

TRAFFORD COUNCIL

DELEGATED EXECUTIVE MEMBER DECISION REPORT

Report to: Executive Member for Housing and Regeneration
Date: 18 December 2020
Report for: Decision
Report of: Corporate Director Place

Report Title

Carrington Relief Road Options Consultation

Summary

The Council has completed an appraisal of options for a suitable design for the proposed Carrington Relief Road and has developed a strategy for public engagement and subsequent selection of a preferred option. This report seeks approval of these proposals.

Recommendation(s)

It is recommended that the Executive Member:

- i) Approves the Carrington Relief Road Preliminary Options Appraisal Report and that options A and F are shortlisted for further consideration and consultation as set out in paragraph 2.7.
- ii) approves the public engagement strategy set out in this report
- iii) notes that the results of the public engagement and proposed next steps will be reported to the Executive in summer 2021

Contact person for access to background papers and further information:

Name: Adrian Fisher (Director of Growth and Regulatory Services)
Extension: x4621

Background Papers: None

Appendix One: Carrington Relief Road Preliminary Options Appraisal Report

Implications:

Relationship to Policy Framework/Corporate Priorities	Carrington Relief Road is a stated component of The Local Plan and forms the baseline of new highway infrastructure set out in the GMSF. It will enable the delivery of housing and employment development at Carrington and support implementation of the Council’s Corporate Plan (2019), including the priorities Building Quality, Affordable and Social Housing, Health and Wellbeing, Green and Connected, and Successful and Thriving Places.
Relationship to GM Policy or Strategy Framework	Delivery of the scheme will support the growth ambitions articulated within the emerging Greater Manchester Spatial Framework and the GM Strategy. The scheme will be delivered in the context of the GM 2040 Transport Strategy, GM Congestion Plan, and Made to Move walking and cycling plan to identify improvements tackling traffic congestion, promote sustainable modes of travel and better integrate transport and new developments.
Financial	The cost of the next phase of options development and consultation will cost around £250,000. This will enable a ‘preferred options’ report to be prepared for decision in summer 2021. These development costs can be met via the award of Surplus Evergreen Funding of £350,000 towards the Carrington Relief Road. The funding agreement for this was finalised on 16 December. Further cost will be involved to bring the scheme towards a planning application; these will be considered as part of the preferred options report.
Legal Implications:	The proposed engagement is part of a non-statutory consultation to obtain public feedback to finalise route options. Formal consultation will be necessary as part of any future planning application for the project.
Equality/Diversity Implications	None as a consequence of this report
Sustainability Implications	The delivery of the schemes will be required to meet current policy in relation to sustainability. An evaluation of sustainability criteria will be built into the final route evaluation.
Climate Change Implications	The creation of a strategic highway improvement is necessary to facilitate development – but also to resolve existing transport problems. This includes the current poor connectivity for public transport and Cycling in the area. Whichever option is proposed, it is planned to incorporate significant benefits for both bus and cycle provision. As vehicles move towards electrical power, the carbon emissions provoked by road transport will proportionately reduce – but the planned highway

	measures will in any event need to complement (and not replace) other sustainable transport options.
Resource Implications e.g. Staffing / ICT / Assets	Existing resources have been identified to support the delivery of the schemes and related activity across all the partners.
Risk Management Implications	The delivery of the schemes will be supported by a risk plan setting out the key risks to delivery and proposed mitigation measures.
Health & Wellbeing Implications	None as a consequence of this report.
Health and Safety Implications	None as a consequence of this report.

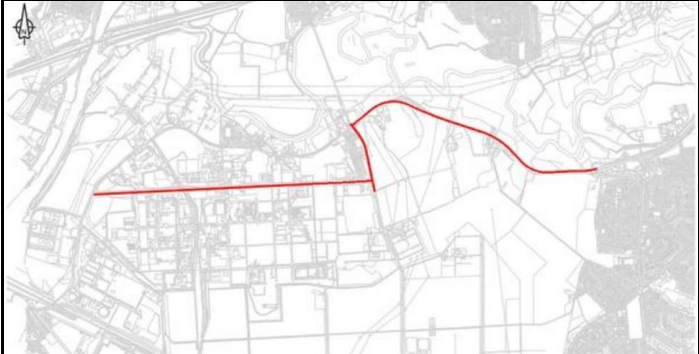
1.0 Background





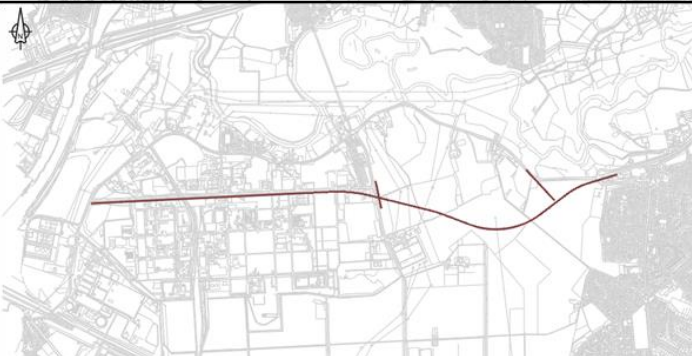
- 1.1 The purpose of this report is to provide an update on the outcome of the Carrington Relief Road options appraisal work, to seek approval to publish the resultant report, and to seek approval for public engagement that will inform selection of a final preferred option.
- 1.2 On 15 July 2019, the Executive approved the inclusion of the Carrington Relief Road and associated rationalisation works onto the Council's Capital Programme. The Executive also noted the grant contribution of £6.0m Growth Deal funding and approved the drawdown of an £8.4m Housing Infrastructure Fund Grant. Since then, progress has been made in collaboration with the funding partners to finalise the legal agreements that will enable the drawdown of these funds.
- 1.3 The outline business case for the £6m via Growth Deal 3 was submitted to Transport for Greater Manchester (TfGM) in May 2019. On 4 December 2019, the GM Investment Board gave conditional approval of the Growth Deal grant, subject to standard grant conditions and the implementation of an action plan to address outstanding matters. This approval has enabled the Council to recover qualifying costs incurred to date in developing the project.
- 1.4 The Council entered into a Grant Determination Agreement with Homes England for the £8.4m HIF allocation on 12th December 2019 to enable drawdown of the grant once associated conditions have been met. The Council will need a reciprocal agreement with HIMOR to enable the delivery of the infrastructure works.
- 1.5 The overall estimated capital cost of the scheme is £34m. Whilst the scheme has received grant allocations of £6.0m and £8.4m from the Growth Deal fund and Housing Infrastructure Fund respectively these go only part of the way towards the total cost. Further contributions from forthcoming developments amount to approximately £2.8m and the Council has now set out a funding strategy for addressing the residual funding gap from other developments. This was reported to the Council's Planning & Development Committee in October.
- 1.6 The Council is now leading on the work to develop and promote the Carrington Relief Road scheme. The primary objective of recent project management activity has been to review the work undertaken to date on the project to ensure that any scheme coming forward would meet with the Council's overall strategic objectives, and support wider aspirations for the Carrington and Partington area. The project team have also undertaken work to enable meaningful engagement with

stakeholders and the public with regards to future design and alignment options that will be subject to public consultation. To facilitate this a preliminary options appraisal study has been commissioned alongside a draft engagement plan for the next phase of the project.

2.0 Preliminary Options Appraisal Report

- 2.1 The Council’s technical consulting partner, Amey, has carried out an options appraisal study which has identified a range of routes and alignments for a prospective relief road.
- 2.2 Alignments under consideration are those which have previously been published during the preparation of funding business cases, together with some freshly drawn up layouts to test these against.
- 2.3 The project team has engaged in regular dialogue with local interest groups, who have been proactive in highlighting their concerns and potential objections to a new relief road. This process has also enabled the project team to better understand issues of concern for local people that a scheme would need to address. In particular, there is some resistance to building new highway infrastructure on green field areas, so one of the options drawn up for appraisal has examined the concept of improving part of the existing network instead.
- 2.4 The report has set out a minimum design criteria on which any new road would need to be constructed, which not only delivers the required network capacity improvement, but provides significant enhancement in the area in terms of public transport, active travel and working towards modal shift.
- 2.5 The report rejects several options and sets out the reasons why, and it concludes with a shortlist of two options recommended for further study. The next phase of work will be to evaluate both options in more detail, culminating in the final selection and adoption of a preferred option.
- 2.6 Route options assessed in the report are summarised below.

Option	Layout	Description
A		<p>This is an option which uses the full length of the A1 road and explores the opportunity to upgrade the existing A6144 to make the link to Carrington Spur</p>

B		<p>This option is the most southern option with a total length of 4.7km and is predominantly off-line traversing agricultural fields and the Carrington Moss</p>
C		<p>This option is the most northern option, partially located to the north of the current A6144 alignment, with a total length is 3.8km,</p>
D		<p>This option is similar to Option A in providing an online improvement, but deviates from the full A1 route to avoid the Burford Bridge</p>
E		<p>This option also avoids Burford Bridge but maintains an alignment across open fields to achieve the link to the Carrington Spur</p>
F		<p>This option was originally put forward in funding business cases and makes use of the full A1 and direct link across open fields to Carrington Spur</p>

2.7 The report recommends the following options to be taken forward for further appraisal in order to identify a preferred option:

- Option A: This option delivers a full link between The Spur and the A6144 to the east, fully bypassing Carrington Village. Its primary purpose is to explore the option for improving the A6144 to avoid new build on open fields. The report recommends further study as acquisition of land is required and network capacity improvement is more challenging
- Option F: This option provides a new link between The Spur and the A6144, making full use of the A1 road and fully bypasses Carrington Village. Previous modelling has indicated that it provides the required network capacity improvement for the next phase of development. The report notes that there is a project risk at Burford bridge which may lead to a need to revert to Option E. It also has an impact on the open land and green belt.

Other Options appear at this stage to involve longer lengths of road construction (and hence additional cost), complex land ownership or additional bridges and related structures. These weigh against these options being considered further until more detailed assessment has been made of the more feasible routes A and F.

3.0 Public Engagement and Preferred Option Selection

- 3.1 The options appraisal report will be published for a period of public engagement.
- 3.2 A dedicated page on the Council's website will be prepared to include the options report and any associated documentation and information. The website will be used as the primary portal for conveying information about the project and informing the public of news and related developments. In addition consultees registered on the Council's Local Plan consultation database will be notified.
- 3.3 It is proposed that as part of a 4 week consultation stage that live presentations are hosted online to interested parties setting out the rationale for the work undertaken to date and the optioneering work undertaken thus far. As part of the consultation stage there will be the opportunity for the public to register questions and concerns that will be collated for consideration as part of the next phase of engagement.
- 3.4 Once feedback has been collated and categorised, the project team will then host online feedback sessions which tackle individual areas of interest or concern such as traffic congestion, environmental impact, drainage and flooding, and so on. There will then follow a period of analysis and design development work on the shortlisted options, which will seek to address issues raised. Following completion of this work a summary report will be produced setting out the recommended next steps.

4.0 Other Options

- 4.1 The alternative to this proposal would be to do nothing in terms of seeking public input and proceeding to select a preferred option immediately. This would, however, have an adverse impact in terms of potential objection to the proposals, leading to a more difficult and lengthy subsequent planning application.

5.0 Reasons for Recommendation

- 5.1 It is recommended that this proposal be accepted to ensure that an open and fair engagement process with the public is carried out and to give the Council the opportunity of further understanding and addressing issues of concern. Publishing

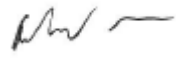
the contents of work carried out to date in the Preliminary Options Appraisal Report will demonstrate the Council's intention to promote the scheme in an open manner.

Key Decision: No

If Key Decision, has 28-day notice been given? N/A

Finance Officer Clearance ...PC.....

Legal Officer ClearanceTR.....

CORPORATE DIRECTOR'S SIGNATURE 

To confirm that the Financial and Legal Implications have been considered and the Executive Member has cleared the report.