

Janet Witkowski
Director of Legal and Democratic Services
(Monitoring Officer)

PO BOX 317
Ashton under Lyne, OL6 0GS

Call Centre 0161-342-8355

www.tameside.gov.uk

Email: claire.richardson@tameside.gov.uk

Doc Ref 02316669
Our Ref LS - 015747
Your Ref
Ask for Claire Richardson
Direct Line 0161 342 x3064
Date 18 December 2025

By Email Only

Secretary of State for Transport:

transportinfrastructure@dft.gov.uk

Dear Sirs

Re: Representation re Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order 20[xx]

We understand that an application has been made by Network Rail to the Secretary of State in accordance with the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006(a) for an Order under sections 1 and 5 of the Transport and Works Act 1992(b) ("the 1992 Act"), known as the Stalybridge to Diggle (Saddleworth) Enhancements) Order 20[xx] "the Order".

This letter contains the representations of Tameside Metropolitan Borough Council ("the Council") in respect of the Order, for consideration by you as part of the determination process.

Firstly, it should be noted that the Council strongly supports the objectives of the Order as part of the TransPennine Route Upgrade (TRU). The scheme represents a significant opportunity to deliver high-frequency, fully electrified, faster rail services across the Pennines, which will drive decarbonisation, economic growth, and regeneration.

The Council recognise the strategic importance of this investment for improving connectivity, supporting freight efficiency, and enabling sustainable travel choices for residents and businesses. The Council welcomes Network Rail's engagement with elected members and its commitment to delivering transformational change for Tameside and Greater Manchester.

Notwithstanding this, there are a number of outstanding concerns:

Safety Concerns on Diverted Footpath (Stockport Road Level Crossing / MOS/69)

While supportive of the proposed diversion in principle, the Council has serious concerns regarding public safety. The interaction between walkers—particularly those accompanied by dogs—and livestock, including cows with calves, presents a clear risk. The Council requires detailed proposals for mitigation measures, including fencing or barriers, signage, and surfacing/drainage

specifications. Furthermore, clarity is needed on land agreements or acquisition to ensure the diversion is legally and practically deliverable.

Order Powers and Article 19 Concerns

The Council objects to the inclusion of deemed consent provisions under Article 19(4), which impose an onerous 28-day timescale for consent. The Council requests that these provisions be removed or amended to reflect a more reasonable timeframe. The Council supports the use of Article 19(8) to secure safety measures such as barriers and signage, and we urge Network Rail to provide commitments on these points.

Traffic Regulation Orders (Schedule 15)

The proposed 24-hour restrictions on waiting, loading, and parking, as well as bus stop suspensions and pedestrian crossing closures, will have significant impacts on residents and businesses. These measures must be time-sensitive, allowing flexibility during evenings and weekends, and alternative safe pedestrian crossing points must be provided at all times. The Council also requests that exemptions for construction vehicles – especially Heavy Goods Vehicles - be limited to off-peak periods to minimise disruption, particularly for those living off Mill Lane, Archer Street and Brookfields.

Temporary Stopping Up of Streets (Schedule 6)

The Council has grave concerns regarding Schedule 6, as no prior consultation was undertaken on these proposals. The lack of clarity on duration, mitigation for residents and businesses is a cause for concern particularly with regards to established resident permit zone such as Old Brow Court; streets with limited on-street parking such as Abney Road; and where road safety concerns regard young people, such as Milton St. John's Primary School. The Council objects to the inclusion of onerous deemed consent provisions under Article 14(6) and (7) is unacceptable. The Council strongly objects to these clauses and request their removal or amendment to align with model clauses.

In summary, whilst the Council supports the overarching aims of the TRU and recognises its potential to deliver transformational benefits, the Council has identified several areas requiring amendment or clarification to protect public safety, ensure legal compliance, and minimise disruption to all residents and businesses within the extents of the proposals.

We respectfully request that these concerns be addressed as part of the determination process.

The Council look forward to continued engagement with Network Rail to resolve these issues.

Yours faithfully

Tameside Metropolitan Borough Council