Gmail **Friends of Carrington Moss <friendsofcarringtonmoss@gmail.com>**

CRR Alternative Community Option

1 message

Friends Of Carrington Moss <friendsofcarringtonmoss@gmail.com> 16 August 2026 at 16:13
To: "Fisher, Adrian" <adrian.fisher@trafford.gov.uk>
Bcc: Marj Powner <marj.powner@gmail.com>, Friends of Carrington Moss <friendsofcarringtonmoss@gmail.com>

Dear Adrian

I am writing on behalf of the communities surrounding Carrington Moss who would like the community alternative to the Carrington Relief Road to be considered in a fair and balanced way, with the needs of local residents and the environment at the heart of the decisions that are subsequently made.

You are aware that the Friends of Carrington Moss (FOCM), along with Parish Councils and other community groups, have repeatedly proposed an alternative community solution to the current route of the road. An alternative which is more sustainable, more beneficial to local residents and one which will actually promote modal shift. This alternative achieves the Option Appraisal criteria and is also less expensive and less environmentally/ecologically harmful than Trafford's preferred CRR route, which will cause (according to the planning application) 'County-scale' decline in red listed bird species and will 'draw' traffic from the M60, the M6, the M56 and the A56 onto wholly unsuitable minor roads.

I am sure that you are also aware that 77% of the 751 respondents to the first CRR consultation in 2025 said they were not in favour of the road and that the planning application has already received almost 800 objections (98.3% of representations).

New Carrington is the largest development in PfE, but there is no confirmed funding to improve public transport for the very deprived (decile 1) communities on either side of the peat moss. Despite over 40% of Partington and Sale West households not having access to a car (according to ONS data), it seems the masterplan will be focused around 4 major new roads, rather than sustainable passenger and freight transport hubs, locking communities into car dependency for the foreseeable future.

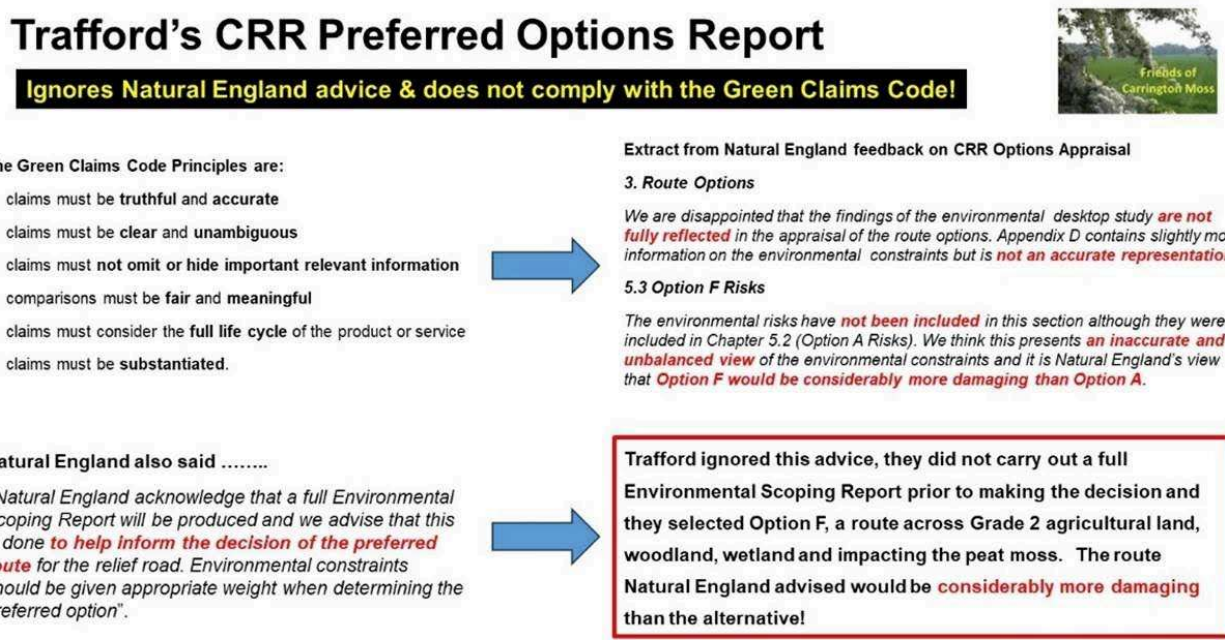
At a recent meeting, the CRR project team stated that the community alternative was dismissed as a potential solution because it was considered the costs of meeting TfGM standards for PROWs and permitted routes would be prohibitive. The project team asserted that these standards include 2 way active travel routes, each with separated cycling and walking facilities. We had a subsequent meeting with TfGM, which confirmed that this is a 'misunderstanding' of their requirements. For PROWs and/or permitted routes, TfGM would require accessible, 3m wide, shared use paths, which would clearly not result in the expense anticipated, so it was inappropriate to reject our solution on cost grounds.

Among other points, that meeting with the CRR project team also revealed that the traffic modelling in the Option Appraisal was unreliable, that information in the appraisal document was based on out of date data, and that it was a very crude assessment which required a number of assumptions and manual interventions to be made. We were informed that, in summary, the traffic numbers in the Option Appraisal are an historic piece of work that is no longer relevant to the planning application and that the data included in the Option Appraisal was not reviewed or updated for the planning application.

This means that no alternative option has been genuinely appraised as part of the planning application process.

The decision about the Preferred Option resulted in the most environmentally and ecologically destructive, and least sustainable, option being chosen despite the alternative suggested by local communities and the concerns of Natural England at the time. Those concerns were disregarded and were not included in the report to the Executive. Naturally we are extremely concerned that the outcome of the Options Appraisal was, therefore, flawed, and that the process was neither fair nor transparent due to the lack of consideration of that feedback.

Given the comments received from Natural England in response to the Option Appraisal process (summarised in the graphic below), and the extremely harmful environmental and ecological consequences of the current choice of route, we believe it is essential that the mitigation hierarchy is followed and that the alternative route is fully assessed.



It is clear from the information recently provided and the confirmation in the 'Induced Traffic Technical Note' that Trafford's preferred route will be at capacity by 2040 (less than 14 years away), that investment in sustainable passenger and freight transport is urgent and must be prioritised. This can only be done by minimising spend on increased road space.

We understand that the only funded transport intervention for the New Carrington area is the CRR, which is contrary to the objectives of PfE and the vision set out in the Greater Manchester Transport Strategy. In addition, the planning application indicates that, in drawing traffic from the motorways, the CRR will increase air, noise, light, vibration, dust and water pollution (to say nothing of carbon emissions), resulting in increased prevalence of chronic long term health conditions such as asthma, COPD, and cardiovascular disease, which are already a factor for Partington residents, with the Health Inequalities Report (2022) showing significantly higher incidence than the averages for England or Greater Manchester.

Existing communities are keen to have meaningful input into the development of New Carrington, and, whilst we note the Council's concession, in their recent legal action, about "*the importance of consultation*"[1], we recognise that challenge would equally apply to the New Carrington Transport Strategy, for which there was no consultation.

With all the above in mind, we'd like to formally request that the community alternative is reconsidered to ensure procedural fairness, that sustainable transport is prioritised and that a valid alternative is considered within the planning application process, rather than any approval merely being a 'tick in the box'.

Our aim is to ensure that communities can influence the plans for our area (in accordance with government expectations that "*decisions about what to build and where should be shaped by local communities and reflect the views of local residents*"), and, of course, to leave a positive legacy for future generations.

I look forward to your response.

Thanks

Marj

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[1] https://www.bailii.org/ew/cases/EWHC/Admin/2026/261.pdf (paragraph 65)

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Kind regards
Marj Powner
Chair, Friends of Carrington Moss (https://friendsofcarringtonmoss.com/)
Vice Chair, Save Greater Manchester Green Belts Group (https://www.savegmgreenbelt.org.uk/)
Vice Chair, Community Planning Alliance (https://www.communityplanningalliance.org/)