garret	5			
34		Bus stop	25			
35		Moel y Ci	8			
36		Moel Elio	8			
37		Pen Llyn (Brynrefail)	7			
37a		Cloggy	5			
38		BETTWS GARMON	Parc Dudley Nature Res	10	1	
39			Betws Garmon Church	4	3	Moel Elio
40			Riverside	2	1	
41			Water Works lay-by	3	3	Mynydd Mawr
42			Castell Cidwm	2	1	
43			Cwellyn lakeside	1	1	
44			Cwellyn lakeside	1	1	
45			Snowdon Ranger	20	4	Snowdon / Elio
46			Llyn-y-Dywarchen	4	4	Nantlle Ridge etc
47			Rhyd Ddu C.P.	50	4	Snowdon & Pennant Mounts
48			Pont Cae'r-gors	30	5	OGOF / HEBOG forest
49			Nant Colwyn	4	1	
50			Beddgelert C.P.	90	5	Moel wynion / Hebog
51			Forestry Commission			
52			Aberglaslyn Pass			
53			Bryn Bedd			
54			Gelli Iago			
54a	"Wauanfawr Holes"	5				

S-A Ref No.	Area	Car Park Name	Capacity	Ramblers	
				Grade	Comment
55	NANT GWYNANT & NANT GWRYD	Craftwyn Hall	5	5	Moelwynion
56		Dinas Emrys 1	10	3	Moelwynion
57		Dinas Emrys 2	15	3	Moelwynion
58		Llyn Dinas outflow	6	3	Moelwynion
59		Llyn Dinas	6	1	
60		Glan Llyn	1	1	
61		Craig Y Llyn	4	1	
62		Craig Y Llyn	10	1	
63		PO Nant Gwynant	30	4	as 64
64		Nant Gwynant C.P.	40	5	Yr Aran, Snowdon Moel Meirche etc
65		Liams lay-by	15		
66		Boat House Gwynant	3	4	Moel Meirch, Yr Arddu etc
67		Lakeside Gwynant	3	4	Moel Meirch, Yr Arddu etc
68		Top Lakeside	5	5	Moel Meirch, Yr Arddu etc
69		Gwynant Pass	2	4	Moel Meirch, Yr Arddu etc cribau
70		Bwlch Y Rhediad	4	4	Moel Meirch, Yr Arddu etc
71		Lower Ice Cream Van	10	2	Only main road to walk on
72		Ice Cream Van	16	2	Only main road to walk on
73		Non-descript lay-by	4	1	
74		Old Road lay-by	10	3	Access Gwynant valley Galt Yereralt
75		Vergeside PYG	40	4	Siabod
76		Llyn Lockwood PYG	20	3	Siabod Eastern Glyderai
77		Glyder lay-by	10	3	Siabod Eastern Glyderai
78		Dyffryn Mymbyr	20	1	Although permissive path is better than road, it is boggy and has access problem
79		Stepping stones	5	1	
80		Cwm Clorad	10	1	
81		Cwm Clorad	5	1	
82		Esme Firbanks'	10	1	
83		RAC Boulders	5	1	
84		Garth Campsite lay-by	7	1	
85	Perch Rocks Llyn Mymber	10	1		
86	Mymbyr lay-by	20	1		
87	PYB roadside	20	4	when 88 full	
88	Capel Curig C.P.	28	5	Siabod Crimpiau etc	
89	Campsite Field	?	4	Galt Wenalt, Stream scrambles yr Aran etc	
90	Gwynant Power St				
91	CAPEL - BETTWS	Jim's Bridge			
92		Cobdens Hotel			
93		Pont Cyfyng			
94		Bryn Glo			
95		Cwm Silyyn access CP	3		
96		Trasbwl / Etgian			
97		Top of Dolgawy			
98		Bwlych y Gair			
99		Port Dolgawy			

S-A Ref No.	Area	Car Park Name	Capacity	Photographers	
				Grade	Comment
1	OGWEN	Ogwen Bank	5	2	
2		Pine Tree Copse	5	3	
3		Motel Roadside	10	3	
4		Mine Cutting	15	4	
5		Ogwen Cottage Boulders	5	2	as easy to park at 6
6		Ogwen Cottage C.P.	54	5	
7		Bochlwyd Buttress	50	3	
8		Bochlwyd Buttress	25	3	
9		Milestone Buttress	40	2	
10		Milestone Buttress	30	3	
11		Tryfan Bach Vergeside	70	5	
12		Gwern Gof Uchaf		2	
13		Gwern Gof Isaf		2	
14		Craig Yr Ysfa	3	4	
15		Helyg Straight	10	2	
16		Dol Llech	3	1	
17		Bryn Hall	10		
18		Black Ladders Access	1		
19	LLANBERIS	Marchlyn Dam Road	4		
20		Dolbadarn Castle	10	2	
21		Power Station View Point	9	2	
22		Parc Nant Peris	30	2	
23		Nant Peris C.P.	50	2	
24		Grochan	24	3	
25		Blaen Y Nant		5	
26		Wasted	7	3	
27		Cromlech	27	5	
28		Simiter Ridge	1	4	
29		Craig Fach	4	4	
30		Trevor Panthers lay-by	5	3	
31		Boulder lay-bys	4	3	
32		Pen Y Pass C.P.	87	5	
33		Garret	5		
34		Bus stop	25		
35		Moel y Ci	8		
36		Moel Eilio	8		
37		Pen Llyn (Brynrefail)	7		
37a	Cloggy	5			
38	BETTWS GARMON	Parc Dudley Nature Res	10	3	
39		Betws Garmon Church	4	1	
40		Riverside	2	1	
41		Water Works lay-by	3	1	
42		Castell Cidwm	2	2	
43		Cwellyn lakeside	1	2	
44		Cwellyn lakeside	1	2	
45		Snowdon Ranger	20	5	
46		Llyn-y-Dywarchen	4	3	
47		Rhyd Ddu C.P.	50	5	
48		Pont Cae'r-gors	30	4	
49		Nant Colwyn	4	2	
50		Beddgelert C.P.	90	4	
51		Forestry Commission			
52		Aberglaslyn Pass			
53		Bryn Bedd			
54		Gelli Iago			
54a	"Waunfawr Holes"	5			

S-A Ref No.	Area	Car Park Name	Capacity	Photographers	
				Grade	Comment
55	NANT GWYNANT & NANT GWRYD	Craftwyn Hall	5	4	
56		Dinas Emrys 1	10	3	
57		Dinas Emrys 2	15	2	
58		Llyn Dinas outflow	6	4	
59		Llyn Dinas	6	2	
60		Glan Llyn	1	2	
61		Craig Y Llyn	4	2	
62		Craig Y Llyn	10	2	
63		PO Nant Gwynant	30	3	
64		Nant Gwynant C.P.	40	5	
65		Liams lay-by	15	3	
66		Boat House Gwynant	3	4	
67		Lakeside Gwynant	3	5	
68		Top Lakeside	5	5	
69		Gwynant Pass	2	3	
70		Bwlch Y Rhediad	4	3	
71		Lower Ice Cream Van	10	3	
72		Ice Cream Van	16	4	
73		Non-descript lay-by	4	2	
74		Old Road lay-by	10	3	
75		Vergeside PYG	40	3	
76		Llyn Lockwood PYG	20	2	
77		Glyder lay-by	10	2	
78		Dyffryn Mymbyr	20	2	
79		Stepping stones	5	2	
80		Cwm Clorad	10	2	
81		Cwm Clorad	5	2	
82		Esme Firkbanks'	10	2	
83		RAC Boulders	5	3	
84		Garth Campsite lay-by	7	2	
85	Perch Rocks Llyn Mymber	10	4		
86	Mymbyr lay-by	20	4		
87	PYB roadside	20	5		
88	Capel Curig C.P.	28	4		
89	Campsite Field	?	4		
90	Gwynant Power St				
91	CAPEL - BETTWS	Jim's Bridge			
92		Cobdens Hotel			
93		Pont Cyfyng			
94		Bryn Glo			
95		Cwm Silyyn access CP	3		
96		Trasbwl / Etgian			
97		Top of Dolgawy			
98		Bwlych y Gair			
99		Port Dolgawy			