



Objection to:

**Carrington Relief Road
Planning application:
118033/FUL/25**

Introduction

Transport Action Network (TAN) OBJECTS to the Carrington Relief Road planning application (118033/FUL/25).

Increased traffic and treatment of induced traffic

The proposed scheme would significantly increase traffic, with drivers seeking a faster route between the M60 and the M6. This is inconsistent with the Greater Manchester Transport Strategy 2040 which aims to reduce car traffic by 50% by 2040 and move freight on to rail and water-based transport by the same date.

The Greater Manchester Transport Strategy and Delivery Plan¹ includes a 'Right-Mix vision' that 50% of trips are to be made by public transport and walking and cycling across Greater Manchester. The vision also requires "no net increase in motor vehicle traffic, by 2040" and that the non-car mode share to increase from 39% of all trips in 2017 to 50% of trips by 2040. The proposed scheme is completely counter to the Greater Manchester Transport Strategy.

The largest allocation in Planning for Everyone is in New Carrington, and is centred around roads not sustainable transport options. This also runs completely counter to the Transport Strategy. The proposed scheme does not help the many local residents who do not have access to a car.

The Transport Assessment also does not include modelling for induced HGV journeys. This will result in a significant underestimate in the increased traffic caused by the proposed project. The increase in HGV traffic will be significant due to the proposed industrial development surrounding the project. This additional traffic should be modelled and included in the Transport Assessment for an accurate assessment of the scheme's impacts.

Diverting funding away from sustainable transport

The significant cost of the project (at least £132 million) will mean that transport funding is diverted away from more sustainable modes. Already £90 million of devolved transport funding has been allocated to this project, which means more sustainable transport projects will not be funded in the Greater Manchester area. Meanwhile, funding for the Carrington Relief Road is not guaranteed, especially as some developers have refused to pay developer contributions.

¹ [Greater Manchester Transport Plan - Executive Summary](#), Transport for Greater Manchester, January 2021

Failure to consider alternatives

More sustainable alternatives, particularly for freight, have never been considered. This planning application should be withdrawn until the New Carrington Masterplan has been published, and sustainable transport planned for the area instead, including guaranteed increases in bus services, the introduction of school buses and consideration of tram services for this, the largest housing allocation in Greater Manchester's Places for Everyone Plan.

There is no assessment of less environmentally harmful alternative options in the Environmental Statement. The 2021 Option Appraisal did not fully examine alternative solutions, and this planning application does not include an assessment of alternatives. The applicant has not demonstrated that there is no alternative to construction in the Green Belt. The alternative option proposed by local communities does not require such an approach.

Transport Action Network supports the Friends of Carrington Moss proposal to remove the Eastern part of the road, which causes the most environmental and ecological harm.

Other environmental impacts

The proposed scheme would increase traffic, congestion, pollution and collisions due to the amount of traffic encouraged into the area. This will have a huge and unacceptable impact on local residents who will suffer from the air and noise pollution, and the degradation of the countryside.

The proposed scheme would also increase carbon emissions (including construction emissions) and the risk of flooding for local residents, which is completely unacceptable given Trafford Council has declared a climate emergency.

The Carrington Relief Road would also cause significant harm to local biodiversity and ecology, including several sites of biological importance and the habitats of red listed birds such as the skylark, with limited and inappropriate mitigation and compensation proposals.

The proposed scheme would also impact on 40 hectares of productive Grade 2 best and most versatile agricultural land which should be preserved for future food security.

The scheme would also go through retained Green Belt land, which could then be redesignated as 'Grey Belt', resulting in yet more car/HGV dependent development in the area.

The proposal would also sever existing walking, cycling and horse riding routes leading to a decrease in active travel and a degraded local environment. This also runs completely counter to the Greater Manchester Transport Strategy.

Conclusion

The planning application should be refused and/or withdrawn. Trafford Council should instead properly assess sustainable transport solutions for the Carrington area which are consistent with the Greater Manchester Transport Strategy and the Right Mix vision. The £90 million of Greater Manchester transport funding should instead be allocated towards sustainable transport.

17 August 2026

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Transport Action Network

Transport Action Network provides free support to people and groups pressing for more sustainable transport in their area and opposing cuts to bus and rail services, damaging road schemes and large unsustainable developments

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