

Friends of Carrington Moss

Petition – No Roads Across Carrington Moss



The Friends of Carrington Moss is a formally constituted community group which has been created to act as a voice for local residents and users on all matters relating to, and/or impacting Carrington Moss. Our aim is to preserve this wonderful green space for future generations of walkers, cyclists, horse-riders, nature-spotters and bird-watchers.

We understand that there is a plan (as set out in the latest iteration of the Greater Manchester Spatial Framework -GMSF), to build a number of roads across Carrington Moss, including the Carrington Relief Road. We do not believe increasing the road network in the area will add any value to existing residents, will significantly impact their health and well-being, and will, undoubtedly, lead some people to seek compensation for causing or exacerbating health problems. Introducing new roads across Carrington Moss will also decimate the habitat which is the breeding and feeding grounds for a large number of red listed (globally threatened) birds and endangered wildlife species and, in addition, will take away the agricultural land, which we may need in the future to grow food to feed our population.

We set out our detailed reasons in the paragraphs below but would summarise our request to Trafford Councillors as follows:

We, the undersigned, respectfully request that Trafford Council DO NOT agree to build any new roads across or through Carrington Moss. As an alternative, we would like to see significant improvements to our public transport network and to walking, cycling and horse-riding routes in the area.

Recent publicity, including from Trafford, suggests that Air Pollution is now recognised as a “killer”. In Greater Manchester alone, exposure to small particulates, at current levels, is estimated to contribute to around **1,200** deaths per annum. In addition to the direct human impacts, air pollution also harms the natural environment, adversely impacting biodiversity, crop yields, the quality of water bodies and the health of wildlife and birds.

Building new roads would not be aligned with Trafford’s own policy on climate change. In November 2018 all parties in Trafford Council agreed a Climate Emergency motion, which stated that the impacts of climate change are so severe that Governments at all levels must work together and make this their top priority. In the same decision, the Council also committed to seek advice from experts to develop a carbon budget and set a challenging target date for carbon neutrality in Trafford.

This commitment to meeting climate change responsibilities means that Trafford Council must:

- put climate change, air quality and the natural environment at the forefront of decision-making
- identify alternative approaches, which reduce emissions, wherever possible
- do what it can to protect all our greenspaces, in particular greenbelt land, such as that at Carrington Moss
- protect natural carbon sinks like the wetlands at Carrington Moss and Sites of Biological Importance
- ask for massively increased support for public and active transport

In addition, building new roads would not be in-line with regional policies and strategies. Improving air quality is a key priority for Greater Manchester. The city-region is one of 37 areas across the UK where mean nitrogen dioxide (NO₂) concentrations exceed statutory limits. Road transport is responsible for **80%** of NO₂ pollution at the roadside, where it is most damaging to health

In relation to the Greater Manchester Clean Air Plan (<https://cleanairgm.com/>), Eleanor Roaf (Lead Director for Public Health) states “Dirty air is a major cause of ill health and early death in our communities. In towns and cities, road vehicles are the main source of air pollution. This can contribute to a wide range of illnesses and conditions, including lung and heart diseases, some cancers, strokes and asthma too. And we are still learning more about how air pollution affects our health. Recent studies have made links to dementia and reduced cognitive function (mental processes such as reasoning, memory and language)”.

There are national targets too and Public Health England published (11th March 2019) their [air quality interventions evidence review](#), which outlines a set of recommendations on how the government can improve air quality, including banning cars outside schools, investing more in clean public transport and foot and cycle paths as well as introducing road pricing. Dr Andy Cope, Director of Insight, Research & Monitoring at Sustrans, who has contributed to the Review, said: “This review is a significant step forward in providing clear guidance to tackle all forms of air pollution, including road transport emissions. We need radical

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changes in the way we travel. There is a growing body of evidence that shows investing in and encouraging walking and cycling can make a major contribution to reducing roadside air pollution. The challenge now is to connect the evidence to legislative changes, and to practical measures. This review is an explicit call to action for governments at all levels to join up transport, health and air quality policies so that we can effectively reduce emissions from motor vehicles across the UK while releasing health benefits from increasing walking and cycling.”

New Roads Create New Traffic – as soon as any new roads are built, they will be filled with traffic, and, particularly here on Carrington Moss. There will be a huge inflow of traffic from outside the borough, using these routes as a shorter or quicker way to get from various places in Cheshire to Manchester.

The Campaign for Better Transport (<https://bettertransport.org.uk/roads-nowhere/induced-traffic>) says “When a new road is built, new traffic will divert onto it. This well-known and long-established effect is known as ‘induced traffic’. Induced traffic means that the predicted congestion benefits of a new road are often quickly eroded. Traffic levels on bypassed roads can also rise faster than expected due to induced traffic, all of which means the hoped-for benefits of a new road can evaporate very quickly. The phenomenon of induced traffic has been observed by transport professionals repeatedly since 1925! And recent authoritative reviews have confirmed that induced traffic is still beating forecasts on new roads across the country”.

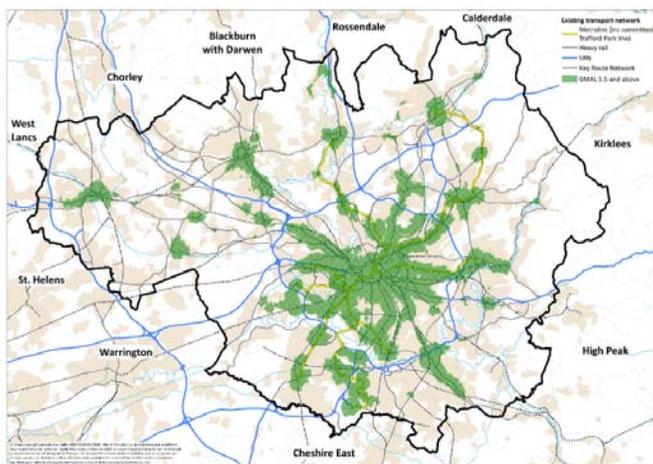
The Greater Manchester Strategy (<https://www.greatermanchester-ca.gov.uk/ourpeopleourplace>) states “We want to create an outstanding natural environment, fit for future generations – places which our people can enjoy”. With this goal in mind, our politicians should recognise that **Carrington Moss** is part of our heritage and should be protected, restored and enhanced. It has been capturing carbon since the ice-age, so if built on, will release all that carbon back into the atmosphere. Definitely not what we want!

As set out in the GMSF, the priority ecosystem services provided by lowland wetland habitats, such as Carrington Moss, include carbon storage and sequestration (the most important), flood mitigation, public recreation and sustainable travel and habitat and wildlife conservation. So Carrington Moss is an important natural asset.

Why do we need this petition?

Our politicians need persuading to put more effort into improving our public transport services, rather than creating yet more roads. Whilst the Carrington Relief Road is a **commitment** in the GMSF, public transport improvements are very limited (unlike other areas - no trams, no park and rides) and are subject to business cases and funding.

Good Public Transport Accessibility – is a myth for Partington, Carrington and Sale West.



The **Good Public Transport Accessibility, GMAL 2018** map shows the gap clearly on the map.

Every major route around the world is busy during rush hour. That is no different for the existing routes through Carrington, Partington and Sale West.

One of the key reasons for this is that you **HAVE** to have a car to get around because the public transport in the area is so poor.

What we need in this area is public transport improvements – **NOT** new roads.

Help us to change that by signing our petition today!

