

Walking, Cycling & Horse-Riding Assessment Report

Carrington Relief Road

C000201403 / 001

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amey consulting



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1. Background and Highways Scheme Description

1.1. Background

Trafford Council is proposing to construct a new link road; known as Carrington Relief Road, in the suburb of Carrington to the north west of the Borough.

The Greater Manchester Spatial Framework 2020 contains proposals for a “New Carrington” development site which is a brownfield development in a “strategically important area in Greater Manchester.”

The site will deliver a new community that links to the existing Carrington, Partington and Sale West areas and provides improved transport, social and green infrastructure.

Trafford Council is therefore committed to working with stakeholders to bring forward a detailed Masterplan / Supplementary Planning Document which provides a framework for the sustainable delivery of a new community at Carrington, Partington and Sale West.

A new relief road is proposed to add much needed capacity to the local transport network and become the primary gateway to the development site from the M60 via the Carrington Spur. It would also relieve pressure on the A6144, which suffers from severe congestion in the peak periods, enhance the environment along the route by reducing air pollution and noise, as well as enabling other treatments to improve the quality of the streetscape for pedestrians and cyclists.

The relief road scheme has the following objectives:

- Providing access and capacity within the transport network to enable the housing and employment growth
- Improved public transport and active travel provision to existing areas which are poorly served and to housing and employment growth areas
- Reduction in traffic using the A6144 Manchester Road through Carrington village and using the Isherwood Road / Manchester Road Junction
- Improved journey times across Carrington, between Common Lane and Isherwood Road
- Improved cycling connectivity, including reduced journey times and journey ambience between the Carrington Spur and Common Lane.

Various route options have been considered and two preferred options are to be developed further. All options run from and to the A6144 either side of Carrington Village.

This report has been prepared at an early stage in the design of the relief road scheme with no firm option selected for the route the new road will take. This report is considered to be the Walking, Cycling and Horse-Riding Assessment report. A further WCHAR review report would be expected to be completed once a single route is selected and the preliminary design for this route is complete; with a further review required once detailed design is completed.

Given the scheme looks to construct a new section of road to form a relief road around Carrington, for the purposes of the Walking, Cycling and Horse-Riding Assessment the scheme is considered by the WCHAR team to be a large scheme.

The A6144 is a single carriageway in the vicinity of the proposed relief road, widening to accommodate turning lanes at junctions with the B5158 (Flixton Road) and with Carrington Spur. / Banky Lane.

Between its junction with Carrington Spur / Banky Lane and its junction with Ackers Lane, the A6144 has a 40mph speed in place. West of Ackers Lane, a 30mph speed limit is in place for 1km through Carrington Village.

The speed limit on the A6144 then returns to 40mph west of Carrington Village and continues with this speed limit into Partington.

There is an existing static speed camera located approximately 180m north east of the junction of the A6144 & the B5158. Another static speed camera located 40m east the junction of the A6144 and Addison Road.

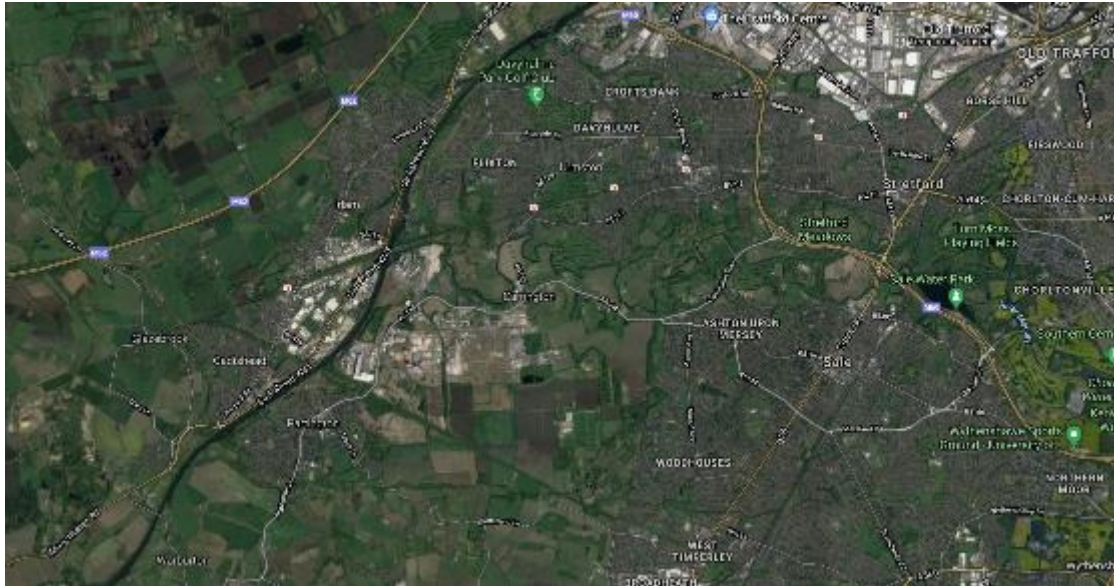


Figure 1 - Carrington Area

1.2. Proposed Highways Scheme

The two options which have been taken forward are known as Option A and Option F.

The route for Option A commences to the west at the existing priority junction of the A6144 Manchester Road with the A1 route and follows the length of the existing A1. The existing priority junction would be upgraded to a new signalised junction with the potential for a free flow southbound left turn lane.

A new signalised junction would be proposed where the A1 meets Isherwood Road and Isherwood Road would be improved between the A1 junction to the existing signalised junction of A1644 Manchester Road / Carrington Lane / Isherwood Road in the north. The Carrington Lane / Isherwood Road junction would be improved to provide free flow southbound left turn lane and the section of Carrington Lane, between the Isherwood Road junction and Carrington Spur would also be improved, including alignment works to reduce the severity of the bends. The Carrington Spur / Banky Lane junction would also be amended.

Option F would follow the whole length of the existing A1 route through industrial estate, from the A6144

to a new realigned signalised junction to the south of the existing junction at Isherwood Road. East of Isherwood Road, the route crosses open field skirting south of existing electricity pylons to meet Carrington Lane at the end of the Carrington Spur.

It has a total length of 3.9km.

Options A & F are shown in Figure 2.

In either option, the design speed for the new route is to be 40mph. Based upon current standards and design guidance, a highway profile is proposed which would see pedestrian footways located on either side of the carriageway, with segregated cycle facilities running on both sides of the new road. The cycle facilities are to be separated from the general highway with a kerbed segregation island of 1m in width. The highway itself is to be a single lane in each direction, with a typical combined width of 7.3m.

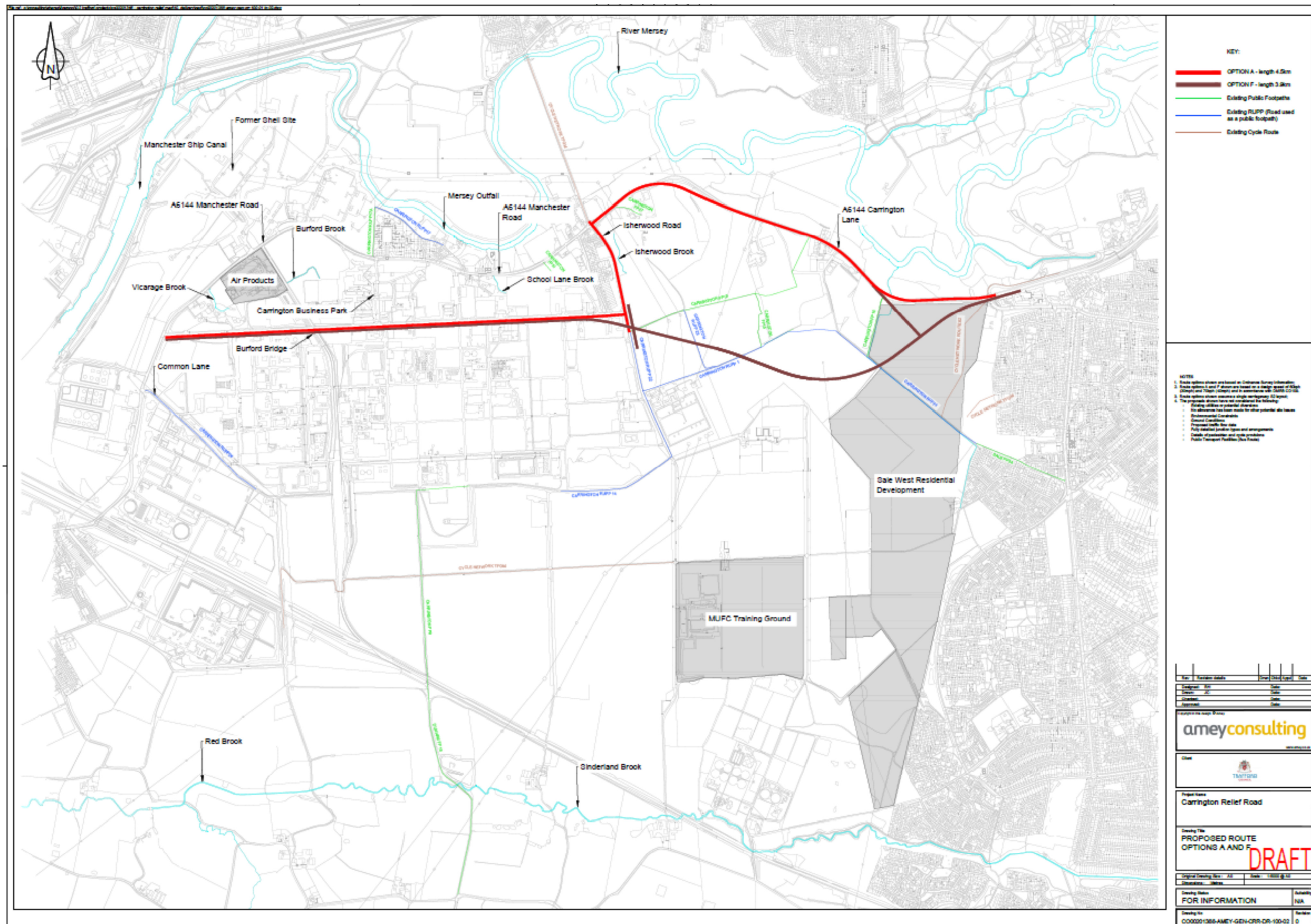


Figure 2 -Route Options A and F

1.3. WCHAR Study Area

The study area extends 5km beyond the extents of the proposed routes, following the guidelines for a large highways scheme, as stated in GG142 section 4.6.1. The plan of the WCHAR study area can be seen in Figure 3.

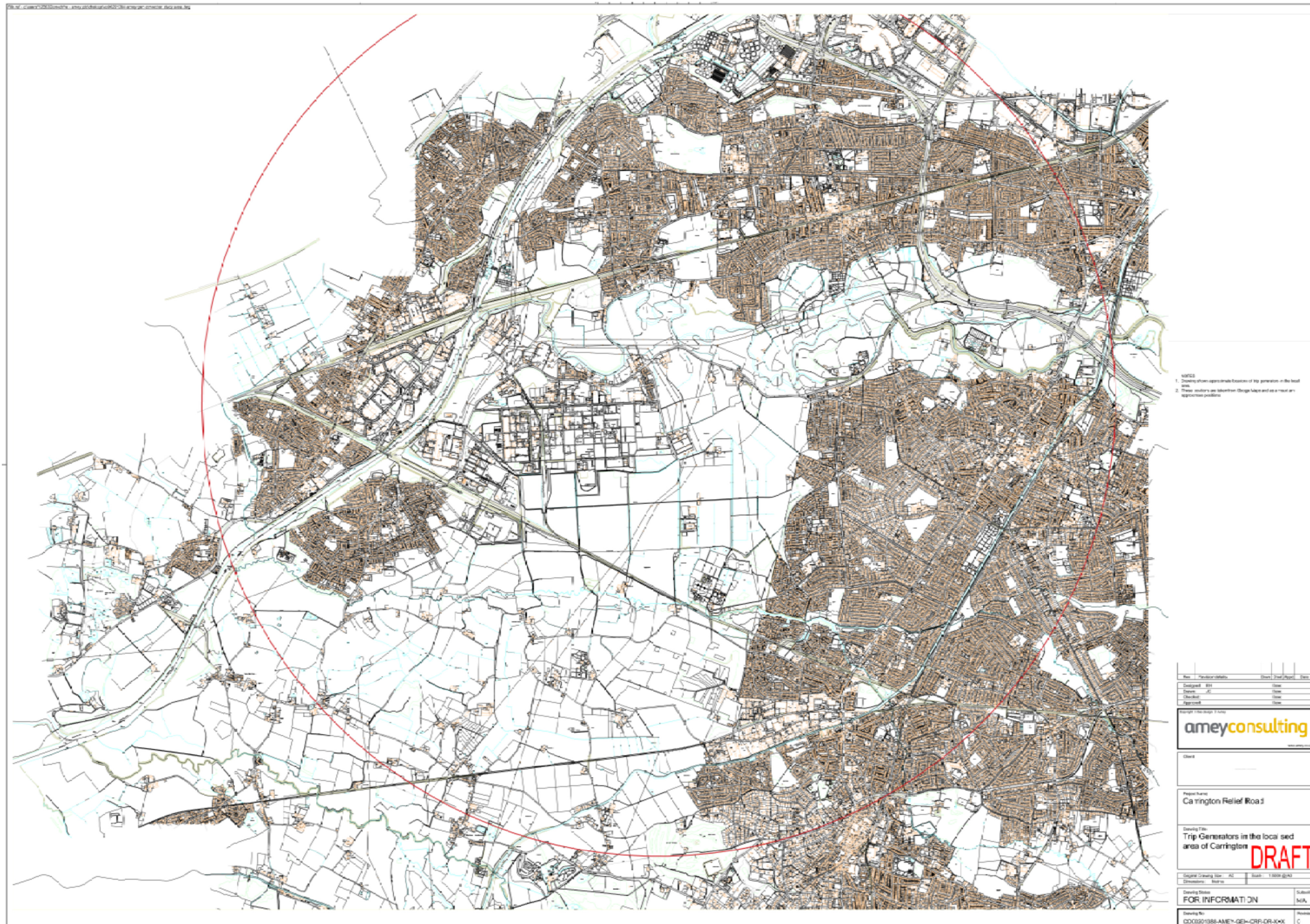


Figure 3 - WCHAR Study Area

2. Walking, Cycling & Horse-Riding Assessment

2.1. Assessment of Walking, Cycling & Horse-Riding Policies & Strategies

The following policies and strategies have been reviewed for this assessment:

- Gear Change – A Bold Vision for Cycling and Walking (Department for Transport, 2020)
- Highways England Cycling Strategy (2016)
- Trafford Walking & Cycling Strategy (2021)
- Trafford Moving
- Trafford Council Corporate Plan (2018-2022)
- Made to Move (Greater Manchester's Cycling & Walking Commissioner, 2018)
- Trafford Rights of Way Improvement Plan (2009 – 2019)
- LTN1/20 Cycle Infrastructure Design (2020)

Gear Change – A Bold Vision for Cycling and Walking (Department for Transport, 2020)

The document suggests that the Covid pandemic presents a once in a lifetime opportunity to change the way people move, citing the benefits of active travel in improving health, reducing inequalities and tackling congestion.

The strategy has four themes with promises of action embedded within each. The themes are as follows:

- Better Streets for cycling and people
- Cycling at the heart of decision making
- Empowering and Encouraging Local Authorities
- Enabling people to cycle and protecting them when they do

The document concludes with a summary of 22 principles for cycle infrastructure design, which correlate with the guidance contained within Local Transport Note 1/20 – Cycle Infrastructure Design.

Highways England Cycling Strategy (2016)

The Highway England cycling vision is "to contribute to a connected, comfortable, attractive and high-quality cycling network, suitable and safe for use by people of all ages and abilities".

The cycling strategy's guiding principles include:

- To ensure the needs of cyclists are considered;
- To plan and deliver an investment programme to improve cycle facilities which are safe and separate from traffic;
- To ensure that "cycling improvements will have a positive impact on communities, such as improving connections across roads that divide communities and providing an integrated and safe cycling network;
- To ensure that wider network investments incorporate cycling facilities with needs of cyclists to be considered, both during construction and as part of any completed scheme; and

- To engage with road users and local communities to develop integrated cycling networks which meet local needs.

The Cycling Strategy also includes an aim to: "Ensure that wider network investments incorporate cycling facilities. For example, when we invest in road network improvements, the needs of cyclists will be considered, both during construction and as part of any completed scheme. Also, as we invest in network maintenance, we will consider opportunities to improve cycle provision."

Trafford Walking & Cycling Strategy

The Trafford Walking and Cycling Strategy for the ten-year period from 2021-31 is currently being developed. It will look to encourage active travel as a modal choice, particularly for short journeys. It will look to take steps to improve existing infrastructure, develop a better network for pedestrians and cyclists and enable more people to get out and about walking and cycling.

Trafford Moving

Trafford Moving is the council's Sports and Physical Activity Strategy which aims to get every resident of Trafford moving every day.

The strategy supports the Council's 2031 Vision of making Trafford a national beacon for sports, leisure and activity for all, by investing in leisure facilities across the Borough and encouraging more people to get involved in physical activity.

Being inactive is a major health issue which can lead to obesity, heart disease and is linked to several types of cancer. Currently, 24.3 per cent of Trafford residents are inactive, which means they do 30 mins of activity or less a week.

By creating better spaces and places to be physically active and attracting key sports investment into the Borough, the Council aims to make Trafford a place where residents start well, live well and age well by being more active.

Trafford Council Corporate Plan 2018-2022

The corporate plan describes Trafford Council's vision and priorities for the borough and the priorities that are key to the delivery of that vision.

It includes an overview of strategies which provide the detail of what the council will do and how it will work with communities and partners to deliver change to Trafford in line with these commitments. At the heart of the vision is a common cause to make Trafford a better borough where everyone has a chance to succeed and where everybody has a voice.

The corporate plan identifies seven strategic priorities which are seen as key to helping residents, businesses and staff to thrive. These are as follows:

- Building Quality, Affordable and Social Housing - Trafford has a choice of quality homes that people can afford
- Health and Wellbeing - Trafford residents health and well-being is improved and reducing health inequalities
- Successful and Thriving Places - Trafford has successful and thriving town centres and communities
- Children and Young People - All children and young people in Trafford will have a fair start
- Pride in Our Area - People in Trafford will take pride in their local area
- Green and Connected - Trafford will maximise its green spaces, transport and digital connectivity
- Targeted support - People in Trafford will get support when they need it most

Under the priority of Health and Wellbeing, the plan wants Trafford to offer everyone the chance to live well and be active for as long possible, encouraging and supporting people to make healthy choices by providing good leisure facilities, and creating environments which promote physical activity.

Under the priority of ensuring children have a fair start in life the plan expresses a desire for children to be equipped with skills for employment and life and preparing children for adult life. Encouraging health life choices such as active travel from an early age will help embed these habits into adult life.

Under the priority of creating pride in our local area, the plan wants to encourage and enable people of Trafford to be more environmentally friendly in daily lives which includes mode choice for travelling around the borough. This priority also includes residents being safe in their communities, with a commitment that highways will be maintained, safe and well-lit.

The priority of “Maximising Our Green Spaces, Transport and Digital Connectivity” seeks to encourage people to use green space and be more active, and to make it easier to move around the borough, improving transport links and to reduce the impacts of climate change in Trafford. All of these goals are linked to active travel.

Made to Move (Greater Manchester’s Cycling & Walking Commissioner, 2018)

With a goal of doubling then double again cycle journeys in Greater Manchester and make walking a natural choice for short trips, the Cycling and Walking Commissioner sets out 15 steps to create a culture of cycling and walking and make one of the best cycle networks in the world.

The first steps were the publication of a cycling and walking infrastructure plan in 2018, the establishment of a £1.5 billion, ten-year infrastructure fund and the publication of a design guide in 2021.

Other steps include ensuring all public realm infrastructure investments have walking and cycling incorporated from an early stage, establishing a task force to improve safety at road junctions, engaging and supporting local communities in the development of new infrastructure and programmes and delivering greater level so public access to bikes across Manchester.

Trafford Rights of Way Improvement Plan (2009 – 2019)

Whilst consultation has been undertaken as part of the process of updating / replacing this improvement plan, an up-to-date plan / strategy has not been produced.

The 2009-2019 improvement plan aimed to improve, promote and protect the rights of way network in the borough to meet both current and future needs for recreation, exercise and access.

The aims of the plan were as follows:

- To maintain an updatable record of existing rights of way
- To provide a well maintained, safe, easy to navigate network, free from obstruction
- Develop a network to suit the needs of local users and visitors
- Where possible increases opportunities for all users, including those with mobility problems, visual impairment and walkers with pushchairs
- Increase and promote sustainable travel
- Ensure that proposed works are prioritised and implemented to provide maximum benefit.

In producing the improvement plan, a consultation exercise was undertaken to establish needs and suggestions from users of public rights of way in Trafford. Following this consultation, ten key focus areas were identified which were then used to form the basis of an action plan.

The action plan has seven theme areas:

- Safe and Secure
- Clean and green
- Healthy and Caring
- Strong Economy
- Skilled & Educated
- Creative and Enjoyable Leisure
- Proud

The actions set out within the improvement plan were as follows:

- Ensure appropriate measures are taken to improve safety where the ROW network crosses or is affected by busy transport routes
- Tackle the illegal use of the network, such as by motorised vehicles, vandalism and anti-social behaviour
- Create and improve ROW routes to develop a connected, safe, self-policing network that people are encouraged to use
- Address problems of litter, fly tipping and dog fouling
- Ensure the network is adequately signposted, maintained and free from obstructions
- Encourage people to maintain and improve their health Promote the benefits of exercise and advertise key routes and destinations, both functional and recreational
- Create a range of circular routes enabling people to improve their health
- Link ROW network to public transport routes
- Improve and create routes that link communities with local centres and places of work
- Improve and create safe ROW's to schools, linking to local communities, improving children's health and relieving the pressure and pollution on the roads
- Improve access to the network for the mobility impaired and partially sighted
- Encourage those who do not currently use the network to do so
- Create a range of circular off road routes, encouraging people to improve their health
- To create a positive image by providing an attractive, well maintained and usable network for both recreational and functional purposes
- Promote ROW to visitors and residents, portraying the positive image of the council
- To develop and maintain the Definitive Map and Statement to reflect the current and future use of the network

LTN 1/20 Cycle Infrastructure Design

The statutory Cycling and Walking Investment Strategy (CWIS) sets a clear ambition to make cycling and walking the natural choices for short journeys or part of a longer journey with supporting objectives to increase cycling and walking levels. This guidance supports the delivery of high-quality cycle infrastructure to deliver this ambition and objective; and reflect current good practice, standards and legal requirements.

Inclusive cycling is the underlying theme so that people of all ages and abilities are considered.

The transport note provides guidance and good practice for the design of cycle infrastructure, in support of the Cycling and Walking Investment Strategy.

2.2. Collision Data

During the three-year period from 2018 to 2020 there were 868 collisions recorded within the 5km study area.

The statistics relate only to personal injury accidents on public roads that are reported to the police and therefore damage-only collision data has not been included in this assessment.

Of the 868 collisions, 262 involved cyclists or pedestrians. The details of these collisions can be found in Appendix 1 this report.

Maps showing the location of the collisions is illustrated in Figures 4 and 5.

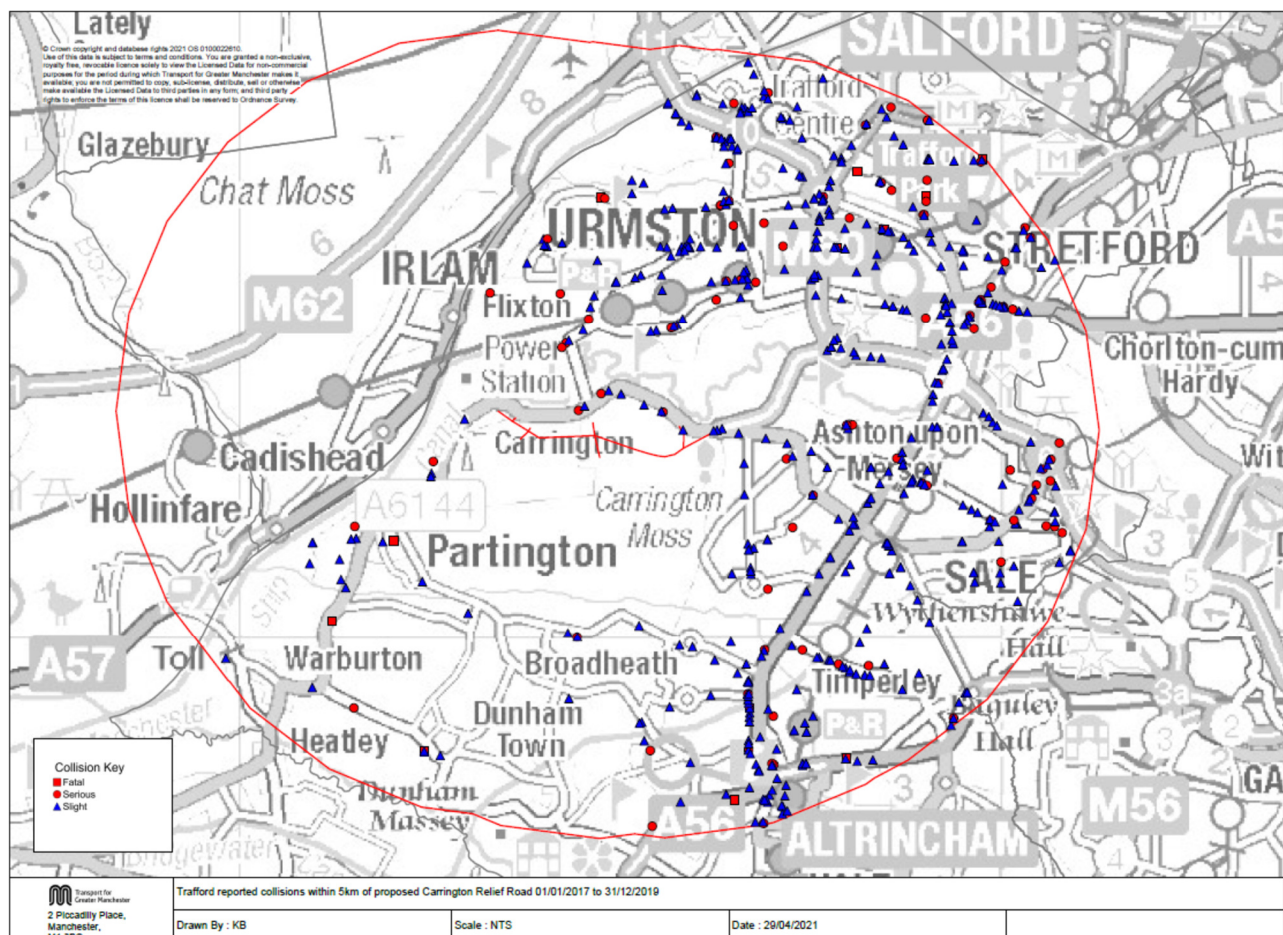


Figure 4 - Collision Locations 2017-2020

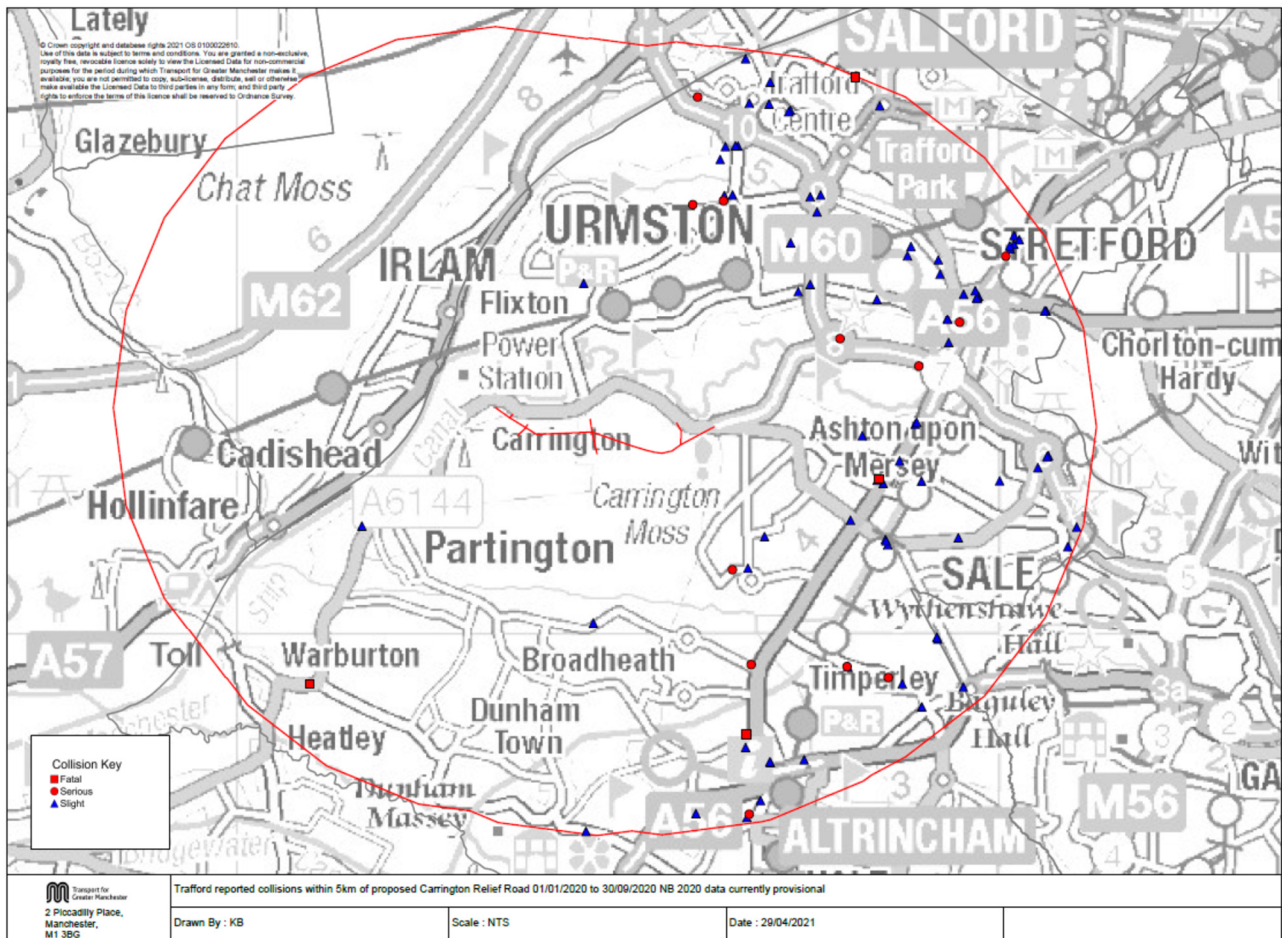


Figure 5 - Collision Locations 2020-21

Of the 262 collisions involving cyclists and pedestrians, 134 involved pedestrians and 127 involved cyclists. Eight of the 262 collisions were classified as fatal, 57 as serious and 197 slight.

Within the immediate vicinity of the proposed relief road there have been 16 collisions since 2017, four serious and 12 slight. All of these collisions took place on the A6144.

Two of these collisions involved cyclists and two involved pedestrians.

In May 2017, a passenger got off a bus in on Manchester Road, near its junction with Ackers Lane and immediately crossed the carriageway without looking and was hit by a passing car. This collision was classified as serious.

In June 2017 a serious collision occurred on Carrington Lane when a cyclist overtaking standing traffic was struck by a car pulling off a driveway.

In August 2017, a pedestrian crossed the carriageway of Carrington Lane near Ackers Farm stepping out without looking and was hit by an oncoming car resulting in serious injuries.

In June 2018 a car driver attempted to overtake a cyclist on Manchester Road, near its junction with Isherwood Road and hit the cyclist during the manoeuvre resulting in slight injuries.

Of the collisions which have occurred on the A6144 since 2017, 13 (four serious, nine slight) of the locations in which they took place would be by-passed by Option F whilst three (two serious, one slight) of the locations would be by-passed by Option A.

2.3. Multi-modal Transport Services & Interchange Information

Given the size of the study area, there are multiple bus services, tram stops and train stations. These are shown on Figure 6. Green dots represent train stations, red tram stations and blue bus stops.

Seven train stations fall within the study area on the Liverpool Lime Street to Manchester Oxford Road / Piccadilly Line, via Warrington Central which is operated by Northern Rail. These are Glazebrook, Irlam, Flixton, Chassen Road, Urmston, Humphrey Park & Trafford Park. Train timetables for services operating from these stations can be found in Tables 1 to 6.

Two further train stations, Navigation Road and Altrincham, are on the Mid-Cheshire Line which runs between Manchester Piccadilly and Chester. Train timetables for services operating from these stations can be found in Tables 7 to 12.

Table 13 gives an overview of facilities available at the stations.

Seven tram stops on the Altrincham Metrolink line which operates services to Manchester Piccadilly and Bury; fall within the study area, Altrincham Interchange, Navigation Road, Timperley, Brooklands, Sale, Dane Road, Stretford. Services run every 12 minutes from 05:26 to 00:02 Monday to Thursday, 05:26 to 00:50 Friday & Saturday, and 06:26 to 23:50 on Sundays.

Three tram stops on the Airport Line also fall within the study area. This line operates between Manchester Airport and Manchester Victoria Station. Trams run every 12 minutes from 05:20 to 23:40 Monday to Thursday, 05:20 to 00:40 Friday and Saturday and 06:20 to 23:16 on Sundays.

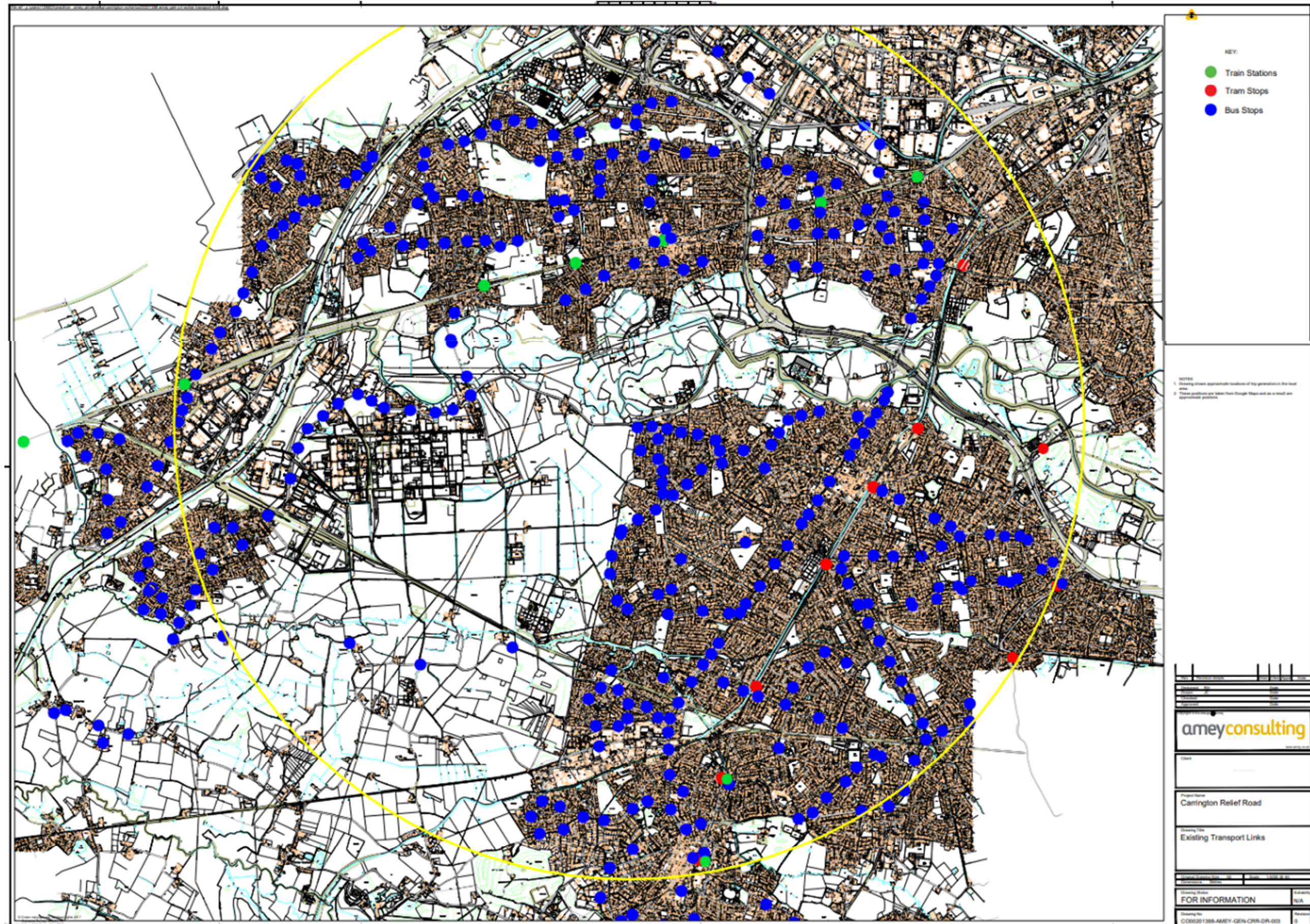


Figure 6 - Bus Stops, Train & Tram Stations

Table 14 gives an overview of facilities available at the tram stops.

Figure 7 shows the Metrolink Map for Greater Manchester which includes all tram stops located within the study area.

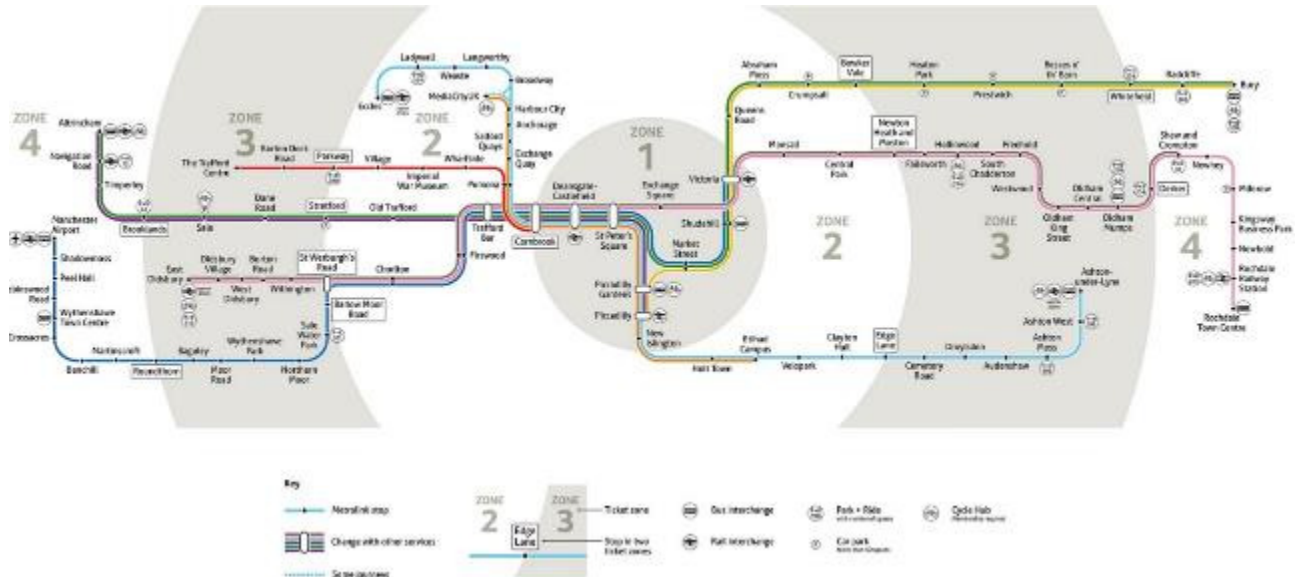


Figure 7 - Metrolink Map (source - <https://tfgm.com/public-transport/tram/network-map>)

Train Times – Liverpool To Manchester Oxford Road & Piccadilly

Monday to Saturday (To Manchester Central)																			
		SO	SX A			SO	SX												
Glazebrook	0611	-	-	0706	0735	-	-	0805	-	0907	-	-	-	1110	-	-	-	1310	-
Irlam	0614	0651	0653	0709	0738	0753	0754	0809	0838	0910	0946	1011	1046	1114	1146	1211	1246	1314	1346
Flixton	0618	-	-	0713	742	-	-	0813	0842	0914	-	1015	-	1118	-	1215	-	1318	-
Chassen Park	0620	-	-	0715	0744	-	-	0815	0844	0916	-	-	-	1120	-	-	-	1320	-
Urmston	0622	0655	0657	0717	0747	-	-	0818	0846	0918	0951	1019	1051	1122	1151	1219	1251	1322	1351
Humphrey Park	0625	-	-	0720	0750	-	-	0821	0849	0921	-	1022	-	-	-	1222	-	-	-
Trafford Park	0628	-	-	0723	0752	-	-	0824	0852	0924	-	1024	-	-	-	1224	-	-	-

Table 1 - Train Times Monday to Saturday on Liverpool to Manchester Line (Source - www.northernrailway.co.uk/stations/)

Monday to Saturday (To Manchester Central)																		
																SX	SO	
Glazebrook	-	-	1510	-	-	-	1710	-	-	-	1910	1944	-	-	2110	2144	2146	2246
Irlam	1411	1446	1514	1546	1611	1646	1714	1746	1811	1846	1914	1948	2011	2048	2114	2147	2149	2250
Flixton	1415	-	1518	-	1615	-	1718	-	1815	-	1918	-	2015	-	2118	2151	2153	2254
Chassen Park	-	-	1520	-	-	-	1720	-	-	-	1920	-	-	-	2120	2153	2155	2256
Urmston	1419	1451	1522	1551	1619	1651	1722	1751	1819	1851	1922	1953	2019	2053	2122	2156	2158	2258
Humphrey Park	1422	-	-	-	1622	-	-	-	1822	-	-	-	2022	-	-	2158	2201	2301
Trafford Park	1424	-	-	-	1642	-	-	-	1824	-	-	-	2024	-	-	2201	2203	2304

Table 2 - Train Times Monday to Saturday on Liverpool to Manchester Line (Source - www.northernrailway.co.uk/stations/)

Sunday (To Manchester Central)															
Glazebrook	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Irlam	0915	1014	1117	1216	1315	1416	1515	1616	1715	1816	1915	2015	2116	2215	2316
Flixton	0919	1018	1121	1220	1319	1420	1519	1620	1719	1820	1919	2019	2120	2219	2320
Chassen Park	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Urmston	0922	1021	1124	1223	1322	1423	1533	1623	1722	1823	1922	2022	2123	2222	2323
Humphrey Park	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Trafford Park	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Table 3 - Train Times Sundays on Liverpool to Manchester Line (Source - www.northernrailway.co.uk/stations/)

SX = Monday to Friday Only

SO = Saturday Only

A = To Wilmslow

Monday to Saturday (To Liverpool Lime Street)																			
												SX	SO						
Trafford Park	0629	-	-	0822	-	0921	-	-	-	1121	-	-	-	-	1321	-	-	-	1521
Humphrey Park	0631	-	-	-	-	0923	-	-	-	1123	-	-	-	-	1324	-	-	-	1523
Urmston	0634	0700	0756	0826	0855	0926	0956	1023	1056	1126	1155	1223	1224	1256	1326	1356	1423	1456	1526
Chassen Park	0636	-	-	0828	-	-	-	1025	-	-	-	1225	1226	-	-	-	1425	-	-
Flixton	0638	-	0759	0830	-	0929	-	1028	-	1129	-	1228	1229	-	1329	-	1428	-	1529
Irlam	0643	0706	0804	0835	0901	0934	1002	1033	1102	1134	1201	1233	1233	1302	1334	1402	1433	1502	1534
Glazebrook	0646	-	0807	-	-	-	-	1036	-	-	-	1236	-	-	-	-	1436	-	-

Table 4 - Train Times Monday – Friday, Manchester to Liverpool (Source - www.northernrailway.co.uk/stations/)

Monday to Saturday (To Liverpool Lime Street)																		
					SO								SX		SX	SO	SO	SX
Trafford Park	-	-	1654	1721	-	1754	1821	1853	-	1954	-	2054	2125	2153	-	-	2328	2336
Humphrey Park	-	-	-	1723	-	1756	1823	1855	-	1956	-	2056	2127	2155	-	-	2330	2338
Urmston	1556	1623	1658	1726	-	1759	1826	1858	1923	1959	2024	2059	2130	2157	2233	2252	2333	2341
Chassen Park	-	1625	-	1728	-	1801	1828	1900	1925	-	2026	-	-	2159	-	-	2335	2343
Flixton	-	1628	1701	1731	-	1804	1831	1902	1928	-	2028	-	-	2202	-	-	2338	2346
Irlam	1602	1633	1705	1736	1753	1809	1836	1907	1933	2004	2033	2104	2135	2206	2238	2258	2343	2351
Glazebrook	-	1636	-	1739	-	1812	-	1910	-	2007	-	2107	2138	2209	-	-	2346	2358

Table 5 - Train Times Monday – Friday, Manchester to Liverpool (Source - www.northernrailway.co.uk/stations/)

Sunday (To Liverpool Lime Street)																	
Trafford Park	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Humphrey Park	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Urmston	0755	0849	0955	1052	1155	1255	1355	1455	1555	1655	1755	1855	1955	2055	2155	2253	
Chassen Park	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Flixton	0758	0852	0958	1055	1158	1258	1358	1458	1558	1658	1758	1858	1958	2058	2158	2256	
Irlam	0802	0857	1002	1059	1202	1302	1402	1502	1602	1702	1802	1902	2002	2102	2202	2306	
Glazebrook	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

Table 6 - Train Times Sunday – Friday, Manchester to Liverpool (Source - www.northernrailway.co.uk/stations/)

SX = Monday to Friday Only SO = Saturday Only

Monday to Friday (To Chester)																			
Navigation Road	0638	0734	0807	0907	1007	1107	1207	1307	1407	1507	1607	1707	1807	1907	2008	2109	2208	2313	0008
Altrincham	0640	0736	0810	0910	1010	1110	1210	1310	1410	1510	1610	1710	1810	1910	2010	2112	2211	2315	0011

Table 7 - Train Times Monday – Friday, Manchester to Chester (Source - www.northernrailway.co.uk/stations/)

Saturday (To Chester)																			
Navigation Road	0638	0734	0806	0907	1008	1110	1207	1307	1413	1507	1613	1707	1807	1907	2008	2107	2207	2308	0006
Altrincham	0640	0736	0808	0910	1011	1112	1210	1310	1415	1510	1615	1710	1810	1910	2010	2110	2210	2310	0008

Table 8 - Train Times Saturday, Manchester to Chester (Source - www.northernrailway.co.uk/stations/)

Sunday (To Chester)							
Navigation Road	0934	1127	1332	1533	1731	1931	2133
Altrincham	0937	1129	1334	1536	1733	1934	2135

Table 9 - Train Times Sunday, Manchester to Chester (Source - www.northernrailway.co.uk/stations/)

Monday to Friday (To Manchester)																		
Altrincham	0656	0750	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2201	2300	2353
Navigation Road	0658	0752	0902	1002	1102	1202	1302	1402	1502	1602	1702	1802	1902	2002	2102	2203	2302	2355

Table 10 - Train Times Monday to Friday, Chester to Manchester (Source - www.northernrailway.co.uk/stations/)

Saturday (To Manchester)																		
Altrincham	0656	0750	0900	1000	1100	1200	1300	1400	1500	1601	1700	1800	1900	2000	2100	2200	2300	2348
Navigation Road	0658	0752	0902	1002	1102	1202	1302	1402	1502	1603	1702	1802	1902	2002	2102	2202	2302	2350

Table 11 - Train Times Saturday, Chester to Manchester (Source - www.northernrailway.co.uk/stations/)

Sunday (To Manchester)								
		X	Y					
Altrincham	1002	1156	1159	1359	1604	1808	2004	2159
Navigation Road	1004	1158	1202	1402	1607	1801	2006	2202

Table 12 - Train Times Sunday, Chester to Manchester (Source - www.northernrailway.co.uk/stations/)X = until 12th SeptemberY = from 19th September

Station Facilities	Station								
	Liverpool - Manchester Line							Chester - Manchester Line	
	Glazebrook	Irlam	Flixton	Chassen Road	Urmston	Humphrey Park	Trafford Park	Navigation Road	Altrincham Interchange
Cycle Parking (spaces)	No	No	Yes (8)	No	Yes (6)	No	No	Yes (6)	Yes (8)
CCTV secure cycle parking	No	No	No	No	Yes	No	No	Yes	Yes
Cycle Hire	No	No	No	No	No	No	No	No	Yes
Park and Ride (spaces)	No	Yes (16)	No	No	Yes (6)	No	No	No	Yes (45)
Accessible Parking	No	Yes	-	No	No	No	No	No	Yes (3)
Step Free Access	No	No	Yes	Yes	Yes	Yes	No	Yes	Yes
Ramp for Train Access	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
Staff Help Available	Yes - Monday to Friday (07:10 - 10:00)	No	Yes - Monday to Sat 06:25 - 13:30	Yes - Monday to Friday (07:10 - 10:00)	Yes - Mon to Fri 06:15 - 12:45, Sat 07:00 to 13:30	No	No	No	Yes
Disabled drop off point	No	No	No	No	No	No	No	No	No
Wheelchairs Available	No	No	No	No	No	No	No	No	No

Table 13 - Train Station Facilities (Source, www.nationalrail.co.uk/stations_destinations/default.aspx)

Tram Stop Facilities	Station									
	Altrincham & Bury Lines							Airport Line		
	Altrincham Interchange	Navigation Road	Timperley	Brooklands	Sale	Dane Road	Stretford	Sale Water Park	Northern Moor	Wythenshaw Park
Cycle Parking (spaces)	Yes (7)	Yes (5)	Yes (5)	Yes (3)	Yes (3)	Yes (5)	Yes (5)	Yes (5)	Yes (5)	Yes (5)
Cycle Lockers	No	Yes (5)	Yes (5)	Yes (2)	Yes (2)	Yes (3)	Yes (3)	Yes (5)	Yes (5)	No
Park and Ride (spaces)	No	Yes (71)	No	Yes (84)	Yes (30)	No	Yes (37)	Yes (301)	No	No
Step Free Access	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Ramps	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lifts	No	No	Yes	Yes	Yes	Yes	No	No	No	No
Blue Badge Parking	No	Yes (5)	No	No	Yes (3)	No	Yes 2	Yes (16)	No	No
Passenger Seating	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Disabled Toilets	No	No	No	No	No	No	No	No	No	No

Table 14 - Tram Stop Facilities (Source - <https://tfgm.com/public-transport/tram/stops/>)

2.4. Trip Generators

Trip generators within the WCHAR study area have been identified and organised into the following categories;

- Shops
- Restaurants/Pubs
- Hotels/Lodges
- Churches
- Schools
- Campsites
- Post Offices
- Large Businesses
- Small Businesses

A map illustrating the locations of the trip generators are in Figure 8. Much of the study area is built-up with a variety of trip generators throughout the area.

Each trip generator is represented by a circle of colour, with the following key:

- Major shopping centre – Yellow
- Major Supermarket – Green
- Small Store / supermarket – Blue
- Pubs - Red
- Restaurants - Magenta
- Hotels & Lodges - Orange
- Place of Worship - Cyan
- Schools - Purple
- Post Office – Black
- Large business - Brown
- Small business - Grey

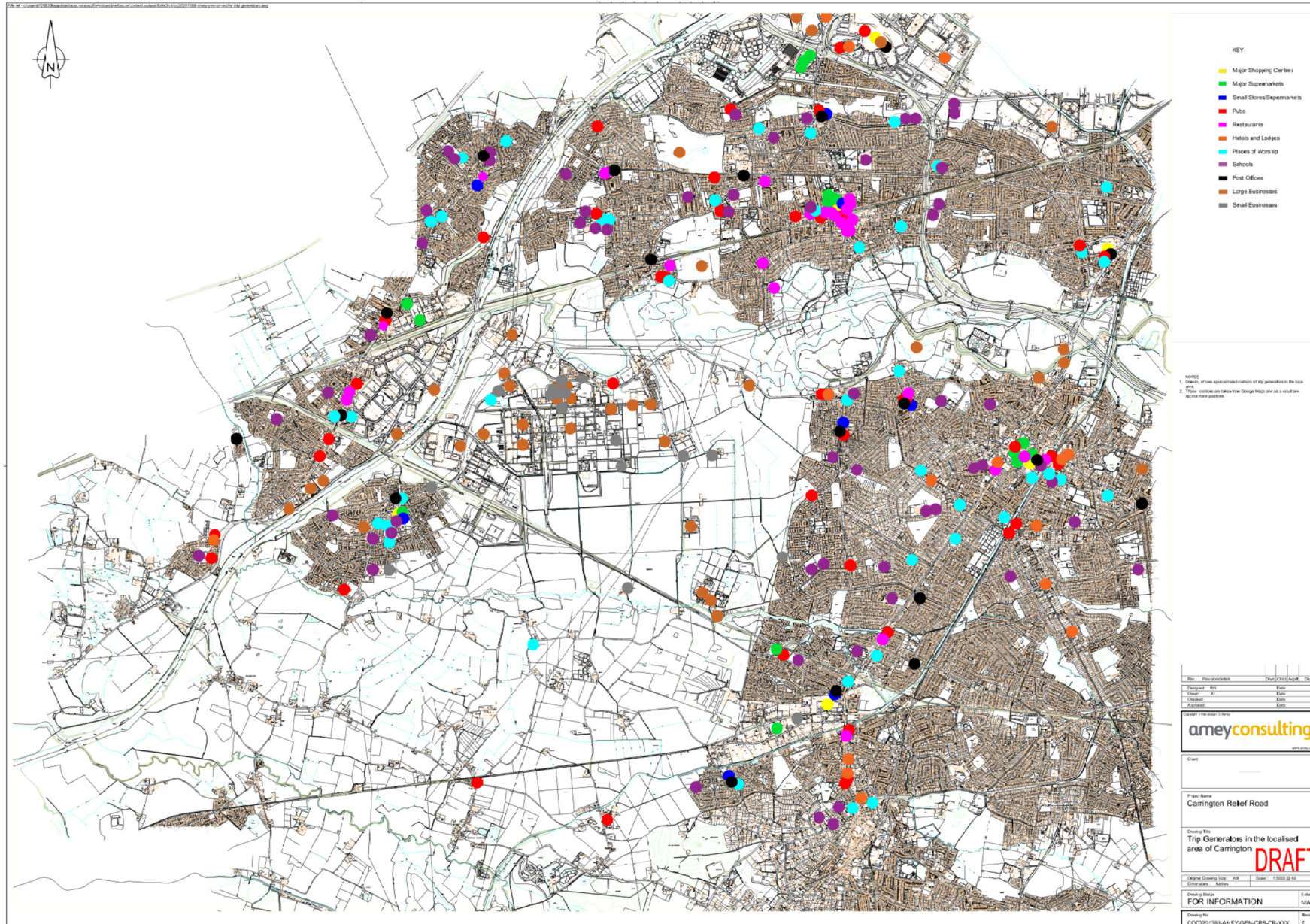


Figure 8 - Trip Generators

2.5. Site Visit

A site visit was undertaken by Catherine Downes and Callum Williams following a briefing by the lead assessor. The site visit took place on 22nd July 2021 between the hours of 10am and 4pm.

The site visit included driving through Carrington and then walking along the Trans Pennine Trail, footpaths and public rights of way in the vicinity of Carrington Village & Moss.

The existing crossing of the Carrington Lane at the junction with Carrington Spur & Banky Lane has Pegasus and Toucan facilities allowing cyclists & horse riders to cross, as well as pedestrians. This allows users of the Trans Pennine Trail to cross the carriageway and continue their journey.

There is no tactile paving indicating which areas of the footway are shared use and which aren't. The width of the shared footway on the north side of Carrington Lane is substandard. Overgrown shrubbery further reduce the available width.

Fenced corals are provided with push button units located away from the kerb to allow horses to wait to cross away from the immediate vicinity of the live traffic.

The crossings themselves are in-line, with no stagger, to allow horse-riders to cross in straight line rather than having to make turns on an island. This is in line with recommendations for the design of such crossings.

Access from the Pegasus crossing to the Trans Pennine Trail, heading south is via a horse-stile is in place to prevent vehicular access to the trail. Whilst there is some overgrown vegetation, this meets recommended standards.



Figure 9 - Horse-Stile at point Trans Pennine Trail meets Carrington Lane



Figure 10 - Trans Pennine Trail Surface Condition



Figure 11 - Trans Pennine Trail, surface & undergrowth

The surface of the Trans Pennine Trail is unbound compacted material. The weather on the day of the site visit and in the preceding week was dry and warm, but in spite of this the surface showed signs of retaining water. During periods of wet weather, it is likely that this would become very muddy which could pose problems to pedestrians and cyclists. Figures 10 and 11 show examples of the surface conditions on the trail. Sections were also narrowed with undergrowth which could pose difficulties if cyclists or horse riders were travelling in opposite directions.



Figure 12 - Trans Pennine Trail undergrowth

Carrington RUPP1 joins the Trans Pennine Trail, running north west then south west. This skirts the edge of a field as an unsurfaced track as a narrow strip where the grass is worn from use. In some places the surface shows signs that it may become muddy and bogged in wet conditions. Other areas are over-grown. Figures 13, 14 and 15 show examples of this route.



Figure 13 - RUPP1



Figure 14 - RUPP1



Figure 15 - RUPP1

Where RUPP1 meets Isherwood Road / RUPP22, a gate and stile are in place, although the gate was chained and locked. Fence sections have been removed to allow access to RUPP1 in this location without passing through the gate or stile. Given that the wood removed from the fence has been discarded on the floor it is assumed that these were removed in response to the locked gate. At this point RUPP1 is signed as a footpath. Figures 16, 17 & 18 show the gate & stile, the nearby damaged fence and the signage in this location.



Figure 16 - RUPP1 - Stile & Gate



Figure 17 - RUPP1 removed fence section



Figure 18 - RUPP1 signage

FP19 runs west to east from Isherwood Road passing south of the Sale Sharks training centre before turning north east and emerging onto the A6144 at the North Cheshire Equestrian Centre. The route is surfaced with a crushed stone from Isherwood Road to RUPP 23 but beyond that the surface is unfinished and would be affected by wet weather.



Figure 19 - FP19



Figure 20 - Google Streetview Image showing signage to FP19 from Carrington Lane

Road used as Public Path 23 runs between RUPP1 and FP19 through fields. This is an unfinished track as shown in Figure 21.



Figure 21 - RUPP23

Footpath 27 forms a “crossroads” with Footpath 19 and RUPP23 and continues to join Carrington Lane. Again, this is an unfinished path through fields. Where the route meets Carrington Lane, the fence line is broken to allow access, with only a low bar, presumably to prevent motorbike access. Figure 22 shows this access point.



Figure 22 - FP27

An unnumbered path is signed from Carrington Lane but at the access point it is very overgrown access difficult. Figure 23 shows this access. The route joins Footpath 27 to the north west of its intersection with Footpath 19.



Figure 23 - Unnumbered Footpath signed from Carrington Road

Footpath 16 runs from Carrington Lane as it bends towards Carrington Spur, to RUPP23. At the point the path meets Carrington Lane, the fence line stops leaving a narrow gap for pedestrians to pass through. The path is a narrow track through a wooded area, before continuing as an unsurfaced path on the edge of a field. Figure 24 shows the point the path meets Carrington Lane and Figure 25 shows the path.



Figure 24 - FP16 access from Carrington Lane



Figure 25 - FP16

2.6. Liaison with Key Stakeholders

The Sustrans website has been used to identify sections of the national cycle network within the WCHAR study area. Figure 28 illustrates the designated routes in the study area. The NCN-62, the Trans Pennine Trail, crosses the A6144 at the junction of Carrington Lane & Banky Lane, where the proposed relief road is to start. The route is mostly off-carriageway but does run on Banky Lane for approximately 700m. The sections shown in amber are off-carriageway and navy blue, on carriageway.

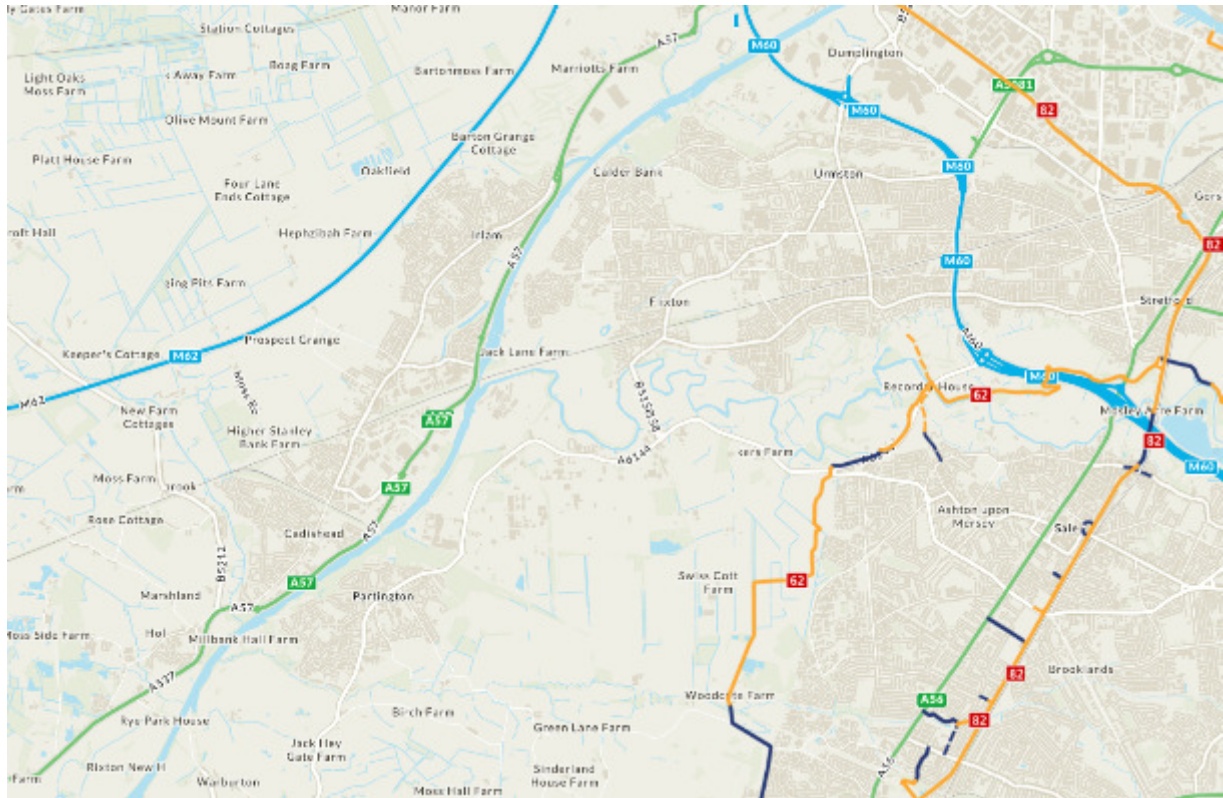


Figure 26 - Location of National Cycle Routes in Study Area (Sustrans)

In addition, the NCN route 82 runs alongside the Bridgewater Canal at the eastern extreme of the WCHAR study area.

2.7. Existing Pedestrian, cyclist and equestrian facilities

Pedestrian Facilities

Due to the size of the study area, many built up areas fall within the boundary, including areas such as Urmston, Irlam, Sale, Stretford & Partington. These areas contain a wide range of pedestrian infrastructure including formal pedestrian facilities.

Bus stops are located on both sides of the carriageway however, there are no crossings, controlled or otherwise, to assist bus passengers in accessing the vast majority of these bus stops from the opposite footway.

In the immediate vicinity of the proposals Manchester Road has a paved footway on one side of the carriageway or the other from Partington to its junction with the B5158 (Flixton Road). From the B5158 east to the junction with Banky Lane, there is very little paved footway although there is a verge which is wide enough for pedestrians to walk along for this length.

There are pedestrian facilities incorporated into the signalised junction of Flixton Road & Manchester Road. It should be noted that only the west east movement across Flixton Road and the north south movement across Manchester Road have controlled pedestrian facilities, with the other two arms of the junction uncontrolled.

Toucan crossing facilities are located across the western and southern arms of the junction of Manchester Road and Banky Lane. There are no pedestrian facilities on the eastern side of Banky Lane or on Carrington Spur.

In addition to the pedestrian facilities running alongside roads and at junctions, there are various pedestrian footpaths and roads used as public footpaths in the area.

The location of these rights of way are shown in Figure 27.

These are generally tracks through fields with no specific pedestrian infrastructure barring some signage.

Details of these facilities can be found in section 2.5 to this report.

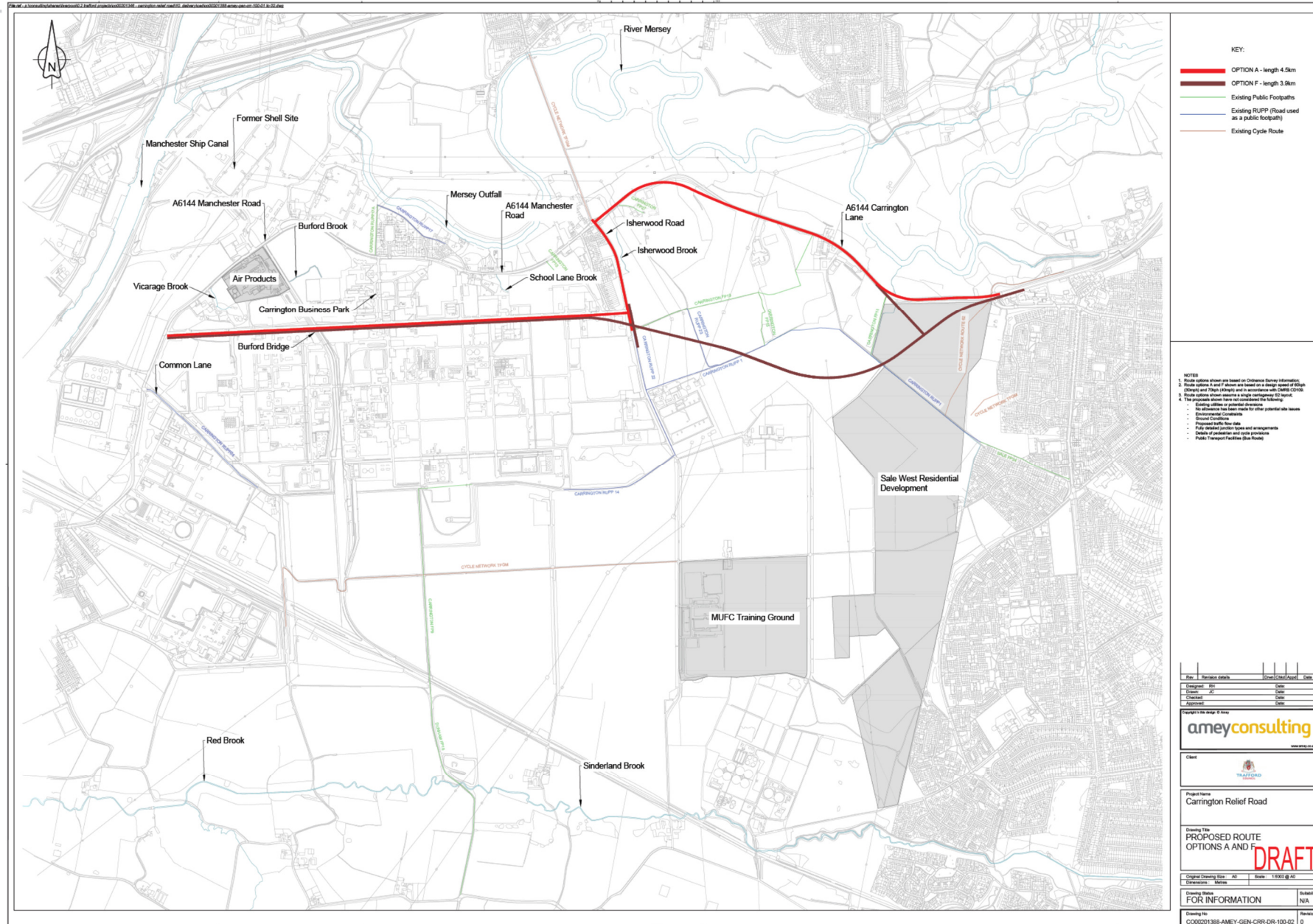


Figure 27 - Footpaths & Byways

Cycling Facilities

National Cycle Route 62 passes through the study area, to the east of the proposed new relief road. NCN 62, forms part of the Trans Pennine Trail and connects Fleetwood with Selby in Yorkshire, via Preston, Southport, Liverpool and Altrincham. The route is mostly traffic free, utilising canal towpaths and former railway lines although there are some sections on carriageway.

The route runs mainly traffic free from Widnes, through south Warrington along cycle friendly roads and trails and along the towpath of the Manchester Ship Canal to Latchford. From Latchford, the route follows the path of the former Lymm Railway as an unbound track. At Back Moss Covert Nature Reserve there is a car park for the Trans Pennine Trail, allowing cyclists to park before cycling sections of the route.

The route then runs north along Dairyhouse Lane and Sinderland Lane which are both narrow national speed limit country roads. Dairyhouse Lane has a chicane present to restrict the lane use to vehicles narrower than 6'6". The route then continues along Woodcote Road, a single-track carriageway for 1.5km before following an unsealed track east and then north to meet the A6144 at its junction with Banky Lane.

The quality of the off-road track varies from adequate to poor with sections of unevenness and sections liable to flooding. Other sections are very narrow and overgrown which would make cyclists passing each other difficult and limit forward visibility.

A Toucan crossing allows cyclists to cross the A6144 and the route then continues along the carriageway of Banky Lane and an unnamed road before proceeding north east on an unbound track running parallel with Carrington Spur.

There are advanced cycle stop lines (ADSLs) on Carrington Lane and Banky Lane at their junction with the A6144 and Carrington Spur. ADSLs are also present on all arms of the junction of Manchester Road, Carrington Lane, Flixton Road and Isherwood Road.

A cycle lane runs southbound on the footway on the east side of Flixton Road, on the approach to the junction with Carrington Lane / Manchester Road. The cycle lane then runs around the corner onto Carrington Lane where cyclists re-join the carriageway. This facility is approximately 115m in length.

An advisory cycle lane is also present on carriageway at the same junction to allow cyclists to access the ADSL in advance of the traffic lanes for vehicles turning left onto Manchester Road.

Equestrian Facilities

Figure 28 shows footpaths (red), byways (blue) restricted byways (green). Byways are tracks too minor to be considered roads. It is legal for all types of vehicles to use byways, but they are often unsurfaced, and it is not always possible for cars to be driven along the routes. Restricted byways are similar to byways but use of a mechanically propelled vehicle such as a car is not permitted.

Option A does not cross any of the existing byways or restricted byways. Option F runs west from Carrington Spur through fields before crossing Isherwood Road and meeting the A1RTE. This route option crosses a restricted byway at four points.

These restricted byways are unsurfaced tracks as the side of or between fields.

A form of Pegasus crossing is located at the junction of Carrington Lane, Carrington Spur & Banky Lane. This crossing facility has high-level push-button units for horse riders and a fenced area for riders to wait to cross.



Figure 28 - Footpaths & Byways (Footpathmap.co.uk)

2.8. Liaison with local user groups and wider public

Details of the scheme proposals were posted onto the Trafford Council Website accessible to all members of the public, with comments on the scheme requested.

Around 10,000 postcards were posted within the Carrington catchment area with posters delivered to businesses and organisations within the vicinity of the scheme to capture the views of those residents who may not have seen the council website.

One hundred and twenty-three responses were received as a result of the consultation.

The comments and queries in these responses fall broadly into 11 categories with issues including environmental impact, anticipated traffic volumes,

Relating to walking, cycling and horse riding, the question of how existing walkers, cyclists and horse-riders using Carrington Moss would be impacted by the new relief road was raised by 41 of the 123 responses, representing 36%.

A detailed consultation summary report has been produced into the consultation process and responses received.

In addition, details of the two options for the relief road were sent to local groups / contacts requesting views on the existing infrastructure for walking, cycling and horse-riders, for any suggestions for improvements to these facilities, and any concerns which they have regarding the proposed relief road scheme. A copy of the email sent can be found in Appendix 2.

Responses were returned from eight groups and an individual. The groups who provided responses are as follows:

- Carrington Parish Council
- Friends of Carrington Moss
- Trafford Ramblers Group
- The Peak and Northern Footpaths Society
- Sustrans
- British Horse Society
- Trans Pennine Trail

The consultation email requested views on the relief road options from a walking, cycling or horse-rider perspective and posed four questions.

A summary of the responses can be found in Table 15 and full copies of the responses can be found in Appendix 3.

Further consultation is to be undertaken at a later stage, once a route option has been selected.

Table 15 - Consultation Responses

Do you have any problems accessing and using the existing facilities?
Various access controls along the TPT restrict certain users from using the route. These should be removed / redesigned
Existing access is good however improvements should be made at the junction of Flixton Road / Isherwood Road to fully signalise the pedestrian movements.
During winter months the tracks become muddy / waterlogged. Resurfacing is needed.
Better surfacing is required on the tracks but not tarmac.
Cutting back vegetation to restore track widths would allow better use
Access to the facilities as they stand are adequate but could be improved from both a re-surfacing and definitely a safe route aspect. The re-surfacing/levelling of some routes with a suitable material (Flexipave or whatever was used down the route at Banky Lane - past the UU Water Treatment Plant) would be beneficial.
A safe route RB Carr22 from RB Carr 21 Isherwood Road jct to RB Carr14 would be ideal - the heavy traffic makes it difficult and unsafe for horse riders and cyclists.
Restricted byway 22 runs along Isherwood Road. Due to use by motor vehicles including HGVs, there are safety concerns for equestrian users. A safe corridor should be provided to give horses a rideable margin off carriageway.
Are there any missing links which would connect the existing facilities making them more attractive?
A safe junction at Isherwood Road / Flixton Road
A new path between Restricted byway 14, Footpath 19, and Footpath 9 would be appreciated.
A path exists which circumvents the flare stack. If this path were widened, resurfaced, cleared of vegetation and dedicated as a right of way it would be very good.
Access down Flixton Road to the stables/livery yards on the north side of the river Mersey would benefit from a safer route and crossing point at the Flixton Road/Isherwood Road/Manchester Road/Carrington Lane junction. Usage of Carrington Moss would increase if there was a safe passage from to/from this area. Upgrading of tracks to BW /multi-user status on Carrington Moss would also benefit all users.
A useful route for recreational purposes (horse riding & dog walking/walking/leisure cycling) would be from RBCARR14 along the perimeter fence of the Flare Stack to FPCARR9. Ideally upgrade FP to RB/BW.

Do you feel the existing walking, cycling and horse-riding routes are adequately signed?
Signing could always be improved along the TPT section
Ramblers monitors definitive rights of way signage and today Carrington paths are adequately signed for walkers
more signs are needed at the Banky Lane access point and at the Flixton Road / Isherwood Road junction.
Routes are clear to all users and lack of signage is not identified as a problem
Do you feel the existing walking, cycling and horse-riding routes are adequately signed?
Continued
Signage of the routes definitely needs improving for those unfamiliar with Carrington Moss - evidenced by the fact that almost weekly I am asked for directions by walkers and cyclists mainly. (Horse riders tend to ride where they know or follow a well-marked/planned route and use a map) As an aside please could you advise the line of RBCARR22 - ideally this need marking up and segregating from the traffic to ensure safe passage.
Whilst public rights of way are generally signed where they leave roads, they are otherwise not well waymarked, leaving users uncertain as to the correct route. There is uncertainty as to which paths are public footpaths, which are bridleways, and which are permissive. This can lead to conflict.
Do you have any concerns on how the new relief road could impact the existing facilities?
As this will be a busy and strategic road, active travel users should have bridges / subways to minimise journey times and maximise safety.
If signals are required, do users get across the whole carriageway in one stage and what is the waiting time for active travel users.
Route A. This would have the least impact. The section of Isherwood Road that is to be used will need adequate cycle, riding and pedestrian infrastructure, particularly as a lot of the traffic will be HGV. At the moment there are no pavements and no segregated cycle/riding lanes.
Route F. This would have significant impact. The Banky Lane access would be lost and the existing Trans Pennine Route in that location will be significantly reduced. This would result in the loss of safe, off road walking, riding and cycling routes. Other routes and footpaths will be bisected by the new road, resulting in dangerous crossings for pedestrians, riders and cyclists. It will bisect important wildlife corridors, having an adverse effect on important habitats.
Ramblers preferred option of Option A, would result in some Rights of Way (ROW) meeting the Relief Road and Ramblers would want the rural amenity value of these ROWs to be maintained and protected.
Should Option F be introduced, it would create a barrier to footpaths over Carrington Moss. If this happens, bridge crossings should be provided so users can cross the carriageway. Amendments to the existing footpaths will need to be made to tie into the bridge positions.
Option A will have little effect on the existing off-road routes on Carrington Moss (although the upgrading of Carrington Lane is expected to lead to increased traffic levels that could make access along and across the road more difficult)
Option F will affect a significant number of both recognised and un-recognised ways on Carrington Moss. We have no objection in principle to the diversion of existing ways where this better suits the needs of the users.
The line of the proposed relief road would cut across the three main north-south routes across the moss, and appropriate crossings should be provided. Whilst we recognise that there are costs involved in providing road crossings, we would not find it acceptable for the separate routes to be brought together to a single crossing point.
Route F will intersect several Public Rights of Way and other unrecorded tracks. To preserve continued access/travel along the ways several Pegasus Crossings for horse riders will be needed. At the Isherwood Road/A1/PROW intersection a crossing will be needed to ensure safe access/passage from RBCARR21 to and along RBCARR22 (segregation needed now on this RB) going to RBCARR14 (track North/West of the Man Utd security barrier) as well as segregated route away from the traffic to allow and enhance safe access.
Option A would have less impact on current rights of way, but Carrington Lane doesn't have a horse margin along it. Any improvements should provide a fully separated margin which should not be located between the carriageway and any cycle lanes.
Option F severs all north-south paths through the Moss. Details need to be provided on how these routes would cross the new carriageway.

Additional Comments
This project would affect the Trans Pennine Trail, National Cycle Network 62. This project should ensure that this route is not compromised, and designers should be aware of LTN 1/20 guidance when considering this aspect especially with regards to road crossings.
The Parish Council has a strong view that the Active travel Users should follow a route removed from the main relief road route. This is primarily on the grounds of public safety and public health.
Extensive planting is required to act as a barrier to noise
Request for a workshop to discuss WCHAR issues as part of ongoing design.
Improving access between Carrington Village and the Moss is a key priority - the village is cut off by the industrial development and the traffic on Manchester Road. Many residents drive to Isherwood Road rather than walk
The retention of ways providing circular routes, open landscape views & a variety of scenery is a key priority.
The retention of safe off-road routes across the Moss is a key priority
The maintenance and development of the ways providing links between Carrington Moss and a much wider area is a key priority.
The opening up of access to the River Mersey in the Carrington area and the development of circular route options are key priorities.
A safe, accessible and attractive off-road route between Carrington and Partington is needed to provide access to schools, shops and other services. Ensuring that the design of the proposed relief road and associated works does not make the provision of an off-road link between Carrington and Partington impracticable or more difficult and taking steps to prepare for the creation of such a link are key priorities.
The provision of a segregated and shielded route for users on foot, cycle and horseback avoiding Isherwood Road would be a key priority.
Taking steps to prevent the use of Manchester Road for through motoring would be a key priority.
A third option of providing a bridge across the Manchester Ship Canal (as proposed in Trafford's 2012 Core Strategy) should be considered.
Why is the option of a bridge spanning the River Mersey from the A1 to the A57 not being considered?
With the Climate Emergency, we should be looking to reduce vehicular traffic, but the provision of a relief road will only attract more traffic.
Useable circular routes across Carrington Moss for Active Travel users would be welcome and beneficial without destroying natural habitats
Can signal timings be amended on the existing and any proposed Pegasus Crossing so that as soon as a horse rider presses the button, they don't have to wait to cross.
If option F is selected, it isn't clear what happens to Carrington Lane from the A1 to Banky Lane. Can this be closed to traffic and be used as a route for non-motorised users and residents only.
Please also bear in mind that the road surfacing of any enhanced/new PROW will need to be of a suitable material - NOT Tarmac. Whilst some cyclists love the smooth surface so they can get from A to B as quickly as possible it is totally unsuitable for horses with shoes on. The steel shoes slip far too easily potentially causing a fall/injury to horse and/or rider.
There are many disjointed ways on Carrington Moss with dead ends carrying various PROW statuses which could be rectified and tidied up as part of this exercise.
The proposals will intersect with the TPT at the east. Further discussion is needed to understand the improvements that can be made via the sustainable transport offer of the scheme.
Any realignments of public rights of way should not be at the detriment of sustainable transport users.
The relief road should provide a safe segregated NMU scheme that links to current rights of way and looks at possibilities to provide further access for sustainable transport users and local communities.
LTN 1-20 should be adhered to when designing any amendments to the Carrington Spur / Banky Lane junction and the design should not be at the detriment of safe passage by walkers, cyclists and horse riders
The proposals may provide an opportunity to provide enhancements to the TPT in terms of alignment, signage, quality of route, street furniture and accessibility.
Should option F be progressed could Carrington Lane be downgraded to restricted byway status?
Can the remaining section of Carrington Lane, east of the B5158 have the speed limit reduced making it more attractive to NMU?

Additional Comments Continued

The opportunity should be taken to use creation orders to define rights of way where there are currently only permissive rights

Formal rights should be given to allow horse riders to use cycle routes.

Rights of way within the area should be developed to provide connectivity with external links such as TPT, and the opportunity should be taken to connect with other byways such as Carrington 24, 7 and Altrincham 9.

3. User Opportunities

3.1. General Opportunities

The opportunities highlighted below are deemed to be relevant to the highway scheme and should be considered by the design team leader throughout the progression of the highway scheme design in addition to any further opportunities that may arise through the ongoing development of the design phase(s).

The aim of this scheme is to improve access and capacity of the transport network to enable housing and employment growth, improve public transport and active travel provision, improve cycling connectivity specifically between Carrington Spur and Common Lane, reduce journey times from Common Lane to Isherwood Road and to reduce traffic using the A6144 through Carrington Village. As discussed, two route options have been put forward by the design team. The proposed route options were presented in Figure 1.

3.2. Strategic Opportunities

With a new relief road constructed, through traffic should divert from the A6144 to the new road, leaving the existing road quieter and more suitable for cyclists.

To further encourage use of the new road, it would be prudent to reduce the speed limit on the A6144 which would deter through traffic. This would also benefit cyclists and horse-riders by making the route more friendly towards these modes.

Options A and F both provide a route away from the existing A6144, however Option F by-passes more of the existing road so would leave a greater portion of the A6144 to have the speed limit reduced, deterring traffic use and promoting use for cyclists wanting to access Carrington Village.

Should the existing A6144 route not be made more suitable for cyclists, then a segregated cycle facility needs to be provided along the relief road route.

3.3. Pedestrian Specific Opportunities

With a footway only provided on one side of the A6144 for its stretch from Partington to the Flixton Road junction, the provision of crossing points would be beneficial. Should the suggestion of reducing the speed limit on the existing route to discourage through traffic then uncontrolled crossings would be adequate and would allow access to bus stops and for pedestrians to follow the footway.

There is no footway link between Carrington Spur and Flixton Road however signs of wear on the verge demonstrate that there is a desire line for pedestrians in the area. A footway should be provided along this section, particularly if Option A is pursued.

The signalised junction of Flixton Road & Isherwood Road does not have controlled pedestrian movements across all arms. Any works to this junction should look to ensure that crossing facilities are improved and all movements can be made without crossing in live traffic.

Public footpaths and rights of way meet the A6144 and efforts should be taken to ensure the footpaths are accessible to pedestrians from the road, with vegetation cut back and future maintenance work undertaken to ensure the routes can be used freely.

A natural surface, sympathetic to the surrounding area but more resilient to wet weather should also be considered for the many footpaths and roads used as public paths.

Whichever option is taken forward for the relief road, a footway should be provided along the route to promote active travel and pedestrian safety. Crossing points should be provided where required.

With works planned in the area, any opportunity to create more walking routes across Carrington Moss, making circular routes which could be used for exercise, would benefit local users.

3.4. Cyclist Specific Opportunities

With a new relief road constructed, through traffic should divert from the A6144 to the new road, leaving the existing road quieter and more suitable for cyclists.

To further encourage use of the new road, it would be prudent to reduce the speed limit on the A6144 which would deter through traffic. This would also benefit cyclists by making the route more cycle friendly.

Toucan or cyclops provision could be made at the junction of Isherwood Road & Flixton Road to improve cycle access to Isherwood Road and Carrington Moss.

Options A and F both provide a route away from the existing A6144, however Option F by-passes more of the existing road so would leave a greater portion of the A6144 to have the speed limit reduced, deterring traffic use and promoting use for cyclists wanting to access Carrington Village.

Should the existing A6144 route not be made more suitable for cyclists, then a segregated cycle facility should be provided along the relief road route.

In addition to the above, any opportunity to improve the condition of the NCN Route 62 in through the study area should be taken. The surface quality of the route varies but in parts is very poor quality and prone to flooding and becoming bogged.

Cutting back vegetation along the NCN route sections where the width drops below minimum standards would also be beneficial.

A natural surface, sympathetic to the surrounding area but more resilient to wet weather should also be considered for the roads used as public paths.

With works planned in the area, any opportunity to create more cycling routes across Carrington Moss, making circular routes which could be used for exercise, would benefit local users.

3.5 Equestrian Specific Opportunities

With a new relief road constructed, through traffic should divert from the A6144 to the new road, leaving the existing road quieter and more suitable for horse-riders.


To further encourage use of the new road, it would be prudent to reduce the speed limit on the A6144 which would deter through traffic. This would also benefit horse-riders.

Option F cuts existing restricted Byways in four locations. In each of these locations equestrian crossing facilities should be provided to ensure that horse riders can cross safely. Underpasses would be preferable, or overbridges but these can lead to drainage implications or land take issues. Where an underpass or overbridge cannot be accommodated, a signalised crossing with Pegasus facilities should be provided with an area for ridden horses to wait away from the kerb edge and a push button unit to allow a horse-rider to trigger the crossing.

With works planned in the area, any opportunity to create more horse-rider friendly routes across Carrington Moss, making circular routes where possible. would benefit local users.

4. Walking, Cycling and Horse-riding Assessment Team Statement

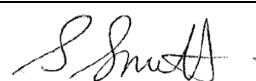
As Lead Assessor, I confirm that this walking, cycling and horse-riding assessment report has been compiled in accordance with DMRB GG142. The walking, cycling and horse-riding assessment was undertaken by the following assessment and review team:

Name	Oliver Brown
Position	Principal Engineer
Organisation	Amey
Signed	
Date	05.08.2021

Name	Sonia Smith
Position	Project Director
Organisation	Amey

As the design team leader, I confirm that the assessment has been undertaken at the appropriate stage of the highway scheme development.

I confirm that in my professional opinion the appointed Lead Assessor has the appropriate experience for the role making reference to the expected competencies contained in GG 142.

Name	Sonia Smith
Position	Project Director
Organisation	Amey
Signed	
Date	05.08.2021

Appendix A: Collision Data

Ref	Location	Severity	Date	Day	Time	Vehicles	Casualties
M2024603	Manchester Road at junction with Navigation Road	Fatal	01/01/2017	Sunday	01:52	Pedestrian & Car	Pedestrian
M1025613	Westinghouse Road 175 metres North West of Textilose Road	Slight	03/01/2017	Tuesday	13:30	Car & Pedal Cycle	Cyclist
M1025645	Westinghouse Road at junction with Moseley Road	Slight	06/01/2017	Friday	18:05	Car & Pedal Cycle	Cyclist
M2025783	Walton Road 40 metres North East of Fairlands Road	Slight	06/01/2017	Friday	23:29	Car & Pedal Cycle	Cyclist
M1025813	Moorside Road 25 metres West of Cornhill Avenue	Slight	10/01/2017	Tuesday	16:30	Pedestrian & Car	Pedestrian
M1025838	Edge Lane, outside number 49, at Junction with Stretford Metrolink Carpark	Slight	12/01/2017	Thursday	07:29	Pedestrian & Car	Pedestrian
M2026709	Manor Avenue 25 metres North of Tavistock Road	Slight	20/01/2017	Friday	17:50	Pedestrian & Car	Pedestrian
M2026128	Old Hall Road at junction with Dane Road	Serious	20/01/2017	Friday	12:48	Pedestrian & Car	Pedestrian
M2026057	Derbyshire Road South at junction with Marsland Road	Slight	24/01/2017	Tuesday	17:07	Car & Pedal Cycle	Cyclist
M2027107	Woodlands Road at junction with Church Street	Slight	06/02/2017	Monday	18:45	Pedestrian & Car	Pedestrian
M2027248	Seamon's Road 10 metres North West of Alstone Drive	slight	12/02/2017	Sunday	09:25	Car & Pedal Cycle	Cyclist
M1027277	Westinghouse Road at junction with Longwood Road	Slight	14/02/2017	Tuesday	05:55	Car & Pedal Cycle	Cyclist
M2027655	Manchester Road, outside number 27, 40 metres N Of Rutland Road	Slight	16/02/2017	thursday	18:30	Car & Pedal Cycle	Cyclist
M1028040	Carrington Road at junction with Flixton Road	serious	02/03/2017	Thursday	12:08	Pedestrian & Car	Pedestrian
M1027960	Chester Road 45 metres SW of Crossford Street	Slight	02/03/2017	Thursday	14:35	Pedestrian & Car	Pedestrian
M2028110	Park Road 21 metres NW Of Greenway Road	Slight	04/03/2017	Saturday	10:35	Other & pedestrian	Pedestrian
M1028001	Kings Road, outside number 422, 90 metres NE Of Cromwell Road	Slight	07/03/2017	Tuesday	08:22	Car & Pedal Cycle	Cyclist
M2028418	Marsland Road at junction with Derbyshire Road South	Slight	23/03/2017	Thursday	15:45	Car & Pedal Cycle	Cyclist
M2028308	Brooklands Road at junction with Marsland Road	Slight	26/03/2017	Sunday	14:30	Car & Pedal Cycle	Cyclist

Ref	Location	Severity	Date	Day	Time	Vehicles	Casualties
M1028176	Wood Lane, outside number 131, 30 metres North East of Walnut Road	Slight	27/03/2017	Monday	17:54	Pedestrian & Car	Pedestrian
M2029488	Chevron Place 32 metres South East of Brunswick Road	Slight	28/03/2017	Tuesday	15:00	Pedestrian & Car	Pedestrian
M1028202	Hayeswater Road at junction with Moorside Road	Slight	28/03/2017	Tuesday	14:20	LGV & pedal cycle	Cyclist
M1029879	Barkway Road, outside number 34, 100 metres North of Bradfield Road	Slight	05/04/2017	Wednesday	19:30	Car & Pedal Cycle	Cyclist
M1032056	Barton Road at junction with Shetland Way	Slight	10/04/2017	Monday	13:47	Pedestrian & Car	Pedestrian
M1028559	Flixton Road at junction with Roseneath Road	Serious	16/04/2017	Sunday	11:20	Pedestrian & Car	Pedestrian
M2029304	Cross Street at junction with Brewery Street	Slight	18/04/2017	Tuesday	21:50	Pedestrian & Car	Pedestrian
M1029415	Davyhulme Road, outside number 140, 60 metres South East of Ennerdale Road	Slight	19/04/2017	Wednesday	21:01	Car & Pedal Cycle	Cyclist
M2028939	Moss Lane 25 metres South East of Stamford New Road	Slight	23/04/2017	Sunday	09:45	Car & Pedal Cycle	Cyclist
M1030742	Davyhulme Road at junction with Laburnum Road	Slight	10/05/2017	Wednesday	18:57	Pedestrian & Car	Pedestrian
M1030288	Central Road at junction with Partington Working Mens Club	Slight	13/05/2017	Saturday	16:00	Pedestrian & Car	Pedestrian
M2031115	Northenden Road, outside number 17, 30 metres South East of Hope Road	Serious	22/05/2017	Monday	13:35	Car & Pedal Cycle	Cyclist
M2031107	Stamford New Road 30 metres North East of Altrincham Interchange	Slight	25/05/2017	Thursday	09:57	Pedestrian & Car	Pedestrian
M1031758	Manchester Road, outside number 3, at junction with Ackers Lane	Serious	29/05/2017	Monday	10:29	Pedestrian & Car	Pedestrian
M1030871	Wood Lane, outside number 283, 80 metres East of Laurel Walk	Slight	29/05/2017	Monday	15:36	Pedestrian & Car	Pedestrian
M2031234	Manchester Road at junction with George Richards Way	Slight	30/05/2017	Tuesday	23:55	Car & Pedal Cycle	Cyclist
M1031259	Parkway at junction with Tenax Road	Serious	31/05/2017	Wednesday	17:40	Car & Pedal Cycle	Cyclist
M1030983	Irlam Road at junction with Lytham Road	Serious	05/06/2017	Monday	15:15	Pedestrian & Car	Pedestrian

Ref	Location	Severity	Date	Day	Time	Vehicles	Casualties
M1031302	Barton Dock Road At Junction with Traders Avenue	Slight	13/06/2017	Tuesday	15:27	Car & Pedal Cycle	Cyclist
M2031489	Northenden Road at junction with Clarendon Road	Slight	15/06/2017	Thursday	12:50	Car & Pedal Cycle	Cyclist
M1032527	Woodbridge Road at Junction With Edenhall Drive	Slight	20/06/2017	Tuesday	21:03	Pedestrian & Car	Pedestrian
M1032251	Chester Road at junction with Talbot Road	slight	23/06/2017	Friday	15:18	Car & Pedal Cycle	Cyclist
M1032129	Wood Lane, outside number 133, 25 metres North East of Walnut Road	Slight	24/06/2017	Saturday	18:05	Pedestrian & Car	Pedestrian
M2032202	Harboro Road, outside number 6, 65 metres North West of Hesketh Road	Slight	28/06/2017	Wednesday	09:20	Pedestrian & Car	Pedestrian
M1032194	Carrington Lane 800 metres North West of Banky Lane	Serious	28/06/2017	Wednesday	18:35	Car & Pedal Cycle	Cyclist
M2032525	Old Hall Road 10 metres South West of Talbot Road	slight	06/07/2017	Thursday	18:00	Car & Pedal Cycle	Cyclist
M1032625	Davyhulme Circle at junction with Hayeswater Road	Serious	09/07/2017	Sunday	13:34	& Pedal Cycle	Cyclist
M2032602	Shaftesbury Avenue 15 metres South West of Brooklands Roundabout	Slight	11/07/2017	Tuesday	06:00	Pedestrian & Car	Pedestrian
M1032962	Park Road 130 metres North of Davyhulme Road	Slight	13/07/2017	Thursday	22:19	Car & Pedal Cycle	Cyclist
M2032720	Gawsworth Road, outside number 54, 30 metres South East of Warslow Drive	Slight	13/07/2017	Thursday	16:55	Car & Pedal Cycle	Cyclist
M2033057	Park Road at junction with Riddings Road	Slight	18/07/2017	Tuesday	15:30	LGV & pedal cycle	Cyclist
M1033533	Barton Dock Road at junction with Brightgate Way	Slight	24/07/2017	Monday	17:30	Car & Pedal Cycle	Cyclist
M1033151	Davyhulme Road East at junction with Douglas Avenue	Slight	25/07/2017	Tuesday	13:45	Car & Pedal Cycle	Cyclist
M1033647	Barton Dock Road 55 metres North West of Bright Circle	Slight	05/08/2017	Saturday	20:30	Pedestrian & Car	Pedestrian
M1034244	Westinghouse Road at junction with Fraser Place	Serious	09/08/2017	Wednesday	18:17	Car & Pedal Cycle	Cyclist
M1033768	Chester Road 80 metres North of Crossford Street	Slight	10/08/2017	Thursday	13:21	Car & Pedal Cycle	Cyclist
M1033813	Flixton Road at junction with Park Road South	slight	13/08/2017	Sunday	17:47	Pedestrian & Car	Pedestrian

Ref	Location	Severity	Date	Day	Time	Vehicles	Casualties
M1034103	Carrington Lane Outside Ackers Farm, 1100metres South East of Flixton Road	slight	22/08/2017	Tuesday	13:15	Pedestrian & Car	Pedestrian
M1034191	Chester Road at junction with Bridgewater Street	slight	24/08/2017	Thursday	18:34	Pedestrian & Car	Pedestrian
M2034016	Stockport Road at junction with Wellington Road	Fatal	27/08/2017	Sunday	07:45	Car & Pedal Cycle	Cyclist & driver
M2034499	Harboro Road at junction with Moss Lane	Slight	29/08/2017	Tuesday	18:35	Car & Pedal Cycle	Cyclist
M1035042	Urmston Lane at junction with Manor Close	slight	11/09/2017	monday	15:45	Pedestrian & Car	Pedestrian
M1035470	Bowfell Road 62m Ne of Wythburn Avenue	slight	26/09/2017	Tuesday	20:00	Pedestrian & Car	Pedestrian
M2035416	Royton Avenue at junction with Croft Road	slight	27/09/2017	Wednesday	08:30	Car & Pedal Cycle	Cyclist
M1035515	Flixton Road at junction with Roseneath Road	slight	28/09/2017	Thursday	11:45	pedestrian & LGV	Pedestrian
M1035936	Edge Lane at junction with Kings Road	Serious	07/10/2017	Saturday	15:05	Car & Pedal Cycle	Cyclist
M2036350	Marsland Road at junction with Northenden Road	Serious	03/10/2017	Friday	14:30	Car and Pedestrian	Pedestrian
M1036139	Lostock Road 50 metres East of Hartford Road	Slight	18/10/2017	Wednesday	18:46	Car and Pedestrian	Pedestrian
M1036305	Davyhulme Road at junction with Bedford Road	Slight	09/10/2017	Thursday	15:39	Car and Pedestrian	Pedestrian
M2036444	Dane Road at junction with Temple Road	Serious	24/10/2017	Tuesday	07:40	Car and Pedal Cycle	Cyclist
M1036495	Parkway 300 metres South West of Parkway Circle	Serious	25/10/2017	Wednesday	22:21	Car and Pedal Cycle	Cyclist
M2037686	Cross Street at junction with Stamford New Road	Slight	04/11/2017	Saturday	21:30	Car and Pedestrian	Pedestrian
M2037062	Sinderland Road at junction with Lindsell Road	Slight	09/11/2017	Thursday	15:25	Car and Pedestrian	Pedestrian
M1037045	Village Way at junction with Mosley Road	Serious	10/11/2017	Friday	12:30	Car and Pedal Cycle	Cyclist
M2039306	Glebelands Road 22 metres West of Carlton Road	Serious	10/11/2017	Friday	16:40	Car and Pedal Cycle	Cyclist
M1037076	Warburton Lane at junction with Wood Lane	Slight	10/11/2017	Friday	14:00	Car and Pedal Cycle	Cyclist
M2037494	Marsland Road 15 metres SE of Washway Road	Slight	16/11/2017	Thursday	08:15	Car and Pedestrian	Pedestrian
M1037260	Westinghouse Road at junction with Second Avenue	Slight	17/11/2017	Friday	07:29	Car and Pedal Cycle	Cyclist
M2037863	Grange Road at junction with Park Road	Slight	26/11/2017	Sunday	10:00	Car and Pedestrian	Pedestrian
M2038993	Woodlands Road 12 metres NE of Barrington Road	Serious	07/12/2017	Thursday	18:37	Car and Pedestrian	Pedestrian

Ref	Location	Severity	Date	Day	Time	Vehicles	Casualties
M1038236	Barton Road, outside No. 399, 60m North West of Baslow Road	Fatal	13/12/2017	Wednesday	07:50	Car and Pedestrian	Pedestrian
M2038481	Manor Avenue 30 metres South of Coppice Avenue	Slight	19/12/2017	Tuesday	18:30	Car and Pedestrian	Pedestrian
M2039018	Lloyd Street, outside 3a&3b, 70 metres East of Railway Street	Slight	07/01/2018	Sunday	01:10	Car and Pedestrian	Pedestrian
M1039704	Winchester Road/Chatsworth Road at junction with Haworth Drive	Slight	12/01/2018	Friday	17:29	Car and Pedal Cycle	Cyclist
M1039555	Davyhulme Circle at junction with Crofts Bank Road	Slight	16/01/2018	Tuesday	18:12	Car and Pedal Cycle	Cyclist
M2039673	Conway Road 80 metres South of Newby Drive	Serious	19/01/2018	Friday	10:05	Car and Pedestrian	Pedestrian
M1039745	Newton Road at junction with Flixton Road	Slight	19/01/2018	Friday	07:18	Car and Pedestrian	Pedestrian
M1039796	Carrington Road at junction with Morris Grove	Serious	23/01/2018	Tuesday	19:40	Car and Pedestrian	Pedestrian
M1041245	Flixton Road at junction with Chassen Road	Slight	26/01/2018	Friday	15:21	Car and Pedestrian	Pedestrian
M1040159	Woodsend Crescent Road at junction with Lytham Road	Slight	29/01/2018	Monday	07:39	Car and Pedal Cycle	Cyclist
M1040189	Barton Road, outside No 297, 12m North West of Addison Road	Slight	01/02/2018	Thursday	17:13	Car and Pedal Cycle	Cyclist
M1040096	Wood Lane 15 metres South East of Oak Road	Slight	01/02/2018	Thursday	14:51	LGV and Pedestrian	Pedestrian
M2040130	Firs Road at junction with Oaklea Road	Serious	02/02/2018	Friday	16:15	Minibus and Pedal Cycle	Cyclist
M2040273	Stamford New Road 10 metres North East of Moss Lane	Slight	03/02/2018	Saturday	16:55	Car and Pedestrian	Pedestrian
M1040215	Barton Road at junction with Sandy Lane	Slight	05/02/2018	Monday	09:00	Car and Pedestrian	Pedestrian
M1040213	Church Road 15 metres North East of Chassen Road	Slight	06/02/2018	Tuesday	15:02	Car and Pedestrian	Pedestrian
M1040716	Barton Road at junction with Moss Vale Crescent	Slight	07/02/2018	Wednesday	15:45	Car and Pedestrian	Pedestrian
M2040338	Northenden Road at junction with Norris Road	Slight	07/02/2018	Wednesday	17:46	Car and Pedal Cycle	Cyclist
M1041182	Trafford Way 25 metres NW Of Trafford Boulevard	Slight	18/02/2018	Sunday	15:30	Pedal Cycle	Cyclist
M1041064	Ashburton Road West at junction with Ellesmere Circle R/a	Serious	23/02/2018	Friday	22:18	Car and Pedal Cycle	Cyclist
M1041130	Chester Road at junction with Edge Lane	Serious	27/02/2018	Tuesday	09:08	Car and Pedestrian	Pedestrian

Ref	Location	Severity	Date	Day	Time	Vehicles	Casualties
M2041557	Northenden Road at Junction With Britannina Road	Slight	05/03/2018	Monday	07:40	Car and Pedestrian	Pedestrian
M2041683	Stretford Road 35 metres West of Scholfield Avenue	Slight	13/03/2018	Tuesday	09:45	Car and Pedal Cycle	Cyclist
M2041682	Stamford Avenue, outside No 10, 40m South of Seamon's Road	Serious	14/03/2018	Wednesday	18:10	Car and Pedestrian	Pedestrian
M2041890	Cross Street at junction with Ashfield Road	Serious	16/03/2018	Friday	17:45	Car and Pedestrian	Pedestrian
M2041725	Northenden Road at junction with Broad Road	Slight	20/03/2018	Tuesday	07:40	Car and Pedestrian	Pedestrian
M1042237	Church Road at junction with Cambridge Road	Serious	24/03/2018	Saturday	12:40	LGV and Pedal Cycle (x2)	Cyclist
M1042768	Cornhill Road at junction with Moorlands Avenue	Slight	16/04/2018	Monday	15:20	Car and Pedal Cycle	Cyclist
M2042626	Manor Avenue at junction with Moss Lane	Slight	16/04/2018	Monday	11:15	Car and Pedal Cycle	Cyclist
M2043039	Altrincham Road at junction with Brooks Drive	Slight	24/04/2018	Tuesday	05:44	Car and Pedal Cycle	Cyclist
M1043882	Clevedon Avenue, outside No. 5, 45m East of Humphrey Lane	Slight	16/05/2018	Wednesday	19:00	Car and Pedestrian	Pedestrian
M1044319	Europa Way at junction with Westinghouse Road (Europa Circle)	Fatal	31/05/2018	Thursday	21:45	Car and Pedestrian	Pedestrian
M2044453	Navigation Road at junction with Level Crossing, 22m SE of Grosvenor Road	Slight	01/06/2018	Friday	16:00	Car and Pedal Cycle	Cyclist
M2046282	Shaftesbury Avenue at junction with Aimson Road East	Serious	02/06/2018	Saturday	16:00	Car and Pedal Cycle	Cyclist
M1044417	Carrington Lane at junction with Flixton Road	Slight	03/06/2018	Sunday	09:35	Car and Pedal Cycle	Cyclist
M2044938	Northenden Road at junction with Broad Road	Serious	13/06/2018	Wednesday	15:30	Car and Pedal Cycle	Cyclist
M2044819	Old Hall Road 5 metres North East of Massey Road	Slight	17/06/2018	Sunday	14:07	Car and Pedestrian	Pedestrian
M2045214	Warburton Bridge Road 145m North West of Paddock Lane	Slight	23/06/2018	Saturday	08:00	Car and Pedal Cycle	Cyclist
M1045538	Chassen Road 15m North of Shawe Road	Slight	23/06/2018	Saturday	15:40	Car and Pedestrian	Pedestrian
M1045240	Flixton Road 40 metres South of Ambleside Road	Serious	27/06/2018	Wednesday	13:49	Car and Pedestrian	Pedestrian
M2045887	Paddock Lane at junction with Barns Lane	Slight	10/07/2018	Tuesday	06:40	LGV and Pedal Cycle	Cyclist
M1046729	Chester Road 145 metres North East of Chapel Lane	Slight	11/07/2018	Wednesday	11:55	Car and Pedestrian	Pedestrian

Ref	Location	Severity	Date	Day	Time	Vehicles	Casualties
M1046026	Rossett Drive 5 metres East of Esk Close	Slight	14/07/2018	Saturday	19:40	Car and Pedestrian	Pedestrian
M2046131	Armitage Road 10 metres S of Lloyd Street	Serious	05/07/2018	Sunday	15:48	Car and Pedestrian	Pedestrian
M1046389	Winchester Road, outside number 92, 125m W Of Cavendish Road	Serious	24/07/2018	Tuesday	14:25	Car and Pedestrian	Pedestrian
M1046446	Barton Dock Road 185 metres South East of Brightgate Way	Serious	27/07/2018	Friday	08:08	HGV and Pedestrian	Pedestrian
M2046711	Stockport Road 75 metres W Of Moss Lane	Slight	30/07/2018	Monday	15:46	Car and Pedal Cycle	Cyclist
M2047086	Ashton Lane 12 metres W of Park Road	Slight	30/07/2018	Monday	13:00	Car and Pedal Cycle	Cyclist
M2046968	Washway Road 5 metres SW of Selsey Avenue	Slight	07/08/2018	Tuesday	19:14	Car and Pedal Cycle	Cyclist
M2047123	Park Road at junction with Westwood Avenue	Serious	10/08/2018	Friday	17:50	Car and Pedal Cycle	Cyclist
M2047658	Turnbull Road at junction with Stamford Brook Road	Slight	27/08/2018	Monday	23:55	Car and Pedal Cycle	Cyclist
M1048247	Higher Road at junction with Atkinson Road	Serious	12/09/2018	Wednesday	11:25	Car and Pedestrian	Pedestrian
M1048097	Church Road at junction with Balmoral Road	Slight	13/09/2018	Thursday	08:30	Car and Pedal Cycle	Cyclist
M1048339	Westinghouse Road at junction with Commerce Way	Slight	22/09/2018	Saturday	17:58	Car and Pedestrian	Pedestrian
M1048585	Bradfield Road at junction with Bridgenorth Avenue	Slight	25/09/2018	Tuesday	08:00	Car and Pedal Cycle	Cyclist
M2049168	Britannia Road, O/s No 1a (Ravenstone House), 185m NE School Road	Slight	03/10/2018	Wednesday	10:37	LGV and Pedestrian	Pedestrian
M2049066	Norris Road 10 metres W Of Baguley Lane	Slight	06/10/2018	Saturday	17:30	Car and Pedestrian	Pedestrian
M2049234	Shaftesbury Avenue at junction with Seymour Grove	Slight	11/10/2018	Thursday	11:30	Car and Pedal Cycle	Cyclist
M1049365	Chester Road at junction with Edge Lane	Slight	18/10/2018	Thursday	10:13	Car and Pedal Cycle	Cyclist
M2049587	Tatton Road 5 metres N Of School Road	Slight	23/10/2018	Tuesday	07:50	Car and Pedestrian	Pedestrian
M2049581	Derbyshire Road South, Outside No. 82, at junction with Norris Road	Slight	23/10/2018	Tuesday	07:54	Car and Pedal Cycle	Cyclist
M2049786	Greenway Road at junction with Park Road	Slight	24/10/2018	Wednesday	06:59	Car and Pedal Cycle	Cyclist
M2049806	Northenden Road at junction with Marsland Road	Slight	28/10/2018	Sunday	12:05	Car and Pedestrian	Pedestrian

Ref	Location	Severity	Date	Day	Time	Vehicles	Casualties
M1050180	Davyhulme Circle at junction with Lostock Road	Serious	07/11/2018	Wednesday	12:10	Car and Pedal Cycle	Cyclist
M1050350	Chester Road at junction with Radnor Street	Slight	13/11/2018	Tuesday	17:50	Car and Pedal Cycle	Cyclist
M2050494	Burton Avenue 90 metres NW of Riddings Road	Slight	15/11/2018	Thursday	08:19	Car and Pedestrian	Pedestrian
M1050420	Old Hall Road 10 metres N Of Barton Road	Serious	19/11/2018	Monday	09:05	Car and Pedestrian	Pedestrian
M2050785	Walton Road, outside number 78, 65 metres SW of Fairlands Road	Slight	22/11/2018	Thursday	08:20	Car and Pedestrian	Pedestrian
M2051696	Cross Street, outside number 137, 80 metres SW Of Dargle Road	Slight	02/12/2018	Sunday	16:00	Car and Pedestrian	Pedestrian
M1051799	Edge Lane at junction with Kenwood Road	Slight	08/12/2018	Saturday	18:40	Car and Pedal Cycle	Cyclist
XM051385	M60 On-slip Road at junction with Barton Road, Redclyffe Circle	Slight	01/12/2018	Tuesday	07:15	Car and Pedestrian	Pedestrian
M1051303	Gladstone Road at junction with Railway Road	Slight	11/12/2018	Tuesday	17:00	Car and Pedestrian	Pedestrian
M1051469	Traders Avenue at junction with Asda Car Park Entrance/Exit	Slight	01/12/2018	Tuesday	18:05	Car and Pedestrian	Pedestrian
M1051867	Crofts Bank Road 15 metres N Of Hilton Avenue	Slight	16/12/2018	Sunday	18:20	Car and Pedestrian	Pedestrian
M1052003	Church Road, outside number 26, 45 metres E of Walmsley Grove	Slight	27/12/2018	Thursday	22:45	Car and Pedestrian	Pedestrian
M2051782	Wythenshawe Road 20 metres N Of Northenden Road	Serious	01/01/2019	Tuesday	21:15	Car and Pedestrian	Pedestrian
M1052392	Westinghouse Road 15 metres E Of Mosley Road	Slight	04/01/2019	Friday	06:45	Car and Pedestrian	Pedestrian
M2052470	Old Hall Road at junction with Broad Road	Slight	10/01/2019	Thursday	07:25	Car and Pedestrian	Pedestrian
M1052556	Chester Road at junction with Edge Lane	Serious	11/01/2019	Friday	15:30	LGV and Pedestrian	Pedestrian
M2052868	Cross Street (The Causeway) 15 metres W Of Stamford New Road	Slight	26/01/2019	Saturday	14:28	Car and Pedestrian	Pedestrian
M2053881	Northendon Road 5 metres NW Of Hope Road	Slight	18/02/2019	Monday	10:00	Car and Pedestrian	Pedestrian
M2053997	Brooklands Road 5 metres NW Of Whitehall Road	Slight	26/02/2019	Tuesday	18:15	Car and Pedestrian	Pedestrian
M1056195	Derbyshire Lane at junction with Moss Road	Slight	19/03/2019	Tuesday	16:50	Car and Pedestrian	Pedestrian
M2055042	Ashton Lane 22 metres W Of Park Road	Slight	20/03/2019	Wednesday	10:00	Car and Pedal Cycle	Cyclist

Ref	Location	Severity	Date	Day	Time	Vehicles	Casualties
M1054813	Chester Road 22 metres SW Of Sydney Street	Serious	21/03/2019	Thursday	11:04	Car and Pedestrian	Pedestrian
M1055175	Urmston Lane at junction with Cressingham Road	Slight	28/03/2019	Thursday	17:00	Minibus and Pedal Cycle	Cyclist
M1055408	Redclyffe Road (Barton Bridge) at junction with Old Barton Road	Slight	30/03/2019	Saturday	15:35	Car and Pedestrian	Pedestrian
M2055331	Park Road 15 metres NW Of Frieston Road	Serious	02/04/2019	Tuesday	09:50	Car and Pedestrian	Pedestrian
M2055361	Northenden Road 15 metres NW of Hampson Street	Slight	03/04/2019	Wednesday	17:25	Car and Pedal Cycle	Cyclist
M2055689	Park Road 5 metres SE Of Attenbury's Lane	Slight	07/04/2019	Sunday	13:30	Car and Pedestrian	Pedestrian
M1055544	Flixton Road at junction with Crofts Bank Road (Station Road)	Slight	11/04/2019	Thursday	09:35	Car and Pedal Cycle	Cyclist
M1055511	Brooklands Road 100 metres SE Of Marsland Road	Slight	11/04/2019	Thursday	07:17	Car and Pedal Cycle	Cyclist
M1055601	Davyhulme Circle at junction with Hayeswater Road	Slight	13/04/2019	Saturday	06:47	Car and Pedal Cycle	Cyclist
M1056186	Derbyshire Lane West, outside number 313, 15m E Of Barkway Road	Slight	26/04/2019	Friday	19:55	Car and Pedestrian	Pedestrian
M2056455	Atlantic Street 100 metres NE Of Seamons Road	Slight	02/05/2019	Thursday	16:35	LGV and Pedestrian	Pedestrian
M1056463	Barton Road 5 metres NW Of Baslow Road	Slight	04/05/2019	Saturday	18:50	Car and Pedestrian	Pedestrian
M2056585	Oakfield Road (Manor Road) 5 metres N Of Moss Lane	Slight	08/05/2019	Wednesday	15:10	Car and Pedestrian	Pedestrian
M2056540	Manchester Road at junction with Stamford Brook Road	Serious	08/05/2019	Wednesday	15:05	LGV and Pedestrian	Pedestrian
M2056948	Grosvenor Square, outside number 7, 45 NW Of Washway Road	Slight	10/05/2019	Friday	18:00	Car and Pedal Cycle	Cyclist
M1056819	Chester Road at junction with Crossford Street	Slight	14/05/2019	Tuesday	17:30	Car and Pedal Cycle	Cyclist
M1056792	Trafford Boulevard 20 metres N Of Redclyffe Circle	Slight	14/05/2019	Tuesday	18:00	Car and Pedal Cycle	Cyclist
M2056715	Baguley Road 45 metres NW Of Northenden Road	Serious	15/05/2019	Wednesday	08:52	Car and Pedal Cycle	Cyclist
M1055740	Winchester Road at junction with Fountains Road	Slight	15/05/2019	Wednesday	16:15	Car and Pedal Cycle	Cyclist
M2058217	Canal Road 10 metres SW Of Park Road	Slight	17/05/2019	Friday	08:20	Car and Pedestrian	Pedestrian
M2057017	Cross Street 375 metres NE Of Glebelands Road	Slight	24/05/2019	Friday	15:45	Car and Pedal Cycle	Cyclist

Ref	Location	Severity	Date	Day	Time	Vehicles	Casualties
M1057217	Chester Road at junction with Taylors Road	Serious	28/05/2019	Tuesday	16:15	Car and Pedal Cycle	Cyclist
M2058493	Lloyd Street at junction with Denmark Street	Slight	12/06/2019	Wednesday	10:45	Car and Pedestrian	Pedestrian
M2057861	Harboro Road 10 metres E Of Moss Lane	Serious	17/06/2019	Monday	13:55	Car and Pedestrian	Pedestrian
M1058464	Edge Lane at junction with Kings Road	Slight	02/07/2019	Tuesday	19:45	Car and Pedal Cycle	Cyclist
M1058779	Hayswater Road at junction with Davyhulme Road	Serious	09/07/2019	Tuesday	05:40	LGV and Pedal Cycle	Cyclist
M1059723	Moss Vale Crescent 5 metres SW Of Barton Road	Slight	24/07/2019	Wednesday	11:45	Car and Pedestrian	Pedestrian
M2059482	George Richards Way at junction with Craven Road	Slight	24/07/2019	Wednesday	15:45	Car and Pedestrian	Pedestrian
M1059525	Trafford Boulevard 60 metres SW Of Trafford Way (Near Premier Inn)	Slight	27/07/2019	Saturday	19:45	Car and Pedestrian	Pedestrian
M1059876	Edge Lane 50 metres W of Kings Road	Slight	01/08/2019	Thursday	10:20	Car and Pedal Cycle	Cyclist
M2062370	Barrington Road 25 metres SE Of Ellesmere Road	Slight	18/08/2019	Sunday	15:25	Car and Pedestrian	Pedestrian
M1060618	Flixton Road 80 metres W Of Crofts Bank Road	Serious	24/08/2019	Saturday	14:15	Car and Pedestrian	Pedestrian
M2061720	Marsland Road at junction with Brooklands Road (Hope Road)	Slight	07/09/2019	Saturday	08:50	Car and Pedal Cycle	Cyclist
M2061368	Stockport Road at junction with Woodlands Parkway	Slight	10/09/2019	Tuesday	17:03	Car and Pedal Cycle	Cyclist
M1061691	Barton Road 15 metres S Of Kingsway	Slight	13/09/2019	Friday	09:00	Car and Pedal Cycle	Cyclist
M1061791	Moorside Road, Near To Number 189, 110 metres W Of Moor Lane	Slight	15/09/2019	Sunday	18:14	Car and Pedestrian	Pedestrian
M2061660	Barton Road at junction with Temple Road	Slight	16/09/2019	Monday	13:15	Car and Pedal Cycle	Cyclist
M2062001	Springfield Road 5 metres SW Of School Road (Northenden Road)	Slight	20/09/2019	Friday	21:49	Car and Pedestrian	Pedestrian
M2062222	Manchester Road, outside number 100, 55m S Of Woodfield Road	Slight	26/09/2019	Thursday	15:24	Car and Pedestrian	Pedestrian
M2063105	Brooklands Road at junction with Woodbourne Road	Slight	11/10/2019	Friday	15:17	Car and Pedal Cycle	Cyclist
M1063022	Chester Road 100 metres NE Of Crossford Street	Serious	16/10/2019	Wednesday	19:22	Car and Pedestrian	Pedestrian
M2063202	Northenden Road at junction with Derbyshire Road	Slight	18/10/2019	Friday	17:45	Car and Pedal Cycle	Cyclist

Ref	Location	Severity	Date	Day	Time	Vehicles	Casualties
M1063196	Flixton Road 65 metres W Of Crofts Bank Road	Slight	18/10/2019	Friday	13:37	Car and Pedal Cycle	Cyclist
M2064059	Trafford Boulevard at junction with Gate 9 Trafford Centre Entrance	Slight	25/10/2019	Friday	22:20	Car and Pedestrian	Pedestrian
M1063911	Europa Circle Roundabout at junction with Westinghouse Road	Slight	29/10/2019	Tuesday	05:45	Car and Pedal Cycle	Cyclist
M1063716	Flixton Road 70 metres W Of Alderley Road	Slight	30/10/2019	Wednesday	12:05	Car and Pedestrian	Pedestrian
M1065497	Chester Road 15 metres SW Of Kingsway	Serious	13/11/2019	Wednesday	17:00	Car and Pedestrian	Pedestrian
M2064416	Navigation Road 20 metres NW Of Hawarden Road	Serious	16/11/2019	Saturday	18:30	Car and Pedestrian	Pedestrian
M1064711	Chester Road at junction with Davyhulme Road East	Serious	22/11/2019	Friday	00:40	Car and Pedestrian	Pedestrian
M2064702	Sinderland Road, outside number 52, 70 metres NW Of Dawson Road	Slight	26/11/2019	Tuesday	19:44	Car and Pedestrian	Pedestrian
M1066004	Moorside Road at junction with Cranford Road	Slight	27/11/2019	Wednesday	07:50	Car and Pedal Cycle	Cyclist
M1064890	Princess Road 20 metres SE Of Bowfell Road	Slight	27/11/2019	Wednesday	17:15	Car and Pedestrian	Pedestrian
M2065447	Northenden Road at junction with Heathfield Close	Serious	05/12/2019	Thursday	15:30	LGV and Pedal Cycle	Cyclist
M1065727	Hilton Avenue 30 metres W Of Crofts Bank Lane	Slight	11/12/2019	Wednesday	18:07	Car and Pedal Cycle	Cyclist
M1065703	Davyhulme Road 10 metres W Of Moss Road	Slight	12/12/2019	Thursday	07:19	Car and Pedestrian	Pedestrian
M2065804	Altrincham Road Roundabout at junction with Shaftsbury Avenue	Slight	13/12/2019	Friday	18:05	Car and Pedal Cycle	Cyclist
M1066535	Wood Lane, outside number 14, 28 metres SW Of Ennerdale Road	Slight	14/12/2019	Saturday	16:45	Car and Pedestrian	Pedestrian
M2065908	Mayor's Road at junction with Borough Road	Slight	18/12/2019	Wednesday	08:07	Car and Pedestrian	Pedestrian
M2066069	Covershaw Lane at junction with Sinderland Lane	Slight	19/12/2019	Thursday	08:20	Car and Pedal Cycle	Cyclist
M2066284	Ashfield Road at junction with Curzon Road	Slight	21/12/2019	Saturday	12:00	Car and Pedal Cycle	Cyclist
M2068194	Northenden Road at junction with Hope Road	Slight	24/12/2019	Tuesday	21:20	Car and Pedal Cycle	Cyclist
M2066597	Stamford New Road, outside number 8, 45m SW Of Stamford Way	Slight	30/12/2019	Monday	12:50	Car and Pedestrian	Pedestrian
M1068502	Chester Road, 20m NE of Davyhulme Road East	Serious	02/01/2020	Thursday	18:15	Car & Pedal Cycle	Cyclist

Ref	Location	Severity	Date	Day	Time	Vehicles	Casualties
M1067159	Chester Road 15 metres NE Of Edge Lane	Slight	10/01/2020	Friday	08:00	Pedestrian & Car	Pedestrian
M2067334	Park Road at junction with Moss Lane	Serious	14/01/2020	Tuesday	07:03	Car & Pedal Cycle	Cyclist
M2072317	Hurst Avenue 5 metres N Of Cherry Lane	Serious	24/01/2020	Friday	15:41	Pedestrian & Car	Pedestrian
M1067858	Derbyshire Lane West 10 metres E Of Addison Road	Slight	24/01/2020	Friday	11:00	pedestrian & other	Pedestrian
M2067873	Manchester Road 90 metres S of Barrington Road	Fatal	26/01/2020	Sunday	03:00	Pedestrian & Car	Pedestrian
M1068097	Barton Road at junction with Redclyffe Circle Roundabout	Slight	27/01/2020	Monday	07:21	Pedestrian & other	Pedestrian
M1067819	Lostock Road at junction with Sandgate Drive	Slight	28/01/2020	Tuesday	16:30	Pedestrian & Car	Pedestrian
M1068042	Ashburton Road West 25 NE Of Taylor Road	Slight	03/02/2020	Monday	06:05	Pedestrian & Car	Pedestrian
XM068225	Washway Road at junction with Sibson Road	Fatal	04/02/2020	Tuesday	14:35	HGV & Pedestrian	Pedestrian
M2068453	Heyes Lane 5 metres N Of Park Road	Serious	04/02/2020	Tuesday	20:40	Pedestrian & Car	Pedestrian
M2068916	Altrincham Road Roundabout at junction with Stockport Road	Slight	18/02/2020	Tuesday	18:10	Car & Pedal Cycle	Cyclist
M1068950	Barton Road at junction with Sandy Lane	Slight	04/02/2020	Monday	05:25	LGV & Pedal Cycle	Cyclist
M2069422	Northenden Road at junction with Hope Road	Slight	02/03/2020	Monday	17:10	Pedestrian & Car	Pedestrian
M2069717	Manchester Road at junction with Oldfield Road	Slight	11/03/2020	Wednesday	17:15	Car & Pedal Cycle	Cyclist
M1070226	Barton Road at junction with Sandy Lane	Slight	18/03/2020	Wednesday	05:43	Car & Pedal Cycle	Cyclist
M1070334	Trafford Way at junction with Trafford Way, 340 metres W Of Barton Embankment	Serious	23/03/2020	Monday	12:45	Car & Pedal Cycle	Cyclist
M4070493	Rifle Road at junction with Old Hall Road	Slight	24/03/2020	Tuesday	10:40	Car & Pedal Cycle	Cyclist
M2070306	Stamford New Road 10 metres NE Of Wood Street	Slight	27/03/2020	Friday	12:20	Pedestrian & Car	Pedestrian
M1070335	Stretford Road 25 metres W Of Elm Grove	Slight	27/03/2020	Friday	18:30	Pedestrian & Car	Pedestrian
M2070412	Washway Road at junction with Sibson Road	slight	01/04/2020	Wednesday	09:34	Car & Pedal Cycle	Cyclist
M2070626	Old Hall Road at junction with Rifle Road	Slight	11/04/2020	Saturday	19:03	Car & Pedal Cycle	Cyclist
M1070717	Chester Road at junction with Chapel Lane	Serious	13/04/2020	Monday	14:15	Car & Pedal Cycle	Cyclist
M2070785	Sinderland Lane 380 metres NE Of Brookheys Road	Slight	13/04/2020	Monday	16:48	LGV & Pedal Cycle	Cyclist

Ref	Location	Severity	Date	Day	Time	Vehicles	Casualties
M1070736	Whitegate Park at junction with Whitegate Park	Slight	04/04/2020	Tuesday	16:00	Car & Pedal Cycle	Cyclist
M1071453	Davyhulme Circle at junction with Crofts Bank Road	Serious	20/05/2020	Wednesday	14:30	Car & Pedal Cycle	Cyclist
M1071568	Thomas Street 15 metres NW Of Chester Road	Slight	23/05/2020	Saturday	13:33	Other & pedal Cycle	Cyclist
M2071431	Paddock Lane at junction with Dunham Road	Fatal	25/05/2020	Monday	07:30	Car & Pedal Cycle	Cyclist
M1071832	Winchester Road, outside number 113, at junction with Cavendish Road	Slight	02/06/2020	Tuesday	19:50	Car & Pedal Cycle	Cyclist
M2071941	Ashburton Road West at junction with Wheel Forge Way	Fatal	12/06/2020	Friday	14:09	HGV & cyclist	Cyclist
M1072189	Christie Road at junction with Chester Road	Slight	21/06/2020	Sunday	23:00	Car & Pedal Cycle	Cyclist
M1074141	Barton Dock Road at junction with Entrance Of FOW Trafford	Slight	08/07/2020	Wednesday	14:30	Car & Pedal Cycle	Cyclist
M1073471	Chester Road at junction with Edge Lane (Kingsway)	Slight	26/07/2020	Sunday	15:25	Car & Pedal Cycle	Cyclist
M1074031	Redclyffe Road at junction with Old Barton Road	Slight	13/08/2020	Thursday	09:15	Car & Pedal Cycle	Cyclist
M1075039	Talbot Road 100 metres NE Of Chester Road	Slight	26/08/2020	Wednesday	17:00	Car & Pedal Cycle	Cyclist
M1074581	Davyhulme Circle at junction with Barton Road	Slight	27/08/2020	Thursday	18:29	Car & Pedal Cycle	Cyclist
M2075284	Washway Road 10 metres NE Of Oaklands Drive	Slight	19/09/2020	Saturday	21:49	Pedestrian & Car	Pedestrian

Appendix B: Consultation with Local Groups

Subject: Carrington Relief Road Consultation

Good afternoon,

Your name and email address have been passed to me as someone who has expressed an interest in being consulted as part of the Walking, Cycling and Horse-Rider Assessment Report (WCHAR) process associated with the proposed Carrington Relief Road scheme.

The WCHAR process is aimed at reviewing existing walking, cycling and horse-riding facilities in the area of the proposed scheme and identifying any opportunities to make improvements to those facilities as part of the works.

At this stage, a range of options for the proposed route have been narrowed down to two remaining options. These are known as Option A and Option F.

From the east, Option A would follow the A6144 to Isherwood Road then follow Isherwood Road south to the current Carrington Industrial Park access road, the A1 RTE. The relief road would follow the A1 RTE west, back to the A6144.

Option F would follow a new road from the A6144 west of Banky Lane. The new road would then meet the A1 RTE and follow that back to the A6144.

The attached plan shows the two proposed options.

I would welcome any views on the proposed route options with a particular focus on existing walking, cycling or horse riding facilities and how the scheme will interact with them, and what improvements could be made to those facilities.

- Do you have any problems accessing and using the existing facilities?
- Are there any missing links which would connect the existing facilities making them more attractive?
- Do you feel the existing walking, cycling and horse-riding routes are adequately sign posted?
- Do you have any concerns on how the new relief road could impact the existing facilities?

In order to move forward with the scheme, could I ask that any comments you do have could be returned to me by 23rd July 2021?

If you have any queries, please do not hesitate to get in touch.

Kind regards

Oliver

Oliver Brown, CEng

Principal Engineer | Amey Consulting

| e oliver.brown@amey.co.uk

Unit 6 | The Matchworks | 142 Speke Road | Liverpool | L19 2PH

Appendix C: Consultation Responses

Consultation Response 1

From: Carrington Parish-Council <carringtonparishcouncil@gmail.com>

Sent: 22 July 2021 17:21

To: Brown, Oliver <Oliver.Brown@amey.co.uk>

Subject: CRR active traveller response

Hi Oliver,

Attached is the response from the members of the Parish Council.

Many thanks



W: <https://www.carrington-parish-council.org/>

A: Carrington Business Park, Manchester Road, Carrington, M31 4DD



Oliver Brown
Principal Engineer
Amey Consulting

Date: 21st July 2021

Re: Walking, Cycling and Horse-Rider Assessment Report (WCHAR)

Dear Oliver,

The Parish Council has a strong view on the design of the road with regards to active travelers and motorised vehicles along whichever option is decided upon by Trafford Council in September 2021.

Whilst *figure 7: Typical Cross section through the proposed relief road*, in the Preliminary Options Appraisal Report (CO00201388-AMEY-CRR-RP-001) As a proposed model we would not want the active travellers in such close proximity, therefore would ask Trafford Council and the Amey Highways Design team to make this route for motorised vehicles only, thus excluding walkers, cyclists and horse-riders.

The reason we ask for this is for two primary reasons:

Public health: With the expansion of industrial warehousing and new residential development for New Carrington, the increase in traffic emissions will increase. We do understand the Government's ambition to decarbonise heavy goods vehicles by restricting sales on new HGV below 26 tonnes by 2035 and above 26 tonnes by 2040 to electric trucks, which will greatly improve the air quality along the proposed routes. However during this time tonnes of Carbon dioxide and other non-exhausted traffic related particles will be emitted into the air; there are too many medical journals, government documents to cite here regarding the effect on health.

Public safety: Whilst there has only been 6 serious incidents in the last 5 years that have resulted in personal harm along the A6144 Manchester Road through Carrington, the characteristics of the road will change and like many by-passes they become, a bit of a race track, where the proposed 40MPH speed limit to some drivers is only an advisory notice. The same concerns have also been noted in the Amey Consulting Carrington relief road Options Appraisal report.

A: Unit 25/26B, Carrington Business Park, Manchester Road, Carrington, M31 4DD
W: www.carrington-parish-council.org

Suggested active travel route for both options

With the money saved on having to construct a 20 metre width network by reducing this to 10-14 metres; then these funds can be used to develop a safer and healthier active travel route as proposed in the Peak and Northern Footpath society report. The Parish Council considers either the purple or brown routes in figure 1 to be much better options. But the brown route is more preferable on grounds of personal safety and security.

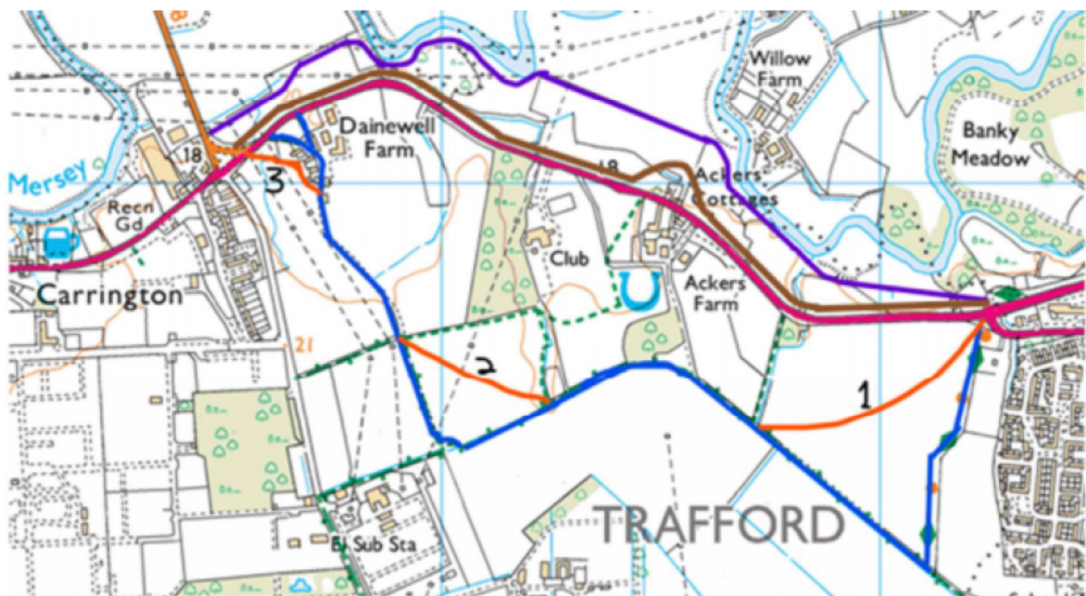


Figure 1: Peak and Northern Footpath society, alternative routes

A: Unit 25/26B, Carrington Business Park, Manchester Road, Carrington, M31 4DD

W: www.carrington-parish-council.org

Option F public footpaths

Should Trafford Council executive choose option F as the preferred route, then there will be some interruption of public footpaths (Carrington RUPP23 and Carrington RUPP1). These routes are currently used by walkers, cyclists and horse-riders. If the route is constructed along the proposed route, it will in effect create an inaccessible barrier over Carrington Moss.

Option 1

It is suggested that the following changes are made to the footpaths. Carrington RUPP23 to be rerouted over FP 15 and FP 19, improvements will need to be made along this route to make it more accessible. Two bridge crossings to be installed where RUPP1 intersects with the proposed route to ensure continuous use of Carrington Moss by walkers, cyclist and horse-riders (shown as purple squares).

Option 1

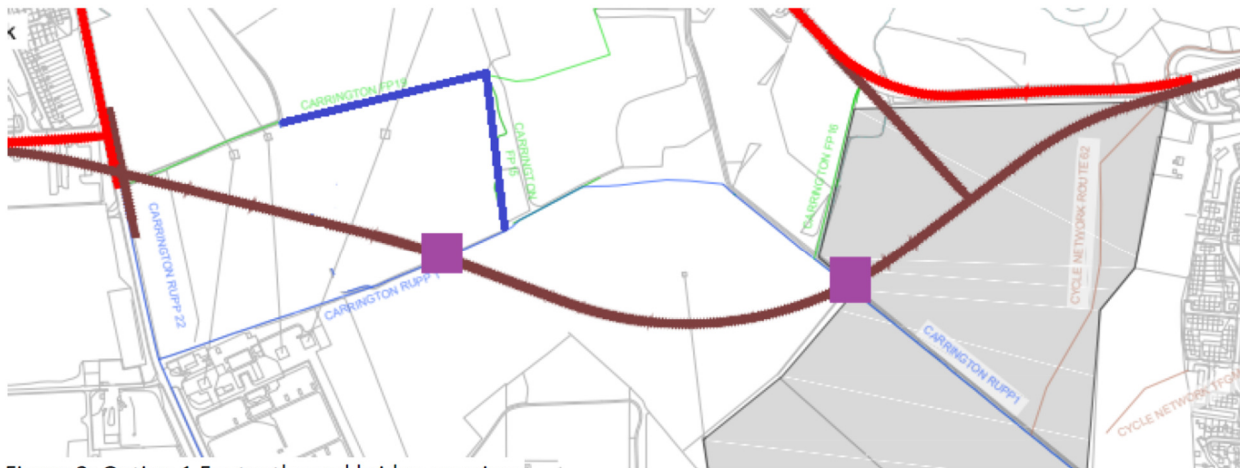


Figure 2: Option 1 Footpaths and bridge crossings

A: Unit 25/26B, Carrington Business Park, Manchester Road, Carrington, M31 4DD

W: www.carrington-parish-council.org

Option 2

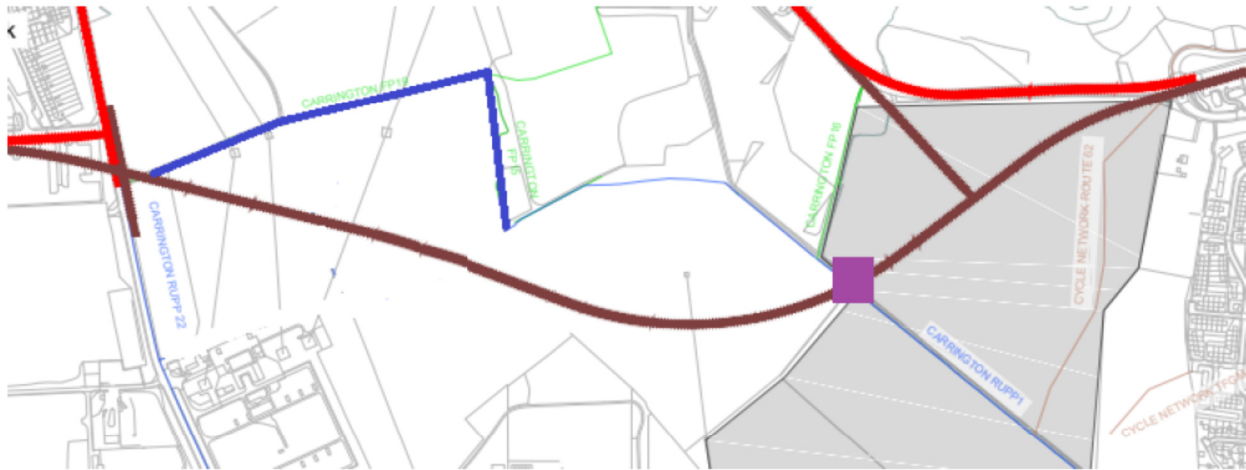


Figure 2: Option 2 Footpaths and bridge crossing

It is suggested that the full length of FP19 and FP15 to become the new RRUP23, with improvements along this route for accessibility. Some of RUPP1 to be removed to make a single access point from Isherwood road on to Carrington Moss. With appropriate ingress facilities will deter motorbikes and quads from using the moss as a playground. There will then only be a need for one bridge crossing point along this route (purple square).

Noise

Extensive trees and shrubs to be planted along this route to help reduce the traffic noise and secure the route with a natural barrier.

Yours faithfully

Parish Clerk, for and on behalf of Carrington Parish Council

A: Unit 25/26B, Carrington Business Park, Manchester Road, Carrington, M31 4DD

W: www.carrington-parish-council.org

Consultation Response 2

Sent: 23 July 2021 11:13

Subject: Re: Carrington Relief Road Consultation

Good Morning, Oliver

I attach our response to your email in two parts (attached). Please do not hesitate to contact me if you require any clarification or further information.

Yours sincerely

Peak and Northern Footpaths Society

Carrington Relief Road

Walking, Cycling and Horse-riding Assessment and Review (WCHAR)

July 2021

Response to Consultation

This document is submitted in response to an email dated 9 July 2021 from Oliver Brown of Amey Consulting regarding a Carrington Relief Road consultation in respect of the WCHAR arising from the Carrington Relief Road Preliminary Options Appraisal Report (CO00201388-AMEY-CRR-RP-0001) dated October 2020 ("the Report").

The email specifically requested information as follows:

"I would welcome any views on the proposed route options with a particular focus on existing walking, cycling or horse riding facilities and how the scheme will interact with them, and what improvements could be made to those facilities.

- Do you have any problems accessing and using the existing facilities?
- Are there any missing links which would connect the existing facilities making them more attractive?
- Do you feel the existing walking, cycling and horse-riding routes are adequately sign posted?
- Do you have any concerns on how the new relief road could impact the existing facilities?"

This response is submitted on behalf of the Peak and Northern Footpaths Society, following discussions involving the Friends of Carrington Moss, Carrington Parish Council, Ramblers Trafford Group, the British Horse Society (Greater Manchester), and includes consideration of cycling requirements. Some of these other bodies may also submit their own responses to the consultation.

This response is in respect of matters relating to active travel and public access arising from the proposals in the Report. Nothing in this submission should be taken as indicating support for the principle of the proposed scheme, nor for any particular route.

We note that public policy is placing an increasing emphasis on the need for more opportunities for active travel and for public access for outdoor recreation. We are convinced that this means that there is a need not only to preserve but also to enhance opportunities for both.

Much of the material that we believe to be relevant to the WCHAR was included in our response to the Carrington Relief Road Preliminary Options Appraisal Report. Accordingly, we include a copy of that response as an Annex in Part 2 of this submission.

We have identified a number of key priorities (in bold) in this document which we expect Trafford to take into consideration when progressing their plans.

In addition, we believe that there is value in Trafford hosting a workshop to discuss WCHAR proposals, that involves (as a minimum) participation from the groups mentioned above, to secure further input from, and engagement with, community representatives.

Existing Walking, Cycling and Horse-Riding Facilities

We note the acknowledgement in the Report (paragraph 2.3.6 *Public Rights of Way*, pages 22/23) of the need to consider both recognised and unrecognised rights of way. There is currently an extensive network of both recognised and unrecognised ways on Carrington Moss that are regularly used by local residents and visitors to the area. Appendix 1 is a map of walkable routes on Carrington Moss produced in 2019. Although the map was intended to show walking routes, most of the ways are also usable for both cycling and horse riding. There has been *de-facto* access to these ways for many decades, and the map was shared with the main landowner in the area (Himor) who did not object to the inclusion of any of the ways shown.

Signage

The permitting of public access to the Moss is demonstrated by the current Himor signage (see Appendix 2). There is currently no directional signage in the area, other than statutorily required signage where public rights of way leave public roads. Routes for all users are clear on the ground, and the lack of directional signage has not been identified as a problem.

Access to Carrington Moss

There are numerous access points onto the Moss, many of which start along routes with recognised public access (rights of way, adopted highways). Whereas there is good access from Sale West (to the east), Altrincham and Dunham Massey (to the south) and Partington (to the west), access from Carrington village is poor. The village is cut off, in part by the industrial development on the former Shell site, but also by the volume of traffic on Manchester Road. It is a matter of concern that residents in Carrington feel the need to drive to Isherwood Road to access the Moss because walking or cycling along Manchester Road is too dangerous or unpleasant.

Improving access between Carrington village and the Moss is a key priority.

Recreational Use

Many of the users of the Moss make use of the area for exercise for themselves, their dogs or horses, where a network of connected ways allowing circular routes of varying lengths is extremely valuable. The existing ways provide a variety of scenery, including woodland, tree-lined avenues and expansive spaces, with extensive open landscape views.

The retention of ways providing circular routes, open landscape views and a variety of scenery is a key priority.

Off-Road Travel

In addition to providing recreational routes on the Moss, the existing ways provide valuable and well used links across the Moss. These provide off-road routes avoiding local roads that are either extremely busy (e.g. Manchester Road) or narrow with poor sight lines (e.g. Sinderland Lane), or both. Details of these off-road routes are included below under *Wider Connectivity*.

The retention of safe off-road routes across the Moss is a key priority.

Wider Connectivity

We note that the government guidance “GG 142 – Walking, cycling and horse-riding assessment and review” states that for large highway schemes, such as this one, the study area should typically extend 5km surrounding the scheme. This would extend to include the whole of the Bridgewater Canal within Trafford, the Mersey Valley from Sale Water Park to the Manchester Ship Canal, and Dunham Park.

There is currently a requirement for both north-south and east-west connections across the Moss. The main such routes are shown in Appendix 3.

The surfaced north-south route between Flixton Road and Sinderland Lane via Isherwood Road and Birch Road is well used by cyclists for access between Flixton and Carrington to the north and Broadheath and Altrincham to the south, and by horse riders attending events across the Moss from their livery yards/stables.

The Trans-Pennine Trail provides a north-south trail link across the eastern side of the Moss connecting to well-used local links across Trafford and also much longer links across the country.

There is a further north-south link along Moss Road between Sale and Carrington Lane via public footpath Sale 41 and through to public footpath Carrington 16, which provides pedestrian access across the Moss.

A particularly important east-west route follows Ashton Road between Partington and Sale. This route is Partington's primary active travel route to access the rest of Trafford. This forms part of a cross-Trafford route heading generally north east to the Barton Swing Aqueduct in Urmston, via the Trans-Pennine Trail and the Bridgewater Way, with links to the Mersey Valley, and initially south west via the Partington Green Loop to join the Bollin Valley Way to Dunham Park, then to Hale and beyond.

The more northerly east-west route across the Moss along the line of public right of way Carrington 1 provides a clear and generally wide link between Sale and Isherwood Road and beyond.

The maintenance and development of the ways providing links between Carrington Moss and a much wider area is a key priority.

Missing Links

The lack of a user-friendly link between Carrington Village and the Moss has been mentioned above.

The need for an active travel link between Carrington and Partington is considered below.

A link giving access to the south bank of the River Mersey to the north of Carrington Lane would make the area generally more attractive to users. Such a link would be provided by the purple route described under the next section, but could be provided in other ways. Furthermore, a footbridge over the River Mersey would open up a wider area for active travel and recreation and provide better circular route options.

The opening up of access to the River Mersey in the Carrington area and the development of circular route options are key priorities.

Off-Road Active Travel Opportunities

Relief Road

In our response to the Carrington Relief Road Preliminary Options Appraisal Report we suggested outline options for the provision of an off-road route for users on foot, cycle or horseback between the western end of the Carrington Spur at Banky Lane and the Isherwood Road/Flixton Road junction. The most suitable route will depend on the Option chosen for the proposed relief and other off-road routes may be possible. This provision would improve travelling conditions for non-motorised users and could reduce the land take requirements for the proposed relief road routes.

The off-road route options are detailed in pages 3,4 and 5 of the Annex in Part 2. For ease of reference the map of possible off-road routes is reproduced in Appendix 4 below.

Access between Carrington and Partington

The need for improving access to the Moss from Carrington village has been identified above. In addition, there is a need for a safe, accessible and attractive off-road route between Carrington and Partington to provide access to schools, shops and other services. The completion of such a route to

the south of the former Shell complex may be complicated by the diversity of land holdings towards the Partington end, but this does not prevent preparatory steps being taken towards the Carrington end.

Ensuring that the design of the proposed relief road and associated works does not make the provision of an off-road link between Carrington and Partington impracticable or more difficult, and taking steps to prepare for the creation of such a link are key priorities.

Effect on Existing Non-Motorised Routes

Option A

Option A will have little effect on the existing off-road routes on Carrington Moss (although the upgrading of Carrington Lane is expected to lead to increased traffic levels that could make access along and across the road more difficult).

Option F

Option F will affect a significant number of both recognised and un-recognised ways on Carrington Moss. We have no objection in principle to the diversion of existing ways, where this better suits the needs of users.

Our key priorities relate to the main north-south and east west routes.

We would want to see that steps are taken to avoid the severing of the east-west route along Carrington 1, possibly by diverting the route to the south of the proposed relief road. However, appropriate crossing points would also be required to enable access from Sale West to the livery yards/stables north of the proposed relief road and to retain circular route options for horse-riders in particular.

The line of the proposed relief road would cut across the three main north-south routes, and appropriate crossings should be provided. Whilst we recognise that there are costs involved in providing road crossings, we would not find it acceptable for the separate routes to be brought together to a single crossing point. The nature of the crossing points (at-grade, subway, bridge) will depend on the vertical alignment of the proposed relief road and estimated usage levels for all modes at each location, and the impact on the open landscape views must also be taken into account.

The effect on other ways will depend on the exact alignment of the proposed relief road. At this stage we do not feel able to make specific proposals, except to say that we would expect existing linkages to be preserved, even if on a different line, and without any undue change in length or attractiveness.

The opportunity for further discussion on these points, e.g. through a WCHAR workshop, is a key priority.

Effect on Existing Roads

The treatment of existing roads post-construction of the proposed relief road will depend very much on the option chosen.

Option A

Carrington Lane between Banky Lane and Flixton Road would become part of the proposed relief Road.

The provision of an off-road alternative as described above would be a key priority.

Isherwood Road between Flixton Road and the eastern end of 'A1' road would become much busier. At present *Isherwood Road* provides an important access route onto Carrington Moss from the north for both recreational use and active travel.

The provision of a segregated and shielded route for users on foot, cycle or horseback avoiding *Isherwood Road* would be a key priority.

Manchester Road from Flixton Road to the western end of the 'A1' road would only be required for active travel and for local motorised access traffic.

Measures could include traffic filtering, such as bus gates, to limit through motorised traffic to buses and emergency vehicles.

Taking steps to prevent the use of *Manchester Road* for through motoring would be a key priority.

Option F

Carrington Lane from Banky Lane to Flixton Road would only be required for active travel and by local motorised access traffic.

Measures could include traffic calming, such as bus gates, to limit through motorised traffic to buses and emergency vehicles.

Taking steps to prevent the use of *Carrington Lane* for through motoring would be a key priority.

Isherwood Road between Flixton Road and the eastern end of 'A1' road would be affected only where it crosses the proposed relief road.

At present *Isherwood Road* provides an important access route onto Carrington Moss from the north for both recreational use and active travel.

The provision of a safe and accessible crossing point over the proposed relief road for users on foot, cycle or horseback would be a key priority.

Manchester Road between Flixton Road and the western end of the 'A1' road would only be required for active travel and for local motorised access traffic.

Measures could include traffic filtering, such as bus gates, to limit through motorised traffic to buses and emergency vehicles.

Taking steps to prevent the use of *Manchester Road* for through motoring would be a key priority.

ANNEX

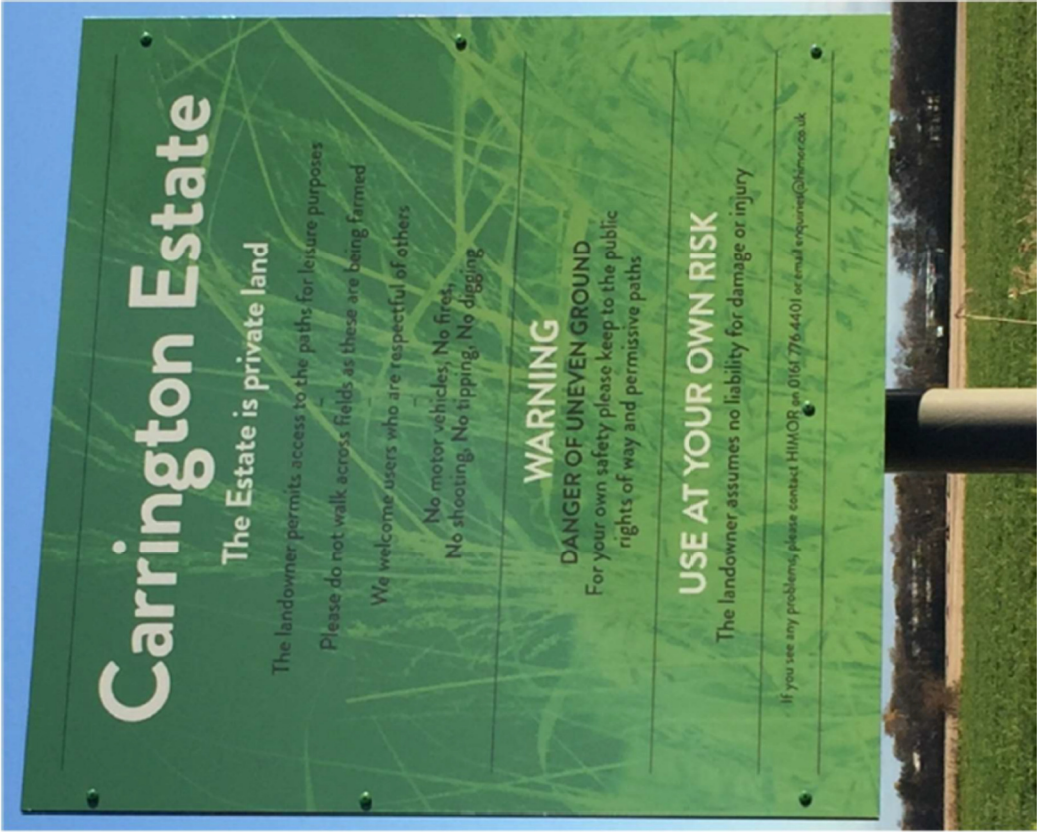
See: *Carrington Relief Road WCHAR response - Part 2 - Annex - 23-Jul-21*

APPENDICES – See below.

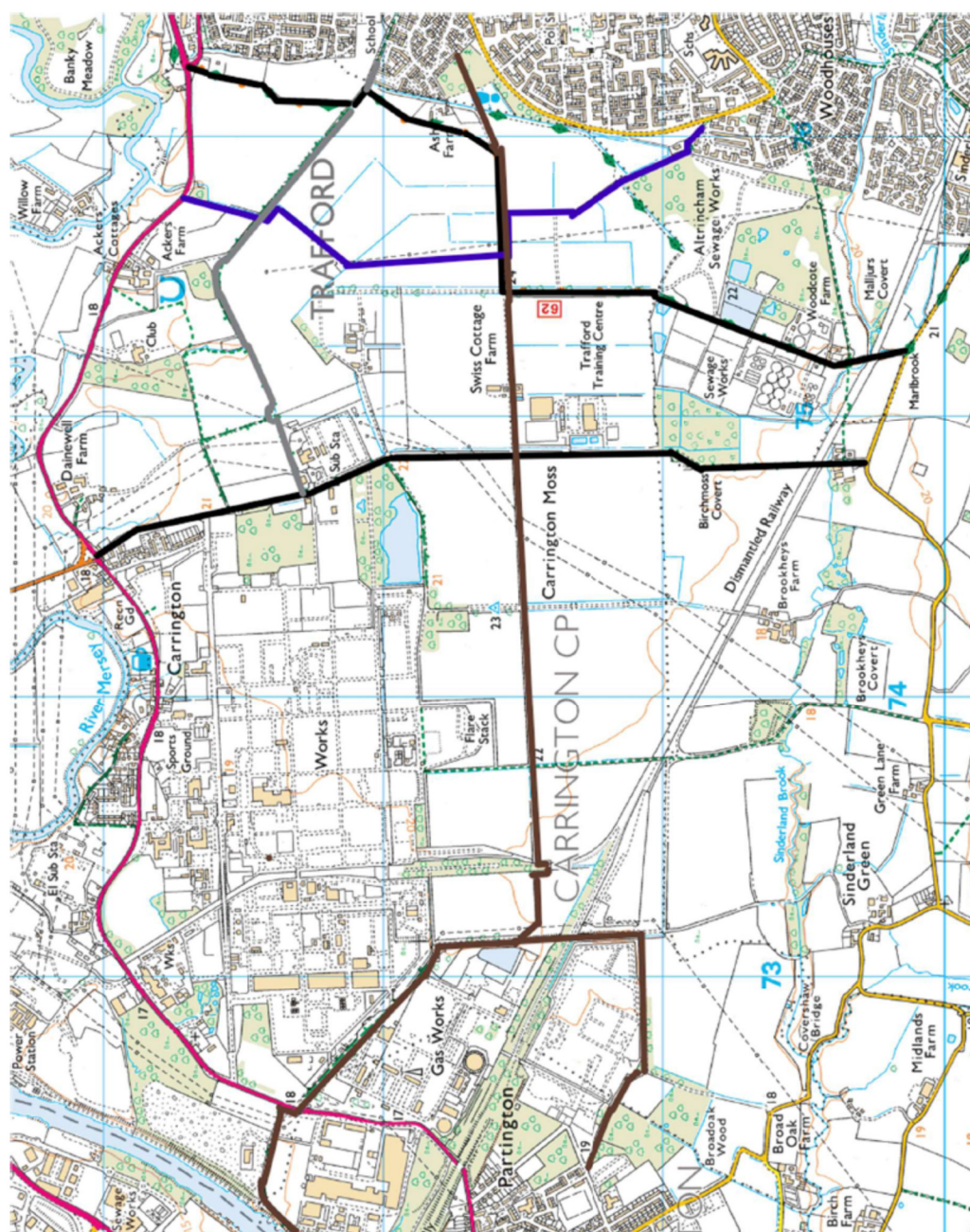
APPENDIX 1 Carrington Moss – Walkable Paths (June 2019)
Walkable paths shown in brown. Walkable sections of former railway lines omitted. Paths in nature reserves and parks omitted.



APPENDIX 2 Carrington Moss Signage



APPENDIX 3 Main North-South and East-West Routes across Carrington Moss



Black line (centre)
Isherwood Road/Birch Road

Black line (east)
Trans-Pennine Trail

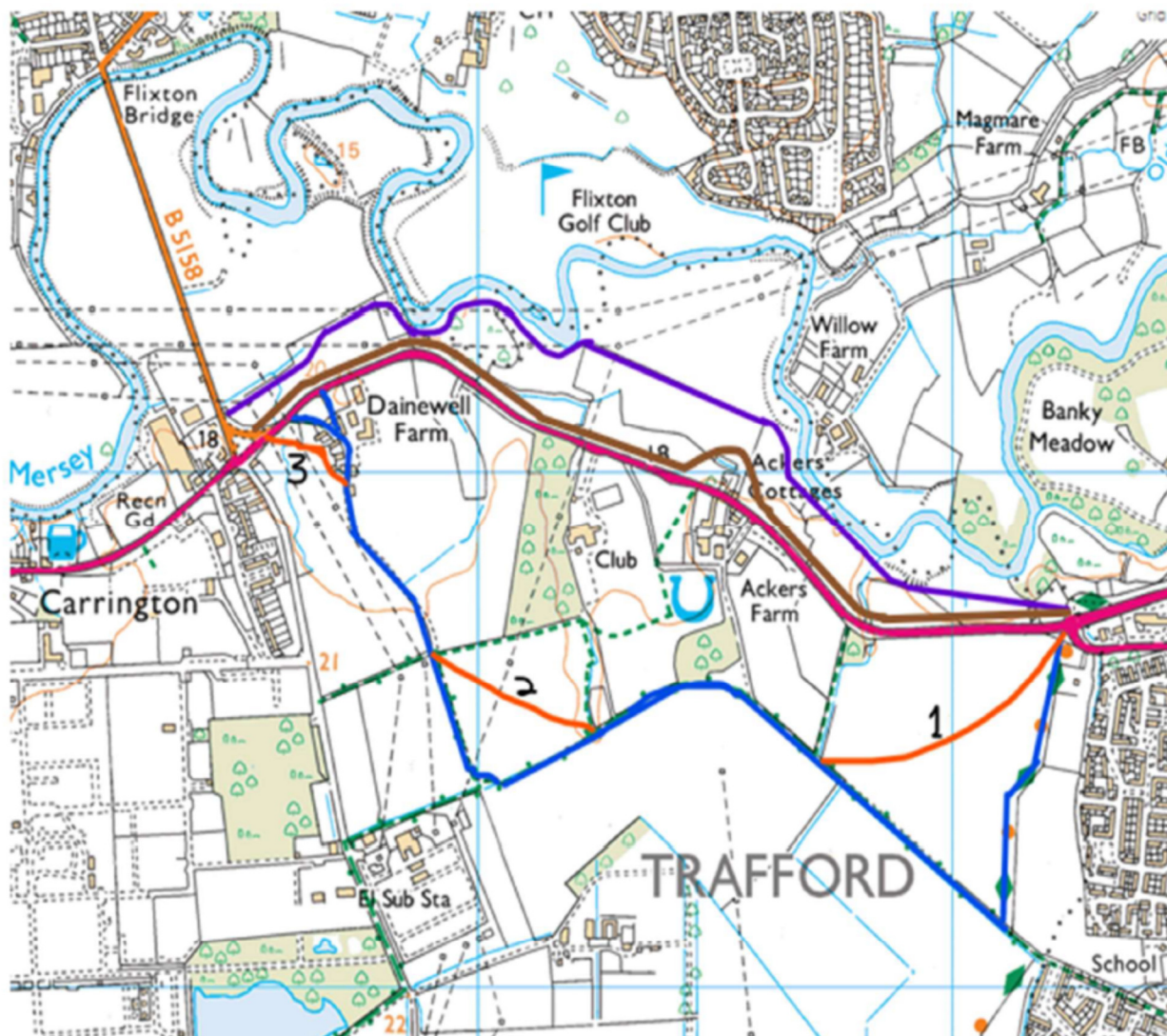
Purple line
Sale – Carrington Lane

Grey Line
Carrington 1

Brown Line
Ashton Road (Sale – Partington)

APPENDIX 4 Possible off-road routes

For further details see *Part 2 - ANNEX - PNFS Response to Preliminary Options Appraisal Report - 10-Mar-21*



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Carrington Relief Road

Preliminary Options Appraisal Report

CO00201388-AMEY-CRR-RP-0001

October 2020

Response to the Report – Active Travel and Public Access

This response to the above report is submitted on behalf of the Peak and Northern Footpaths Society, following discussions with Ramblers Trafford Group, the British Horse Society (Greater Manchester), the Friends of Carrington Moss, and representatives of the cycling community.

The response is in respect of matters relating to active travel and public access arising from the proposals in the Report. Nothing in this submission should be taken as indicating support for the principle of the proposed scheme, nor for any particular alternative route.

Carrington Centre

We are concerned that the report includes no proposals in respect of the treatment of the section of Manchester Road running through the centre of Carrington.

We believe that effective down-grading of this road (possibly on the lines of the de-trunked section of the old A556) and even closure to through vehicular traffic (except buses and emergency vehicles) will improve active travel opportunities to and through the village.

Public Rights of Way

We welcome the recognition in the report under paragraph 2.3.6 *Public Rights of Way* [pages 22/23] of the need to consider both recognised and un-recognised right of way, and to enhancing and improving crossing facilities where the proposed routes would otherwise sever rights of way.

We also welcome the commitments to sustainable active travel in the report under paragraph 2.3.8 *Public Transport and Sustainable Travel* [pages 24/25]. However, this section should include a reference to making routes for cycling compliant with Cycle Infrastructure Design (LTN 1/20) [<https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>].

We are concerned that the report shows only very limited recognition of the extent to which the area is used for horse riding. There are over 26 livery yards/stables/riding establishments plus an Equine College on and around Carrington Moss. These stable over 1,000 horses within hacking distance of the Moss. This makes Carrington Moss an important facility for people and their horses in Urmston, Flixton, Sale, Dunham Massey and Warburton as well as Carrington and Partington.

We believe that it is essential that multiple safe and convenient crossing points over the proposed relief road are provided for all regularly used routes to allow users in general, and horse riders in particular, full access to all areas of Carrington Moss.

Walking, Cycling and Horse-Riding Assessment and Review

We welcome the proposal in section 6 *Next Steps and Summary* under *Public Rights of Way* [page 45] for undertaking a Walking, Cycling and Horse-Riding Assessment and Review (WCHAR), and that this WCHAR is likely to be extensive.

We support the purposes of the WCHAR and understand the intention within the process includes collaboration, interaction and engagement with key stakeholders as part of the process.

Carrington Relief Road Preliminary Options Appraisal Report – PNFS Response

We believe that the proposed scheme is a large highway scheme and would want to see the WCHAR cover the widest possible area.

We believe that the Peak and Northern Footpaths Society, Ramblers Trafford Group, the British Horse Society (Greater Manchester), the Friends of Carrington Moss, and representatives of the cycling community are key stakeholders for the purposes of the WCHAR. We have extensive knowledge of public access and active travel matters and we are keen to support the WCAHR at the earliest possible stage.

Public Rights of Way Records

We are very concerned that the description and mapping of public rights of way in paragraph 2.3.6 *Public Rights of Way* [pages 22/23] of the report show a lack of understanding of the current situation. In particular:

- the report does not recognise that RUPPs (roads used as public paths) no longer exist – under s47 of the Countryside and Rights of Way Act 2000 they have been re-classified as restricted byways (allowing use on foot, horseback or non-mechanical vehicles);
- under The Borough of Trafford (Part of Footpath No. 19 Carrington) Public Path Diversion Order 2002, made 25 February 2002 and confirmed 30 May 2002, public footpath Carrington 19 has been diverted from the line shown;
- the map does not show that Dainewell Lane, which runs north from restricted byway Carrington 23 through the Dainewell stable yard to Carrington Lane is an adopted highway and as such carries public access rights, as do other adopted highways along parts of Brookheys Road and Sinderland Road to the south of the area; these routes also need to be taken into account;
- the map does not identify the Trans-Pennine Trail, which is a long-standing permissive bridleway that crosses the area.

These issues may not significantly affect the Preliminary Options Appraisal Report itself.

However, it is essential that the WCHAR is provided with complete and up-to-date information, and that the WCHAR is managed by someone with a full understanding of public rights of way and related highway matters.

Design Parameters

We note from paragraph 2.2 *Design Parameters* [pages 12/14] that the proposed design of the proposed relief road will incorporate appropriate design guidance, including that for public transport and for walking, cycling and horse riding

We welcome the recognition that provision for active travel is required and also the clear intention to provide segregated routes for walking, cycling and driving. We are not clear what provision is being made for horse riding.

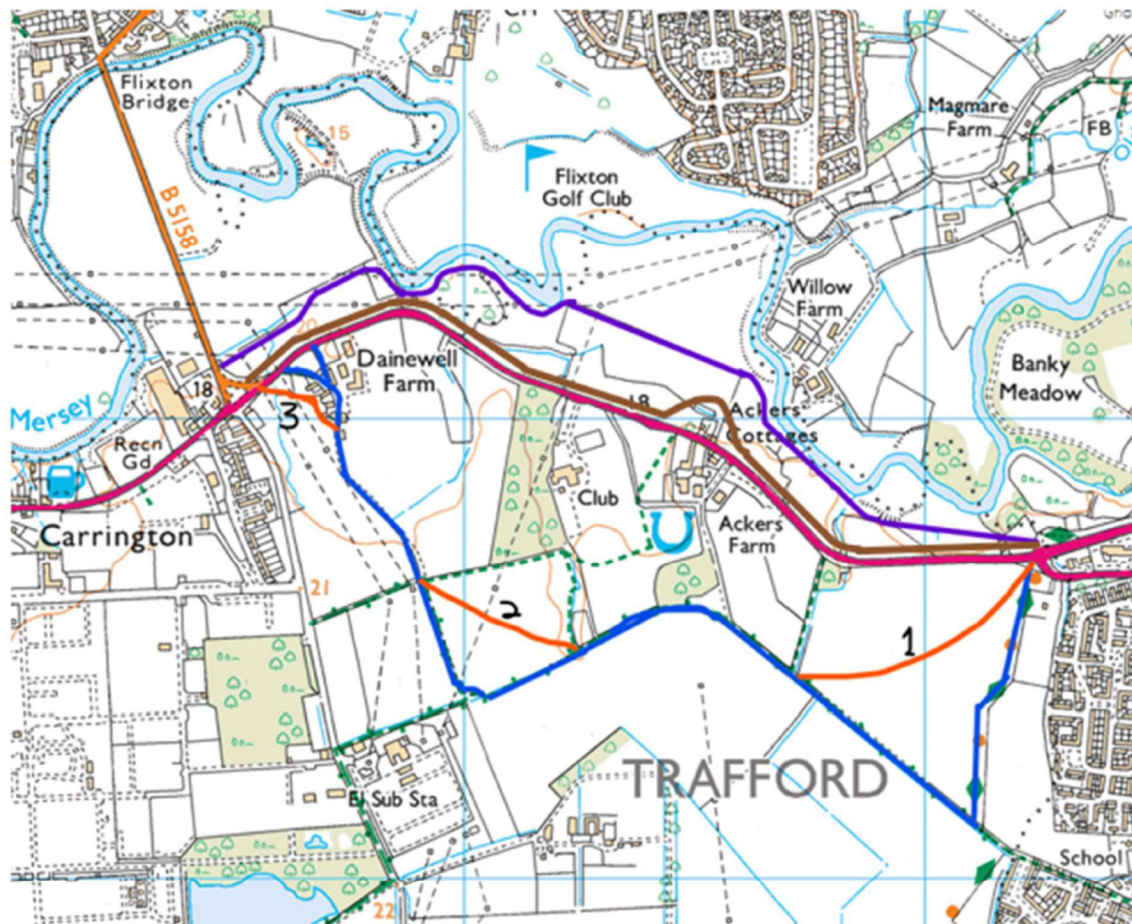
Although the proposals may be in accordance with established design guidance, we are concerned that the proximity of the footways and cycle lanes to the main carriageway will expose non-vehicular users to traffic fumes and noise, and those cycling, in particular, to slipstream effects from large vehicles passing at speed. We are also concerned that there should be appropriate provision for horse riding.

To this end we would want to see consideration being given to greater segregation of vehicular and non-vehicular users, and include outline alternatives, described below, under *Off-Road Active Travel*.

Off-Road Active Travel

We include below suggested outline options for the provision an off-road route for users on foot, cycle or horseback between the western end of the Carrington Spur and the Isherwood Road/Flixton Road junction. Other options may be possible.

This provision would improve travelling conditions for non-vehicular users and could reduce the land take requirements for the proposed road routes.



Off Road Alternatives (South) – for Road Route Option A

The blue line on the map above represents a currently available off-road route to the south of Carrington Lane. The route follows the Trans-Pennine Trail (permissive bridleway) south from the Carrington Spur junction, restricted byway Carrington 1 north west then south west, restricted byway Carrington 23 NNW, then Dainewell Lane NW and north through Dainewell Farm, exiting either directly onto Carrington Lane or west along public footpath Carrington 27. (We note that Dainewell Lane, whilst not a definitive right of way, is an adopted highway so will have public access rights.)

Route lengths

Carrington Lane (road)	2.0 Km
Blue route	3.0 Km (direct)
	2.9 Km (via Carrington 27)
Blue/orange route (see below)	2.1 Km

The existing off-road route could be shortened by creating new sections of bridleway shown in orange on the map, and labelled 1 to 3:

- section 1 reduces the overall length by 0.5 Km to 2.4 Km
- section 2 reduces the overall length by a further 0.2 Km to 2.2 Km
- section 3 would probably be necessary to avoid taking the route through the Dainewell Farm stable yard, and would reduce the overall length by a further 0.1 Km to 2.1 Km.

Route Widths and Land Take

In order to provide for adequate segregation of users the off-road route should ideally be at least 6m wide and no less than 5m, and should include separate surfaces suitable for walking, cycling and horse riding and effective features to segregate different groups of users. The existing blue route could probably accommodate this, although public footpath Carrington 27 would need upgrading to a bridleway (it may already be sufficiently wide).

Land take would be necessary for the orange sections, and in the cases of sections 1 and 2 in particular this may disrupt the agricultural use of the fields concerned. Section 3 could follow the existing field boundary so be less disruptive. It is understood that all the land affected is within Himor ownership.

By taking non-vehicular users off Carrington Lane it may be possible to reduce the provision for such users on Carrington Lane and reduce the required land take for the proposed road, although some provision for local access would continue to be required.

Off Road Alternatives (North) – for Road Routes Options A or F

The combined blue/orange route described above roughly follows the proposed relief road Option F (except that it terminates on Carrington Lane, not on the A1 road), which rules out its use for Road Route Option F.

The purple line to the north of Carrington Lane on the map above does not follow any existing rights of way, but provides an alternative off-road route for either Road Route Option A or Option F that could include potentially attractive sections of riverside. The exact line in following the course of the river and crossing the necks of the meanders would be a matter for further consideration. In particular, it is understood that there is a site of biological importance along the channel of the River Mersey, although it does not come particularly close to Carrington Lane. This may constrain the route of the off-road alternative.

The brown line to the north of Carrington Lane is located just to the north of the existing hedge line, and includes a loop to avoid Ackers Cottages. The route does not follow any existing rights of way, but provides an alternative off-road route for either Road Route Option A or F

Route Lengths

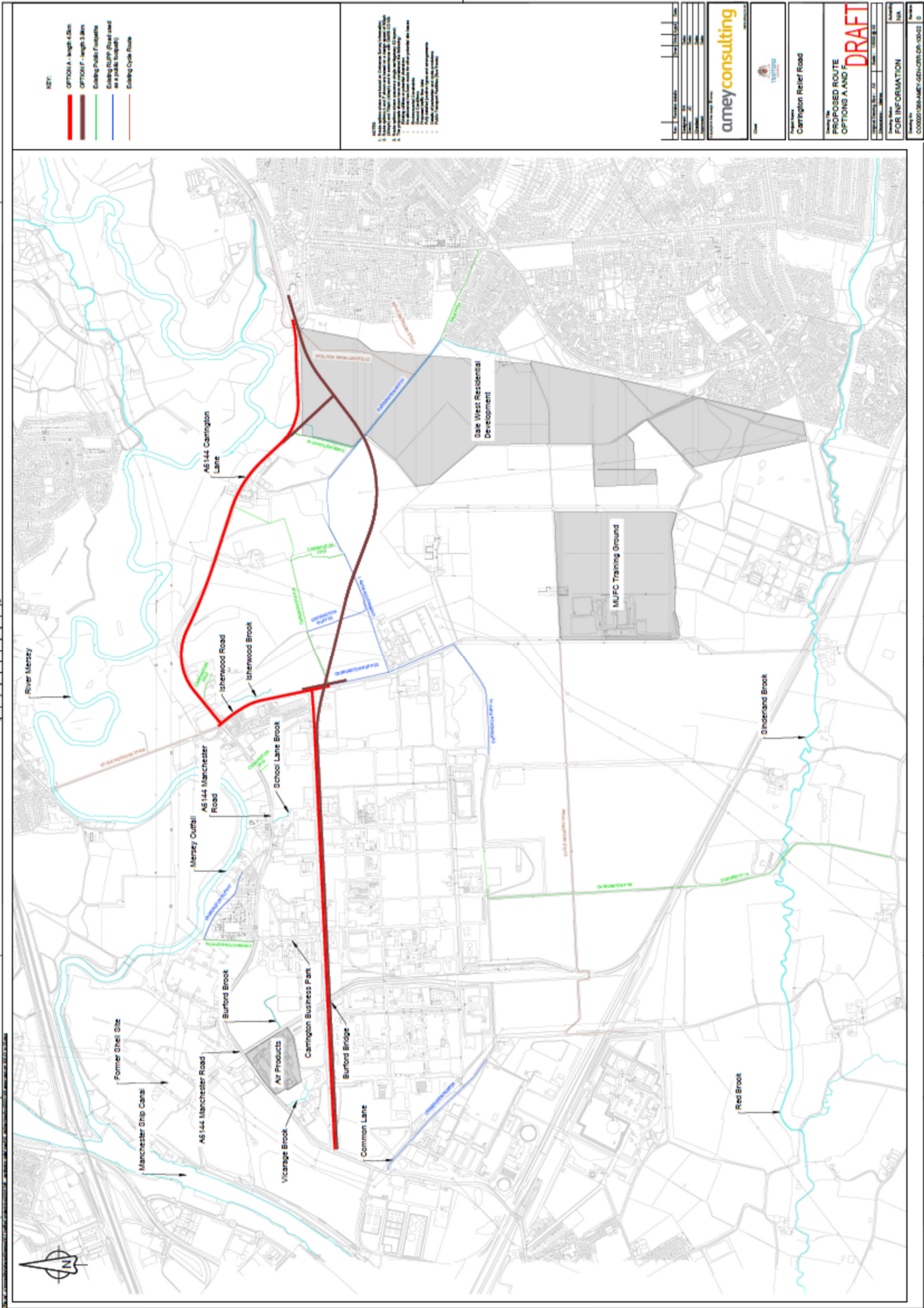
Carrington Lane (road)	2.0 Km
Purple route	2.3 Km
Brown Route	2.1 Km

Route Widths and Land Take

As above, in order to provide for adequate segregation of users the off-road route should ideally be at least 6m wide and no less than 5m, and should include separate surfaces suitable for walking, cycling and horse riding and effective features to segregate different groups of users.

Land take would be necessary for both the purple and brown routes. For the purple route, disruption of the agricultural use of the fields could be minimised by following the river bank and/or existing field boundaries. It is understood that only the land at the western end of the route is within Himor ownership; the ownership of the remaining land is unknown.

By taking non-vehicular users off Carrington Lane and/or Road Route Option F it may be possible to reduce the provision for such users for Option A or Option F and reduce the required land take for the proposed road, although some provision for local access would continue to be required.



Consultation Response 3

Hi Oliver

Thank you for providing us with the opportunity to comment on the WCHAR issues related to the CRR, it is much appreciated.

I believe you have already received the response from XXXX XXXXX (Peak and Northern Footpaths Society), which covers most of the points we would like to raise. I have attached his response here for ease of reference. We agree totally with the key priorities set out in Martin's report.

In addition to the points raised by XXXX, we would like to emphasise that there is a third option for the Carrington Relief Road, and that is to construct a bridge across the Manchester Ship Canal (as proposed in Trafford's 2012 Core Strategy. That option would have a similar impact on the existing routes across the moss as would option A, so we do not feel there needs to be an additional section for it.

The second additional point we have requires a specific response. The GMSF/P4E documentation mentions 3 additional major new roads that will impact existing routes across Carrington Moss. We would like clarity about whether it is intended to incorporate the impact of those routes into this consultation (if not, there is a potential for revisions to routes to be agreed as part of the CRR consultation, only to be severed by the other planned roads, which does not seem sensible). Please can you confirm what the approach will be for taking those other planned roads into consideration.

Just to reiterate a point raised in the report. We'd like a WCHAR workshop to be arranged to enable more input from community representatives and local experts. Please can you let us know what the timing of such a workshop is likely to be.

Thanks once again for the opportunity to respond.

Kind regards

Friends of Carrington Moss

Consultation Response 4

Subject: RE: Carrington Relief Road Consultation

Dear Oliver Brown,

Carrington Relief Road Consultation

Thank you for asking Ramblers to comment on the proposed Carrington Relief Road Scheme. From a walking point of view, Option A shown in red on the plan is preferable. It has least impact on the existing Definitive Rights of Way.

Regarding opportunities to make improvements to the existing facilities, Ramblers comments are as follows:-

- **Do you have any problems accessing and using the existing facilities?**

The existing rights of way are mainly, natural surfaced and are subject to seasonal vegetation growth and in places obstruction. They are also rutted in places. An exercise to restore the path widths, not hard tarmac surface them but surface with, say, compacted grit would be appreciated by walkers and going forward, a commitment by the landowners to cut back seasonal vegetation growth. Today, FP Carrington 16 and FP Carrington 19 are seriously obstructed by seasonal vegetation. We are aware that there are badger burrows and fox burrows on some paths (FP Carrington 16 is one, the animals have been seen by one of our Ramblers members) so care would be needed when working.

- **Are there any missing links which would connect the existing facilities making them more attractive?**

A linking path between the west end of Restricted Byway Carrington 14 and FP Carrington 9 which is maintained after that area is developed, would be very much appreciated. Today there is a path which circumvents the flare stack which could be widened, resurfaced with compacted grit and cleared of encroaching vegetation. If this linking path were to be dedicated as a Definitive Right of Way that would be very good.

- **Do you feel the existing walking, cycling and horse-riding routes are adequately sign posted?**

Ramblers monitors definitive rights of way signage and today Carrington paths are adequately signed for walkers ..

- **Do you have any concerns on how the new relief road could impact the existing facilities?**

Ramblers preferred option of Option A, would result in some Rights of Way (ROW) meeting the Relief Road and Ramblers would want the rural amenity value of these ROWs to be maintained and protected.

Regards,

Footpath Secretary, Ramblers Trafford Group

Consultation Response 5

Subject: Carrington Relief Road Consultation for Walkers Riders and Cyclists

Dear Oliver

Thank you for your email and the opportunity to comment on the proposed routes for the Carrington Relief Road.

Here are my thoughts.

- *Do you have any problems accessing and using the existing facilities?*

Existing access is good and it provides great links to Urmston, Ashton-Under-Lyne and Sale West. However improvements should be made to the pedestrian lights at the junction of Flixton Road and Isherwood Road. The pedestrian lights do not allow pedestrians to cross all the way across the road but leaves them stranded on a narrow island. What is more concerning is that this is not obvious and it would be easy for someone to continue across the carriageway into oncoming traffic.

During the winter months, the tracks become muddy or water logged making access difficult. Resurfacing maintenance is needed in parts.

- *Are there any missing links which would connect the existing facilities making them more attractive?*

A safe junction at the Isherwood Road/Flixton Road junction as described above.

- *Do you feel the existing walking, cycling and horse-riding routes are adequately sign posted?*

No, there are some signs but more are needed at the Banky Lane access point and the junction of Flixton Road and Isherwood Road.

- *Do you have any concerns on how the new relief road could impact the existing facilities?*

Route A. This would have the least impact. The section of Isherwood road that is to be used will need adequate cycle, riding and pedestrian infrastructure, particularly as a lot of the traffic will be HGV. At the moment there are no pavements and no segregated cycle/riding lanes.

Route F. This would have significant impact. The Banky Lane access would be lost and the existing Transpennine Route in that location will be significantly reduced. This would result in the loss of safe, off road walking, riding and cycling routes. Other routes

and footpaths will be bisected by the new road, resulting in dangerous crossings for pedestrians, riders and cyclists. It will bisect important wildlife corridors, having an adverse effect on important habitats.

Consultation Response 6

Subject: Re: Carrington Relief Road Consultation - response

Good Afternoon Oliver

Thank you for allowing me to make comment on the proposals.

Attached my response to the CRR Options and replies to the specific questions you have asked. It is fairly difficult however to comment on some aspects as we do not know all the details. I have generalised some comments. For ease of reference I also attach my response and map of local stables to the initial enquiry in March.

I look forward to hearing from you.

Kind Regards

Response to email dated 9 July 2021 - Carrington Relief Road proposals

I am commenting on the proposals as a local resident, horse rider and Committee member of the British Horse Society (BHS Greater Manchester).

In response to the proposals of the Carrington Relief Road Scheme which I do not give my support to I set out my comments below.

Alternative Options

In the 2012 Trafford Local Plan (P 80) the proposal, albeit low priority at the time, was for a bridge spanning the river Mersey to the A57 from the A1 road. Other than financial, please enlighten us as to why this option is not currently being considered?

From an economic perspective for businesses (local and potentially from further afield) surely the shorter drive time to the Motorway network using this route would be of great economic benefit as well as taking the traffic away from the green space of Carrington Moss.

Rationale - Climate Emergency

Given that we are in a declared climate emergency we should be looking to reduce vehicular traffic not increase it. Which, by building a relief road across Carrington Moss will attract by the very nature of it additional vehicles along with increased pollutants.

Government policy is also placing an increasing emphasis on the need for active travel (walking and cycling) and for access to outdoor recreation. Useable circular routes across Carrington Moss for these purposes would be most welcome and beneficial without destroying the local natural habitats of the flora and fauna.

A quote from the 2012 Trafford Local Plan states.....BY 2026:. The historic, built and natural environment, including the Green Belt, will be preserved, protected and enhanced.

General Considerations for Options A & F

As the options are currently pretty vague in terms of design it is difficult to comment on specifics . However things that need to be included/considered are:-

Option F

This route will without doubt intersect several Public Rights of Way and other unrecorded tracks. To preserve continued access/travel along the ways several safe crossing points (Pegasus Crossings for horse riders) will be needed. At the Isherwood Road/A1/PROW intersection a crossing will be needed to ensure safe access/passage from RBCARR21 to and along RBCARR22 (segregation needed **NOW** on this RB - see **Signposting & Accessing Existing Facilities** below) going to RBCARR14 (track North/West of the Man Utd security barrier) as well as segregated route away from the traffic to allow and enhance safe access.

It would be preferable where Pegasus Crossings are installed at **road junctions** (for example like the one at Banky Lane) that priority is given to change the traffic light sequence to allow horse riders to cross once they press the button, (at the moment you have to wait until the traffic lights go through all the traffic flow sequences whilst you are waiting on an horse that is eager and ready to go). (I don't know if this is even possible but from a safety perspective it makes sense)

If Option F is adopted it is not clear what happens to Carrington Lane, from the A1 intersection to the Banky Lane intersection. What are the plans here? Will this remain open? Is there an opportunity to create a vehicular free route along its length for cyclists, walkers and horse riders...and allow vehicular access for residents only?

Please also bear in mind that the road surfacing of any enhanced/new PROW will need to be of a suitable material - NOT Tarmac. Whilst some cyclists love the smooth surface so they can get from A to B as quickly as possible it is totally unsuitable for horses with shoes on. The steel shoes slip far too easily potentially causing a fall/injury to horse and/or rider. I can only liken it to us humans walking on an icy path.

Option A

This would have little current impact on horse riders as it is presently unsafe to ride down the A6144 although I have done it once. The only issue I can see is where horses are turned out into their fields across the A6144 i.e. opposite Dainewell Farm and opposite North Cheshire Equestrian Centre.

It would be a good enhancement of the route if horse riders were able to ride along this way (the A6144) safely. This would give good alternative access to Banky Lane and beyond to Sale and Chorlton Waterparks as well as the banks of the river Mersey.

The existing Pegasus crossing light sequence at the Banky Lane junction could do with re-configuring as in Option F if that is technically possible.

Missing Links

Access down Flixton Road to the stables/livery yards on the north side of the river Mersey would benefit from a safer route and crossing point at the Flixton Road/Isherwood Road/Manchester Road/Carrington Lane junction. Usage of Carrington Moss would increase if there was a safe passage from to/from this area. Upgrading of tracks to BW /multi user status on Carrington Moss would also benefit all users.

A useful route for recreational purposes (horse riding & dog walking/walking/leisure cycling) would be from RBCARR14 along the perimeter fence of the Flare Stack to FPCARR9. Ideally upgrade FP to RB/BW.

Signposting

Signage of the routes definitely needs improving for those unfamiliar with Carrington Moss - evidenced by the fact that almost weekly I am asked for directions by walkers and

cyclists mainly. (Horse riders tend to ride where they know or follow a well marked/planned route and use a map) As an aside please could you advise the line of RBCARR22 - ideally this need marking up and segregating from the traffic to ensure safe passage.

Accessing Existing Facilities

Access to the facilities as they stand are adequate but could be improved from both a re-surfacing and definitely a safe route aspect. The re-surfacing/levelling of some routes with a suitable material (Flexipave or whatever was used down the route at Banky Lane - past the UU Water Treatment Plant) would be beneficial .

In addition to the safe passage/crossing at the junctions mentioned, particularly by horse riders, a safe route RB Carr22 from RB Carr 21 Isherwood Road jct to RB Carr14 would be ideal. It's getting pretty hazardous during the week to navigate down this 'road' which has (according to the Def Map) a designated PROW along it RBCarr22 (see Def Map Plate 5). The HGVs/Car transporters (they are the worst) and other traffic both at the sandwich van, vehicles travelling to/from the Training Ground, Carrington Riding Centre (ironic) and the vehicles accessing the road/route running parallel to the A1 towards TravelMaster and the Airport Car Parking Facilities are making it difficult and unsafe for horse riders and other vulnerable road users (cyclists).

Finally

There are, as we know, many disjointed ways on Carrington Moss with dead ends carrying various PROW statuses which could be rectified and tidied up as part of this exercise.

There are some good opportunities here for Trafford, Amey & Himor to fly the flag for a Great Trafford. Please don't choose the financially cheapest option. Choose the one (include the MSCC Bridge Option) that causes less damage to the health and well being of the Trafford citizens.

I think it would be helpful for interested parties to be included in future discussions - can this be arranged?

23 July 2021

Carrington Proposed Relief Road

Questions:-

1) As the working environment is changing/has changed due to the Covid 19 Pandemic i.e. more people working from home with more flexibility will there be a post Covid re-assessment of the need for a relief road? ONS will have details re people working from home as per 2021 Census. (for the last couple of weeks with schools back I have travelled through Carrington, Partington at peak morning times without any hold ups. A number of HGVs were in fact construction vehicles - (PP O'Connor/Fisher).

2) Given the economic climate and indeed the move towards a cleaner environment would it not be beneficial to delay /cancel the proposal? How does this relief road comply with HM Governments Clean Air Policy ? - not a mention in the proposal. If you build a new road it will serve to attract more vehicles. Many vehicles use the route as a cut through and are not residents. It WILL attract more users from outside the area.

3) A bridge over the Manchester Ship Canal from the A1 road to the A57 has been mooted. Has this been considered? Why is this not an option in the proposal? This would certainly benefit the businesses in the area with shorter journey times/mileage. With the proposed regeneration of the Ports surely this must be a consideration to plan ahead?

4) Carrington Moss (CM) is actively used on a daily basis by horse riders. There are over 26 livery yards/stables/riding establishments plus an Equine College, two active riding clubs, a BHS Pony Club on and around CM housing circa 1060 horses. The map attached shows the location and distribution of livery yards in a small area around CM. What provision has been made in the plans to accommodate horse riders? I cannot see any provision on the diagrams where they are included.

5) There are several PROW which option F dissects, What provision are you proposing for the many (expensive) crossing points including Pegasus crossings needed for equestrian access to continue ?

I would urge you, the Council and the Developers to take a common sense approach on this one. Health is more important than any financial gains.

Equestrian Population & Associated Activities around Carrington Moss

Carrington Moss (CM) is a unique open space and is actively used on a daily basis by horse riders. It has been used for decades. There are over 26 livery yards/stables/riding establishments plus an Equine College, two active riding clubs, a BHS Pony Club on and around CM housing circa 1060 horses. The map attached shows the location and distribution of livery yards in a small area around CM.

Typically you would exercise your horse from say 30 mins to a few hours and would cover a distance of say 3 to 20 miles preferably in a circular route. CM linking areas of Sale Waterpark and the TPT. It is an important facility for people in Urmston, Flixton, Sale & Dunham. Access could be better & Safer for those from Flixton trying to negotiate the Mile road and the Isherwood/Manchester/Carrington Lane junction . **The facility could be promoted and more extensively used by people from outside the area if parking**

facilities were available. (option to receive an ongoing economic return - for little expense)

Economic Value (mainly local)

Each horse contributes an average of £4174 per annum mainly to the local economy and provides many associated jobs (livery yards, riding schools, farriers, vets, horse physios, horse dentists, local pubs/sandwich shops - to name a few). *[Reference BETA Equestrian Survey 2019]*

How many user groups contribute circa £4m p.a., as a direct result of their 'hobby' , to the local economy? Yes that's £4M.

Safety & New Developments

New developments and re-designing of highways can have a detrimental impact on the safe off road riding that exists as land is taken up for development, but such developments can be a real opportunity to increase and improve safe off road access for all. Any access that is provided for walkers and cycle users as a result of the Spatial Framework should provide for equestrians as well. It is vital that horse riders are able to access safe off-road riding

The British Horse Society (BHS) and Cycling UK believe that there is no reason not to provide for all users when planning new routes.

In the year *28/02/2019 to 29/02/2020 there have been 1037 incidents reported on the road involving horses and motor vehicles* . These have resulted in many serious injuries as well as the deaths of 80 horses and 1 rider. It is important to note that reports to the website are entirely voluntary and therefore there will be many incidents of which we are unaware. The true figures are likely to be significantly higher.

Facts & Figures

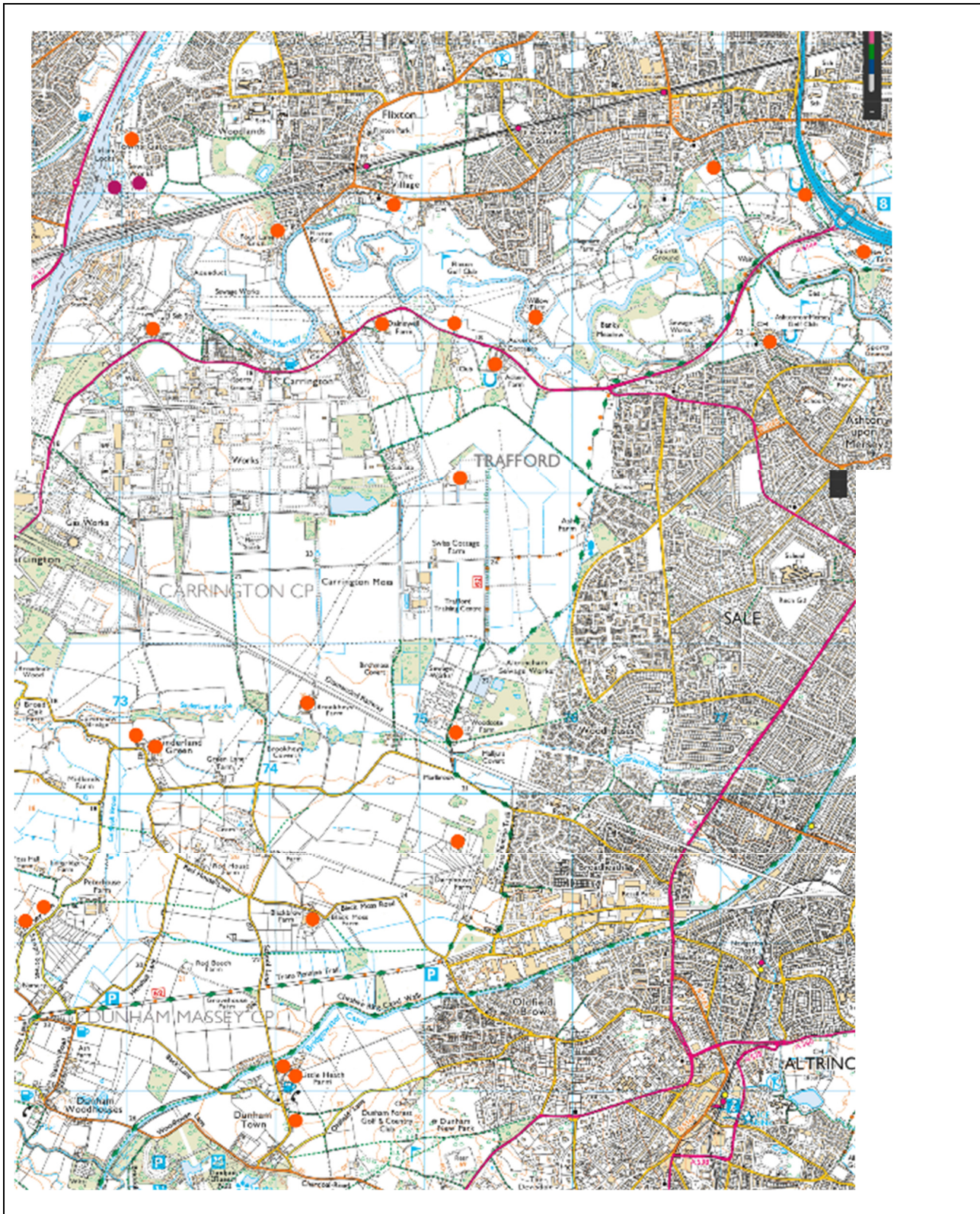
Three quarters of horse riders are female, 31% are aged under 16, 18% are aged 16 to 24. Many riders of retirement age (including me) maintain their fitness by riding out as a form of relaxation and look to enjoy a quieter life. These groups, who are often not well off financially, particularly need safe places to ride. It is now becoming dangerous to ride on the road - even along short stretches .

Health Benefits

Horse riding and associated tasks of looking after a horse can contribute enormously to the health and wellbeing of communities. You don't see many overweight /obese horse riders - they are a pretty tough lot. Research commissioned by the BHS has shown that horse riding can expend sufficient energy to be classed as moderate intensity exercise. More than two thirds of riders questioned in research participate in horse riding for thirty minutes or more at least three times per week. Sport England estimate that such a level of sporting activity will help an individual achieve or exceed the government's recommended minimum level of physical activity.

There are also mental health and social benefits to horse riding. Horse riders are strongly motivated to take part in riding by the sense of wellbeing that they gain from interacting with horses. This important positive psychological interaction occurs in very few sports. Being outdoors and in contact with nature is an important motivation for the vast majority of horse riders.

22 February 2021



Consultation Response 7**Sent:** 22 July 2021 15:32**Subject:** Carrington Relief Road

Hi Oliver

Please find attached response on behalf of the Trans Pennine Trail partnership.

Regards



Trans Pennine Trail Lead Officer
Hosted by: Barnsley Metropolitan Borough Council,
Westgate Plaza One, PO Box 597, S70 2DR

Trans Pennine Trail®



Planning Application Response

Local Authority:	Trafford
Detail:	Carrington Relief Road
Planning Ref & Link:	N/A
Deadline:	23 rd July 2021
Submitted by	Mandy Loach, Trans Pennine Trail Officer
Response to:	Oliver.Brown@amey.co.uk
Submitted:	22 nd July 2021
Summary	<p>The proposals will intersect with the Trans Pennine Trail (TPT) which is also part of the National Cycle Network (NCN62) at the east. Further discussion is therefore needed to understand the improvements that can be made via the sustainable transport offer of the scheme.</p> <p>The Trans Pennine Trail would welcome the opportunity to be involved in further stakeholder meetings to develop this project further.</p>
Detailed Information:	<p>Whilst Carrington Moss is not directly on the Trans Pennine Trail, there are many rights of way that link onto it. Such rights of way should be protected and enhanced as part of the proposed works.</p> <p>Any re-alignments to public rights of way should not be to the detriment of sustainable transport users of all types and abilities. During the Covid pandemic there has been a lot of studies done showing how important escaping to the countryside has been, not only to benefit physical health but also to protect the mental health and wellbeing of many people.</p> <p>The relief road should provide a safe segregated NMU scheme that links into current rights of way infrastructure and looks at possibilities to provide further access for sustainable transport users and local communities wherever possible.</p> <p>The eastern terminus of the proposals would impact on the Trans Pennine Trail / NCN 62. There is no further information on how this junction will be managed. At this location the TPT / NCN is full multi-user, walkers cyclists and horse riders - the needs for all users of all abilities must be taken into account. LTN1/20 guidance should be adhered to. The final design should not be to the detriment of safe passage by walkers, cyclists and horse riders.</p>

National Trans Pennine Trail Office, Hosted by: Barnsley Metropolitan Borough Council, PO Box No 597, Barnsley, S70 9EW Tel: 01226 772574 | E-mail: info@transpenninetrail.org.uk

The proposals may also provide an opportunity to provide further enhancements to the TPT / NCN in terms of alignment, signage, quality of route, street furniture and accessibility.

Consultation Response 8

Sent: 26 July 2021 15:00

Subject: RE: Carrington Relief Road Consultation

Hi Oliver,

Many thanks for your helpful suggestions which I was able to take advantage of on my recent visit.

I am pleased to attach my consultation response in pdf format for consideration and I hope I shall be able to make a positive contribution to the scheme moving forward.

Kind Regards,

PS. The extra day for responding was most welcome!

Access Field Officer North and North West

The British Horse Society

Patron Her Majesty The Queen

The British Horse Society
Abbey Park,
Stareton,
Kenilworth,
Warwickshire CV8 2XZ

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Bringing Horses and People Together

Carrington Relief Road Consultation

I welcome the opportunity to comment on the Carrington Relief Road Consultation and to be able to put forward an equestrian point of view as part of the Walking, Cycling and Horse-Rider Assessment Report (WCHAR) process.

As the British Horse Society's Access Field Officer for the North and North West of England I have made a brief visit to the site to look at existing use and consider the impact of the proposals. The BHS is the UK's largest equestrian Charity, with over 119,000 members representing the UK's 3 million equestrians.

Equestrian Context

Many horses are kept on the urban fringe and this is clearly shown in the Trafford Council area. DEFRA figures indicate that 1,314 horse passports are registered across postcodes M31, M32, M33 and M41 and I am aware of over 20 stables or livery yards within 3 miles of the centre of Carrington Moss.

Access. According to Trafford Council's Rights of Way Improvement Plan, as at 2009 there were a total of 1.8km of bridleways and 10.8km of restricted byways in the district. A total of 1,300 horses exercising 20 miles per week equates to over 1.3 million miles per year. It is clear that an available rights of way network amounting to around 8 miles represents a very substantial under-provision. Around 12% of the total Public Rights of Way network in Trafford is available to horse riders which falls well below the national average of 22%. For this reason the informal and permissive paths are heavily relied upon to provide routes for essential exercise.

Health. (Data comes from research undertaken by the University of Brighton and Plumpton College on behalf of The British Horse Society¹.)

68% of questionnaire respondents participate in horse riding and associated activities for 30 minutes or more at least three times a week. Sport England estimate that such a level of sporting activity will help an individual achieve or exceed the government's recommended minimum level of physical activity.

Women have been identified in government studies as a social group with relatively low levels of participation in physical activity. Some 93% of questionnaire respondents were women and 49% percent of female respondents were aged 45 or above. These are comparable figures to a major Sport England survey which found that 90 percent of those participating in equestrianism are women and 37 percent

¹ https://www.bhs.org.uk/~/_media/documents/marketing/health-benefits-of-riding-in-the-uk-full-report.ashx?la=en

of the female participants in equestrianism are aged 45 or above. The gender and age profile of equestrianism is not matched by any other sport in the UK².

Amongst the horse riders who took part in the survey, 39% had taken no other form of physical activity in the last four weeks. This highlights the importance of riding to these people, who might otherwise be sedentary. Horse riders with a long-standing illness or disability who took part in the survey are able to undertake horse riding and associated activities at the same self-reported level of frequency and physical intensity as those without such an illness or disability.

Economic Contribution. The British Equestrian Trade Association National Equestrian Survey (2019)³ indicated an average of £4,174 is spent per horse. When multiplied by 1,300 horses in the Trafford area, this represents a contribution to the local economy of over £5.4m per annum. The greater part of this spending supports local businesses, such as livery yards, veterinary practices, farriers etc.

Strategic Planning Context

We have considered the strategic planning framework for Greater Manchester as defined in the current Places for Everyone document describing the vision and strategy for future development. Many elements of PfE are relevant to the development under consideration, but the following are of particular importance in considering the specific impact on equestrian and active travel context.

Green Infrastructure. Carrington is identified within JP-G 2 as having potential for delivering improvements to the Green Infrastructure Network where the policy approach is to promote active travel and recreational opportunities. Equestrian use contributes heavily to both these stated objectives.

Health. Policy JP-P 6 requires new development to “Maximise its positive contribution to health and wellbeing, whilst avoiding any potential negative impacts of new development” and “Support healthy lifestyles, including through the use of active design principles making physical activity an easy, practical and attractive choice”

Sport & Recreation. The importance of protecting and enhancing the public rights of way network is recognized in Policy JP-P 7, including specifically the need to expand the network of routes for walking, cycling and horse riding.

Economy. PfE recognizes the need to maintain a high level of economic diversity across the boroughs (Policy JP-J 1) and the contribution of the equestrian industry to this diverse employment is significant, especially as a high percentage of equestrian spending goes directly into the local economy.

² Sport England (2010) Active People Survey (2010/11)

³ <http://www.beta-uk.org/pages/news-amp-events/news/national-equestrian-survey-2019-provides-optimistic-view-of-industry.php>

Existing facilities

The greatest problem regarding existing facilities lies in the fact that much of the currently used network is used by concession and is not protected by right of way status. Thus the usage of a large part of the area is not protected against loss of availability or obstruction without notice at any future point, carries no obligations for maintenance and has no mechanism for addressing any safety concerns or issues that may arise.

Whilst public rights of way are generally signed at the point they leave metalled roads, as required by law, they are otherwise not well waymarked or signed, leaving users uncertain as to the correct route. In speaking with users, it is clear that there is considerable uncertainty as to which paths are public footpaths, which are public bridleways and which are permissive. Such a situation is unfortunate and can lead to unnecessary conflict with other users and landowners.

Specific Issue of concern (current).

Restricted Byway Carrington 22 runs along Isherwood Road. Due to use by motor vehicles including HGVs there are significant safety concerns for equestrian users on this byway. A safe corridor should be provided to give horses a rideable margin of adequate width off the carriageway. It is also noted that there is a discrepancy between the northern extent of this route as shown on ordnance survey maps and that shown on the plan supplied in connection with this consultation.

Proposed Route Options

Option A: It is clear that Option A would have less direct impact on current rights of way and permissive paths as it would not require new crossings or significant diversions. However, the A6144 Carrington Lane currently lacks a suitable horse margin along most of its length and if upgraded under Option A it would be vital to provide a fully separated rideable margin. This would need to be located further from the carriageway than any cycle lane so as not to create the dangerous scenario where horses are sandwiched between motor vehicles on one side and fast-moving cyclists on the other which is sometimes seen in cycleway implementations.

Option F: Route Option F has a more significant impact on current rights of way and permissive paths. The route cuts Restricted Byways Carrington 21, Carrington 23 and Carrington 1 (twice) and in order to give a detailed response it is necessary to know what is proposed at each of these points as well as the details of any proposed rights of way diversions. One of the main considerations in this case would be public right of way routes running north-south as all existing PROW would be severed by the Option F road.

If this option is adopted, would the section of the existing A6144 west of the Banky Lane junction become redundant? In this case it could be downgraded to restricted byway status (rather than the more common downgrade to footpath) thus creating a short traffic free section for non-motorised users linking to the remaining part of the current Carrington Lane. Would the remaining section of Carrington Lane east of the B5158 junction be subject to a reduced speed limit and/or traffic restrictions thus potentially bringing it into use by non-motorised users?

Both Options: Both route options impact the junction of the A6144 at Banky Lane. The Pegasus crossing at this point currently presents some difficulties to equestrians due to length of wait (risk of horses spooking at traffic etc. during prolonged waiting) and positioning of button boxes. We would want to

consider carefully the details of planned changes or improvements to this junction in order to improve safety and useability for riders.

General Considerations

The construction of the relief road provides an ideal opportunity to improve access for all types of Active Travel, including walking, cycling and horse-riding. The opportunity should be taken to create rights of way where there are currently only permissive paths. In particular creating definitive north-south access which is currently a major deficiency. Creation orders should be considered as part of the scheme. In addition, consideration should be given to formalising multi-user access on cycle routes where these are not currently public rights of way.

It is important that rights of way within the development area provide connectivity to external links such as the Trans Pennine Trail and the opportunity should be taken to connect with other byways such as Carrington 24, Carrington 7, and Altrincham 9 to achieve this.

In progressing the scheme it is important that rights of way should be genuine multi-user routes. Thus they should be restricted byways wherever possible so as to allow both ridden and driven horses, plus cyclists and walkers. Bridleway status would be the less preferred alternative. Surfaces and structures should be suitable for riders, cyclists and walkers, whilst deterring illegal use by motorized vehicles, motorcycles etc. Crossing points of the new relief road should ideally be grade separated, whether by bridge or underpass for safety and to allow optimum traffic flows.

The British Horse Society is keen to engage constructively in the planning process and we are happy to discuss and provide recommendations on all issues surrounding surfacing, bridges, crossings and structures in order to achieve outcomes which meet both equestrian needs and wider strategic planning objectives.

We look forward to working with the Council, landowners, development consultants and other stakeholders as the project moves forward.

Access Field Officer North and North West
The British Horse Society

Consultation Response 9

Sent: 21 July 2021 11:41

Subject: RE: Carrington Relief Road Consultation

Hi Oliver,

Please find a brief overview of our comments on the scheme.

This project would affect the Trans Pennine Trail, National Cycle Network 62. This project should ensure that this route is not compromised, and designers should be aware of LTN 1/20 guidance when considering this aspect especially with regards to road crossings.

- Do you have any problems accessing and using the existing facilities?

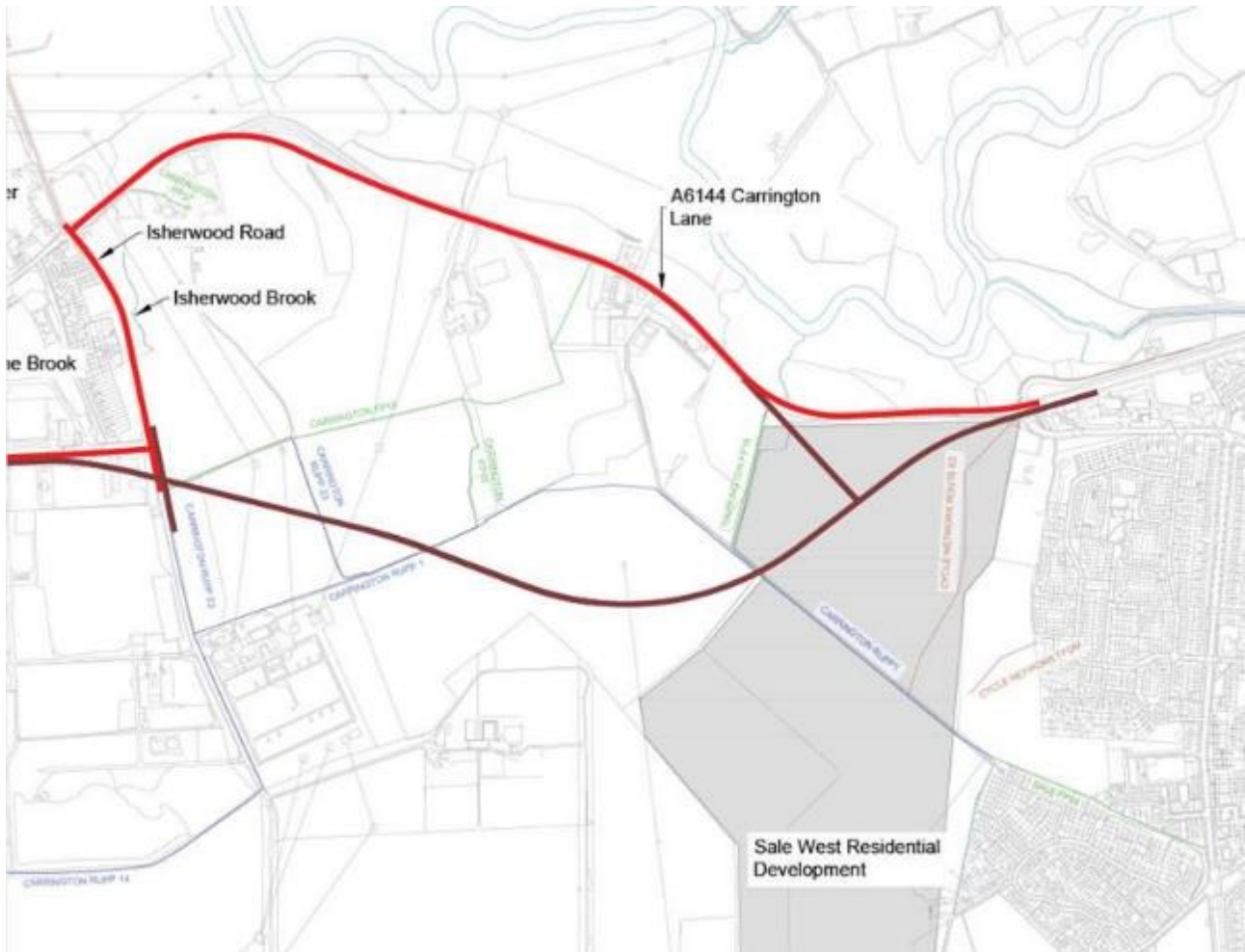
Various access controls along the Trans Pennine Trail restrict certain users from using the route. Investment in removing/redesigning these would be welcomed

- Are there any missing links which would connect the existing facilities making them more attractive?
- Do you feel the existing walking, cycling and horse-riding routes are adequately sign posted?

Signing could always be improved along the TPT section in the area and would be worthwhile reviewing

- Do you have any concerns on how the new relief road could impact the existing facilities?

For what will be a busy and strategic road, the design principle for active travel users should be subway/bridge to minimise journey times and maximise safety. Questions are: if it remains signalled junction, does design get users across in one stage, key issues for equestrians, and what is the waiting time for active travel users.



Thanks

Network Development Manager (North West)

Please note that I am currently working from home

