

# Petition – No Roads Across Carrington Moss



The Greater Manchester Spatial Framework (GMSF), now known as Places for Everyone (P4E) sets out a plan to build a number of new major roads across Carrington Moss, including the Carrington Relief Road. The P4E document itself describes lowland raised bog as one of Western Europe's rarest and most threatened habitats, which supports a unique range of wildlife.

Elsewhere in GM, several restoration projects are underway, which will not only have major nature conservation benefits, but could also make a considerable contribution to carbon targets, reducing a significant source of emissions and locking in additional carbon. In addition to those carbon storage and sequestration capabilities, the priority ecosystem services provided by lowland wetland habitats, such as Carrington Moss, include flood mitigation, public recreation, sustainable travel and habitat and wildlife conservation. So, Carrington Moss is an important natural asset, right here, on our doorstep! And, at a conservative estimate of 325 hectares, it is the second largest peat moss in GM!

The plans to construct four major roads, including the Carrington Relief Road, across Carrington Moss, will not only deprive us, our children, and all future generations of access to this rare and important habitat, together with the benefits mentioned in the paragraph above, it will also cause significant increases in air, noise and light pollution, impacting the health and wellbeing of existing and future residents.

Trafford's focus should be on moving people away from car journeys, using public transport and active travel options. For the HGVs, given Carrington is so close to the Manchester Ship Canal, that resource should be used rather than continuing to approve developments which mean even more pollution on our road networks. Building a bridge across the Manchester Ship Canal would be a more appropriate option because the HGVs could then access Irlam Wharf, bringing yet more jobs to the Region, from there many goods could be shipped by water or rail. For residents there would also be significant benefits, giving access to Irlam residents to jobs in Carrington and to Carrington/Partington residents access to retail outlets and schools in Irlam.

## **So why are Trafford Council planning to build new major roads across a peat moss?**

Constructing new roads is not aligned with the **Climate Emergency** motion agreed, in November 2018, by all parties in Trafford Council. The motion 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 December 2020, Trafford also published a Carbon Neutral Action Plan proposing initiatives to help achieve carbon neutrality by 2038. This document does not even mention that Trafford has two peat mosses, nor does it recognise the potential carbon capture benefits that could be achieved by restoring them, despite Trafford's recognition in the P4E documents that there is over 3m of peat deposits at Carrington Moss, a level that is highly conducive to restoration activities.

[England's Peat Action Plan \(published May 2021\)](#) confirms the Government's vision to reverse the decline in our peatland habitats. The Action Plan sets out the aim to "**prevent further loss of peatland habitats and to restore more peatland landscapes to their natural state**". Policy JP-G 4 (Lowland Wetlands and Mosslands), in the P4E document, states that "*The distinctive flat, open landscape and network of habitats of ecologically valuable lowland wetlands and mosslands **will be protected, enhanced and restored**, with a strong emphasis on reconnecting local communities to the natural and historic environments*".

Despite these national and regional aims, Trafford are planning to concrete over large parts of Carrington Moss with road infrastructure.

Building new roads across Carrington Moss, will decimate the breeding and feeding grounds for large numbers of red listed (globally threatened) birds and endangered wildlife species, and will significantly reduce the best and most versatile (grade 2) agricultural land, which we may need in the future to grow locally sourced food.

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**Air pollution is now recognised as a “killer”.** 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)”*. You may also be aware that researchers have linked more severe Covid symptoms with areas experiencing high levels of air pollution.

In addition to the direct human impacts, air, noise and light pollution also harms the natural environment, adversely impacting biodiversity, crop yields, the quality of water bodies and the health of birds and wildlife. Carrington Moss is currently a very safe place for the community to play sports, walk, cycle and horse ride. If roads are built across the Moss, users will be at risk from the health impacts set out above, to say nothing of noise pollution and the risks to people and wildlife when crossing busy roads that fracture existing routes. These new roads would also potentially bring significant flooding, as land which currently soaks up considerable volumes of surface water will be concreted over.

**New Roads Create New Traffic.** As soon as any new roads are built, they fill with traffic. The Campaign for Better Transport [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.”.

Our politicians need persuading to put more effort into improving our public transport services and active travel routes, and identifying ways to move freight more sustainably, rather than creating more roads. Another bus service has recently been withdrawn from the area and, whilst the Carrington Relief Road is a **commitment** in the GMSF, there are **NO** planned improvements to public transport (we have checked via a Freedom of Information Act request). So, unlike other areas in GM, the New Carrington allocation has no commitments to new bus services, no trams, no trains and no park and rides.

We 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. The proposal to build a bridge across the Manchester Ship Canal, as set out in Trafford’s 2012 Core Strategy, should be fully explored. We believe this would be a much more effective solution to alleviate the existing traffic problems in the area, without impacting the health and wellbeing of the local populations of both humans and wildlife.***

**Signed by: Friends of Carrington Moss and endorsed by**

All Saints Catholic Primary School, Sale

Altrincham and Bowden Civic Society

Bury Climate Action

Campaign for the Protection of Rural England

Climate Emergency Manchester

Friends of Barrington Greens

Greater Manchester Birding City Region Project

Greater Manchester Labour for a Green New Deal

Manchester Friends of the Earth

Royal Society for the Protection of Birds

Sale Civic Society

South Manchester Raptors Association

Steady State Manchester

Transport Action Network