

**Proposed Expansion of Moston Dental Surgery
301 Moston Lane, Manchester, M40 9NL**

Transport Statement

Prepared on behalf of Moston Dental Surgery

Report Details

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1 Introduction

1.1 Preamble

- 1.1.1 Egg Transport Planning has been commissioned by Moston Dental Surgery ('the applicant') to provide transport advice in relation to the proposed expansion of a dental surgery on Moston Lane in Moston, Manchester.
- 1.1.2 The site currently operates as a dental surgery with 5 treatments room in operation. The proposals are to provide one further treatment room by constructing a dormer extension on the top floor of the premises. The proposals are the subject of a full planning application (ref: 130520/OO/2021).
- 1.1.3 This Transport Statement (TS) provides information on the traffic and transport planning aspects of the development proposals and forms supplementary information to accompany the planning application for the scheme. The relevant local planning authority (LPA) and local highway authority (LHA) is Manchester City Council (MCC).

1.2 Structure of the Report

- 1.2.1 Following the introductory section, the report is structured as follows:
- section 2 - describes the existing conditions including the current staffing levels, the operation of the surgery, access to sustainable transport and on street parking opportunities;
 - section 3 – explains the development proposals;
 - section 4 – quantifies the impact of the proposals in terms of trip generation and the parking situation; and
 - section 5 – summarises and concludes the report.

2 Existing Conditions

2.1 Site Location

- 2.1.1 The application site, ('the site'), is in Moston, on the corner of Moston Lane and Bute Street as shown on **Figure 2.1**.

Figure 2.1 – Location of Application Site



2.2 Operation

- 2.2.1 The opening time of the surgery are as follows:

- Monday 9am to 6pm
- Tuesday 8.45am to 5pm
- Wednesday 9am to 5pm
- Thursday 9am to 5pm
- Friday 8.45am to 2.15pm
- Saturday 9am to 3pm (limited appointments)

- 2.2.2 It should be noted that if the surgery does open on a Saturday, it is only for specialist treatments and there are typically only 1 or 2 treatment rooms in operation.

- 2.2.3 The surgery currently has 5 treatment room in operation. Each of these rooms requires one dentist and one dental nurse. The surgery also employs a decontamination nurse, a receptionist and a part time practice manager who is at the site two days a week. The maximum number of staff on site at any one time is 13.
- 2.2.4 With all 5 treatment rooms in operation, a maximum of 10 patients could be on the site at any one time. This comprises 5 patients in appointments and a further 5 waiting for appointments.
- 2.2.5 Due to the pandemic, dental surgeries are required to operate with enhanced infection control procedures in place. If a patient has had an invasive procedure such as a filling, then dental surgeries must allow some time to allow for any air born particles to settle before the next appointment. The delay between consecutive patients is known as 'fallow time'. Moston Dental Surgery is currently operating with a fallow time of 20 minutes.
- 2.2.6 The implementation of fallow time means that there are occasions when only one patient is on site for each treatment room as there are less patients waiting for appointments. The implementation of fallow time means that the parking demands generated by the surgery are lower than without fallow time.

2.3 Access to Sustainable Travel

- 2.3.1 The Institute for Highways and Transportation (IHT) publication 'Guidelines for Providing for Journeys on Foot' (2000) provides suggested walking distances to some common facilities, which may be used for development planning purposes. This document states that "walking accounts for over a quarter of all journeys and four fifths of journeys of less than one mile" (Paragraph 1.12, Page 11). In other words, around 80% of trips of less than 1 mile are made on foot.
- 2.3.2 The surgery is located on Moston Road which is flanked by a network of residential streets which means that a high number of houses are located within 1 mile of the surgery. It can be expected that a high proportion of patients would be expected to walk to the surgery.
- 2.3.3 The site benefits from being located near to bus stops, the closest being on Moston Lane which are within 40m of the surgery. Around 10 different bus services use these stops providing direct routes to a wide range of destinations including Manchester City Centre, Middleton, Oldham, Higher Blackley and Higher Crumpsall.
- 2.3.4 Given the site's good access to sustainable transport, it's likely that a high proportion of patients access the surgery on foot, and it is feasible for staff to travel to the site on public transport.

2.4 Parking Situation

2.4.1 The surgery does not have a car park and so any parking demands that it generates need to be accommodated through on-street parking. The amount of on-street parking spaces that could be realistically used by visitors to the surgery has been determined by considering a walk catchment which is within 200m of the site. Using a walk speed of 1.4m/s, this equates to a walk time of just over 2 minutes. This catchment size is used when parking beat surveys are undertaken using the 'Lambeth Methodology'.

2.4.2 The 200m catchment area and on-street parking opportunities are shown on **Figure 2.2**.

Figure 2.2 – On-street Parking Provision within 200m Catchment



2.4.3 **Figure 2.2** shows that the highway network in the vicinity of the site provides an abundance of on-street parking opportunities.

- 2.4.4 The nearest on-street parking is on Moston Lane outside of the surgery where parking bays are in place and people can park for up to 2 hours. The vast majority of patient visits do not exceed two hours and so the nearest on-street parking on Moston Lane is suitable for patient parking.
- 2.4.5 Staff would need to use streets where parking is uncontrolled and the nearest streets to the surgery are Bute Street and Brodick Street which are located to the side and rear of the surgery.

3 Development Proposals

3.1 Introduction

- 3.1.1 The development proposals involve providing one additional treatment room at the surgery.

3.2 Staffing

- 3.2.1 In terms of changes to staffing level, the proposals would result in up to two additional staff being on site at any time. This would comprise one hygienist or dentist and one dental nurse.

3.3 Patients

- 3.3.1 The proposals would result in up to two additional patients being on site at any one time. This would comprise one patient in their appointment and one waiting for an appointment however, it should be noted that the use of fallow time could result in only one patient being on site at any time.

4 Traffic Impacts

4.1 Trip Generation

- 4.1.1 In terms of staff movements, they would generally arrive at the surgery in the morning and then leave after it closes in the afternoon.
- 4.1.2 The level of trips generated by patients is dependent on the type of appointments that are being carried out. Appointments that involve complicated procedures may take around an hour. In these cases, the trip generation would be 2 one-way trips per hour (i.e. one arrival and one departure).
- 4.1.3 Shorter appointments such as check-ups may only last 10 minutes and so the treatment room could be used to see up to 6 patients per hour. This represents the worst case in terms of trip generation and would result in 12 one-way trips per hour (i.e. 6 arrivals and 6 departures).
- 4.1.4 Ultimately, the treatment room would be used to undertake a mixture of short and longer appointments and so the average trip generation is likely to be between 2 and 12 one-way trips per hour.

4.2 Parking Impacts

- 4.2.1 Section 2.3 sets out the site's access to sustainable transport and demonstrates that the site is well placed in terms of patients being able to walk to the surgery. It is also very well connected to regular public transport services.
- 4.2.2 It is therefore feasible that staff may walk to work, use public transport or may get dropped off.
- 4.2.3 The impact of the proposals in terms of parking has been undertaken by considering the absolute worst-case scenario, whereby all additional staff and patients drive to the dental surgery. If all staff and the two additional patients that drove, then the additional parking demands generated by the proposals would be 4 spaces.
- 4.2.4 Section 2.4 describes the on-street parking opportunities that exist around the site. It concludes that there is an abundance of on-street parking opportunities within a short walk of the surgery which could easily accommodate 4 additional vehicles.
- 4.2.5 Additionally, the streets that flank Moston Lane are predominantly residential in nature. If people living in this area drive to a different location to work during the daytime (i.e. when the surgery is open) then this would create additional on-street parking spaces.

- 4.2.6 The parking demands of the surgery do not therefore coincide with times when the demands for parking, generated by the surrounding houses highest (during the night). In parking terms, the surgery is complimentary of the surrounding land uses.

4.3 Summary

- 4.3.1 The average trip generation is likely to be between 2 and 12 one-way trips per hour which would not be perceptible to the casual observer. This level of trip generation would not have a material impact on the operation of the local highway network.
- 4.3.2 There is an abundance of on-street parking opportunities located on streets close to the site. which could easily accommodate the maximum 4 additional parking spaces that the proposals could generate.

5 Summary and Conclusions

- 5.1.1 Egg Transport Planning has been commissioned by Moston Dental Surgery to provide transport advice in relation to the proposed expansion of a dental surgery on Moston Lane in Moston, Manchester.
- 5.1.2 The site currently operates as a dental surgery with 5 treatments room in operation. The proposals are to provide one further treatment room by constructing a dormer extension on the top floor of the premises.
- 5.1.3 The site's access to sustainable travel has been assessed and it has been concluded that that a high proportion of patients are likely to access the surgery on foot and that it is feasible for staff to travel to the site on public transport.
- 5.1.4 The proposals would result in up to two additional staff being on site at any time. This would comprise one hygienist or dentist and one dental nurse. The proposals would result in in up to two additional patients being on site at any one time.
- 5.1.5 The trip generation of the proposals has been forecast to be between 2 and 12 one-way trips per hour. This level of impact would not be perceptible to the casual observer and would not have a material impact on the operation of the local highway network.
- 5.1.6 The surgery does not have a car park and so any parking demands that it generates need to be accommodated through on-street parking.
- 5.1.7 The impact of the proposals in terms of parking has been undertaken by considering the absolute worst-case scenario, whereby all additional staff and patients drive to the dental surgery. If all staff and the two additional patients that drove, then the additional parking demands generated by the proposals would be up to 4 spaces.
- 5.1.8 There is an abundance of on-street parking opportunities within a short walk of the surgery which could easily accommodate 4 additional vehicles. Additionally, the parking demands of the surgery do not coincide with times when the demands for parking from the surrounding houses would be highest. In parking terms, the surgery is therefore complimentary of the surrounding land uses.
- 5.1.9 The residual cumulative impacts of the development would not be significant, let alone severe and so the proposals accord with paragraph 111 of the NPPF (July 2021) which states that *'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'*.

- 5.1.10 There are therefore no highways or transport related reasons why the proposals should not be granted planning permission.