

From: [REDACTED]
To: [TRANSPORTINFRASTRUCTURE](#)
Subject: Ref: Network Rail Stalybridge to Diggle TWA Order
Date: 19 December 2025 08:23:54

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I wish to note that I am behind the above works as a whole but object to one of the proposed elements of it, this being the use of Mill Lane and Archer Street for access to the works area. The reasons for my objection to this are as follows:

- Bringing any heavy construction traffic onto Mill Lane, passing Milton Primary, and on to Archer Street contradicts the duty of care owed to pupils and residents.
- Any increase in heavy vehicle movements would coincide and conflict with the busiest times of day for children walking, cycling, and being dropped off.
- Mill lane is a very steep narrow road. Its lower section becomes one way and cannot safely accommodate larger vehicles because of the low bridge. At the top of Mill Lane there are completely blind spots, Cars are meant to stop and give way but have to edge forward at its steepest part to get onto Carrhill Road. It is a very dangerous junction fraught with risks and danger.
- This is already a very restricted and dangerous area for children when they are trying to cross the road. These physical constraints make it impossible for construction traffic to use the road safely without creating significant risks and danger.
- Construction traffic could obstruct or delay emergency vehicles accessing the school or nearby homes.
- No safe passing space. The width of the road means large vehicles would struggle to navigate without mounting pavements or reversing—both unacceptable and very dangerous near a school.
- Existing congestion: Mill Lane is already very heavily congested during school drop-off and pick-up times. It is impossible to safely accommodate additional traffic.
- Impact on children's health: Increased noise and reduced air quality from heavy vehicles would affect classrooms and outdoor areas.
- Disruption to walking routes: Mill Lane forms part of the main safe walking route used by pupils. Construction activity would seriously compromise this.
- Safer alternatives exist: All access should be from the Manchester Road side of the track.

As a resident living just off [REDACTED], who sees what it is already like without the additional pressure of works traffic, I believe this element poses a significant safety risk and should not be allowed, with alternative arrangements for access being made.

Kind Regards

Christopher Moran
[REDACTED]

