
New Mills Leisure Centre – Parking Survey Summary

Ref: PWh/MSe/ITM220423-001

Date: 28 August 2026

1 Introduction

- 1.1.1 iTransport has been commissioned to provide transport and highways advice associated with a planning application for the extension of New Mills Leisure Centre (Ref: HPK/2026/0169).
- 1.1.2 The proposed extension consists of the removal of the squash court and expansion of the leisure centre by 133sqm in the form of a new fitness room, resulting in an increase in the maximum capacity of the site by 13 people.
- 1.1.3 Discussions have been coordinated with Derbyshire County Council (DCC) regarding the development proposals, specifically in relation to parking supply and demand.
- 1.1.4 Given that the proposals are increasing the capacity of the leisure centre, and are proposing to use the same supply of car parking in the area, DCC requested evidence to demonstrate that a suitable level of parking would be available either within the car park or on-street in the vicinity of the site.
- 1.1.5 There is existing car parking available in the vicinity of the site which is shared with other uses including a dentist and medical centre. The peak times associated with the various uses are unlikely to overlap meaning that for the majority of the time, there would be space available in the existing car parks to accommodate the development demands.
- 1.1.6 In addition, some on-street parking has been observed in the vicinity on one side of Hyde Bank Road which occurs throughout the day (not solely associated with the leisure centre) but does not restrict the two-way movement of vehicles along the route.
- 1.1.7 To assist DCC, and ultimately the Local Planning Authority, parking surveys were commissioned to capture the amount of parking both within the car park and on-street during the peak operational hours of New Mills Leisure Centre. The surveys were conducted by an independent survey company (Transport Data Specialists Ltd).
- 1.1.8 The remainder of the note outlines the methodology used for the parking surveys. Following on from this, the results are outlined and the predicted impact of the development is discussed.

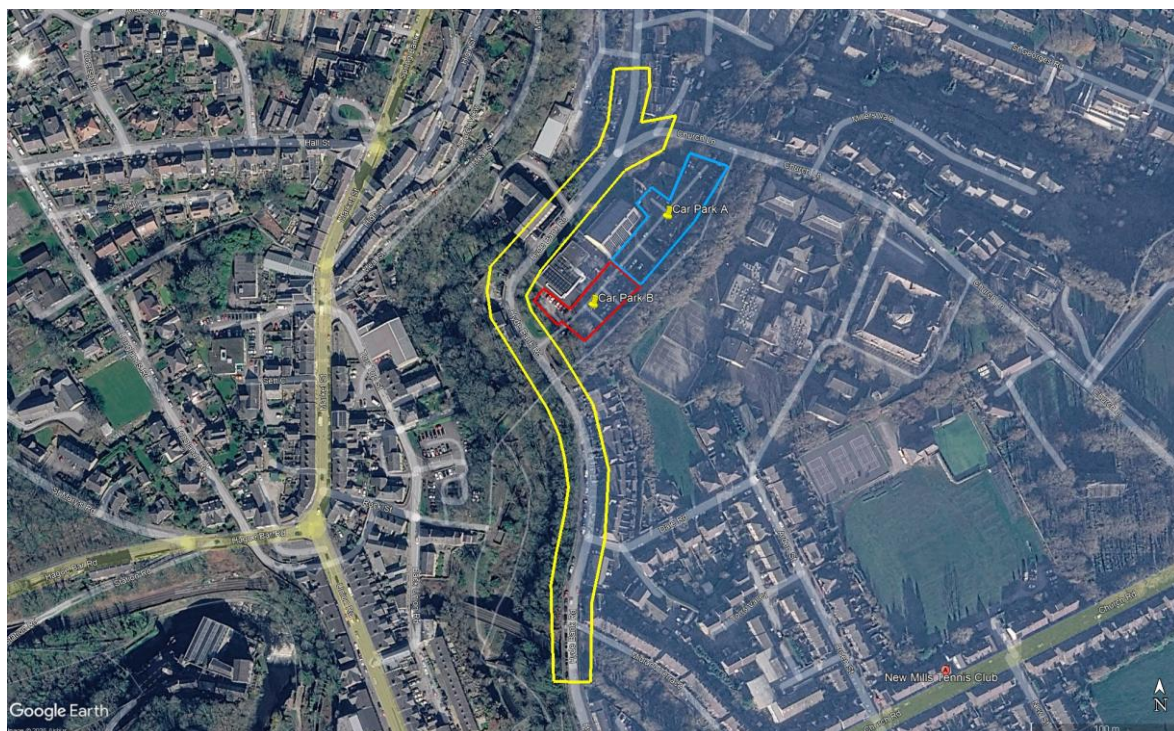
2 Key Development Principles and Parking Survey Methodology

2.1.1 The following key principles were discussed and agreed with DCC in August 2026:

- Additional parking demands associated with the proposed development are estimated to be low;
- For a significant amount of time, the peak leisure centre demands will not overlap with other peak demands (i.e. medical centre, dentist), and space will be available in the car park;
- Some on-street parking does already occur at times, not just associated with the leisure centre, with no known conflicts or recorded collisions;
- A parking survey would assist the Council in quantifying this and the space available as part of the current planning application, focussing on the peak operational hours of the leisure centre only; and
- As part of the parking survey, the availability of on-street parking within c. 200m of the site should be captured.

2.1.2 A parking survey was subsequently undertaken on Saturday 15th August 10:00-13:00 and Monday 17th August between 17:00-20:00. **Image 2.1** shows the study area.

Image 2.1 – Study Area of Survey



3 Existing Parking Survey Results

3.1.1 At the time of the survey, the capacity of the areas surveyed was determined and broken down as follows:

- Hyde Bank Road – 91 spaces
- Church Lane – 8 spaces
- Car park (both Leisure Centre and Medical Centre/Dentist) – 84 spaces

3.1.2 The above shows that the total parking capacity is determined to be 183.

3.1.3 The car park accumulation was compared against its capacity to determine the level of stress it was under. **Tables 3.1** and **3.2** shows the car parking capacity associated with existing site operations at peak times.

Table 3.1 Saturday Parking Capacity

Time Period	Hyde Bank Road		Car Park	
	Accumulation	% Capacity	Accumulation	% Capacity
10:00	46	51%	53	63%
10:30	45	49%	45	54%
11:00	45	49%	52	62%
11:30	43	47%	50	60%
12:00	45	49%	46	55%
12:30	44	48%	38	45%
13:00	49	54%	32	38%

Table 3.2 Monday Parking Capacity

Time Period	Hyde Bank Road		Car Park	
	Accumulation	% Capacity	Accumulation	% Capacity
17:00	43	47%	58	69%
17:30	49	54%	57	68%
18:00	49	54%	49	58%
18:30	50	55%	61	73%
19:00	46	51%	62	74%
19:30	45	49%	50	60%
20:00	45	49%	50	60%

- 3.1.4 The data shows that the leisure centre car park remains under 100% capacity during the entirety of the survey period.
- 3.1.5 It is noted within that there was a small level of informal parking outside of marked spaces within the car park despite there being spaces available. This did not influence the operation or circulation of the car park or external highway network.
- 3.1.6 In addition to the above, the parking on Hyde Bank Road, remains consistently between 47%-55% of its maximum capacity throughout the peak hours. Church Lane was found to have no people parking there.

4 Proposed Development Parking Assessment

- 4.1.1 It was previously noted to DCC that the leisure centre would increase its capacity by 13 people due to the extension and those 13 would primarily be for exercise classes in the new fitness room. Therefore, to determine the trip generation, the following assumptions have been made:
- Peak use is likely to be weekday evenings and weekend daytime;
 - Classes will be booked for 1-hour slots;
 - Class attendees will arrive within the 30-minute period before their slot;
 - Class attendees depart within the 30-minute period after their slot;
 - 25% of all users could use public transport or active travel modes given the sustainable site location;
 - Car occupancy could be at least 1.7 people per vehicle (data from National Travel Survey Table NST0905a for leisure trip purposes).
- 4.1.2 A summary of the first principles trip generation derived using the assumptions above is presented in **Table 4.1**.

Table 4.1: First Principles Trip Generation

Factor	First Principles
Total no. of players	13
Player sustainable mode share	25%
Player trips by sustainable modes	3
Player trips by car (single occupancy)	10
Player car occupancy	1.7
Player trips by car (shared occupancy)	6

- 4.1.3 Based on the assumptions outlined above, a trip profile has been determined, and the additional parking demand has been calculated for the peak hour.

Table 4.2 - Leisure Centre Car Parking Accumulation with Development (Saturday)

Time	Car Arrivals	Car Departures	Additional Parking Accumulation	Total Parked	%
09:30-10:00	6	0	6	-	-
10:00-10:30	0	0	6	59	70%
10:30-11:00	6	0	12	57	68%
11:00-11:30	0	6	6	58	69%
11:30-12:00	6	0	12	62	74%
12:00-12:30	0	6	6	52	62%
12:30-13:00	6	0	12	50	60%
13:00-13:30	0	6	6	38	45%

Table 4.3 - Leisure Centre Car Parking Accumulation with Development (Monday)

Time	Car Arrivals	Car Departures	Additional Parking Accumulation	Total Parked	%
16:30-17:00	6	0	6	-	-
17:00-17:30	0	0	6	64	76%
17:30-18:00	6	0	12	69	82%
18:00-18:30	0	6	6	55	65%
18:30-19:00	6	0	12	73	87%
19:00-19:30	0	6	6	68	81%
19:30-20:00	6	0	12	62	74%
20:00-20:30	0	6	6	56	67%

- 4.1.4 As seen in the tables above, the car park has adequate capacity to accommodate the additional traffic associated with the expansion of the leisure centre.

5 Conclusion

- 5.1.1 The proposal is for the extension of New Mills Leisure Centre by removing the squash court and extending the centre 133 sqm with the maximum capacity increasing by 13 people.
- 5.1.2 A parking survey has been conducted following discussions with DCC capturing the number of vehicles parked at development peak times in the car parks and on local streets within 200m of the site.
- 5.1.3 The survey found that currently, both on-street and within the car park, there is space available to park during the leisure centre operational peak hour. With the forecast development traffic there remains space within the car park to accommodate the small increase in trip generation.

- 5.1.4 Overall, based on the review of the data, the proposed development would not significantly adversely affect the operation of the car park or cause highway safety issues.

