



Carrington Moss Relief Road
Carrington Moss

Objection to the Carrington Relief Road

For

Friends of Carrington Moss

Document Control Sheet

Carrington Moss Relief Road

Carrington Moss

Friends of Carrington Moss

This document has been issued and amended as follows:

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Contents

1.0 Introduction 1

2.0 The Limitations of the Transport Assessment Reported supporting the CRR planning application 2

3.0 The Selection of the Preferred Option 7

4.0 Conclusions.....13

1.0 Introduction

- 1.1 We have been appointed by the Friends of Carrington Moss (FOCM) to review the information provided in the planning application for the Carrington Relief Road (CRR) and elsewhere, to advise FOCM and make a representation to the planning application.
- 1.2 We have reviewed the following documents:
 - ▶ Environmental statement, Volume 3, Appendix 3-1, Preliminary Options Appraisal Report, Amey, December 2025,
 - ▶ Environmental statement, Volume 3, Appendix 3-2, Preferred Options Appraisal Report, Amey, December 2025,
 - ▶ Transport Assessment Scope for CRR Planning Application, Amey, 29/07/2025,
 - ▶ Transport Assessment Report, CRR, Amey, 27/11/2025,
 - ▶ Freedom of Information Request, Trafford Council, June 2025, and
 - ▶ TfGM Planning Response, May 2026.
- 1.3 We have also had the benefit of attending the meeting between FOCM, Trafford Council and Amey on 20th July 2026 (referred to in this document as 'the meeting').
- 1.4 An updated Transport Assessment Report, CRR, Amey, 05/08/2026, has recently been uploaded to the planning portal in support of CRR which is stated to *'take onboard comments received both after the draft version was submitted and after the version submitted for planning'*.
- 1.5 The updated TAR is essentially an updated and strengthened version of the version submitted for planning rather than a fundamentally different report. The most notable change is the additional explanation of how CRR fits within the wider New Carrington allocation and transport masterplan, together with the addition of a formal response to TfGM comments. The underlying assessment methodology and reported existing conditions appear largely unchanged. The updated TAR is considered in Section 2.0
- 1.6 Our review and representations seek to compliment the representations made by FOCM to the planning application and avoid duplication wherever possible.
- 1.7 We structure our report as follows.
 - ▶ Limitations of the transport model used to assess CRR,
 - ▶ The output from the transport model and predicted effect of CRR,
 - ▶ The selection of the preferred option, and
 - ▶ Representations.

2.0 The Limitations of the Transport Assessment Reported supporting the CRR planning application

- 2.1 We have reviewed the Transport Assessment Report prepared by Amey, December 2025 to support the CRR planning application and have the following concerns.

Modelling Overview

Scenario Assessment

- 2.2 The basic approach in the Transport Assessment Report (TAR) is to use the existing GM SATURN traffic model for the assumed Year of Opening of CRR of 2030 and Design Year of 2045. The output is then input to a LinSig model of the CRR to assess the detailed operation of relevant junctions. (Section 5.2).
- 2.3 The chosen modelling approach to support the planning application, despite the complexities of the respective models in themselves, is therefore a fundamentally simple approach i.e. vehicle reassignment due to the provision of CRR.
- 2.4 The TA Scope (Section 1.6) sets out the 2 ways of presenting the CRR case either
1. As a shorter-term scheme without the (Places for Everyone, 2024 joint development plan (PFE) development or package of supporting schemes in place.
 2. As a longer-term solution with the maximum PFE development and complete package of supporting schemes in place.

- 2.5 The TA Scope also states (very confusingly):

'Neither of these two approaches is wholly right or wrong, as their validity depends upon the time span over which the CRR is being considered. Either approach could be correct, or give a misleading picture, at the same time, so care should be taken in presenting the case. A compromise hybrid approach may be more appropriate.'

- 2.6 It is also, stated in the same section of the TA that:

'Building the CRR as a standalone scheme is not a viable 'end point' in Trafford Council's infrastructure and planning strategy for the New Carrington allocation, because on its own, it will not enable new homes and jobs, sustainable travel, in the agreed area, as envisaged in PFE JPA30 and the emerging Masterplan delivery strategy.'

- 2.7 **Given that the only presentation given in the TA is the CRR only case, it can only be concluded from the above that insufficient evidence is given to assess the acceptability of the CRR. The analysis does not meet the assessment criteria set.**

- 2.8 It is recognised that the Applicant, and TfGM in their Planning Response, May 2026, state that further work will be undertaken for the Outline Business Case (OBC) for the CRR. However, **if this does not form part of the planning application, then the planning application is deficient and cannot be properly determined.**

Further concerns about the Traffic Modelling approach

Peak Hour Link Flows

- 2.9 Link flow diagrams have been obtained by FoCM as part of the [FOI request](#) for the AM and PM peak hours for the Applicant's preferred option F (i.e. the full CRR east and west of Isherwood Road) and FoCM's preferred option A

- 2.10 These diagrams indicate that CRR makes a relatively small difference in peak hour traffic flows along Manchester Road (through Carrington Village). To the western side of Carrington Village the reduction is only 60 vph in the AM peak and to the eastern side is 86 vehicles per hour (2-way) or 1-2 vehicles per minute) in the AM peak hour.
- 2.11 This result, whilst surprising in terms of the justification for CRR, is to be expected given the large number of employment destination along the route, for example, Manchester Village and Carrington business Park.
- 2.12 At the meeting with Trafford Council and Amey on 20th July 2026, Amey explained that the peak hour data was out of date and was a very crude assessment using spreadsheets. It cannot therefore be relied upon.

Link Daily Flows – Select Link Analysis

- 2.13 Figures 1 and 3 of the FoI which are Select Link Analyses (SLAs) of the daily traffic modelled through Carrington Village (provide origin and destination of traffic) show that the majority of traffic west of the village is not through traffic but traffic with a destination in Urmston (and thus, not through traffic to M60). These are given in below.



GM SATURN 2023 Model – Existing Network
Figure 1 – Overlay of Daily Vehicle Origin to Destination Movements on A6144 through Carrington Village [SATURN model assignments and analysis undertaken by Amey, using earlier TIGM model]



GM SATURN 2030 Model – Carrington Relief Road Network
Figure 3 – Overlay of Daily Vehicle Origin to Destination Movements on A6144 through Carrington Village [SATURN model assignments and analysis undertaken by Amey, using earlier TIGM model]

- 2.14 This is a surprising result in that Urmston is not a significant daily attractor of trips from the south west of Carrington and thus, implies the invalidity of the traffic model.

Link Daily Flows – Traffic Volumes

- 2.15 Reference to Figure 6-1 of the TAR (the difference in 2030 AADT flows between CRR and non CRR modelled scenarios highlights the following key issue with the traffic model;

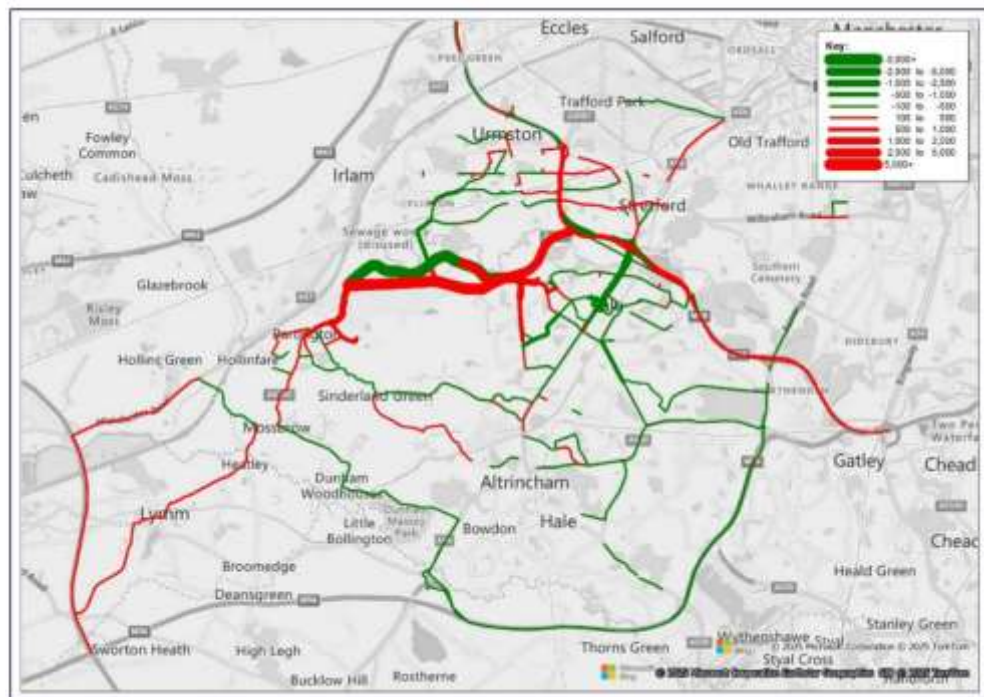


Figure 6-1 - Difference in 2030 AADT flows between CRR and non CRR modelled scenarios.

- 2.16 Increased traffic flows of 2,500 vpd – 5,000 vpd are predicted on the existing Carrington Link increasing to flows of above 5,000 vpd on the CRR **and** increases of 2,500 vpd on the majority of Carrington Lane. Thus, in total up to 10,000 vpd are added along the CRR and Carrington Lane. **These flows seem inconsistent with the large decreases in daily flows through Carrington Village and causes concern for the accuracy of the model.**
- 2.17 **We thus conclude that the modelling data is unsound on the basis that, if there is only a marginal journey time saving in the peak periods and presumably less saving in the off peak periods, it is illogical that there would be an overall reduction in traffic flows over 5,000 vpd due to CRR.**

Link Daily Flows – Journey Time Analysis

- 2.18 Reference to Figure 6-1 of the TA (the difference in 2030 AADT flows between CRR and non CRR modelled scenarios, above, shows that the model predicts a significant reduction in traffic through Carrington Village (estimated by the model as 5,000 vpd). Given that the peak hour link flow diagrams referred to above show only a small reduction in traffic flows, the majority of this 5,000 vpd must arise from the off-peak period.
- 2.19 Reference to Table 7 *Essential Route Option Criteria Summary* under *Improving journey times and journey time reliability to create a network suitable for improved public transport services* (p53) states that:

'Option F has the potential to provide for better journey time reliability although careful consideration will need to be given to the detailed design of all junctions en-route to ensure sufficient capacity is available.'

2.20 This section of Table 7 also states that

'Considering the route from Common Lane to Carrington Spur, the network and route capacity models show that Option F provides less overall delay and a more significant improvement in journey times, particularly in the PM peak with a journey time of up to 1 minute lower than the on-line proposal'.

2.21 From these statements it is clear that the benefit of CRR compared to the existing situation is on a 'knife edge' when it comes to assessing journey time and journey time reliability. It is reported that the difference is less than a minute in one of the peak periods. The following points arise from this:

- No information is given in the options summary about what is the exact figure for the peak journey saving (the use of the phrase 'up to'),
- The text refers to the PM peak only. By the implication, the AM peak exhibits less journey time saving than the PM peak. It would appear to be negligible,
- It is stated that 'careful consideration' will need to be given to junction designs. This implies that to date, insufficient consideration has been given to this and yet the justification for the travel time savings, and hence traffic flow reductions on existing junctions and justification for the selection of Option F (on traffic grounds) rests on these travel time savings.
- No journey time data is provided for the off peak period and yet it would appear that this is the source of the journey time saving to give the 5,000 vpd reported in the TAR .

2.22 At the meeting, a request was made to obtain the data which underpins the journey time statements in the TA particularly, relating to the off peak period. **To date no further information has been received.**

2.23 It is clear, therefore, that the traffic modelling supporting the planning application **gives very marginal improvements in journey times which goes to the heart of the justification for CRR and the basis of the planning application.**

2.24 At the meeting, Trafford Council and Amey **stated that traffic modelling and journey time changes were not key issues in the Options appraisal. We find this very surprising.**

Other matters discussed at the meeting held on 20th July 2026 relating to traffic modelling

2.25 For completeness, we give a summary of the main points raised at this meeting as follows:

- ▶ Select Link Analysis Figure 1 is strange because traffic disappears after going to/from Urmston,
- ▶ Data from the Options Appraisal not reviewed or updated for the planning application - **so no alternative option appraised within the planning application,**
- ▶ Amey suggested that induced traffic only occurs if people experience a significant change in the generalised cost of their journeys - they distinguish between induced (not in the model) and reassigned traffic (included in the model),
- ▶ Trafford Council / Amey do not have a modelling approach available to predict modal change from car to public transport,
- ▶ There is no model available to assess variable demand to assess induced traffic
- ▶ CRR Budget includes:
- ▶ Only limited bus service / infrastructure costs are included in the CRR budget, and

- ▶ The Business Case is not yet available to support the CRR grant (£90m).

Overall conclusions

2.26 Our review of the TA and the outcome of the meeting lead us to have the following concerns:

- ▶ The lack of reliable peak hour traffic data is very concerning given its importance in forecasting daily traffic flows (AADT),
- ▶ No evidence is presented in the TA to consider the effect of PfE developments as it is scoped out,
- ▶ The traffic model distribution of trips e.g. the quantity of trips to Urmston,
- ▶ The provision of CRR is predicted to lead to marginal changes in journey times,
- ▶ Trafford Council and Amey state that traffic modelling and traffic flow / journey time changes were therefore not key issues in the Options Appraisal,
- ▶ No model is available to assess the likely modal change from car to public transport, and
- ▶ Only limited bus service / infrastructure costs are included in the CRR budget.

2.27 The key change relates to the additional explanation of how CRR fits within the wider New Carrington allocation and transport masterplan, together with the addition of a formal response to TfGM comments.

2.28 The allocated area of New Carrington is shown in Figure 2-2 under JP Allocation 30. A new Figure 2-3 provides a bandwidth plot of estimated AADT flows in 2045.

Review of the updated TAR, August 2026

2.29 The TAR explains that the flows are derived from the provisional trip masterplanning work at the time (early 2024) and that the flows are derived from provisional trip generation, distribution and modal share, and internalisation principles, which were agreed with TfGM in the New Carrington Outline Transport Strategy (2023), with adjustments to include HGV forecasts from MDS Transmodal. The resulting vehicle trips are assigned in the GM SATURN model, giving the indicative flows show in in Figure 2-3. The TAR does however, state that **they are not used as the basis for the CRR planning application.**

2.30 It is not possible with current information to relate the 24hr AADT flows given in the update to the 24hr AADT flows obtained from FOCM's Freedom of Information (FoI) request which supplied the change in 24hr AADT flows with and without CRR. **It is suggested that an additional FoI request is made to obtain this additional data.**

3.0 The Selection of the Preferred Option

Critique of Options A and F

- 3.1 Section 4, Conclusion, of the Preferred Option Report, December 2025, sets out the scheme objectives as follows:
- Providing sufficient capacity within the transport network deliver growth in housing and employment,
 - Improving journey times and journey time reliability to create a network suitable for improved public transport services,
 - Providing an alternative route for traffic using the A6144,
 - Creating the ability to introduce reduced speed and safety measures and to encourage active travel through Carrington Village,
 - Providing improved infrastructure and environmental enhancements which encourage active travel to and within the development area including walking, cycling and horse riding, and
 - Land availability.
- 3.2 Table 7 of the Preferred Option Report provides a summary of the essential route options objectives. This table is summarised below giving our response and our conclusion as to the preferred option for those criteria.

Objective	Summary	Response	Preferred Option
Providing sufficient capacity within the transport network deliver growth in housing and employment.	Option A provides no alternative route for traffic and less resilience than option F.	The modelled traffic flows do not require any alternative route to be provided east of Isherwood Road.	Both Options A & F
	Option F provides better junction operating conditions than Option A and hence more network resilience.	This is not apparent in the journey time saving between the options (see below).	Both Options A & F
Improving journey times and journey time reliability to create a network suitable for improved public transport services	Option F provides overall less delay than Option A.	The lower delay is very marginal as explained in paras 2.17 – 2.21 above.	Both Options A & F
	Option F has the potential to provide better journey time reliability.	This is not demonstrated by the TA.	Both Options A & F
Providing an alternative route for traffic using the A6144	Both Options provide relief to the A6144 Manchester Road. Option F provides relief to the whole route.	Agreed that both options provide relief. As noted in paras 2.9 – 2.11 above, there is relatively little difference in peak hour flows west of Common Lane and thus limited benefit to the whole route.	Both Options A & F
Creating the ability to introduce reduced speed and safety measures and to encourage active travel through Carrington Village.	Both options A and F provide relief to the A6144 Manchester Road allowing for speed reduction and safety measures to encourage active travel through Carrington Village.	Agreed, however, speed reduction and safety measures through Carrington Village are not included in the scope of this planning application.	Both Options A & F

Providing improved infrastructure and environmental enhancements which encourage active travel to and within the development area including walking, cycling and horse riding	Option F would be the most beneficial route in terms of active travel providing existing routes are not cut.	The TA does not demonstrate that existing routes will not be cut. In addition, walking, cycling or horse riding adjacent to thousands of vehicles will be unpleasant, unsafe and unhealthy. The provision of upgraded and completely separate active travel routes via the Option A solution would remove these concerns.	Option A
	Option F has the benefit of removing traffic for a greater distance.	Agreed but does not imply that less effective active travel measures can be provided with Option A.	Option A.
	Option F also provides greater opportunity for landscape improvements.	Disagree. There are no greater opportunities than with Option A and the landscape (environmental) impact of the eastern section of CRR with Option F far outweighs any local landscape benefits.	Option A
Land availability	Option F more detrimental to Green Belt.	Agreed and, given the government's introduction of Grey Belt designation, Option F will result in more requests for speculative development in what is currently Green Belt resulting in more environmental and ecological harm.	Option A

	Option A requires residential land take unless active travel measures are compromised.	Option A does not require residential land take. Existing active travel routes can be upgraded, including one public right of way (Carrington 1) which runs in parallel to the existing A6144 and which is a well-used route.	Option A.
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- 3.3 The above tabulation demonstrates that Option A scores at least as well as Option F on all the above assessed criteria without the very detrimental impact on the landscape, the environment and ecology.
- 3.4 Table 8 of the Preferred Options Report gives other criteria which have been assessed. As with Table 7, we have summarised that table and give our response and conclusion as to the preferred option for each criteria.

Appraisal Criteria	Summary	Response	Preferred Option
Carbon Budget	10% difference modelled between Option A & F	Noted as marginal in the text	Marginally F
Construction Phase Impact	Option F has greater construction impact; however, Option A is likely to lead to greater disturbance to residents, businesses and the general public.	No evidence is presented to show how these impacts are weighed against each other to form a preferred option.	Both Options A & F
Cost	Option A less cost.	Significant factor.	Option A

Engagement Feedback	Initial feedback is considered elsewhere in the appraisal. Further engagement to be undertaken before planning application.	Feedback to date has overwhelmingly been in favour of Option A.	Option A
Environmental (Ecology, noise and air)	Not fully understood at this stage but desk stop study finds Option F marginally preferable.	Ecology is considered a large negative impact of Option F – see FoCM submission to planning application.	Option A
Flood Risk and Drainage	Option F requires a large volume of water to be attenuated which gives a biodiversity and landscape advantage.	Option A does not require significant environmentally impacting attenuation (mitigation) solutions.	Option A
Futureproofing	Option F can be upgraded to dual carriageway standard east of Isherwood Road, if required in the future.	There is no justification given in the planning application that this is required or can be provided in the future.	N/A
Geotechnical	Not a significant issue with either Option.	Subject to further investigation.	No clear preference
Heritage	Option F is preferable in terms of Ackers Farmhouse – other impacts not known.	See FoCM submission	Option A
Landscape	Option F is preferable as there is more potential for mitigation	Option F largely requires mitigation because of its significant impact on the environment.	Option A

Safety	Option F gives greater opportunity to improve road safety	Amey's CRR Topic presentation stated that the safety record on the existing route is much less than expected (5 PIA's p.a. compared to typically, 25 PIA's nationally for the same type of road. New junctions along CRR could create new safety problems	Option A – it is a safe road.
Utilities/stats	Further investigation required	Impact of both options not considered sufficiently at this stage to form a judgement between the options	No clear preference

The above analysis, again shows that with regard to the options assessment presented in the planning application there is a clear case for selecting Option A.

4.0 Conclusions

4.1 We have been appointed by the Friends of Carrington Moss (FOCM) to review the information provided in the planning application for the Carrington Relief Road (CRR) and elsewhere, to advise FOCM and make a representation to the planning application.

4.2 Our conclusions are as follows:

The Transport Assessment is Inadequate

4.3 The TA relies on a relatively simple traffic reassignment exercise using the Greater Manchester SATURN model and **does not properly assess CRR within the wider Places for Everyone (PfE) growth strategy that it is intended to support**. The TA Scope acknowledges that a standalone CRR assessment may be misleading, yet the planning application only presents the CRR-only scenario. We therefore conclude that **insufficient evidence has been provided to determine the application properly**.

Limited Traffic Benefits through Carrington Village

4.4 Analysis of traffic flow information obtained through Freedom of Information requests suggests that CRR would provide only small reductions in peak-hour traffic through Carrington Village - equating to approximately 1–2 vehicles per minute in some locations. This calls into question whether the road delivers the level of relief (or benefit) claimed by the Applicant.

Concerns About Reliability of the Traffic Model

4.5 The report identifies important inconsistencies in the modelling outputs:

- Select Link Analysis indicates that much of the traffic in Carrington Village is destined for Urmston rather than travelling through to the wider network, **which is considered implausible**,
- Daily traffic flow changes predicted by the model appear inconsistent with the relatively small peak-hour traffic reductions, and
- The model **predicts reductions of more than 5,000 vehicles per day through Carrington Village, despite very modest journey time savings**.

4.6 We thus **conclude that the modelling evidence is unsound and that the resulting traffic and environmental benefits have not been robustly demonstrated**.

The Stated Benefits of the CRR are Marginal

4.7 The preferred option appraisal document supporting the application states that Option F (the full relief road) could improve journey times and reliability, but only by up to one minute during the PM peak. It is concerning that this key reason for the CRR is based on this theoretical journey time saving since:

- Exact journey time savings have not been disclosed,
- AM peak benefits appear negligible.
- Off-peak journey time evidence is absent, and
- Junction designs, which are critical to the claimed benefits, remain unresolved.

Selection of Preferred Option

4.8 We have reviewed the selection of the preferred option against the scheme objectives and have demonstrated that Option A (FOCM's preferred option) performs much better than Option F against the stated objectives of:

- Network capacity and resilience.
- Journey times and reliability.
- Relief to Manchester Road.
- Active travel opportunities.

4.9 Option A also has a much lower environmental and ecological impact

4.10 Our assessment of the preferred option concludes that **Option F would:**

- Cause greater harm to the Green Belt
- Would significantly increase the risk of Grey Belt applications for development
- Have a much more significant landscape, environmental and ecological impact, and
- **Does not demonstrate materially better active travel outcomes.**

Overall Conclusion

4.11 The planning application for the CRR **fails to provide sufficient and reliable transport evidence to justify the full CRR (Option F).** The modelling shows only marginal transport benefits, contains inconsistencies, and **does not adequately demonstrate why the more environmentally damaging Option F should be preferred over Option A.**

4.12 A detailed analysis of the Route Option Criteria has been made, and this clearly demonstrates that Option A should be the preferred option.

Consequently, an objection should be made to the application in its current form.