

Dialogue meeting in Kullabygden
“Ideas to improve access and traffic situation in and around
Kullaberg Nature Reserve”
June 1st 2017
Stadshuset, Höganäs



AGENDA		
Program	Responsible	Time (Minutes)
Welcome	Daniel Åberg	5
Introduction to the discussion	Jimena Castillo	5
Discussion: Suggestions and ideas for improving mobility and accessibility in Kullaberg Nature Reserve.	Consult team- all	35
Coffee break	All	10
Second part of the discussion	Consult team- all	35
Proposals for a new design concept for Västra Kullaberg entrance and the large parking lot.	Landscape architect consult team	15

Number of participants: 37, see attached file.

With the meeting protocol: Elena Bazhenova and Jimena Castillo.

“Ideas to improve access and traffic situation in and around Kullaberg Nature Reserve”

Kullaberg Nature Reserve sent an application to get the certification as a sustainable tourism destination through EUROPARC Federation. A strategy and an action plan were developed under this certification process. One of the main activities is the elaboration and implementation of a Sustainable Mobility Plan in order to improve access to Kullaberg and the traffic situation in and around the reserve. Länsstyrelsen Skåne published a tender in order to hire a consulting firm that could develop the task. A team of experts in sustainable mobility in protected areas from Spain were hired to develop the Sustainable Mobility Plan to Kullaberg.

The team started the analysis work in May 2017. On June 1st, Kullaberg Nature Reserve and the team conducted a dialogue meeting with the general public and the members of the Kullaberg Forum. The meeting was held in order to present the first reflections, analysis and objectives of the consultancy work and to start a discussion of the possibilities to improve the mobility in Kullaberg Nature Reserve.

Daniel Martinez Suarez started the presentation and explained that following the indications of the European Charter for Sustainable Tourism, the Sustainable Mobility Plan must be carefully defined, according to sustainability principles, organization of the mobility inside Kullaberg Nature Reserve, as well as the access conditions to it. He provided characteristics of the current visitor's flow: number, peak season, origin, most common means of transportation. In a year the majority of over 500 000 visitors comes from Scania and other parts of Sweden (73%), and most visitors come by car (81%). During the peak season (July, 1st – Aug 15th) up to 1600 cars visit the western part of Kullaberg per day.

Daniel explained that this intensity of traffic creates problems for Mölle inhabitants and alters the nature conservation in Kullaberg. It also alters the quality of the visit for tourists: too many cars, too many cars in the parking areas, cars incorrectly parked outside authorized areas. However, according to the results of the carrying capacity studies conducted in 2016, although 77% of the respondents would like to come to Kullaberg by car, 63% said that they would agree to leave their car in the parking lot in Mölle and move in the reserve by the means of public transportation during the peak season.

Juan Jose Martinez, the project manager of the consult team, continued the presentation by introducing key ideas on how those problems can be tackled by solutions offered in the Sustainable Mobility Plan:

- Construction of service and a parking lot outside of Mölle – “Kullaberg Gate”;
- Develop and promote pedestrian paths.
- Design and promote bus services;
- Design and promote bike routes across the reserve;
- Introduce access restricting policies including pricing schemes.

Juan Jose Martinez suggested that leaving your car in Kullaberg´s Gate is a good option for the quality of the visit that also helps to preserve the environment. Visitors can choose to access Kullaberg by car, but they will be required to pay. Revenues from the pricing scheme should be applied to support public buses services and parking in Kullaberg Gate and bus must be free.

Expected results of construction of the “Kullaberg Gate”:

- 50% of cars use Kullaberg Gate;
- Environmental advantages;
- Better quality of visit for tourists;
- A new kind of responsible visitors;
- Better conditions in Mölle public areas.

Daniel Åberg and the consultants highlighted that in order to implement these ideas, consensus between all stakeholders is needed. Key comments and concerns documented during the discussion are given below:

Christer Paulsson raised concern about the need to keep the number of visitors around Kullaberg and rather manage it in a better way.

Jimena Castillo informed the audience that as the work on elaboration of Sustainable Mobility Plan progresses during the upcoming months, there will be more meetings dedicated to the visitor’s mobility and traffic situation to make sure that both consultants and Kullaberg staff receive detailed feedback from the local community along the process.

Lars Nilsson exposed that ornithologists use to visit Kullaberg very often, it might represent a problem to pay for the parking fee or leave their car in a parking lot in Mölle and carry out all the equipment. Juan Jose Martinez answered that the parking

fee will be applied during the high season only. During the first hours in the morning it can be open without charging any fee. The free parking hours is something that the Kullaberg Forum may decide.

Berit Sjögren asked if the consult team have any special findings regarding the conflict between bicycles and horses. Daniel Martinez answered that a deep research should be conducted during the summer.

Lene Hansson asked the consultation team about the experience they have in other protected areas. Juan Jose Martinez explained briefly that the managers can choose to take actions or do nothing. In some parks they decide to close the car entrance during the peak season due to the lack of agreements with the general public, because the main objective of the natural parks is nature protection.

Christer Paulsson suggest to have a guided tour in the shuttle bus, the visitor can pay for the ride and the guided tour. This way the transportation cost can be financed. Jimena Castillo referred to the statistic of Skånetrafiken, every year the amount of users has diminished after they have to pay a fee for the bus ride to Kullaberg. In that case is better to have a free transportation and the bus and the guide can be financed during the high season with the incomes of the parking fee.

Peter Reelfs asked if the consultants evaluated any other scenarios apart from making the parking lot with a service area. Juan José Martínez answered that there are several options including doing nothing, but for the working team this is the most sustainable for the environment, economy and the well-being of the local population. Nevertheless, all the analyzed scenarios will be presented in the next documents and meetings.

Peter Reelfs asked if the visitor will have to pay to access Kullaberg Nature Reserve. Daniel Martinez answered that the access will be free because the visitors will have free alternatives to leave their cars and access the Reserve. But it must be considered to establish a fee for cars when the visitor still wants to access by car instead of using more sustainable transportation alternatives. Cars have an impact over the environment and visitors and is fair that they finance the more sustainable ways of access.

Jimena Castillo explained that at this stage the consultants are presenting proposals or ideas, nothing is planned or decided. Two discussions groups will be established in order to take decisions together.

Jimena Castillo added that a part of the mobility plan will be designed to canalize visitors. Recommend pedestrians, cyclists and horse riders how they may use the paths of the Nature Reserve. The result of the studies about the capacity charge already give some insights about how to take some measures for restoration of the trails and canalize the visitors.

Hans Drake suggest that every year Kullaberg is more open for tourism activities and this is causing severe damages to the nature. Kristofer Håkansson answered that the development of the mobility plan is only a part of the conservation work that is been planned for Kullaberg.

Daniel Åberg replies: that is why Kullaberg forum developed a five-year action plan to control the tourism in Kullaberg in a sustainable way. Jimena Castillo explained that is a mandatory guideline from Naturvårdsverket to invite the people to enjoy the protected areas. All the information with the certification process, the strategy and action plan for sustainable tourism can be read in Kullabergs website, in the page "Kullaberg en hållbar turism destination", for more information click the following link: <http://www.kullabergsnatur.se/Sv/Pages/kullaberg-en-hallbar-turismdestination.aspx>

Daniel Åberg closed the first discussion to open the presentation of the landscape architects currently developing a new design concept for Västra Kullaberg entrance and the large parking lot. Laura Parsons and Lasse Eriksen presented the ideas of how the signs, the entrance and a bus station close to the parking lot can be designed.

Laura Parsons explained that the main purpose of the consultancy is to enhance Kullaberg Nature Reserve as a sustainable tourism destination. She made a presentation considering the environment and nature approach. Lasse Eriksen made his presentation considering the building techniques and the cultural history of Kullaberg.

Daniel Åberg close the discussion with gratitude to everyone for attending the dialogue meeting.