



Friends of Carrington Moss <friendsofcarringtonmoss@gmail.com>

TFNs Decarbonisation Strategy Consultation Response

1 message

Friends Of Carrington Moss <friendsofcarringtonmoss@gmail.com>

4 August 2021 at 15:43

To: response@tfndecarbonisationstrategy.com

Bcc: Friends of Carrington Moss <friendsofcarringtonmoss@gmail.com>

Thank you for providing the opportunity to respond to your Decarbonisation Strategy. We welcome the approach and content, in principle, but do have a number of comments about areas we'd like to see strengthened and some that we feel are omitted (if we have missed these, please can you let me know where to find them).

The good stuff:

- First and foremost, it is great that there is a strategy for decarbonisation
- It is good to see the data
- Also good to have a pathway to net-zero
- Prioritisation of public transport and active travel (but needs more)
- Promotion of 15-20 minute neighbourhoods (but needs more)
- Outcome-based indicators - but there are some gaps

Please strengthen the detail of:

- How you will actually deliver the cuts in carbon emissions
- The commitment to rail electrification and additional bus services - more clarity needed on this
- How we will utilise **ALL** our assets - including the canals, ports and the major investment in improved rail (HS2 & HS3?) - there should be a strong and definitive commitment to moving HGV traffic to other means of transporting freight
- Future air pollution - whilst electric vehicles will reduce NO₂, they will still produce a lot of PM_{2.5}s and other PMs
- How emissions from new local road schemes are considered
- The things we will introduce to encourage less car use (eg higher parking charges, road tolls, etc)
- How the bus services will become affordable, reliable and frequent to secure public confidence
- Prioritised space for buses, active travel users, horse riders
- Nature-based solutions - what should be avoided - for example, building roads across a peat moss should be totally outlawed
- Outcome-based indicators needed for: increased public confidence in public transport, reduced air pollution levels, increased number of 15-20 minute neighbourhoods, etc

Where is?

- A sequential test prior to any new road being built - it should be the exception (especially when digital connectivity and public transport availability are improved and reduce traffic on our roads) - we should introduce this requirement now (immediate) because business cases for new roads will not be able to claim a 60+ year payback period if there is an aim to reduce road demand as part of this strategy - we should not be justifying the building of new roads when we are spending so much public money on improving the rail network
- A sequential test as part of any new planning application - 15-20 minute neighbourhoods should be the norm, car-focused development should be the exception
- Your strategy to reduce inequalities and increase public health as a consequence of reducing traffic and the associated pollution
- Confirmation of how this strategy links to Regional, Spatial and Local Plans - for example the GMSF (now Places for Everyone) advocates the development of Port Salford but then puts all the HGV traffic from nearby New Carrington onto a road (yet to be built - across a peat moss)!
- Community engagement and involvement with your working groups, etc.

Thanks again for the opportunity, it is much appreciated.

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://grassrootscampaigns.weebly.com/>)

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