

APPENDIX 1 – CAR PARKS IDENTIFIED AS INAPPROPRIATE FOR INTRODUCTION OF CHARGES AND RATIONALE

Site Name	Reason for exclusion
Hurst Clough (Upper Derwent Valley)	No connectivity, too small to be economically viable. Capacity 15no.
Ilam coach layby	Coaches only roadside layby. Too small and infrequently utilised to be economically viable. Capacity 3no.
Crowden car park	Owned by United Utilities and leased to PDNPA with public toilet provision. Problematic and costly site to maintain. Future management of site is currently uncertain. Capacity 25no.
Clough House, Brookside, Nab Quarry, Vicarage Quarry (Wildboardclough)	A collection of small sites around an area that is under significant parking pressure. Capacity and remote locations make these unlikely to be economically viable.
Derbyshire Bridge	Owned by United Utilities and leased to PDNPA with public toilet provision and disused Ranger Briefing Centre. Problematic and costly site to maintain. Remote location would increase costs of maintenance. Future management of site is currently uncertain. Capacity 115no.
Moor Lane (Youlgreave)	Small, less popular site in remote location. Unlikely to be economically viable based on data available. Important in alleviating on-street parking in Youlgreave and for community use. Capacity 30no.
Ravensdale	Very small and at least 50% utilised by neighbouring residents. Location unsuitable for public access. Provisionally identified for disposal. Capacity 11no.
The Street (Goyt Valley)	Ownership complicated. Tripartite agreement required between United Utilities /Forestry Commission/ PDNPA) has proved impossible to progress. Capacity 10no.
Upperdale (Monsal)	Very small and would not be economically viable. Capacity 10no.