

The background image shows a wide, paved road stretching into the distance under a bright blue sky with scattered white clouds. On the left side of the road, there is a lush green field with tall grass and some trees. On the right side, there are more trees and a few streetlights. A large white diamond shape is superimposed over the center of the image, containing the text.

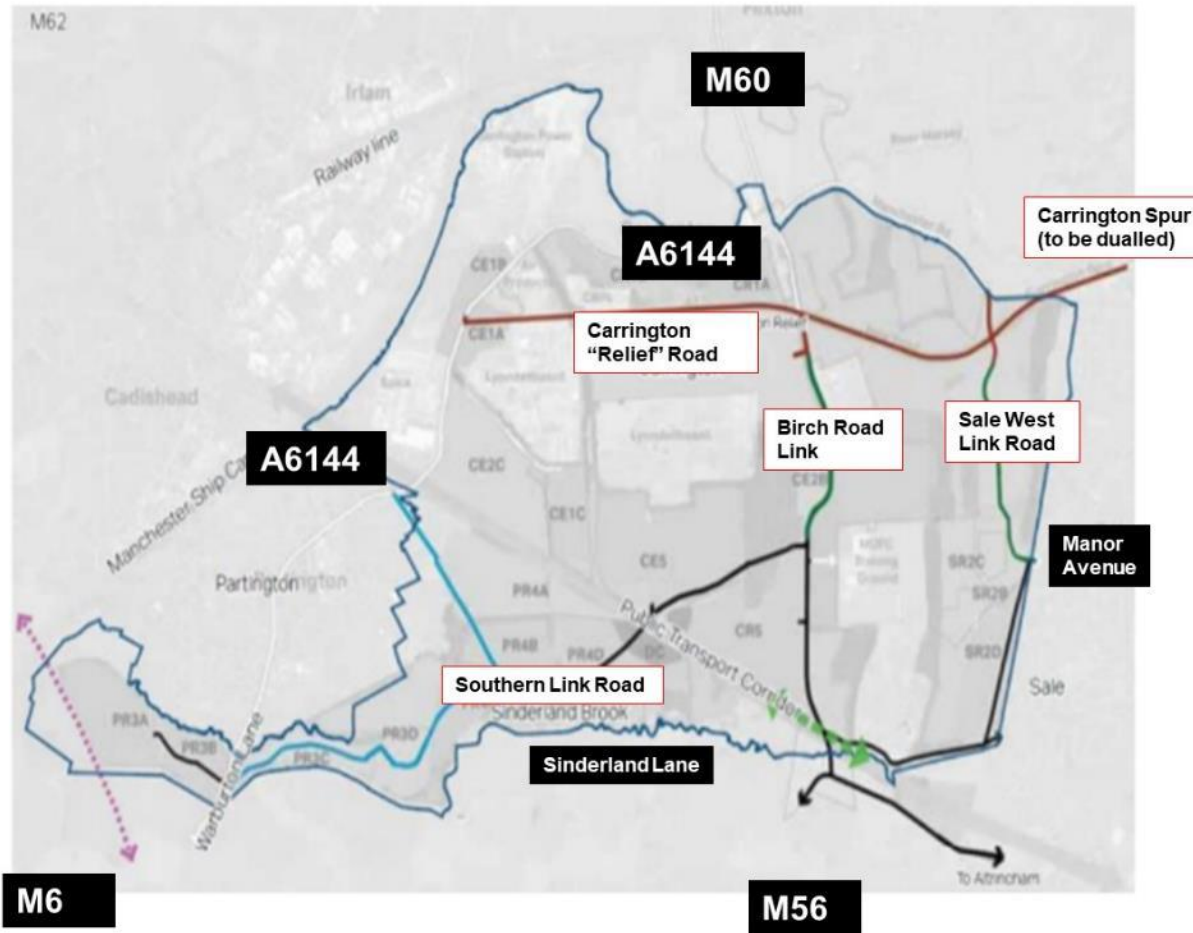
**A balanced,  
community focused,  
Transport Strategy for  
the area surrounding  
Carrington Moss**



# Why are we concerned?



## Key issues for residents have not been addressed



- Increased air and noise pollution
- Increased risk of flooding
- HGVs continue to cause structural damage in Carrington
- Decimation of Carrington Moss, a natural tool to dissipate polluted air from the motorways, the major roads, the flight path and the polluting businesses in Carrington
- Impact on local schools and health of local population (increased evidence that air pollution is a major risk to those suffering from Covid 19, along with many other conditions)
- Creation of communities which are no more than traffic islands in a sea of air pollution



# Introduction

This document has been produced by Carrington Parish Council (CPC) and the Friends of Carrington Moss (FOCM) to set out our proposals to address the high volume of traffic that currently runs through Carrington Village.

We are creating this proposal as an alternative to Trafford's current plans, the initial phase of which is the Carrington Relief Road. Their scheme also includes 3 further major roads across Trafford's green belt, inducing further through traffic into the area and decimating Carrington Moss (a valuable, highly used and much loved local green space).

We do not believe Trafford's plans address the wishes of local residents which include:

- changing the route of the large numbers of HGVs currently driving through Carrington Village
- reducing the volume of traffic driving through the area from outside the Borough
- retaining, preserving and restoring Carrington Moss

## Executive Summary





# What are the proposals?



**We are at a very early stage – discussions are just starting**

## Phase 1: Carrington (2021 - 2022)

- The immediate introduction of traffic calming initiatives through Carrington Village
- Review and improve public transport and active travel routes

## Phase 2: Carrington (2022 – 2025)

- Opening the A1 road, end to end for **all** HGV and through traffic
- Associated improvements to the Isherwood Road Junction



## Phase 3: Carrington and Irlam (2025 – 2030)

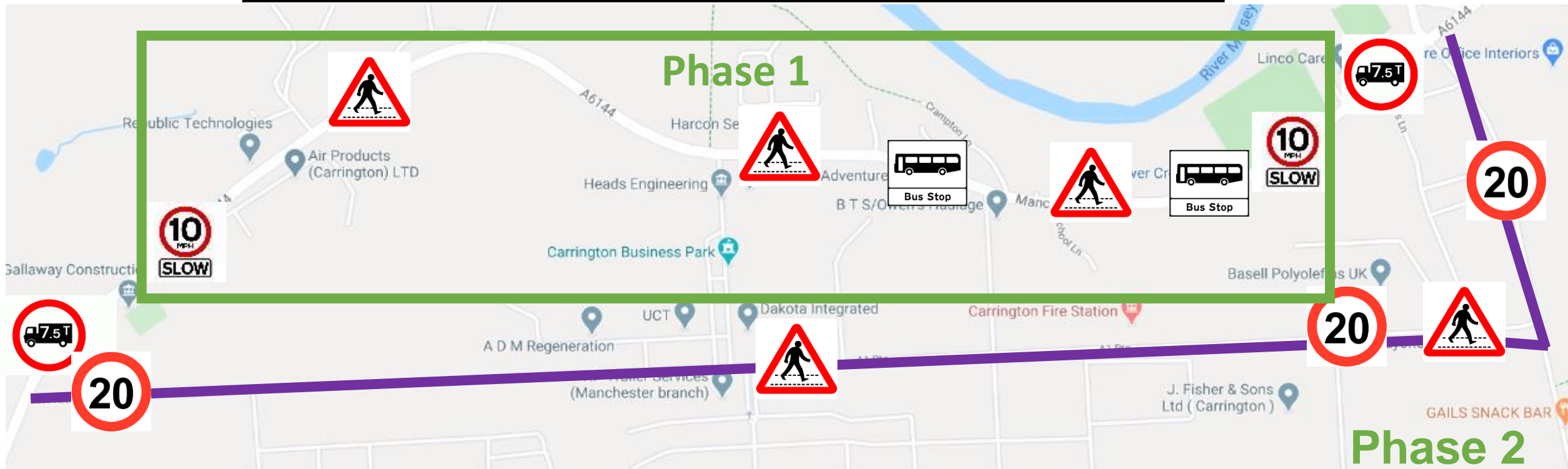
- New Lifting Bridge proposed to connect Carrington and Irlam
- Active travel routes across New Bridge, Warburton Bridge and Partington Railway Bridge

**Creating shorter routes will encourage active travel and public transport options, improving air quality and reducing travel time**



# CPC/FOCM Proposal Carrington

Putting Trafford Residents at the heart of the design



**All HGVs will use the A1 route and non-residential vehicles will be discouraged from driving through the village by the traffic calming measures**

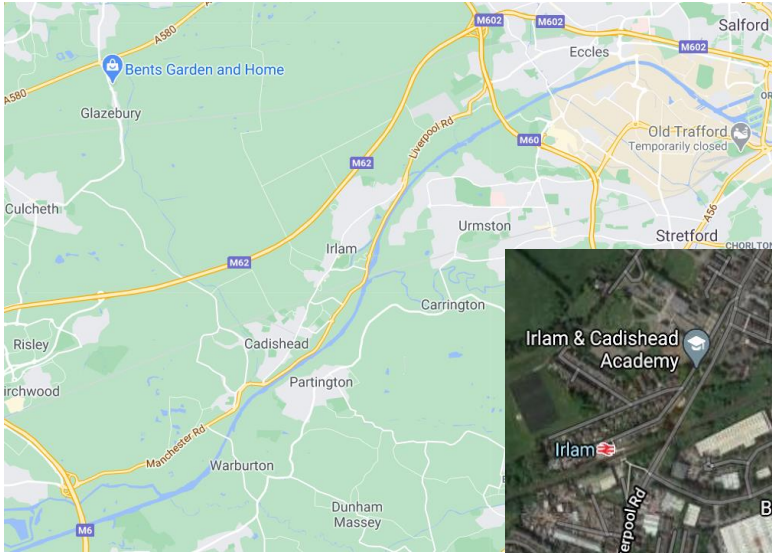
- The immediate introduction of traffic calming initiatives through the Village
- Reviews and improvements to public transport and active travel routes
- Opening the A1 road, end to end for **all** HGV traffic
- Associated improvements to the Isherwood Road Junction
- No roads on green belt land and No increased air pollution for any local communities
- Satisfies the needs resulting from the planned new developments





# The New Lifting Bridge

**A collaboration between Carrington with Irlam**



## Features:

- Peel would manage
- Agreed timetable for lifting
- Include a cycle & walking crossing
- A57 links to M6 and M60/M62
- Access to Irlam Wharf and Port Salford
- No stopping on the bridge for motorised vehicles



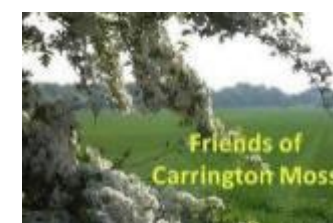
## Key points:

- Peel supportive in principle
- Will reduce the problems at Warburton Toll Bridge
- Takes advantage of an existing route
- Tree planting and habitat mitigation at either end of the bridge to provide an acoustic barrier, carbon capture capabilities and bird/wildlife habitats
- Light pollution can be mitigated through dimming options
- Reduced journey time and costs for Carrington businesses (they can also consider using the Ship Canal for transport, rather than the road network)
- Many HGVs are already using the A57 (they just have to drive a long way round to get to it)
- Opportunity to provide an innovative architectural design (a possible future visitor attraction)





# Community ideas to reduce traffic



**Cycling buses – the healthy alternative to driving your children to school**



**Community Cycle Buses - schools, businesses and the public are interested!**

## Enjoying the journey to school

these buses typically take 11 children to school  
(and you can get an adult version)

[Cycling to School in Netherlands](#)

[Adult Cycle Buses](#)

## Other community suggestions:

Walking Buses

Safer School Streets Initiative



# What about Trackless Trams?



**Battery operated, neither tram nor bus, but with the best features of light rail**



- Replacing the noise and emissions of buses with electric traction
- Batteries recharged at stations in 30 seconds or at the end of the line in 10 minutes
- Speed (70kph), capacity and ride quality of light rail
- Autonomous optical guidance system

Taking innovations from high-speed rail and putting them in a bus  
[Trackless Tram in action](#)





# What's in it for you?

**We believe there are benefits for all communities.....**

- ✓ Improved economic activity in both Salford and Trafford, providing all residents with an easily reachable, wider employment catchment area
- ✓ Vital connectivity provided between communities, including for emergency services when needed
- ✓ Environmental/climate benefits of reduced travel time, reduced air and noise pollution, reduced carbon implications
- ✓ Provision of a new public transport corridor
- ✓ Improved active travel connectivity for both commuting and recreational trips
- ✓ Creation of job opportunities both in the construction of the bridge and for post construction management and maintenance
- ✓ HGVs will have direct access to either the M6 or the M60/M62
- ✓ Businesses will benefit from reduced travel time and costs, options for Carrington businesses to consider Irlam Wharf and Port Salford for water-based transport (rather than road), for Salford retail businesses - increased footfall
- ✓ Sustainable option for both Salford and Trafford



**.....but we recognise there are concerns**



# Mixed Community Feedback

## Early survey feedback from Carrington residents



A bridge would be a very sensible idea

Will reduce HGVs driving through Carrington

*"The houses where I live shake when HGVs go past"*

There may still be noise issues from empty HGVs which are very loud

Will reduce journey times for local businesses

Could bring much more traffic through Carrington

Would like to see public transport going across this new bridge

Significantly less impact than the planned road across Carrington Moss

Should improve the problems at Warburton Bridge

Concerns about impact to wildlife and bird habitats

Plus questions and observations:

- How much will it cost to use the bridge?
- What sort of bridge will it be?
- Public Transport does not start early enough for shift workers, it is infrequent and unreliable and needs significant improvement so we can reduce reliance on the car





# Key Principles



## The key principles that underpin this Transport Strategy are:

HGVs **MUST** be prevented from using the part of the A6144 which runs through Carrington Village

New roads **MUST NOT** be built on land designated as green belt

Air and noise pollution or flooding **MUST NOT** be increased for any local residents

Active travel routes and public transport **WILL BE** prioritised

Other opportunities should be taken to reduce the high volume of cars using local roads

Through traffic should be encouraged to use the existing major trunk roads

No other communities should be disadvantaged by our proposals

Recognise that  
Trafford  
declared a  
climate  
emergency in  
November 2018  
and Salford in  
July 2019



# Next Steps!



## Identify ways to resolve or mitigate resident concerns

Fully understand, articulate and agree the outcomes local residents would like to achieve, including the needs of the vulnerable, the disabled and the isolated

Agree and communicate the who, the where, the what, the why, the when, and the how

Keep residents engaged, informed and updated

Respect all expertise, including the talent pool drawn from local residents – make extensive use of their skills and knowledge

Work with Salford and Trafford to identify costs and sources of funding

Structure the initiative to achieve quick wins for the community

**Put residents at the heart of the initiative, create a sustainable solution that benefits all communities and recognises the climate emergency**





# Alignment with GM's Transport Strategy 2040

## Balancing economic and environmental concerns



The initiative will also consider the latest research, including (for example) reports such as *The Social Cost of Automobility*, *Cycling and Walking in the European Union* which highlights that each kilometre driven by car incurs an external **cost** of €0.11, while cycling and walking represent **benefits** of €0.18 and €0.37 per kilometre. Extrapolated to the total number of passenger kilometres driven, cycled or walked in the European Union, the cost of automobility is about €500 billion per year. Due to positive health effects, cycling is an external benefit worth €24 billion per year and walking €66 billion per year.



**Walking and cycling** are the most efficient forms of transport for urban areas. They are also the only forms of transport that can simultaneously help to tackle congestion, pollution, poor health and social inequality, which is why they are a top priority for the Greater Manchester Mayor and ten Local Authority leaders.

**The GM Transport Study** says its vision is to:

- Reduce reliance on the car for movements across the wider city-region
- Invest in local neighbourhoods to make walking and cycling the natural choice for short journeys
- Prepare for future innovations in technology and travel behaviour

**GM Vision 2040** - 50% of all journeys in GM will be made by public transport, walking and cycling by 2040



# What's in it for Carrington?



## Opportunity to reduce impact of HGVs driving through the village

### CPC/FOCM Traffic Survey

9<sup>th</sup> September 8:30 to 9:30am (1 hour)

Isherwood Road Junction

- **200+ Large vehicles** (HGVs and large vans) **200+ in 1 hour**
- **1 bus!!!**
- Air pollution through the roof

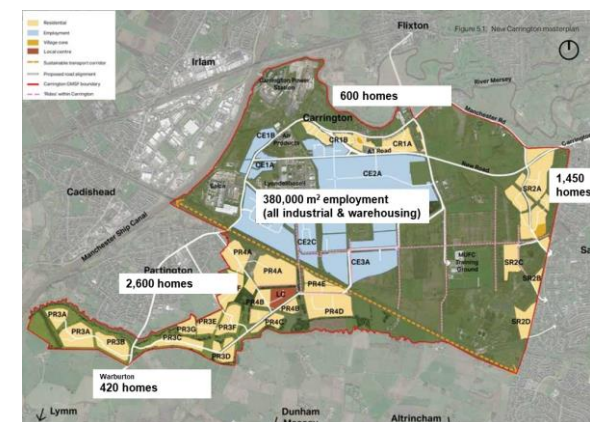
7<sup>th</sup> October 3:00 – 3:15pm (15 minutes)

Mersey Farm Junction of Carrington Spur

- 33 Large vehicles (HGVs and large vans) **132 in 1 hour**
- 0 buses

14<sup>th</sup> October 2:55 – 3:15pm (20 minutes)

- 45 Large vehicles (HGVs and large vans) **135 in 1 hour**
- 1 bus



### Trafford's New Carrington Allocation:

- 5,000 new homes (4,300 within the plan period)
- Employment development of between 380,000 sqm floor space (350,000 sqm in the plan period) – all industrial and warehousing
- 4 major roads across Carrington Moss
- Significant increase in air and noise pollution and potential for flooding in local areas
- No commitment to public transport improvements, no trams, no trains, no park and rides





# What about the costs?



**Full cost appraisals still to be carried out for both options**

- Trafford's OBC document states that the Relief Road alone will cost over £30m, we believe this is an underestimate, given the ground conditions and the flood risk mitigations that will be needed
- The costs of our (Phase 1 and Phase 2) initiatives would be minimal. Our focus on traffic calming initiatives in Carrington and other villages on the A6144 route will require a small investment).
- Public transport improvements for the area may require some investment and there may be costs associated with opening up the A1 route end to end (all of which would be spending agreed as part of the Trafford proposal as well).
- The costs of the bridge across the Ship Canal are still to be investigated but there is historical data that should help with estimating this. We believe the benefits of investing in this will significantly outweigh the costs.



**The CPC/FOCM proposal achieves resident needs at an affordable cost and secures measurable benefits**



# Comparing the Benefits



**A detailed risk assessment should be carried out for both options**

Benefit	Trafford Proposal	Community Proposal
Financial	<i>"produces significant benefits, about £132m over the 60-year appraisal period". That is around £2.2m per year (reduced travel time, not cash)</i>	Will produce greater benefits in reduced travel time, particularly for local businesses, which will no longer need to take a circuitous route to get to the A57
Air pollution impact	Brings 200 HGVs per hour next to sports training grounds, the TPT, passing Carrington residents and near to Sale West residents, causing significant air pollution	Improves air quality for Carrington residents without impacting other communities or users of Carrington Moss
Flooding costs	Generates flood risk for residents surrounding Carrington Moss	Retains Carrington Moss to mitigate against local flooding
Local economy	Loss of income from agriculture (which Trafford previously said it would protect) and stabling/livery	Retains agriculture and stabling/livery to support the local economy
Environment & Health	Loss of important habitats for endangered wildlife and red listed birds, immensely negative impact on health and wellbeing of residents	Very limited impact on wildlife habitats and positive impact on the health and wellbeing of residents
Structural (homes)	The latest version of the New Carrington Masterplan does not include the traffic calming initiatives we have proposed, so there may still be structural impacts to houses from HGVs which still use the road through the village	Will direct HGVs away from residential areas and will reduce the impact of heavy vehicles on housing (traffic calming initiatives will slow down any heavy loads that have to use the road through the village)



# Trafford Option v Community Option



**Lots of synergies and only one major difference!**

## Phase 1:

Traffic calming initiatives, public transport improvements, active travel options for Broadheath, Carrington, Dunham, Partington, Sale West and Warburton

- General agreement that this is needed
- Trafford believe it should be done after the CRR is implemented
- Community believes this should be the priority and addressed immediately

## Phase 2:

End to end opening of the A1 Route

- Appears to be total agreement on this
- Trafford are considering options should no agreement be possible with Burford Carrington (Western end)
- Community wants to ensure the road veers away from housing at the Ackers Lane end (Eastern end)

## Phase 3:

Trafford wants to build across Carrington Moss (going East)

Community wants to build across the Ship Canal (going West)

- There will be a significant impact to the environment and to the health of local residents with the Trafford option
- There will be significant benefits to residents and businesses with the community option, however, Trafford believes the financial costs will be higher (these are still to be explored)

The priority should be to reduce the impact of HGVs on residents

