

**The Network Rail (Stalybridge to Diggle
(Saddleworth) Enhancements) Order**



TRANSPORT AND WORKS ACT 1992

**Transport and Works (Applications and Objections
Procedure) (England and Wales)
Rules 2006**

**THE NETWORK RAIL (STALYBRIDGE TO DIGGLE
(SADDLEWORTH) ENHANCEMENTS) ORDER**

DOCUMENT NR07: CONSULTATION REPORT

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The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

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The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order*Document NR07 – Consultation Report****November 2025*****CONTENTS**

1. INTRODUCTION	1
1.1 Purpose of the Report	1
1.2 Background	1
1.3 The Transpennine Route Upgrade Programme	3
1.4 Stakeholder groups	4
2. APPROACH TO CONSULTATION	7
2.2 Consultation	8
3. CONSULTATION FEEDBACK	18
3.2 Phase 1 – Stakeholder (Landowner) Consultation Feedback	18
3.3 Phase 1 – Stakeholder (Statutory) Consultation Feedback	19
3.4 Phase 1 – Public Consultation Feedback	19
3.5 Phase 2 – Stakeholder (Statutory & Landowner) Consultation – Moorgate Halt level crossing Feedback	20
3.6 Phase 2 – Public Consultation – Moorgate Halt level crossing	21
4. CONCLUSION	23
5. APPENDICES	24

List of Tables

Table 1-1 – Summary of the public and stakeholder (statutory and landowner) consultation .	6
Table 2-1 – Public consultation – Phase 1 events	10
Table 2-2 - Focused Engagement - Phase 3 - Mossley Cottage Owners/ Occupiers	15
Table 2-3 - Public Consultation - Phase 4 - Information Events	16

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

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The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order*Document NR07 – Consultation Report***November 2025****1. INTRODUCTION****1.1 Purpose of the Report**

- 1.1.1 This report is submitted in accordance with Rule 10(2)(d) of the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 (“the Application Rules”). The report summarises the consultation process undertaken by Network Rail during scheme development in preparation for the application for the proposed Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order.

1.2 Background

- 1.2.1 Network Rail Infrastructure Limited (Network Rail) has applied under section 1 of the Transport and Works Act 1992 for a Transport and Works Act Order (“TWA”) known as the Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order (“the Order”). The purpose of the Order is to authorise works to upgrade the section of the existing Transpennine route between Stalybridge and Diggle (Saddleworth). The principal works which will comprise “the Order Scheme” to be authorised by the Order are:

- The reconstruction of Heyrod Hall overbridge (MVL3/7), including works to construct a temporary bridge over the existing railway, upgrade an existing private access road served by this overbridge up to its junction with Printworks Road and associated utilities diversion works;
- The reconstruction of Manchester Road footbridge (MVL3/10A);
- The construction of a new Mossley Station to be located west of Manchester Road comprising new platforms, a station footbridge and lift shafts, station entrance building with ticketing and staffing facilities and associated station parking areas and the provision of access to the new station from Manchester Road;
- The reconstruction of Roughtown Road footbridge (MVL3/18);
- The reconstruction of Wright’s Mill overbridge (MVL3/20);
- The reconstruction of Royal George underbridge (MVL3/25);
- The construction of a new footbridge at Oldham Road (Oldham Road footbridge (MVL3/28/B)) over the existing railway;
- The reconstruction of Oldham Road overbridge (MVL3/28);
- The reconstruction of Ward Lane overbridge (MVL3/36), including works to construct a temporary utilities bridge over the existing railway;

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

- The partial reconstruction of Station Road overbridge (MVL3/39), including the construction of a temporary utilities bridge over the existing railway;
 - The closure of the Stockport Road level crossing and works to provide a diversion route for the existing public right of way (PROW) that crosses the Stockport Road level crossing; and
 - The closure of the Moorgate Halt level crossing and works to enhance the existing PROW network between Oldham Road and Ladcastle Road, which passes under MVL3/29 Wickens Underbridge, to provide an alternative footpath route following the closure of the Moorgate Halt level crossing.
 - Installation of Overhead Line Equipment (OLE) on the railway, including on the Uppermill Viaduct, which will include portals and gantries as well as overhead cables to enable the electrification of the railway;
- 1.2.2 In addition, the Order will authorise the permanent acquisition of land, the subsoil and airspace of land, permanent acquisition of rights in land, including imposition of restrictive covenants, and to temporarily acquire and temporarily use land enable Network Rail to construct, operate and maintain the Scheme.
- 1.2.3 The Order Scheme forms part of the wider Stalybridge to Diggle (Saddleworth) Enhancements Scheme (“the Scheme”). In addition to the delivery of the works which comprise the Order Scheme, Network Rail will also be delivering a series of associated works to the railway between Stalybridge and Diggle (Saddleworth) under permitted development rights which are conferred on Network Rail by the Town and Country Planning (General Permitted Development) (England) Order) 2015 (“the GPDO”). In summary the principal elements of the Scheme, that do not form part of the Order Scheme, by virtue of being permitted by the GPDO include::
- Track upgrade works within Network Rail’s existing operational land, including track alteration works and track lowering works in the Stalybridge and Scout Tunnels;
 - Installation of OLE structures and wiring, signalling equipment and other railway plant and equipment on Network Rail operational railway land;
 - Decommissioning of the existing Mossley station including the demolition of the existing platforms and station footbridge; and
 - Platform extensions and new footbridge works at Greenfield Station, including the demolition of the existing platforms and station footbridge.
- 1.2.4 The Order application forms part of the wider programme of works, known as the Transpennine Route Upgrade (TRU), the objective of which is to upgrade

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order*Document NR07 – Consultation Report***November 2025**

the railway between Manchester, Huddersfield, Leeds and York , thus improving journey times and connections between key towns and cities across the north of England, and the reliability and performance of railway services.

- 1.2.5 TRU is a phased programme of works to upgrade rail infrastructure across the route between Manchester, Huddersfield, Leeds and York. It addresses the existing overcrowding and congestion on the route attributable to the limited capacity and dated infrastructure and supports economic growth, and “levelling up” opportunities across the north of England. The existing route carries a mix of fast express trains, local stopping services and freight trains but has not seen significant investment for many years.
- 1.2.6 The electrification of the line between Stalybridge and Diggle (Saddleworth) and the increase in speed and frequency of services on the line to be delivered as part of the wider TRU programme of works is expected to increase the risk to both level crossing users and passengers. Therefore, the Order Scheme will provide a safer way of access for current level crossing users by closing two existing level crossings. In addition to the need to address risks to both level crossing users and passengers as result of changes to the use of the line arising from delivery of wider TRU programme works, Network Rail is also carrying out a nationwide programme to consider level crossing safety issues and has advanced the closure of many level crossings, together with their replacement by safer alternatives.
- 1.2.7 On 7 February 2024 Network Rail submitted an Environmental Impact Assessment (EIA) screening request to the Secretary of State for Transport (SoS) in relation to Network Rail’s application for the Order. The Secretary of State confirmed in a EIA screening opinion decision letter on 22 March 2024 that an EIA was not required for the purposes of the Order Scheme. However, in support of the application for the Order Network Rail has submitted NR14 Environment Report which details how environmental impacts from the Order Scheme will be mitigated.

1.3 The Transpennine Route Upgrade Programme

- 1.3.1 TRU aims to deliver faster and more frequent rail services with space for more passengers by improving connections between key towns and cities across the north of England.
- 1.3.2 TRU covers:
- 76 miles of track (122 kilometres);
 - 8 tunnels;

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

- 13 viaducts; and
- 25 stations.

1.3.3 TRU is defined into two separate sections:

- East of Leeds – the area from York and Selby to Copley Hill East Junction (to the west of Leeds) and includes all works within Central Leeds; and
- West of Leeds – the area from Manchester Victoria to Copley Hill East Junction (to the west of Leeds).

1.4 Stakeholder groups

1.4.1 Network Rail has engaged with both the public (“public consultation”) and statutory consultees (termed “stakeholder (statutory) consultation” for the purposes of this Report) as required by Rule 10(2)(d) of the Application Rules.

Details of how the public and stakeholder (statutory) consultation phases were organised are set out in **Table 1-1 – Summary of the public and stakeholder (statutory and landowner) consultation** of this Report, entitled Summary of the public and stakeholder (statutory and landowner) consultation .

Statutory stakeholders

1.4.2 Stakeholder (statutory) consultation includes engagement with the organisations listed in column (2) of the table in Schedule 5, and column (2) of the table in Schedule 6 of the Application Rules, where authority is sought for the works or other matters described in column (1) of those tables.

1.4.3 **Appendices 1 and 2** in this Report list the stakeholder (statutory) bodies in the context of any potential impact of the Order Scheme proposals. In accordance with the Application Rules, all relevant consultees under Schedules 5 and 6 were consulted.

1.4.4 Stakeholder (statutory) consultation has taken a two-phase approach. The number of phases was guided by the number of design iterations required for Order Scheme elements, as well as the addition of new Order Scheme elements. The first phase focused on the majority of the Order Scheme elements and the second phase covered the closure of Moorgate Halt Level Crossing which was later added into the Order Scheme.

Those with a potential interest in land

1.4.5 Network Rail has also engaged with owners, lessees, tenants and occupiers of land potentially impacted by the Order Scheme (termed “stakeholder (landowner) consultation” for the purposes of this Report).

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order*Document NR07 – Consultation Report****November 2025***

- 1.4.6 Due to the fact that the Order Scheme's proposals involve the compulsory acquisition of land and rights in land, early and ongoing consultation has taken place with stakeholders (landowners) potentially impacted by the Order Scheme.

Public consultation

- 1.4.7 Public consultation on the current proposals for the Order Scheme has taken a two-phase approach. The first phase focussed on the majority of the Order Scheme elements and the second phase covered the closure of Moorgate Level Crossing which was later added into the Order Scheme.
- 1.4.8 Consultation took place at key stages during the development and design of the proposals and has provided opportunities for interested parties to feedback comments while those proposals were evolving.

Information events

- 1.4.9 Two public information events were held on 9 and 10 July 2025. These events provided an opportunity for members of the public, including those with a potential interest in land, to be informed about the scope and details of the design which is included in the Order. Attendees were able to view the proposed designs and engage with the project team about the proposals.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order*Document NR07 – Consultation Report***November 2025****Table 1-1 – Summary of the public and stakeholder (statutory and landowner) consultation**

Date	Consultation activity
August – October 2024	Phase 1 stakeholder consultation (landowners)
September – October 2024	Phase 1 stakeholder consultation (statutory)
September – October 2024	Phase 1 public consultation
November – December 2024	Phase 2 stakeholder consultation (statutory) – Moorgate Halt level crossing
November – December 2024	Phase 2 public consultation – Moorgate Halt level crossing
18 June 2025	Phase 3 focused engagement – Mossley cottages owners/occupiers
9 & 10 July 2025	Phase 4 Information events
July & August 2025	Phase 5 focused engagement – Manchester Road residents
September & October 2025	Phase 6 focused engagement – Manchester Road residents

1.4.11 This Report explains who was consulted, and on what issues, during each of the phases of consultation.

1.4.12 The Appendices to this Report present detail as follows:

- **Appendices 1 and 2** present tables demonstrating that consultation has taken place with all those bodies named in column (2) of the tables in Schedule 5 and 6 to the Application Rules, where authority is being sought for the works or other matters described in column (1) of those tables.
- **Appendix 3** provides a list of both stakeholder (statutory) and public consultees.
- **Appendix 4** includes copies of the Approach to Community Consultation (“AtCC”) (dated 1st August 2024) and include maps setting out the target area for community consultation.
- **Appendices 5 to 9** provide details about the responses received from consultees during each phase of consultation, Network Rail’s position on the issues raised, and how Network Rail has taken into account that feedback throughout the iterative process of Order Scheme’s development up until the Application.
- **Appendix 10** provides details of the phase 1 public consultation materials.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order*Document NR07 – Consultation Report***November 2025****2. APPROACH TO CONSULTATION**

- 2.1.1 Network Rail is committed to early and thorough consultation with stakeholders (statutory and landowners) and the public. Before drawing up the detailed plans for the Order Scheme, Network Rail wanted to provide consultees with an opportunity to provide feedback on the proposals. This enabled any key areas of concern about the plans to be identified at an early stage, and to inform design development. Where feasible, Network Rail continues to use the feedback from this element of the consultation process to influence the design as it develops.
- 2.1.2 As set out in **Table 1-1 – Summary of the public and stakeholder (statutory and landowner)** consultation above, a phased approach to consultation was implemented, allowing Network Rail to gather feedback on the proposal with statutory, landowners, and public covering various perspectives. Consultation took place between August and December 2024 and the feedback helped inform the detail of the proposals.
- 2.1.3 The first phase of public consultation took place between September to October 2024. Prior to the launch of the public consultation in September 2024, Network Rail outlined its approach to the public consultation to Oldham Council and Tameside Council and asked for their feedback. The Approach to Community Consultation (AtCC) produced for this purpose sets out the scope and dates of the consultation. It also identified how Network Rail proposed to consult with communities affected by the Order Scheme and lineside neighbours. This includes residents living in the vicinity of the land affected by the proposals, as well as commuters, interested stakeholders and any organisations or local groups representing them. A copy of the AtCC is included in **Appendix 4**.
- 2.1.4 Neither Oldham Council nor Tameside Council provided feedback to the AtCC and Network Rail consulted in accordance with the AtCC.
- 2.1.5 Once consultation began in August 2024 it was iterative, meaning engagement continued with stakeholders outside of the formal consultation periods. Network Rail's intention was to work with all parties during the development of the Order Scheme and to address potential objections to the Order Scheme proposals, where possible.
- 2.1.6 To make sure that as many people as possible engaged in the consultation, Network Rail put in place a series of feedback mechanisms, such as setting up a virtual consultation room, providing hard copy feedback forms, providing an email contact address and a 24-hour helpline.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order*Document NR07 – Consultation Report***November 2025**

2.1.7 We received one response after the deadline which was also taken into consideration.

2.1.8 The responses to stakeholder (statutory and landowner) and public consultations have been considered and have helped to shape the detail of the Order Scheme. Network Rail has provided feedback on consultation responses by appropriate means, including provision of further information to stakeholders, at meetings with individual stakeholders and/or meetings of various stakeholder working groups and correspondence. Such feedback will continue during the Order application process.

2.2 Consultation

Stakeholder (landowners) Consultation – Phase 1

2.2.1 Ahead of the Phase 1 stakeholder (landowners) consultation, Network Rail undertook a land identification exercise to identify those with an interest in the land within the footprint of the Order Scheme.

2.2.2 Phase 1 stakeholder (landowners) consultation took place in August 2024 and its purpose was to explain to stakeholders (landowners) the potential impacts the Order Scheme may have on land and property, and some cases, to understand the operation of businesses affected by the design proposals and how these types of matters could be taken into consideration when developing the design. Through the consultation Network Rail worked to minimise impacts on land interested where possible.

2.2.3 As part of the Phase 1 stakeholder (landowners) consultation, three types of letters were sent to landowners, depending on the impact the Order Scheme was having on the land and/or property:

- Letter 1 – in cases where the Order Scheme proposals required permanent acquisition of land: affected stakeholders (landowners) were offered a one-to-one meeting before Phase 1 public consultation began;
- Letter 2 – in cases where the Order Scheme proposals required temporary possession of land; affected stakeholders (landowners) were offered a one-to-one meeting at the Phase 1 public consultation events; and
- Letter 3 – in cases where land may potentially be affected by the Order Scheme proposals, for example, acquisition of rights over land; affected stakeholders (landowners) were advised of the Phase 1 public consultation events and invited to attend.

2.2.4 In circumstances where stakeholder (landowner) availability did not allow for meetings before or during the public consultation events, meetings were offered in the weeks following the public consultation events. Stakeholders (landowners) were also encouraged to partake in the public consultation.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

- 2.2.5 Where stakeholders (landowners) did not respond to the letters or attend the public consultation events, further letters were sent in early October 2024 to offer a one-to-one meeting. Subsequent attempts were made to establish contact with stakeholders (landowners) to inform them of potential impact to their land and/or property.
- 2.2.6 As well as engaging with stakeholder (landowners) via meetings, the following methods of engagement have been used throughout the Order Scheme's progress to keep stakeholders (landowners) informed.
- Site meetings;
 - Letters;
 - Email correspondence; and
 - Telephone conversations.
- 2.2.7 For the key themes from the feedback to Phase 1 stakeholder (landowners) consultation, please refer to section 3.2 of this Report.

Stakeholder (statutory) Consultation – Phase 1

- 2.2.8 Phase 1 stakeholder (statutory) consultation took place in September 2024. Consultees were sent details on how to view the online public consultation information and invited to provide their feedback by Friday 25th October 2024. This feedback could either be provided via a letter, an email, in a meeting or at one of the public consultation events.
- 2.2.9 Those consultees who had not provided feedback in 16 days from being sent the consultation information were contacted and reminded to provide feedback, if they wanted to.
- 2.2.10 Before Phase 1 stakeholder (statutory) consultation started, engagement on the Order Scheme proposals had commenced with other stakeholder (statutory) consultees, which are Tameside and Oldham Councils, Canal & River Trust, Natural England and Historic England on key issues affecting those stakeholders. Consultation and engagement with these organisations have been iterative and will continue to be so during the duration of the Order Scheme. Feedback received from these stakeholders throughout the Order Scheme's development are set out in the table at **Appendix 7**.

Details of the statutory stakeholder bodies consulted are listed in **Appendices 1 and 2**. These issues raised by those stakeholder consultees during Phase 1 consultation and Network Rail's position in respect to those issues are set out in the table at **Appendix 5**.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Public Consultation – Phase 1

- 2.2.11 Phase 1 public consultation took place between 16 September and 25 October 2024.
- 2.2.12 For the public consultation, Network Rail created a virtual consultation online, with all consultation materials hosted in a bespoke virtual consultation room. The virtual consultation room was available 24 hours a day for the duration of the consultation. It was designed to replicate the experience of a public exhibition, delivering the same engagement and transparency as a face-to-face forum or meeting. An image of the virtual consultation room can be found in **Appendix 10**.
- 2.2.13 The materials displayed in the virtual room included:
- 16 digital display boards containing Order Scheme information, benefits, outline designs, consents for work and next steps;
 - visualisations of how the Order Scheme could look;
 - a ‘Book of Plans’ for the Order Scheme;
 - a ‘Have Your Say’ questionnaire to submit feedback; and
 - a facility to email a question or comment.
- 2.2.14 As part of the public consultation, three in person public events were held at Stalybridge, Mossley and Greenfield (see **Table 2-1 – Public consultation – Phase 1 events which lists the date of the Phase 1 events**). These locations were chosen as they are in close proximity to key work sites along the Order Scheme. The purpose of the public consultation events was to inform local people, as well as interested stakeholders, about the Order Scheme. The events also gave the public an opportunity to share feedback on the plans which could be taken into consideration in the Order Scheme’s development.

Table 2-1 – Public consultation – Phase 1 events

Location	Date and time
Stalybridge	Wednesday 18 th September 2024, 3-8pm St Peters RC Church, 119 Brierley Street, Stalybridge SK15 2ED
Greenfield	Thursday 19 th September 2024, 3-8pm Saddleworth Rangers RLFC, Shaw Hall Bank Road, Greenfield OL3 7LD
Mossley	Friday 20 th September 2024, 3-8pm Mossley Methodist Church, Chapel Street, Mossley OL5 0EX

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order*Document NR07 – Consultation Report***November 2025**

2.2.15 The resources available at the in-person events included:

- Ten A0 display boards containing Order Scheme information, benefits, outline designs, consents for work and next steps;
- Printed copies of the visualisations of how the Order Scheme could look;
- Printed copies of the ‘Book of Plans’ for the Order Scheme;
- Printed copies of the ‘Have Your Say’ questionnaire to submit feedback; and,
- Order Scheme representatives on-hand to answer questions.

2.2.16 In order to capture feedback, Network Rail gave a range of ways for the public to feedback during the consultation process, which included:

- Online – via a feedback form in the virtual consultation room;
- Email – via TranspennineEngagement@networkrail.co.uk;
- Written – via hard copy questionnaire at in-person events or by letter to Network Rail’s Square One address; and,
- Phone – by calling Network Rail’s 24-hour helpline.

2.2.17 Feedback received during the Phase 1 public consultation is set out in the table in **Appendix 6**.

2.2.18 In order to inform the local community and widely promote the Phase 1 public consultation, the following means were employed:

- An A5 double-sided flyer was sent to 8,624 households. A 300m radius was used to identify households around each piece of work highlighted in the public consultation and a radius 1km was used around Mossley and Greenfield stations. Maps showing the mailing areas can be seen in **Appendix 10**.
- A0 posters were displayed at:
 - Greenfield Station
 - Mossley Station
- Digital posters were displayed on TPE services, geo-located to appear as services passed between Standedge Tunnel and Stalybridge. A digital poster was also on display at Stalybridge station;
- Various tweets about the public consultation were posted from the @thetrupgrade account. A sponsored tweet featuring a bespoke video by Jonathan Reynolds MP was also shared;
- A media campaign promoting the public consultation was featured:
 - in local newspapers: Manchester Evening News, Tameside Reporter, Saddleworth Independent, Oldham Times;

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

- on Oldham Community Radio
 - in trade titles: Rail UK, New Civil Engineer, Business Live, Place North West, Rail Technology Magazine, RAIL Mag.
 - Information on the Order Scheme and the public consultation was made available on the Network Rail website: www.networkrail.co.uk/stalybridgetodiggle.
- 2.2.19 Promotional materials also stated that information on the public consultation could be received by calling Network Rail's 24-hour helpline for those unable to access the events or online resources.
- 2.2.20 Copies of the consultation materials produced and used in the virtual consultation room and at the public consultation events can be found at **Appendix 10**.
- 2.2.21 Prior to the Phase 1 public consultation period, local councillors and officers were invited to attend two in-person briefings, which took place on 03 September 2024 at Uppermill Civic Hall for Oldham councillors and officers, and 04 September at Mossley Methodist Church for Tameside officers and councillors. The presentations provided an overview of TRU and an introduction to the Order Scheme and also outlined the need for the Order Scheme, summarised the engagement to-date and explained the Order Scheme design. A preview of the consultation material was given. A question-and-answer session was also held at the end of the presentation. At Mossley Methodist Church, eight parish and two ward councillors attended, and at Uppermill Civic Hall, seven parish and three ward councillors attended, alongside two Oldham Council officers.

Stakeholder (statutory and landowner) Consultation – Phase 2 – Moorgate Halt level crossing

- 2.2.22 Phase 2 stakeholder (statutory and landowner) consultation took place in November 2024. Consultees were sent details on how to view the online public consultation information and invited to provide their feedback by Friday 20th December 2024. This feedback could either be provided via a letter, an email, or in a meeting.
- 2.2.23 Those consultees who had not provided feedback in 16 days from being sent the consultation information were contacted and reminded to provide feedback, if they wanted to.
- 2.2.24 A letter was also sent to the landowner identified as being impacted by the Order Scheme at Moorgate Halt level crossing. This letter invited them to the public consultation event and sent details on how to view the online public

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order*Document NR07 – Consultation Report***November 2025**

consultation information. If they were unable to attend the public consultation event, an offer to meet with them separately was also given.

- 2.2.25 Details of the statutory stakeholder bodies consulted are listed in **Appendices 1 and 2**. These issues raised by those stakeholder consultees during Phase 2 consultation and Network Rail's position in respect to those issues are set out in the table at **Appendix 8**.

Public Consultation – Phase 2 – Moorgate Halt level crossing

- 2.2.26 Phase 2 public consultation took place between 25 November and 20 December 2024.

- 2.2.27 For the public consultation, Network Rail created a website page on the TRU website (www.thetrupgrade.co.uk/moorgatehalt), with all consultation materials hosted on there. The webpage was available 24 hours a day for the duration of the consultation. The materials displayed in the virtual room included:

- The bespoke display board which was created to explain the Network Rail proposal for the closure of Moorgate Halt level crossing to the public.
- A written explanation of the proposal and the length of the consultation process.
- A link to the online feedback form, through which members of the public could submit their responses to questionnaire proposed by Network Rail.

- 2.2.28 As part of the public consultation, an in-person public event was held at Saddleworth Museum, High Street, Uppermill, Oldham, OL3 6HS, on Thursday 28th November between 13:00 and 19:00. This location was chosen as it is in close proximity to Moorgate Halt level crossing. The purpose of the public consultation events was to inform the local community about the proposal to close Moorgate Halt level crossing and upgrade an existing footpath which will be the alternative route. The event also gave the public an opportunity to share feedback on the plans which could be taken into consideration in the Order Scheme's development.

- 2.2.29 The resources available at the in-person event included:

- Six A0 display boards, including five A0 display boards containing information on the Transpennine Route Upgrade programme, and one board outlining Network Rail's proposal for the closure of Moorgate Halt level crossing;
- Printed copies of the 'Have Your Say' questionnaire to submit feedback;
- Order Scheme representative on-hand to answer questions.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order*Document NR07 – Consultation Report***November 2025**

- 2.2.30 In order to capture feedback, Network Rail gave a range of ways for the public to feedback during the consultation process, which included:
- Online – via a feedback form in the virtual consultation room;
 - Email – via TranspennineEngagement@networkrail.co.uk;
 - Written – via hard copy questionnaire at in-person events or by letter to Network Rail's Square One address; and,
 - Phone – by calling Network Rail's 24-hour helpline.
- 2.2.31 Feedback received during the Phase 2 public consultation is set out in the table in **Appendix 9**.
- 2.2.32 In order to inform the local community and widely promote the Phase 2 public consultation the following means were employed:
- A press release was published, and various local news outlets promoted the public consultation through online and print media.
 - A letter inviting local residents to the in-person consultation and providing information of the online consultation was posted to all homes and businesses withing a 1km radius of Moorgate Halt level crossing.
 - A social media campaign was led through the Transpennine Route Upgrade social media platforms.
- 2.2.33 Promotional materials also stated that information on the public consultation could be received by calling Network Rail's 24-hour helpline for those unable to access the events or online resources.
- 2.2.34 Copies of the consultation materials produced and used in the virtual consultation room and at the public consultation events can be found at **Appendix 11**.
- 2.2.35 Prior to the Phase 2 public consultation period, local councillors and community were engaged, including Councillors Roger Blackmore (Saddleworth Parish Council, Uppermill Ward), Councillors Pam Byrne (Saddleworth North), Councillor Helen Bishop (Saddleworth South), and representatives from Oldham Ramblers, Wednesday Walkers, and Peak and Northern Footpaths Society. We invited them on separate meetings for a site walk visit around the level crossing. Concerns were raised about safety, the feasibility of alternative routes, and cost escalations, with various upgrade options - including a VAMOS signalling system, footbridge, and underpass - dismissed due to logistical and financial constraints. While stakeholders have different opinions, legal processes such as the TWAO and potential public inquiries may delay final decisions until 2026, raising concerns about long-term access restrictions and disruptions. Early dialogue and mitigation strategies were emphasised to address these challenges.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order*Document NR07 – Consultation Report***November 2025*****Focused Engagement – Phase 3 - Mossley cottages owners/occupiers***

- 2.2.36 On the 18 June 2025, focused engagement took place with the owners and occupiers of Mossley cottages.
- 2.2.37 This event was held specifically for residents and property owners of Mossley Cottages, in recognition of the direct impact the Order Scheme may have on their homes. The session was designed to provide information on the aspects of the Order Scheme most relevant to the cottages. Attendees were given the opportunity to ask questions and raise concerns.
- 2.2.38 Residents and owners had the opportunity to arrange appointments with Order Scheme representatives to specifically discuss the Order Scheme and its proposals. Additionally, they had the opportunity to look at the plans of the Order Scheme. The consultation helped to ensure that the residents and owners of Mossley cottages were informed and aware of the impact the Order Scheme may have on their property.

Table 2-2 - Focused Engagement - Phase 3 - Mossley Cottage Owners/ Occupiers

Location	Date and time
Mossley (for Mossley Cottages)	Wednesday 18th June 2025 from 15:00 to 19:00 Mossley AFC, Seel Park, Market Street, Mossley, Ashton-under-Lyne, OL6 0ES

Public Consultation – Phase 4 - Information Events

- 2.2.39 On the 9th and 10th July 2025, public information events took place.
- 2.2.40 For the public information events, locals were invited to venues where they were informed about the scope and details of the TRU proposals. One event took place on 9th July 2025 at Mossley Football Club between 3:00pm and 7:00pm, and another event was held on 10th July, at Saddleworth Museum between 3:00pm and 7:00pm.
- 2.2.41 Materials and resources available at these information events included:
- Ten A0 bespoke display boards presenting key information on Order Scheme proposals;
 - Printed copies of the 'Red Line Boundary Plans' showing the extent of the proposed works;
 - Printed photomontages to illustrate the visual impact of the Order Scheme; and
 - Order Scheme representatives on-hand to answer questions.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order*Document NR07 – Consultation Report****November 2025*****Table 2-3 - Public Consultation - Phase 4 - Information Events**

Location	Date and time
Mossley	Wednesday 9 th July 2025 from 15:00 to 19:00 Mossley AFC, Seel Park, Market Street, Mossley, Ashton-under-Lyne, OL6 0ES
Saddleworth	Thursday 10 th July 2025 from 15:00 to 19:00 Saddleworth Museum, High Street, Uppermill, Oldham OL3 6HS

Focused Engagement – Phase 5 – Manchester Road Residents

- 2.2.42 From the 29 July to the 15 August 2025, focused engagement took place with Manchester Road residents.
- 2.2.43 Letters were distributed to households located at 219–307 Manchester Road, inviting residents to book one-to-one appointments with Order Scheme representatives. These sessions were offered either in-person or via Microsoft Teams and were available between 12:00 and 19:00 across a three-week period. Alongside the letter, a FAQ document was provided to offer residents additional context about the Order Scheme.
- 2.2.44 The purpose of the focused engagement sessions was to provide residents with a dedicated opportunity to raise questions or concerns regarding the Order Scheme, particularly in relation to potential impacts on their properties. Order Scheme representatives were available to provide responses during the sessions and recorded any queries requiring follow-up after the engagement.
- 2.2.45 A total of 14 sessions were held, with a mix of both online and in-person appointments. During the engagement, Order Scheme representatives noted any feedback or observations that could have implications for the Disability Impact Assessment (DIA). Particular attention was paid to comments relating to accessibility, mobility, and residents with disabilities.

Focused Engagement – Phase 6 – Manchester Road Residents

- 2.2.46 Between September and October 2025, further focused engagement took place with residents of Manchester Road.
- 2.2.47 Letters were sent out to households located on 219-307 Manchester Road, inviting them to book one-to-one sessions with Order Scheme representatives. These sessions were offered to provide further clarity on any outstanding questions and also provide an opportunity to explain the TWAO process ahead of submitting ‘the Order’.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

- 2.2.48 The purpose of these sessions was to explain the updated Order Scheme designs to residents, answer any questions from the previous sessions and allow for further queries to be addressed. A total of 10 sessions were held, both in-person and online.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order*Document NR07 – Consultation Report****November 2025*****3. CONSULTATION FEEDBACK**

3.1.1 This section of the Report outlines the high-level themes that emerged as a result of stakeholder and public consultation. A detailed breakdown of the comments received and Network Rail's response to the issues are given at Appendices 5 to 7, except for Phase 1 stakeholder (landowner) consultation which is detailed at section 3.2 of this Report.

3.2 Phase 1 – Stakeholder (Landowner) Consultation Feedback

3.2.1 During discussions with landowners at Phase 1 of the consultation process, the design was being developed and the potential impacts on land and property remained high level. As a consequence, the feedback from those discussions was at that stage generic.

3.2.2 During this phase of consultation, the proposals of the Order Scheme and how they would potentially affect landowners were discussed. The following themes emerged as key considerations:

- When will the Order Scheme start?
- How long will my land/property be affected?
- How will my business be affected?
- Will the land be reinstated to its original state once the Order Scheme is constructed?
- What compensation would I receive as a result of the works?

3.2.3 During the discussions with landowners, Network Rail committed to contacting them again once the design had developed to a stage where further information could be given about potential impacts on land and property. It was Network Rail's intention to inform landowners of potential impacts at the early stages of the design of the Order Scheme, and to continue to engage as the proposals emerged.

3.2.4 This engagement did take place and Network Rail held ongoing meetings with landowners who wanted information to discuss the potential impacts of the Order Scheme on land and where possible, mitigation measures were put in place to reduce the impacts. Feedback from landowners was considered and where feasible, this feedback influenced the design proposals, to address areas of concern.

3.2.5 Engagement with landowners is iterative and will continue, where relevant, for the duration of the Order Scheme.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

3.3 Phase 1 – Stakeholder (Statutory) Consultation Feedback

3.3.1 As part of the Phase 1 consultation, a total of 8 responses were received from organisations within the 6-week deadline.

3.3.2 The following themes emerged out of the responses as key considerations:

- Landscape and visual impacts of the railway once the Order Scheme is complete;
- Impacts on the local highway during construction;
- Water quality and flood risks;
- Impacts on public rights of way;
- Impacts on heritage assets and the historic environment;
- Impacts on operations and statutory duties;
- Station facilities;
- Disruption to the operational railway during construction; and
- Disruption to canal users.

3.3.3 All feedback was reviewed and considered by Network Rail and where feasible, influenced the design going forward. All feedback and how we took account of it is detailed in the table in **Appendix 5**.

3.4 Phase 1 – Public Consultation Feedback

3.4.1 A total of 233 responses were received as part of the Phase 1 public consultation through the online and event questionnaires. Both questionnaires were identical.

3.4.2 A further nine emails were received providing feedback on the public consultation (see **Appendix 6**).

3.4.3 Consultees who completed the questionnaire were asked 39 questions (both multiple choice and free text) regarding the Order Scheme.

3.4.4 Consultees were asked to what extent they agreed with our plans to upgrade the railway between Stalybridge and Diggle (Saddleworth)? Out of the people that responded:

- 38% strongly agreed with the plans (67 people)
- 34% agreed with the plans (60 people)
- 12% were neutral on the plans (21 people)
- 5% disagreed with the plans (8 people)
- 6% strongly disagreed with the plans (13 people)

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

- 5% were unsure (8 people)

3.4.5 The key themes – according to the number of times mentioned – that emerged as a result of the Phase 1 Order Scheme feedback included:

- support for improving the section of railway between Stalybridge and Diggle (Saddleworth);
- various suggestions for in the design of the relocated Mossley station, including a new bus shelter at the entrance to the station, providing covered seating areas and sufficient drop off and pick up points;
- parking provision is needed at Greenfield station;
- consider access from the proposed pedestrian bridge across Greenfield station to both platforms.

3.4.6 Some of the key areas of concern included:

- the station entrance to the relocated Mossley station causing disruption and noise light pollutions to residential properties on Manchester Road;
- the relocated Mossley station is too far from Top Mossley and so further access routes should be provided;
- effect of works on traffic, particularly during the works to Oldham Road Bridge, with a lack of suitable alternative routes to Uppermill;
- our Wright's Mill works will adversely affect rescue animals in an adjacent field and residents in the Armit Road area;
- concerns the aesthetic effect OLE will have on Uppermill Viaduct.

3.4.7 A full table of the issues raised through the consultation, and Network Rail's position in response can be found at **Appendix 6**.

3.5 Phase 2 – Stakeholder (Statutory & Landowner) Consultation – Moorgate Halt level crossing Feedback

3.5.1 As part of the Phase 2 consultation, a total of 5 responses were received from organisations within the 6-week deadline.

3.5.2 Of these, the following themes emerged as key considerations:

- Impacts on wildlife, in particular bats;
- Risk assessments undertaken and,
- Queries regarding the optioneering process and why a pedestrian footbridge is not included in the proposals.

3.5.3 All feedback was reviewed and considered by Network Rail. All feedback and how we took account of it is detailed in the table in **Appendix 8**.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order*Document NR07 – Consultation Report****November 2025*****3.6 Phase 2 – Public Consultation – Moorgate Halt level crossing**

- 3.6.1 A total of 123 responses were received as part of the Phase 2 public consultation through the online and event questionnaires. Both questionnaires were identical.
- 3.6.2 No emails were received providing feedback on the public consultation.
- 3.6.3 Consultees who completed the questionnaire were asked 12 questions (both multiple choice and free text) regarding Moorgate Halt level crossing.
- 3.6.4 Consultees were asked to what extent they agreed with our plans to divert Moorgate Halt Road Level Crossing via an upgraded existing safer pedestrian route across the railway. Out of the people that responded:
- 11% strongly agreed with the plans (14 people)
 - 12% agreed with the plans (15 people)
 - 7% were neutral on the plans (8 people)
 - 18% disagreed with the plans (22 people)
 - 50% strongly disagreed with the plans (62 people)
 - 2% were unsure (2 people)
- 3.6.5 The key themes – according to the number of times mentioned – that emerged as a result of the Phase 2 Order Scheme feedback included:
- the level crossing should be left as it is for various reasons;
 - it is a historic crossing that pre-dates the railway and closing it would be a loss of heritage;
 - a footbridge must be built at Moorgate Halt level crossing;
 - the proposal is needed to improve safety;
 - the walking route north of the level crossing, through an underbridge, should also be upgraded as an alternative route to Moorgate Halt.
- 3.6.6 Some of the key areas of concern included:
- the alternate right of way leads to a narrow footpath, which runs along a busy road, causing a serious hazard;
 - closing Moorgate Halt and upgrading a right of way utilising stairs reduces accessibility;
 - the alternate right of way is a long diversion, which will be a major inconvenience;
 - the alternate right of way is too steep;

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

- the alternate right of way has excess running water and fallen leaves, so will require consistent maintenance to avoid hazards.

3.6.7 A full table of the issues raised through the consultation, and Network Rail's position in response can be found at **Appendix 9**.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order*Document NR07 – Consultation Report****November 2025*****4. CONCLUSION**

- 4.1.1 Between August 2024 and October 2025, Network Rail undertook a robust programme of stakeholder and public consultation and engagement about its proposals for the Order Scheme.
- 4.1.2 Consultees included the public, those organisations listed within Schedule 5 and 6 of the Application Rules (see **Appendix 1 and 2**), and any owner, lessee, tenant or occupier of land potentially impacted by the Order Scheme (listed in the Book of Reference which supports the Order).
- 4.1.3 Prior to beginning consultation activity, Network Rail agreed an Approach to Community Consultation (see **Appendix 4**) with the Councils.
- 4.1.4 A two phased approach to consultation was implemented for the Order Scheme with focused engagement and information events. The consultation events provided an opportunity to share the emerging plans with consultees and invite feedback as the proposals evolved and the focused engagement and information informed the public about the proposals that are included in the Order.
- 4.1.5 Since first consulting with stakeholders in August 2024, many of the discussions with organisations and individuals has been iterative, with regular updates via Microsoft Teams, email, and through site meetings. This approach will continue for the duration of the Order Scheme.
- 4.1.6 Consultation has been important in helping identify potential issues at an early stage of the Order Scheme's development. It has enabled Network Rail to collate as much feedback as possible as the design of the Order Scheme has progressed. The comments submitted have been considered, and where possible, taken into account.
- 4.1.7 Network Rail recognises that a Order Scheme of this nature will inevitably have an impact on the area surrounding the proposed development sites. As such, engagement with both stakeholders and the community will continue as the Order Scheme develops.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

5. APPENDICES

Appendix 1 –Schedule 5 consultees

	Authority sought for:	Document to be served on:	Proposed recipients	Order Scheme development and consultation
1.	Works affecting the foreshore below mean high water spring tides, or tidal waters, or the bed of, or the subsoil beneath tidal waters.	The Crown Estate Commissioners; the Trinity House; the Environment Agency; the Secretary of State for Environment, Food and Rural Affairs; the Secretary of State for Transport (marked “for the attention of Maritime and Coastguard Agency”); and, for works – (a) in or adjacent to Wales, the National Assembly for Wales; (b) in or adjacent to the counties of Devon and Cornwall and the Isles of Scilly, the Duchy of Cornwall; and (c) in or adjacent to the counties of Cumbria, Lancashire, Merseyside and Cheshire, the Duchy of Lancaster.	Not applicable	Not applicable
2.	Works affecting the banks or the bed of, or the subsoil beneath, a river.	The Environment Agency and any relevant operator.	Not applicable	Not applicable
3.	Works affecting the banks or the bed of, or the subsoil beneath, an inland waterway comprised in the undertaking of the British Waterways Board or any reservoirs, feeders, sluices, locks, lifts, drains and other works comprised in or serving the undertaking	Canal & River Trust; the Inland Waterways Association; the Inland Waterways Association, the National Association of Boat Owners and the Environment Agency.	British Waterways Board Canal & River Trust Inland Waterways Association National Association of Boat Owners Environment Agency	All recipients were consulted at both phases of stakeholder (statutory) consultation Meetings have taken place with the Environment Agency as the design of the Order Scheme has developed

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order*Document NR07 – Consultation Report***November 2025**

	Authority sought for:	Document to be served on:	Proposed recipients	Order Scheme development and consultation
4.	Works affecting the banks or the bed of, or the subsoil beneath, a canal or inland navigation not comprised in the undertaking of the British Waterways Board or any of the reservoirs, feeders, sluices, locks, lifts, drains and other works comprised in or serving such canal or inland navigation.	Any relevant operator, the Environment Agency, the Inland Waterways Association and the National Association of Boat Owners.	Canal & River Trust Environment Agency Inland Waterways Association National Association of Boat Owners	All recipients were consulted at both phases of stakeholder (statutory) consultation Meetings have taken place with the Environment Agency and Canal & River Trust as the design of the Order Scheme has developed
5.	Works causing or likely to cause an obstruction to the passage of fish in a river.	The Environment Agency and, for works – (a) in England, the Secretary of State for Environment, Food and Rural Affairs; and (b) in Wales, the National Assembly for Wales	Not applicable	Not applicable
6.	Works involving tunnelling or excavation deeper than 3 metres below the surface of the land, other than for piling or making soil test.	The Environment Agency	Not applicable	Not applicable
7.	Works affecting an area under the control of a harbour authority as defined in section 57(1) of the Harbours Act 1964.	The relevant harbour authority and the relevant navigation authority (if different).	Not applicable	Not applicable
8.	Works affecting a site protected under section 1 of the Protection of Wrecks Act 1973.	For works – (a) in or adjacent to England, the Secretary of State for Culture, Media and Sport; and (b) in or adjacent to Wales, the National Assembly for Wales	Not applicable	Not applicable
9.	Works affecting, or involving the stopping-up or diversion of, a street or affecting a proposed highway.	The relevant highway authority or, where the street is not a highway maintainable at public expense, the street managers.	Oldham Council Tameside Council	Oldham Council and Tameside Council were consulted at both phases of stakeholder (statutory) consultation.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

	Authority sought for:	Document to be served on:	Proposed recipients	Order Scheme development and consultation
				Meetings have taken place with both Councils on a regular basis as the design of the Order Scheme has developed.
10.	The stopping up or diversion of a footpath, a bridleway or a cycle track.	<p>Every parish or community council in whose area the relevant way or track is, or is proposed to be, situated, the Auto-Cycle Union, the British Horse Society, the Byways and Bridleways Trust, the Open Spaces Society, the Ramblers, the British Driving Society and the Cyclists Touring Club (Cycling UK); and for works –</p> <p>(a) in the counties of Cheshire, Derbyshire, Greater Manchester, Lancashire, Merseyside, South Yorkshire, Staffordshire and West Yorkshire, the Peak and Northern Footpaths Society, and</p> <p>(b) in the county of Bedfordshire, the borough of Luton and within the district of Mid Bedfordshire the parishes of Harlington and Shillington, and within the district of South Bedfordshire the parishes of Barton le Clay, Caddington and Slip End, Dunstable, Eaton Bray, Houghton Regis, Hyde, Kensworth, Streatley, Studham, Sundon, Toddington, Totternhoe and Whipsnade, the Chiltern Society; and</p> <p>(c) in the County of Buckinghamshire, in the districts of Chiltern, Wycombe and South Bucks, and within the district of Aylesbury Vale the parishes of Aston Clinton, Buckland, Drayton Beauchamp, Edlesborough, Northall and Dagnall,</p>	<p>Saddleworth Parish Council</p> <p>Mossley Town Council</p> <p>The Auto-Cycle Union</p> <p>British Horse Society</p> <p>The Byways and Bridleways Trust</p> <p>Open Spaces Society</p> <p>The Ramblers</p> <p>British Driving Society</p> <p>Cycling UK</p> <p>Peak and Northern Footpaths Society</p>	<p>All stakeholders in this category were consulted during both phases of stakeholder (statutory) consultation.</p> <p>Letters were also sent to The Auto-Cycle Union, British Horse Society, The Byways and Bridleways Trust, Open Spaces Society, The Ramblers, British Driving Society, Cycling UK, and Peak and Northern Footpaths Society regarding the public rights of way affected by the proposals at Stockport Road level crossing and bridge MVL3/23 Wright's Footbridge prior to the Phase 1 consultation.</p> <p>A meeting also took place with The Ramblers and Peak and Northern Footpaths Society regarding the Moorgate Halt level crossing closure proposals prior to the Phase 2 consultation.</p>

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

	Authority sought for:	Document to be served on:	Proposed recipients	Order Scheme development and consultation
		<p>Halton, Ivinghoe, Marsworth, Pitstone, Wendover and Weston Turville, the Chiltern Society; and</p> <p>(d) in the county of Hertfordshire, in the districts of Dacorum and Three Rivers, and within the district of North Hertfordshire the parishes of Hexton, Hitchin, Ickleford, Ippolitts, King's Walden, Langley, Lilley, Offley, Pirton, Preston and St Apul's Walden, the Chiltern Society; and</p> <p>(e) in the county of Oxfordshire, the district of South Oxfordshire, the Chiltern Society; and</p> <p>(f) in Wales, the Welsh Trail Riders' Association.</p>		
11.	The construction of a transport system involving the placing of equipment in or over a road.	The relevant street authority and, where the works are to be carried out in Greater London, Transport for London.	Not applicable	Not applicable
12.	Works affecting land in, on or over which is installed the apparatus, equipment or street furniture of a statutory undertaker.	The relevant statutory undertaker.	Royal Mail	Royal Mail was consulted at both phases of stakeholder (statutory) consultation.
13.	Works in an area of coal working notified to the planning authority by the British Coal Corporation or the Coal Authority.	The Coal Authority.	The Coal Authority	The Coal Authority was consulted at both phases of stakeholder (statutory) consultation.
14.	Works affecting– (i) a building listed under Part 1 of the Planning (Listed	For works – (a) in or adjacent to England, Historic England; and	Historic England	Historic England was consulted at both phases of stakeholder (statutory) consultation.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

	Authority sought for:	Document to be served on:	Proposed recipients	Order Scheme development and consultation
	<ul style="list-style-type: none"> (ii) Buildings and Conservation Areas) Act 1990; an ancient monument scheduled under the Ancient Monuments and Archaeological Areas Act 1979; or (iii) any archaeological site. 	(b) in or adjacent to Wales, the National Assembly for Wales and the Royal Commission on Ancient and Historical Monuments in Wales.		Meetings have taken place with Historic England as the design of the Order Scheme has developed
15.	<p>Works affecting:</p> <ul style="list-style-type: none"> (i) a conservation area designated under Part 2 of the Planning (Listed Buildings and Conservation Areas) Act 1990; or (ii) an area of archaeological importance designated under section 33 of the Ancient Monuments and Archaeological Areas Act 1979. 	<p>15. (i) and (ii). For works –</p> <ul style="list-style-type: none"> (a) in England, Historic England; and (b) in Wales, the National Assembly for Wales. 	Historic England (Historic Buildings and Monuments Commission for England)	<p>Historic England was consulted at both phases of stakeholder (statutory) consultation.</p> <p>Meetings have taken place with Historic England as the design of the Order Scheme has developed.</p>
16.	Works affecting a garden or other land of historic interest registered pursuant to section 8C of the Historic Buildings and Ancient Monuments Act 1953.	<p>16. For works –</p> <ul style="list-style-type: none"> (a) in England, Historic England; and (b) in Wales, the National Assembly for Wales 	Not applicable	Not applicable
17.	<p>Works affecting;</p> <ul style="list-style-type: none"> (i) a site of special scientific interest of which notification has been given or has effect as if given under the Wildlife and Countryside Act 1981; 	<p>17. For works –</p> <ul style="list-style-type: none"> (a) in or adjacent to England, Natural England; and (b) in or adjacent to Wales, the Countryside Council for Wales. 	Natural England	<p>Natural England was consulted at both phases of stakeholder (statutory) consultation.</p> <p>Meetings have taken place with Natural England as the design of</p>

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

	Authority sought for:	Document to be served on:	Proposed recipients	Order Scheme development and consultation
	(ii) an area within 2 kilometres of such a site of special scientific interest and of which notification has been given to the local planning authority; or (iii) land declared to be a national nature reserve under section 35 of the Wildlife and Countryside Act 1981; or a marine nature reserve designated under section 36 of that Act.			the Order Scheme has developed.
18.	Works affecting a National Park or an Area of Outstanding Natural Beauty.	For works – (a) in England, the Countryside Agency; and (b) in Wales, the Countryside Council for Wales	Not applicable	Not applicable
19.	Works which are either: (i) within 3 kilometres of Windsor Castle, Windsor Great Park or Windsor Home Park; or (ii) within 800 metres of any other royal palace or royal park and which are likely to affect the amenity or security of that palace or park.	The Secretary of State for Culture, Media and Sport.	Not applicable	Not applicable
20.	Works which are within 250 metres of land which:	The Environment Agency.	Environment Agency	The Environment Agency was consulted at both phases of

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

	Authority sought for:	Document to be served on:	Proposed recipients	Order Scheme development and consultation
	(i) is, or has been within 30 years immediately prior to the date of the application, been used for the deposit of refuse or waste; or (ii) has been notified to the local planning authority by the waste regulation or disposal authority for the relevant area.			stakeholder (statutory) consultation. Meetings have taken place with the Environment Agency as the design of the Order Scheme has developed
21.	The carrying out of an operation requiring hazardous substances consent under the Planning (Hazardous Substances) Act 1990	The hazardous substances authority as defined in that Act and the Health and Safety Executive.	Not applicable	Not applicable
22.	Works not in accordance with a development plan and which either – (i) involve the loss of not less than 20 hectares of agricultural land of grades 1, 2 and 3a (in aggregate); or (ii) taken with the other associated works cumulatively involve the loss of not less than 20 hectares of such land.	For works – (a) in England, the Secretary of State for Environment, Food and Rural Affairs; and (b) in Wales, the National Assembly for Wales.	Not applicable	Not applicable
23.	(i) Works which would affect the operation of any existing railway passenger or tramway services provided under statutory powers; or (ii) the construction of a new railway for the	Transport Focus or the London Transport Users Committee as the case may require.	Transport Focus	Transport Focus was consulted at both phases of stakeholder (statutory) consultation.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order*Document NR07 – Consultation Report***November 2025**

	Authority sought for:	Document to be served on:	Proposed recipients	Order Scheme development and consultation
	provision of public passenger transport, or of a new tramway.			
24.	Works to construct, alter or demolish a transport system or to carry out works ancillary to its operation or works consequential upon its abandonment or demolition.	Office of Road and Rail	Office of Road and Rail	Office of Road and Rail was consulted at both phases of stakeholder (statutory) consultation
25.	Works to construct new railways to which any regulatory provisions in the Railways Act 1993 would apply or provisions to amend existing powers in relation to railways subject to such regulation.	Office of Road and Rail	Not applicable	Not applicable
26.	The right of a person providing transport services to use a transport system belonging to another.	The operator of the relevant transport system.	Not applicable	Not applicable
27.	Works affecting land in which there is a Crown interest.	The appropriate authority for the land within the meaning of section 25(3).	Not applicable	Not applicable
28.	Works to be carried out in Greater London.	The Mayor of London	Not applicable	Not applicable

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Appendix 2 –Schedule 6 consultees

	Authority sought for:	Document to be served on:	Proposed recipients	Order Scheme development and design consultation
1.	Works affecting the foreshore below mean high water spring tides, tidal waters or the bed of, or subsoil beneath, tidal waters (except where the land affected by the works falls within category 17 of Schedule 5).	For works – (a) in or adjacent to England, Natural England; and (b) in or adjacent to Wales, the Countryside Council for Wales.	Not applicable	Not applicable
2.	Works affecting the banks or the bed of, or the subsoil beneath a river.	The Crown Estate Commissioners; and (except where the land affected falls within category 17 of Schedule 5) for works – (a) in England, Natural England; and (b) in Wales, the Countryside Council for Wales	Not applicable	Not applicable
3.	Works affecting the banks or the bed of, or the subsoil beneath, an inland waterway, a canal or inland navigation, or any of the reservoirs, feeders, sluices, locks, lifts, drains and other works comprised in or serving that inland waterway, canal or inland navigation.	Any organisation (other than the Inland Waterways Association and the National Association of Boat Owners) upon which the Secretary of State has required the applicant to serve notice, as appearing to the Secretary of State to represent a substantial number of persons using the inland waterway, canal or inland navigation in question; and (except where the land affected falls within category 17 of Schedule 5) for works – (a) in England, Natural England; and (b) in Wales, the Countryside Council for Wales.	Inland Waterways Association National Association of Boat Owners Natural England	All stakeholders in this category were consulted during both phases of stakeholder (statutory) consultation Meetings have taken place with Natural England as the design of the Order Scheme has developed
4.	Works affecting an area under the control of a harbour authority as defined in section 57(1) of the Harbours Act 1964.	The navigation authority for any adjoining waterway (if different from the navigation authority for the harbour area) and the conservancy authority for any adjoining waterway.	Not applicable	Not applicable
5.	Works which would, or would apart from the making of the order, require a	The Environment Agency.	The Environment Agency	For information about consultation with the

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

	Authority sought for:	Document to be served on:	Proposed recipients	Order Scheme development and design consultation
	consent to the discharge of water into waters or onto land under Chapter 2 of Part 3 of the Water Resources Act 1991.			Environment Agency, please refer to category 20 of Schedule 5 at Appendix 1.
6.	Works likely to affect the volume or character of traffic entering or leaving – (i) a special road, a trunk road; or (ii) any other classified road.	(i) For works – (a) in England, the Secretary of State for Transport (marked “for the attention of the Highways Agency”); and (b) in Wales, the National Assembly for Wales. (ii) The relevant highway authority.	Oldham Council Tameside Council	For information about consultation with Oldham Council and Tameside Council please refer to category 9 of Schedule 5 at Appendix 1.
7.	The construction of a transport system involving the placing of equipment in or over a road (except a level crossing)	Owners and occupiers of all buildings which have a frontage on, or a private means of access which first meets the road at, the part of the road in or over which equipment is to be placed, other than those on whom a notice has been served pursuant to rule 15(1).	Not applicable	Not applicable
8.	Works affecting any land on which there is a theatre as defined in section 5 of the Theatres Trust Act 1976 (interpretation)	The Theatres Trust.	Not applicable	Not applicable
9.	The modification, exclusion, amendment, repeal or revocation of a provision of an Act of Parliament or statutory instrument conferring protection or benefit upon any person (whether in his capacity as the owner of designated land or otherwise) specifically named therein.	The person upon whom such protection or benefit is conferred, or the person currently entitled to that protection or benefit.	Oldham Council Tameside Council	For information about consultation with Oldham Council and Tameside Council please refer to category 9 of Schedule 5 at Appendix 1.
10.	The compulsory purchase of ecclesiastical property (as defined in	The Church Commissioners.	Not applicable	Not applicable

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

	Authority sought for:	Document to be served on:	Proposed recipients	Order Scheme development and design consultation
	section 12(a) of the Acquisition of Land Act 1981).			
11.	Works in Greater London or a metropolitan county.	The relevant Fire and Rescue Authority within the meaning of Part 1 of the Fire and Rescue Services Act 2004 and the relevant Police Authority within the meaning of Part 1 of the Police Act 1996.	Greater Manchester Fire and Rescue Service The Greater Manchester Police	Both recipients were consulted at both phases of stakeholder (statutory) consultation
12.	The right to monitor, survey or investigate land (including any right to make trial holes in land).	Every owner or occupier of the land, other than an owner or occupier named in the book of reference as having a right or interest in or over that land.	Every owner and occupier of the land, other than an owner or occupier named in the book of reference as having an interest or right in or over that land	Landowners were consulted in phases 1 of stakeholder (landowner) consultation.
13.	Works or traffic management measures that would affect services provided by a universal service provider in connection with the provision of a universal postal service and relating to the delivery or collection of letters.	Every universal service provider affected.	Royal Mail	Royal Mail was consulted at both phases of stakeholder (statutory) consultation.
14.	Works in an area of coal working notified to the planning authority by the British Coal Corporation or the Coal Authority	The holder of the current licence under section 36(ii) of the Coal Industry Nationalisation Act 1946 (savings as to certain coal) or under Part 2 of the Coal Industry Act 1994 (licensing of coal mining operations)	Coal Authority	The Coal Authority was consulted at both phases of stakeholder (statutory) consultation.
15.	Works for which an environmental impact assessment is required.	For works – (a) in England, the Design Council; and	Not applicable	Not applicable

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

	Authority sought for:	Document to be served on:	Proposed recipients	Order Scheme development and design consultation
		(b) in Wales, the Design Commissioner for Wales		
16.	The compulsory acquisition of land, or the right to use land, or the carrying out of protective works to buildings.	Any person, other than a person who is named in the book of reference described in rule 12(8), whom the applicant thinks is likely to be entitled to make a claim for compensation under section 10 of the Compulsory Purchase Act 1965 if the order is made and the powers in question are exercised, so far as he is known to the applicant after making diligent enquiry.	Any person, other than a person who is named in the book of reference described in rule 12(8), whom the applicant thinks is likely to be entitled to make a claim for compensation under section 10 of the Compulsory Purchase Act 1965 if the order is made and the powers in question are exercised, so far as he is known to the applicant after making diligent inquiry.	The phases of public consultation were widely publicised and through these consultations, the impacts of the Order Scheme were explained. Engagement with the public will continue throughout the duration of the Order Scheme.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order
Document NR07 – Consultation Report
November 2025

Appendix 3 – List of Consultees – Stakeholder and Public

Stakeholder (Statutory)

- Saddleworth Parish Council
- Mossley Town Council
- Auto-Cycle Union
- British Horse Society
- British Driving Society
- Byways and Bridleways Trust
- Open Spaces Society
- The Ramblers
- British Driving Society
- Cycling UK
- Peak and Northern Footpath Society
- Canal & River Trust
- Environment Agency
- Historic England
- Transport Focus
- Natural England
- Office of Road and Rail
- Royal Mail
- The Coal Authority
- Greater Manchester Fire and Rescue Service
- The Greater Manchester Police

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Public consultees

- Members of Parliament
- Oldham Council and Tameside Council councillors
- Members of the local community and wider public
- Stalybridge to Huddersfield Rail User Group
- The Victorian Society
- The Railway Heritage Trust
- Greater Manchester Archaeological Advisory Service
- Oldham Wednesday Walkers
- Friends of Saddleworth

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order*Document NR07 – Consultation Report****November 2025*****Appendix 4 – Approach to Consultation****Transpennine Route Upgrade, Stalybridge to Diggle (Saddleworth) Scheme: Approach to Consultation****Introduction**

Network Rail is proposing to upgrade the rail network between Stalybridge to Diggle (Saddleworth) (“the Scheme”).

The Scheme is a key part of the Transpennine Route Upgrade (TRU) which aims to update the railway between Manchester, Huddersfield, Leeds and York, improving journey times and connections between key towns and cities across the north of England, and the reliability and performance of railway services.

The TRU is a phased programme of works to upgrade rail infrastructure across the route between Manchester and York. It addresses the existing overcrowding and congestion on the route attributable to the limited capacity and dated infrastructure, and in so doing supports economic growth and local opportunities across the north of England. The existing route carries a mix of fast express trains, local stopping services and freight trains but has not seen significant investment for many years.

The Stalybridge to Diggle (Saddleworth) Scheme (“the scheme”) encompasses of the railway between Stalybridge and Diggle. The Scheme will enable electrification of the railway, achieved through the installation of OLE.

A number of interventions within this section of track will facilitate TRU and enable electrification of the railway. This will be achieved through the relocation of Mossley station and the major upgrade of Greenfield station, closure of Stockport Road level crossing and provision of new pedestrian and bridleway routes across the railway.

As part of the TRU works, OLE will be installed to allow for the electrification of the line. This will require works to bridges and listed structures along the route and the temporary possession of land to create temporary work compounds. Diversion of some utilities is also required.

Network Rail is submitting a Transport and Works Act Order (TWAo) application to the Secretary of State for Transport in Summer 2025 in order to gain consent to build the scheme.

Network Rail is contacting Oldham Council in August 2024 to request feedback on its proposed Approach to Community Consultation (AtCC) for the Scheme.

This document sets out the plans and programme for community consultation taking place between September and October 2024.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order*Document NR07 – Consultation Report****November 2025***

We would welcome feedback on the AtCC by 15 August 2024. Please email your feedback to Penny.Carter@networkrail.co.uk.

Community Consultation

This document outlines Network Rail's approach to consulting the local community and interest groups on the scheme prior to the submission of the TWAO application.

Community consultation will take place in parallel with technical consultation, running for six weeks between September and October 2024. There will also be an information round in early 2025, where consultees will be provided with an update on the outcome of consultation.

We wish to share our AtCC with Oldham Council to secure feedback regarding the proposed strategy. We are especially keen to receive any insights into the areas we plan to target and the relevant interest groups in the region, as part of the development of a comprehensive non-statutory stakeholder list.

The purpose of community consultation is to inform local people as well as interested stakeholders about the overall scheme. The consultation will also give them an opportunity to help shape the final plans by providing feedback on any issues they would like addressed by the Scheme. This will be covered by the following activities:

- launching the plans to consultees and engaging in an open, transparent and meaningful way;
- collating comments from the public, community groups and stakeholders;
- reviewing feedback from all consultees and grouping responses into themes/actions;
- making amendments to the Scheme, if feasible, in response to consultation responses; and
- reporting back on the changes made.

We will consult people living in the vicinity of the scheme who are likely to have an interest. We will directly publicise the consultation to those living within one kilometre of the stations and level crossing, and within 400 metres of the OLE, footbridge and bridge works, as well as temporary work compounds where no public rights of way are involved. Furthermore, the community consultation is open to anyone with an interest and we will advertise the consultations in the local media, through postal correspondence and on social media, so as many people as possible are made aware of the plans.

In addition to community consultation, we will consult with statutory TWAO consultees. Statutory consultees include those whose land is impacted by the scheme, as well as local and national statutory authorities. They are included in a separate, statutory

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order*Document NR07 – Consultation Report****November 2025***

engagement process; however, they will also be invited to engage in all wider consultation activities.

Consultation activity

The consultation will focus on the following aspects of the proposal:

- overview of the Scheme design;
- overview of the Scheme benefits;
- the views of members of the public; and
- timeline for the application process.

There will then be an information update following the conclusion of the consultation to feedback on consultation findings.

A range of consultation tools and techniques will be used to help engage stakeholders and the local community. These include:

- the distribution of invitations to promote the Scheme and consultation to those within one kilometre of the railway stations and 400 metre of other interventions;
- bespoke social media content to promote the consultation and the events;
- press releases and a bespoke media briefings;
- three in-person consultation events with discipline experts across the affected areas, featuring information boards and visuals;
- virtual consultation room, available online throughout the consultation period;
- briefings with local councillors and MPs;
- a dedicated webpage on the Network Rail website containing information about the Scheme and access to the consultation hub: www.networkrail.co.uk/stalybridgetodiggle
- A3 posters for display at local business and community hubs, and railway stations promoting the consultation and events; and
- an information round in March 2025 before submission of the TWAO.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order*Document NR07 – Consultation Report***November 2025****Programme**

The following timeline sets out the indicative consultation programme. This takes into account bank holidays and major school holidays, which have been avoided wherever possible. The programme may change over the lifetime of the Scheme as the detail of the scheme evolves.

Proposed date	Activity
Early September 2024	Meetings with councillors and stakeholders as requested. Press announcements. Leaflets distributed with details of consultation and events. Posters displayed with details of consultation and events.
September – October 2024	Consultation launch (running for six weeks). Scheme and consultation information on website. Virtual consultation room launched. Consultation events in Stalybridge, Mossley and Greenfield, including boards about the Scheme and visuals. Gathering of feedback through online and physical forms open to all local residents
December – January 2025	Analysis of consultation feedback.
April 2025	Community information update. Website updated. Public information leaflet issued.
June - July 2025	TWAO submission.

Consultation feedback

Consultees will be able to submit feedback in various ways:

1. online via www.networkrail.co.uk/stalybridgetodiggle as well as via email at: TranspennineEngagement@networkrail.co.uk;
2. by post to FAO Stalybridge to Diggle (Saddleworth) Scheme public consultation, Transpennine Route Upgrade, Network Rail, Square One, 4 Travis Street, Manchester, M1 2NY; and
3. using hard copies of the questionnaires, which will be available at the consultation events or on request

In September 2024, information about the scheme will be made available for consultation. A deadline date will be shared on the consultation literature so that consultees are aware of the timeframe for responding. A period of at least one month will be given from the start of the consultation process.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

We will collate the consultation feedback and review comments. We have allocated an analysis period following the consultation, which will provide sufficient time to fully assess the comments and, where appropriate, modify the Scheme.

Reporting consultation feedback

The findings of the pre-application consultation will be documented as part of our formal

submission of a Transport and Works Act Order. The submission will set out:

- all consultation activity undertaken;
- overview of the feedback submitted; and
- information on how we have responded to comments made.

Target consultation area: map

The geographical extent of the communities we propose to consult is shown in the consultation map below. Following Oldham Council's feedback and possible amendments, we will develop address lists for these areas and distribute relevant collateral via Royal Mail.

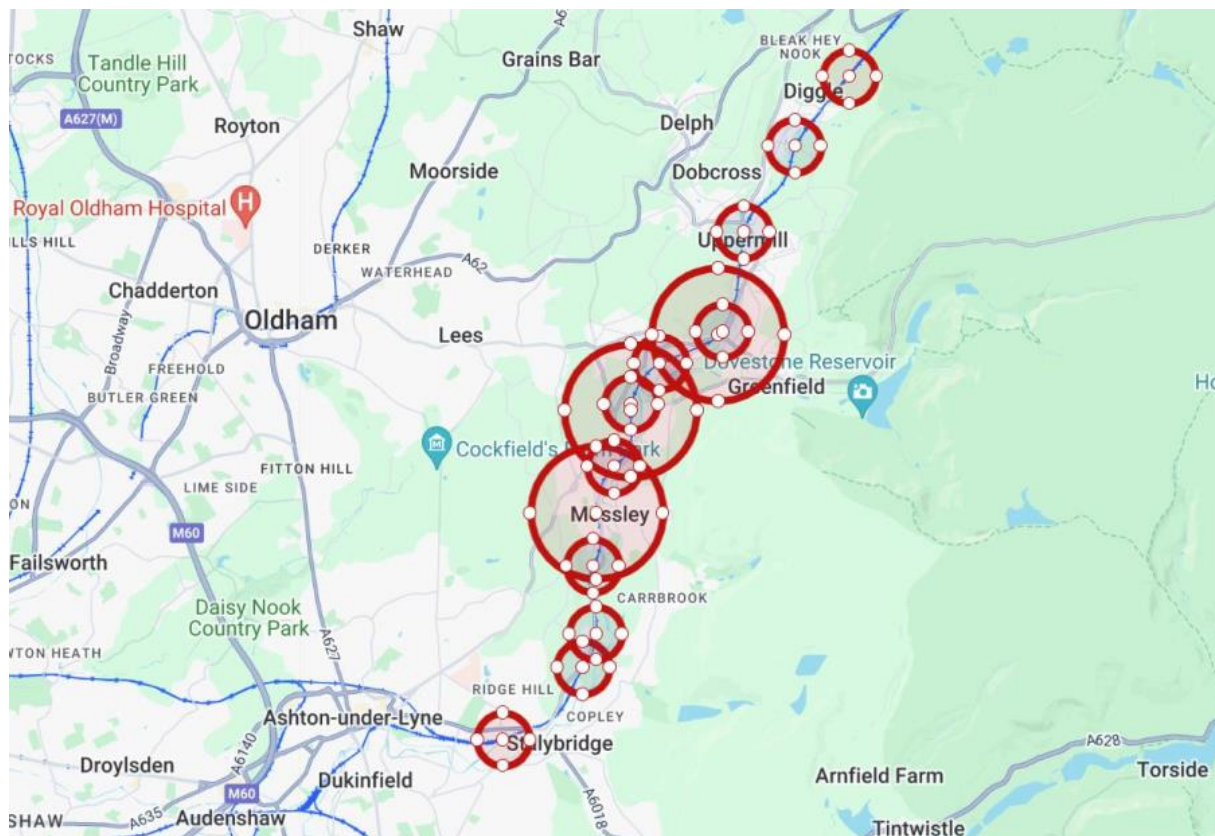


Fig 1. Stalybridge, Mossley, and Diggle mailing areas

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

We also recognise that people living outside this area will have an interest in the Scheme and we will make efforts to inform the wider communities of the consultation through media releases and advertising, so they can also feedback comments via online channels or at events.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order
Document NR07 – Consultation Report
November 2025

PDF AtCC sent to Oldham Council

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**Transpennine Route Upgrade, Stalybridge to Diggle (Saddleworth) Scheme:
 Approach to Consultation**

Introduction

Network Rail is proposing to upgrade the rail network between Stalybridge to Diggle (Saddleworth) ("the Scheme").

The Scheme is a key part of the Transpennine Route Upgrade (TRU) which aims to update the railway between Manchester, Huddersfield, Leeds and York, improving journey times and connections between key towns and cities across the north of England, and the reliability and performance of railway services.

The TRU is a phased programme of works to upgrade rail infrastructure across the route between Manchester and York. It addresses the existing overcrowding and congestion on the route attributable to the limited capacity and dated infrastructure, and in so doing supports economic growth and local opportunities across the north of England. The existing route carries a mix of fast express trains, local stopping services and freight trains but has not seen significant investment for many years.

The Stalybridge to Diggle (Saddleworth) Scheme ("the scheme") encompasses of the railway between Stalybridge and Diggle. The Scheme will enable electrification of the railway, achieved through the installation of Overhead Line Equipment (OLE).

A number of interventions within this section of track will facilitate TRU and enable electrification of the railway. This will be achieved through the relocation of Mossley station and the major upgrade of Greenfield station, closure of Stockport Road level crossing and provision of new pedestrian and bridleway routes across the railway.

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The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

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The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

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The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order
Document NR07 – Consultation Report
November 2025

OFFICIAL



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The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

OFFICIAL



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The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order
Document NR07 – Consultation Report
November 2025

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**Transpennine Route Upgrade, Stalybridge to Diggle (Saddleworth) Scheme:
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The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

OFFICIAL



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The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

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The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order Document NR07 – Consultation Report November 2025

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3. using hard copies of the questionnaires, which will be available at the consultation events or on request.

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Target consultation area: map

The geographical extent of the communities we propose to consult is shown in the consultation map below. Following Tameside Council's feedback and possible amendments, we will develop address lists for these areas and distribute relevant collateral via Royal Mail.



Fig 1. Stalybridge, Mossley, and Diggle mailing areas

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

OFFICIAL



We also recognise that people living outside this area will have an interest in the Scheme and we will make efforts to inform the wider communities of the consultation through media releases and advertising, so they can also feedback comments via online channels or at events.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Appendix 5 – Stakeholder (statutory) Phase 1

Item	Theme	Issues raised by consultee	Network Rail's position
1	<p>Access</p> <p>Mossley Station, Greenfield Station and the surrounding areas</p>	<p>Transport Focus:</p> <p>Asked whether there is opportunity to improve access to not just the stations, but to the surrounding areas, particularly where there are significant works/rebuilds like at Mossley and Greenfield. For example, key walking, cycling and wheeling routes and interchange facilities.</p>	<p>General access improvements to the surrounding areas of Greenfield and Mossley stations are not proposed to be delivered as part of the Order Scheme, but Network Rail have been engaging with Oldham Council and Tameside Council since 2022 to support the development of improvements delivered by the local authority to improve access to stations.</p> <p>In 2023, improvements at Mirfield, Morley, Castleford and White Rose were the first, 'First and Last Mile' projects for the Transpennine Route Upgrade (TRU). These projects included improvements to paths and active travel paths, increased CCTV, wayfinding, lighting and a pedestrian crossing. The projects will be completed in summer 2025 and following evaluation, further projects will be considered along the TRU route.</p> <p>Once TRU is completed in the early 2030s, the First and Last Mile programme will have delivered improvements around all TRU stations which will enable more customers to access the TRU route via active travel routes.</p>
2	<p>Mining legacy</p> <p>Scheme-wide</p>	<p>The Coal Authority:</p> <p>Noted there are records of coal mining legacy features around the Stalybridge area, in the vicinity of the tunnel, extending up to Souracre, as well as close to the Aqueduct to the north of Roaches and in the Woodend area. Noted it is important to ensure that Network Rail has assessed the potential risks posed by coal mining features to any new built development.</p>	<p>Network Rail is aware of the coal mining legacy features in the area. For interventions within the Order Scheme boundary, where potential risks relating to historical coal mining have been identified, including in relation to mine gas migration, relevant risk assessments in accordance with Coal Authority guidance will be undertaken to support the Order application. Coal mining instability risks will be considered by the design teams responsible for new structures or alterations to existing ones. Where required, mitigation measures will be specified to be</p>

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issues raised by consultee	Network Rail's position
			approved by the Coal Authority in line with the process in place for works for the Network Rail Huddersfield to Westtown (Dewsbury) Improvements Scheme which is part of TRU.
3	Step-free access construction Greenfield Station	Saddleworth Parish Council: Requested that access to the station platforms by lift should be brought into the initial upgrading works as a priority, rather than being done later.	Network Rail can confirm that there will be access to the station platforms by lift.
4	Construction impacts – Environmental Management Plan MVL3/23 Wrights Overbridge Demolition Embankment Works	Canal & River Trust (“the Trust”): Noted an interface with the canal is an indicative temporary site compound, north of the listed Royal George Aqueduct on the offside of the Huddersfield Canal. The Trust’s records state the canal may be on a non-principal embankment here and as such may be slightly elevated. The Trust want to ensure a minimum of 2m standard off to the toe of the embankment from any plant or machinery or storage within the compound. The Trust want access to maintain, repair and inspect the canal infrastructure. The Trust would want to ensure that the canal is protected from any pollution from the compound, be that dust, debris or run off, this would need to be addressed as part of the Construction Environmental Management Plan (CEMP).	<p>Network Rail can confirm that the compound will be set away from the embankment by at least 2m.</p> <p>Network Rail has noted that, assuming the Trust’s access would be via the field used for the compound, access can be arranged through, or around, the field.</p> <p>The Order application will include a Code of Construction Practice (CoCP). The CoCP is a structured framework that incorporates a package of best practice measures aimed at ensuring construction projects are executed with a focus on safety, efficiency, and minimal disruption to the environment and local communities. It emphasises stringent safety protocols, sustainable construction practices, and clear communication with stakeholders.</p> <p>The CoCP Part A, which will itself include the standard environmental protection measures that will be in place to prevent pollution of all watercourses. In addition, it is likely that the CoCP Part B will include a condition to be discharged with the relevant local authority concerning Pollution Prevention and Incident Control (PPICP). Under the protective provisions for the benefit of the</p>

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issues raised by consultee	Network Rail's position
			<p>Trust (as provided by the Order), the project team will be required to liaise with the Trust concerning works adjacent to, or over, the canal to provide reassurance that works are controlled.</p> <p>In terms of internal management, the mitigation will be identified as required in the CoCP Part A, PPICP and the Trust's protective provisions, and will be included in the Environment and Social Management Plan (ESMP). It will be the responsibility of the Order Scheme's environment manager to ensure compliance.</p>
5	<p>Construction impacts – Construction Environmental Management Plan</p> <p>MVL3/28 Oldham Road Bridge Reconstruction</p>	<p>Canal & River Trust ("the Trust"):</p> <p>Noted an indicative temporary site compound is shown offset from the canal at the Rugby ground between Bridge 81, Shaw Hall and Bridge 80, Frenches Bridges. The Trust want to ensure that all construction material and waste associated with the compound is contained within the site. This would need to be addressed as part of the Construction Environmental Management Plan (CEMP).</p>	<p>The controls to ensure material containment will come from the CoCP Part A and PPICP principally. It is likely that the CoCP Part B will include a condition for a Waste Management Plan to be submitted to and approved with the relevant local authority.</p>
6	<p>Environment – Drainage and Trees</p> <p>MVL3/29 Wickens Underbridge Repairs</p>	<p>Canal & River Trust ("the Trust"):</p> <p>Noted a drainage outfall to the Huddersfield Narrow Canal in the proximity of Lock 21. A new surface water outfall would require the separate consent of the Trust and associated commercial agreement. The Trust is not a land drainage authority and such discharges to the Trust's waterways are not granted as of right and where they are granted, they will be subject to a formal agreement. Any use of land within the Trust's ownership should be agreed voluntarily and the Trust would seek to object to any compulsory powers or rights over our land. In terms</p>	<p>The proposed outfall and associated temporary works to the Huddersfield Narrow Canal in Uppermill nearby to Oldham Road / High Street have now been designed out of the Order Scheme as the works are no longer required to support the Order Scheme. Therefore, Network Rail will not seek any powers relating to the outfall works in question in the Order. This change was communicated to the Trust via letter, sent on 25/02/2025.</p> <p>Network Rail will retain as many trees as possible as part of the scheme in any event and, under Biodiversity</p>

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issues raised by consultee	Network Rail's position
		of the construction of the drainage outfall to the canal, the Trust would want to ensure the large trees on the cutting are not damaged. The trees may be promoting stability of the cutting slope and in turn the structural integrity of the canal infrastructure. The Trust requested further detail in relation to the works in this location.	Net Gain (BNG) principles, will replace habitat loss across the scheme and add 10% habitat gain to that replacement. The Request for Deemed Planning and Statement of Proposed Conditions (NR12) that is submitted with the TWAO application, includes a condition for Biodiversity Net Gain of 10% and this condition must be approved by the local authorities.
7	Visual impacts MVL3/31A Saddleworth Viaduct	Canal & River Trust ("the Trust"): There will likely be a visual impact of the overhead lines on the listed viaduct when viewed from the canal and the Trust would want to comment further on this as the details emerge. Any overhead lines/gantry should be aligned to limit the visual impact on the canal corridor.	The siting of OLE across Uppermill Viaduct has been informed by an assessment of the heritage significance of the listed structure and its visibility from the surrounding conservation area. The OLE masts are proposed to be sited to respect the architectural rhythm of the viaduct and will be placed to avoid the wider spans over Den Lane, the Huddersfield Narrow Canal and High Street. This has been defined whilst also ensuring that the design meets the operational requirements regarding the maximum spacing of OLE masts, considering the curvature of the track across the structure. This will maintain key views of the viaduct and reduce visual intrusion on these important views as far as possible to maintain understanding of the structure's architectural and historic significance. The Uppermill Viaduct is unfortunately, too narrow a structure to allow the OLE portals to be landed on the viaduct behind the existing parapet, hence the design approach of mounting these on the exterior of the structure. The OLE Structure types are still under development and will be considered noting the significance of the viaduct and the potential to reduce visual impacts, however these will be subject to civil and structural design constraints.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issues raised by consultee	Network Rail's position
8	Construction impacts – construction vehicles MVL3/31A Saddleworth Viaduct	Canal & River Trust (“the Trust”): The plan suggests the use of canal / towpath for access, and the Trust would welcome clarification on this matter. The Trust would seek to avoid any loading of the towpath / washwall due to the implications for the waterway’s structural integrity. the Trust would not want any construction vehicular access over Bridge 75 Mytholme, if this cannot be avoided then the Trust would require pre and post inspections of the bridge and any damage caused would need to be made good. The Trust would also want to maintain access to their assets here throughout the construction phase for maintenance, repair and inspection purposes.	Network Rail will need access to the viaduct via the towpath. Network Rail will engage with the Trust on access points. Temporary work design for all ancillary works will be done ahead of the works commencing and any potential loading with be discussed with the Trust. A listed building consent for Saddleworth viaduct has been submitted.
9	Construction impacts MVL3/32 Underbridge Repairs and Embankment Works	Canal & River Trust (“the Trust”): Network Rail intend to obtain access to the bridge from Network Rail land, as opposed to via the canal footbridge. Subject to this being the case, it would be unlikely that there would be any impacts on the Trust’s assets here, but the Trust would welcome clarification on the intended works.	Only minor works to MVL3/32are proposed and these are to install a handrail to the parapet. In order to complete this work, access will be via the railway (Network Rail land) and no interface with the canal will be required.
10	Heritage - construction impacts MVL3/36 Ward Lane Overbridge	Canal & River Trust (“the Trust”): Temporary construction access and temporary site compounds related to an overbridge, MVL3/36 Ward Lane may have implications for listed canal Bridge 66, Ward Lane and listed lock 31. It is also unclear what the implications may be for the Ward Lane Feeder and Ward Lane Splitter Wier. The Trust requests further details in relation to the works to ascertain what the impact may be on our assets	This issue has been discussed with the Trust through ongoing engagement. It was explained by Network Rail that temporary construction access over the Standedge Tunnel will be required to facilitate the work to Ward Lane Overbridge and create an access to the railway. The Trust has provided feedback on the plans, raising concerns in relation to the proposal to excavate and saddle over the existing tunnel as shown. In response to the feedback Network Rail has updated the proposals to provide a relieving slab and the Trust has

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issues raised by consultee	Network Rail's position
			confirmed it is willing to accept in principle the proposals in relation to the relieving slab.
11	Construction access and vehicles MVL3/36 Ward Lane Overbridge	Canal & River Trust ("the Trust"): Noted that Bridge 66, Ward Lane may not be suitable for long vehicles or vehicles with a low ground clearance. The Trust requests further details in relation to the construction access and vehicles.	Any plant/vehicles (e.g. excavators and Hiab delivery vehicles) accessing the top of MVL3/36 via Ward Lane will adhere to any weight limits in place. A 7.5T weight limit sign is located at the western end of Ward Lane and a 17T weight limit sign is located at the eastern end of Ward Lane on approach to MVL3/36. Plant such as cranes and bridge beam deliveries will reach MVL3/36 at track level from the east via the access track which runs parallel to the railway, and not via Ward Lane.
12	Canal Feeder MVL3/36 Ward Lane Overbridge	Canal & River Trust ("the Trust"): Noted the Ward Lane Feeder is partially blocked within the culverted section that runs under the railway. It would be advantageous to unblock the feeder and ensure that the feeder is protected during the works.	No impact on Lock 31 is proposed or anticipated as a result of the Order Scheme.
13	Safety and statutory duties Standedge Tunnel	Canal & River Trust ("the Trust"): Noted the Trust's statutory duties to enable clear access to enable boats to navigate safely through Standedge tunnel. Advised to allow for the safe operation and passage of boats through Standedge tunnel. Access to the tunnel for the Trust's shadow vehicle is crucial to the ongoing operations and safe navigation. The Trust welcomes further discussions in relation to these matters.	Network Rail is aware that the car park is used for Trust's personnel chaperoning users of the canal and that access to the west portal is provided from Sam Road through the car park. Network Rail will need to use temporary possession powers over the car park in order for the construction team to set up a segregated walking route and parking area. Rather than leaving a portion of car park open to the public, the car park will be closed but parking spaces will remain available for use by Trust. A segregated walking route will also be implemented along the northern edge of the car park to link the canal tow path to Sam Road.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issues raised by consultee	Network Rail's position
			It should be highlighted that construction of the access track is likely to require strengthening to the masonry arch tunnel in the form of a reinforced concrete relieving slab. This work will require locally excavating fill material from the top of the arch. This excavation activity could be undertaken during the seasonal closure period of the canal.
14	Access Standedge Tunnel - MVL3/39 Station Road Overbridge	Canal & River Trust ("the Trust"): A shadow vehicle is required to escort boats through the tunnel; by utilising the 'dead bore tunnels' adjacent to the tunnels. Access to the tunnel for the shadow vehicle is crucial to the ongoing operations and safe navigation. The Trust would welcome further discussions in relation to these matters. The Trust would welcome clarification on what works are required to the Station Road overbridge (MVL3/39), the Trust use this bridge as part of the route the shadow vehicle takes to access the 'dead bore tunnels', as well as for general access to maintain our assets.	Network Rail require access to the redundant tunnel bores to be maintained throughout the works for the Network Rail Standedge Tunnel Major Incident Response Plan. Therefore, the works will have measures in place to allow for access for the shadow vehicle to access the redundant bores. The works at MVL3/39 Station Road Overbridge, which will require a temporary closure, will comprise the reconstruction of the span over the railway to provide increased headroom and accommodate the installation of OLE. The other two bridge spans will be retained. The existing pier between the rail span and the middle span will be widened. To accommodate the bridge reconstruction and increased headroom, the highway on the western approach to the bridge (Station Road and Harrop Court Lane) will need to be raised and this will require new parapet units along the back of the footway over the extent of highway lift. Whilst Station Road is temporarily closed during the bridge reconstruction works, a vehicular diversion route via MVL3/36 Ward Lane will be implemented.
15	Construction impacts MVL3/39B Bywash Underbridge	Canal & River Trust ("the Trust"): Noted the need to ensure that the feeder channel is not impacted in anyway. The flows to the canal would need to be retained throughout the works. It	Network Rail is aware that the water course which flows under MVL3/39B is fed by Brunclough reservoir and is critical to the functionality of the canal. We are also

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issues raised by consultee	Network Rail's position
		will critical that the Trust are engaged in the design of these works to ensure minimal impact on the canal infrastructure and canal users.	<p>aware of the inlet into the canal which is immediately downstream of MVL3/39B.</p> <p>The Engineering Stage 4 outline design has been developed to ensure that the inlet isn't impacted in the proposed condition, and an over-pumping solution will be required during the demolition and reconstruction works to ensure the flow of water into the canal tunnel inlet and downstream is unaffected.</p>
16	Construction impacts – water management Scheme-wide	Canal & River Trust ("the Trust"): Advised engagement with the Trust is required to ensure the Trust's water resources can be managed and operate during the works.	Network Rail will continue to engage with the Trust on this matter.
17	Construction traffic routes	<p>Canal & River Trust ("the Trust"): Advised Bridge 77, Clogger Knowle Bridge is owned by the Trust, listed and would be too small for construction traffic.</p> <p>Advised Bridge 75, Mytholme, is owned by the Trust and listed. This may be required for access to the base of the viaduct. Further details are required on its intended use.</p> <p>Advised Bridge 73, Brown Hill Road Bridge, is partly owned by the Trust and would likely be required for construction access.</p> <p>Advised Bridge 77, Ward Lane Bridge, is owned by the Trust and listed. Further details are required on its intended use.</p> <p>Advised Bridge 59, Station Road Bridge has unclear ownership and is listed. It is outside the scope of works but gives access to the eastern end of the</p>	Network Rail acknowledges the comments from the Trust, and it will take them into consideration. These structures may be used by construction vehicles, and we will continue to engage with the Trust as the Order Scheme develops.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issues raised by consultee	Network Rail's position
		<p>tunnel. Further details would be required on its intended use.</p> <p>Advised that access to MVL3/31A Saddleworth Viaduct is possible via Mow Halls Lane and Bridge 75, Mytholme but the bridge must be kept clear for boaters' use. It appears the bridge has a capacity of 10 tonnes. The bridge is listed and must be protected during any construction works.</p>	
18	Environment – vegetation clearance	<p>Canal & River Trust ("the Trust"):</p> <p>Advised the removal of vegetation is mitigated and any location where vegetation clearance is required would need to be checked for protected species and works should be planned outside of nesting bird season. Any works in close proximity to the canal infrastructure, including tree removal could adversely impact the structural integrity of the canal infrastructure. The Trust would need to comment further on this as details of the scheme emerge.</p>	<p>Network Rail has conducted a full ecological survey across the Order Scheme, and it is reported on in Appendix 6A – Ecology Technical Appendix to Chapter 6, Ecology in the NR14 Environmental Report, Network Rail will also be re-checking for any additional ecological constraints in advance of physical works in accordance with a Landscape and Ecological Management Plan (LEMP) that will be submitted to and approved by the local authority by condition.</p> <p>As identified by the Trust, de-vegetation works will be planned outside the bird nesting season by default to minimise the potential effects on nesting birds. Where de-vegetation works from February to September inclusive cannot be avoided, then the Order Scheme will comply with Network Rail's nesting bird policy, which includes conducting nesting bird checks in advance of works and implementing exclusion zones as may be necessary should nesting birds be identified.</p>
19	Construction traffic MVL3/23 Wrights Overbridge	<p>Saddleworth Parish Council:</p> <p>Raised the following concerns about the impacts on construction traffic:</p> <ul style="list-style-type: none"> Armit Road is too narrow for construction traffic, particularly at the bottom end. There is a danger that a long line of cars usually parked along one 	<p>Armit Road will have minimal construction traffic on it because the majority of the bridge works will be carried out on the railway. Network Rail is currently anticipating a small welfare unit in Pony Field identified for construction personnel to access on foot from the Wright's Overbridge area. There may also be a small amount of parking by the workforce next to the welfare</p>

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issues raised by consultee	Network Rail's position
		<p>side road will need to move elsewhere – but there is no room in the area for displacement.</p> <ul style="list-style-type: none"> Construction traffic would hamper emergency service vehicles, putting residents' lives at risk, particularly when the work takes place during the night and early hours. The Pony Field is for distressed and retired horses. Using it for construction work would leave the animals with nowhere to go. The open area at the end of Armit Road is listed as a Site of Biological Importance. It is referred to specifically in Saddleworth Parish Council's Neighbourhood Plan, referring to the critical role in the protection of such sites - therefore no part can be used for construction work. Building a road through this sensitive site to facilitate the bridge work would result in 40 or more mature trees being lost. Children who normally play by the quiet road and by the Pony Field would be put in danger. Public Rights of Way will also be affected. <p>Saddleworth Council suggested the following possible solutions to avoiding the concerns above:</p> <ul style="list-style-type: none"> Lower the track bed by the bridge. Or create access on the old quarry road at the North of the bridge. 	<p>unit, which we will look to manage by bringing the majority of staff in via bus from a central hub site to reduce any impact on the local community.</p> <p>The construction routes for the works will be agreed with the local authority in advance of construction work and detailed in a Construction Traffic Management Plan which will be submitted to and approved by the local authority.</p> <p>Network Rail has engaged with the landowner and occupier of Pony Field to discuss how our welfare facility may impact the horses/ponies. Animal welfare will be taken into consideration as part of the discussions.</p> <p>Access is by foot only from the Bridge 23 area to bridge MVL/23 and the field alongside the Pony Field area and there will be no construction work in this area; just the temporary location of a welfare facility. We are aware of the local ecological designations and have recently surveyed the area to identify the extent of species and habitats present and the presence of protected and veteran trees. Consent for this site will be delivered under Network Rail's Permitted Development and therefore must comply with Network Rail's Contact Requirements – Environment, which amongst other matters details how contractors must control and manage its sites and return any land to its previous state.</p>

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issues raised by consultee	Network Rail's position
			<p>Safety and security arrangements will be put in place in all the areas of work.</p> <p>Lowering the track bed by the bridge has been considered and discounted due to the shallow rock in this area. There are also existing drainage issues due to the topography that would be exasperated by a lower track.</p> <p>Creating access on the old quarry road at the North of the bridge has also been discounted because Network Rail are using this route for site staff to access the welfare compound by foot.</p>
20	Environment – Damage Oaklands Road	<p>Saddleworth Parish Council:</p> <p>This is a sensitive site designated in the Oldham Council Local Green Space Assessment Report as “Other Protected Open Land” - OPOLs. Damaging the location will destroy the landscape and scar the cross-valley views. OPOLs are also referred to in Saddleworth Council’s Neighbourhood Plan.</p> <p>Careful consideration needs to be given to guaranteeing that any damage to the site is fully and quickly restored, particularly trees and bushes.</p>	<p>The designation of the area is noted. Network Rail will make all practicable efforts to minimise tree and vegetation removal in relation to the delivery of the scheme. Where tree removal is unavoidable, we will undertake subsequent mitigation works to be developed and implemented following completion of construction works.</p> <p>The assessment of tree assemblage is contained in the TWAO application in NR14 The Environmental Report: Volume 1 Main Text: Chapter 8 Arboriculture. The chapter identifies trees and tree groups that will be retained and those that will need to be removed to facilitate the works. This acts as the basis to further identify where trees can be retained where practicable to do so.</p> <p>Network Rail has conducted a full ecological survey across the Order Scheme, and it is reported on in Appendix 6A – Ecology Technical Appendix to Chapter 6, Ecology in the NR14 Environmental Report, Volume</p>

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issues raised by consultee	Network Rail's position
			3. Network Rail will also be re-checking for any additional ecological constraints in advance of physical works in accordance with a Landscape and Ecological Management Plan (LEMP) that will be submitted to and approved by the local authority by condition.
21	Construction traffic routes Scheme wide	Royal Mail: Noted any periods of road disruption/closure, night or day, on or to the roads immediately connected to works or the surrounding highway network, will have the potential to impact operations and may consequently disrupt Royal Mail's ability to meet its Universal Obligation service delivery targets.	As a result of the feedback, Network Rail has sent Royal Mail a letter of commitment.
22	Operations Scheme wide	Royal Mail: Requested that wording is added to Network Rail's Construction Transport Management Plan ("CTMP") to secure the following mitigations: 1. the CTMP includes specific requirements that during the construction phase Royal Mail is notified by Network Rail or its contractors at least one month in advance on any proposed road closures / diversions / alternative access arrangements, hours of working; 2. where road closures / diversions are proposed, Network Rail or its contractors liaise with Royal Mail at least one month in advance to identify and make available alternative highway routes for operational use, where possible; and 3. the CTMP includes a mechanism that informs Royal Mail about works affecting the local highways network. In addition, Royal Mail will require Network Rail to provide a named contact and timetable for the	As a result of the feedback, Network Rail has sent Royal Mail a letter of commitment.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order*Document NR07 – Consultation Report****November 2025***

Item	Theme	Issues raised by consultee	Network Rail's position
		proposed works at least two months before any works commence.	

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Appendix 6 – Feedback Received During Phase 1 Public Consultation and Network Rail’s Position to the Issues Raised

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail’s position
Stalybridge and Scout Tunnel				
	Flooding	Feedback: <ul style="list-style-type: none"> Consultees raise concerns that a flooding is likely to occur 	2	Network Rail has undertaken an environmental appraisal and impacts and mitigation measures for flooding at Stalybridge and Scout Tunnels are included in NR14 Environment Report Volume 1, Chapter 12.
	Closure of the operational railway	Feedback: <ul style="list-style-type: none"> Consultees raise the following concerns with the railways being closed during the construction: Will adequate rail replacement buses be provided? How long will the closure be? (suggests it to be as short as possible) More disruption to services whilst lines are closed to do the works. 	4	<p>Network Rail, along with its rail industry partners, are committed to working with affected parties regarding the potential disruption to the operational railway and how best to manage the railway when some services are not running. This will be a mix of trains using diversionary routes, and high-quality coaches as a replacement to trains. This plan is being developed and stakeholders will be briefed as it develops.</p> <p>Work within the tunnels is required to enable electrification and larger freight trains to pass through. To support the required works, Network Rail will need to close the railway for an extended period. The duration of the extended closure is still being assessed but will approximately last 3 months with a number of weekend closures in advance of the works. This allows for the work to be carried out efficiently and therefore minimises overall rail closure requirements.</p> <p>Network Rail has carried out some research with Transport Focus on passengers’ attitudes and preferences towards disruption, with the findings of this research feeding a passenger handling plan.</p>

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
	Night-time construction work	Feedback: <ul style="list-style-type: none"> Consultees want to know if night-time work has been addressed with residents 	2	<p>Network Rail is committed to engaging with the local community during the construction works. A Code of Construction Practice (as part of the Planning Conditions which are submitted to and approved by the relevant local authority) will include an External Communications programme and this will set out how Network Rail will communicate with the local community during the construction period. The CoCP will also include mitigation measures to reduce construction impacts on the local community. Some night-time work will take place when the railway will be closed making it a safe environment for the work force. Network Rail is committed to being a good neighbour and will provide prior communication on any night-time works in advance. In terms of considering controls, there is a condition under the CoCP Part B that requires a Noise and Vibration Management Plan to be submitted to and approved by the relevant local authority. This will identify Best Practicable Means (BPM) to reduce the noise and vibration nuisance from the Order works.</p>
	Environmental impact	Feedback: <ul style="list-style-type: none"> Consultees are concerned of the environmental impact that comes with the traffic disruption 	1	<p>The works will be planned to minimise impacts on the local road network, parking and seasonal considerations. Network Rail has and will continue to engage with the relevant local authority on the proposed scheme and its impact on the local highway network. The construction routes for the works will also be agreed with the local authority in advance of the works starting. In relation to impacts on the highway, detailed mitigation measures will be formally agreed with the local authority as part of the Planning Conditions and a Construction Traffic Management Plan and Travel plan</p>

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
				will be a condition and submitted to and approved by the local authority. An environmental appraisal has been undertaken and impacts and mitigation measures related to traffic are included in NR14 Environmental Report Volume 1 Main Text: , Chapter 10 Traffic and Transport.
	Other	Feedback: <ul style="list-style-type: none"> One consultee wants information on how track would be lowered 	1	Rails and sleepers are removed from the affected area and a layer of ballast is dug out before replacing the rails and sleepers in a lower position. The ballast has to then be renewed and provide it down to a specified depth, and in many cases with an additional layer of sand.
MVL3/7 Heyrod Hall Bridge				
	Support for plan	Feedback: <ul style="list-style-type: none"> Happy with the plan of improvement 	1	Network Rail has noted this feedback.
	Road closure impact	Feedback: <ul style="list-style-type: none"> Consultees have concerns of road closure impact on neighbouring houses 	1	All residents will have vehicular and pedestrian access to their properties during the construction period. Network Rail is committed to engaging with the local community during the construction works. A Code of Construction Practice (as part of the Planning Conditions which are submitted to and approved by the relevant local authority) will include an External Communications programme and this will set out how Network Rail will communicate with the local community during the construction period. The CoCP will also include mitigation measures to reduce construction impacts on the local community. Network Rail has and will continue to engage with the relevant local authority

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
				about the scheme, which includes road closures.
	Bridge structure	Feedback: <ul style="list-style-type: none"> • Consultees share concern about whether the bridge would be realigned for better viewing of traffic. • Concern whether the changes will affect the Grade 2 listed nature of the bridge 	2	<p>As part of the design and in line with Network Rail's standards, the structure matches existing highway alignment as to allow existing approach walls to be retained and to minimise impact on Grade II listed status.</p> <p>Network Rail has and will continue to engage with Historic England and the relevant local authority about potential impacts on heritage structures. The impacts on the Grade II listed structure is weighed against the public benefits delivered by the scheme. The historic and architectural interest of the bridge has been taken into consideration in the design of the replacement structure, and measures to mitigate this impact integrated into reconstruction proposals.</p> <p>A listed building consent application has been submitted, outlining the impact on the heritage significance of the listed structure.</p>
MVL3/9 Spring Bank Lane Bridge				
	Support for plan	Feedback: <ul style="list-style-type: none"> • Happy with the plan of improvement 	1	Network Rail has noted this feedback.
	Heritage	Feedback: <ul style="list-style-type: none"> • Consultees share concern whether the changes will affect the Grade 2 listed nature of the bridges 	1	<p>The proposed electrification of the railway requires the minor alteration of the listed structure to comply with Network Rail safety standards for bridges crossing an electrified railway. It is proposed that steeple copers are introduced to the existing parapets to ensure the minimum required clearance is achieved. The form of the proposed copers also dissuades members of the public from sitting or walking along the parapet. Network</p>

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
				<p>Rail has and will continue to engage with Historic England and the local authority regarding the proposals for the bridge.</p> <p>A listed building consent application has been submitted outlining the impact on the heritage significance of the listed bridge.</p>
Mossley Cottages				
	Construction impact	<p>Feedback:</p> <ul style="list-style-type: none"> The work will be so disruptive, and residents should be offered compulsory purchase if they want to move away 	3	<p>Network Rail will not be seeking to compulsorily purchase any properties as a result of the construction activities from the Order Scheme. A Code of Construction Practice as part of the Planning Conditions which are submitted to and approved by the relevant local authority) will include an External Communications programme and this will set out how Network Rail will communicate with the local community during the construction period. The CoCP will also include mitigation measures to reduce construction impacts on the local community. Network Rail has and will continue to engage with the relevant local authority about the scheme, which includes road closures.</p>
	Support for plan	<p>Feedback:</p> <ul style="list-style-type: none"> Happy with plan of improvement 	4	<p>Network Rail has noted this feedback.</p>

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
Mossley Station				
	Station facility	<p>Feedback:</p> <ul style="list-style-type: none"> • Ensure the passenger shelter on the platform for Huddersfield trains is adequate • Concern about station tenants need to be a viable business • Concern if the new lifts will be included and/or exclude bikes and no 'escape route' if this is breaks down • The plan needs to show drop-off and pick-up points at the station • Concern if the walking distance too far and providing handrails • More parking capacity • Suggestion to have the booking system of disabled parking spaces and long-term parking • Place the digital displays more visible • Provide more seats on platforms • Provide covered areas • Provide proper provision for prams and wheelchair access • Changing places 	31	<p>Stations on the Transpennine Route are categorised into 4 categories. Category 1 for Regional Interchange, Category 2 for Intercity, Category 3 for Medium and Category 4 for Small. Mossley Station falls within Category 3 which means this station has a high number of passengers due to its proximity to major cities and destinations. Therefore, the proposed station facilities at Mossley Station reflect the current category for the station. The improvements to the relocated station will include:</p> <ol style="list-style-type: none"> 1. A modern station with a waiting area, ticket office, accessible toilets and baby changing facilities. 2. Longer platforms at 150m in length to accommodate trains with more seats for passengers. 3. A new footbridge with lifts to provide step free access between platforms. 4. Additional car parking. 5. New access to the station provided from Manchester Road to improve accessibility for all users 6. Re-location of bus stops on Manchester Road.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
	Parking	<p>Feedback:</p> <ul style="list-style-type: none"> Both vehicle and pedestrian access on 245 Manchester Road will impact parking Concern on the ability to park outside their own home due to new road parking restriction Concern on deliveries and collection (bin) to stop 	3	<p>A puffin crossing will provide access into the station from Manchester Road, providing pedestrians and vehicles with safe and clear visibility when entering the station. As a result of the puffin crossing, there will be loss of parking on the public highway along Manchester Road. Network Rail has engaged with Tameside Council as highway authority regarding the impacts on parking arising from the provision of the puffin crossing. As a result of these discussions, Tameside Council as highway authority have informed Network Rail that they will consult with the residents and businesses on Manchester Road in relation to a residents' parking area.</p> <p>It is not anticipated that there will be any disruption to the bin collections which services the properties on Manchester Road as a result of the Order Scheme.</p>
	Design of the scheme	<p>Feedback:</p> <ul style="list-style-type: none"> Concern about station entrance near residential property Would like to have pedestrian entrance/exit at the northern end of the new station Question whether the bus stop will be moved Keep existing station and improve access from Stamford Road 	12	<p>Network Rail is aware of the concerns from residents in relation to the new Mossley Station entrance being near to residential properties and measures have and will be implemented where possible to mitigate these effects.</p> <p>A pedestrian entrance/exit at the northern end of the new station was considered but not taken forward as an option because the difference in levels is greater than 6m in this location and so any exit would require a lift or stairs.</p> <p>The existing station bus stops will not be moved. However, the Northbound Portman Street bus stop will be improved to allow access to the station, via a Kassel kerb to a pedestrian island, allowing safe use of the</p>

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
		<ul style="list-style-type: none"> A concern stating that the scheme design seems to disadvantage pedestrians Question on connectivity improvements for the pedestrian footpath from Brooklands in top Mossley to Mill Lane to avoid pedestrians having to walk the length of Stamford Road and Manchester Road It will be a lot further to walk to the station for people coming from top or bottom Mossley, particularly to catch a Huddersfield-bound train. It would be good to have steps and/or a sloping path from Stamford Road to access the Huddersfield platform directly or via a connection to the footbridge. It would be good if the design was altered to provide stair access from the most easterly end of Mossley Station to Manchester Road, so that pedestrians don't need to walk all the way up Manchester Road to access the station. It would also 		<p>busses to access the station. The southbound portman street bus stop will also be relocated approximately 100m to the south, just beyond Portman Street. It is envisioned that southbound bus travellers will use the bus stop at Mill Lane and walk to the station.</p> <p>In order to make the new station accessible for all, the station cannot remain in its current location.</p> <p>Pedestrians will be able to access the station when approaching from any direction.</p> <p>The upgrade of the footpath (Brooklands to Mill Lane) is not within the Order Scheme remit, and it is the local authority's responsibility to maintain and improve the footpath, should it wish to do so. the change in location of the station.</p> <p>The design has provided passive provision for future use of a secondary means of escape as a secondary entrance to the new station. Improvements to the footpath are required to mitigate safety concerns associated with using this footpath as an entrance to the station, particularly with the stairs at the end of the footpath leading pedestrians directly onto Mill Lane with limited visibility.</p> <p>The proposal for stairs and lifts at the northern end of the station are not considered value for money as pedestrians can enter the station using Manchester Road.</p>

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
		<p>be good if there was pedestrian access up to Stanford Road from the Westbound platform.</p> <ul style="list-style-type: none"> Current access to the station by road is unfit - It should include pedestrian access at the end of station closest to Mill Lane / Three Counties Road. A simple flight of stairs up to the station would help prevent users of the station having to walk up a hill past the station to then double back on themselves. A foot bridge over the lines would also allow for easier access from Mill lane itself without needing to walk down narrow steep roadway first also." Access is a definite improvement but step-free Up platform access including drop-off could be easier. Lifts are convenient but if they fail? A ramp still means partial step-free access. Access from the Down platform direct to Mill Lane and Brookfields should be built. It 		<p>The design has been chosen to improve accessibility as people can access the station using Manchester Road. Stairs and lifts at the northern end of the station are not considered value for money.</p> <p>The primary step free access to the platforms is via a lift from the car park level. The secondary means of escape on the Up platform can also be used as a means of step free access. This is anticipated to be used if the lift is out of order.</p> <p>The secondary escape route provides backup step-free access if lift fails.</p> <p>The constrained site means the drop-off area is as close as possible to the station. Level, step-free access with resting points will be provided.</p> <p>It is proposed to provide two waiting shelters per platform; this will provide sufficient shelter for passengers outside of peak hours.</p> <p>The proposed site for the station is very constrained and the drop off area has been placed as close as possible to the station. Network Rail will provide level step free access with regular resting places form the drop off area to the platforms.</p>

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
		<p>shortens walks and reduces crowding on the footbridge i.e. direct benefits to walking passengers especially in TOP Mossley and indirect benefits for disabled users.</p> <ul style="list-style-type: none"> • Current drop-off plans will still mean a significant distance to platforms. My partner says a ramp and a lift are needed for proper access. • More shelters are needed. Currently the Up side shelter waiting rooms are still not big enough to shelter all passengers & we need to use the bridge for shelter. • In addition, the proposed drop-off area is far enough from the platforms to be a major obstacle to people with limited mobility. • The new vehicular entrance also has no pavement. • Access from the Down Platforms at both Mossley & Greenfield to the street seems like an obvious 		<p>A pavement is to be provided to create a safe walking route once passengers have arrived at the station.</p> <p>The station building design has sought to compliment the aesthetics of the area while complimenting the modern station and the exact finishes are still to be determined.</p>

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
		<p>omission from the plans. This will directly benefit ambulatory users and indirectly help disabled users by reducing crowding on lifts and stairs.</p> <ul style="list-style-type: none"> Comments regarding the aesthetics of the new building, e.g. bland and modern. Praise that the station will be staffed. 		
	Local impact	<p>Feedback:</p> <ul style="list-style-type: none"> Concern about noise whilst works are undertaken Concern from a resident across station - Noise from pelican crossing due to moving pedestrian access Concern from resident across the road about the glare of station lights, annoying announcements and antisocial behaviour Concern to put entrance and crossing in front of residential areas across the station Concern that resident that will live across the new station not given choice whether they want to live 	13	<p>The baseline surveys for construction and operational noise have been carried out at three locations near the relocated Mossley Station in order for Network Rail to measure, assess and understand the current noise climate, particularly in consideration of the highway and the current rail usage. The survey results will be used to assess the construction and operational noise impacts when the construction programme and design details of the relocated Mossley Station are further developed. Best Practicable Means will be implemented during the construction works to minimise the potential noise and vibration impact. Additional noise/vibration mitigation measures will be applied if practicable to do so.</p> <p>The construction works can only commence when a detailed noise and vibration management plan has been submitted to and approved by the local authority in advance of the works.</p> <p>Operational noise impacts for sources associated with the relocated Mossley Station will be assessed during the detailed design of the station and mitigation</p>

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
		near train station and suggest NR to purchase the home		<p>measures will be applied if needed to avoid adverse impact. Please see NR14 Environmental Report Volume 1, Chapter 9 Noise and Vibration, Chapter 9.3 for further information.</p> <p>The station will be designed to avoid the glare of light. This will be in compliance with Network Rail's Contract Requirements Environment, please see NR14 Environmental Report Volume 3 Appendices: Appendix 1A Network Rail's Environmental and Social Minimum Requirements for Projects: Section 6.7 Dust, Odour and Lighting. In terms of the new entrance, the design has been developed to balance station access and safety needs whilst minimising local impacts.</p> <p>Network Rail will not be permanently acquiring any properties on Manchester Road as a result of the relocated station.</p>
	Closure impact	<p>Feedback received:</p> <ul style="list-style-type: none"> Concern on negative effect of any road closure Impacts on traffic and timescale around temporary traffic lights Contingency plan e.g. rail replacement bus and how long this would be in place for 	17	<p>All residents will have vehicular and pedestrian access to their properties during the construction period. Network Rail is committed to engaging with the local community during the construction works. The Code of Construction Practice (as part of the Planning Conditions which are submitted to and approved by the relevant local authority) will include an External Communications programme and this will set out how Network Rail will communicate with the local community during the construction period. The CoCP will also include mitigation measures to reduce construction impacts on the local community. Network Rail has and will continue to engage with the local authority about the scheme, which includes road closures.</p>

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
				Network Rail, along with its rail industry partners, are committed to working with affected parties regarding the potential disruption to the operational railway and how best to manage the railway when some services are not running. This will be a mix of trains using diversionary routes, and buses to replace rail services. This plan is being developed, and stakeholders will be engaged with in due course.
	Operational impact	<p>Feedback received:</p> <ul style="list-style-type: none"> • Question on how many trains per hour and passengers per trains • Question whether train still be operating while works are ongoing 	5	<p>The current train service patterns are expected to be maintained whilst works to build the relocated station are ongoing. Network Rail is developing a scheme that will cater for the predicted increase in passenger demand over the next few decades through building 150m long platforms to accommodate longer trains.</p> <p>Network Rail, along with its rail industry partners, are committed to working with affected parties regarding the potential disruption to the operational railway and how best to manage the railway when some services are not running. This will be a mix of trains using diversionary routes, and buses which will replace rail services. This plan is being developed, and stakeholders will be engaged with in due course.</p>
	Train services	<p>Feedback:</p> <ul style="list-style-type: none"> • Would like to know more about timetable changes and frequency in the evening, on weekends etc. • Nothing has been said about the intended stopping pattern for these intermediate stations. To 	3	<p>The current service patterns are expected to be maintained whilst works to build the relocated station are ongoing.</p> <p>Future service patterns to accommodate an additional hourly off-peak stopping train at intermediate stations and additional intermodal freight services are being modelled.</p>

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
		get the full value of works at Greenfield and Mossley, there needs to be a half hour stopping service throughout the day, ideally with a clockface timetable.		
	Interconnected travel	Feedback: <ul style="list-style-type: none"> Will the bus arrival time at the new station coincide with the train arrival times - to allow people arriving by train to get on the bus 	1	Network Rail, along with its rail industry partners, are committed to working with affected parties regarding the potential disruption to the operational railway and how best to manage the railway when some services are not running. This will be a mix of trains using diversionary routes, and buses which will replace rail services. This plan is being developed and stakeholders will be engaged with in due course.
	Aesthetic aspect	Feedback: <ul style="list-style-type: none"> Needs to consider keeping with the beauty of the area. The Old Mossley station should be re-purposed. Some suggestions include: a railway museum, a tearoom (reflect history and local art scene) Renovate the old station building and it doesn't become another dilapidated empty shell like the mill opposite. 	10	The existing station footbridge and platform furniture will be removed but the building will remain. We are engaging with stakeholders as to how the building can continue serving the local community.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
	Materials	Feedback received from Heritage Railway Trust: <ul style="list-style-type: none"> Asked if any materials from the shelter at the existing Mossley Station could be re-used at the proposed new station. 	1	Network Rail will investigate opportunities for re-using materials from the existing Mossley Station for the proposed new station.
	Support for plan	Feedback: <ul style="list-style-type: none"> Happy with the plan of improvement 	20	Network Rail has noted these comments.
	Disagreement with Plan	Specific Feedback: <ul style="list-style-type: none"> "Why move it? Just add a little. Now has 2 steps & lifts to reach platform 2. What if lift breaks. Will be worse than current" 	1	The station has been moved to accommodate the following changes: <ul style="list-style-type: none"> A modern station with a waiting area, ticket office, accessible toilets and baby changing facilities. Longer platforms at 150m in length to accommodate trains with more seats for passengers. A new footbridge with lifts to provide step free access between platforms. Additional car parking. New access to the station provided from Manchester Road to improve accessibility for all users. Lifts will be equipped with help button and will be covered by a maintenance contract which includes response and repair.
	Other	Feedback:	1	Transferring artwork will be discussed with the train operating company.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
		<ul style="list-style-type: none"> Transfer some of the artwork to the new stations 		
Stockport Road Level Crossing				
	Agreement with Diversion Plan	Feedback: <ul style="list-style-type: none"> Comments stating that the new diversion is safe in relation to the closure of Stockport Road level crossing 	40	Network Rail has noted these comments.
	Agreement with Diversion Plan	Feedback from Oldham Wednesday Walkers: <ul style="list-style-type: none"> In principle, have no objection with the diversion plan, subject to landowner's agreement. Made comments on the current condition of the alternative route, noting its gradient and a risk of slipping. Noted that the stock fence is on the east of the path so there is no segregation from any cattle in the field and therefore some understanding is required with the landowner that there are no safety issues for users of the path – otherwise the stock fence should be put on the west side of the path. 	1	The feedback regarding the level crossing is noted and Network Rail will be reviewing the condition of the proposed route as the design progresses. Matters such as fencing and safety will be also discussed with the landowner and the local authority.
	Disagreement with Plan	However, there are responses disagreeing with the diversion, citing	13	Network Rail is proposing to close the level crossing to improve safety on the Transpennine route. The level

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
		reasons that they are losing another level crossing, and there will be a longer diversion.		crossing also acts as a constraint in terms of performance and on the stated of aims of the scheme which is to increase capacity and improve journey times and reliability. Network Rail has engaged with the local authority in relation to the new public right of way and it will be constructed to public right of way standards. Network Rail acknowledges these concerns. The decision has been made to enhance safety for all. The diversion route is 200m and will be in place once the level crossing is closed.
MVL3/17 Roughtown Road Overbridge				
	Environmental impact	Feedback: <ul style="list-style-type: none"> Noted concern on disruption of environments as deers and badgers are present in the area 	1	Biodiversity surveys have been carried out and comply with the relevant legislation in identifying the appropriate protection and mitigation. The findings of these surveys are reported in NR 14 Environmental Report: Volume 1 Main Text: Chapter 6 Ecology, with extended detail on the ecology surveys completed in Volume 3 Appendices to the Environmental Report: Appendix 6A Ecology.
	Support for bridge replacement	Feedback: <ul style="list-style-type: none"> Happy with the proposed plan and need to know about the work taking place in good time 	6	Network Rail has noted these comments.
	Construction impacts and noise	Feedback: <ul style="list-style-type: none"> The work will cause noise and disruption over a long period of time Concern on traffic closure for the work taking place 	3	A Noise and Vibration Management Plan (NVMP) will be submitted to and approved by the local authority by condition. The NVMP will include detail on Best Practicable Means (BPM) that will be employed to minimise the noise and vibration nuisance to residents.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
				<p>Construction traffic will be managed through the implementation of a Construction Traffic Management and Travel Plan by condition to be approved by the local authority.</p> <p>A Noise and Vibration Management Plan (NVMP) will be submitted to and approved by the local authority by condition. The NVMP will include detail on Best Practicable Means (BPM) that will be employed to minimise the noise and vibration nuisance to residents.</p> <p>Construction traffic will be managed through the implementation of a Construction Traffic Management and Travel Plan by condition to be approved by the local authority.</p>
	Bridge Structure	<p>Feedback:</p> <ul style="list-style-type: none"> Concern on losing the original listed structure (type of stone used – should be natural stone) 	1	<p>Stone cannot be used due to its heavy weight which would destabilise the arch bridge. As an alternative, copers are being used which are lightweight coloured concrete.</p>
MVL3/20 Wright's Mill Overbridge				
	Pedestrian access	<p>Feedback received</p> <ul style="list-style-type: none"> A respondent noted that the removal of the bridge will remove the daily walking route which allows them to do trainspotting 	5	<p>Bridge MVL3/20 Wright's Mill Overbridge is being reconstructed but not removed and there will be a temporary diversion in place via MVL3/19.</p>
	Access to Mossley Road from the North	<p>A query that was received:</p> <ul style="list-style-type: none"> Has accessing the bridge from the North along the old quarry 	2	<p>Network Rail has reviewed other options, including access via Midge Hill and Heron Lane, the latter being more suitable due to topography and access to the east side of the track where the compound is proposed.</p>

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
		road to Mossley road been considered?		
	Heritage	Feedback: <ul style="list-style-type: none"> Concern on bridge could not be demolished due to its listed structure and could result in a loss of architectural heritage 	1	<p>The bridge is being reconstructed to accommodate overhead line equipment.</p> <p>The proposal to reconstruct the bridge is the result of an extensive optioneering process and engagement with Historic England and the local authority. The impacts on the Grade II listed structure are weighed against the public benefits delivered by the scheme. The historic and architectural interest of the bridge has been taken into consideration in the design of the replacement structure, and measures to mitigate this impact integrated into reconstruction proposals. Network Rail will continue to engage with Historic England and the local authority regarding the proposals for the bridge.</p> <p>A listed building consent application has been submitted, outlining the impact on the heritage significance of the listed bridge.</p>
	Alternative plan	Feedback: <ul style="list-style-type: none"> Suggestion to lowering the track bed to retain the bridge 	1	<p>Track lowers are not practical in every location, and this was explored in detail in this area.</p> <p>The geographical constraints and high rock level make this difficult and leads to impacts on other structures in the vicinity (MVL3/22 and MVL3/24). There is also a significant drainage issue in this area which would be worsened by lowering the tracks and creating a dip in this location. This has the potential to not only impact the railway but impact the local systems and local water</p>

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
				levels within the area.
	Support for bridge replacement	Feedback: <ul style="list-style-type: none"> Happy with the proposed work 	3	Network Rail has noted these comments.
MVL3/23 Wright's Overbridge				
	Alternative route	Feedback: <ul style="list-style-type: none"> Noted concern of drainage issue on Hobbe Hole Underbridge Concern on the underpass under railway is uneven, boggy and the fence is difficult to cross 	12	The drainage issue under MVL3/22 is known to Network Rail and will be resolved as part of the works to ensure a suitable PRoW. General access issues and fencing matters will also be addressed as part of the design.
	Pedestrian access and heritage	Feedback: <ul style="list-style-type: none"> Concern on the bridge being demolished as it gives access to Mossley Road, further amenity through available walks, and destroy a grade-II listed bridge Concern about the bridge is a PRoW with no other way of accessing the footpath when people can't use the underpass through Midge Hall Bridge due to cattle/sheep grazing 	20 7	<p>The proposal to reconstruct the bridge is the result of an extensive optioneering process and engagement with Historic England and the local authority. The impacts on the Grade II listed structure are weighed against the public benefits delivered by the scheme. The historic and architectural interest of the bridge has been taken into consideration in the design of the replacement structure, and measures to mitigate this impact integrated into reconstruction proposals. Network Rail will continue to engage with Historic England and the local authority regarding the proposals for the bridge.</p> <p>A listed building consent application has been submitted, outlining the impact on the heritage significance of the listed bridge.</p> <p>Network Rail will reinstate the embankment next to the structure where the new public right of way will be</p>

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
				created under Hobbe Hole Underbridge (MVL3/22).
	Alternative plan	Feedback: <ul style="list-style-type: none"> Suggestion to lowering the track bed to retain the bridge, make it cheaper and less disruptive 	13	Lowering the track bed to retain the bridge was considered but due to shallow rock, drainage issues and track design limitations (nearby underbridges), this was deemed to not be a viable option.
	Aesthetic aspect	Feedback: <ul style="list-style-type: none"> The beauty of the walking routes will be adversely impacted 	1	The effects on views from walking routes is considered in the Environmental Report that is submitted with the application. NR has consulted with the local authority concerning potential landscape effects. This can be reviewed in NR14 Environmental Report: Volume 1 Main report: Chapter 7 Landscape and Visual Amenity. Further detail is then supplied in Volume 3 Appendices: Appendix 7A Landscape and Visual Technical Assessment.
	Armit Road as an SSSI Site	Feedback: <ul style="list-style-type: none"> Is there an awareness that of the Armit Road SSSI site? Construction area at the end of Armit Road is a designated SSSI, a wildlife habitat 	2	Network Rail is aware of the Site of Biological Importance (SBI) at Armit Road. We have engaged with the Greater Manchester Ecology Unit (GMEU) about the proposals, and we have made them aware of potential environmental risks, the sensitivity of this site and mitigation measures. GMEU has confirmed their satisfaction with the proposals in the area given that no trees will be removed from the SBI site and that access will be used by the workforce by foot only and that no vehicles will be used in this area.
	End of Armit Road Site for rescued Horses and Ponies	Feedback: <ul style="list-style-type: none"> Is there an awareness that the site at the end of Armit road identified for construction traffic is 	1	Network Rail is engaging with the landowner at this site and is aware that horses and ponies are on site and will be taken in consideration when planning for the works.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
		<p>in fact a site for rescued horses and ponies</p> <ul style="list-style-type: none"> Pony Field, area to take care retired animals and have rare grass type, will be affected. 		
	Local impact and safety	<p>Feedback:</p> <ul style="list-style-type: none"> The demolition will cause inconvenience for the surrounding residents, especially night work Children who play by the quiet road and by the Pony Field would be put in danger Will be much longer route that's unsafe, unsuitable, muddy Concern on the narrow lane that would be used as access for construction traffic and would prohibit access for residents of emergency vehicles Current parking issues on Armit Road Tight school traffic on Armit Road 	26	<p>Network Rail is committed to engaging with the local community during the construction works. A Code of Construction Practice (CoCP) (which is part of the Planning Conditions which are submitted to and approved by the local authority) will include an External Communications Plan and this will set out how Network Rail will communicate with the local community during the construction period. The CoCP will also include mitigation measures to reduce construction impacts on the local community. Some night-time work will take place when the railway will be closed making it a safe environment for the work force. Network Rail is committed to being a good neighbour and will provide prior communication on any night-time works in advance.</p> <p>The works will be planned to minimise impacts on the local road network, parking and seasonal considerations. Network Rail has and will continue to engage with the local authority on the proposed scheme and its impact on the local highway network. The construction routes for the works will also be agreed with the local authority in advance of the works starting. In relation to impacts on the highway, detailed mitigation measures will be formally agreed with the local authority</p>

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
		Respondent lives on Low Grove Lane Estate will object the railway bridge being bulldozed		as part of the Planning Conditions and a Traffic Management Plan and Travel plan will be a condition and submitted to and approved by the local authority.
	Construction access	Feedback: <ul style="list-style-type: none"> Suggestion on access should be made from Stockport Rd since there was access in the past Suggestion to use the field to the North of the bridge for a compound and access from Mossley Road rather than using Armit Road 	23	On the assumption that the suggestion of Stockport Road is Mossley Road (which is connects into up the hill from MVL3/23), there is no viable route from this road down to the bridge, and the topography is not suitable for access or a construction compound. Given the works for the diversion under MVL3/20, proximity to the field by Armit Road is the least disruptive site. The work site at this location will not be used for all works which are to be carried out via a track from Oaklands access point.
	Environmental impact	Feedback: <ul style="list-style-type: none"> Should consider cutting back trees and vegetation Loss and damage to high value ecological area 	7	The loss of vegetation across the scheme will be accounted for in the Biodiversity Net Gain strategy so that the final scheme will offset the habitat value of vegetation loss and add 10% habitat value. An ecological appraisal has been undertaken to inform the proposals. The deemed planning permission will include a condition for a Landscape and Ecological Management Plans and separately Biodiversity Net Gain that will ensure habitat effects will be offset and 10% habitat value added. These will be submitted to and approved by the local authority.
	Support for plan	Feedback received: <ul style="list-style-type: none"> Happy with the plan of improvement 	7	Network Rail has noted these comments.
	Support for plan	Feedback received from Oldham Wednesday Walkers: <ul style="list-style-type: none"> In principle, have no objection 	1	Network Rail will consider this feedback and be looking to improve the quality of the proposed route as the design progresses. Network Rail has and will continue

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
		<p>with the diversion plan, subject to landowner's agreement.</p> <ul style="list-style-type: none"> Made comments on the current condition of the alternative route, noting work would be required in relation to waymarking, replacing the existing stile with a kissing gate, dealing with the very boggy area to the west of the tunnel and channelling the associated stream through the tunnel. 		to engage with all landowners who are potentially affected by the Order Scheme.
Greenfield Station				
	Station facility and parking	<p>Feedback:</p> <ul style="list-style-type: none"> Question if there will be staff at the station. Currently when the ticket office is closed so are the waiting rooms due to vandalism. Concern about parking capacity at the station, parking provision is needed Concern to promote greener travel options by securing cycle facilities, less land for parking Bus shelters and facilities needs to be improved Need step free access to both platforms, must include bikes as well as wheelchair 	32	<p>Station improvements at the station do not form part of the Order scheme. However, as part of the wider Scheme improvements will be delivered to the station which will include the following:</p> <ul style="list-style-type: none"> The existing Greenfield station footbridge will be removed to allow for overhead line equipment to be installed, and replaced with a new station footbridge, which will be equipped with lifts to provide step-free access between platforms. Platforms will be extended to accommodate longer trains, offering more seats for passengers <p>The station will be enhanced to improve accessibility, accommodate longer trains and improve overall efficiency. The works at Greenfield station do not propose to change current staffing arrangements.</p>

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
		<ul style="list-style-type: none"> Add toilet, add more seats in the waiting room, enhance waiting seats at the station Changing places Drop off & pick-up waiting spaces (with shelter) Lifts 		
	Alternative transportation	Feedback: <ul style="list-style-type: none"> Concern to include buses to connect directly with trams as an alternative to the train. The station has limited public transport alternatives to Manchester and Huddersfield 	3	Bus and tram services are regulated and managed by Transport for Greater Manchester (TfGM). Network Rail is engaged with TfGM to support the development of the scheme, however, connectivity between bus and tram services is not in Network Rail's control.
	Pedestrian access	Feedback: <ul style="list-style-type: none"> Question about reopening the path from the Huddersfield direction of travel to the side of the houses on Oldham Rd 	4	The opening of the path was considered as part of the fire strategy development. However, it did not resolve the fire evacuation of passengers at the far end of platform 2, so was not an acceptable solution. The path passes through an area with Japanese Knotweed and is at a very steep gradient and therefore it would not satisfy accessibility requirements.
	Local impact	Feedback: <ul style="list-style-type: none"> Concern about noise whilst works are undertaken Concern about works impacting children playing 	2	A Code of Construction Practice (CoCP) which is part of the Planning Conditions which are submitted to and approved by the local authority will include a Noise and Vibration Management Plan which will be submitted to and approved by the local authority.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
				Construction planning is ongoing, and Network Rail is committed to delivering the scheme in the shortest timescales possible, with safety as its upmost priority.
	Construction impact	<p>Feedback received:</p> <ul style="list-style-type: none"> • Concern on negative effect of any road closure • Concern on traffic • Whether station will remain open throughout the work • Consult traffic diversion with local residents beforehand • The roads around the area are very small and will be dangerous with diverted volumes of traffic 	16	<p>The works will be planned to minimise impacts on the local road network, parking and seasonal considerations. Network Rail has and will continue to engage with the local authority on the proposed scheme and its impact on the local highway network. The construction routes for the works will also be agreed with the local authority in advance of the works starting. In relation to impacts on the highway, detailed mitigation measures will be formally agreed with the local authority as part of the Planning Conditions and a Traffic Management Plan and Travel plan will be a condition and submitted to and approved by the local authority. Network Rail is planning to keep the station open for passengers whilst the station improvement works are taking place.</p> <p>There will be occasions where safety critical activities need to be undertaken that require the station to be closed for short periods in order to protect passengers, public and construction staff for safety reasons. These times will be notified to passengers in advance, detailing alternative transport arrangements whilst train services are not running.</p>
	Environmental impact	<p>Feedback:</p> <ul style="list-style-type: none"> • The impact on the environment, woodland and fields • Concern on the wildlife areas 	5	The effects on ecology are dealt with in the submission document NR14 Environmental Report: Volume 1 Main Text: Chapter 6 Ecology. The report conclusions and recommended mitigation are the result of extensive site survey and assessment of effects on ecology.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
		<ul style="list-style-type: none"> Needs to consider keeping with the beauty of the area 		<p>In addition, the Environmental Report includes a consideration of trees and significant vegetation in Chapter 8 Arboriculture.</p> <p>The planning conditions will include a Landscape and Ecological Management Plan that will be submitted to and approved by the local authority before works commence</p>
	Operational impact	<p>Feedback:</p> <ul style="list-style-type: none"> Nervousness around months of disruption and rail replacement bus Question if essential commuter services to Manchester will be kept running 	5	<p>Network Rail, along with its rail industry partners, are committed to working with affected parties regarding the potential disruption to the operational railway and how best to manage the railway when some services are not running. This will be a mix of trains using diversionary routes, and high-quality coaches as a replacement to trains. This plan is being developed, and stakeholders will be briefed as it develops. Network Rail has carried out some research with Transport Focus on passengers' attitudes and preferences towards disruption, with the findings of this research feeding a passenger handling plan</p>
	Design of the scheme	<p>Feedback:</p> <ul style="list-style-type: none"> Platform widths and safety for mobility users - The existing platform on the Up side is too narrow to accommodate additional flow of people safely - particularly for wheelchair or other mobility aid users 	37	<p>Network Rail notes the feedback regarding the existing platform.</p> <p>The station works do not form part of the Order Scheme. However, in response to the feedback, there is insufficient space to provide a new footbridge with lifts in the position of the existing station footbridge (or attach lifts to the proposed Oldham Road footbridge) without significant retaining wall works to the structure supporting Oldham Road behind platform 2.</p>

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
		<ul style="list-style-type: none"> Position of the footbridge should be close to the entrance. It is a long way down the platform, so it will be a very long walk. Consider improving access from the proposed pedestrian bridge to platform one and two. Pedestrian crossing over shaw hall bank road is a dangerous position as you can't see. This needs to be sited further downhill to give drivers time to spot pedestrians and pedestrians realise that drivers have seen them. Concern about access to the station by moving the footbridge. It would enhance the access if the new footbridge next to the existing road bridge would have stairs leading down to each platform. Access to the platforms for disabled people, ideally be nearer the road bridge Access to Platform 2 from Oldham Road or the new 		<p>A staircase is being proposed to connect platform 2 to the proposed Oldham Road public footbridge and this will act as a secondary means of escape. It will, however, be for emergency use only. Network Rail considered opening this access for public use but, following feedback from the local highway authority that this would create safety issues associated with informal drop-offs, Network Rail's position remains that the staircase will be a secondary means of escape only.</p> <p>In terms of a single wider road bridge (MVL3/28), this option was explored but is not viable due to footway gradients being too steep, safety issues and critically would not allow for a single stage diversion of the many utilities in the bridge deck which would cause significant additional road closures both during the construction and for all future works to the services within the bridge (which are proposed to be relocated into the new footbridge MVL3/27B).</p> <p>Network Rail is proposing the provision of lift shafts which would provide access to the platforms for disabled people.</p> <p>Network Rail can confirm that a drop-off point on Oldham Road would be too dangerous given the S-Bend and limited road width.</p>

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
		<p>pedestrian footbridge would speed up many journeys</p> <ul style="list-style-type: none"> • Suggestion to have a single wider road bridge and retain the location of the passenger footbridge at the eastern end of the platform. • Plans do not show method of access to Huddersfield bound platform • Would be good to see a drop-off point. Perhaps can place it on Oldham Rd, above the station? • The turn left over the bridge from Shaw Hall Bank Rd needs to be made bigger so that lorries stop hitting the bridge wall. • Suggestion to narrow the pavement that's currently there so don't need to close the road for long period • Suggestion to provide a ramped access down to the Huddersfield bound platform, removing the need for the lifts and second pedestrian bridge • Suggestion to make the footbridge alongside the road 		<p>In terms of the bridge from Shaw Hall Bank Rd, as part of the scheme this turn is being widened, the gradient smoothed out and visibility significantly improved, accounting for the swept path of a large vehicles turning.</p> <p>Network Rail can confirm that all road closure limitations have been a fundamental driver of the design of the bridges.</p> <p>Network Rail can confirm that a ramp alone from Oldham Road to platform 2 would not meet accessibility requirements.</p> <p>The location of the footbridge MVL3/27B is away from the main bridge MVL3/28 as to allow for utility diversion works and for an acceptable gradient of the footway. If the route was shortened, it would be much steeper and deemed less accessible. The proposed solution is agreed with the local authority to be the optimum balance of distance and gradient while limiting road closures.</p>

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
		bridge (perhaps by widening it or attaching to it) so you don't need to walk so far in different directions? You would walk over the crossing, right up to the flowerbed, left and straight across, parallel to the road bridge.		
	Surrounding road condition	<p>Feedback:</p> <ul style="list-style-type: none"> • Need to consider the road layout to the station, either one way traffic only or needs to include traffic lights or mini roundabouts to make traversing the immediate roads around the station safe. • The bus stop location blocks the road and causes traffic build up around train departure/arrival times. • There are queues of cars waiting to pick up rail users coming off peak services blocking the road. • Currently vehicular access the station is limited and quite chaotic when a train is due. 	5	Network Rail has and will continue to engage with the local authority as the design develops for the local highway network. When considering how the station, local highway network and services interact, Oldham Council and Transport for Greater Manchester has the responsibility for the strategic network, assessing public transport usage, modes of transport and where users are going to and coming from.
	Station building material	<p>Feedback</p> <ul style="list-style-type: none"> • The materials used for pedestrian/disabled towers 	1	Network Rail is and will continue to engage with the local authority and other stakeholders as the design of the station develops.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
		should be sympathetic to the existing local stone features		
	Train services	<p>Feedback:</p> <ul style="list-style-type: none"> Greenfield is a similar distance to Picc as Watford Junction to London Euston. While Watford Jct has eight services an hour to London Euston, Greenfield has one per hour off-peak and two on-peak services to Manchester Picc. Greenfield needs a regular train service proportion to what London residents enjoy Nothing has been said about the intended stopping pattern for these intermediate stations. To get the full value of works at Greenfield and Mossley, there needs to be a half hour stopping service throughout the day, ideally with a clockface timetable. Regular train service Question about the work will increase the cost of rail fares for passengers using the station 	5	<p>Network Rail owns, manages and develops Britain's railway infrastructure, including some managed stations, and is responsible for carrying out the engineering work to create the extra capacity needed on the route. However, it does not operate the passenger or freight trains. The passenger train services are under franchises awarded by the Government to the train operating companies; therefore, this is not part of the Order Scheme or of the wider TRU remit.</p>
	Support for Plan	<p>Feedback:</p> <ul style="list-style-type: none"> Happy with plan of improvement 	16	Network Rail has noted these comments.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
MVL3/28 Oldham Road Bridge				
	Options to travel across	<p>Feedback:</p> <ul style="list-style-type: none"> There have been instances where respondents chose the 'Other' option, to then specify that they had travelled by 'Bus'. Indicating people want to see minimised impacts to bus services 	10	<p>Network Rail, along with its rail industry partners, are committed to working with affected parties regarding the potential disruption to the operational railway and how best to manage the railway when some services are not running. This will be a mix of trains using diversionary routes, and high-quality coaches as a replacement to trains. This plan is being developed, and stakeholders will be briefed as it develops. Network Rail has carried out some research with Transport Focus on passengers' attitudes and preferences towards disruption, with the findings of this research feeding a passenger handling plan</p>
	Public pedestrian access	<p>Specific comment received:</p> <ul style="list-style-type: none"> Footpath width across existing bridge (Oldham Road) is inadequate and dangerous. <p>Safer route considerably better, but having concerns about:</p> <ul style="list-style-type: none"> Sight lines (splay) Oldham Road/Shawhall Bank junction Location of pedestrian crossing on Shaw Hill Road - Sightline for traffic turning off Oldham Road Pedestrian access to Ladcastle Road. If access is via Station footbridge - a further crossing is required on Oldham Road." 	1	<p>The existing footpath on Oldham Road bridge is the responsibility of the highway authority.</p> <p>As a result of the Order Scheme the proposed sight lines will be significantly improved compared to the existing scenario; however, the local topography limits further improvements.</p> <p>As part of the Order Scheme, there will be additional signage on the approach and checked visibility of the beacons from Oldham Road.</p> <p>A further crossing was considered; however it was deemed unsuitable (unsafe) by Network Rail and the highway authority given the existing S-bend and the limited benefit as there is a low pedestrian flow via Ladcastle Road.</p>

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
	Vehicle access	<p>Feedback:</p> <ul style="list-style-type: none"> Narrow road for buses/HGVs to turn on (Station brew/Chapel Road) (followed by suggestions to widen road, add laybys for buses, moving bus stop location) Suggestion to make Station Rd junction safer by using fences to replace walls (better viewing) The junction at the top of Shaw Hall Bank Road is dangerous due to being a blind corner and steep. Also, it's difficult to exit Ladcastle Road 	8	<p>Both junctions to Chapel Road and the bus stop are significantly beyond the highways extents of the structure and are therefore not part of the Order Scheme.</p> <p>All corners of Oldham Road bridge have solid parapets containment for vehicle incursion risk and therefore cannot be changed to fencing,</p> <p>As a result of the Order Scheme, the two junctions commented on will be improved in terms of visibility and alignment.</p>
	Construction impact on causing traffic disruptions	<p>Feedback:</p> <ul style="list-style-type: none"> A recurring concern about the plans causing major traffic congestions in the alternative route. However, there some instances mentioning that the route is safer for pedestrians. Noted concern the bridge will significantly affect the ability to travel to Uppermill Unsuitable potential diversion via Shaw Hall Bank Road unless parking is suspended 	31	<p>The works will be planned to minimise impacts on the local road network, parking and seasonal considerations. Network Rail has and will continue to engage with the local authority on the Order Scheme and its impact on the local highway network. The construction routes for the works will also be agreed with the local authority in advance of the works starting.</p> <p>In relation to impacts on the highway, detailed mitigation measures will be formally agreed with the local authority as part of the Planning Conditions and a Construction Traffic Management and Travel plan will be a condition that will be submitted to and approved by the local authority.</p>

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
	Impact on vehicular access	Feedback: <ul style="list-style-type: none"> As opposed to the above outlook on vehicular access, there are comments agreeing that the vehicular access is safer with the new proposals 	1	Network Rail has noted these comments.
	Impact on non-vehicular access	Feedback: <ul style="list-style-type: none"> As opposed to the above outlook on non-vehicular access, there are concerns whether the new proposals would negatively affect non-vehicular access into the station. (Including access to lifts, etc.) 	5	The proposals to the bridge will significantly improve non-vehicular access to the station by providing a new footbridge MVL3/27B over the railway with significantly improved gradients and width vs the current route over MVL3/28.
	Impact for business	Feedback: <ul style="list-style-type: none"> Concern about the effect of bridge closure on business in Uppermill 	1	Network Rail is committed to engaging with the local community, including businesses leading up to and including the construction period. The Code of Construction Practice as part of the Planning Conditions which are submitted to and approved by the local authority will include an External Communications Programme. It is not anticipated that any businesses will be adversely affected by the bridge closure and diversion routes and signage will be in place during the works.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
	Bridge design	Feedback: <ul style="list-style-type: none"> Make the bridge wider in the direction of Uppermill from Oldham creating a passing lane 	1	Bridge widening on the north side was explored but is not viable due to site geometry, construction access limitations and critically the proximity of Ladcastle Road junction. A widening on only the northeast corner was explored but this would not achieve sufficient width increase to allow for a passing lane and significantly increased construction duration and therefore road closure durations. However, as a result of the Order Scheme, the junction alignment, visibility, and highway safety will be significantly improved at this location, which will assist in turning in and out of Shaw Hall Bank Road
	Flooding	Feedback: <ul style="list-style-type: none"> One comment suggests the designs should consider the possibility of flooding. 	1	Both track and highways drainage are accounted for in the structure design and track drainage designs. The TWAO submission includes an appraisal of potential flooding in NR14 Environmental Report: Volume 1 Main Text: Chapter 12 Water Environment. A specific Flood Risk Assessment (FRA) is included in the Environmental Report in Volume 3 Appendices: Appendix 12B Flood Risk Assessment.
	Loss of Heritage	Feedback: <ul style="list-style-type: none"> Concerns about the loss of heritage with skewed arch stonework being lost 	2	The proposal to reconstruct the bridge is the result of an extensive optioneering process and engagement with Historic England and the local authority. The impacts on the Grade II listed structure are weighed against the public benefits delivered by the scheme. The historic and architectural interest of the bridge has been taken into consideration in the design of the replacement structure, and measures to mitigate this impact integrated into reconstruction proposals. Network Rail

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
				<p>will continue to engage with Historic England and the local authority regarding the proposals for the bridge.</p> <p>A listed building consent application has been submitted, outlining the impact on the heritage significance of the listed bridge.</p>
	Support for plan	Feedback received: <ul style="list-style-type: none"> Happy with the plan of improvement 	41	Network Rail has noted these comments.
MVL3/31 Uppermill Viaduct				
	Heritage	Feedback: <ul style="list-style-type: none"> Respondents share a recurring concern about the proposed changes to Uppermill Viaduct negatively altering the historic nature of the viaduct. (Some suggestions to avoid this include using 'H' Section 'Slim-Line' gantries & long-span catenary, the position of pylons to be followed as per standard and be positioned carefully) 	8	<p>To facilitate the electrification of the railway, it is proposed that seven OLE portals will be attached to the viaduct. The proposed location of these portals together with the method of attachment have been developed through a robust process of optioneering. This process has taken into account a range of factors, including the curve of the viaduct, the architectural rhythm and features of the structure, significant views of the structure, prominence of proposed additions within its setting, and structural requirements for the OLE portals.</p> <p>A listed building consent application has been submitted, outlining the impact on the heritage significance of the listed bridge.</p>
	Aesthetic aspect	Feedback: <ul style="list-style-type: none"> Concern about the aesthetic as the viaduct is a listed structure 	15	<p>To facilitate the electrification of the railway, it is proposed that seven OLE portals will be attached to the viaduct. The proposed siting of these portals together with the method of attachment have been developed</p>

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
		<ul style="list-style-type: none"> Keen to have the feature stay the same (unsure about adding electric to viaduct) Also concerns about how to electric cables will be placed (supported by single arm gantries or ones that go right across) and the preservation of clear sightlines 		<p>through a robust process of optioneering undertaken in collaboration with Historic England. This process has taken into account a range of factors, including the curve of the viaduct, the architectural rhythm and features of the structure, significant views of the structure, prominence of proposed additions within its setting, and structural requirements for the OLE portals. It is proposed to offset the OLE portals from key viewing corridors along Den lane, the canal and the High Street, minimising impact on views of the viaduct as far as possible.</p> <p>A listed building consent application has been submitted, outlining the impact on the heritage significance of the listed bridge.</p>
	Access	<p>Feedback:</p> <ul style="list-style-type: none"> Concern whether there will be access to Uppermill from the direction of Dobcross and Diggle 	3	As part of the Order Scheme, no road or footway closures are proposed in this location and all works will be from rail level.
	Road Closure	<p>Feedback:</p> <ul style="list-style-type: none"> A question about the work involves road closure underneath the viaduct 	1	As part of the Order Scheme, there will be a temporary stopping up of the road under the viaduct and this will be managed with temporary traffic measures such as traffic lights.
	Support for plan	<p>Feedback received:</p> <ul style="list-style-type: none"> Happy with the plan of improvement 	5	Network Rail has noted these comments.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
MVL3/36 Ward Lane Bridge				
	Construction impact	<p>Feedback:</p> <ul style="list-style-type: none"> Noted concern of the bridge is the main route from home and closing it in Winter will make alternative route impassable Concern on access for residents above Ward Lane will be limited Many residents are elderly who use the bridge (that's already steep) to get home Noted concern of the bridge is steep and dangerous in bad weather 	6	During the work, diversions will be provided via Ward Footbridge and Station Road Bridge.
	Other	<p>Feedback:</p> <ul style="list-style-type: none"> More information needed on the positive and negative of the scheme, health and safety issues, timescale, and location of the frames holding the line 	1	<p>NR04 Statement of Aims sets out the benefits of the Order Scheme.</p> <p>Network Rail is committed to engaging with the local community during the construction works. A Code of Construction Practice (as part of the Planning Conditions which are submitted to and approved by the relevant local authority) will include an External Communications programme and this will set out how Network Rail will communicate with the local community during the construction period. The CoCP will also include mitigation measures to reduce construction impacts on the local community.</p>

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
	Support for plan	Feedback: <ul style="list-style-type: none"> Happy with the plan of improvement 	1	Network Rail has noted these comments.
MVL3/39 Station Road Bridge				
	Construction impact	Feedback: <ul style="list-style-type: none"> Concern the closure will affect Harrop Court Road as no other access apart via Station Road Concern about the continuation of main services as their utility services run under the pavement area of the bridge Noted concern of diversionary route cause inconveniences. (one suggestion to run a small bus service over the diversionary route) Access to residents home during construction, especially having a disabled family member 	6	Pedestrian and vehicular access will be maintained at all times to properties on Harrop Court Road. During the works there will be modifications to the highway on Station Road and Harrop Court Road as well as to the highway over the western span on the bridge which is to be replaced. During the construction period it will be necessary to temporarily close Station Road with traffic management measures in place so that access to properties will remain.
	Construction vehicle access	Feedback: <ul style="list-style-type: none"> Concern on Harrop Court Road which is already in poor state being the access for heavy plant equipment, Golfclub and Mows Lane 	2	Photographic evidence will be taken of Harrop Court Road before the works start and if any damage is caused to the road as a result of the scheme, it will be repaired as part of the scheme works.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
	Local impact	Feedback received: <ul style="list-style-type: none"> Noted concern of the closure will affect social life, The Diggle Hotel is a focal meeting point for the village 	2	Network Rail has and will continue to engage with the owners of Diggle Hotel. Vehicular and pedestrian access will be maintained at all times to the Diggle Hotel.
	Support for plan	Feedback received: <ul style="list-style-type: none"> Happy with the plan of improvement 	3	Network Rail has noted these comments.
	Construction impact	Feedback: <ul style="list-style-type: none"> Concern the closure will affect Harrop Court Road as no other access apart via Station Road Concern about the continuation of main services as their utility services run under the pavement area of the bridge Noted concern of diversionary route cause inconveniences. (one suggestion to run a small bus service over the diversionary route) Access to residents home during construction, especially having a disabled family member 	6	<p>Network Rail will ensure that pedestrian and vehicular access will be maintained at all times to properties on Harrop Court Road. During the works there will be modifications to the highway on Station Road and Harrop Court Road as well as to the highway over the western span on the bridge which is to be replaced. During the construction period it will be necessary to temporarily close Station Road with traffic management measures in place so that access to properties will remain.</p> <p>All utility services will continue to run throughout the works.</p>

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
Compound				
	Oaklands Road	<p>Feedback:</p> <ul style="list-style-type: none"> Concern about access to Friezland Church Hall as the car park is a private property and the hall hosts a preschool group and other groups Access to the field off Oaklands Road is very narrow, the construction traffic might cause damage to private property Concern about wildlife and various animals feeding on the surrounding trees Will result in overwhelming levels of traffic Owner of the site asking why it's been selected? To be kept clean and quiet as possible More information needed 	10	<p>Network Rail has and will continue to engage with the owners of Friezland Church Hall in relation to Network Rail's temporary use of the car park and the mitigation measures which will be put in place.</p> <p>The planning conditions will include a Landscape and Ecological Management Plan that will be submitted to and approved by the local authority before works commence. NR14 Environmental Report Volume 1: Main text:, Chapter 6 Ecology reports on the likely impacts on the ecology and any required mitigation measures which will be put in place to offset the impacts.</p> <p>In relation to impacts on the highway, detailed mitigation measures will be formally agreed with the local authority as part of the Planning Conditions and a Construction Traffic Management Plan and Travel plan will be a condition and submitted to and approved by the local authority.</p>
	Land off Leaside	<p>Feedback:</p> <ul style="list-style-type: none"> Concern on vehicle not being mindful of their speed while using highway and access tracks 	1	<p>All drivers will be expected to abide by the highway speed limits.</p>

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
	Mossley Station	<p>Feedback</p> <ul style="list-style-type: none"> Concern from a respondent living off Abney Road about inconvenience due to disruption of slow-moving traffic Concerns about noise and anti-social tendencies Concern about Traffic management as only 2 roads in/out of Mossley Concerns about maintaining current access point. Concerns about parking. 	7	<p>Network Rail is and will continue to engage with the local authority in relation to the requirements on local highway during the construction period. Detailed mitigation measures will be formally agreed with the local authority as part of the Planning Conditions and a Construction Traffic Management and Travel plan will be a condition and submitted to and approved by the local authority.</p> <p>As a result of the Order Scheme, there will be some loss of car parking on the public highway (Manchester Road). In light of this, the highway authority Tameside Council will be consulting with the relevant residents and businesses on Manchester about a residential parking scheme which would be implemented if the Order is made.</p>
	Diggle Station Cottages	<p>Feedback:</p> <ul style="list-style-type: none"> Suggestion to enforce Speed limits for railway contractors and road markings around Diggle Station Cottages Present compound causes little inconvenience 	2	<p>Network Rail is and will continue to engage with the local authority in relation to the requirements on local highway during the construction period. Detailed mitigation measures will be formally agreed with the local authority as part of the Planning Conditions and a Construction Traffic Management Plan and Travel plan will be a condition and submitted to and approved by the local authority.</p>
	Access	<p>Feedback</p> <ul style="list-style-type: none"> Access to various compound (Armit Rd, Church Rd, High Grove Rd) are not in a fit state to take heavy traffic 	1	<p>Network Rail can confirm that that Armit Road will be used for foot access only by the work force.</p>

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
	Notification	Feedback: <ul style="list-style-type: none"> Did not receive any notification to use the field for compound in Armit Road 	1	Network Rail is and will continue to engage with the landowner at this location.
	Compound area	Feedback: <ul style="list-style-type: none"> Concern on the heavy machinery traveling down a narrow residential area for compound establishment behind Hollin Crescent 	6	The compound area behind Hollin Crescent will be used for a parking area and a walking route to the railway track.
	Environment	Feedback: <ul style="list-style-type: none"> Loss of mature woodland will be catastrophic to the wildlife and ecology of the area Damaging to local environment Concerns about compound area's ecological harm to the area 	4	<p>The effects on ecology are assessed in NR14 Environmental Report: Volume 1 Main Text: Chapter 6 Ecology with further detail contained in Volume 3 Appendices: Appendix 6A Ecology Technical Assessment. The resulting mitigation is secured via the planning conditions to submit a Landscape and Ecological Management Plan that will be submitted to and approved by the local authority before works commence.</p> <p>In addition, the Environmental Report includes a consideration of trees and significant vegetation in Chapter 8 Arboriculture. This assessment will also inform the submission of the Landscape and Ecological Management Plan.</p>

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
	Local impact	<p>Feedback:</p> <ul style="list-style-type: none"> Concern on the noise and disruption from construction traffic in a quiet residential area Concern about vehicle speed and rude workforce Local walking routes should not be affected 	5	<p>The works will be planned to minimise impacts on the local road network, parking and seasonal considerations. Network Rail has and will continue to engage with the local authority on the proposed works and its impact on the local highway network. The construction routes for the works will also be agreed with the local authority in advance of the works starting. In relation to impacts on the highway, detailed mitigation measures will be formally agreed with the local authority as part of the Planning Conditions and a Construction Traffic Management Plan and Travel plan will be a condition and submitted to and approved by the local authority.</p>
	Aesthetic aspect	<p>Feedback:</p> <ul style="list-style-type: none"> A resident on Low Grove Lane is concerned on the proposed construction compound will ruin the beauty of the residential areas (Armit Road) A concern about this is a sensitive site designated in the Oldham Council Local Green Space Assessment Report – damaging the location can destroy landscape and cross-valley views Adherence to local area aesthetic. 	3	<p>Network Rail is aware of the Site of Biological Importance (SBI) at Armit Road. Network Rail has engaged with the Greater Manchester Ecology Unit (GMEU) about the proposals, and we have made them aware of potential environmental risks, the sensitivity of this site and mitigation measures. GMEU has confirmed their satisfaction with the proposals in the area given that no trees will be removed from the SBI site and that access will be used by the workforce by foot only and that no vehicles will be used in this area.</p>

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
	Support for plan	Feedback received: <ul style="list-style-type: none"> Happy with the plan of improvement 	9	Network Rail has noted these comments.
Other				
	Work closure	Feedback received <ul style="list-style-type: none"> Concern noted on closure will affect a respondent's commute on Elsted Road and Friezland school 	3	The works will be planned to minimise impacts on the local road network, parking and seasonal considerations. Network Rail has and will continue to engage with the local authority on the proposed Order Scheme and its impact on the local highway network. The construction routes for the works will also be agreed with the local authority in advance of the works starting. In relation to impacts on the highway, detailed mitigation measures will be formally agreed with the local authority as part of the Planning Conditions and a Construction Traffic Management Plan and Travel plan will be a condition and submitted to and approved by the local authority.
	Compensation	Feedback: <ul style="list-style-type: none"> Concern about NR compensating local residents for noise and disruption 	4	Network Rail will follow the statutory compensation code in assessing any claim for compensation on directly affected landowners.
	Train stop at Diggle	Feedback: <ul style="list-style-type: none"> I am a resident in Diggle and won't be able to join the meetings however wanted to say that I think Diggle should have a train stop. The village is growing all of the time & has a large secondary school now. I really think a train 	1	Network Rail owns, manages and develops Britain's railway infrastructure, including some managed stations, and is responsible for carrying out the engineering work to create the extra capacity needed on the route. However, it does not operate the passenger or freight trains. The passenger train services are under franchises awarded by the Government to the train

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order*Document NR07 – Consultation Report****November 2025***

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
		stop would be beneficial and should be considered.		operating companies; therefore this is not part of the Order Scheme or of the wider TRU remit.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Public consultation feedback – Phase 1 – Frequency

Answer	Count
How often do you use Roughtown Road (MVL3/17)?	
Daily	11
Weekly	28
Monthly	8
Infrequently	55
Never	33
How often do you use Wright's Mill Bridge (MVL3/20)?	
Daily	10
Weekly	13
Monthly	11
Infrequently	45
Never	40
How often do you use Wright's Bridge (MVL3/23)?	
Daily	21
Weekly	20
Monthly	16
Infrequently	34
Never	42

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order*Document NR07 – Consultation Report***November 2025**

Answer	Count
How often do you use Oldham Road Bridge (MVL3/28)?	
Daily	70
Weekly	34
Monthly	12
Infrequently	15
Never	17
How often do you use Heyrod Hall Bridge (MVL3/7)?	
Daily	9
Weekly	9
Monthly	12
Infrequently	26
Never	55
How often do you use Spring Bank Lane Bridge (MVL3/9)?	
Daily	4
Weekly	7
Monthly	7
Infrequently	35
Never	44

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order*Document NR07 – Consultation Report***November 2025**

Answer	Count
How often do you use Ward Lane Bridge (MVL3/36)?	
Daily	13
Weekly	20
Monthly	11
Infrequently	40
Never	32
How often do you use Station Road Bridge (MVL3/39)?	
Daily	22
Weekly	20
Monthly	17
Infrequently	35
Never	17
How often do you use Stockport Road Level Crossing?	
Daily	6
Weekly	9
Monthly	7
Infrequently	26
Never	49

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Consultees were asked why they use each bridge structure and level crossing included in the public consultation. These results are in the table below.

Public consultation feedback – Phase 1 – Purpose

Answer	Count
Why do you currently use Roughtown Road (MVL3/17)?	
Getting to/from work	16
Getting to/from school	6
Visiting family/friends	27
Shopping	20
Leisure	46
Other	19
Why do you currently use Wright's Mill Bridge (MVL3/20)?	
Getting to/from work	4
Getting to/from school	2
Visiting family/friends	12
Shopping	6
Leisure	52
Other	11

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order*Document NR07 – Consultation Report***November 2025**

Answer	Count
Why do you currently use Wright's Bridge (MVL3/23)?	
Getting to/from work	4
Getting to/from school	1
Visiting family/friends	14
Shopping	5
Leisure	68
Other	12
Why do you currently use Oldham Road Bridge (MVL3/28)?	
Getting to/from work	50
Getting to/from school	18
Visiting family/friends	72
Shopping	80
Leisure	98
Other	19

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order*Document NR07 – Consultation Report***November 2025**

Answer	Count
Why do you currently use Heyrod Hall Bridge (MVL3/7)?	
Getting to/from work	10
Getting to/from school	4
Visiting family/friends	7
Shopping	5
Leisure	34
Other	7
Why do you currently use Spring Bank Lane Bridge (MVL3/9)?	
Getting to/from work	5
Getting to/from school	0
Visiting family/friends	10
Shopping	4
Leisure	37
Other	4

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order*Document NR07 – Consultation Report***November 2025**

Answer	Count
Why do you currently use Ward Lane Bridge (MVL3/36)?	
Getting to/from work	10
Getting to/from school	4
Visiting family/friends	20
Shopping	12
Leisure	54
Other	10
Why do you currently use Station Road Bridge (MVL3/39)?	
Getting to/from work	8
Getting to/from school	5
Visiting family/friends	25
Shopping	18
Leisure	56
Other	10

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Answer	Count
Why do you currently use Stockport Road Level Crossing?	
Getting to/from work	5
Getting to/from school	0
Visiting family/friends	7
Shopping	5
Leisure	30
Other	6

Public consultation feedback – Phase 1 – Mode of transport

Answer	Count
How do you currently cross Roughtown Road (MVL3/17)?	
On foot	51
By wheelchair or mobility scooter	0
By bicycle	12
By car, van, or motorbike	56
By large or agricultural vehicle	1
Other	0

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order*Document NR07 – Consultation Report***November 2025**

Answer	Count
How do you currently cross Wright's Mill Bridge (MVL3/20)?	
On foot	60
By wheelchair or mobility scooter	0
By bicycle	6
By car, van, or motorbike	9
By large or agricultural vehicle	0
Other	1
How do you currently cross Wright's Bridge (MVL3/23)?	
On foot	78
By wheelchair or mobility scooter	0
By bicycle	7
By car, van, or motorbike	14
By large or agricultural vehicle	0
Other	1

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order*Document NR07 – Consultation Report***November 2025**

Answer	Count
How do you currently cross Oldham Road Bridge (MVL3/28)?	
On foot	72
By wheelchair or mobility scooter	3
By bicycle	19
By car, van, or motorbike	110
By large or agricultural vehicle	1
Other	10
How do you currently cross Heyrod Hall Bridge (MVL3/7)?	
On foot	28
By wheelchair or mobility scooter	2
By bicycle	7
By car, van, or motorbike	32
By large or agricultural vehicle	1
Other	1

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order*Document NR07 – Consultation Report***November 2025**

Answer	Count
How do you currently cross Spring Bank Lane Bridge (MVL3/9)?	
On foot	31
By wheelchair or mobility scooter	1
By bicycle	9
By car, van, or motorbike	22
By large or agricultural vehicle	0
Other	0
How do you currently cross Ward Lane Bridge (MVL3/36)?	
On foot	56
By wheelchair or mobility scooter	2
By bicycle	12
By car, van, or motorbike	46
By large or agricultural vehicle	0
Other	0

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Answer	Count
How do you currently cross Station Road Bridge (MVL3/39)?	
On foot	56
By wheelchair or mobility scooter	2
By bicycle	9
By car, van, or motorbike	56
By large or agricultural vehicle	1
Other	5
How do you currently cross Stockport Road Level Crossing?	
On foot	36
By wheelchair or mobility scooter	0
By bicycle	3
By car, van, or motorbike	7
By large or agricultural vehicle	0
Other	0

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Public consultation feedback – Phase 1 – Diverting public rights of way

Answer	Count
To what extent do you agree with our plans to replace Wrights (MVL3/23) public rights of way in Mossley with one along the railway embankment via Midge Hall underbridge?	
Strongly agree	9
Agree	20
Neutral	28
Disagree	4
Strongly disagree	24
Undecided/Don't know	26
To what extent do you agree with our plans to create a safer public pedestrian access across the railway parallel to Oldham Road (MVL3/28) adjacent to Greenfield Station?	
Strongly agree	47
Agree	37
Neutral	7
Disagree	3
Strongly disagree	3
Undecided/Don't know	3

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

To what extent do you agree with our plans to divert Stockport Road Level Crossing in Mossley via an existing safer pedestrian route across the railway?	
Strongly agree	31
Agree	36
Neutral	40
Disagree	4
Strongly disagree	9
Undecided/Don't know	23

Public consultation feedback – Phase 1 – Most important facilities at stations

What are the most important facilities at a station?	
Step-free access	140
Clear signs and information	127
Parking facilities, including blue badge parking	117
New modern station building	51
Waiting area	121
Ticket office	90
Accessible toilets	127
Baby change facilities	46
Other	47

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Where consultees selected 'other', key facilities at stations they wanted included:

- an attendant in the ticket office;
- a vehicle drop-off point;
- a Changing Places facility;
- toilet access outside of ticket office hours;
- EV charging points;
- integration with local bus services.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Appendix 7 – Feedback Received from Stakeholders (statutory) in May 2024 – September 2025, outside of the Phase 1 & Phase 2 stakeholder (statutory) consultations

Item	Theme	Issues raised by consultee	Network Rail's position
	Materials Structures	Tameside Council: Requested for natural stone materials to be used on structures as much as possible, particularly for copers where parapets are being raised or reconstructed.	As part of the Order Scheme, Network Rail will use natural stone for all structures, where possible, however, structural constraints make this unviable in some cases and therefore a different material will be used where relevant. The justification for material choices for the listed structured affected by the Order Scheme are set out in the Heritage Statement of each listed structure which has been submitted as part of the listed building consent application for those listed structures.
	Materials Listed Structures	Historic England: Requested for natural stone materials to be used on listed structures as much as possible.	As part of the scheme, Network Rail will use natural stone for all structures, where possible, however, structural constraints make this unviable in some cases and therefore a different material will be used where relevant. The justification for material choices for the listed structured affected by the Order Scheme are set out in the Heritage Statement of each listed structure which has been submitted as part of the listed building consent application for those listed structures.
	Materials – availability Listed Structures	Historic England: Raised risks on the availability of quarried stone.	Network Rail has noted this comment.
	Design of the scheme MVL3/7 Heyrod Hall Overbridge	Tameside Council: Requested that the concrete deck also be clad in stone.	The concrete deck cannot be clad in stone as this would pose a significant maintenance issue for Network Rail and would risk pieces of the stone breaking off on to the railway.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issues raised by consultee	Network Rail's position
	Design of the scheme MVL3/7 Heyrod Hall Bridge	Tameside Council: Requested the copers on the bridge were not very tall and angular.	As part of the Order Scheme, the copers on the bridge will not be as tall as the existing and will be much softer visually.
	Design of the scheme MVL3/9 Spring Bank Lane Overbridge	Tameside Council: Requested if the triangular copers can be rounded off at all due to triangular copers being harsh.	The copers are required to be triangular due to health and safety standards as if they were flat, it could be considered a walkable surface above the OLE and could encourage trespassing.
	Design of the scheme MVL3/20 Wright's Mill Overbridge	Tameside Council: Raised concern regarding the retaining wall holding the embankment past the bridge which looks in bad condition.	Network Rail notes the comments, and the embankment will be assessed as part of the works.
	Heritage Interpretation MVL3/28 Oldham Road Overbridge	Historic England: Requested for landscaping and interpretation at the ends of the footbridge.	Further engagement will be undertaken with stakeholders to agree the final design and placement of interpretation at this location.
	Design of the scheme MVL3/28 Oldham Road Overbridge	Oldham Council: Raised that the proposals generate a need for a formal crossing point.	As a result of this feedback the design was updated to accommodate this request.
	Design of the scheme MVL3/28 Oldham Road Overbridge	Historic England: Raised concern that the proposed design for structure MVL3/28 did not replicate the existing structure's flat masonry pilasters.	It is not possible to entirely replicate these features on the reconstructed bridge as this would require the loss of further historic fabric. Additionally, it is necessary to maintain a gap between the riser unit and abutment in order to enable inspection of structural condition, preventing the construction of continuous pilaster across the exterior of the bridge. To meet safety requirements, it is also necessary to maintain a consistent depth across the parapet units, preventing the addition of pilaster to the exterior of the structure.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issues raised by consultee	Network Rail's position
	Design of the scheme MVL3/36 Ward Lane	Oldham Council: Raised that they would like the proposed footway to be removed from the design, to maximise the carriageway width.	As a result of this feedback the design was updated to accommodate this request.
	Public Rights of Way (PRoW) MVL3/23 Wrights Overbridge	Oldham Council: The Public Rights of Way Officer had no objection to the removal of MVL3/23 Wrights Overbridge and the proposed PRoW diversion.	Network Rail has noted these comments.
	Public Rights of Way (PRoW) Stockport Road Level Crossing	Tameside Council: The Public Rights of Way Officer had no objection to the closure of Stockport Road level crossing and the proposed PRoW diversion, subject to engagement with the affected landowner.	Network Rail has noted these comments.
	Public Rights of Way MVL3/23 Wrights Overbridge & Stockport Road Level Crossing	Tameside Ramblers: No objection to the closure of Stockport Road Level Crossing and the two PRoW diversions.	Network Rail has noted these comments.
	Public Rights of Way MVL3/23 Wrights Overbridge	Peak & Northern Footpaths Society: Asked for clarity behind the rationale for proposing to remove/demolish MVL3/23 Wrights Overbridge and the rationale for not replacing it with a suitable pedestrian footbridge to enable the existing public footpath to continue to be used.	Network Rail is proposing to remove the bridge to accommodate OLE. We will also reinstate the embankment next to the structure where a new Public Right of Way will be created. A new Public Right of Way is proposed under MVL3/22 Hobble Hole Underbridge.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issues raised by consultee	Network Rail's position
	Public Rights of Way Stockport Road Level Crossing	Peak & Northern Footpaths Society: Asked for clarity behind the rationale for proposing to close this level crossing and the rationale for not replacing it with a suitable pedestrian footbridge. Raised concerns regarding the condition of the proposed PRoW diversion route.	Network Rail is proposing to close the level crossing to improve safety on the Transpennine route. The level crossing acts as a constraint in terms of performance and on the stated aims of the scheme which are to increase capacity and improve journey times and reliability. Network Rail has engaged with the local authority in relation to the new public right of way and it will be constructed to public right of way standards.
	Public Rights of Way Stockport Road Level Crossing	British Horse Society: Asked if the new PRoW diversion could be a bridleway and for the gates to be horse friendly. Requested additional bridleway signs be installed to indicate to pedestrians on the new PRoW that they are joining an existing bridleway.	It is not in the Order Scheme remit to upgrade the use of the existing public right of way and so the new diversion will not be reclassified to a bridleway. However, as a result of the feedback, the design has been updated to accommodate additional bridleway signs.
	Design of the scheme Standedge Tunnel	Canal & River Trust ("the Trust"): Raised concerns in relation to the proposal to excavate and saddle over the existing tunnel. The Trust would not want any works within the 'zone of influence' of the tunnel and would not support any works or loading within this area. Therefore, any temporary access/structure to be provided here spanning the tunnel needs to be self-supporting and not put any additional loading on the tunnel. The Trust would suggest a Bailey bridge/independent structure with a deck bridging over the tunnel would be more appropriate to guarantee there is no detrimental impact on the tunnel. The Trust would want to see details to demonstrate that the temporary structure to be provided would be independently supported and not place any loading on the tunnel.	As a result of this feedback, Network Rail has changed its design proposals to install a concrete relieving slab over the masonry arch, using the existing abutments to support it. A compressible board will be installed between the existing arch barrel and the proposed relieving slab, such that the existing barrel is not loaded. New waterproofing will be installed, and the relieving slab itself will provide long term protection for this section of the tunnel. The Trust confirmed that the relieving slab proposals were accepted in principle.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issues raised by consultee	Network Rail's position
	Design of the scheme Relocated Mossley Station	Tameside Council: Requested additional planting on the retaining wall and side elevation of the new station building. A green wall was suggested.	As a result of the feedback, the design has been updated to accommodate additional planting in this area. Network Rail will provide a strip for planting between the footpath and the station building, rather than a green wall.
	Design of the scheme Relocated Mossley Station	Tameside Council: Requested that the pedestrian area outside of the new building is extended and connected to the cycle store to provide a walking route for cyclists.	The design was updated to accommodate a designated area and walking route for cyclists.
	Design of the scheme Relocated Mossley Station	Tameside Council: Raised concerns about the lack of a safe turning area for taxis.	As part of the scheme, taxis will be able to utilise the pickup/drop off area at the station.
	Design of the scheme Relocated Mossley Station	Tameside Council: Requested for the staircase to be altered position to create a more legible entrance/gateway leading to the platform.	The proposed staircase design has been carefully considered and is regarded the most effective arrangement.
	Design of the scheme Relocated Mossley Station	Tameside Council: Raised concerns that the cycle store currently shares space with vehicular traffic, which is a safety concern. Also, requested that high quality paving is be used to break up large expanse of tarmac and enhance the setting of the station	As a result of the feedback, the design was updated to reconfigure the entrance, freeing up space to relocate the cycle store to the rear of the station building. Planting is proposed where the existing bike rack is located and where it will be located as part of the scheme.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issues raised by consultee	Network Rail's position
	Design of the scheme Relocated Mossley Station	Tameside Council: Raised concerns that the access ramp is perceived as secondary and disconnected from the main entrance. Requested that recommendations were made for improved paving, balustrades, signage and visual clarity to ensure inclusivity.	As a result of the feedback the design proposals have been updated so that the ramp and lift now form a visual "totem" guiding users toward the station.
	Design of the scheme Relocated Mossley Station	Tameside Council: Requested that stone setts are used to demarcate parking bays and paving to visually guide users from entrance to station. Requested that high quality paving should also be used to create a clear path for the public to take.	Stone setts were discounted due to inadequate visual contrast for disabled users. The car park is largely hidden from public view, so as part of the proposals, asphalt with painted markings will be used. Paving materials will be defined at a later stage during detailed design. A planning condition is proposed in order to approve materials should the Order be made by the Secretary of State.
	Design of the scheme Relocated Mossley Station	Tameside Council: Requested for section drawings including platform and nearby residential properties to assess overlooking impacts.	The appropriate sections drawings compliant with The Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 will be submitted with the Order application.
	Design of the scheme Relocated Mossley Station	Tameside Council: Requested for natural stone on building elevations.	Cladding is proposed as part of the design and the final specification will be agreed with the local authority by a planning condition, should the Order be made by the Secretary of State
	Design of the scheme Relocated Mossley Station	Tameside Council: Requested for window surrounds to be stone.	As a result of the feedback the design was updated to accommodate this request.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issues raised by consultee	Network Rail's position
	Design of the scheme Relocated Mossley Station	Tameside Council: Requested that roof materials carry through to lift shafts for consistency.	As a result of the feedback the design was updated to accommodate this request.
	Design of the scheme Relocated Mossley Station	Tameside Council: Suggested to reuse stone from the existing boundary wall in new retaining walls.	It is likely that there will not be enough stone in the demolished wall for significant reuse, but Network Rail will assess where it can be incorporated meaningfully.
	Design of the scheme Relocated Mossley Station	Tameside Council: Requested for additional planting along the platform retaining wall.	As part of the Order Scheme, additional planting will be maximised where possible. It should be noted that fire engine access may prevent planters protruding from the wall due to clashes with vehicle swept paths.
	Design of the scheme Relocated Mossley Station	Tameside Council: Requested for the boundary treatment to the platform to be high quality and slim line due to platform's elevated and prominent location	The current proposal is a steel mesh fence. However, alternative options that better suit Mossley's character are being explored we will continue to engage with the local authority on this matter.
	Design of the scheme Relocated Mossley Station	Tameside Council: Raised a query regarding whether it is possible to include any renewable energy on the site.	Renewable energy features are not included in this design; however Network Rail aims for BREEAM Excellent. A carbon calculator will be used to assess sustainability measures. The design will also follow Network Rail's Climate Action Design Manual with enhanced U-values and sustainability standards.
	Design of the scheme - Entrance Relocated Mossley Station	Tameside Council: Queried about the width of the footpath on the northbound side of the round outside the relocated station as there currently is no footpath.	As a result of the feedback, the puffin crossing design includes a footway buildout at the crossing

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issues raised by consultee	Network Rail's position
	Design of the scheme - Entrance Relocated Mossley Station	Tameside Council: Queried whether any of the parking at the station could be reserved for Manchester Road residents.	This matter has been discussed with the train operating company and it is unable to provide car parking for residents.
	Design of the scheme - Entrance Relocated Mossley Station	Tameside Council: Raised concerns that removing public parking outside the properties on Manchester Road would encourage people to park along the retaining wall more and cause traffic issues.	Network Rail has engaged on highway matters with the local authority on a regular basis. As a result of the loss of parking on the public highway (Manchester Road), the local authority will be consulting with residents on Manchester Road about a residential parking zone.
	Design of the scheme - Entrance Relocated Mossley Station	Tameside Council: Requested for the existing entrance/ exit to be an entrance only rather than an exit only.	This proposal has been discounted as it would force the access loop to reverse with the southern bell mouth being the entrance. The site is narrower here and this would mean vehicles would exit after the bus stop which is a safety issue. It would also adversely affect traffic as the closest spots to the station are near the access loop, therefore it would encourage vehicles to travel down Manchester Road and perform a loop.
	Design of the scheme - Entrance Relocated Mossley Station	Tameside Council: Queried regarding the possibility of narrowing the road and slowing it down to 20mph to enable the use of the uncontrolled crossing.	This proposal is not possible due to HGVs not being able to pass when assessing the vehicle tracking.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issues raised by consultee	Network Rail's position
	Design of the scheme - Entrance Relocated Mossley Station	Tameside Council: Requested they would prefer bus shelters to be provided where possible.	As a result of feedback from public consultation and other stakeholders, bus shelters are not proposed as part of the scheme due to the concern that may provide a place for people to gather and causing disturbance to the properties on Manchester Road.
	Greenfield Station	Oldham Council: Raised concern regarding visibility on to Shaw Hall Bank Road and suggested doing a Road Safety Audit.	The visibility on Shaw Hall Bank Road is the best solution without having to remove the wall.
	Construction MVL3/28 Oldham Road	Oldham Council: The Council would prefer Shaw Hall Bank Road to be closed than Oldham Road.	A Code of Construction Practice will be submitted to and approved by the local authority. It will include mitigation measures to reduce construction impacts on the local community. Network Rail has and will continue to engage with the relevant local authority about the scheme, which includes road closures.
	Construction MVL3/28 Oldham Road	Oldham Council: The Council suggested that the TRU team should avoid work in the winter. The secondary routes are narrow and more unsafe in inclement weather.	As a result of this feedback, it is expected that some of the work will take place in the school summer holidays.
	Consultation MVL3/36 Ward Lane	Oldham Council: Oldham Council raised that this structure is very close to Grandpa Greene's ice cream, with whom the project will, therefore, have to engage with.	Network Rail has and will continue to engage with the owners Grandpa Greene's.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issues raised by consultee	Network Rail's position
	Design of the Scheme MVL3/28 Oldham Road	Oldham Council: Raised concerns that, if people are walking from Upper Mill, they will still attempt to cross the road at the mouth of the junction, even if a guard rail and wall are in place.	As a result of the feedback, Network Rail has updated the design proposals to include provision of a formal pedestrian crossing point.
	Design of the Scheme MVL3/28 Oldham Road	Oldham Council: Raised that the current proposals would result in more concrete being on show than is currently (which is none)	It is Network Rail's intention to minimise the showing of concrete as far as reasonably practicable.
	Design of the Scheme MVL3/20 Wrights	Oldham Council: Requested that the string course could be better expressed along the main span.	This proposal would create a ledge which the public could clamber on to and would create significant safety issues.
	Design of the Scheme MVL3/28 Oldham Road	Oldham Council: The proposals for structure MVL3/28 Oldham Road represent a significant road safety improvement in the area as well as improved access to the rail station.	Network Rail notes this feedback.
	Traffic Surveys	Oldham Council: The Council raised the point that an additional ATC will likely be required on Dobcross New Road as this will be the diversion route when the Greenfield Bridge is closed.	As a result of this feedback, an Automatic Traffic Counters survey was carried out on Dobcross Road for 1 week in November 2024.
	Consultation Buses	Oldham Council: The Council suggested that the TRU scheme consults Transport for Greater Manchester regarding buses and bus diversions.	Bus and tram services are regulated and managed by Transport for Greater Manchester (TfGM). Network Rail is engaged with TfGM to support the development of the Order Scheme, however, connectivity between bus and tram services is not in Network Rail's control.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issues raised by consultee	Network Rail's position
	Design of the Scheme Greenfield Station – Secondary Means of Escape	<p>Oldham Council:</p> <p>Raised that, if a secondary public access is introduced, the public will start dropping-off and picking-up on Oldham Road. This would create a highway safety issue.</p> <p>The Council suggested that double yellow lines would not be sufficient and that, without suitable mitigation, the only resolution would be to remove the public access and revert to its provision as an emergency route only.</p>	<p>As a result of this feedback, the proposed design is for a secondary means of escape only and not a secondary public access</p>
	Public Right of Way – Moorgate Halt (FP244 SADD)	<p>Oldham Council</p> <p>The Council raised whether if any proposed improvements made to FP244 SADD would ultimately result in increased usage due to increased accessibility. They are concerned that the increased usage will bring in more Network Users, thereby increasing significant safety risks.</p>	<p>As part of the scheme, Network Rail proposes to upgrade FP244 and it is anticipated that usage of this footpath will increase. As a result of engagement with the local authority on this matter, Network Rail has commissioned an independent Safety Risk Assessment (SRA) to be carried out on the alternative diversion ie FP244.</p> <p>The SRA concludes that the current risk value for the footway is low with the risk to pedestrians being defined with a probability of 'very unlikely' and 'highly improbable'. In addition, whilst the activity of re-routing additional pedestrians onto the footway does require additional control measures to mitigate an increased risk level, as a result of the assumed additional pedestrian movements, the mitigation measure of moving the location of the current change in speed limit on the A670 will retain the risk level at the existing low level. As a result of these findings, Network Rail can confirm that as part of the</p>

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order*Document NR07 – Consultation Report****November 2025***

Item	Theme	Issues raised by consultee	Network Rail's position
			Order application Network Rail will propose to move the location of the current change in speed limit on the A670. This mitigation measure being in addition to Network Rail's proposals to upgrade footpath 244.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Appendix 8 – Stakeholder (statutory) Phase 2

Item	Theme	Issues raised by consultee	Network Rail's position
1	Environment (Moorgate Halt level crossing)	Natural England: Raised potential impacts to any bats reliant on the vegetated dark corridors, if pedestrian lighting is proposed.	There is currently no lighting on the level crossing or the existing Public Right of Way (PRoW) and there are no proposals to include lighting as part of the design. If the design proposals change in the future to include pedestrian lighting, we will engage with Natural England further on this matter.
2	Closure and alternative route (Moorgate Halt level crossing)	The Ramblers (Oldham): The Footpaths Secretary disagreed with the proposals and raised concerns over the conditions of the proposed alternative Right of Way. Requested that an FRP footbridge be installed.	As part of the Order application, Network Rail is proposing to upgrade the existing public right of way and a footbridge is not part of the Order Scheme.
3	Environment (Moorgate Halt level crossing)	Environment Agency: No matters identified which would interact within their planning remit and focus.	Network Rail has noted these comments and will engage with the Environment Agency (EA) if there are matters associated with the scheme that require discussion with the EA.
5	Closure and alternative route (Moorgate Halt level crossing)	Office of Rail and Road: Generally supportive of level crossing closures as it removes risk away from the railway. Raised that Network Rail should make sure that the alternative route is suitable for users. Network Rail needs to undertake a suitable and sufficient risk assessment covering the changes and demonstrate that risk is reduced SFARP and that risk to members of the public will not increase because of the proposed changes.	As part of the design proposals, the footpath 244 SADD will be upgraded so that it is suitable for users. These improvements include enhanced underfoot conditions and replacing the current life-expired steps with compatible steps and handrails, to improve quality and safety.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Appendix 9 – Feedback Received During Phase 2 Public Consultation and Network Rail's Position to the Issues Raised

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
1	Alternative route design (Moorgate Halt level crossing)	<p>Inconvenience due to extra walking distance</p> <p>Alternative footpath is steep</p> <p>Dangerous to children; hazard to the main road</p> <p>The path is not always navigable</p> <p>Not a safer route</p> <p>The alternative route is sodden for many months</p> <p>Would make access to Wharmton Hill and Moorgate Quarry more difficult</p> <p>Would completely change the walk onto the Delph Donkey in both directions</p> <p>Reduction in leisure space and leisure routes</p> <p>No footpath onto Oldham Road</p> <p>The alternative is not suitable to wheelchairs or users who require a level crossing</p> <p>The alternative footpath does not link to the village centre</p>	36	<p>Network Rail is proposing to close Moorgate Halt level crossing to improve safety on the Transpennine route. The level crossing also acts as a constraint in terms of performance and on the stated aims of the scheme which is to increase capacity and improve journey times and reliability. Network Rail has engaged with the local authority in relation to the new public right of way and it will be constructed to public right of way standards.</p> <p>The alternative route for crossing the railway would be at most 440 metres.</p> <p>Network Rail has commissioned an independent Safety Risk Assessment (SRA) to be carried out on the alternative diversion ie FP244. To summarise, the SRA concludes that the current risk value for the footway is low with the risk to pedestrians being defined with a probability of 'very unlikely' and 'highly improbable'. In addition, whilst the activity of re-routing additional pedestrians onto the footway does require additional control measures to mitigate an increased risk level, as a result of the assumed additional pedestrian</p>

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
				movements, the mitigation measure of moving the location of the current change in speed limit on the A670 will retain the risk level at the existing low level. As a result of these findings, Network Rail can confirm that as part of the Order application Network Rail will propose to move the location of the current change in speed limit on the A670. This mitigation measure being in addition to Network Rail's proposals to upgrade footpath 244.
	Safety (Moorgate Halt level crossing)	<p>Proposed path exits straight onto a busy road with narrow pavements</p> <p>Ladcastle Road is a dangerous road due to no footpath and blind corner</p>	4	<p>Network Rail is proposing to close the level crossing to improve safety on the Transpennine route. The level crossing also acts as a constraint in terms of performance and on the stated of aims of the scheme which is to increase capacity and improve journey times and reliability. Network Rail has engaged with the local authority in relation to the new public right of way and it will be constructed to public right of way standards.</p> <p>The alternative route for crossing the railway would be at most 440 metres. Network Rail has commissioned an independent Safety Risk Assessment (SRA) to be carried out on the alternative diversion ie FP244. To summarise, the SRA concludes that the current risk value</p>

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
				for the footway is low with the risk to pedestrians being defined with a probability of 'very unlikely' and 'highly improbable'. In addition, whilst the activity of re-routing additional pedestrians onto the footway does require additional control measures to mitigate an increased risk level, as a result of the assumed additional pedestrian movements, the mitigation measure of moving the location of the current change in speed limit on the A670 will retain the risk level at the existing low level. As a result of these findings, Network Rail can confirm that as part of the Order application Network Rail will propose to move the location of the current change in speed limit on the A670. This mitigation measure being in addition to Network Rail's proposals to upgrade footpath 244.
	Aesthetic (Moorgate Halt level crossing)	'A horror show' of festooning the tracks with overhead wires. The aspect of Saddleworth skew arched viaduct ruined		he appearance of electrification infrastructure on the Grade II listed Saddleworth (Uppermill) viaduct is principally considered in the Listed Building submissions that are submitted at the same time as the overall TWAO submission. The content of the submission is the result of close consultation between Network Rail, Historic England and the local authorities. In addition, the TWAO submission at NR14 Environmental Report: Volume 1 Main Text: Chapter 5 Historic Environment,

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
				includes a further consideration of designated and non-designated rail assets. In considering the view of structures on the railway, this is directly considered in the Environmental Report in Chapter 7 Landscape and Visual Amenity The planning conditions will include a Landscape and Ecological Management Plan that will be submitted to and approved by the local authority before works commence.
	Environment (Moorgate Halt level crossing)	The removal of public footpath that runs directly between village centre and walking routes on the outskirts of the village including Moorfield Quarry is preserved as a nature reserve		The effects on ecology are dealt with in the submission document NR14 Environmental Report: Volume 1 Main Text: Chapter 6 Ecology. The report conclusions and recommended mitigation are the result of extensive site survey and assessment of effects on ecology and habitats. The assessment has resulted in a planning conditions that requires a Landscape and Ecological Management Plan to be submitted to and approved by the local authority before works commence.
	Options to replace the (Moorgate Halt level crossing)	Proposed to build a footbridge instead Or other options, i.e. subway or electronic pedestrian	13	Due to engineering and construction costs and challenges, as well as the need for third party land, a footbridge is not part of

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
		Propose the alternative route would be under the bridge off Den Ln along the footpath through the quarries to the footpath above the crossing		<p>the Order Scheme, and an upgraded footpath is the proposed solution.</p> <p>Alternative options such as a subway or electronic pedestrian systems were assessed but deemed unsuitable. The proximity of signals SL4701 and SL4703, which straddle the crossing when trains stop, present a critical safety risk that cannot be mitigated by moving the signals due to track geometry and operational standards. While an alternative route via Bridge 30 was considered, this option has its own challenges, such as the need for third party land.</p>
	Other	<p>Asked if the new path will be regularly maintained</p> <p>Unconvinced that the changes to the service will dramatically increase the risk to justify this change as the crossing has existed for over 100 years.</p> <p>Asked if there will be clear signage on Oldham Rd and other side of the underpass</p> <p>Asked what will happen to the old path/walls</p> <p>Asked if we gained permission to use the land to create footpath</p>	<p>3</p> <p>1</p> <p>1</p>	<p>It is the responsibility of the local authority to maintain all public rights of way.</p> <p>Network Rail is proposing to close the level crossing to improve safety on the Transpennine route. The level crossing also acts as a constraint in terms of performance and on the stated of aims of the scheme which is to increase capacity and improve journey times and reliability</p> <p>Network Rail has and will continue to engage with the landowners whose property the public right of way traverses and the local authority to discuss the</p>

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

Item	Theme	Issue raised by consultee	Number of mentions from consultee	Network Rail's position
		Asked if the access to the path along the railway line towards the viaduct will be affected		<p>proposals to upgrade the public right of way.</p> <p>The Order Scheme should not affect the path along the railway line towards the viaduct, apart from the closure of Moorgate Halt level crossing.</p>

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order
Document NR07 – Consultation Report
November 2025

Appendix 10 – Phase 1 Consultation Materials

10a – A5 double-sided flyer



To enable this to happen in your area, we are proposing a number of changes between Leeds and Micklefield. This includes replacing three level crossings with safer alternatives; raising, reconstructing or removing a number of bridges to enable electrification; and installing some small-scale infrastructure. We are also proposing a number of temporary work compounds to help us carry out these essential improvements.

We are keen to share the proposals with the local community and hear your feedback on our plans.

10b – A5 double-sided flyer continued

HAVE YOUR SAY

You will be able to view our proposals and share your views by visiting our virtual public consultation room at www.networkrail.co.uk/leeds-micklefield between Monday 24 October and Friday 18 November 2022.

We will also be holding the following public events for you to see our plans and chat to our project team.

Fri 28 October 2022	Mon 7 November 2022	Wed 9 November 2022
4pm-7pm	4pm-7pm	4pm-7pm
Garforth Saint Benedict's Catholic Church, Aberford Road, Garforth, LS25 1PX	Micklefield Micklefield C of E Primary School, Great North Road, Micklefield, LS25 4AQ	Cross Gates The Newman Centre, Station Road, Cross Gates, LS15 7JY

Following the consultation process, we will consider all the feedback received and aim to submit the final designs for planning approval in Summer 2023.

Over the coming years we will be making further improvements too, and the works presented in this public consultation do not represent the entirety of the upgrade between Leeds and Micklefield.

For further information:

Visit networkrail.co.uk/leeds-micklefield
 or email TranspennineEngagement@networkrail.co.uk

You can also call Network Rail's 24-Hour National Helpline on 03457 11 41 41

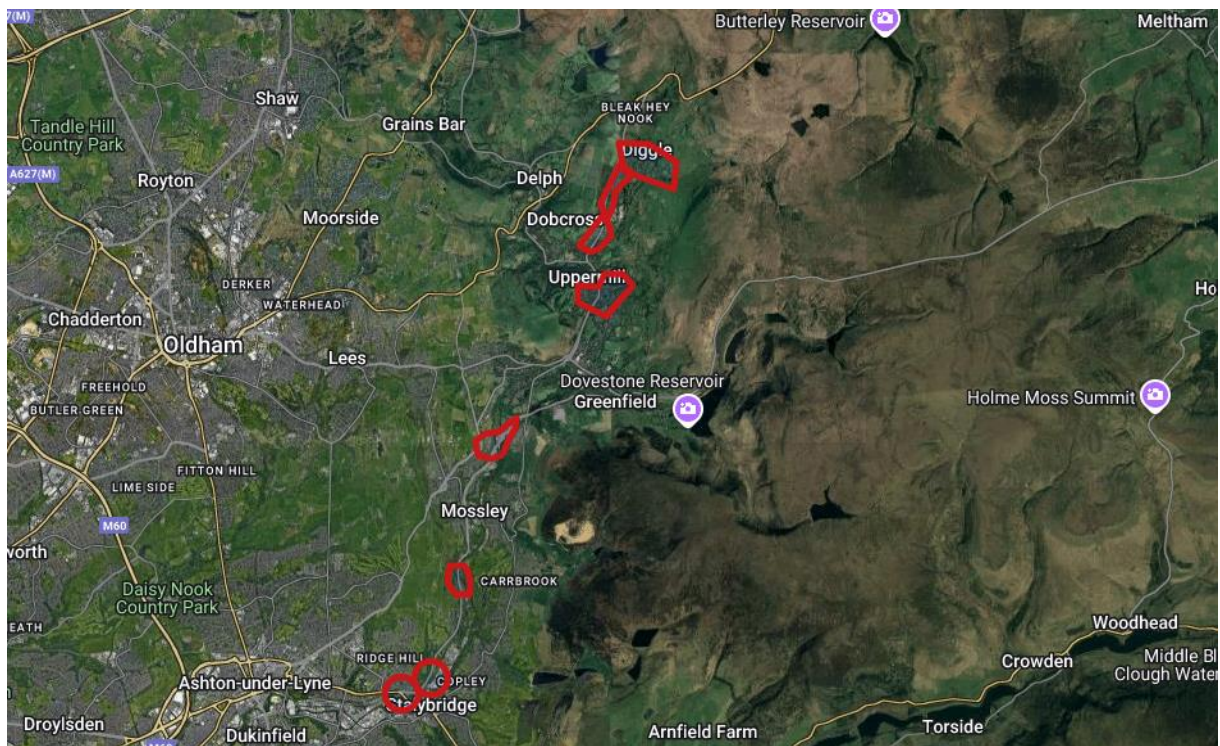
The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

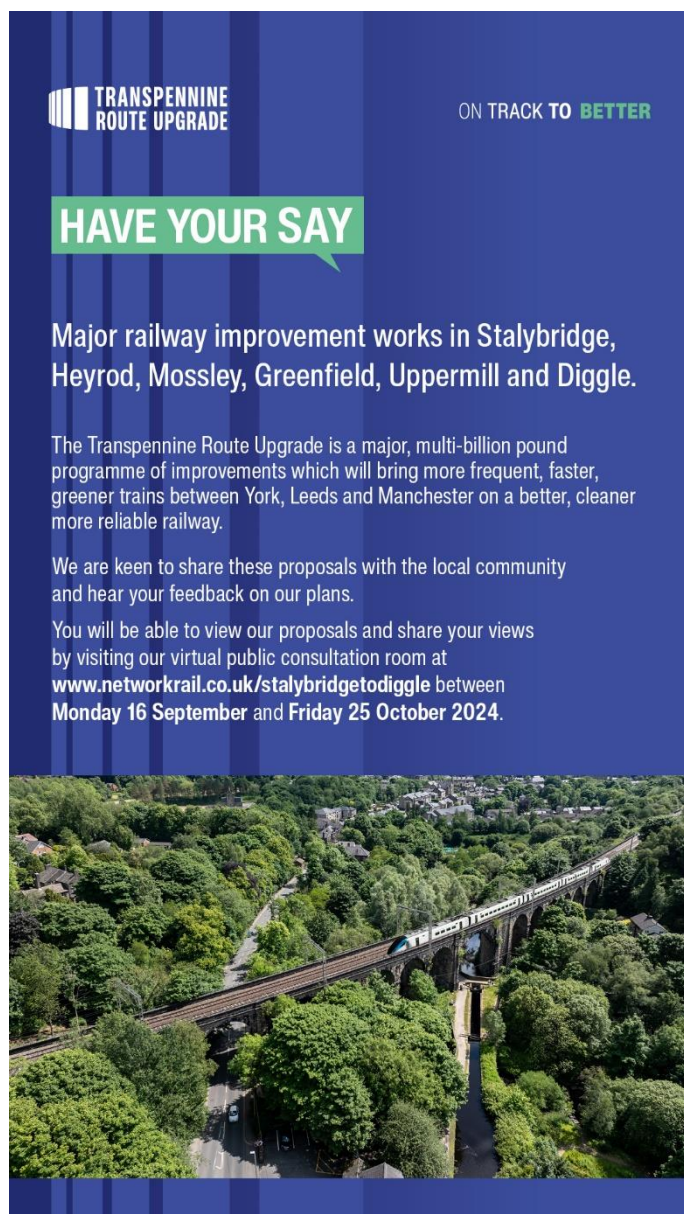
Map of mailing area

Map of Stalybridge to Diggle mailing area within 300m – 1km of the proposed location



The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order
Document NR07 – Consultation Report
November 2025

10b – A3 poster



The poster has a dark blue background with vertical stripes. At the top left is the Transpennine Route Upgrade logo. At the top right is the slogan 'ON TRACK TO BETTER'. Below this is a green speech bubble containing the text 'HAVE YOUR SAY'. The main text describes the railway improvement works in Stalybridge, Heyrod, Mossley, Greenfield, Uppermill and Diggle. It explains that the Transpennine Route Upgrade is a major, multi-billion pound programme of improvements which will bring more frequent, faster, greener trains between York, Leeds and Manchester on a better, cleaner more reliable railway. It then states that they are keen to share these proposals with the local community and hear their feedback on their plans. Finally, it provides information on how to view the proposals and share views, directing people to a virtual public consultation room at a specific URL between Monday 16 September and Friday 25 October 2024. At the bottom of the poster is a photograph of a train crossing a large stone viaduct over a lush green valley.

**TRANSPENNINE
ROUTE UPGRADE**

ON TRACK TO **BETTER**

HAVE YOUR SAY

**Major railway improvement works in Stalybridge,
Heyrod, Mossley, Greenfield, Uppermill and Diggle.**

The Transpennine Route Upgrade is a major, multi-billion pound programme of improvements which will bring more frequent, faster, greener trains between York, Leeds and Manchester on a better, cleaner more reliable railway.

We are keen to share these proposals with the local community and hear your feedback on our plans.

You will be able to view our proposals and share your views by visiting our virtual public consultation room at www.networkrail.co.uk/stalybridgetodiggle between **Monday 16 September** and **Friday 25 October 2024**.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order
Document NR07 – Consultation Report
November 2025

10c – Digital poster on trains



ON TRACK TO **BETTER**

HAVE YOUR SAY

Major railway improvement works in Stalybridge, Heyrod, Mossley, Greenfield, Uppermill and Diggle.

The Transpennine Route Upgrade is a major, multi-billion pound programme of improvements which will bring more frequent, faster, greener trains between York, Leeds and Manchester on a better, cleaner more reliable railway.

To enable this to happen in your area, we are proposing a number of changes between Stalybridge Diggle (Saddleworth). This includes relocating the station at Mossley and upgrading Greenfield station, installing overhead line equipment (OLE) to power faster, cleaner trains through the area, and amendments to various bridges and highways. We also be opening some compounds for our teams to be based in. We are also proposing a number of temporary work compounds to help us carry out these essential improvements.

We are keen to share these proposals with the local community and hear your feedback on our plans.

You will be able to view our proposals and share your views by visiting our virtual public consultation room at www.networkrail.co.uk/stalybridgediggle between **Monday 16 September** and **Friday 25 October 2024**.

We will also be holding the following public events for you to see our plans and chat with our project team:

Wednesday 16 September 2024, 3pm-8pm Stalybridge
 St Peters RC Church, 119 Brierley Street, Stalybridge SK15 2ED

Thursday 19 September 2024, 3pm-8pm Greenfield
 Saddleworth Rangers RLFC, Shaw Hall Bank Road, Greenfield OL5 7LD

Friday 20 September 2024, 3pm-8pm Mossley
 Mossley Methodist Church, Chapel Street, Mossley OL5 0EX

Over the coming years we will be making further improvements too, and the works represented in this public consultation do not represent the entirety of the upgrade between Stalybridge and Diggle (Saddleworth).



For further information:
 visit www.networkrail.co.uk/stalybridgediggle
 or email Transpennineengagement@networkrail.co.uk
 You can also call Network Rail's 24-Hour National Helpline on **03457 11 41 41**

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

10d – CONSULTATION BOARDS



ON TRACK TO **BETTER**

Have your say

The Transpennine Route Upgrade is a major, multi-billion-pound programme of improvements that will transform journeys across the North, better connecting towns and cities through more frequent, faster, greener trains between Manchester, Leeds and York, running on a better, cleaner and more reliable railway.

To enable this to happen in your area, we are proposing a number of changes between Stalybridge and Diggle (Saddleworth). This includes relocating Mossley station and upgrading Greenfield station, as well as the reconstruction of various bridges and highways, to allow us to install the overhead line equipment (OLE) that will power faster, cleaner trains through the area. Temporary compounds are proposed to enable the works.

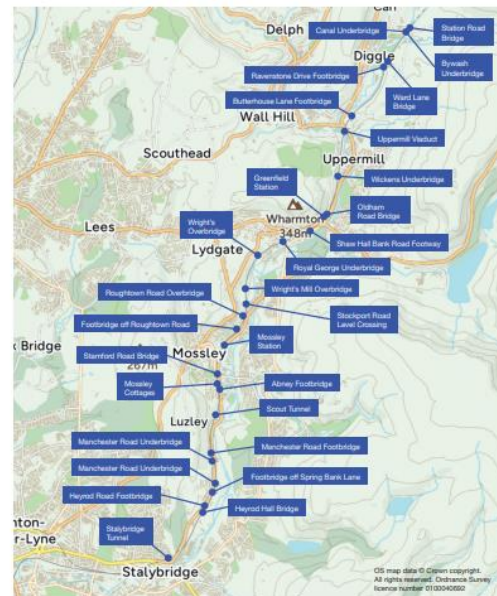
We are keen to share the proposals with the local community and hear your feedback on our plans.

The map shows the proposed locations of essential work that will enable us to deliver the Transpennine Route Upgrade.

On the following boards, we'll explain:

- What we plan to do at some of the key projects along this section of the route
- Why we need to carry out the work
- How the work may impact you

Proposed Location



ON TRACK TO **BETTER**

The environment

We understand that we have a responsibility to consider and minimise the impact of our work on the environment as much as possible.

The TRU Sustainability Strategy, 'Our Guiding Compass', sets out our mission to build and operate a railway that satisfies customer needs while enhancing and respecting the natural and human environment.

To understand the existing environment between Stalybridge and Diggle (Saddleworth) and to inform our designs, we are undertaking various surveys and assessments. These cover traffic, noise and vibration, landscape, heritage, ecology and water.

Wildlife

Surveys are being carried out to identify any habitats or protected wildlife in the local area. Where protected species are recorded and may be affected by the scheme, measures will be put in place to minimise any impacts, in-line with national guidelines. We will continue our assessments as the scheme progresses.

Plants and Trees

Some vegetation removal may be required to enable works to take place. Any replacement and additional planting will be sympathetic to the surrounding area and will incorporate native plant species that have benefits for wildlife, wherever possible.

Arboricultural (tree) surveys are being undertaken to inform our plans. Tree felling will only occur where it is not possible for the scheme to avoid this.



The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025



ON TRACK TO **BETTER**

Heritage

Our heritage is very important. We are working closely with stakeholders to make sure that the design of the new railway layout between Stalybridge and Diggle (Saddleworth) will bring improvements for passengers, while respecting much-loved local landmarks such as the Grade-II Listed Uppermill Viaduct (also known as Saddleworth Viaduct).



Our designs aim to:

- Work in harmony with our historic environment
- Understand and recognise the characteristics of our towns and rural landscapes
- Minimise and mitigate the effects of construction

Consents for work

A Transport and Works Act Order application is required to deliver some elements of this scheme. This is a piece of legislation approved by a Secretary of State which grants permission for us to carry out the work.

Listed building consent

We are working with Historic England and other stakeholders so we can deliver passenger benefits, whilst respecting the historic integrity of the Grade-II listed structures. Network Rail will apply for listed building consent at the same time as applying for the Transport and Works Act Order application.



ON TRACK TO **BETTER**

Stalybridge and Scout Tunnels

Stalybridge Tunnel



These railway tunnels pass beneath residential areas of Stalybridge to the west and mixed-use land to the east near the town of Mossley. As part of the works, we are proposing to lower the track to allow the installation of overhead line equipment (OLE) for electrification and enable larger freight trains to pass through Stalybridge and Scout Tunnels. During the works we are also repairing the lining and installing new drainage within the tunnels.

Scout Tunnel



To deliver this scheme, we will need to work while there are no trains running, meaning we will need to close the lines through the tunnels. We are aiming to minimise disruption by undertaking this work at the same time as other works in the area, ultimately reducing the amount of time the railway is closed to passengers. The exact timings of the works are yet to be confirmed.

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

**TRANSPENNINE
ROUTE UPGRADE**

ON TRACK TO **BETTER**

Heyrod Hall Bridge (MVL3/7)

To accommodate railway electrification, the existing bridge arch will be replaced. Additionally, the approach walls will be rebuilt using the same type of stone.

The road bridge will have stone cladding and copers, which will not affect the width of the private road.

A temporary utilities bridge will be installed during construction and utilities will be reinstated onto the new bridge.

During construction to replace the existing bridge arch, it will be necessary to temporarily close the private road. We are currently looking at proposals for alternative access to local properties, while minimising impact on residents.

Spring Bank Lane Bridge (MVL3/9)

At Spring Bank Lane Bridge, we are implementing modifications to accommodate electrification of the railway. The walls of the road bridge will be raised and new coping stones installed.

The railway track is being lowered under the bridge to allow the structure to be retained.

The existing highway and footpath will feature enhanced safety methods.

The bridge will be closed for a short duration during the works, with diversion routes provided for both vehicles and pedestrians.



**TRANSPENNINE
ROUTE UPGRADE**

ON TRACK TO **BETTER**

Stockport Road Level Crossing

Our proposal is to close Stockport Road Level Crossing and divert the Public Right of Way across the railway by introducing a new footpath on the west side of the railway. We will also close the footpath immediately leading up to the level crossing.

Stockport Road Level Crossing is located approximately 1 mile northeast of the current Mossley Station. The new diversion route will be along the adjacent field, below Midge Hall and down Heron Lane. There will be new gates and waymarking installed.



The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order
Document NR07 – Consultation Report
November 2025



ON TRACK TO **BETTER**

Roughtown Road, Wright's Mill & Wright's Overbridge

To enable us to install overhead wires to power cleaner and quieter electric trains, we are carrying out works to replace three overbridges between Mossley and Greenfield.



Roughtown Road Overbridge (MVL3/17)

We are replacing the bridge's coping stones with higher triangular coping stones to make it safe for the electrification of the railway.

The existing highway and footpath will remain unchanged.

The bridge will be closed for a short duration during the works, with diversion routes provided for both vehicles and pedestrians.



Wright's Mill Overbridge (MVL3/20)

To accommodate railway electrification, the existing bridge arch will be replaced. Additionally, the approach walls will be rebuilt using the same type of stone.

The new bridge will have stone cladding and new copers and the current width of the structure will be retained.

During construction to replace the existing bridge arch, it will be necessary to temporarily divert the public right of way.



Wright's Overbridge (MVL3/23)

We are proposing to remove the bridge to accommodate overhead line equipment (OLE). We are also reinstalling the embankment next to the structure, where a new Public Right of Way will be created.

A new Public Right of Way is proposed under MVL3/22 Hobbe Hole Underbridge.

Changes to the Public Right of Way

At times, we will be required to temporarily close these bridges to facilitate the demolition and replacement work.

Details of the temporary diversion routes are still being developed and will be shared with the public in advance of these closures.



ON TRACK TO **BETTER**

Greenfield Station

To enhance accessibility, accommodate longer trains, and improve overall efficiency, several improvements are planned for Greenfield station:

The existing Greenfield station footbridge (MVL3/27a) will be removed to allow for overhead line equipment (OLE) to be installed, and replaced with a new station footbridge, which will be equipped with lifts to provide step-free access between platforms.

Platforms will be extended to accommodate longer trains, offering more seats for passengers.

Access will be maintained to both platforms throughout the works.

These station works will be carried out prior to the works to Oldham Road Bridge (MVL3/28).



The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order
Document NR07 – Consultation Report
November 2025



ON TRACK TO **BETTER**

Oldham Road Bridge (MVL3/28)

To facilitate the installation of overhead line equipment (OLE) to provide cleaner, faster and quieter electric trains, we will reconstruct the road bridge over the station on Oldham Road.

While we are reconstructing Oldham Road Bridge, temporary road diversions will be in place.

A new footbridge (MVL3/28a) from Oldham Road to Shaw Hall Bank Road will be constructed adjacent to the existing Oldham Road Bridge. Separating pedestrians from Oldham Road Bridge carrying the highway.

Utility diversions

There are several utilities routed across the bridge, all of which will need to be diverted. All services are proposed to be permanently diverted from the old road bridge onto the new footbridge.

Recognising the importance of safety near the railway, we are proposing improved visibility for road users on the highway by increasing the sighting distances around the junctions on the bridge approaches.

You can see more details of our plans in the 'Book of Plans'.



ON TRACK TO **BETTER**

Uppermill Viaduct (MVL3/31)

To enable us to install overhead line equipment (OLE) that will power cleaner, faster and quieter electric trains we are proposing to install galvanised steel masts on the outside of Uppermill Viaduct, also known as Saddleworth Viaduct.

Our aim is to minimise the visual impact to the surrounding area and respect the heritage and maintain the visual appeal of Uppermill Viaduct.

The locations of the masts have been considerably designed to avoid the most visible areas of the viaduct where possible.



The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order
Document NR07 – Consultation Report
November 2025



ON TRACK TO **BETTER**

Mossley Station

We are relocating Mossley station 300m to the north of its current location (towards Greenfield station).

The relocated station will be more accessible for users, and will enable faster, more frequent trains to run on a more reliable and greener railway.

The improvements include:

- A modern station with a waiting area, ticket office, accessible toilets and baby change facilities.
- Longer platforms at 150m in length to accommodate trains with more seats for passengers.
- A new footbridge with lifts to provide step-free access between platforms.
- New access to the station provided from Manchester Road to improve accessibility for all users.
- The existing station footbridge and platform furniture will be removed but the building will remain. We are considering how the building can continue serving the local community.
- Additional car parking will be provided.



ON TRACK TO **BETTER**

Mossley Cottages

To improve safety and security along the railway, we will be undertaking some modification work to the boundary walls and barriers along the line next to the Mossley Cottages.

The main work includes:

- Modifications to the boundary walls and barriers between the railway line and properties on Manchester Road.
- Modifications to the footbridge staircase on Manchester Road to improve security and prevent trespassing.
- Works to embankments along the railway in the Mossley area will be required, to facilitate overhead line equipment (OLE).



The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

**TRANSPENNINE
ROUTE UPGRADE**

ON TRACK TO **BETTER**

Ward Lane Bridge (MVL3/36)



To allow us to install overhead line equipment (OLE) that will power cleaner, faster and quieter electric trains, we are proposing to replace this bridge.

This work will include minor modifications to the roads and walls on the approach to the bridge and the entrance to the adjacent car park.

During this work, diversions will be provided via Ward Footbridge (MVL3/35) and Station Road Bridge (MVL3/39).

Station Road Bridge (MVL3/39)

To allow us to install overhead line equipment (OLE) we are proposing to replace the western span of this bridge.

There will be modifications to the highway on Station Road and Harrop Court Road as well as to the highway over the western span of the bridge.

During construction to replace the existing road bridge, it will be necessary to temporarily close the road. We are currently looking at proposals for alternative access to local properties, while minimising the impact on residents.



**TRANSPENNINE
ROUTE UPGRADE**

ON TRACK TO **BETTER**

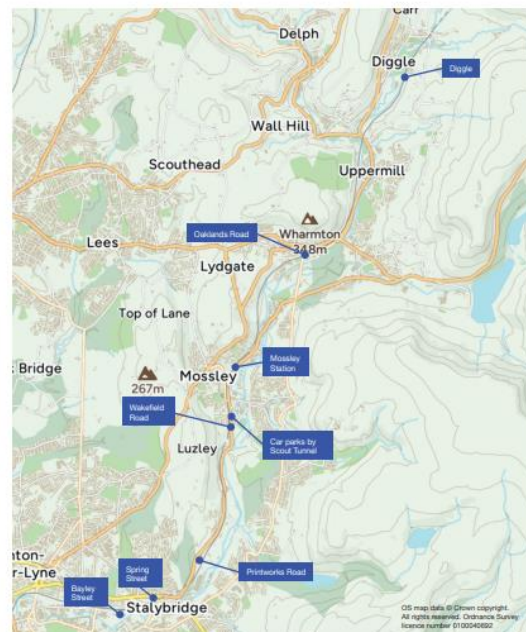
Construction

Temporary construction compounds are proposed to enable work to take place between Stalybridge and Diggle. These will be located at;

- Spring Street
- Printworks Road
- Wakefield Road (close to the Scout Tunnel eastern portal entrance)
- Car parks by Scout Tunnel
- Mossley Station
- Oaklands Road
- Bayley Street
- Diggle

The layouts and use of these compounds will be carefully planned and managed to reduce their impact, and we will make every effort to keep any noise or disturbance to a minimum. The main compounds, which will be protected by security measures and a boundary fence, will include:

- Hard standing or geo-bound areas for material storage and parking
- Temporary buildings and welfare facilities
- On-site resources for the storage and removal of waste and water
- Electrical connections or on-site hybrid electricity generation
- Gated access points for security



The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

**TRANSPENNINE
ROUTE UPGRADE**

ON TRACK TO **BETTER**

Access points

To enable the works between Stalybridge and Diggle (Saddleworth) we will need to access the railway at various points. Some of these access points already exist and will see an increased usage, others are proposed new access points.

New access points will be created to support future maintenance of the railway. Some of the new access points will also be used during construction. Specifically, the Mows Lane access point will require works to the commonly known 'Delph Donkey Line' walking route.

This map shows our proposed new access points, but as the Scheme develops, more access to the railway may be required.



**TRANSPENNINE
ROUTE UPGRADE**

ON TRACK TO **BETTER**

Next steps

We are asking you to provide feedback on our designs and proposals before we submit a Transport and Works Act Order application next year.

You can share your views by returning our feedback form or filling in our online survey. Comments can be submitted between Monday 16 September and Friday 25 October 2024.



Scan here for online survey

Visit:
networkrail.co.uk/stalybridgetodiggle
Email:
TranspennineEngagement@networkrail.co.uk
You can also call Network Rail's 24-Hour National Helpline on 03457 11 41 41



The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order
Document NR07 – Consultation Report
November 2025

10e – consultation response form

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The Network Rail Stalybridge to Diggle (Saddleworth) Order

Consultation Question

If you would like more information or have any feedback regarding the proposed Scheme, please feel free to email us at TranspennineEngagement@networkrail.co.uk.

We encourage you to share any comments or concerns that are relevant to you. You don't need to fill-in all sections provided in this feedback form.

About the Scheme – road, bridges, and level crossings

Please contact us if you have inquiries regarding road, bridges and level crossing within the Scheme that are not listed below.

Do you currently use any of the following roads, bridges, or level crossings where we are planning to carry out work?

Please tick all that apply, letting us know how often

	Daily	Weekly	Monthly	Infrequently	Never
Roughtown Road (MVL3/17)					
Wrights Mill Bridge (MVL3/20)					
Wrights Bridge (MVL3/23)					
Oldham Road (MVL3/28)					
Heyrod Hall Bridge (MVL3/7)					
Spring Bank Lane Bridge (MVL3/9)					
Ward Lane Bridge (MVL3/36)					
Station Road Bridge (MVL3/39)					
Stockport Road Level Crossing					

If infrequently, please let us know how often:

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Why do you currently use them?

Please tick all that apply

	Getting to/from work	Getting to/from school	Visiting family/friends	Shopping	Leisure	Other
Roughtown Road (MVL3/17)						
Wrights Mill Bridge (MVL3/20)						
Wrights Bridge (MVL3/23)						
Oldham Road (MVL3/28)						
Heyrod Hall Bridge (MVL3/7)						
Spring Bank Lane Bridge (MVL3/9)						
Ward Lane Bridge (MVL3/36)						
Station Road Bridge (MVL3/39)						
Stockport Road Level Crossing						

If 'other', please let us know what for

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order
Document NR07 – Consultation Report
November 2025

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How do you currently cross the roads, bridges, level crossings where we are planning to carry out work?

Please tick all that apply

	On foot	By wheelchair or mobility scooter	By bicycle	By car, van, or motorbike	By large or agricultural vehicle	Other
Roughtown Road (MVL3/17)						
Wrights Mill Bridge (MVL3/20)						
Wrights Bridge (MVL3/23)						
Oldham Road (MVL3/28)						
Heyrod Hall Bridge (MVL3/7)						
Spring Bank Lane Bridge (MVL3/9)						
Ward Lane Bridge (MVL3/36)						
Station Road Bridge (MVL3/39)						
Stockport Road Level Crossing						

If 'other', please let us know by what means you travel

How would you be affected by the closure of the roads, bridges, and level crossings where we are planning to carry out work?

Please note that we are proposing most of the above bridge to only be closed temporarily

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Do you have any comments on our proposed changes to Wrights Mill Bridge (MVL3/20)?

Do you have any further comments on our plans to replace Wrights Bridge (MVL3/23)?

Do you have any further comments on our plans to replace Oldham Road (MVL3/28)?

Do you have any comments on our proposed changes to Uppermill Viaduct (MVL3/31)?

Do you have any comments on our proposed changes to Heyrod Hall Bridge (MVL3/7)?

Do you have any comments on our proposed changes to Spring Bank Lane Bridge (MVL3/9)?

Do you have any comments on our proposed changes to Ward Lane Bridge (MVL3/36)?

Do you have any comments on our proposed changes to Station Road Bridge (MVL3/39)?

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

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Do you have any further comments on our plans to replace Stockport Road Level Crossings?

Do you have any comments on our proposed construction compounds?

Temporary construction compounds are proposed to enable work to take place at Spring Street, Printworks Road, Wakefield Road, close to the Scout tunnel eastern portal entrance, Mossley Station, Oaklands Road, Cheshire Street, and the land off Lee Side.

About the Scheme – tunnels, stations, and cottages

In your view, what are the most important facilities at a station?

- ☐ Step-free access
- ☐ Clear signs and information
- ☐ Parking facilities, including blue badge parking
- ☐ New modern station building
- ☐ Waiting area
- ☐ Ticket office
- ☐ Accessible toilets
- ☐ Baby change facilities
- ☐ Other *please state* _____

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To what extent do you agree with our plans to upgrade the railway between Stalybridge and Diggle (Saddleworth)?

Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Undecided/ don't know

Please explain your answer:

About you

What is your connection to this scheme?

Please tick all that apply

- ☐ Local resident
- ☐ Landowner potentially affected by the scheme
- ☐ Local ward or parish councillor *please state* _____
- ☐ Local business or organisation *please state* _____
- ☐ Other *please state* _____
- ☐ Prefer not to say

It's useful for us to know which area you live in. Please leave your postcode here:

What topics are most important to you when considering development of rail infrastructure projects?

Please tick all that apply

- ☐ Residents and the community
- ☐ The environment
- ☐ The local road network
- ☐ Local employment opportunities
- ☐ Potential disruption to the existing rail services while under construction
- ☐ Other *please state* _____

**The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order
Document NR07 – Consultation Report
November 2025**

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Do you have specific concerns on the following stations where we are planning to carry out work?

Please tick all that apply

	Station facilities and parking	Construction impacts of the scheme	Local and environmental impacts	Design of the scheme	Operational impact of the scheme	Other
Mossley Station						
Greenfield Station						

Please explain your answer

Do you have any comments on our proposed changes to Greenfield Station?

Do you have any comments on our proposed changes to Mossley Station?

Do you have any comments on our proposed changes to Stalybridge & Scout Tunnels?

Do you have any comments on our proposed changes at Mossley Cottages?

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To what extent do you agree with our plans to divert Stockport Road Level Crossing in Mossley via an existing safer pedestrian route across the railway?

Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Undecided/don't know

Please explain your answer:

To what extent do you agree with our plans to divert Wrights (MVL3/23) public rights of way in Mossley with one along the railway embankment via Midge Hall underbridge?

Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Undecided/don't know

Please explain your answer:

To what extent do you agree with our plans to create a safer public pedestrian access across the railway parallel to Oldham Road (MVL3/28) adjacent to Greenfield Station?

Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Undecided/don't know

Please explain your answer:

Do you have any comments relating to our proposals at Roughtown (MVL3/17)?

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

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Working with you

To help us improve how we consult in the future, we would be grateful if you could answer the questions below.

How did you hear about the consultation?

Please tick all that apply

- ☐ Postcard received in the post
- ☐ Poster
- ☐ Facebook
- ☐ Twitter
- ☐ Instagram
- ☐ Word of mouth
- ☐ In the media (newspaper/news site/TV/radio)

Other please state _____

How useful did you find our consultation materials in helping you understand the scheme?

Very useful	Quite useful	Neutral	Not very useful	Not useful at all	Undecided/ don't know

Do you have any comments on how we can improve our consultation materials?

For example, is there anything else you think we should be including, or any aspects you think could be improved?

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Privacy Statement

Network Rail will consider all feedback and confirm your personal data is not required unless you are content for Network Rail to be able to identify you as the source and the location of the feedback provided.

Any feedback provided will be collected and held solely by Network Rail in accordance with the requirements of the General Data Protection Regulations. It will be used by Network Rail solely for purposes and duration in connection with the development of the design and securing any consent application, including publication of the final consultation report, as may be required, for the Stalybridge to Diggle (Saddleworth) Enhancements Scheme.

If you wish to be contacted by Network Rail with further information, or to discuss the feedback you have provided on the scheme, then please tick here

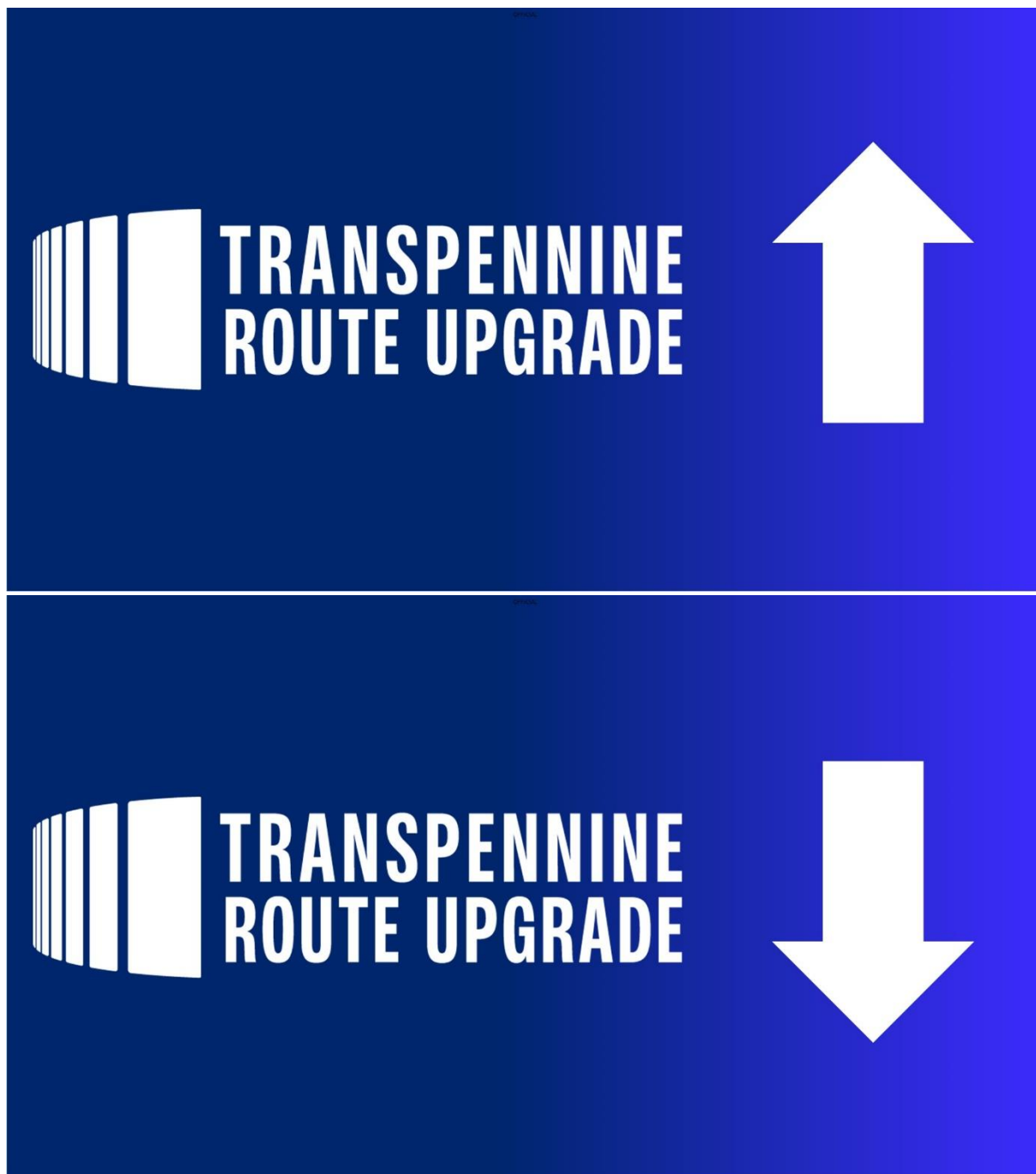
Please confirm by providing your details below:

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

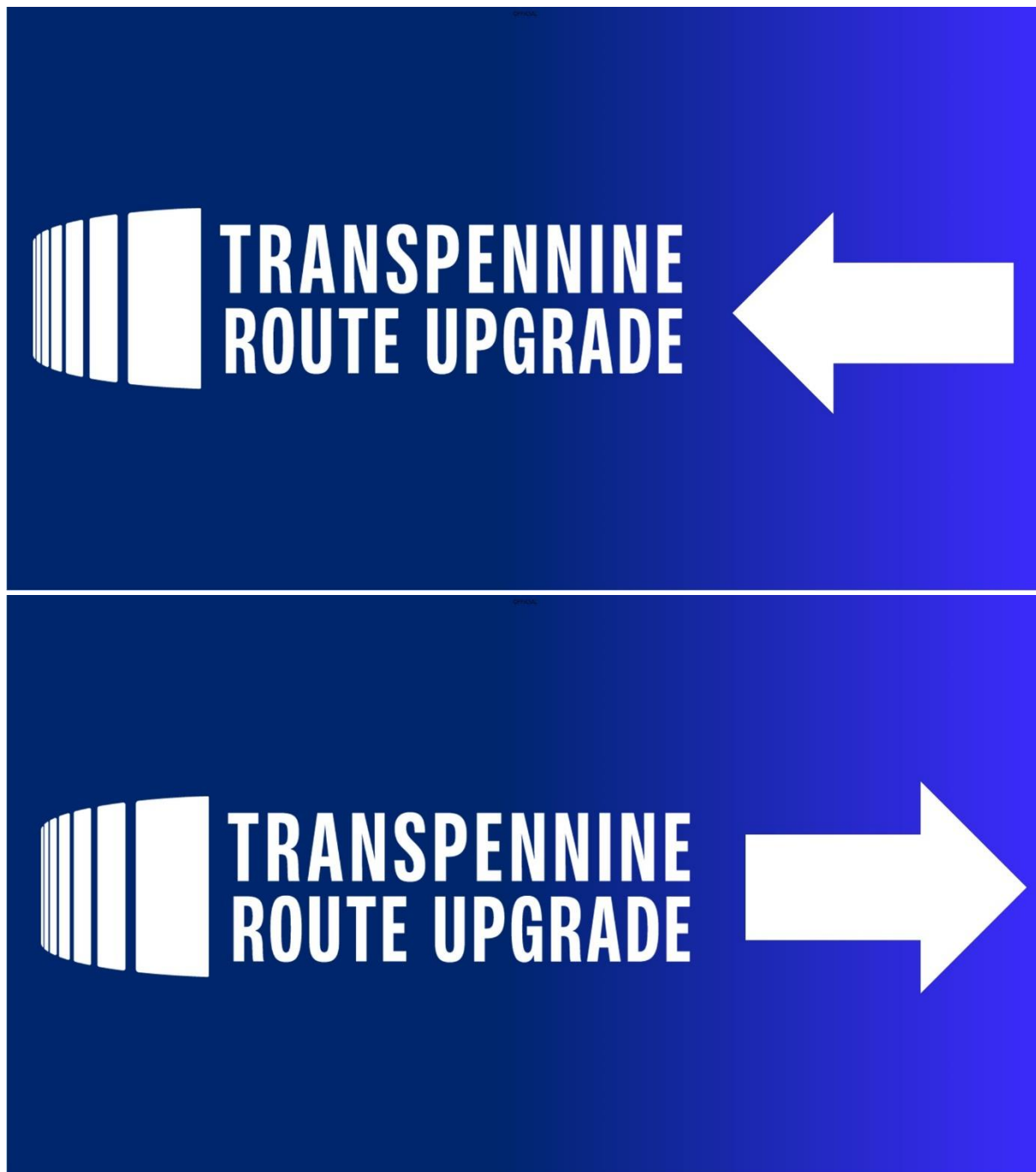
10F – IN PERSON CONSULTATION SIGNAGE



The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

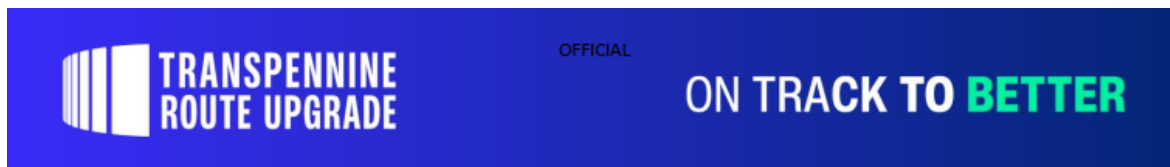
November 2025



The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order
Document NR07 – Consultation Report
November 2025

Appendix 11 – Phase 2 Consultation Materials

10a – Residents invitation letter and mailing area



Re: Moorgate Halt Level Crossing public consultation

Hello,

I hope you are well.

The Transpennine Route Upgrade (TRU) is transforming journeys across the North, better connecting towns and cities through more frequent, faster trains, running on a cleaner, greener and more reliable railway.

Many of you will have joined us in September as we consulted local residents in your area on a series of TRU works from Stalybridge to Diggle. That element of consultation has now closed, but information is still available to view at www.networkrail.co.uk/stalybridgetodiggle.

TRU will enable an increased number of faster passenger, and freight services over Moorgate Halt Level Crossing, and will also see the installation of Overline Line Equipment (OLE) to power these cleaner, faster and quieter services.

However, this increase in the number and speed of trains will increase the risk to users of Moorgate Halt Level Crossing. Therefore, our proposal is to close the level crossing and to improve an existing public footpath as an alternative to cross the railway in this locality.

We are now looking to gather opinions on our proposal to close Moorgate Halt Level Crossing, and upgrade an alternate public right of way.

Moorgate Halt Level Crossing is located to the north of Greenfield Station on the edge of Uppermill village.

The proposed alternative route for crossing the railway would be at most 440 metres, and should take no more than 6 minutes to walk for many users.

We will be holding a public consultation event on our proposal for Moorgate Halt Level crossing on **Thursday 28 November 2024, 1-7pm at Saddleworth Museum**.

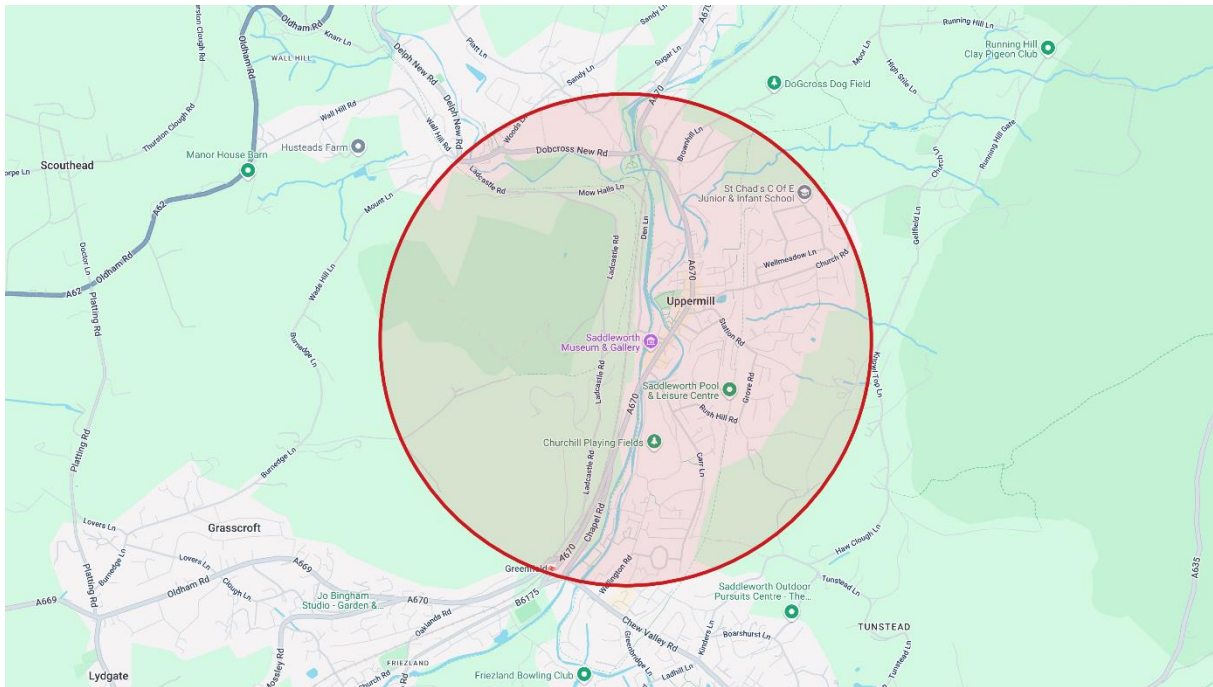
This is an opportunity to talk through the proposal with our team and feedback your thoughts. There will also be an online consultation, hosted at www.thetrupgrade.co.uk/moorgatehalt, which will launch on Thursday 28 November 2024 and close on Friday 20 December. This website will not be live before 28 November.

Sincerely,

TRU Communications Team

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order
Document NR07 – Consultation Report
November 2025

10b – Mailing area for Resident Invitation Letter



The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order

Document NR07 – Consultation Report

November 2025

10c – CONSULTATION BOARD



ON TRACK TO BETTER

Moorgate Halt Level Crossing

Moorgate Halt Level Crossing is located between Greenfield and Marsden stations on the edge of Uppermill village, on the Huddersfield to Manchester railway.

Transpennine Route Upgrade (TRU) will enable an increased number of faster passenger and freight services over Moorgate Halt Level Crossing. This will increase the risks to users significantly, if it remains open. Therefore, our proposal is to close the level crossing and improve the existing public footpath (244 SADD) as an alternative.

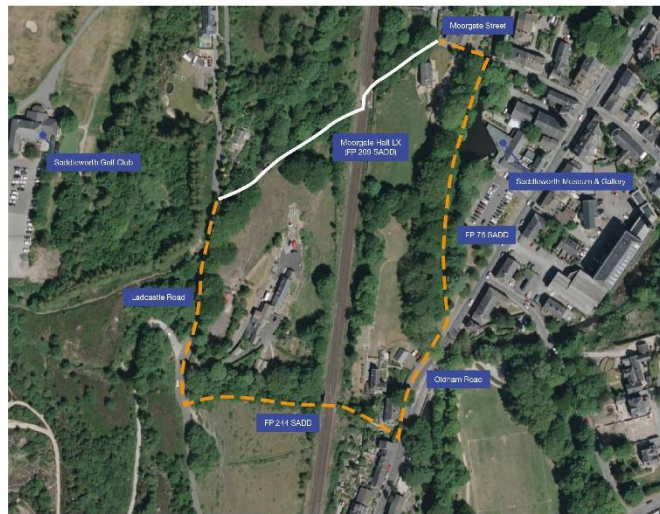
This path (orange on this map) is a route via an underbridge that stretches between Oldham Road and Ladcastle Road. The route is passable, but we will introduce enhanced underfoot conditions and replace the current life-expired steps with compatible steps and handrails, to improve quality and safety. This alternative route for crossing the railway would be at most 440 metres, and should take no more than 6 minutes to walk; for many users it may be substantially shorter.



Example of metal ad steps and handrails.



Example of gravel surface.



The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order
Document NR07 – Consultation Report
November 2025

10d – CONSULTATION RESPONSE FORMS

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The Network Rail Stalybridge to Diggle (Saddleworth) Order

Moorgate Halt Level Crossing

Consultation Question

If you would like more information or have any feedback regarding the proposed Scheme, please feel free to email us at TranspennineEngagement@networkrail.co.uk.

We encourage you to share any comments or concerns that are relevant to you. You don't need to fill-in all sections provided in this feedback form.

About the Scheme

How often do you currently use Moorgate Halt Level Crossing?

☐ Daily ☐ Weekly ☐ Monthly ☐ Infrequently ☐ Never

Why do you currently use it?

☐ Getting to/from work ☐ Getting to/from school ☐ Visiting family/friends
☐ Shopping ☐ Leisure ☐ Other

If 'other', please let us know what for

How would you be affected by the closure of the level crossings?

To what extent do you agree with our plans to divert Moorgate Halt Road Level Crossing in Oldham via an upgraded existing safer pedestrian route across the railway?

Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Undecided/ don't know

Please explain your answer:

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order
Document NR07 – Consultation Report
November 2025

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Do you have any further comments on our plans to close Moorgate Halt Level Crossings and upgrade the existing footpath to mitigate the closure?

About you

What is your connection to this scheme?

Please tick all that apply

- ☐ Local resident
- ☐ Landowner potentially affected by the scheme
- ☐ Train passenger
- ☐ Local ward or parish councillor *please state* _____
- ☐ Local business or organisation *please state* _____
- ☐ Other *please state* _____
- ☐ Prefer not to say

It's useful for us to know which area you live in. Please leave your postcode here:

What topics are most important to you when considering development of rail infrastructure projects? *(Please tick all that apply)*

- ☐ Residents and the community
- ☐ The environment
- ☐ The local road network
- ☐ Local employment opportunities
- ☐ Potential disruption to the existing rail services while under construction
- ☐ Other *please state* _____

The Network Rail (Stalybridge to Diggle (Saddleworth) Enhancements) Order
Document NR07 – Consultation Report
November 2025

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Working with you

To help us improve how we consult in the future, we would be grateful if you could answer the questions below.

How did you hear about the consultation? *(Please tick all that apply)*

- ☐ Postcard received in the post
- ☐ Poster
- ☐ Facebook
- ☐ Twitter
- ☐ Instagram
- ☐ Word of mouth
- ☐ Other *please state* _____

How useful did you find our consultation materials in helping you understand the scheme?

Very useful	Quite useful	Neutral	Not very useful	Not useful at all	Undecided/ don't know

Do you have any comments on how we can improve our consultation materials? For example, is there anything else you think we should be including, or any aspects you think could be improved?

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If you wish to be contacted by Network Rail with further information, or to discuss the feedback you have provided on the scheme, then please tick here ☐

Please confirm by providing your details below:
